PLANNING COMMISSION
City of Campbell, California

7:30 P.M. January 26, 2016
City Hall Council Chambers Tuesday

AGENDA

ROLL CALL

APPROVAL OF THE MINUTES January 12, 2016

COMMUNICATIONS

AGENDA MODIFICATIONS OR POSTPONEMENTS

ORAL REQUESTS
This is the point on the agenda where members of the public may address the Commission on items of concern to the Community that are not listed on the agenda this evening. People may speak up to 5 minutes on any matter concerning the Commission.

PUBLIC HEARINGS

1. **PLN2015-351** Public Hearing to consider the application of Nallely M. Garcia for a Site and Architectural Review Permit (PLN2015-351) to allow a 493 square foot addition and major remodel of an existing single family residence on property located at **1377 York Avenue** in the R-1-9 (Single-Family Residential) Zoning District**.** Staff is recommending that this project be deemed Categorically Exempt under CEQA. Planning Commission decision final unless appealed in writing to the City Clerk within 10 calendar days. Project Planner: *Stephen Rose, Associate Planner*

2. **PLN2015-303** Public Hearing to consider the application of Dr. Jeremy Ueno for a Conditional Use Permit (PLN2015-303) to allow the establishment of a medical office use (center for periodontics & dental implants) within an existing commercial building and allow the construction of a new entry canopy and accessible path of travel on property located at **2160 S. Bascom Avenue** in the C-2 (General Commercial) Zoning District. Staff is recommending that this project be deemed Categorically Exempt under CEQA. Planning Commission decision final unless appealed in writing to the City Clerk within 10 calendar days. *Project Planner: Stephen Rose, Associate Planner*

3. **PLN2015-248** Public Hearing to consider the application of Elizabeth Asadi for a Conditional Use Permit with Site and Architectural Review (PLN2015-248) to allow construction of an approximately 4,000 square-foot classroom building and an increase in student capacity from 120 to 150 children for an existing private Pre-K-8 school (Carden Day School) with ancillary daycare services, a Parking Modification Permit (PLN2015-361) to allow a shared parking arrangement, and a Tree Removal Permit (PLN2015-332) to allow removal of a Black Walnut tree on property located at 1**980 Hamilton Avenue** in the P-F (Public Facilities) Zoning District. Staff is recommending that this project be deemed Categorically Exempt under CEQA. Planning Commission decision final unless appealed in writing to the City Clerk within 10 calendar days. *Project Planner: Daniel Fama, Associate Planner*

REPORT OF THE COMMUNITY DEVELOPMENT DIRECTOR

ADJOURNMENT

Adjourn to the next regularly scheduled Planning Commission meeting of **February 9, 2016**, at 7:30 p.m., in the City Hall Council Chambers, 70 North First Street, Campbell, California.

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CITY OF CAMPBELL PLANNING COMMISSION

MINUTES

7:30 P.M. TUESDAY

JANUARY 12, 2016
CITY HALL COUNCIL CHAMBERS

The Planning Commission meeting of January 12, 2016, was called to order at 7:30 p.m., in the Council Chambers, 70 North First Street, Campbell, California by Chair Dodd and the following proceedings were had, to wit:

ROLL CALL

Commissioners Present:	Chair:	Cynthia L. Dodd
	Vice Chair:	Yvonne Kendall
	Commissioner:	Pamela Finch
	Commissioner:	Philip C. Reynolds, Jr.
	Commissioner:	Michael L. Rich
	Commissioner:	Donald C. Young
Commissioners Absent:	Commissioner:	Ron Bonhagen
Staff Present:	Community Development Director:	Paul Kermoyan
	Associate Planner:	Stephen Rose
	City Attorney:	William Seligmann

APPROVAL OF MINUTES

Motion: **Upon motion by Commissioner Reynolds, seconded by Commissioner Kendall, the Planning Commission minutes of the meeting of December 8, 2015, were approved as submitted. (6-0-1; Commissioner Bonhagen was absent)**

COMMUNICATIONS

None

AGENDA MODIFICATIONS OR POSTPONEMENTS

None

ORAL REQUESTS

None

CONSENT

There were no consent items.

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PUBLIC HEARINGS

Commissioner Finch advised that she must recuse from this first item on the agenda due to a monetary gain from a competing business location nearby. She left the dais and chamber.

Chair Dodd read Agenda Item No. 1 into the record as follows:

1. **PLN2015-22** Public Hearing to consider the application of Edwards & Anderson, Inc., for a Modification (PLN2015-22) to a previously approved Use Permit (UP 83-06) to allow the existing Shell Gas Station and associated mini-mart to operate 24-hours a day (late night operation) on property located at **570 E. Hamilton Avenue**. Staff is recommending that this project be deemed Categorically Exempt under CEQA. Planning Commission decision final unless appealed in writing to the City Clerk within 10 calendar days. Project Planner: Stephen Rose, Associate Planner

Mr. Stephen Rose, Associate Planner, presented the staff report.

Chair Dodd asked if there were questions of staff.

Commissioner Reynolds asked the City Attorney if there is any way that the Planning Commission can add conditions of employment within a set of conditions of approval.

City Attorney William Seligmann said if there is a nexus, the answer is yes. If there are some work-related criteria this may be possible to condition. However, since drug testing has privacy implications, it would not be something for this Planning Commission itself to impose.

Commissioner Kendall asked about the planned retention standards for the footage from the three cameras. She asked if Campbell PD would establish such standards.

David Livingston, Sergeant, Campbell Police Department:
- Replied no.
- Added that Campbell PD just provided suggestions to this business owner as to what they might do to make this location less attractive place to do criminal activities that had occurred in the past.
- Pointed out that these security cameras serve as a deterrent. Campbell PD would welcome any footage that might be available in the event that something should occur but have not established a specific retention standard.

Commissioner Kendall asked Sergeant Livingston if these security cameras would be in operation 24-hours a day.

Sergeant Livingston replied yes. The cameras are in operation when the business is in operation, which they are requesting to be 24 hours a day.

Planner Stephen Rose said that these cameras are wide-angled and the recordings will be made available to assist the Police in the event of criminal activity at the location.

Commissioner Rich:
- Asked if Campbell PD is comfortable with this proposed 24-hour operation and that it would not be a contributor to unlawful activity in the future. Is there any specific correlation between businesses with 24-hour operations and unlawful activities?

Sergeant Livingston advised that the staff at this location (Shell) at that time was the correlation due to the people that they drew to the location.

Commissioner Rich asked if there are any remaining concerns on the part of Campbell PD.

Sergeant Livingston said that this 24-hour use should be fine as long as they continue in the manner that they have been operating in the last year (having ceased 24-hour operations during that time).

Chair Dodd opened the Public Hearing for Agenda Item No. 1.

Chair Dodd closed the Public Hearing for Agenda Item No. 1.

Commissioner Reynolds:
- Said that he likes the idea of allowing this Shell Station to return to 24-hour operations. This is good for the motoring public and for our City.
- Added that this is a good location for a 24-hour service station.
- Admitted that his biggest concern is the employee drug testing policy, specifically paragraph 4.

- Pointed out that this policy is a condition of employment. New employees must agree to submit to random drug testing. It seems per the policy that in the event that an employee refuses drug testing, that employee would be restricted to working between the hours of 8 a.m. and 5 p.m. rather than being terminated. This seems to give employees the option to opt out of drug testing.
- Recounted that he once worked as a gas station attendant when he was a teenager. There are hazards that are inherent in fueling stations. People who work there have to be coherent and not intoxicated or otherwise impaired.
- Said that this draft policy for random drug testing appears to be contradictory with an opt-out option.
- Suggested removing that option from the policy.

Director Paul Kermoyan clarified that the Planning Commission is not conditioning that requirement for random drug testing. Rather that requirement is a part of the business owner's efforts to make sure their employees meet their requirement to be drug free.

Commissioner Reynolds asked for clarification that the owner created that policy document for random drug testing.

Director Paul Kermoyan replied that the City had no say on that condition of employment.

Commissioner Reynolds said that if that language remains a part of their policy on random drug testing, he would be unable to support this proposed use. That policy could provide this business a method of ensuring a safe operation but the added opt-out language weakens it.

Commissioner Kendall said that this document requiring submittal to random drug testing is similar to the one she uses with her business.

Director Paul Kermoyan added that they can chose to change the document from time to time as well.

Commissioner Reynolds said that he would not support this request with this form remaining as it is currently written with an opt-out provision. That is just moving a potential problem and not removing it from this business.

Chair Dodd pointed out that this doesn't mean the business cannot call the Police if they find an employee to be under the influence while at work.

Commissioner Young:

- Referenced a letter provided by the applicant that indicates that a lot of the crime that had been occurring had been influenced by a nearby homeless encampment that is now gone.
- Added that following Campbell PD's recommendations is a good idea including the provision of security camera footage to PD upon request.
- Pointed out that storage of such footage can become expensive. It may not be reasonable to keep all footage.

- Said that having this service station that is located so close to a freeway in operation 24-hours per day makes sense.
- Said that he has no issue with the policy with an employee random drug testing requirement.
- Stated that the form actually looks like other such standard forms that he has seen.
- Concluded that he would be supporting this application.

Commissioner Rich:
- Asked if a condition might be considered that if there are three drug related arrests involving employees, then the hours at this location would be reduced back to their existing hours.
- Added that he too has no problem with the requirement for drug testing.
- Stated that he is in favor of this application.

Commissioner Young:
- Referenced Condition 3 that provides the Director with the authority to bring a use back to the Commission as appropriate. That is a standard condition.

Commissioner Kendall said that a broad statement is good enough. If Campbell PD feels the use needs to be brought back for further review, it will be.

Director Paul Kermoyan agreed. As the condition is written, the reasons for bringing it back before the Commission are written extremely broadly. Arrests could be reviewed as a public nuisance that might curtail hours immediately and bring the use back to the Commission.

Commissioner Kendall said that the Director and Campbell PD should determine when and why this use should return for further consideration. She added that she is supportive.

Commissioner Reynolds asked Chair Dodd to re-open the public hearing so he can ask a question of the applicant.

Chair Dodd re-opened the public hearing for Agenda Item No. 1.

Commissioner Reynolds asked if Attachment 6 of the staff report represents a condition of employment.

Mr. David Bicknell, Attorney/Applicant's Representative:
- Said yes it is. The purpose is to allow drug testing.
- Added that a potential employee would not be hired if they are not willing to sign this form agreeing to such testing if requested.
- Stated that in the event that an employee is suspected of being at work under the influence they would contact the Police and the employee subsequently discharged.

Chair Dodd re-closed the public hearing for Agenda Item No. 1.

Motion: **Upon motion of Commissioner Reynolds, seconded by Commissioner Rich, the Planning Commission adopted Resolution No. 4269 approving a Modification (PLN2015-22) to a previously approved Use Permit (UP 83-06) to allow the existing Shell Gas Station and associated mini-mart to operate 24-hours a day (late night operation) on property located at 570 E. Hamilton Avenue, subject to the conditions of approval, with an added condition that the Director and Campbell PD determine the retention schedule for the security camera surveillance footage, by the following roll call vote:**

AYES: **Dodd, Kendall, Reynolds, Rich and Young**
NOES: **None**
ABSENT: **Bonhagen**
ABSTAIN: **Finch**

Chair Dodd advised that this action is final unless appealed in writing to the City Clerk within 10 calendar days.

Commissioner Finch returned to the chambers and dais.

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REPORT OF THE COMMUNITY DEVELOPMENT DIRECTOR

Director Paul Kermoyan provided the following additions to the written report:

- Advised that the League of California Cities Planning Commission Academy will occur in March.
- Added that he has added to his budget so that more than just two Commissioners can sign up if they are interested.
- Asked the Commissioners to contact him should they learn of other training opportunities that might be helpful to them in their work on the Commission.

Commissioner Reynolds asked if Director Kermoyan is aware of any training programs that focus on parking.

Director Paul Kermoyan replied that he knows there are often focused discussions on parking at most conferences but he's not found a conference focusing solely on parking.

Commissioner Reynolds recalled a full day event sponsored by VTA.

Director Paul Kermoyan said that such an event is more a workshop than conference. If anyone learns of something that could be useful, please contact him to discuss the specifics.

Commissioner Kendall advised that Los Gatos' Planning Commission will be discussing their parking standards this week. That could be interesting to watch and follow.

ADJOURNMENT

The Planning Commission meeting adjourned at 8:07 p.m. to the next Regular Planning Commission Meeting of **January 26, 2016**.

SUBMITTED BY: _____
Corinne Shinn, Recording Secretary

APPROVED BY: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

RESOLUTION NO. 4269

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL APPROVING A MODIFICATION (PLN2015-22) TO A PREVIOUSLY-APPROVED CONDITIONAL USE PERMIT (UP 83-06) TO ALLOW LATE NIGHT OPERATIONAL HOURS FOR AN EXISTING GAS SERVICE STATION AND MINI-MART ON PROPERTY LOCATED AT **570 E. HAMILTON AVENUE.** FILE NO.: PLN2015-22

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The Planning Commission finds as follows with regard to file number PLN2015-22:

1. The project site is zoned C-2 (General Commercial) and designated General Commercial in the Campbell General Plan.

2. The project site consists of a 25,634 square-foot site, with an 800 square-foot retail building (mini-mart) and six fueling islands.

3. The project site is located at the southwest corner of the intersection of E. Hamilton and Salmar Avenue, and near the on- and off-ramp of Highway 17.

4. The project site is surrounded by commercial properties on all sides.

5. No expansion or changes to the exterior of the commercial building are proposed.

6. At its regular meeting of August 23, 1983, the Planning Commission adopted Resolution No. 2227 approving a Use Permit (UP 83-06), allowing the construction of a mini-mart and service station and approval of off-sale of beer & wine. The approved Conditional Use Permit did not specify allowable hours of operation.

7. On April 3, 2001 the City Council adopted Ordinance No. 2002, requiring that all late-night uses, defined as those uses operating between the hours of 11:00 PM to 6:00 AM, obtain a Conditional Use Permit or modify a previously-approved Conditional Use Permit to allow late-night operation.

8. To the best of the City's knowledge, the gas service station and mini-mart has operated 24-hours a day since its establishment in 1983.

9. The subject gas service station and mini-mart was approved prior to City Council Ordinance No. 2002, and therefore is considered a non-conforming use.

10. The approval of late night operations and extension of salable hours of alcoholic products (beer & wine) are permitted in the C-2 (General Commercial) Zoning District with approval of a Modification of the previous Use Permit (UP 83-06).

11. The sale of alcoholic products shall be limited to the hours permitted by the State of California.

12. The project site abuts commercial uses to the south and west, and is across from commercial uses to the north and east.

13. The site has six parking spaces, not including queuing spaces located within the fueling area.

14. The Police Department has reviewed the project and is supportive of the request as conditioned.

15. The business and operational hours for the gas station and mini-mart shall 24-Hours a Day, Monday – Sunday.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

16. The proposed use is allowed within the applicable zoning district with the approval of a Modification of the previously approved Conditional Use Permit, and complies, as conditioned, with all other applicable provisions of this Zoning Code and the Campbell Municipal Code.

17. The proposed development would be consistent and compatible with the General Plan and will aid in the harmonious development of the immediate area.

18. The subject site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features required in order to integrate said use with uses in the surrounding area.

19. The subject site is adequately served by streets of sufficient capacity to carry the kind and quantity of traffic such uses would generate.

20. The design, location, size, and operating characteristics of the proposed use, as conditioned, are compatible with the existing and future land uses on-site and in the vicinity of the subject property.

21. The establishment, maintenance, and/or operation of the proposed use, as conditioned, at the location proposed will not be detrimental to the comfort, health, morals, peace, safety, or general welfare of persons residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.

22. The extended business hours and operational hours, as permitted and conditioned, will not detrimentally impact adjacent or abutting commercial businesses.

23. The proposed use is compatible with the uses in the area.

24. The continued establishment of a general off-sale beer & wine license and extension of operational hours will not result in an over concentration of such uses in the area, or create a nuisance due to litter, noise, traffic, vandalism, or other factors, significantly

disturb the peace and enjoyment of the nearby residential neighborhood, or significantly increase the demand on City services.

25. There is a reasonable relationship and a rough proportionality between the conditions of approval and the impacts of the project.

26. No substantial evidence has been presented which shows that the project, as currently presented and subject to the required Conditions of Approval, will have a significant adverse impact on the environment.

27. This project is Categorically Exempt under Section 15301, Class 1 of the California Environmental Quality Act (CEQA), pertaining to the operation and leasing of an existing private structure.

THEREFORE, BE IT RESOLVED that the Planning Commission approves a Modification (PLN2015-22) to a previously-approved Conditional Use Permit (UP 83-06) to allow late night operational hours for an existing gas service station and mini-mart on property located at **570 E. Hamilton Avenue**, subject to the attached Conditions of Approval (attached Exhibit "A").

PASSED AND ADOPTED this 12th day of January, 2016, by the following roll call vote:

AYES:	Commissioners:	Bonhagen, Kendall, Reynolds, Young, Dodd and Rich
NOES:	Commissioners:	None
ABSENT:	Commissioners	None
ABSTAIN:	Commissioners:	Finch

APPROVED: _____
Cynthia Dodd, Chair

ATTEST: _____
Paul Kermoyan, Secretary

EXHIBIT A

CONDITIONS OF APPROVAL
Conditional Use Permit Modification (PLN2015-22)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Project: Approval is granted for a Modification (PLN2015-22) to a previously approved Conditional Use Permit (UP 83-06) to allow late night operational hours for an existing gas service station and mini-mart on property located at **570 E. Hamilton Avenue**. The project shall substantially conform to project plans and written description dated as received by the Planning Division on April 10, 2015, except as may be modified by the conditions of approval specified herein.

2. Supersession of Previous Conditions of Approval: Upon the effective date of the Resolution approving this Modification (PLN2015-22), the previously approved Conditions of Approval (UP 83-06) shall be void and shall permanently be superseded in their entirety by the Conditions of Approval specified herein.

3. Operational Standards: Any business operating pursuant to the Modification (PLN2015-22) approved herein shall be required to conform to the following operational standards of this entitlement and thereafter in perpetuity. Significant deviations from these parameters shall first require approval of a Modification to establish new Conditions of Approval.

    a. **Approved Use**: The approved use is a “gasoline station” and “liquor store” with “late night operations” as defined by the Campbell Municipal Code.

    b. **Hours of Operation**: Hours of operation shall be as follows. By the end of the 'Operational Hours' all employees shall be off of the premises. By the end of 'Business/Public Hours' all patrons shall have exited the facility.

        - Operational Hours: 24-Hours a Day, Monday - Sunday
        - Business Hours: 24-Hours a Day, Monday - Sunday

    In the event complaints are received by the City regarding activity during the approved late-night operational hours, the Community Development Director may immediately modify the hours of operation and/or limit the extended hours of operation, subject to the project being brought back to the Planning Commission for review.

c. **Lighting**: Artificial light shall be designed to reflect away (adequately down shielded) from adjoining properties.

d. **Circulation**: During business hours the gas station shall provide adequate vehicular circulation to ensure free ingress and egress, and safe and unimpeded on-site circulation through the site.

e. **Property Maintenance**: All exterior areas of the business are to be maintained free from graffiti, trash, rubbish, posters and stickers. Trash receptacles shall be maintained within their approved enclosures at all times. Parking lot striping and paving shall be maintained in good condition.

   Note: In conformance with this requirement, existing graffiti as depicted on the telephone box in the project photos shall be remedied within thirty calendar days of this approval. Furthermore, all telephone boxes which are not functional shall be removed within three-months of this approval to alleviate the potential for the equipment to act as an attractive target for graffiti.

f. **Landscape Maintenance**: All landscaped areas shall be continuously maintained in accordance with City Landscaping Requirements (CMC 21.26). Landscaped areas shall be watered on a regular basis so as to maintain healthy plants. Landscaped areas shall be kept free of weeds, trash, and litter. Dead or unhealthy plants shall be replaced with healthy plants of the same or similar type.

g. **Loitering**: There shall be no loitering allowed in the area, in the parking lot, or along the property's frontages. The business owner and property owner are responsible for monitoring the premises to prevent loitering. Increased security patrols, and other measures as appropriate, shall be used to reduce the incidence of loitering on the property.

h. **Security Cameras**: The property shall be required to maintain a minimum of three wide-angle security cameras in working condition. The recordings of these cameras shall be stored for no less than thirty (30) days and made available to assist Police Enforcement upon request.

i. **Smoking**: "No Smoking" signs shall be posted and maintained on the premises in perpetuity in compliance with CMC 6.11.060.

j. **Storage**: No outdoor, or rooftop storage shall be permitted.

k. **Signs**: New signage shall not be installed prior to approval of a sign permit as required by Chapter 21.53 of the Campbell Municipal Code.

   Note: In conformance with this requirement, smaller temporary advertising signs (i.e. Coca-Cola, Marlboro, Rockstar Energy) as depicted in the project photos shall be removed from the property within 30 calendar days of this approval.

l. **Parking**: No vehicle parking on public streets shall be permitted at any time.

m. **Noise**: Unreasonable levels of noise, sounds and/or voices, including but not limited to amplified sounds, loudspeakers, sounds from audio sound systems, and/or music, generated by the subject use shall not be audible to a person of normal hearing capacity from any property. All exterior doors including entry doors shall be kept closed.

4. Selling of Alcohol: Notwithstanding the approved business hours and hours of operation, the sale of alcoholic products shall be subject to the following restrictions:

   a. The sale of alcoholic products shall be limited to the off-sale of beer and wine and the hours permitted by the State of California. No onsite consumption of alcoholic beverages shall be permitted.

   b. The applicant shall maintain in good standing the appropriate off-sale beer & wine license from the State Department of Alcoholic Beverage Control for the off-sale of beer & wine products.

5. Permit Expiration: The Modified Conditional Use Permit approval shall be valid in perpetuity with continued operation of the use approved herein. Abandonment, discontinuation, or ceasing of operations for a continuous period of twelve months shall void the Modified Conditional Use Permit approved herein. Upon vacation of the Modified Conditional Use Permit, the use shall not be reestablished prior to approval of a new application.

6. Revocation of Permit: Operation of the use in violation of the Modified Conditional Use Permit or any standards, codes, or ordinances of the City of Campbell shall be grounds for consideration of revocation of the Conditional Use Permit by the Planning Commission.

ITEM NO. 1

CITY OF CAMPBELL · PLANNING COMMISSION
Staff Report · January 26, 2016

PLN2015-351
Garcia, N.

Public Hearing to consider the application of Nallely Garcia for a Site and Architectural Review Permit (PLN2015-351) to allow for a 493 square foot addition and substantial remodel of an existing single-family residence on property owned by Gonzalo & Candida Quiroga, located at **1377 York Avenue,** in the R-1-9 (Single Family Residential) Zoning District.

STAFF RECOMMENDATION
That the Planning Commission take the following action:

1. **Adopt a Resolution**, incorporating the attached findings, approving a Site and Architectural Review Permit to allow construction of a 493 square foot addition and substantial remodel of an existing single-family residence, subject to the attached Conditions of Approval.

ENVIRONMENTAL DETERMINATION

Staff recommends that the Planning Commission find that this project is Categorically Exempt under Section 15301 Class 1 of the California Environmental Quality Act (CEQA) pertaining to minor alterations to an existing private structure, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

PROJECT DATA

Zoning Designation:	R-1-9 (Single-Family Residential)	
General Plan Designation:	Low-Density Residential (less than 4.5 units/gr. acre)	
Net Lot Area:	6,399 square-feet	
Building Height:	17 feet, 3 inches	28 feet Maximum Allowed
Building Square Footage:		
Existing Living Area:	1,561 square-feet	
Existing Garage:	400 square-feet	
Proposed Addition:	+ 493 square feet	
	2,454 square-feet	
Floor Area Ratio (FAR):	38.4%	45% Maximum Allowed
Building (Lot) Coverage:	39.5%	40% Maximum Allowed*

*: The maximum allowable lot coverage is in accordance with the R-1-6 Zoning District Standard. The San Tomas Area Neighborhood Plan (Section D.2. – Exceptions for Legal Non-Conforming Lots) allows for reduced side and rear setbacks, and lot coverage requirements for legal non-conforming lots based on the standards of the zoning district in which the lot would be conforming (e.g. the setback and lot coverage requirement for a 6,399 square foot lot in an R-1-9 zoning district are to be based on the development standards of the R-1-6 zoning district).

Surrounding Uses
North: Single Family Residence (R-1-9 Zoning)
South: Single Family Residence (R-1-9 Zoning)
East: Single Family Residence (R-1-9 Zoning) across York
West: Single Family Residence (P-D Zoning)

DISCUSSION

Project Location: The project site is an approximately 6,399 square-foot property located on the west side of York Avenue, south of Walters Avenue and north of Van Dusen Lane within the City's San Tomas Area Neighborhood in the R-1-9 (Single-Family Residential) Zoning District (reference **Attachment 3** – Location Map). The site is currently developed with a 1,561 sq. ft. single-family residence with a 400 sq. ft. detached garage (reference **Attachment 4** – Project Plans). Single-family residential properties border the site on all sides.

Project Description: The applicant is seeking approval of a Site and Architectural Review Permit to allow a 493 square foot addition to an existing 1,561 square foot single-family residence. The scope of work also includes a complete remodel of the front façade (porch and entryway), reconstruction of major portions of the roof, and removal and replacement of existing wood siding with stucco, resulting in an entirely new architectural design for the residence.

ANALYSIS

Zoning District: The project site is considered legal non-conforming in the R-1-9 (Single-Family Residential) Zoning District designation (see Project Data), and is within the boundaries of the San Tomas Area and subject to the San Tomas Area Neighborhood Plan (STANP). Pursuant to the STANP, construction of a new single-family home within this zoning district which renders a lot undeveloped requires approval of a Site and Architectural Permit review by the Planning Commission. The Community Development Director has determined that substantial remodels, which result in an entirely new architectural design for a residence, are also subject to Site and Architectural Review by the Planning Commission consistent with the intent to provide public review for redevelopment of properties with an R-1-9 zoning within the STANP.

General Plan: The General Plan land use designation for the project site is Low Density Residential (less than 4.5 units per gross acre). As conditioned, the proposed residence would be consistent with the following General Plan Land Use Strategy:

> Strategy LUT-5.2a: Neighborhood Compatibility: Promote new residential development and substantial additions that are designed to maintain and support the existing character and development pattern of the surrounding neighborhood, especially in historic neighborhoods and neighborhoods with consistent design characteristics

Design: The remodeled residence is presented in a contemporary Spanish style architecture incorporating hipped and gabled rooflines, red/brown composite tile roofing, off-white (beige) stucco walls, brown trim (eaves and windows), and a well-defined front entryway (reference **Attachment 5** – Color/Material Board). Whereas the design of the home is successful at large, the front entryway could be considered out of proportion with the home and/or surrounding properties (reference **Attachment 7** – Front Entry Treatments of Surrounding Properties).

In consideration of the front entry, the San Tomas Area Neighborhood Plan (STANP) provides design criteria which encourage accounting for the design of adjoining properties, as well as emphasizing horizontal design elements which serve to accentuate the width of the house, as opposed to vertical design elements (such as taller entryways). Two exhibits which illustrate this distinction from the STANP have been provided on the following page for ease of reference:

Not Desirable Desirable

Figure 1: Vertical vs. Horizontal Design Emphasis

Site and Architectural Review Committee: The Site and Architectural Review Committee (SARC) reviewed this application at its meeting of January 12, 2016 (the applicant was not in attendance). The Committee was generally supportive of the project, but recommended the applicant to lower the height of the front entryway to be more in line with the peaks of other gable features proposed on the front elevation. While the design recommendation was forwarded to the applicant, no response to SARC feedback had been received as of the date of staff report preparation. As such, a Condition of Approval (#3) has been included by staff, requiring the applicant to lower the height of the front entryway.

Attachments:
1. Findings for Approval of File No.: PLN2015-351
2. Conditions of Approval of File No.: PLN2015-351
3. Location Map
4. Project Plans
5. Color/Material Board
6. SARC Memo
7. Front Entry Treatments of Surrounding Properties

Prepared by: _____
Stephen Rose, Associate Planner

Approved by: _____
Paul Kermoyan, Community Development Director

FINDINGS FOR APPROVAL OF FILE NO. PLN2015-351

SITE ADDRESS: 1377 York Avenue
APPLICANT: Nallely Garcia
OWNER: Gonzalo & Candida Quiroga
P.C. MEETING: January 26, 2016

Findings for Approval of a Site and Architectural Review Permit to allow for a 493 square foot addition and substantial remodel of an existing single-family residence.

The Planning Commission finds as follows with regard to file number PLN2015-351:

1. The project site is designated Low Density Residential (4.5 units/gr. acre) on the City of Campbell General Plan Land Use diagram.
2. The project site is zoned R-1-9 (Single Family Residential) on the City of Campbell Zoning Map.
3. The project site is approximately 6,399 square-feet in area and is therefore considered legal non-conforming in the R-1-9 Zoning District.
4. The project site is located on the west side of York Avenue, south of Walters Avenue and north of Van Dusen Lane within the San Tomas Area, and subject to the San Tomas Area Neighborhood Plan.
5. The proposed project consists of a 2,454 square-foot (1,561 sq. ft. existing residence, 400 sq. ft. garage, 493 sq. ft. new addition) single-family residence with a building coverage of 39.5% and Floor Area Ratio (FAR) of 38.3%.
6. The proposed project will be compatible with the R-1-9 (Single Family Residential) Zoning District with approval of a Site and Architectural Review Permit.
7. The existing residence will retain two parking spaces, satisfying the applicable parking requirement.
8. The proposal incorporates representative architectural features of homes in the San Tomas Neighborhood including simple rectangular shaped forms and gabled roofs.

Based upon the foregoing findings of fact and pursuant to CMC Section 21.42.020, the Planning Commission further finds and concludes that:

1. The project will be consistent with the General Plan;
2. The project will aid in the harmonious development of the immediate area; and
3. The project is consistent with applicable adopted design guidelines.
4. This project is Categorically Exempt under Section 15301 Class 1 of the California Environmental Quality Act (CEQA) pertaining to minor alterations to an existing private structure, involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination.

CONDITIONS OF APPROVAL FOR FILE NO. PLN2015-351

SITE ADDRESS: 1377 York Avenue
APPLICANT: Nallely Garcia
OWNER: Gonzalo & Candida Quiroga
P.C. MEETING: January 26, 2016

The applicant is hereby notified, as part of this application, that he/she is required to meet the following conditions in accordance with the ordinances of the City of Campbell and the State of California. Where approval by the Community Development Director, City Engineer, Public Works Director, City Attorney, or Fire Department is required, that review shall be for compliance with all applicable Conditions of Approval, adopted policies and guidelines, ordinances, laws and regulations, and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified:

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Project: Approval is granted for a Site and Architectural Review Permit (PLN2015-351) to allow for a 493 square foot addition and substantial remodel of an existing single-family residence located at **1377 York Avenue**. The project shall substantially conform to the project plans and color/material board as received by the Planning Division on November 13, 2015, except as may be modified by the Conditions of Approval herein.

2. Permit Expiration: The Site and Architectural Review Permit approval shall be valid for one year from the date of final approval (expiring January 26, 2016). Within this one-year period, an application for a building permit must be submitted. Failure to meet this deadline will result in the Site and Architectural Review Permit being rendered void.

3. Plan Revisions: Prior to building permit submittal the applicant shall revise the front elevation and associated cross sections and side elevations to depict a lower height for the front entry to be more in line with the peaks of the other gable features proposed on the front elevation. The final design of the entry feature shall be subject to the review and approval of the Community Development Director.

4. Planning Final Required: Planning Division clearance is required prior to final Building Permit clearance. Construction not in substantial compliance with the approved project plans shall not be approved without prior authorization of the necessary approving body.

5. On-Site Lighting: On-site lighting shall be shielded away from adjacent properties and directed on site. The design and type of lighting fixtures and lighting intensity of any proposed exterior lighting for the project shall be reviewed and approved by the Community Development Director prior to installation of the lighting for compliance with all applicable Conditions of Approval, ordinances, laws and regulations. Lighting fixtures shall be of a

decorative design to be compatible with the residential development and shall incorporate energy saving features.

6. Fences/Walls: Any newly proposed fencing and/or walls shall comply with Campbell Municipal Code Section 21.18.060 and shall be submitted for review and approval by the Community Development Department.

7. Contractor Contact Information Posting: The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to the issuance of building permits.

8. Construction Activities: The applicant shall abide by the following requirements during construction:

   a. The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to the issuance of building permits.
   b. Construction activities shall be limited to weekdays between 8:00 a.m. and 5:00 p.m. and Saturdays between 9:00 a.m. and 4:00 p.m. No construction shall take place on Sundays or holidays unless an exception is granted by the Building Official.
   c. All construction equipment with internal combustion engines used on the project site shall be properly muffled and maintained in good working condition.
   d. Unnecessary idling of internal combustion engines shall be strictly prohibited.
   e. All stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors such as existing residences and businesses.
   f. Use standard dust and erosion control measures that comply with the adopted Best Management Practices for the City of Campbell.

Building Division

9. Permits Required: A building permit application shall be required for the proposed complete remodeling and addition to the existing structure. The building permit shall include Electrical/Plumbing/Mechanical fees when such work is part of the permit.

10. Project Description: This project is proposed as a “remodel and addition to an existing dwelling”. The scope of work proposed under this project in many ways reflects the construction of a new single-family dwelling. Upon review of the building permit plans, the Building Inspection Division may consider this project as new construction, and fees will be calculated based on the comparative similarities to new construction. This project will be reviewed under the provisions of Chapter 18.32 of the City of Campbell Municipal Code to determine how this project will be defined. If the project is redefined pursuant to these provisions, undergrounding of overhead utilities and frontage improvements may be required.

11. Plan Preparation: Portions of this project requires plans prepared under the direction and oversight of a California licensed Engineer or Architect. Plans submitted for building permits shall be "wet stamped" and signed by the qualifying professional person.

12. Construction Plans: The Conditions of Approval shall be stated in full on the cover sheet of construction plans submitted for building permit.

13. Size of Plans: The minimum size of construction plans submitted for building permits shall be 24 in. X 36 in.

14. Site Plan: Application for building permit shall include a competent site plan that identifies property and proposed structures with dimensions and elevations as appropriate. Site plan shall also include site drainage details. Elevation bench marks shall be called out at all locations that are identified as "natural grade" and intended for use to determine the height of the proposed structure.

15. Seismic requirements: Additions and Alterations to existing residential structures shall comply with Section 3404 of the 2013 California Building Code (CBC).

16. Title 24 Energy Compliance: California Title 24 Energy Compliance forms shall be blue-lined on the construction plans. 8½ X 11 calculations shall be submitted as well.

17. Special Inspections: When a special inspection is required by C.B.C. Chapter 17, the architect or engineer of record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the building permits, in accordance with C.B.C Chapter 1, Section 106. Please obtain City of Campbell, Special Inspection forms from the Building Inspection Division Counter.

18. Non-Point Source Pollution Control: The City of Campbell, standard Santa Clara Valley Non-point Source Pollution Control Program specification sheet shall be part of plan submittal. The specification sheet (size 24" X 36") is available at the Building Division service counter.

19. Approvals Required: The project requires the following agency approval prior to issuance of the building permit:

    - West Valley Sanitation District (378-2407)
    - Santa Clara County Fire Department (378-4010)
    - Bay Area Air Quality Management District (Demolitions Only)
    - San Jose Water Company (279-7900)
    - School District:

        - Campbell Union School District (378-3405)
        - Campbell Union High School District (371-0960)
        - Moreland School District (379-1370)
        - Cambrian School District (377-2103)

Note: To determine your district, contact the offices identified above. Obtain the School District payment form from the City Building Division, after the Division has approved the building permit application.

20. P.G.& E.: Applicant is advised to contact Pacific Gas and Electric Company as early as possible in the approval process. Service installations, changes and/or relocations may require substantial scheduling time and can cause significant delays in the approval process. Applicant should also consult with P.G. & E. concerning utility easements, distribution pole locations and required conductor clearances.

21. Intent to Occupy During Construction: Owners shall declare their intent to occupy the dwelling during construction. The Building Inspection Division may require the premises to be vacated during portions of construction because of substandard and unsafe living conditions created by construction.

22. Construction Fencing: This project shall be properly enclosed with construction fencing to prevent unauthorized access to the site during construction. The construction site shall be secured to prevent vandalism and/or theft during hours when no work is being done. All protected trees shall be fenced to prevent damage to root systems.

23. Build It Green: Applicant shall complete and submit a "Build it Green" inventory of the proposed new single family project prior to issuance of building permit.

24. Storm Water Requirements: Storm water run-off from impervious surface created by this permitted project shall be directed to vegetated areas on the project parcel. Storm water shall not drain onto neighboring parcels.

25. California Green Building Code: This project is subject to the mandatory requirements for new residential structures under the California Green Building Code, 2010 edition.

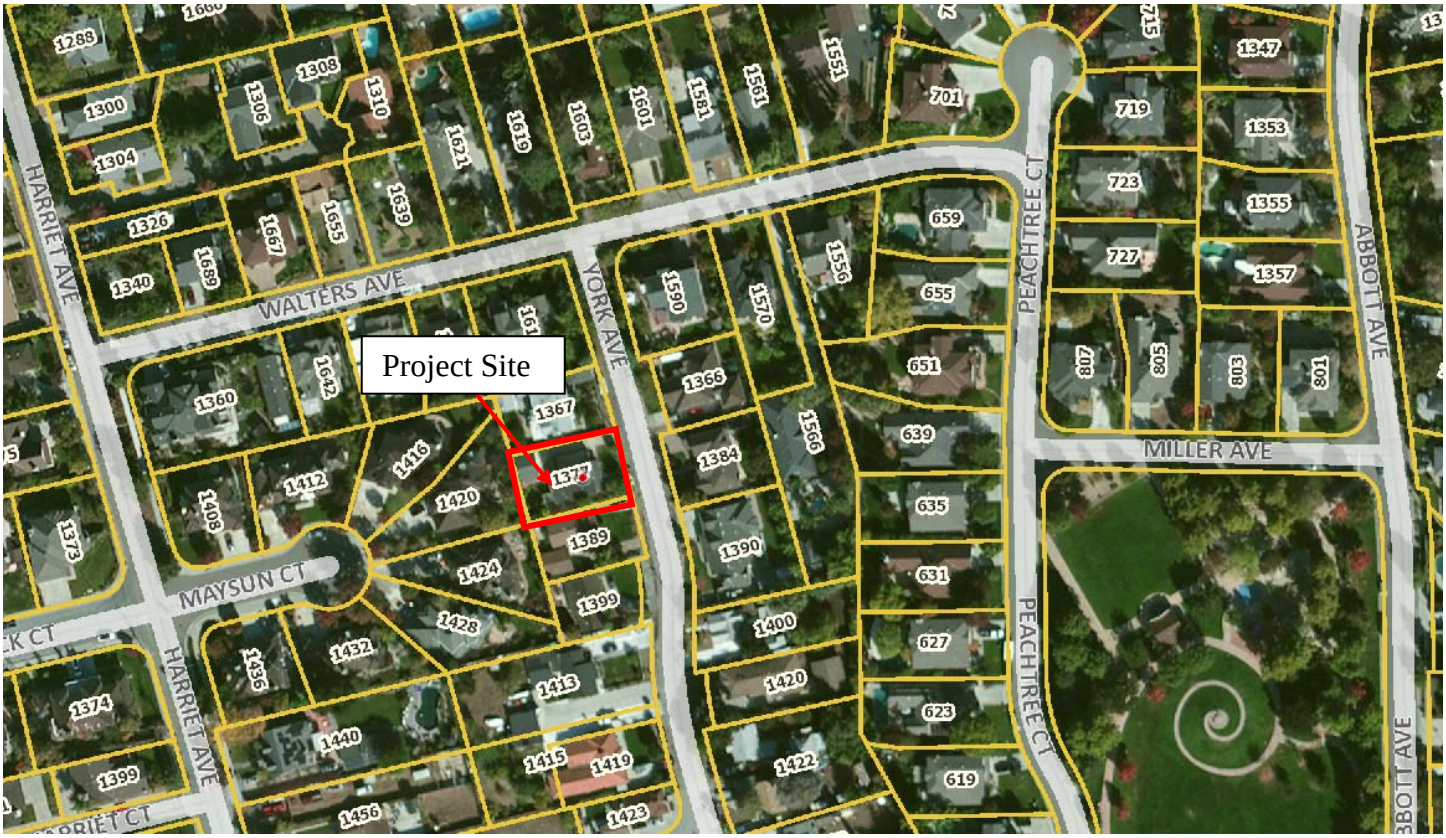
26. Fire Protection System: This structure, if classified as a new Single Family Dwelling under Chapter 18.32 of the Campbell Municipal Code, shall be equipped with residential fire sprinklers compliant with Sections R313 of the California Residential Code 2013 edition.

FIRE DEPARTMENT

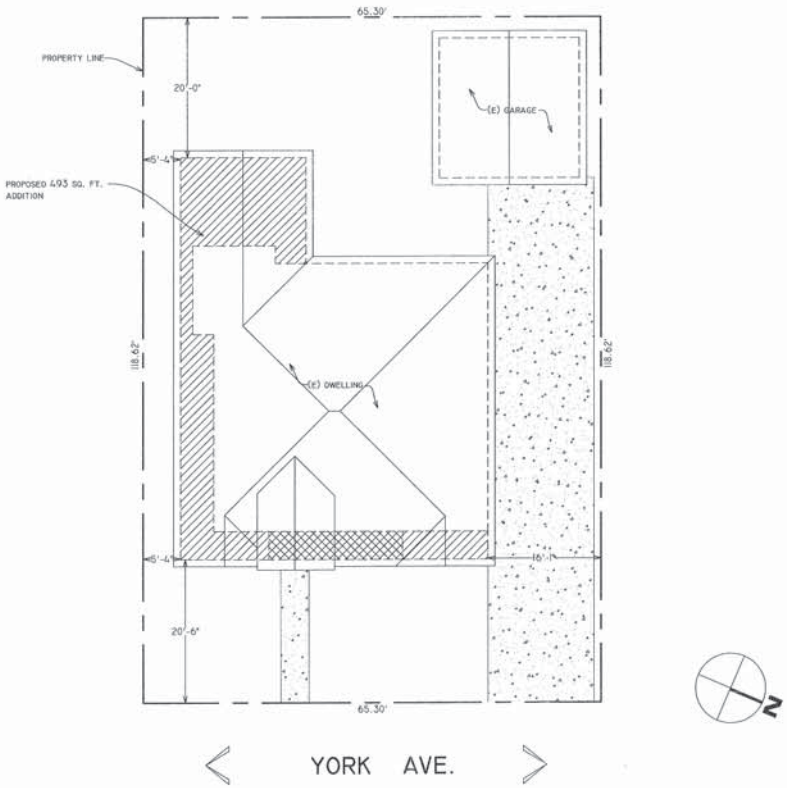
27. Formal Plan Review: Review of this development proposal is limited to accessibility of site access and water supply as they pertain to fire department operations, and shall not be construed as a substitute for formal plan review to determine compliance with adopted model codes. Prior to performing any work the applicant shall make application to, and receive from, the Building Division all applicable construction permits.

28. Construction Site Fire Safety: All construction sites must comply with applicable provisions of the CFC Chapter 14 and our Standard Detail and Specification SI-7.

Location Map



QUIROGA RESIDENCE
PROPOSED NEW ADDITION & INTERIOR REMODEL
1377 YORK AVE. CAMPBELL, CA 95008



SITE PLAN
SCALE: 1/8"= 1'-0"

PROJECT DATA

A.P.N # 404-06-046
OCCUPANCY GROUP R-3/U
CONSTRUCTION TYPE ..... V-B
ZONING R-1-9

SCOPE OF WORK

- NEW ADDITION KITCHEN, LIVING RM, AND FAMILY RM ADDITION
- INTERIOR REMODEL
- FULLY DEMOLISH EXISTING ROOF

LOT COVERAGE

LOT SIZE.....6,399 SQ. FT.
GROUND FLOOR..... 2,054 SQ. FT. (E+N)
EXISTING GARAGE..... 400 SQ .FT.

$\frac{\text{TOTAL AREA}}{\text{LOT SIZE}} = 0.38\%$

F.A.R

EXISTING DWELLING .... 1,561 SQ. FT.
EXISTING GARAGE..... 400 SQ. FT.
NEW ADDITION..... 493 SQ. FT.

TOTAL AREA = 2,454 SQ. FT.

$\frac{\text{TOTAL AREA}}{\text{LOT SIZE}} = 0.38\%$

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PLANNING DEPT.

DRAWING INDEX

A1	• SITE PLAN
A1.1	• EXISTING FLOOR PLAN
A2	• FLOOR PLAN
A3	• CROSS SECTION • ROOF PLAN
A4	• EXISTING ELEVATIONS
A5	• EXISTING ELEVATIONS
A6	• PROPOSED ELEVATIONS
A7	• PROPOSED ELEVATIONS
A8	• LANDSCAPE PLAN • DRAINAGE PLAN

NO	REVISION	DATE	BY	ISSUED FOR

PROPOSED
NEW ADDITION

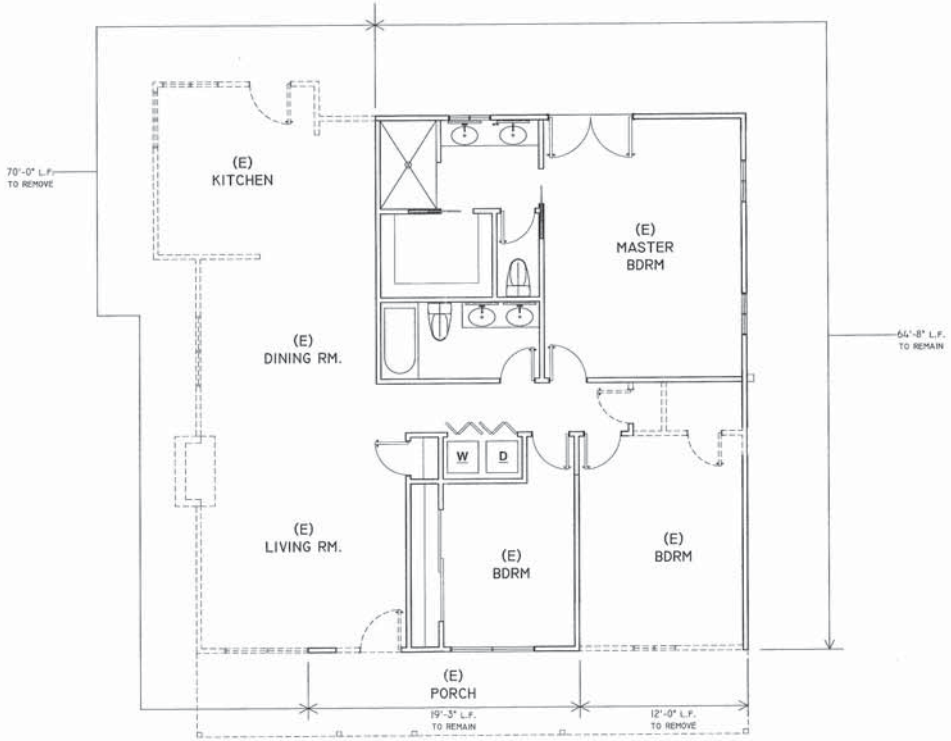
OWNER: QUIROGA RESIDENCE
1377 YORK AVE.
CAMPBELL CA, 95008

RESIDENTIAL DESIGNS
829 S. 7th Street • San Jose, CA 95112
Phone: (408) 293-4300 • Fax: (408) 293-4303
gomezdesigns@gmail.com

Date	10/15/15
Scale	AS NOTED
Drawn	GPI
Job	
Sheet	A1

24x36 SHEET—PLOT 1=1

WALL LEGEND	
═══	EXISTING WALL
- - - - -	DEMO EXISTING WALL



EXISTING/DEMOLITION FLOOR PLAN

SCALE: 1/4"=1'-0"

NO.	REVISION	DATE	BY	ISSUED FOR

PROPOSED
NEW ADDITION

OWNER: QUIROGA RESIDENCE
1377 YORK AVE.
CAMPBELL CA, 95008

RESIDENTIAL DESIGNS
829 E. 7th Street • San Jose, CA 95112
Phone: (408) 292-3600 • (408) 274-5088
gpresidentialdesigns@gmail.com

Date	10/15/15
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Drawn	GPI
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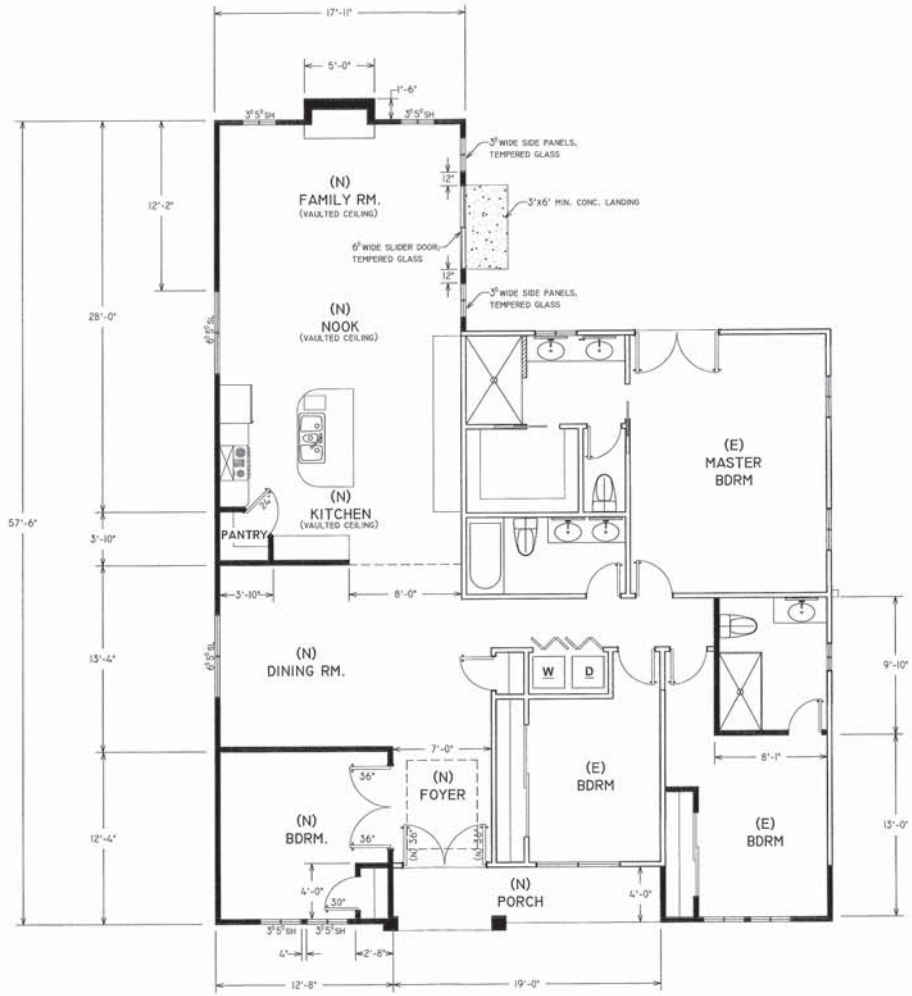
24x36 SHEET-PLOT 1=1



FLOOR PLAN

SCALE: 1/4"= 1'-0"

WALL LEGEND

EXISTING WALL TO REMAIN

PROPOSED NEW WALL w/ 2x4 DF#2 STUDS @ 16" O.C., TYP.

KEYNOTES

1. DOUBLE GLAZED LOW-E WINDOW WITH 4"x12" DF#2 HEADER (TYPICAL FOR ALL NEW WINDOWS)
2. 24"x24" UNDER FLOOR ACCESS
3. PROVIDE WEATHER-STRIPPING

PLEASE NOTE:
EXTERIOR DOOR LANDING SHALL BE 7.75" (MAX) FOR IN-SWING DOORS FROM THE TOP OF THE THRESHOLD TO THE LANDING

NO	REVISION	DATE	BY	ISSUED FOR

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OWNER: QUIROGA RESIDENCE
1377 YORK AVE.
CAMPBELL CA, 95008

RESIDENTIAL DESIGNS
828 S. 7th Street • San Jose, CA 95112
Phone (408) 286-3000 • Fax (408) 274-5088
gpi@residentialdesigns.com

Date	10/15/15
Scale	AS NOTED
Drawn	GPI
Job	
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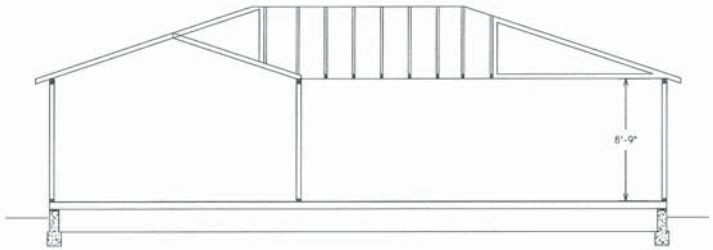
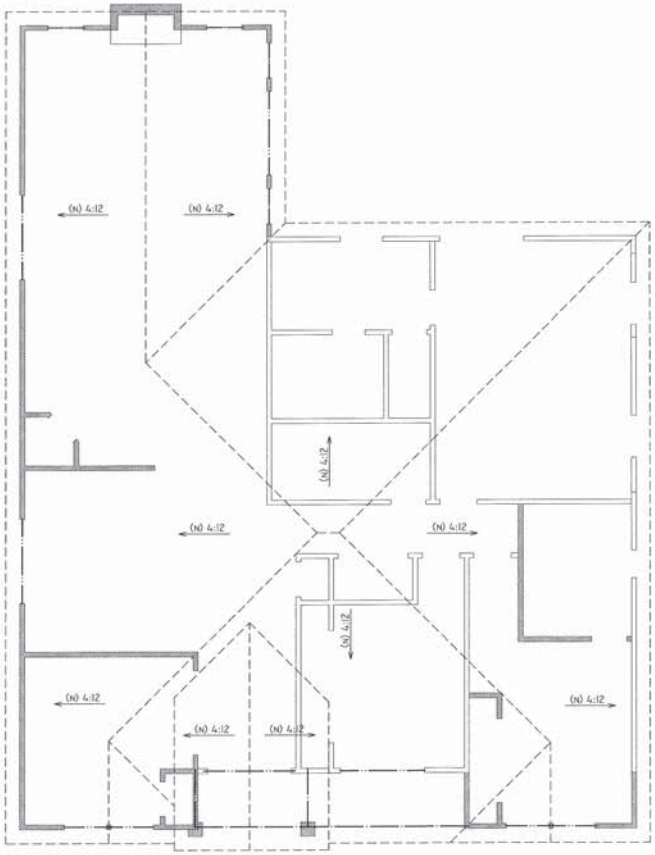
24x36 SHEET-PLOT 1=1



CROSS SECTION
SCALE 3/8"= 1'-0"
1
A4



ROOF PLAN
SCALE: 1/4"= 1'-0"

NO.	REVISION	DATE	BY	ISSUED FOR

PROPOSED
NEW ADDITION

OWNER: QUIROGA RESIDENCE
1377 YORK AVE.
CAMPBELL CA, 95008

RESIDENTIAL DESIGNS
829 S. 7th Street, San Jose, CA 95112
Phone: (408) 274-5088 Fax: (408) 274-5088
gpresidential@gmail.com

Date	10/15/15
Scale	AS NOTED
Drawn	GPI
Job	
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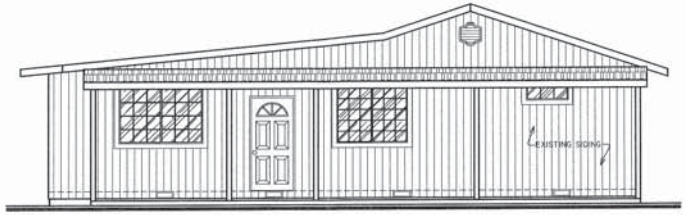
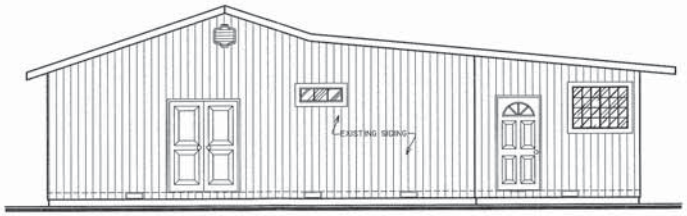
24x36 SHEET-PLOT 1=1



EXISTING FRONT ELEVATION

SCALE: 1/4"= 1'-0"



EXISTING REAR ELEVATION

SCALE: 1/4"= 1'-0"

NO.	REVISION	DATE	BY	ISSUED FOR

PROPOSED
NEW ADDITION

OWNER: QUIROGA RESIDENCE
1377 YORK AVE.
CAMPBELL CA, 95008

RESIDENTIAL DESIGNS
829 S. 7th Street • San Jose, CA 95112
Phone: (408) 292-2214 • Fax: (877) 474-0880
gpresidential@gmail.com

Date	10/15/15
Scale	AS NOTED
Drawn	GPI
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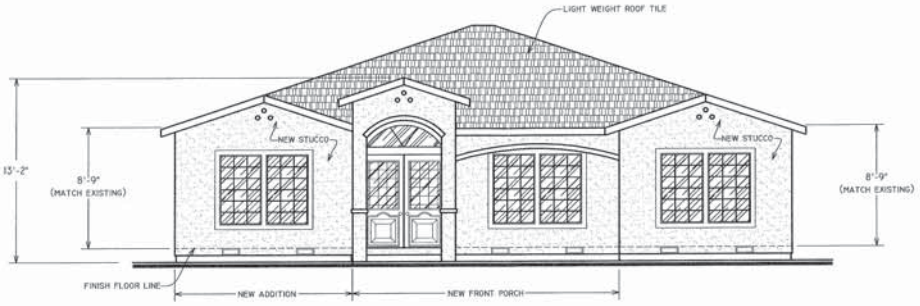
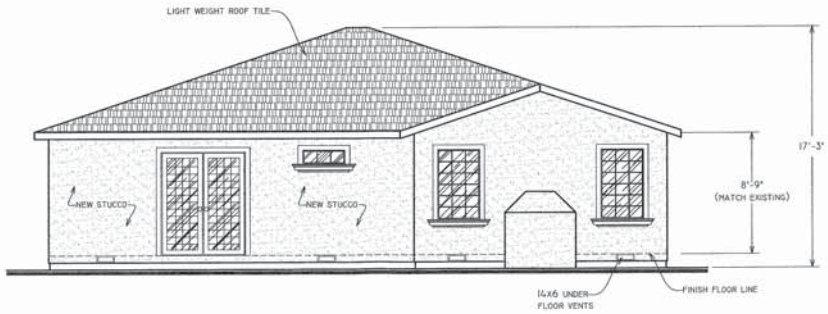
24x36 SHEET-PLOT 1=1



PROPOSED FRONT ELEVATION

SCALE: 1/4"= 1'-0"



PROPOSED REAR ELEVATION

SCALE: 1/4"= 1'-0"

NO.	REVISION	DATE	BY	ISSUED FOR

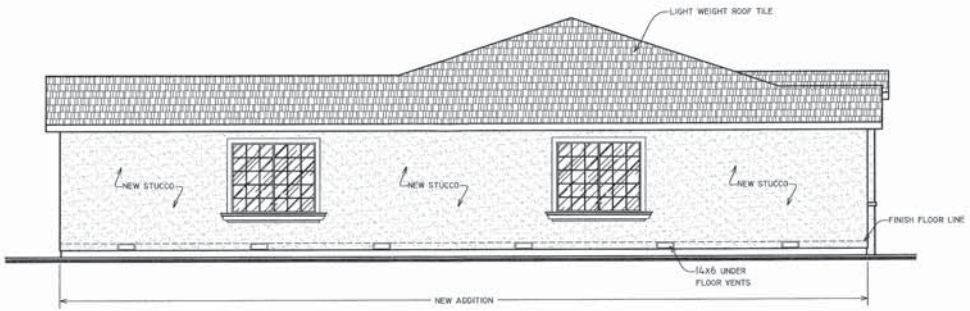
PROPOSED
NEW ADDITION

OWNER: QUIROGA RESIDENCE
1377 YORK AVE.
CAMPBELL CA, 95008

RESIDENTIAL DESIGNS
829 S. 7th Street • San Jose, CA 95112
Phone: (408) 293-1200 • Cell: (408) 315-5088
gonzalesdesigns@gmail.com

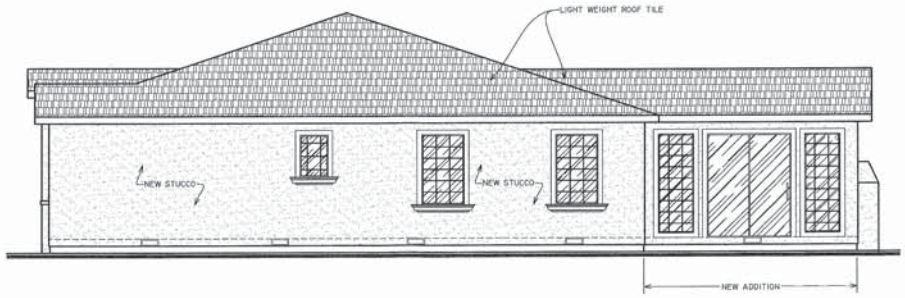
Date	10/15/15
Scale	AS NOTED
Drawn	GPI
Job	
Sheet	A6

24x36 SHEET-PLOT 1=1



PROPOSED LEFT SIDE ELEVATION

SCALE: 1/4"= 1'-0"



PROPOSED RIGHT SIDE ELEVATION

SCALE: 1/4"= 1'-0"

NO.	REVISION	DATE	BY	ISSUED FOR

PROPOSED
NEW ADDITION

OWNER: QUIROGA RESIDENCE
1377 YORK AVE.
CAMPBELL CA, 95008

RESIDENTIAL DESIGNS
829 S. 7th Street • San Jose, CA 95112
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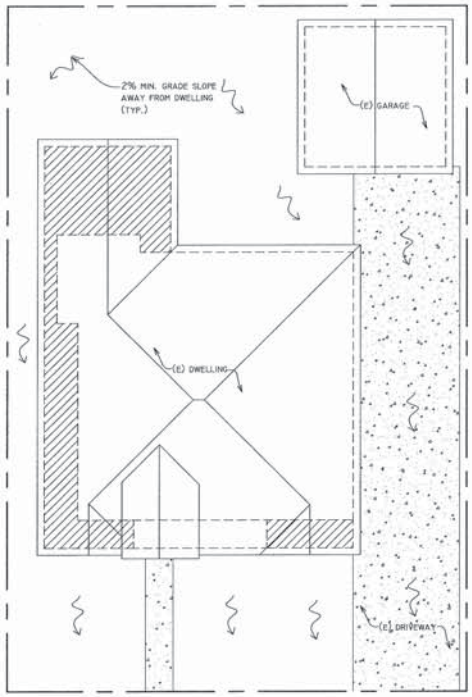
gpresidesigns@yahoo.com

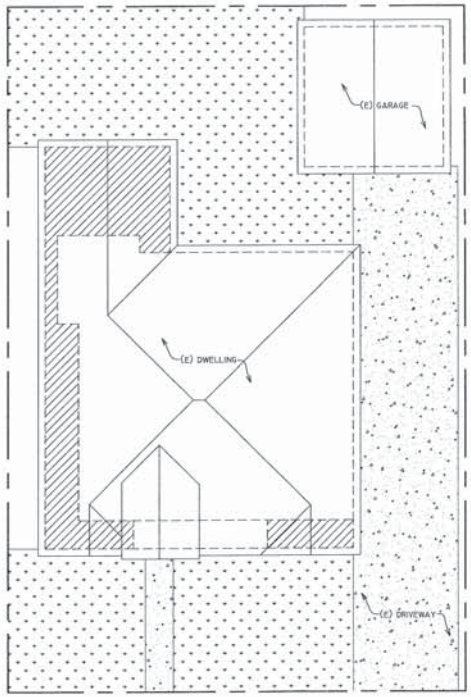
Date	10/15/15
Scale	AS NOTED
Drawn	GPI
Job	
Sheet	A7

24x36 SHEET-PLOT 1=1



DRAINAGE PLAN

SCALE: 1/4"= 1'-0"



LANDSCAPING PLAN

SCALE: 1/4"= 1'-0"

N

NO.	REVISION	DATE	BY	ISSUED FOR

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NEW ADDITION

OWNER: QUIROGA RESIDENCE
1377 YORK AVE.
CAMPBELL CA, 95008

RESIDENTIAL DESIGNS
829 S. 7th Street • San Jose, CA 95112
Phone: 408-293-7500 • Fax: 408-293-8088
gpm.designs@yahoo.com

Date	10/15/15
Scale	AS NOTED
Drawn	GPI
Job	
Sheet	A8

24x36 SHEET-PLOT 1=1

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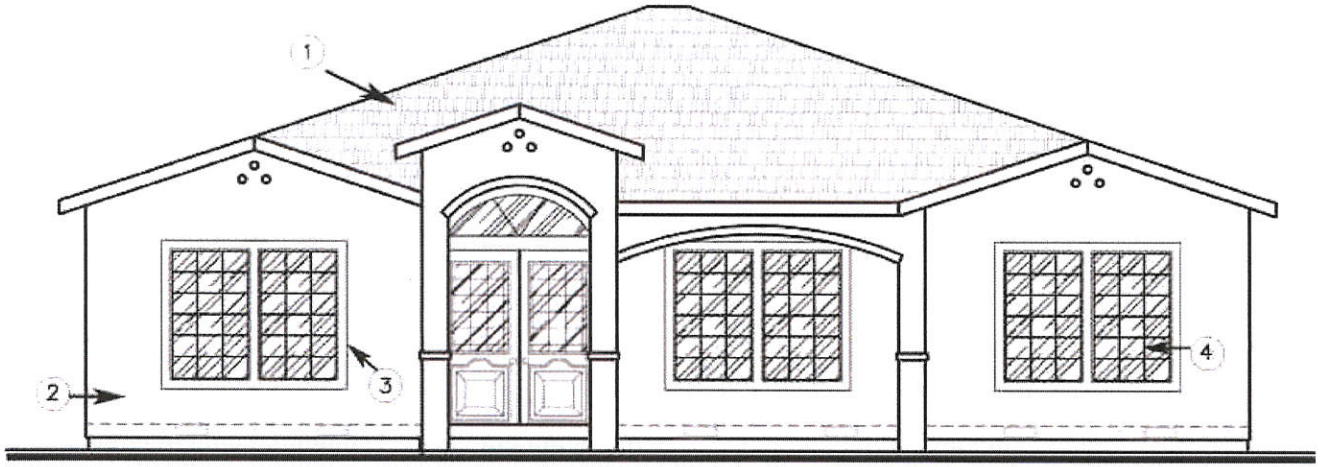
QUIROGA RESIDENCE
PROPOSED NEW ADDITION
1377 YORK AVE • CAMPBELL, CA 95008

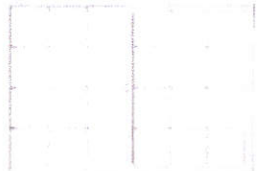


PROPOSED EXTERIOR COLORS AND MATERIALS

1. ROOF
LIGHTWEIGHT COMPOSITE TILE

2. EXTERIOR BODY
OFF WHITE–BEIGE

3. TRIM
BROWN



4. WINDOWS
MILGARD VINYL

MEMORANDUM

Community Development Department
Planning Division

To: Site and Architectural Review Committee **Date**: January 12, 2016

From: Stephen Rose, Associate Planner

Via: Paul Kerymoyan, Community Development Director

Subject: Site and Architectural Review Permit

File No.: PLN2015-351 ~ 1377 York Avenue

PROPOSAL

The applicant is seeking approval of a Site and Architectural Review Permit to allow a 493 square foot addition to an existing 1,561 square foot single-family residence. The scope of work also includes a complete remodel of the front façade (porch and entryway), reconstruction of major portions of the roof, and removal and replacement of existing wood siding with stucco, resulting in an entirely new architectural design for the residence.

PROJECT SITE

The project site is an approximately 6,399 square-foot property located on the west side of York Avenue, south of Walters Avenue and north of Van Dusen Lane within the City's San Tomas Area Neighborhood in the R-1-9 (Single-Family Residential) Zoning District (reference **Attachment 1** – Location Map). The site is currently developed with a 1,561 sq. ft. single-family residence with a 400 sq. ft. detached garage (reference **Attachment 2** – Project Plans). Single-family residential properties border the site on all sides.

PROJECT DATA

Zoning Designation: R-1-9 (Single-Family Residential)
General Plan Designation: Low-Density Residential (less than 4.5 units/gr. acre)

Project Data	**Existing**	**Proposed**	**Maximum Allowed**
Net Lot Area	6,399 sq. ft. (.15 acres)	No Change	N/A
Lot Coverage:	30.6% (1,561 existing + 400 garage)	39.5% (1,561 existing + 400 garage + 493 new addition + **76 porch**)	40%*
Floor Area	1,961 sq. ft. (1,561 existing + 400 garage)	2,454 sq. ft. (1,561 existing + 400 garage + 493 new addition)	2,880 sq. ft.
Floor Area Ratio:	30.6%	38.3%	45%
Front Yard Paving:	32%	No Change	50%
Landscape Coverage:	48%	40%	N/A

Building Setbacks	Existing	Proposed	Minimum Required
Front (east):	20 feet	20 feet (to front porch columns)	20 feet
Side (north):	16 feet, 1 inch (3.5 feet – existing det. garage)	No Change	**5 feet or 50% of bld. wall height***

Side (south):	5 feet, 4 inches	No Change	**5 feet or 50% of bld. wall height***
Rear (west):	27 feet (3.5 feet – existing det. garage)	20 feet (3.5 feet – existing det. garage)	20 feet

Building Height	Existing	Proposed	Maximum Allowed
	14 feet (1 story)	17 feet, 3 inches (1 story)	28' (2 ½ stories)

Parking	Existing	Proposed	Minimum Required
	2 covered spaces	No Change	1 covered, and 1 additional covered or uncovered space

*: Minimum and maximum figures in bold are in accordance with the R-1-6 Zoning District Standard. The San Tomas Area Neighborhood Plan (Section D.2. – Exceptions for Legal Non-Conforming Lots) allows for reduced side and rear setbacks, and lot coverage requirements for legal non-conforming lots based on the standards of the zoning district in which the lot would be conforming (e.g. the setback and lot coverage requirement for a 6,399 square foot lot in an R-1-9 zoning district are to be based on the development standards of the R-1-6 zoning district).

Surrounding Uses
North: Single Family Residence (R-1-9 Zoning)
South: Single Family Residence (R-1-9 Zoning)
East: Single Family Residence (R-1-9 Zoning) across York
West: Single Family Residence (P-D Zoning)

DISCUSSION

Review of the Site and Architectural Review Permit application is governed by the San Tomas Area Neighborhood Plan (STANP), which is available on the City's website at http://www.cityofcampbell.com/166/Zoning-and-Land-Use). The Plan provides development standards (e.g., height, setback, lot coverage, etc.) as well as design guidelines in terms of design compatibility, scale and mass, surface articulation, building orientation, and privacy. The guidelines are not meant to prescribe any particular style, but rather provide an overall framework for evaluating the design of new residences. For construction of new residences, major additions to existing residences, and alterations which substantially alter the appearance of the existing home for properties in the larger zoning districts (i.e. R-1-9) Planning Commission approval is required.

Design: The remodeled residence is presented in a contemporary Spanish style architecture incorporating hipped and gabled rooflines, red/brown composite tile roofing, off-white (beige) stucco walls, brown trim (eaves and windows), and a well-defined front entryway (reference **Attachment 3** – Color/Material Board).

Site Layout: The residence is situated toward the front half the lot, with the front porch oriented towards York Avenue. The home will maintain a 20 foot distance from the front property line which is consistent with the prevalent development pattern and setback requirements of the zoning district. The garage is to remain detached at the rear of the lot, which is served by a 16 foot wide driveway which runs along the northerly property line.

Scale and Massing: Aspects of the design approach is consistent with other new residences within the San Tomas Area that achieve architectural compatibility by avoiding "modern"

materials, utilize simple rectangular shaped forms, and a combination of gabled and hipped roofs.

Whereas the design is successful at large, a discussion point has been raised to determine if the front entry is out of proportion with the home and/or the design of surrounding properties (reference **Attachment 4** – Surrounding Property Entry Treatments). In consideration of this detail, the San Tomas Area Neighborhood Plan (STANP) provides criteria which encourage taking into account adjoining properties, as well as placing an emphasis on horizontal design elements which accentuate the width of the house, as opposed to vertical design elements (such as taller entryways). Two exhibits which illustrate this distinction from the STANP have been provided below for ease of reference:

Not Desirable Desirable

Figure 1: Vertical vs. Horizontal Design Emphasis

Landscaping: The Landscaping Plan (reference **Attachment 2** – Project Plans; Sheet A8) indicates that the existing landscaping is to remain predominantly unchanged. Whereas the plans do not show the location of several existing trees on the property (several smaller trees occur on the property along the front, south, and rear property lines), the architect has indicated that no trees are proposed for removal in association with the project and that the plan set provided to the Planning Commission will more clearly convey this detail.

Figure 2 – Existing Landscaping & Trees

OPTIONS

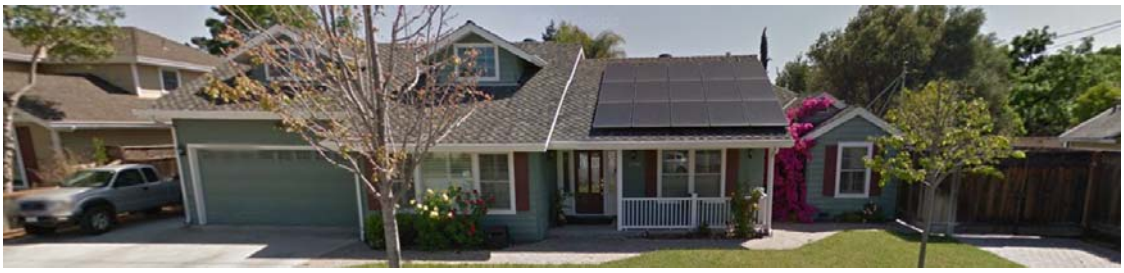
The SARC should discuss the project's proposed architecture, including building form, orientation, materials, landscaping, and potential privacy impacts to neighbors. The following options are intended to facilitate discussion of the project's site and architectural review:

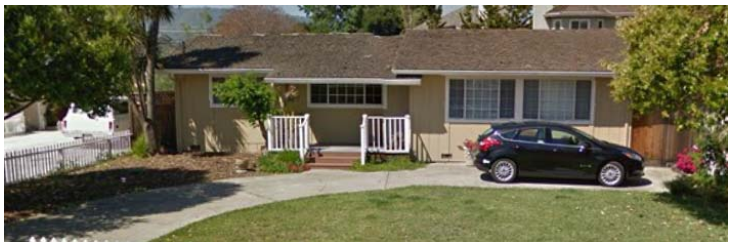
- Should the front entry-feature be lowered in height, incorporated into the porch, or altered (such as the removal of the arch) to convey a more horizontal design emphasis?

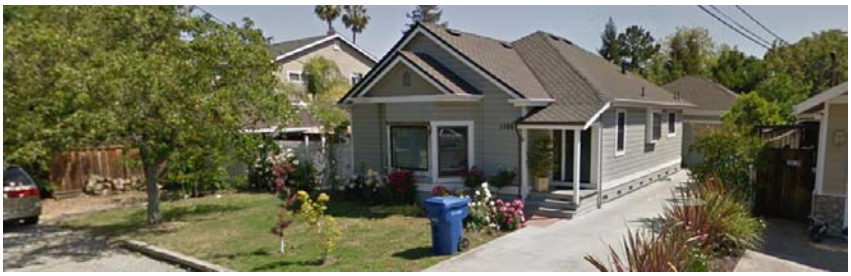
After discussion the SARC may recommend approval to the Planning Commission as proposed, or subject to specific revisions.

Attachments:
1. Location Map
2. Project Plans
3. Color/Material Board
4. Front Entry Treatments of Surrounding Properties

Front Entry Treatments of Surrounding Properties







CITY OF CAMPBELL · PLANNING COMMISSION
Staff Report · January 26, 2016

PLN2015-303
Ueno, J.

Public Hearing to consider the application of Dr. Jeremy Ueno for a Conditional Use Permit (PLN2015-303) to allow for the establishment of a medical office use (center for periodontics & dental implants) out of an existing commercial tenant space at **2160 S. Bascom Avenue, Suites A & B**, in the C-2 (General Commercial) Zoning District.

STAFF RECOMMENDATION

That the Planning Commission take the following action:

1. **Adopt a Resolution**, incorporating the attached findings, approving a Conditional Use Permit to allow the establishment of a medical office use (center for periodontics & dental implants), subject to the attached Conditions of Approval.

ENVIRONMENTAL DETERMINATION

Staff recommends that the Planning Commission find that this project is Categorically Exempt under Section 15301, Class 1 of the California Environmental Quality Act (CEQA), pertaining to the operation and leasing of an existing private structure.

DISCUSSION

Project Location: The project site is an approximately 28,641 square-foot rectangular corner lot located on the east side of S. Bascom Avenue, north of Shady Dale and south of El Solyo Avenue in the C-2 (General Commercial) Zoning District (reference **Attachment 3** – Location Map). The site is currently developed with a 9,594 square foot "L-shaped" building, situated at the southwest corner of the property.

PROJECT DATA

Zoning District: C-2 (General Commercial)
General Plan Designation: General Commercial

Proposed Hours:

Operational/Staff: 7:30 AM – 8:30 PM, Daily

Business/Public: 8:00 AM – 5:00 PM, Mon. – Fri.
Instruction/Training: 5:30 PM – 8:00 PM, Thurs. (no overlap w/ public)

Project Site Summary	
Net Lot Area	28,641 sq. ft. (.66 acres)
Total Building Area:	9,594 sq. ft.
Subject Tenant Space (Suites A & B)	5,597 sq. ft. (Suite A & Suite B; 4371 sq. ft. + 1226 sq. ft.)

Surrounding Uses
North: Office (C-2 Zoning)
South: Restaurant (C-2 Zoning) across Shady Dale Avenue
East: Single Family Residence (R-1-6 Zoning)
West: Medical Office (C-2 Zoning) across S. Bascom Avenue

Applicant's Proposal: The applicant is requesting approval of a Conditional Use Permit to allow the establishment of a medical office use (center for periodontics & dental implants) out of two existing commercial tenant spaces (Suite A & B). There would be no expansion of the building and only limited exterior changes for site accessibility and maintenance access purposes (reference **Attachment 4 -** Revised Project Plans).

Operational Description: The proposed center for periodontics and dental implants would provide services treating periodontal disease with surgical and non-surgical methods, including traditional and laser therapies. The business would also perform gum and bone grafts to replace or restore lost tissue around teeth, and offer dental implants when teeth have been lost. The business would operate between the hours of 8:00 a.m. until 5:00 p.m., Monday through Friday for the general public (hours of operation are 8:00 a.m. until 8:00 p.m. daily), and offer instruction and technical training to roughly 15 practitioners outside of the practice on Thursdays (5:30 p.m. – 8:00 p.m.) after patient hours. At peak operations, the business would be run by two doctors and 11 staff (reference **Attachment 7** – Written Statements).

ANALYSIS

Zoning District: The property is located within the General Commercial (C-2) Zoning District. Within the C-2 Zoning District, the subject use is technically defined as a "medical office" with which is allowed within the C-2 Zoning District with the approval of a Conditional Use Permit.

General Plan: The General Plan land use designation for the project site is *General Commercial*. This land use designation encourages uses that require high vehicular and pedestrian exposure in order to support the success and viability of the City's retail and business centers. Medical office uses should be considered on a case by case basis when evaluating the purpose of this land use designation. The General Plan Land Use Element provides several policies and strategies pertaining to land use compatibility and site design, which may be taken into consideration by the Planning Commission in review of this request:

Policy LUT-5.1: Neighborhood Integrity: Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods.

Policy LUT-11.2a: Services Within Walking Distance: Encourage neighborhood serving commercial and quasi-public uses, such as churches, schools, and meeting halls to locate within walking distance of residential uses.

Policy LUT-13.1: Variety of Uses: Attract and maintain a variety of uses that create an economic balance within the City while maintaining a balance with other community land

use needs, such as housing and open space, and while providing high quality services to the community.

Strat. LUT-14.6b: Ground Floor Retail Uses: Ensure ground floor retail uses on Bascom and Hamilton Avenues, with vibrant street level elevations.

Use Analysis: With the approval of the subject "medical office use" the property would be comprised of roughly 59% medical office and 41% general service uses (reference **Attachment 5 -** Property Use Analysis). While in general, allowing such a large percentage of a small commercial center to be developed with a medical office use could negatively impact adjoining businesses, which often rely on synergistic operations for success and vibrancy, in this instance the center is occupied by general service uses (House Cleaning Service & Hair Salon) which also operate on an appointment basis. Furthermore, in that the former tenants of Suites A & B (Realty World & AccuQuest Hearing Centers respectively) were similar in many respects to a medical office use, the proposed use would arguably serve to maintain the status quo in terms of past operations and intensity.

Parking: The parking requirements and land use restrictions for the commercial center were approved by the Planning Commission on April 7, 1981 under 'S' 81-11. This "S" (Site Approval) allowed for the development of the 9,594 square foot commercial/retail building with 44 parking spaces (currently 43 resulting from accessibility improvements), and resultantly established a "retail" baseline (1 parking space per 200 sq. ft.) for future tenants (reference **Attachment 8** - 'S' 81-11 Approval).

For this application, the parking requirement for a "medical office" is one parking space per 200 square feet of gross floor area. As this parking standard is the same as the "retail" baseline established for future tenants under the 'S'81-11 approval, no parking impact per code would result from the proposed use (reference **Attachment 5** – Parking Summary). It should be further noted that while the business would also offer training/instruction on Thursdays, these sessions will occur after public/appointment hours and would be staggered by 30-minutes to allow parking spaces in the center to adequately turnover. A condition of approval has been included as part of the business's operational standards to reflect this requirement.

Circulation: During the review process, staff examined pedestrian, bicycle, and vehicle circulation related to the center. Staff did not identify any significant issues with the parking arrangement or onsite circulation (noting that the proposal enhances onsite accessibility for the subject tenant space). However, as the site has limited opportunities for bicycle parking, a condition of approval has been included which requires a bike rack to be installed on the property.

Signage: Signage is not part of this application review. Any future signage proposal shall comply with the City of Campbell Sign Ordinance standards for office uses.

Neighborhood Impacts: The proposed medical office use is not anticipated to result in adverse neighborhood impacts. The business shall be conducted entirely inside an enclosed tenant space, served by streets of sufficient size and capacity to handle the use (S. Bascom & Shady Dale), and with adequate parking provided onsite.

Site and Architectural Review Committee: The Site and Architectural Review Committee (SARC) reviewed this application at its meeting of January 12, 2016 (reference **Attachment 9** – SARC Memo). The Committee was supportive of the project, with the following recommended changes:

- Eliminate the proposed canopy/awning detail along the S. Bascom frontage, and retain existing landscaping where possible along the northerly driveway entry.
  The project plans include a supplemental exhibit entitled "Detail Plan @ Street entry" which incorporates this feedback.

- Evaluate painting or applying a stucco spackle to the mechanical access door proposed on Shady Dale Avenue to better integrate the door with the building façade.
  The project plans include a supplemental exhibit entitled "South Elevation (Partial)" which indicates the mechanical access door is to be painted to match the adjoining building walls, responsive to SARC feedback.

Attachments:
1. Findings for Approval of File No. PLN2015-303
2. Conditions of Approval for File No. PLN2015-303
3. Location Map
4. Revised Project Plans
5. Property Use Analysis
6. Parking Summary
7. Written Statements
8. 'S'81-11 Approval
9. SARC Memo

Prepared by: _____
Stephen Rose, Associate Planner

Approved by: _____
Paul Kermoyan, Community Development Director

FINDINGS FOR APPROVAL OF FILE NO. PLN2015-303

SITE ADDRESS: 2160 S. Bascom Avenue, Suites A & B
APPLICANT: Dr. Jeremy Ueno
OWNER: Joseph & Tanya Gemma
P.C. MEETING: January 26, 2016

Findings for approval of a Conditional Use Permit (PLN2015-303) allowing the establishment of a medical office use (center for periodontics & dental implants):

The Planning Commission finds as follows with regard to file number PLN2015-303:

1. The project site is zoned C-2 (General Commercial) and designated *General Commercial* by the General Plan.

2. The project site is an approximately 28,641 square-foot rectangular corner lot located on the east side of S. Bascom Avenue, north of Shady Dale and south of El Solyo Avenue.

3. The proposed project is an application to allow the establishment of a medical office use which is allowed in the C-2 Zoning District with the approval of a Conditional use Permit.

4. The proposal does not result in any additional floor area and only minor exterior changes to the existing property for site accessibility and maintenance access.

5. The proposal does not result in the removal of any onsite trees and only a minor area of landscaping.

6. As conditioned, the hours of operation would be limited to 7:30 AM to 8:30 PM, Daily in perpetuity.

7. As conditioned, the business/public (class) hours would be limited to 8:00 AM – 8:00 PM, Mon. – Fri. in perpetuity.

8. As conditioned, instruction/training would be limited to 5:30 PM – 8:00 PM, Thur. with no overlap with public/appointment hours in perpetuity.

9. Policies found within the Campbell General Plan articulate a desire to promote and allow change consistent with reinforcing positive neighborhood values and protecting the integrity of the city's neighborhood, encouraging neighborhood serving commercial uses within walking distance of residential uses, and attracting and maintaining a variety of uses that create an economic balance within the city while providing high quality services to the community.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The proposed use is allowed within the applicable zoning district with Conditional Use Permit approval, and complies with all other applicable provisions of this Zoning Code and the Campbell Municipal Code;

2. The proposed use is consistent with the General Plan;

3. The proposed site is adequate in terms of size and shape to accommodate the fences and walls, landscaping, parking and loading facilities, yards, and other development features required in order to integrate the use with uses in the surrounding area;

4. The proposed site is adequately served by streets (S. Bascom Avenue & Shady Dale Avenue) of sufficient capacity to carry the kind and quantity of traffic the use would be expected to generate;

5. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses on-site and in the vicinity of the subject property;

6. The establishment, maintenance, or operation of the proposed use at the location proposed will not be detrimental to the comfort, health, morals, peace, safety, or general welfare of persons residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the

7. The project is Categorically Exempt under Section 15301, Class 1 of the California Environmental Quality Act (CEQA), pertaining to the operation and leasing of an existing private structure.

CONDITIONS OF APPROVAL FOR FILE NO. PLN2015-303

SITE ADDRESS: 2160 S. Bascom Avenue, Suites A & B
APPLICANT: Dr. Jeremy Ueno
OWNER: Joseph & Tanya Gemma
P.C. MEETING: January 26, 2016

The applicant is hereby notified, as part of this application, that he/she is required to meet the following conditions in accordance with the ordinances of the City of Campbell and the State of California. Where approval by the Community Development Director, City Engineer, Public Works Director, City Attorney, or Fire Department is required, that review shall be for compliance with all applicable Conditions of Approval, adopted policies and guidelines, ordinances, laws and regulations, and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified:

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Project: Approval is granted for a Conditional Use Permit (PLN2015-303) to allow a medical office use within an existing commercial tenant space located at **2160 S. Bascom Avenue, Suites A & B**. The project shall substantially conform to the Project Plans and Written Statements stamped as received by the Planning Division on January 15, 2016, except as may be modified by the Conditions of Approval contained herein.

2. Permit Approval Expiration: The Conditional Use Permit approval shall be valid for one year from the date of final approval. Within this one year period all conditions of approval shall be fulfilled and the use established. Failure to meet this deadline will result in the Conditional Use Permit being void. Abandonment, discontinuation, or ceasing of operations for a continuous period of twelve months shall void the Conditional Use Permit approved herein.

3. Revocation of Permit: Operation of a medical office use pursuant to the Conditional Use Permit approved herein is subject to Chapter 21.68 of the Campbell Municipal Code authorizing the appropriate decision making body to modify or revoke a Conditional Use Permit if it is determined that its operation has become a nuisance to the City's public health, safety or welfare or for violation of the Conditional Use Permit or any standards, codes, or ordinances of the City of Campbell. At the discretion of the Community Development Director, if the establishment generates three (3) verifiable complaints related to violations of conditions of approval and/or related to its operation within a six (6) month period, a public hearing may be scheduled to consider modifying conditions of approval or revoking the Conditional Use Permit. The Community Development Director may commence proceedings for the revocation or modification of permits upon the occurrence of less than three (3) complaints if the Community Development Director determines that the alleged violation warrants such an action. In exercising this authority, the decision making body may consider the following factors, among others:

a. The number and types of noise complaints at or near the establishment that are reasonably determined to be a direct result of patrons actions or facility equipment;

b. The number of parking complaints received from residents, business owners and other citizens concerning the operation of an establishment; and

c. Violation of conditions of approval.

4. Operational Standards: Consistent with the submitted Written Descriptions and City standards, any medical office use operating pursuant to the Conditional Use Permit approved herein shall conform to the following operational standards. Significant deviations from these standards (as determined by the Community Development Director) shall require approval of a Modification to the Conditional Use Permit.

a. **Maximum Occupancy**: A maximum of thirteen staff shall be permitted on the premises at any time, which is further subject to the maximum occupancy capacities of certain rooms as determined by the California Building Code (CBC). It is the responsibility of the business owner to provide adequate entrance controls to ensure that participant occupancy is not exceeded. Maximum Occupancy signs shall be posted conspicuously within the premises.

b. **Retail Sales**: Retail sales are permitted in association with the proposed use.

c. **Instruction/Training**: No more than one class shall be permitted at any one time.

d. **Hours of Operation**: Hours of operation shall be as follows. By the end of 'Business Hours' and Instructor/Training Hours, respectively, all patrons shall have exited the premises. By the end of the 'Operational Hours' all employees shall be off the premises.

Business/Public Hours:	8:00 AM – 5:00 PM, Mon. – Fri.
Instructor/Training:	5:30 PM –8:00 PM, Thurs. (no overlap w/ public)
Operational/Staff:	7:30 AM – 8:30 PM, Daily

These hours are restricted in perpetuity.

e. **Parking Management**: In the event that a verifiable complaint is received by the City regarding parking, the Community Development Director may reduce the permitted occupancy, limit the hours of operation, require greater staggering of classes, require additional parking management strategies and/or forward the project to the Planning Commission for review.

f. **Smoking**: "No Smoking" signs shall be posted on the premises in compliance with CMC 6.11.060.

g. **Noise**: Outdoor speakers are prohibited. Unreasonable levels of noise, sounds and/or voices, including but not limited to indoor amplified sounds, indoor loud speakers, sounds from indoor audio sound systems or music, and/or indoor public address system or fitness equipment, generated or used by the establishment or its participants shall not be audible to a person of normal hearing capacity from outside the enclosed tenant space.

i. In the event that a verifiable complaint is received by the City regarding noise, the Community Development Director may reduce the permitted occupancy, limit the hours of operation, limit the permissible decibels, limit the type of fitness equipment permitted, and/or forward the project to the Planning Commission for review.

h. **Loitering**: There shall be no loitering allowed outside the business. The business owner is responsible for monitoring the premises to prevent loitering.

i. **Trash Disposal and Clean-Up**: All trash disposal, normal clean-up, carpet cleaning, window cleaning, sidewalk sweeping, etc. shall occur during the "operational hours."

j. **Business License**: The business shall be required to obtain and maintain a City business license at all times.

5. Bicycle Rack: Prior to occupancy, the applicant shall install one additional bicycle rack on the property. The exact location and design of the bicycle rack shall be subject to review and approval by the Community Development Director.

6. Storefront Windows & Doors: At no time shall an obscure wall or barrier (i.e. drapery, window tinting, blinds, furniture, inventory, shelving units, storage of any kind or similar) be installed along, behind or attached to windows or doorways that blocks visual access to the tenant space or blocks natural light without first obtaining written approval by the Community Development Director.

7. Landscape Maintenance: All landscaped areas shall be continuously maintained in accordance with City Landscaping Requirements (CMC 21.26). Landscaped areas shall be watered on a regular basis so as to maintain healthy plants. Landscaped areas shall be kept free of weeds, trash, and litter. Dead or unhealthy plants shall be replaced with healthy plants of the same or similar type.

8. Signage: No signage is approved as part of the development application approved herein. New signage shall not be installed prior to approval of a sign permit.

9. Location of Mechanical Equipment: No roof-mounted mechanical equipment (i.e. air conditioning units, ventilation ducts or vents), shall be added to the existing building without providing screening of the mechanical equipment from public view and surrounding properties. The screening material and method shall be architecturally compatible with the building and requires review and approval by the Community Development Director and Building Division prior to installation of such screening.

10. Outdoor Storage: No outdoor storage is permitted on the subject property. No equipment, materials or business vehicles shall be parked and/or stored outside the building or within the parking lot.

11. Parking and Driveways: All parking and driveway areas shall be maintained in compliance with the standards in Chapter 21.28 (Parking & Loading) of the Campbell Municipal Code. Parking spaces shall be free of debris or other obstructions.

BUILDING DIVISION

12. Permits Required: A building permit application shall be required for the proposed Tenant Improvements to the (e) vacant commercial space. The building permit shall include Electrical/Plumbing/Mechanical fees when such work is part of the permit.

13. Construction Plans: The Conditions of Approval shall be stated in full on the cover sheet of construction plans submitted for building permit.

14. Size of Plans: The minimum size of construction plans submitted for building permits shall be 24 in. X 36 in.

15. Plan Preparation: This project requires plans prepared under the direction and oversight of a California licensed Engineer or Architect. Plans submitted for building permits shall be "wet stamped" and signed by the qualifying professional person.

16. Site Plan: Application for building permit shall include a competent site plan that identifies property and proposed structures with dimensions and elevations as appropriate. Site plan shall also include site drainage details. Site address and parcel numbers shall also be clearly called out. Site parking and path of travel to public sidewalks shall be detailed.

17. Title 24 Energy Compliance: California Title 24 Energy Standards Compliance forms shall be blue-lined on the construction plans. Compliance with the Standards shall be demonstrated for conditioning of the building envelope and lighting of the building.

18. Special Inspections: When a special inspection is required by C.B.C. Chapter 17, the architect or engineer of record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the building permits, in accordance with C.B.C Chapter 1, Section 106. Please obtain City of Campbell, Special Inspection forms from the Building Inspection Division Counter.

19. Non-Point Source: The City of Campbell, standard Santa Clara Valley Non-point Source Pollution Control Program specification sheet shall be part of plan submittal. The specification sheet (size 24" X 36") is available at the Building Division service counter.

20. Title 24 Accessibility – Commercial: On site general path of travel shall comply with the latest California Title 24 Accessibility Standards. Work shall include but not be limited to accessibility to building entrances from parking facilities and sidewalks.

21. Title 24 Accessibility – Commercial: This project shall comply fully with the provisions of Chapter 11B of the California Building Code 2013 ed.

22. Approvals Required: The project requires the following agency approval prior to issuance of the building permit:

a. West Valley Sanitation District
b. Santa Clara County Fire Department
c. Santa Clara County Department of Environmental Health

23. P.G.& E.: Applicant is advised to contact Pacific Gas and Electric Company as early as possible in the approval process. Service installations, changes and/or relocations may require substantial scheduling time and can cause significant delays in the approval process. Applicant should also consult with P.G. and E. concerning utility easements, distribution pole locations and required conductor clearances.

24. Storm Water Requirements: Storm water run-off from impervious surface created by this permitted project shall be directed to vegetated areas on the project parcel. Storm water shall not drain onto neighboring parcels.

PUBLIC WORKS DEPARTMENT

25. Proof of Ownership: Prior to issuance of any grading, drainage, or building permits for the site, the applicant shall provide a current Preliminary Title Report, grant deed, or other satisfactory proof of ownership.

26. Stormwater Pollution Prevention Measures: Prior to issuance of any grading or building permits, the applicant shall comply with the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code regarding stormwater pollution prevention. The primary objectives are to improve the quality and reduce the quantity of stormwater runoff to the bay.

    Resources to achieve these objectives include Stormwater Best Management Practices Handbook for New Development and Redevelopment ("CA BMP Handbook") by the California Stormwater Quality Association (CASQA), 2003; Start at the Source: A Design Guidance Manual for Stormwater Quality Protection ("Start at the Source") by the Bay Area Stormwater Management Agencies Association (BASMAA), 1999; and Using Site Design Techniques to Meet Development Standards for Stormwater Quality: A Companion Document to Start at the Source ("Using Site Design Techniques") by BASMAA, 2003.

27. Plan Lines: Prior to issuance of any grading or building permits for the site, the applicant shall provide a plan layout showing the correct distance from the street centerline to the property line, dimensions of sidewalk and other relevant information in the public right of way.

28. Utility Coordination Plan: Prior to issuance of building permits for the site, the applicant shall submit a utility coordination plan and schedule for approval by the City Engineer for installation and/or abandonment of all utilities. The plan shall clearly show the location and size of all existing utilities and the associated main lines; indicate which utilities and services are to remain; which utilities and services are to be abandoned, and

where new utilities and services will be installed. Joint trenches for new utilities shall be used whenever possible.

29. Pavement Restoration: Based on the utility coordination plan, the applicant shall prepare a pavement restoration plan for approval by the City Engineer prior to any utility installation or abandonment. Streets that have been reconstructed or overlaid within the previous five years will require boring and jacking for all new utility installations. South Bascom Avenue has not been overlaid in the last five years. The pavement restoration plan shall indicate how the street pavement shall be restored following the installation or abandonment of all utilities necessary for the project.

30. Street Improvement Agreements / Plans / Encroachment Permit / Fees / Deposits: Prior to issuance of building permits for the site, the applicant shall execute a street improvement agreement, cause plans for public street improvements to be prepared by a registered civil engineer, pay various fees and deposits, post security and provide insurance necessary to obtain an encroachment permit for construction of the standard public street improvements, as required by the City Engineer. The plans shall include the following, unless otherwise approved by the City Engineer:

    a. Show location of all existing utilities within the new and existing public right of way.

    b. Removal of existing driveway approaches and necessary sidewalk, curb and gutter.

    c. Installation of City standard ADA compliant driveway approaches (may require right-of-way dedication).

    d. Installation of asphalt concrete overlay per street pavement restoration plan for utility installation and/or abandonment, as required by the City Engineer.

    e. Construction of conforms to existing public and private improvements, as necessary.

    f. Submit final plans in a digital format acceptable to the City.

31. Street Improvements Completed for Occupancy and Building Permit Final: Prior to allowing occupancy and/or final building permit signoff for any and/or all buildings, the applicant shall have the required street improvements and pavement restoration installed and accepted by the City, and the design engineer shall submit as-built drawings to the City.

32. Maintenance of Landscaping: Owner(s), current and future, are required to maintain the landscaped park strip and tree wells in the public right of way. This includes, but is not limited to: trees, lawn, plantings, irrigation, etc. Trees shall not be pruned in a manner that would not allow the tree to grow to a mature height.

33. Utility Encroachment Permit: Separate Encroachment Permits for the installation of utilities to serve the development will be required (including water, sewer, gas, electric, etc.). Applicant shall apply for and pay all necessary fees for utility permits for sanitary sewer, gas, water, electric and all other utility work.

34. Additional Street Improvements: Should it be discovered after the approval process that new utility main lines, extra utility work or other work is required to service the development, and should those facilities or other work affect any public improvements, the City may add conditions to the development/project/permit, at the discretion of the City Engineer, to restore pavement or other public improvements to the satisfaction of the City.

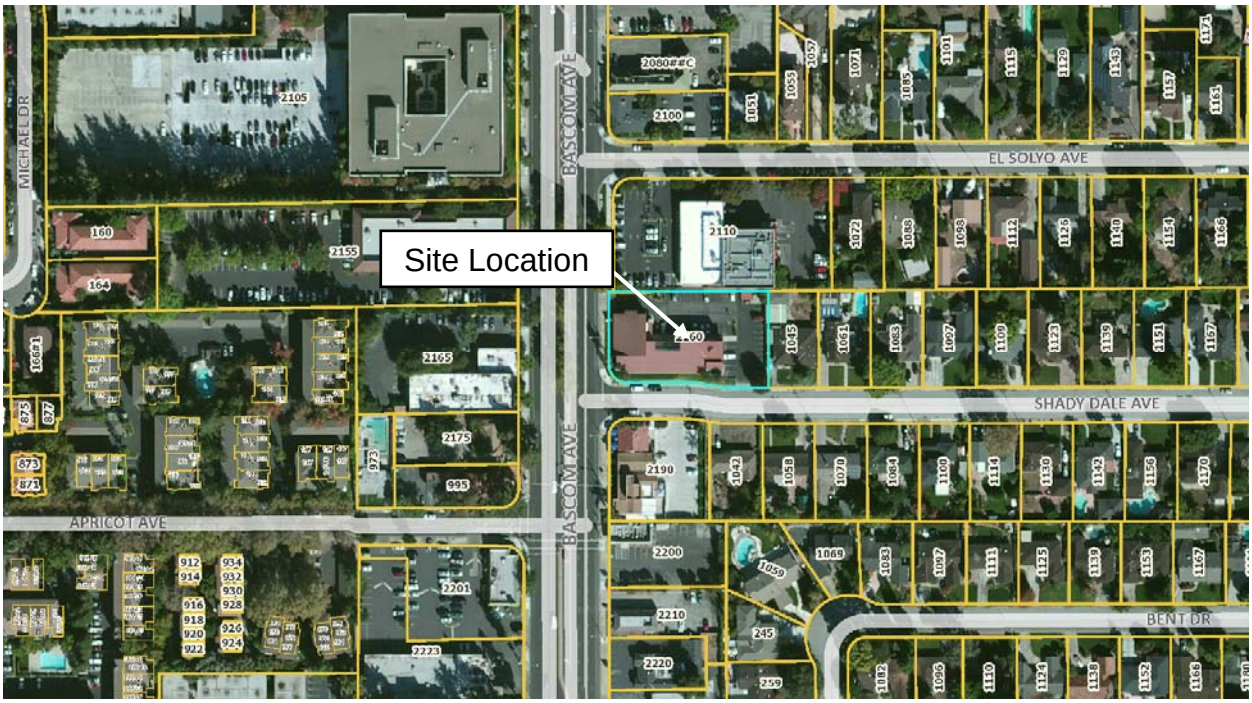
FIRE DEPARTMENT

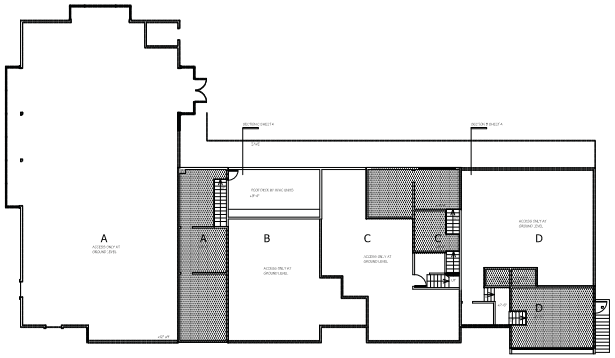
35. Formal Plan Review: Review of this development proposal is limited to accessibility of site access and water supply as they pertain to fire department operations, and shall not be construed as a substitute for formal plan review to determine compliance with adopted model codes. Prior to performing any work the applicant shall make application to, and receive from, the Building Division all applicable construction permits.

36. Medical Gas System: If a medical gas system is to be installed, review and approval by the HAZMAT Division is required prior to building permit submittal and design.

Attachment #3

Location Map

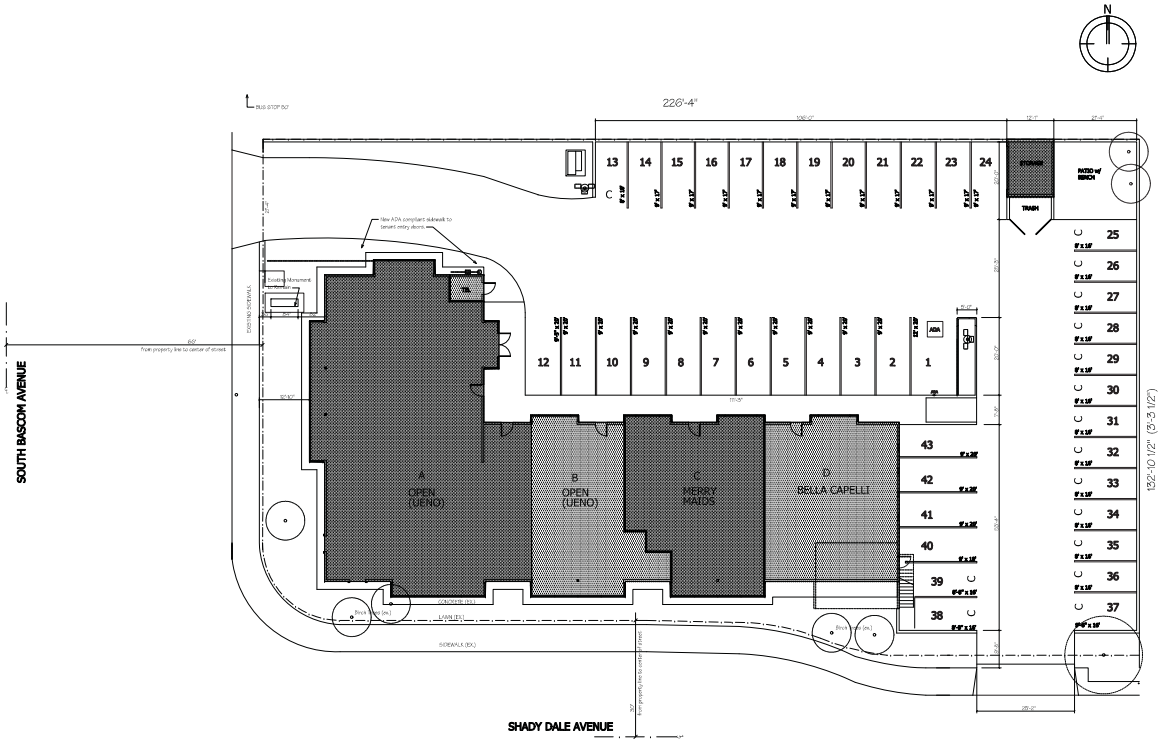




PLAN WITH TENANT SPACES ABOVE GROUND FLOOR
1/16" = 1'-0"
0 5' 10' 20' 30' 50'

BUILDING TENANTS & SQUARE FOOTAGES	Ground	Above	Other	TOTAL
A - OPEN (UENO - Medical)	4,031	340		
B - ACCUQUEST (as of 5/31/16 UENO - Medical)	1,226			5,777
C - MERRY MAIDS (contracted services - off site)	1,496	409		1,905
D - BELLA CAPELLI (hair salon)	1,448	404		1,852
TEL (common)			60	60
STORAGE (common)			180	180
BUILDING TOTAL				9,594

ERIC SCHMIDT DESIGN ASSOCIATES
1227 Laurel Street
Santa Cruz, CA 95060
eric.schmidt.design@mac.com
831-427-1413



SITE PLAN WITH TENANT SPACES - GROUND FLOOR
1/16" = 1'-0"
0 5' 10' 20' 30' 50'

ASSOSSORS PARCEL NUMBER: 280-07-034

LOT SIZE:

+/- 45,678 Gross sq. ft. (Property to center line of street)

+/- 28,641 Net sq. ft.

DEVELOPMENT DATA	Square Feet		Percent of Site	
	Existing	Proposed	Existing	Proposed
Building Coverage	8,460	8,460	29.53%	29.53%
Landscape Coverage	3,726	3,416*	13.00%	11.92%
Paving Coverage	16,455	16,765*	57.45%	58.53%
FLOOR AREA RATIO: Total Bldg s.f. divided by net lot size			33.49%	33.49%

*anticipated required safe ADA access from street

ADJACENT LAND USES

NORTH Office
SOUTH Restaurant
EAST Residence
WEST Medical Office

# Standard Spaces	# Compact Spaces	# Disabled Spaces	# TOTAL PARKING
27	16	1	43

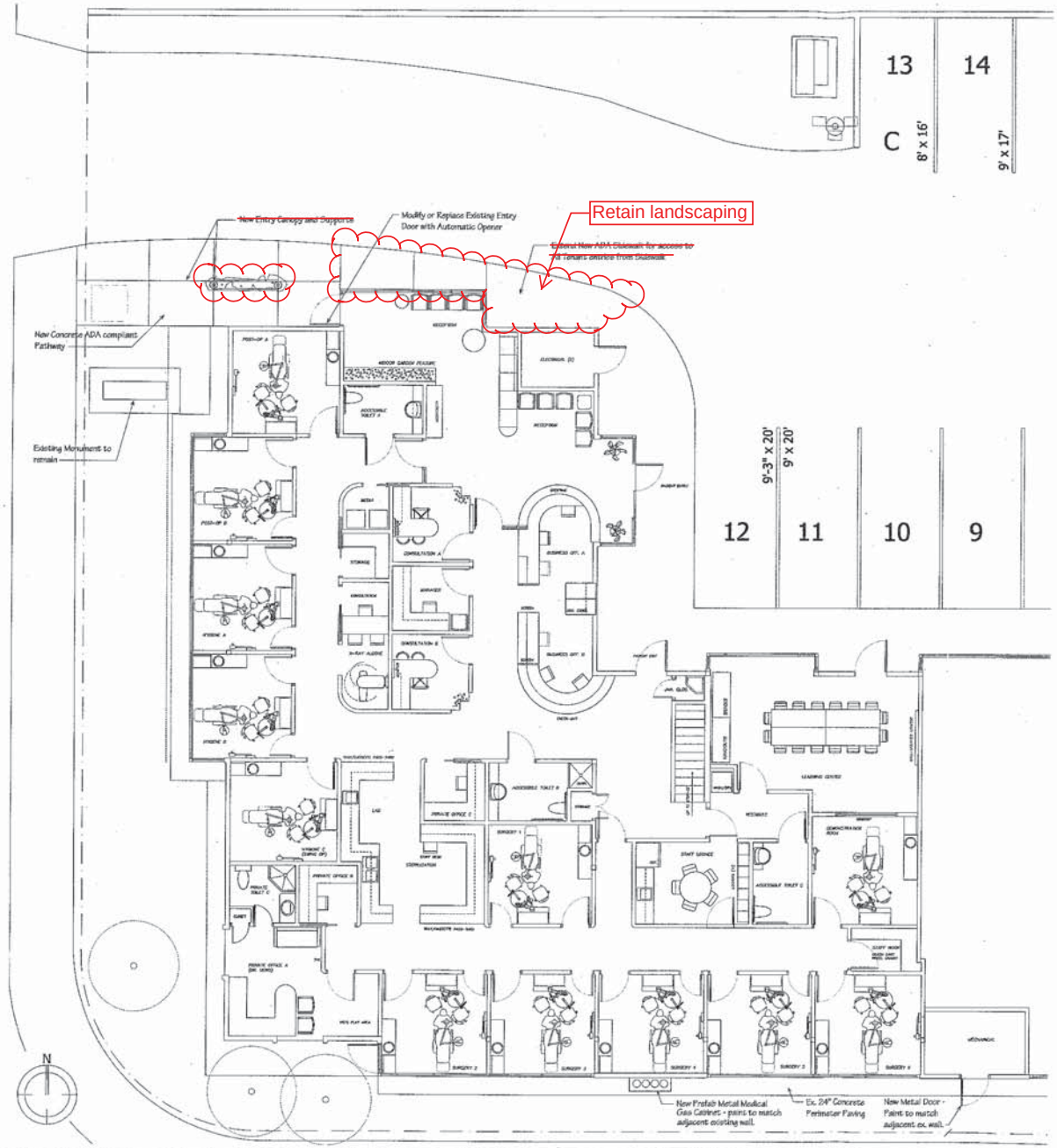
No Restaurant, Assembly or Residential Uses on this property.

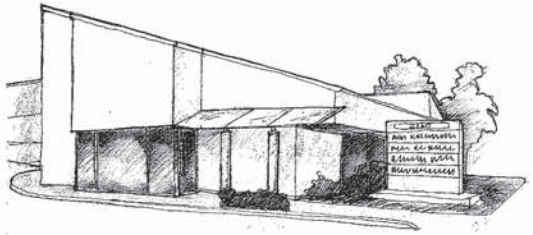
TENANTS SPACES AND PARKING LAYOUT

UENO PERIODONTICS
2160 South Bascom Avenue
Campbell, CA 95008

APN 288-07-034

1/16"=1'-0"
10.1.15





VIEW OF ENTRY - South-Southeast at Sidewalk near Bus Stop
NTS

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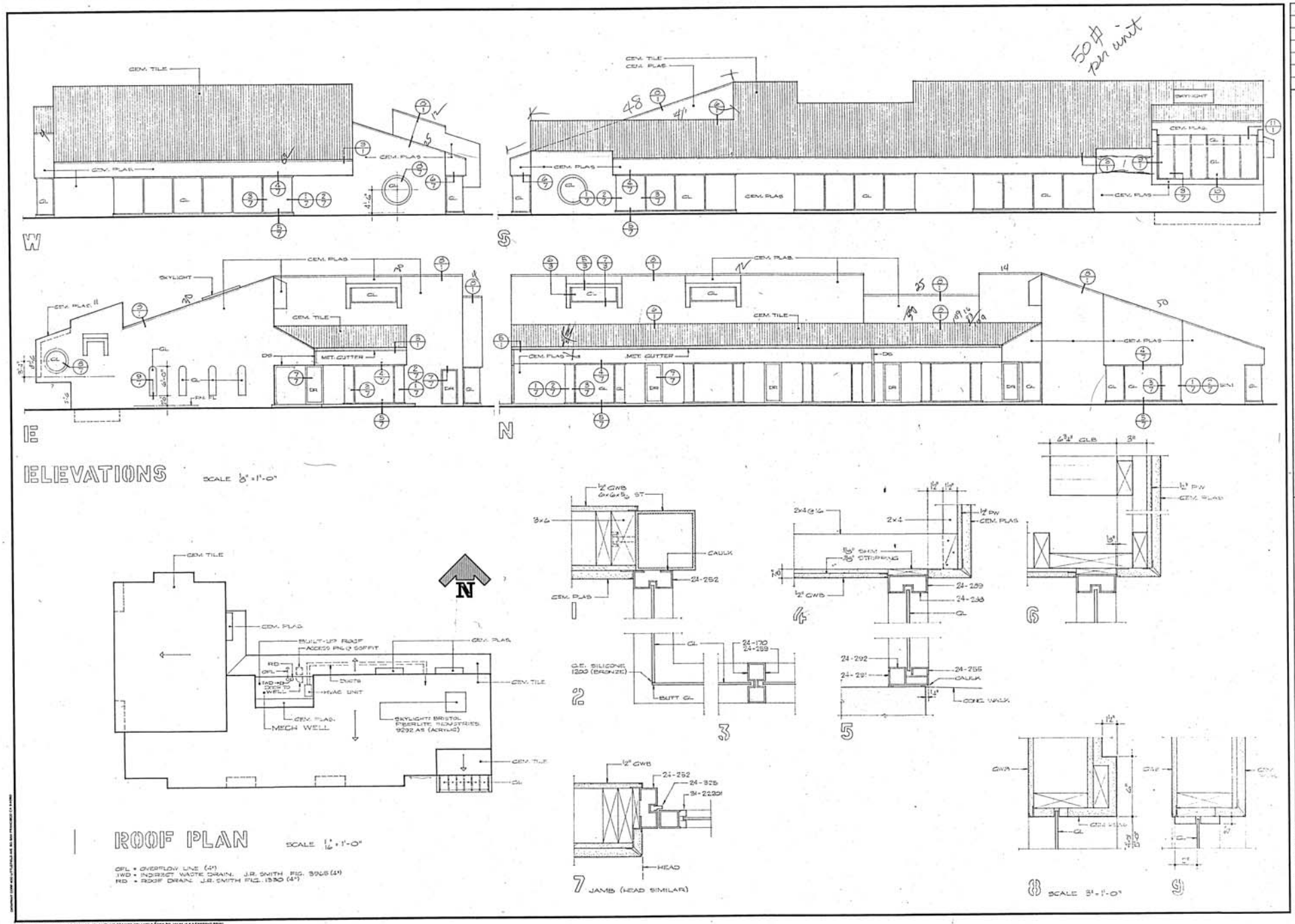
PLANNING DEPT.

VIEW OF ENTRY - East Across South Bascom Ave.
NTS

ERIC SCHMIDT DESIGN ASSOCIATES
1227 Laurel Street
Santa Cruz, CA 95060
eric.schmidt.design@mac.com
831-427-1413

UENO PERIODONTICS
2160 South Bascom Ave.
Campbell, CA 95008

PRELIMINARY INTERIOR LAYOUT & PROPOSED ENTRY
3/16"=1'-0"
12/7/15

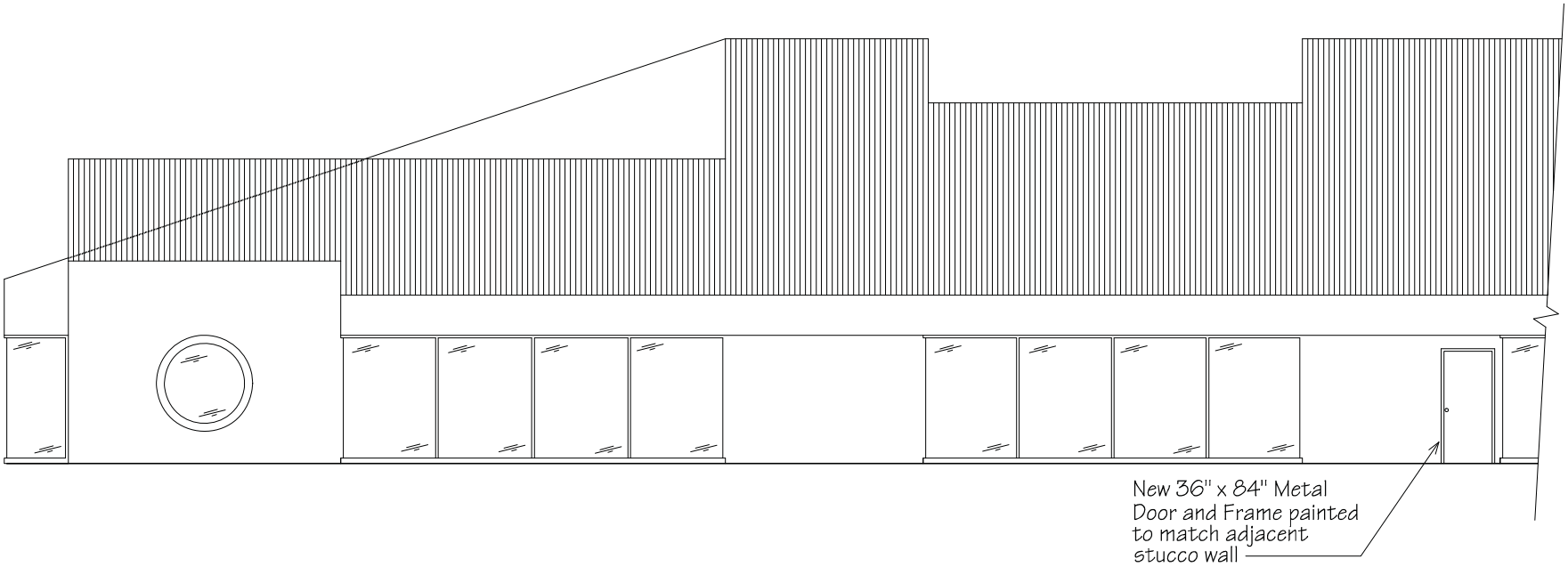


REVISIONS	BY

SHADY DALE CENTER

ROBERT ALARIK PEEPARI
ARCHITECTS PLANNERS
SAN JOSE CALIFORNIA HAWAII

DATE
SCALE
DRAWN
JOB
SHEET 7 OF SHEETS

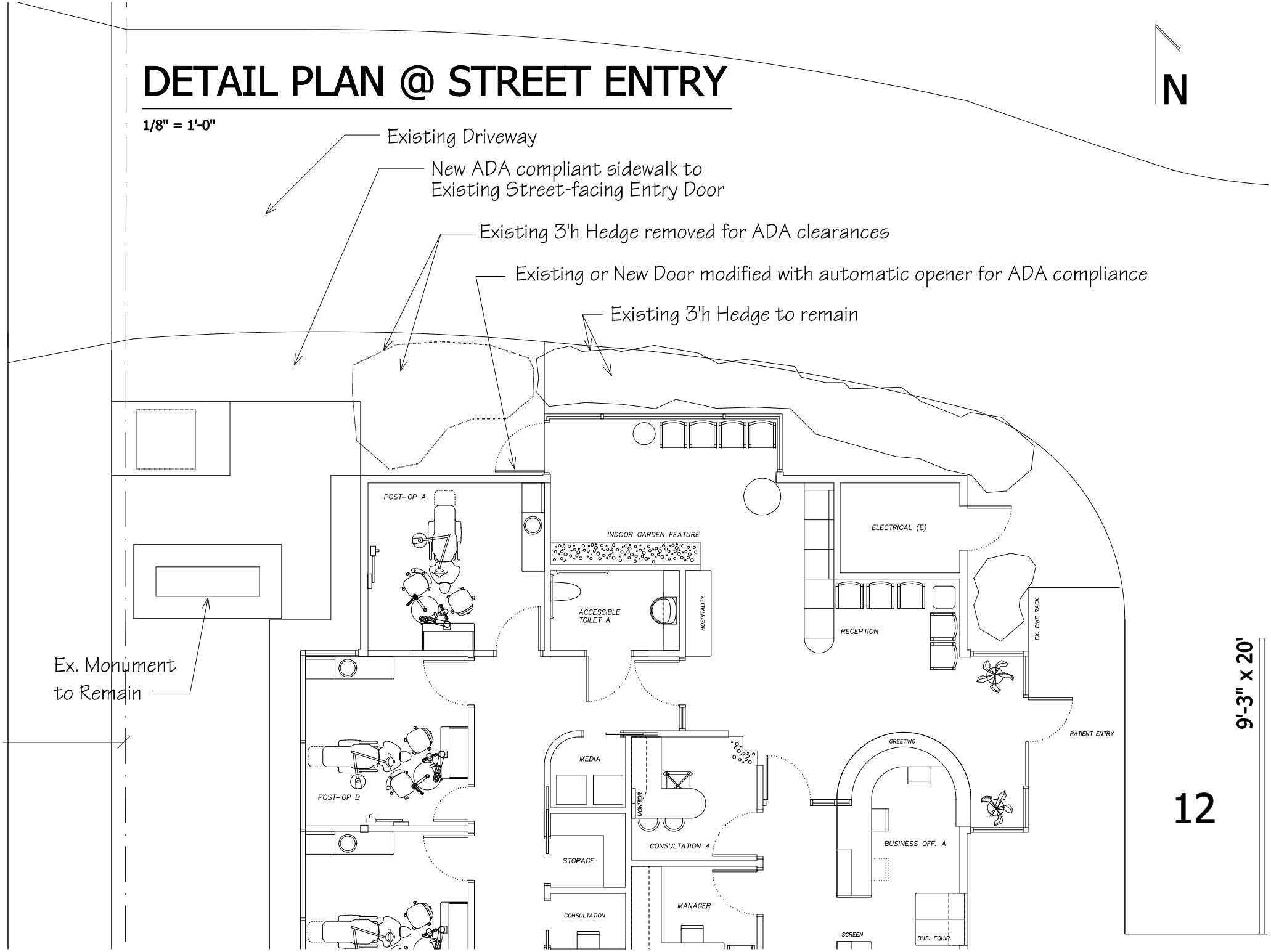


SOUTH ELEVATION (partial)

3/32" = 1'-0"

DETAIL PLAN @ STREET ENTRY

1/8" = 1'-0"



Property Use Analysis

(Proposed Conditions)

Multi-Tenant Building		Land Use	sq. ft.	% of property:
Suite A	Dr. Ueno	Medical Office	4,371 sq. ft.	45.5%
Suite B	Dr. Ueno (5/31/16)	Medical Office	1,226 sq. ft.	12.7%
Suite C	Merry Maids (House Cleaning Service)	Services, General	1,905 sq. ft. (1,496 ground + 409 above)	19.8%
Suite D	Bella Capelli (Hair Salon)	Services, General	1852 sq. ft. (1,448 ground + 404 above)	19.4%
Telecommunication & Storage	Common	General	240 sq. ft.	2%
Total			*9,594 sq. ft.*	*100%*

Land Use	sq. ft.	% of property
Medical	5,597	58.3%
Services	3,757	39.1%
Common	240	2.5%
Total	**9,594**	**100.0%**

Parking Summary (Proposed Conditions)					
Space	**Tenant**	**Classification**	**Area**	**Parking Required per Table 3-1**	**Req. Parking**
Suite A	Dr. Ueno	Medical Office	4,371 sq. ft.	1/200 SF	21.8
Suite B	Dr. Ueno (as of 5/31/16)	Medical Office	1,226 sq. ft.	1/200 SF	6.1
Suite C	Merry Maids (House Cleaning Service)	Services, General	1,905 sq. ft. (1,496 ground + 409 above)	1/250 SF	7.6
Suite D	Bella Capelli (Hair Salon)	Services, General	1,852 sq. ft. (1,448 ground + 404 above)	1/250 SF	7.4
Telecommunication & Storage	Common	General	240 sq. ft.	1/200 SF	1.2
			9,594 sq. ft.	**Total Parking Required**	44*
				Total Parking Provided (shared)	43 (44**)
				Deficit/Surplus	**0****

**: After rounding down in accordance with CMC 21.28.040.F. (Rounding of Quantities).*

***: Whereas the center is technically deficient by 1 parking space, the original "S" Site Approval (S81-11) allowed for a parking deficiency of up to 4 parking spaces (the center was originally parked at 44 parking spaces where 48 parking spaces were required). It should be further noted that while the center now provides one less parking space (43 vs. 44) parking spaces than had originally been developed, Section 21. 28.040.D.4 of the Campbell Municipal Code notes that additional parking spaces shall not be required as a result of site accessibility upgrades. In that the number of existing parking spaces 43, is the result of providing accessible parking on the property, the property is not considered deficient by code.*

Attachment 7

JEREMY K. UENO, DMD
DIPLOMATE, AMERICAN BOARD OF PERIODONTOLOGY
DRUENO@UENOPERIODONTICS.COM

JAMIE H. CHUNG, DDS, MMSc
DIPLOMATE, AMERICAN BOARD OF PERIODONTOLOGY
DRCHUNG@UENOPERIODONTICS.COM

UENO PERIODONTICS

CENTER FOR PERIODONTICS AND DENTAL IMPLANTS

1930 S. BASCOM AVENUE, SUITE #120
CAMPBELL, CA / 95008
PHONE 408 371 7616 / FAX 408 371 7651

Business Name: Jeremy K. Ueno, DMD, Inc. (dba. Ueno Periodontics)
Business Type: Periodontics (Dental Surgery)
Business Hours: M-F 8am-5pm
Hours of Operation: M-F 8am-8pm
Number of Staff: 7 FTEs
Staff at Peak Operating: 11 including the two dentists - this is a rare occurrence.
Number of Patients/Day: 25

Description of Services:
Our everyday procedures include the treating of periodontal disease with non-surgical and surgical methods, including traditional and laser therapies. We also perform gum and bone grafts to replace or restore lost tissue around teeth. When teeth have to be lost, we replace these missing teeth with dental implants.

Reasons to Approve Change of Use to include Medical:
1) Low traffic volume - only 25 cars/day for over 1/2 of building.

2) Increased revenue for city and state - despite low traffic, high monetary value on most transactions.

3) Medical use consistent with and supportive of gentrification of this section of South Bascom Avenue.

4) Enables prospective owner to have business on site for increased attention to landscaping & general property upkeep, tenant needs etc.

5) Tenant Improvements will provide opportunity to update ADA compliance for parking lot and street access.

6) Owner will seek more drought tolerant landscaping as part of site work in meeting or exceeding building department's requirements.

Warm Regards,

Jeremy K. Ueno, DMD
Diplomate, American Board of Periodontology

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OCT 07 2015
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PLANNING DEPT.

UENO PERIODONTICS
CENTER FOR PERIODONTICS AND DENTAL IMPLANTS

JEREMY K. UENO, DMD
DIPLOMATE, AMERICAN BOARD OF PERIODONTOLOGY
DRUENO@UENOPERIODONTICS.COM

JAMIE H. CHUNG, DDS, MMSc
DIPLOMATE, AMERICAN BOARD OF PERIODONTOLOGY
DRCHUNG@UENOPERIODONTICS.COM

1930 S. BASCOM AVENUE, SUITE #120
CAMPBELL, CA 95008
PHONE 408 371 7616 / FAX 408 371 7651

December 7, 2015

Attn: Stephen Rose
Associate Planner
City of Campbell Community Development Department

Re: Conditional Use Permit for a Dental Office
File No(s): PLN2015-303
Address: 2160 S. Bascom Ave.

Dear Mr. Rose,
Below are responses to the questions posed in your letter of November 16, 2015. For simplicity, I have included your questions (in bold) as well as the answers. All points, except #4, are covered here. Point #4 is covered by the attached plans. It is my hope that these answers provide the clarity needed to proceed with the Planning Department's review process. If you need additional information, please let us know.

1a. Education Center:
Will instruction/training (classes) be provided to practitioners outside the two doctors and 11 staff identified?
Yes, on some occasions only. I have two separate study groups of 15 doctors plus myself.

On what days/times would these activities occur in addition to your patient visits or be scheduled only on days or times when no patients (or reduced staffing) would occur?
After hours only - from 5:30pm to 8:00pm on Thursday evenings. We meet as many as eight times per year. Patients would never be seen concurrently.

1b. Demonstration Room:
Will instruction/training (classes) be provided to practitioners outside the two doctors and 11 staff identified?
Same as above: Yes, I have two study groups of 15 plus myself. This room, however, would only be used occasionally during the study group meetings.

On what days/times would these activities occur in addition to your patient visits or be scheduled only on days or times when no patients (or reduced staffing) would occur?
Same as above: After hours only - from 5:30pm to 8:00pm on Thursday evenings as many as eight times per year. Patients would never be seen concurrently.

2. Retail Sales: Please indicate if any ancillary retail sales are anticipated in association with the business.
We only sell a medicated mouth rinse that patients use post-surgery. We do not sell any other products. We do give out samples of toothpaste, toothbrushes, etc.

3. Noise: Please indicate any and all sound the business is expected to generate: including but not limited to amplified music or microphones for instruction purposes. A standard condition of approval reads: "any music shall be played at low levels, behind closed doors, and shall not be audible from adjoining properties. No amplified music or speaker systems shall be permitted"

Inside the office, as is common practice in dental offices, we will be playing music through the speakers at a low level so normal conversations can be conducted without raising ones voice. The purpose of this is to calm patient nerves and provide adequate ambient noise to mask sounds from the next room. All of the patient rooms will be enclosed as well to reduce the amount of noise and to keep patient conversations private.

For the learning center, we usually do not use microphones within the room itself. We may, however, need a microphone to create an audible link between the Demonstration Room and Learning Center, but only if needed and only at normal conversation levels. No music will be played in either room.
No speakers will be outside the office and NONE of our activities should be audible from outside the building.

Sincerely,

Jeremy K. Ueno, DMD

CITY OF CAMPBELL
75 NORTH CENTRAL AVENUE
CAMPBELL, CALIFORNIA 95008
(408) 378-8141

Department: Planning

Date: April 8, 1981

CONDITIONS ATTACHED TO "S" APPROVAL OF PLANS OF Mr. Robert Peepari FOR CONSTRUCTION OF a commercial/retail bldg. TO BE LOCATED AT 2160 S. Bascom Avenue.

CONDITIONS:

AS PER ATTACHED LIST.

Section 21.42.090 of the Campbell Municipal Code reads as follows:

Any approval granted under this section shall expire one year after the date upon which such approval was granted, unless an extension for such approval is obtained by making written application for same to the Planning Commission at least fifteen (15) days days prior to the expiration date of such approval.

No building permit shall be issed after the expiration date of any approval until a new approval has been obtained in the manner provided for in this Chapter.

Approval effective ten (10) days after decision of approval of the Planning Commission.

GRANTED BY THE CITY OF CAMPBELL PLANNING COMMISSION AT A REGULAR MEETING HELD ON THE 7TH DAY OF APRIL, 1981.

CITY OF CAMPBELL
PLANNING COMMISSION

BY: A. A. Kee
ARTHUR A. KEE, SECRETARY

cc: Mr. Joseph & Tanya Gemma

AS APPROVED BY THE PLANNING
COMMISSION ON APRIL 7, 1981

CONDITIONS OF APPROVAL: S 81-11
APPLICATION OF: Peepari, R.
Page 1

Condition 1 eliminated per P. C. Mtg. of April 7, 1981

1 Revised elevations and/or site plan to be approved by the Planning Director upon recommendation of the Architectural Advisor, within 30 days of the Planning Commission approval.

n/a Revised elevations and/or site plan to be approved by the Site and Architectural Review Committee and/or the Planning Commission within 30 days of Planning Commission approval.

2 Property to be fenced and landscaped as indicated and/or added in red on plans. Landscaping and fencing shall be maintained in accordance with the approved plans.

3 Landscaping plan indicating type and size of plant material, and location of hose bibs or sprinkler system to be submitted for approval of the Site and Architectural Review Committee and/or Planning Commission prior to application for a building permit.

n/a Landscaping plan indicating type and size of plant material, and location of hose bibs or sprinkler system to be submitted for approval of the Planning Director prior to application for a building permit.

4 Fencing plan indicating location and design details of fencing to be submitted for approval of the Planning Director prior to application for building permit.

5 Applicant to either (1) post a faithful performance bond in the amount of $ 3,000 to insure landscaping, fencing, and striping of parking areas within three months of completion of construction; or (2) file written agreement to complete landscaping, fencing and striping of parking areas prior to application for a building permit.

n/a Applicant to submit a letter, satisfactory to the City Attorney limiting the use of the property to: _____ square feet of office use, _____ square feet of speculative industrial use, and _____ square feet of warehouse use, prior to issuance of a building permit.

6 All mechanical equipment located on roofs to be screened as approved by the Planning Director

7 Building occupancy will not be allowed until public improvements are installed.

N/A: Not Applicable to this application.

The applicant is notified as part of this application that he/she is required to meet the following conditions in accordance with Ordinances of the City of Campbell and Laws of the State of California.

A All parking and driveway areas to be developed in compliance with Section 21.50 of the Campbell Municipal Code. All parking spaces to be provided with appropriate concrete curbs or bumper guards.

B Underground utilities to be provided as required by Section 20.16.070 of the Campbell Municipal Code.

C Plans submitted to the Building Department for plan check shall indicate clearly the location of all connections for underground utilities including water, sewer, electric, telephone and television cables, etc.

D Sign application to be submitted in accordance with provisions of the sign ordinance for all signs. No sign to be installed until application is approved and permit issued by the Building Department. (Section 21.68.030 of the Campbell Municipal Code.)

E Ordinance No. 782 of the Campbell Municipal Code stipulates that any contract for the collection and disposal of refuse, garbage, wet garbage and rubbish produced within the limits of the city of Campbell shall be made with Green Valley Disposal Company. This requirement applies to all single-family dwellings, multiple apartment units, to all commercial, business, industrial, manufacturing, and construction establishments.

F Trash container(s) of a size and quantity necessary to serve the development shall be located in area(s) approved by the Fire Department. Unless otherwise noted, enclosure(s) shall consist of a concrete floor surrounded by a solid wall or fence and have self-closing doors of a size specified by the Fire Department. All enclosures to be constructed at grade level.

G Applicant shall comply with all appropriate State and City requirements for the handicapped.

n/a Noise levels for the interior of residential units shall comply with minimum State (Title 25) and local standards as indicated in the Noise Element of the Campbell General Plan.

PUBLIC WORKS DEPARTMENT

H. Process and file a parcel map to combine two lots.

I. Provide a copy of the preliminary title report.

J. Pay the storm drainage area fee.

K. Provide a grading and drainage plan for the review and approval of the City Engineer.

L. Obtain an excavation permit, post surety and pay fees to install wheel chair ramp at the corner; remove existing curb, gutter and sidewalk on Sahdy Dale Avenue and replace with vertical curb and commercial sidewalk; and modify existing driveway approach on Bascom Avenue.

FIRE DEPARTMENT

M. Provide "2A-10BC" fire extinguishers.

STANDARD FIRE HAZARD ABATEMENT COMMENT: The applicant is hereby notified that the property is to be maintained free of any combustible trash, debris and weeds, until the time that actual construction commences. All existing structures shall be kept secured by having windows boarded up and doors sealed shut, or be demolished or removed from property. Sect. 11.201 & 11.414, 1979 Edition of Uniform Fire Code.

The applicant is notified that he/she shall comply with all applicable Codes or Ordinances of the City of Campbell which pertain to this development and are not herein specified.

MEMORANDUM

Community Development Department
Planning Division

To: Site and Architectural Review Committee **Date:** January 12, 2016

From: Stephen Rose, Associate Planner

Via: Paul Kermoyan, Community Development Director

Subject: Conditional Use Permit (PLN2015-303)

Address: 2160 S. Bascom Avenue, Suites A & B

Owner: Joseph & Tanya Gemma

Applicant: Dr. Jeremy Ueno

PROPOSAL

The applicant is requesting a Conditional Use Permit (PLN2015-303) to allow for the establishment of a medical office use (center for periodontics & dental implants) at 2160 S. Bascom Avenue, Suites A & B.

While the scope of work primarily entails interior tenant improvements, the applicant's request triggers a building code requirement to provide an accessible path of travel from the tenant space to the public right of way, where no such path presently occurs on the property. To comply with this obligation, the applicant is proposing to modify or replace an existing door facing south Bascom Avenue, install a new entry canopy with column supports, and install an accessible path of travel from this door to S. Bascom Avenue. In addition to these changes, the applicant is also proposing to install a new mechanical access door on the south side of the building.

PROJECT SITE

The project site is an approximately 28,641 square-foot rectangular corner lot located on the east side of S. Bascom Avenue, north of Shady Dale and south of El Solyo Avenue in the C-2 (General Commercial) Zoning District (reference **Attachment 2** – Location Map). The site is currently developed with a 9,594 square foot "L-shaped" building, situated at the southwest corner of the property.

PROJECT DATA

Zoning Designation: C-2 (General Commercial)
General Plan Designation: General Commercial

Project Data	Existing	Proposed	Maximum Allowed
Gross Lot Area	45,678 sq. ft.	No Change	N/A
Net Lot Area	28,641 sq. ft.	No Change	N/A
Building Coverage:	8,460 sq. ft.	No Change	11,456*
Lot Coverage:	29.53%	No Change	40%*
Floor Area	9,594 sq. ft.	No Change	N/A
Floor Area Ratio:	33.49%	No Change	N/A

Landscape Coverage:	13%	12%	10%
Paving Coverage:	57%	59%	N/A

*: The Planning Commission has the authority to increase the F.A.R. for a specific use at a specific location beyond 40% when it determines that circumstances warrant an adjustment.

Surrounding Uses
North: Office (C-2 Zoning)
South: Restaurant (C-2 Zoning) across Shady Dale Avenue
East: Single Family Residence (R-1-6 Zoning)
West: Medical Office (C-2 Zoning) across S. Bascom Avenue

DISCUSSION

Entry Doors, Canopy & Walkway Design: As proposed, the tenant space would be served by two separate doors (reference **Figure 1** – Proposed Interior Floorplan; Entry #1 & #2), which would enter into a common reception area. When exiting, customers would take a separate door (#3) located on the opposite side of the reception area. While the tenant space has a fourth access point (#4), this door leads into a conference room and would remain closed off (locked) from public access.

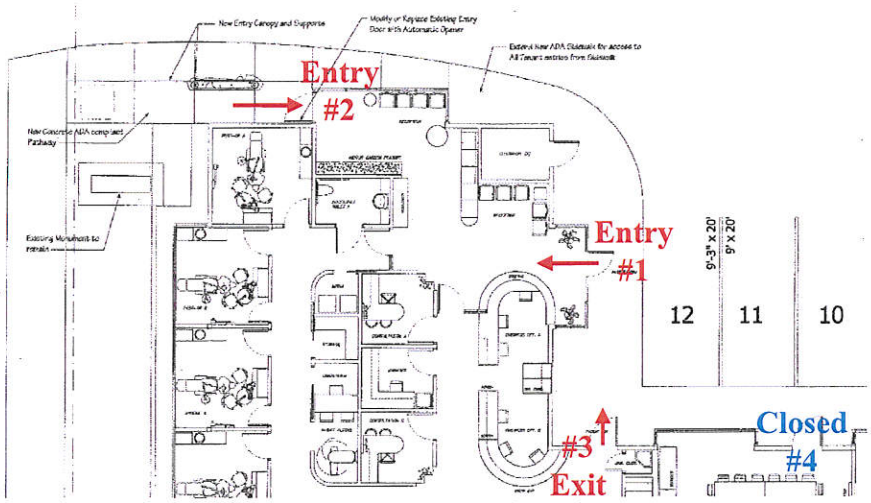


Figure 1: Proposed Interior Floorplan & Doors

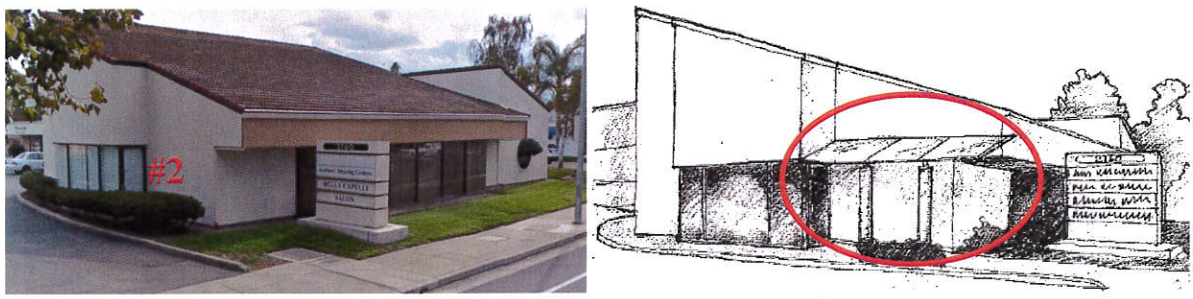


Figure 2: Existing View of Entry vs. Proposed Accessible Walkway & Decorative Canopy

While there is an existing door at "Entry #2", this entrance is not actively used as it lacks a functional walkway and exits directly into a landscaping area. As such, the applicant has proposed a concrete path of travel in this area to satisfy building code requirements, and a decorative canopy (which would protrude past the building wall) to draw more attention to the

entrance from S. Bascom Avenue. While this design approach appears to meet the accessibility requirements for the individual tenant space, a discussion point has been raised to determine a widened walkway on the north side of the building, which would benefit the entire property, would be more appropriate.

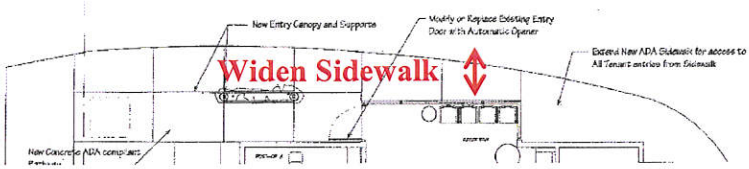
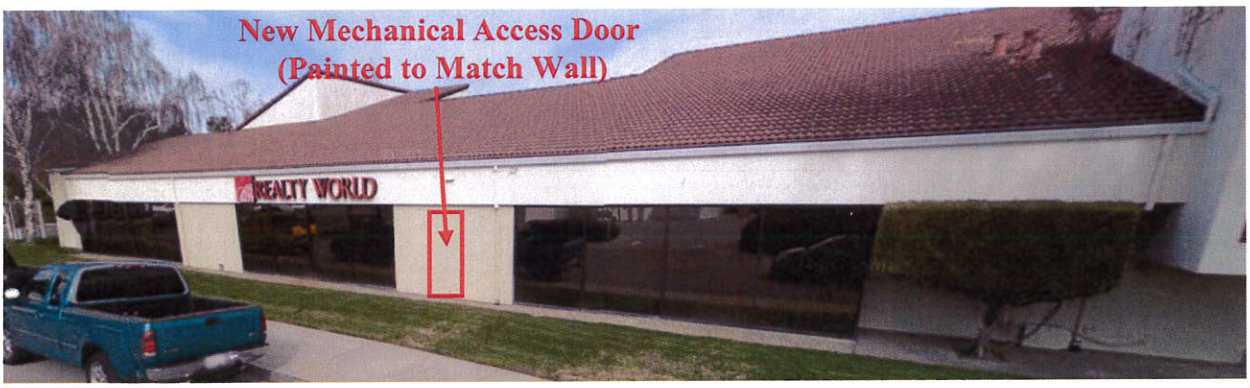


Figure 2: Alternative Design Approach

Mechanical Equipment Door: In addition to making Entry #2 more accessible, the applicant is proposing a new metal door on the south side of the building facing Shady Dale Avenue. This door would be centrally located in a span of stucco between two sections of glass and provide access to a mechanical equipment room proposed in this area. While the applicant would intend to paint the door to match the adjoining building walls, which would lessen its aesthetic impact, a discussion point has been raised to determine if a reconfiguration of the interior floor plan would be warranted to avoid installation the door entirely.



OPTIONS

The following options are intended to facilitate discussion of the project's site and architectural review:

- Should the walkway on the north side of the building be enlarged instead of installing a canopy?
- Should the interior floor plan be redesigned to accommodate a door to the mechanical equipment room from inside the tenant space? As a further consideration, if an exterior access door is accepted in this area, should the door be realigned to be flush with the windows as opposed to being centrally located in the span of stucco?

Attachments:

1. Location Map
2. Project Plans

ITEM NO. 3

CITY OF CAMPBELL · PLANNING COMMISSION
Staff Report · January 26, 2016

PLN2015-248, 332,361

Carden Day School

Public Hearing to consider the application of Elizabeth Asadi for a Conditional Use Permit with Site and Architectural Review (PLN2015-248) to allow construction of an approximately 4,000 square-foot classroom building and an increase in student capacity from 120 to 150 children for an existing private Pre-K-8 school (Carden Day School) with ancillary daycare services, a Parking Modification Permit (PLN2015-361) to allow a shared parking arrangement, and a Tree Removal Permit (PLN2015-332) to allow removal of a Black Walnut tree on property located at **1980 Hamilton Avenue** in the P-F (Public Facilities) Zoning District.

STAFF RECOMMENDATION

That the Planning Commission take the following action:

1. **Adopt a Resolution**, incorporating the attached findings, approving a Conditional Use Permit with Site and Architectural Review (PLN2015-248) and a Parking Modification Permit (PLN2015-361), subject to the attached conditions of approval.

2. **Adopt a Resolution**, incorporating the attached findings, approving a Tree Removal Permit (PLN2015-332), subject to the attached conditions of approval.

ENVIRONMENTAL DETERMINATION

Staff recommends that the Planning Commission find this project Categorically Exempt under Section 15314 of the California Environmental Quality Act (CEQA) which exempts from environmental review expansions of existing private schools, constructed within existing school grounds, where the expansion does not increase student capacity by more than 25% or ten classrooms, whichever is less.

DISCUSSION

Project Site: The project site, the First Congregational Church of San Jose, is located at the southeast corner of Hamilton and Leigh Avenues, abutted by single-family residences to the east and south, and adjacent to office uses to the north across Hamilton Avenue and to the west across Leigh Avenue (reference **Attachment 5** – Location Map). The property is developed with the Church's sanctuary, an assembly hall, administrative offices, and school rooms.

Background: The Carden Day School, a private pre-K-8 school with ancillary daycare, has operated on the Church's property since 2007. The original 5-year limited-term approval, which allowed for an 80-child capacity, lapsed in 2012 but was reinstated and extended by the Planning Commission in 2013 on a temporary basis. The extended approval allowed an increase in capacity to 120 children and placement of modular classroom buildings. However, the approval was tied to specific performance measures intended to encourage the School to construct permanent classroom facilities to replace the modular buildings.

Late last year the Planning Commission held a revocation hearing following the School's failure to meet the deadlines to begin the planning process for permanent facilities. The Planning Commission granted a temporary extension, tied to a cash deposit agreement, providing the School additional time to prepare plans and submit a development application to the City. Pursuant to this agreement, the School is obligated to diligently pursue completion of the project to meet the following deadlines, which thus far have been satisfactorily met:

- ✓ **December 14, 2015 -** Development Application (PLN2015-248) deemed complete
- ✓ **January 12, 2016** - Site and Architectural Review Committee (SARC) Meeting
- ✓ **January 26, 2016** - Planning Commission Public Hearing
- **February 29, 2016** - Submit construction drawings for a building permit
- **June 30, 2016** - Obtain a building permit and commence construction within 30 days

Application Proposal: Consistent with the terms of its agreement with the City, the School has submitted applications to allow construction of a 3,840 single-story classroom building with associated site improvements, including a covered entry feature and trash enclosure (reference **Attachment 6 & 7** – Project Plans and Project Description). The new building would provide four classrooms with restrooms, and replace the modular buildings that would be removed. The School's capacity would also increase from 120 to 150 children, as described in the submitted operational description (reference **Attachment 8**). A black walnut tree, measuring 22-inches in diameter would be removed to accommodate the construction.

ANALYSIS

Zoning District: The project site is located within the P-F (Public Facilities) Zoning District. This zoning district allows for educational, governmental, religious, and related land uses that are generally compatible with residential adjacencies. Accordingly, nearly all properties with this zoning designation abut residential neighborhoods. The proposed school expansion, on a site adjacent to residential uses, could, therefore, be found consistent with this zoning designation.

General Plan: The General Plan land use designation for the project site is *Institutional*. This land use designation is designed to facilitate public or private civic, social, educational, cultural or charitable land uses. Expansion of the existing school would be in keeping with the intent of this land use designation. The General Plan Land Use Element provides several policies and strategies pertaining to traffic, land use compatibility, landscaping, and building design, which may be taken into consideration by the Planning Commission in review of this project:

Policy LUT-12.1c: Parking Lot Design: Design parking lots to minimize impacts on the street system by providing adequate sized driveways, sufficient queuing and efficient circulation.

Policy LUT-11.2a: Services Within Walking Distance: Encourage neighborhood serving commercial and quasi-public uses, such as churches, schools, and meeting halls to locate within walking distance of residential uses.

Policy LUT-13.1: Variety of Uses: Attract and maintain a variety of uses that create an economic balance within the City while maintaining a balance with other community land use needs, such as housing and open space, and while providing high quality services to the community.

Building Design: The proposed classroom building is a simple formed rectangular structure with a hipped roof terminating with gables at the north and south elevations (**Sheet A-6.1**). The slab on-grade structure is intended to complement the existing Church buildings in terms of design, detailing, materials, and colors, incorporating painted cement board horizontal lap siding and composition roofing material (reference **Attachments 9 & 10** – Color/Material Sheet & Existing Building Photographs). The covered entry feature is a simple steel/wood framed structure with a composition roof consistent with the proposed classroom building (**Sheet A-6.2**).

Site Layout and Circulation: The proposed project plans depict the new classroom building situated towards the rear of the site, behind a Church building and adjacent to single-family residences to the south (at a 5 ½ foot setback). A concrete walkway leading from the parking lot would connect a new entry feature to the building. This siting would largely preserve the property's existing configuration, and create two distinct play areas (for older and younger children). However, the placement of the building relatively close to the yards of adjacent homes would alter the built environment in manner noticeable to the residents.

The circulation pattern for the School would remain largely unchanged. As depicted in the School's circulation plan (**Sheet A-1.4**) parents may drop-off/pick-up children in the rear parking lot adjacent to the new entry areas, as well as the front parking lot abutting Leigh Avenue. Vehicles may enter and exit the site from the property's Hamilton, Phantom, and Leigh driveways. However, in keeping with the Planning Commission's original 2007 approval, left hand turns into and out of the Leigh Avenue side parking lot will continue to be prohibited to address neighborhood safety concerns.

Traffic: The City's original 2007 approval of the School (80 children) did not warrant a traffic impact analysis (TIA) because the Church property had historically maintained a private school of comparable capacity since 1965. Due to the temporary nature of the 2013 reinstatement approval, a traffic analysis was also not required (although the approved capacity was increased to 120 children). However, the current proposal, which would allow permanent establishment of the school with a capacity of 150 children is subject to a formal traffic review. To account for the 2013 capacity increase (80 to 120), the TIA's "background" conditions were adjusted to reflect the traffic generation of the original capacity such that the analysis reviewed the effect of increasing from 80 to 150 children. The TIA (reference **Attachment 11**) found that the project would not have an impact on area intersections or residential streets.

Parking: The parking requirement for a private school is 1 ½ spaces per classroom, plus an additional space per 75 square-feet of "assembly area". The proposed classroom building would provide four classrooms, yielding a parking requirement of six spaces, which would be offset by the removal of the four classrooms found in the modular classroom buildings. The School would maintain its shared parking arrangement with the Church, which is based on alternating schedules between the two uses (weekdays vs weekends).

Tree Removal: As noted, the project would require removal of one 22-inch (DBH) Black Walnut tree that is located within the footprint of the proposed building (reference **Attachment 12** – Tree Removal Exhibit). As this tree is greater than 12-inches in trunk diameter, its removal requires approval of a Tree Removal Permit that is considered concurrently with the overall development application.

Being a healthy tree, that is neither causing damage nor posing a threat to life or property, the Planning Commission may allow removal if retention would unduly restrict the applicant's ability to develop the property. The School contends that the proposed building placement is ideal and that retention of the tree would result in an undesirable site layout. Moreover, alternative placement of the building could result in the loss of a greater quantity of trees. A 24-inch box Chinese Pistache in front of the classroom building is proposed as a replacement tree. Additionally, a row of ornamental pear trees along Leigh Avenue will be removed to accommodate the widened public sidewalk required by the City. These trees, however, are too small to be considered "protected" (all less than 12-inches in diameter).

Noise: The City's noise standards (CMC 21.16.070) do not regulate noise exposure to existing development resulting from new land uses and specifically exempt noise emitted from the "normal operation of public and private schools typically consisting of classes, daytime recreation, and other school-sponsored activities". However, placement of the proposed classroom building would not present any new noise concerns as the project area is already a playground.

Off-Site Improvements: The Public Works Department is requiring standard street improvements associated with the project, including ADA compliant driveway approaches and a corner curb ramp (Hamilton/Leigh), as well as a widened sidewalk and new street trees along Leigh Avenue.

Correspondence: The City received one letter, from the First Congregational Church of San Jose, in support of the project (**reference Attachment 13**).

Site and Architectural Review Committee: This application was reviewed by the Site and Architectural Review Committee (SARC) at its meeting of January 13, 2016. The Committee was supportive of the project as presented, however, urging the applicant to contact to the two neighbors whose properties are adjacent to the proposed classroom building.

Attachments:
1. Findings for Approval of File No. PLN2015-248,361
2. Conditions of Approval for File No. PLN2015-248,361
3. Findings for Approval of File No. PLN2015-332
4. Conditions of Approval for File No. PLN2015-332
5. Location Map
6. Project Plans
7. Project Description
8. Operational Description
9. Color/Material Sheet
10. Existing Building Photographs
11. Traffic Impact Analysis (draft)
12. Tree Removal Exhibit
13. Church Letter of Support

Prepared by: _____
Daniel Fama, Associate Planner

Approved by: _____
Paul Kermoyan, Community Development Director

Attachment #1

FINDINGS FOR APPROVAL OF FILE NO. PLN2015-248,361

SITE ADDRESS: 1980 Hamilton Avenue
APPLICANT: Carden Day School
P.C. MEETING: January 26, 2016

Findings for Approval of Conditional Use Permit with Site and Architectural Review (PLN2015-248) to allow construction of an approximately 4,000 square-foot classroom building and an increase in student capacity from 120 to 150 children for an existing private Pre-K-8 school (Carden Day School) with ancillary daycare services, and a Parking Modification Permit (PLN2015-361) to allow a shared parking arrangement

The Planning Commission finds as follows with regard to file number PLN2015-248,361:

1. The project site is located along Hamilton Avenue, between Leigh and Phantom Avenues.

2. The project site is zoned P-F (Public Facilities) as shown on the Campbell Zoning Map.

3. The project site is designated *Institutional* as shown on the Campbell General Plan Map.

4. The project site is surrounded by single-family residential and office uses.

5. The project site owned and improved by the First Congregational Church of San Jose, including the Church's sanctuary, assembly hall, administrative offices, and school rooms.

6. The Planning Commission approved a Conditional Use Permit (PLN2007-128) for private school, known as Carden Day School, by Resolution No. 3839 on September 27, 2007. The Conditional Use Permit (PLN2007-128) allowed establishment of a Jr. K-3rd grade private school, with a capacity of 80 children, for a period of five years, expiring June 2012.

7. The Planning Commission granted a Modification (PLN2013-197) request to reinstate the Conditional Use Permit approval for the school for a period of four years, increase the school's capacity to a maximum of 120 children in grades Jr. K through fifth grade, and allow the placement of modular buildings, by Resolution No. 4113, on September 10, 2013.

8. Conditions of Approval No. 3 and 4 of the Modification (PLN2013-197) approval indicated that the Conditional Use Permit approval was valid until 2017 (four years) only if the school adhered to certain performance benchmarks starting with submittal of a formal application by June 30, 2014. Otherwise, the School was to provide a letter by that same date, indicating that the School would cease operations and remove the modular buildings by June 30, 2015.

9. The Planning Commission specifically incorporated strict performance measure to ensure that the modular buildings would be permitted for the requested four year period only if the School took timely action to proceed with permanent facilities.

10. The Planning Commission's approval was predicated on an understanding that use of modular classroom buildings is appropriate only on a limited term basis. In this regard, the City did not perform a traffic analysis or require off-site public improvements that otherwise

would be warranted for permanent construction, since such actions would be taken at a later time as part of an application for permanent facilities.

11. On September 8, 2015, the Planning Commission adopted Resolution No. 4239 approving a City-initiated Modification to the aforementioned Conditional Use Permit that allowed a limited-term extension of approval subject to the School pursuing construction of permanent classroom facilities.

12. The proposed project, comprised of development applications for a Conditional Use Permit with Site and Architectural Review (PLN2015-248), Parking Modification Permit (PLN2015-361), and Tree Removal Permit (PLN2015-332), would allow construction of an approximately 4,000 square-foot classroom building and an increase in student capacity from 120 to 150 children in compliance with the Planning Commission Resolution No. 4239.

13. The Planning Commission's review of the proposed project encompassed zoning and General Plan land use conformance, noise, and parking.

14. Applicable General Plan and Downtown Development Plan Policies and Strategies considered by the Planning Commission include:

    Policy LUT-12.1c: Parking Lot Design: Design parking lots to minimize impacts on the street system by providing adequate sized driveways, sufficient queuing and efficient circulation.

    Policy LUT-11.2a: Services Within Walking Distance: Encourage neighborhood serving commercial and quasi-public uses, such as churches, schools, and meeting halls to locate within walking distance of residential uses.

    Policy LUT-13.1: Variety of Uses: Attract and maintain a variety of uses that create an economic balance within the City while maintaining a balance with other community land use needs, such as housing and open space, and while providing high quality services to the community.

15. Based a Traffic Impact Analysis prepared for the project, the project will not exceed, either individually or cumulatively, a LOS standard established by the Congestion Management Program for designated roads or highways.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The proposed use is allowed within the applicable zoning district with Conditional Use Permit approval, and complies with all other applicable provisions of this Zoning Code and the Campbell Municipal Code;

2. The proposed use is consistent with the General Plan;

3. The proposed site is adequate in terms of size and shape to accommodate the fences and walls, landscaping, parking and loading facilities, yards, and other development features required in order to integrate the use with uses in the surrounding area;

4. The proposed site is adequately served by streets of sufficient capacity to carry the kind and quantity of traffic the use would be expected to generate;

5. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses on-site and in the vicinity of the subject property; and

6. The establishment, maintenance, or operation of the proposed use at the location proposed will not be detrimental to the comfort, health, morals, peace, safety, or general welfare of persons residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.

7. The project will aid in the harmonious development of the immediate area; and

8. The project is consistent with applicable adopted design guidelines.

9. Due to the unique nature and circumstances of the project, or special development features, the anticipated number of parking spaces necessary to serve the use or structure is less than that required by the applicable off-street parking standard, and would be satisfied by the existing or proposed number of parking spaces, as supported by review of the applicant's documentation and/or a parking demand study prepared by a qualified transportation engineer accepted by the decision-making body;

10. Conditions of approval have been incorporated into the project to ensure the long-term adequacy of the provided off-street parking; and

11. Approval of the parking modification permit will further the purpose of this chapter.

12. The project is Categorically Exempt under Section 15314 of the California Environmental Quality Act (CEQA) which exempts from environmental review expansions of existing private schools, constructed within existing school grounds, where the expansion does not increase student capacity by more than 25% or ten classrooms, whichever is less.

CONDITIONS OF APPROVAL FOR FILE NO. PLN2015-248/361

SITE ADDRESS: 1980 Hamilton Avenue
APPLICANT: Carden Day School
P.C. MEETING: January 26, 2016

The applicant is hereby notified, as part of this application, that he/she is required to meet the following conditions in accordance with the ordinances of the City of Campbell and the State of California. Where approval by the Community Development Director, City Engineer, Public Works Director, City Attorney, or Fire Department is required, that review shall be for compliance with all applicable Conditions of Approval, adopted policies and guidelines, ordinances, laws and regulations, and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified:

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Project: Approval is granted for a Conditional Use Permit with Site and Architectural Review (PLN2015-248) and a Parking Modification Permit (PLN2015-361) to permanently establish a private elementary/intermediate school with ancillary daycare services, located at **1980 Hamilton Avenue**, including construction of an approximately 4,000 square-foot classroom building and an increase in student capacity from 120 to 150 children. The project shall substantially conform to the Revised Project Plans stamped as received by the Community Development Department on November 11, 2015, and the Color/Material sheet, Project Description, and Operational Description, stamped as received by the Community Development Department on August 18, 2015, except as may be modified by the Conditions of Approval contained herein.

2. Permit Expiration: The Conditional Use Permit with Site and Architectural Review (PLN2015-248) and Parking Modification Permit (PLN2015-361) shall be valid for six (6) months from the effective date of the approving Planning Commission Resolution, expiring July 5, 2016. Within this six (6) month period, a building permit for the construction of the approved classroom building must be issued. Failure to meet this deadline or expiration of an issued building permit will result in the approval being rendered void.

3. Previous Conditional Use Permit: Upon issuance of a building permit and commencement of construction of the approved classroom building the previously-approved Modified Conditional Use Permit (PLN2015-196) approved by Planning Commission Resolution No. 4239 shall be permanently superseded by the entitlement granted herein.

4. Revocation of Permit: Non-compliance with these standards, or any other conditions of approval specified herein or any standards, codes, or ordinances of the City of Campbell or State of California shall be grounds for consideration of revocation of the Conditional Use Permit by the Planning Commission.

5. Removal of Modular Building: The existing modular buildings, currently permitted on a temporary basis pursuant to Planning Commission Resolution No. 4239, and as secured by an Agreement dated November 6, 2015, shall be removed prior to issuance of Certificate of Occupancy and Building Permit "Final" of the approved classroom building.

6. Planning Final Required: Planning Division clearance is required prior to Building Permit final. Construction that is not in substantial compliance with the approved project plans shall not be approved without prior authorization of the necessary approving body.

7. Church Activities: Church assemblages shall be scheduled so as to not interfere with the operation of the School. This shall require that large assemblages be held after the close of the School's normal operating hours. If overlapping activities result in complaints to the City, the Community Development Director shall review the schedule of on-site activities and impose restrictions as appropriate.

8. Operational Standards: The operation of the private school and related commercial daycare center shall be subject to the following operational standards:

   a. **Number of Children**: The maximum number of children on site shall not exceed one hundred and twenty (150).

   b. **Age of Children**: All children shall be of pre-school, elementary, or intermediate school age (up to eighth grade).

   c. **Extended Care**: Extended care (daycare) provided before- and after-school shall only be provided to the School's enrolled students.

   d. **Operational Hours**: Hours of operation for the school shall be restricted to 7:30 AM to 6:30 PM, Monday through Friday, exclusive of the customary and reasonable use of the facility for administrative activity.

   e. **Outdoor Activities**: All outdoor activities shall be restricted to 8:00 AM to 6:30 PM.

   f. **Special Events**: Special event activities shall be scheduled as not to interfere with the operation of the Church.

   g. **Property Maintenance**: The school shall maintain all exterior areas of the business free from graffiti, trash, rubbish, posters and stickers placed on the property.

   h. **Outdoor Storage**: No equipment, materials or business vehicles shall be parked and/or stored outside or within the parking lot.

   i. **Trash & Clean Up**: All trash, normal clean up, carpet cleaning, etc. shall be done between 7:00 AM and 7:00 PM Monday through Friday.

   j. **Commercial Daycare Center**: Operation of the before- and after-school extended care (daycare) program shall be in full compliance with Campbell Municipal Code Sec.

21.36.080 and the California Code of Regulations. The school shall maintain in good standing the appropriate license(s) from the California Department of Social Services.

k. **Parental Notices**: Bi-annual written notices shall be provided to parents, instructing them of the arrival and departure procedures, specifically indicating that left turns from and onto Leigh Avenue are prohibited.

l. **Parking**: The parking lot shall be maintained in compliance with the standards in the Campbell Municipal Code. All parking and driveway areas shall be developed and maintained in compliance with the approved plans and Chapter 21.28 (Parking and Loading) of the Campbell Municipal Code. All parking areas shall be regularly swept and cleaned to remove litter and debris from the parking areas and driveways. Parking shall be restricted for on-site uses only.

9. Refuse Enclosure: New and/or modified refuse enclosures shall comply with all applicable standards of Section 21.18.110 of the Campbell Municipal Code, and shall include a roof covering, sanitary drain connection, and fire sprinkler protection. Refuse receptacles shall be kept within the enclosures except during collection in compliance with Chapter 6.04 of the Campbell Municipal Code.

10. Lighting Details: Lighting fixtures shall comply with the Campbell Lighting Design Standards.

11. Location of Mechanical Equipment: No roof-mounted mechanical equipment (i.e. air conditioning units, ventilation ducts or vents), shall be added to the existing building without providing screening of the mechanical equipment from public view and surrounding properties. The screening material and method shall be architecturally compatible with the building and requires review and approval by the Community Development Director and Building Division prior to installation of such screening.

12. Construction Activities: The applicant shall abide by the following requirements during construction:

    a. The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to the issuance of building permits.

    b. Construction activities shall be limited to weekdays between 8:00 a.m. and 5:00 p.m. and Saturdays between 9:00 a.m. and 4:00 p.m. No construction shall take place on Sundays or holidays unless an exception is granted by the Building Official.

    c. All construction equipment with internal combustion engines used on the project site shall be properly muffled and maintained in good working condition.

    d. Unnecessary idling of internal combustion engines shall be strictly prohibited.

    e. All stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors such as existing residences and businesses.

    f. Construction equipment, vehicles, and workers associated with the development of the project shall not be permitted to park on any residential streets.

g. Use dust-proof chutes for loading construction debris onto trucks.

h. Water or cover stockpiles of debris, soil, and other materials that can be blown by the wind.

i. Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.

j. Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site.

k. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets, as directed by the City Engineer.

l. Enclose, cover, water twice daily or, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).

Building Division:

13. Permits Required: A building permit application shall be required for the proposed new classroom structure. The building permit shall include Electrical/Plumbing/Mechanical fees when such work is part of the permit.

14. Construction Plans: The Conditions of Approval shall be stated in full on the cover sheet of construction plans submitted for building permit.

15. Size of Plans: The minimum size of construction plans submitted for building permits shall be 24 in. X 36 in.

16. Plan Preparation: This project requires plans prepared under the direction and oversight of a California licensed Engineer or Architect. Plans submitted for building permits shall be "wet stamped" and signed by the qualifying professional person.

17. Site Plan: Application for building permit shall include a competent site plan that identifies property and proposed structures with dimensions and elevations as appropriate. Site plan shall also include site drainage details. Site address and parcel numbers shall also be clearly called out. Site parking and path of travel to public sidewalks shall be detailed.

18. Soils Report: Two copies of a current soils report, prepared to the satisfaction of the Building Official, containing foundation and retaining wall design recommendations shall be submitted with the building permit application. This report shall be prepared by a licensed engineer specializing in soils mechanics.

19. Foundation Inspections: A pad certificate prepared by a licensed civil engineer or land surveyor shall be submitted to the project building inspector upon foundation inspection. This certificate shall certify compliance with the recommendations as specified in the soils report and the building pad elevation and on-site retaining wall locations and elevations are prepared according to approved plans. Horizontal and vertical controls shall be set and certified by a licensed surveyor or registered civil engineer for the following items:

a. pad elevation
b. finish floor elevation (first floor)
c. foundation corner locations

20. Title 24 Energy Compliance: California Title 24 Energy Compliance forms CF-1R and MF-1R shall be blue-lined on the construction plans. 8½" X 11" calculations shall be submitted as well.

21. Special Inspections: When a special inspection is required by C.B.C. Chapter 17, the architect or engineer of record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the building permits, in accordance with C.B.C Section 106. Please obtain City of Campbell, Special Inspection forms from the Building Inspection Division Counter.

22. Non-Point Source: The City of Campbell, standard Santa Clara Valley Non-point Source Pollution Control Program specification sheet shall be part of plan submittal. The specification sheet (size 24" X 36") is available at the Building Division service counter.

23. Approvals Required: The project requires the following agency approval prior to issuance of the building permit:
    a. West Valley Sanitation District
    b. Santa Clara County Fire Department
    c. School District:
        i) Campbell Union School District (378-3405)
        ii) Campbell Union High School District (371-0960)
        iii) Moreland School District (874-2900)
        iv) Cambrian School District (377-2103)
    d. Bay Area Air Quality Management District (Demolitions Only)
    e. San Jose Water Company (279-7900)

24. P.G.& E: Applicant is advised to contact Pacific Gas and Electric Company as early as possible in the approval process. Service installations, changes and/or relocations may require substantial scheduling time and can cause significant delays in the approval process. Applicant should also consult with P.G. and E. concerning utility easements, distribution pole locations and required conductor clearances.

25. California Green Building Code: This project shall comply with Chapter 5 of the California Green Building Code 2013 ed.

PUBLIC WORKS DEPARTMENT

The scope of this project triggers the requirement for Frontage Improvements as required by Campbell Municipal Code 11.24.040. This scope of work does not trigger the Image Street improvements along the Hamilton Avenue frontage, but it does trigger ADA and sidewalk upgrade improvements along the Leigh Avenue frontage as detailed below.

Visit the City's website and follow the submittal requirements for Public Works once this application has received entitlement.

The checklist for the various plans required for submittal can be found on the City's Website at City Services►Public Works►Engineering►Land Development►Documents, (or use this link: http://www.cityofcampbell.com/206/Documents). See instructions on:

1. Checklist for Grading and Drainage and
2. Checklist for Street Improvement Plans.

The building permit and grading permit will not be issued until all Public Works Conditions of Approval have been satisfied.

These Conditions of Approval are a supplement to the plans dated 8/6/15 with a revision date of 11/10/15 by Brad Cox Architect Inc. The plans are not approved for construction. Further plan checking by Public Works will be required post entitlement.

26. Response Letter: Upon submittal of the Street Improvement Plans and the Grading and Drainage Plans, the applicant shall provide an itemized response letter verifying that all the Public Works Conditions of Approval have been met or addressed.

27. Proof of Ownership: Prior to issuance of any grading, drainage, or building permits for the site, the applicant shall provide a current Preliminary Title Report, grant deed, or other satisfactory proof of ownership.

28. Right-of-Way for Public Street Purposes: *Prior to issuance of any grading or building permits for the site*, the applicant shall fully complete the process to cause additional right-of-way to be granted in fee for public street purposes along the Leigh Avenue frontage to accommodate the sidewalk widening, unless otherwise approved by the City Engineer. The applicant shall submit the necessary documents for approval by the City Engineer, process the submittal with City staff's comments and fully complete the right-of-way process. The applicant shall cause all documents to be prepared by a registered civil engineer/land surveyor, as necessary, for the City's review and recordation.

29. Soils Report: Upon submittal of the Grading and Drainage plan, applicant shall provide a soils report prepared by a registered geotechnical or civil engineer.

30. Grading and Drainage Plan: *Prior to issuance of any grading or building permits for the site*, the applicant shall conduct hydrology studies based on a ten-year storm frequency, prepare an engineered grading and drainage plan, and pay fees required to obtain necessary grading permits. Prior to occupancy, the design engineer shall provide written certification that the development has been built per the engineered grading and drainage plans.

31. Drainage System: Prior to occupancy clearance, the applicant shall refurbish, remodel, and reconstruct the on-site drainage system, as necessary, to demonstrate that the facilities are functioning normally in accordance with the requirements of the City.

32. Stormwater Pollution Prevention Measures: Prior to issuance of any grading or building permits, the applicant shall comply with the National Pollution Discharge Elimination System

(NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code regarding stormwater pollution prevention. The primary objectives are to improve the quality and reduce the quantity of stormwater runoff to the bay.

Resources to achieve these objectives include *Stormwater Best Management Practices Handbook for New Development and Redevelopment* ("CA BMP Handbook") by the California Stormwater Quality Association (CASQA), 2003; *Start at the Source: A Design Guidance Manual for Stormwater Quality Protection* ("Start at the Source") by the Bay Area Stormwater Management Agencies Association (BASMAA), 1999; and *Using Site Design Techniques to Meet Development Standards for Stormwater Quality: A Companion Document to Start at the Source* ("Using Site Design Techniques") by BASMAA, 2003.

33. Water Meter(s) and Sewer Cleanout(s): Existing and proposed water meter(s) and sewer cleanout(s) shall be relocated or installed on private property behind the public right-of-way line.

34. Utility Coordination Plan: Prior to issuance of building permits for the site, the applicant shall submit a utility coordination plan and schedule for approval by the City Engineer for installation and/or abandonment of all utilities. The plan shall clearly show the location and size of all existing utilities and the associated main lines; indicate which utilities and services are to remain; which utilities and services are to be abandoned, and where new utilities and services will be installed. Joint trenches for new utilities shall be used whenever possible.

35. Pavement Restoration: Based on the utility coordination plan, the applicant shall prepare a pavement restoration plan for approval by the City Engineer prior to any utility installation or abandonment. Streets that have been reconstructed or overlaid within the previous five years will require boring and jacking for all new utility installations. Leigh Avenue has not been reconstructed or overlaid in the last 5 years. The pavement restoration plan shall indicate how the street pavement shall be restored following the installation or abandonment of all utilities necessary for the project.

36. Street Improvement Agreements / Plans / Encroachment Permit / Fees / Deposits: *Prior to issuance of any grading or building permits for the site*, the applicant shall execute a street improvement agreement, cause plans for public street improvements to be prepared by a registered civil engineer, pay various fees and deposits, post security and provide insurance necessary to obtain an encroachment permit for construction of the standard public street improvements, as required by the City Engineer. The plans shall include the following improvements to Leigh Avenue, unless otherwise approved by the City Engineer:

    a. Show location of all existing utilities within the new and existing public right of way.

    b. Relocation of all existing utilities including utility boxes, covers, poles, etc. outside of sidewalk area. No utility boxes, covers, etc. will be allowed in the sidewalk area.

    c. Removal of existing driveway approaches and necessary sidewalk, curb and gutter.

    d. Removal of the existing curb ramp at the southeast corner of Leigh Avenue and Hamilton Avenue.

e. Installation of City standard curb, gutter, detached sidewalk and ADA compliant driveway approaches. Installation of asphalt concrete overlay per street pavement restoration plan for utility installation and/or abandonment, as required by the City Engineer.

f. Installation of an ADA compliant curb ramp at the southeast corner of Leigh Avenue and Hamilton Avenue.

g. Installation of City approved street trees and irrigation at 30 feet on center.

h. Installation of traffic control, stripes and signs.

i. Construction of conforms to existing public and private improvements, as necessary.

j. Submit final plans in a digital format acceptable to the City.

37. Street Improvements Completed for Occupancy and Building Permit Final: Prior to allowing occupancy and/or final building permit signoff for any and/or all buildings, the applicant shall have the required street improvements and pavement restoration installed and accepted by the City, and the design engineer shall submit as-built drawings to the City.

38. Maintenance of Landscaping: Owner(s), current and future, are required to maintain the landscaped park strip and tree wells in the public right of way. This includes, but is not limited to: trees, lawn, plantings, irrigation, etc. Trees shall not be pruned in a manner that would not allow the tree to grow to a mature height.

39. Utility Encroachment Permit: Separate encroachment permits for the installation of utilities to serve the development will be required (including water, sewer, gas, electric, etc.). Applicant shall apply for and pay all necessary fees for utility permits for sanitary sewer, gas, water, electric and all other utility work.

40. Additional Street Improvements: Should it be discovered after the approval process that new utility main lines, extra utility work or other work is required to service the development, and should those facilities or other work affect any public improvements, the City may add conditions to the development/project/permit, at the discretion of the City Engineer, to restore pavement or other public improvements to the satisfaction of the City.

41. Traffic Mitigations: The applicant will be responsible to contribute towards or construct any traffic mitigation improvements identified in the Traffic Impact Analysis for the project.

COUNTY FIRE DISTRICT

42. Development Review: Review of this development proposal is limited to acceptability of site access and water supply as they pertain to fire department operations, and shall not be construed as a substitute for formal plan review to determine compliance with adopted model codes. Prior to performing any work, the applicant shall make application to, and receive from, the Building Department all applicable construction permits.

43. Fire sprinklers Required. Approved automatic sprinklers shall be installed. The owners(s), occupant(s), and any contractor(s), or subcontractor(s) are responsible for consulting with the water purveyor of record in order to determine if any modification or upgrade to the existing

water service is required. Note: Covered porches, patios, balconies, and attic spaces may require fire sprinkler coverage. A State of California licensed (C-16) Fire Protection Contractor shall submit plans, calculations, a completed permit application and appropriate fees to this department for review and approval prior to beginning their work. CFC Sec. 903.2, as adopted and amended by CBLTC.

44. Water Supply Requirements: Potable water supplies shall be protected from contamination caused by fire protection water supplies. It is the responsibility of the applicant and any contractors and subcontractors to contact the water purveyor. Such requirements shall be incorporated into the design of any water-based fire protection systems, and/or fire suppression water supply systems or storage containers that may be physically connected in any manner to an appliance capable of causing contamination of the potable water supply of the purveyor of record. Final approval of the system(s) under consideration will not be granted by this office until compliance with the requirements of the water purveyor of record are documented by that purveyor as having been met by the applicant(s). 2007 CFC Sec. 903.3.5 and Health and Safety Code 13114.7.

45. Construction Site Fire Safety: All construction sites must comply with applicable provisions of the CFC Chapter 33 and our Standard Detail and Specification SI-7. Provide appropriate notations on subsequent plan submittals, as appropriate to the project. CFC Chp. 33.

46. Address identification. New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Where required by the fire code official, address numbers shall be provided in additional approved locations to facilitate emergency response. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall be a minimum of 4 inches (101.6 mm) high with a minimum stroke width of 0.5 inch (12.7 mm). Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address numbers shall be maintained. CFC Sec. 505.1

FINDINGS FOR APPROVAL OF FILE NO. PLN2015-361:

SITE ADDRESS: 1980 Hamilton Avenue
APPLICANT: Carden Day School
P.C. MEETING: January 26, 2016

Findings for approval of a Tree Removal Permit to allow the removal of a Black Walnut tree:

The Planning Commission finds as follows with regard to File No. PLN2015-361:

1. The project site is located along Hamilton Avenue, between Leigh and Phantom Avenues.

2. The project site is zoned P-F (Public Facilities) as shown on the Campbell Zoning Map.

3. The project site is designated *Institutional* as shown on the Campbell General Plan Map.

4. The project site is surrounded by single-family residential and office uses.

5. The project site owned and improved by the First Congregational Church of San Jose, including the Church's sanctuary, assembly hall, administrative offices, and school rooms.

6. The proposed project, comprised of development applications for a Conditional Use Permit with Site and Architectural Review (PLN2015-248), Parking Modification Permit (PLN2015-361), and Tree Removal Permit (PLN2015-332), would allow construction of an approximately 4,000 square-foot classroom building and an increase in student capacity from 120 to 150 children.

7. A 22-inch (DBH) walnut tree is located in the location of the proposed classroom building.

8. Retention of the tree would result in an undesirable site placement of the proposed classroom building and limit future development opportunities of the property.

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The retention of the tree restricts the economic enjoyment of the property and creates an unusual hardship for the property owner by severely limiting the use of the property in a manner not typically experienced by owners of similarly zoned and situated properties, and the applicant has demonstrated to the satisfaction of the Planning Commission that there are no reasonable alternatives to preserve the tree due to the number of site constraints of the infill site.

2. The project is Categorically Exempt under Section 15314 of the California Environmental Quality Act (CEQA) which exempts from environmental review expansions of existing private schools, constructed within existing school grounds, where the expansion does not increase student capacity by more than 25% or ten classrooms, whichever is less, as well under Section 15303 (c) pertaining to the construction of new buildings not exceeding 10,000 square feet in urbanized areas.

CONDITIONS OF APPROVAL FOR FILE NO. PLN2015-361

SITE ADDRESS: 1980 Hamilton Avenue
APPLICANT: Carden Day School
P.C. MEETING: January 26, 2016

The applicant is hereby notified, as part of this application, that he/she is required to meet the following conditions in accordance with the ordinances of the City of Campbell and the State of California. Where approval by the Community Development Director, City Engineer, Public Works Director, City Attorney, or Fire Department is required, that review shall be for compliance with all applicable Conditions of Approval, adopted policies and guidelines, ordinances, laws and regulations, and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified:

1. Approved Permit: Approval is granted for a Tree Removal Permit (PLN2015-361) to allow the removal of one Black Walnut tree as shown in the Tree Removal Exhibit, dated as received by the Planning Division on October 28, 2015, on property located at **1980 Hamilton Avenue**. This permit shall be valid only in conjunction with the associated Conditional Use Permit (PLN2015-248).

2. Time of Removal: The tree shall only be removed only upon commencement of construction of the approved building and site improvements.

3. Replacement Required: The landscaping plans included in the construction drawings for a building permit shall indicate planting one (1) 24-inch box tree. The Community Development Director shall determine the species of the replacement trees.

Project Location Map

Attachment 5

Project Location: 1980 Hamilton Ave.
Application Type: Conditional Use Permit, Tree Removal Permit, Parking Modification Permit
Planning File No.: PLN2015-248,322,361)

0 485 970 Feet

N

Community Development Department
Planning Division

Attachment 6

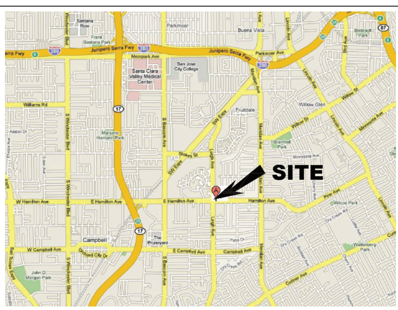
CARDEN DAY SCHOOL

CONDITIONAL USE PERMIT

1980 HAMILTON AVE. SAN JOSE, CA 95125

ABBREVIATIONS

A.B.	ANCHOR BOLT
A.C.	ASPHALT CONCRETE
ACOUS	ACOUSTICAL
A.D.	AREA DRAIN
ADJ.	ADJUSTABLE
ALUM.	ALUMINUM
∠	ANGLE
@	AT
A.P.	ACCESS PANEL
ARCH.	ARCHITECT
BRD.	BOARD
BET.	BETWEEN
BLDG.	BUILDING
BLKG.	BLOCKING
B.M.	BENCH MARK
BOT.	BOTTOM
B.S.	BOTH SIDES
BSMT.	BASEMENT
B.W.	BOTH WAYS
CAB.	CABINET
C.B.	CHALK BOARD
CER.	CERAMIC
CFL.	COUNTER FLASHING
C.B.	CATCH BASIN
CBLT.	COUNTER BOLT
C_L	CENTER LINE
C.G.	CORNER GUARD
CH.	CHANNEL
CHT.	CEILING HEIGHT
CONST.	CONSTRUCTION
CLG.	CEILING
C.I.	CAST IRON
C.J.	CONSTRUCTION JOINT
CLR.	CLEAR
COL.	COLUMN
COM.	COMMON
CONC.	CONCRETE
CONT.	CONTINUOUS
CORR.	CORRUGATED
CTRSK.	COUNTERSINK
C.A.H.R.	CLEAR ALL HEART REDWOOD
C.T.	CERAMIC TILE
D.	DRAIN
d	PENNY
DBL.	DOUBLE
DET.	DETAIL
DF.	DOUGLAS FIR
D.F.	DRINKING FOUNTAIN
DIA.	DIAMETER
DIAG.	DIAGONAL
DIM.	DIMENSION
DR.	DOOR
D.S.	DOWNSPOUT
DWG.	DRAWING
EA.	EACH
EB.	EXPANSION BOLT
E.J.	EXPANSION JOINT
EL.	ELEVATION
ELEC.	ELECTRICAL
ELEV.	ELEVATOR
EMER.	EMERGENCY
EQUIP.	EQUIPMENT
(E)	EXISTING
EXH.	EXHAUST
EXP.	EXPOSED
EXT.	EXTERIOR
EQ.	EQUAL
F.A.	FIRE ALARM
F.B.	FACE BRICK
F.D.	FLOOR DRAIN
F.E.	FIRE EXTINGUISHER
FIN.	FINISH
FLR.	FLOOR
FLRG.	FLOORING
FND.	FOUNDATION
F.O.C.	FACE OF CONCRETE
F.O.S.	FACE OF STUD
F.P.	FIRE PLACE
FTG.	FOOTING
FG.	FIXED GLASS
F.P.	
FTG.	
FG.	
GA.	GAUGE
GALV.	GALVANIZED
GB.	GRAB BAR
GLS.	GLASS
GRD.	GRADE
G.S.	GALVANIZED STEEL
GYP.	GYPSUM
G.S.M.	GALVANIZED SHEET METAL
H.B.	HOSE BIBB
H.C.	HOLLOW CORE
HDR.	HEADER
HDW.	HARDWARE
HORIZ.	HORIZONTAL
HR.	HOUR
HT.	HEIGHT
HWD.	HARDWOOD
H.M.	HOLLOW MTL.
I.D.	INSIDE DIAMETER
INCL.	INCLUDE
INSUL.	INSULATION
INT.	INTERIOR
INV.	INVERT
JAN.	JANITOR
J.H.	JOIST HANGER
K.D.	KILN DRIED
LVR.	LOUVER
LAM.	LAMINATED
LAV.	LAVATORY
L.D.	LOUVER DIMENSION
LAM. PLAST.	LAMINATED PLASTIC
M.	MEN
MAS.	MASONRY
MAX.	MAXIMUM
MAT.	MATERIAL
M.B.	MACHINE BOLT
MECH.	MECHANICAL
M.E.	METAL EDGE
MTL.	METAL
MFR.	MANUFACTURER
MIN.	MINIMUM
MISC.	MISCELLANEOUS
M.L.	MACHINE LATH
MUL.	MULLION
M.S.	MACHINE SCREW
M.T.	METAL THRESHOLD
N.	NORTH
N.I.C.	NOT IN CONTRACT
NO.	NUMBER
NOM.	NOMINAL
NTS.	NOT TO SCALE
OBSC.	OBSCURE
O.C.	ON CENTER
O.D.	OUTSIDE DIAMETER/ DIMENSION
O.F.	OVERFLOW DRAIN
O.F.S.	OUTSIDE FACE OF STUD
OPP.	OPPOSITE
PARTN.	PARTITION
P.B.	PANIC BOLT
P_L	PLATE LINE
PLAS.	PLASTER
PL.	PLATE
P.L.	PROPERTY LINE
PLWD.	PLYWOOD
P.T.	PRESSURE TREATED
P.T.D.F.	PRESSURE TREATED DOUGLAS FIR
QT.	QUARRY TILE
REM	REMOVE
RAD.	RADIUS
R.D.	ROOF DRAIN
R.E.	RIM ELEVATION
REV.	REVISION
RSR.	RISER
REINF.	REINFORCING
RM.	ROOM
REQ.	REQUIRED
R.H.	RIGHT HAND
R.O.	ROUGH OPENING
RWD.	REDWOOD
RWL.	RAIN WATER LEADER
SNK.	SINK
S.C.	SOLID CORE
S.D.	SASH DIMENSION
SHT.	SHEET
SHTG.	SHEETING
SIM.	SIMILAR
S.M.	SHEET METAL
SPEC.	SPECIFICATION
SQ.	SQUARE
S.S.	STAINLESS STEEL
S/S	SERVICE SINK
STRUCT.	STRUCTURAL
STOR.	STORAGE
STL.	STEEL
SUS.	SUSPENDED
TRD.	TREAD
T.B.	TACKBOARD
T.C.	TOP OF CURB
TEL.	TELEPHONE
T&G.	TONGUE & GROOVE
T.J.	TOP OF JOIST
TRPL.	TRIPLE
TYP.	TYPICAL
TEMP.	TEMPERED
U.L.	UNDERWRITERS LABEL
U.O.S.	UNLESS OTHERWISE SHOWN
U.N.O.	UNLESS NOTED OTHERWISE
V.C.T.	VINYL COMPOSITION TILE
V.B.	VINYL BASE
V.I.F.	VERIFY IN FIELD
V.G.	VERTICAL GRAIN
VERT.	VERTICAL
V.C.P.	VITRIFIED CLAY PIPE
V.T.R.	VENT TO ROOF
V.T.W.	VENT TO WALL
W/	WITH
W.C.	WATER CLOSET
W.D.	WINDOW DIMENSION
WD.	WOOD
W.P.	WATERPROOF
W.S.	WOOD SCREW
WSCT.	WAINSCOT
W.W.F.	WELDED WIRE FABRIC



VICINITY MAP

GENERAL NOTES

PROJECT DESCRIPTION

THIS DEVELOPMENT SET DESCRIBES IMPROVEMENTS TO OCCUR AT THE CARDEN DAY SCHOOL CAMPUS. CARDEN DAY SCHOOL HAS A LONG TERM LAND LEASE FOR A PORTION OF THE FIRST CONGREGATIONAL CHURCH OF SAN JOSE, WHO OWNS THE PROPERTY. THE TOTAL NET SQUARE FOOTAGE INCREASE OF NEW CONSTRUCTION WILL BE 1,800 SF. THIS NET INCREASED AREA IS COMPRISED OF THE REMOVAL OF THE TWO MODULAR BUILDINGS (DECREASE OF 2,880 SF), THE ADDITION OF THE 840 SF ENTRY GATEWAY, AND THE ADDITION OF THE NEW 3,840 SQUARE FEET WHICH CONTAINS FOUR (4) CLASSROOMS AND TWO (2) RESTROOMS, ONE (1) FOR EACH SEX. THE PROJECT IS PLANNED FOR OCCUPANCY LATE AUGUST 2016.

BUILDING CHARACTERISTICS

THE OVERALL AESTHETIC "LOOK AND FEEL" OF THE NEW CLASSROOM BUILDING IS INTENDED TO CLOSELY MATCH THAT OF THE EXISTING SCHOOL AND CHURCH CLASSROOMS. THIS IS PREFERRED BY THE CHURCH, SCHOOL, AND NEIGHBORS. THEREFORE, THE BUILDINGS AND LANDSCAPE WILL BE HARMONIOUS WITH EACH OTHER, TO THE DEGREE THAT A VISITOR MAY BE CHALLENGED TO EASILY IDENTIFY ONE FROM THE OTHER. THE CHURCH, SCHOOL, AND NEIGHBORHOOD BELIEVE THIS PROPOSAL TO BE A SIGNIFICANT IMPROVEMENT AND VALUE TO THE COMMUNITY, AS THE CURRENT LAND AREA IS IN GREAT DISREPAIR, DUSTY, AND IS OVERGROWN.

THERE IS STRONG, VOCAL, POSITIVE SUPPORT FOR THIS DEVELOPMENT FROM THE IMMEDIATELY ABUTTING PROPERTIES, AS EVIDENCED IN LETTERS, A PETITION, AND COMMUNITY MEETING ATTENDANCE SUBMITTED IN 2013.

THE NEW BUILDING IS INTENDED TO BE A PERMANENT ADDITION TO THE SCHOOL SITE. THE NEW BUILDING IS NOT A PORTABLE/TEMPORARY CLASSROOM UNIT. INSTEAD, PERMANENT, PRE-MANUFACTURED CONSTRUCTION TECHNIQUES ARE BEING UTILIZED TO EXPEDITE CONSTRUCTION, INCREASE QUALITY, AND REDUCE PROJECT COSTS. THE REDUCED CONSTRUCTION TIME WILL MINIMIZE EXPOSURE TO CONSTRUCTION NOISE AND MACHINERY. REDUCED CONSTRUCTION TIME IS IN THE BEST INTERESTS OF THE NEIGHBORS, THE CHURCH, AND THE STUDENTS. PREFABRICATED CONSTRUCTION WILL ALLOW THE SCHOOL TO HAVE AN UP-TO-DATE FACILITY WITH INCREASED AMENITIES.

THE BUILDING WILL BE INSTALLED WITH AT-GRADE FOUNDATIONS, AND WITH UPGRADED MATERIALS AND FINISHES. LARGE STOREFRONT WINDOWS ARE PROPOSED TO PROVIDE DAYLIGHT TO THE CLASSES AND WILL MORE CLOSELY MATCH THE WINDOWS OF THE EXISTING CHURCH CAMPUS. PAINTED CEMENT BOARD LAP SIDING IS PROPOSED FOR ITS DURABILITY AND CONGRUENCE WITH THE EXISTING BUILDINGS' WOOD SIDING. THE ROOF MATERIAL WILL MATCH THE EXISTING BUILDINGS' NEW ASPHALT COMPOSITION ROOF AND WILL BE A SIMILAR GABLE ROOF SHAPE WITH SIMILAR PITCH. ENERGY EFFICIENT LIGHT FIXTURES ARE PROPOSED. THE LIGHT FIXTURES ARE VANDAL RESISTANT AND WILL NOT DIRECT LIGHT ONTO SURROUNDING PROPERTIES.

BUILDING SITING

THE BUILDING IS SITED INORDER TO PROVIDE 2 SEPARATE PLAYGROUND AREAS FOR THE STUDENTS. THE BUILDING LOCATION SEPARATES THE SITE INTO AN UPPER AND A LOWER SCHOOL, ALLOWING FOR TWO PLAY YARDS, ONE FOR THE OLDER CHILDREN AND ONE FOR THE YOUNGER CHILDREN. THE SITING IS BENEFICIAL TO THE NEIGHBORS, SINCE A VERY LIMITED LENGTH OF THE BUILDING APPROACHES THE NEIGHBOR'S FENCES. IN ALL CASES, MORE THAN THE MINIMUM REQUIRED SETBACKS ARE PROVIDED.

C-3 REQUIREMENTS

SEE CIVIL ENGINEERING DRAWINGS. THE RESULTING CHANGE TO THE IMPERVIOUS AREA FOR THIS PROJECT IS LESS THAN 10,000 SQUARE FEET. THEREFORE, THIS PROJECT IS NOT SUBJECT TO C-3 REQUIREMENTS.

FIRE DEPARTMENT DEVELOPMENTAL REVIEW CONDITIONS

Comment #2: **Fire Sprinklers Required:** In other than residential buildings which require the installation of fire sprinklers for all new buildings according to the California Residential Code, an automatic fire sprinkler system shall be provided throughout all new buildings and structures. **NOTE:** The owner(s), occupant(s) and any contractor(s) or subcontractor(s) are responsible for consulting with the water purveyor of record in order to determine if any modification or upgrade of the existing water service is required. A State of California licensed (C-16) Fire Protection Contractor shall submit plans, calculations, a completed permit application and appropriate fees to this department for review and approval prior to beginning their work. Compliance with CFC Sec. 903.2.3, as adopted by CBLMC

Comment #3: **Water Supply Requirements:** Potable water supplies shall be protected from contamination caused by fire protection water supplies. It is the responsibility of the applicant and any contractors and subcontractors to contact the water purveyor supplying the site of such project, and to comply with the requirements of that purveyor. Such requirements shall be incorporated into the design of any water-based fire protection systems, and/or fire suppression water supply systems or storage containers that may be physically connected in any manner to an appliance capable of causing contamination of the potable water supply of the purveyor of record. Final approval of the system(s) under consideration will not be granted by this office until compliance with the requirements of the water purveyor of record are documented by that purveyor as having been met by the applicant(s). 2010 CFC Sec. 903.3.5 and Health and Safety Code 13114.7

Comment #4: **Construction Site Fire Safety:** All construction sites must comply with applicable provisions of the CFC Chapter 33 and our Standard Detail and Specification SI-7. Provide appropriate notations on subsequent plan submittals, as appropriate to the project. CFC Chp. 33

Comment #5: **Address identification.** New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Where required by the fire code official, address numbers shall be provided in additional approved locations to facilitate emergency response. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall be a minimum of 4 inches (101.6 mm) high with a minimum stroke width of 0.5 inch (12.7 mm). Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address numbers shall be maintained. CFC Sec. 505.1

PROJECT INFORMATION

PROJECT DIRECTORY

CLIENT
CARDEN DAY SCHOOL
1980 HAMILTON AVE.
SAN JOSE, CA 95125
(408) 348-4060
CONTACT: ELIZABETH ASADI

ARCHITECT
BRAD COX, ARCHITECT, INC.
1155 MERIDIAN AVE. SUITE 208
SAN JOSE, CA 95125
(408) 838-3667
CONTACT: BRAD COX

CIVIL ENGINEER
BKF ENGINEERS
1650 TECHNOLOGY DRIVE #650
SAN JOSE, CA 95110
(408) 467-9137
CONTACT: JEREMY MARELLO

LANDSCAPE ARCHITECT
WHISLER LAND PLANNING
101 LUCAS VALLEY ROAD, #261
SAN RAFAEL, CA 94903
(415) 472-3600
CONTACT: PATRICK WHISLER

ARBORIST
JOE BATHURST COMPLETE
TREE CARE
1241 SANFILIPPO COURT
SAN JOSE, CA 95128
(408) 423-0018
CONTACT: JOE BATHURST

PROJECT DATA

ASSESSOR'S PARCEL NUMBER	288-24-059
OCCUPANCY	E
TYPE OF CONSTRUCTION	V-B
ZONING	P-F PUBLIC FACILITIES
GENERAL PLAN DESIGNATION	INSTITUTIONAL
PERMITTED USES	CITY, COUNTY, STATE OR FEDERAL STRUCTURES, PUBLIC SCHOOL DISTRICTS, OR ANY OTHER PUBLIC DISTRICT WITHIN THE CITY
ADJUSTED MAXIMUM FLOOR AREA (SQ. FT.)	106,969
EXISTING FLOOR AREA (SQ. FT.)	29,293
PROPOSED NEW CLASSROOMS (SQ. FT.)	3,840
PROPOSED NEW CANOPY (SQ. FT.)	831
REMOVED PORTABLES (SQ. FT.)	-2,880
TOTAL FLOOR AREA (SQ. FT.)	31,084
MINIMUM SITE LOT AREA (SQ. FT.)	6,000
LOT AREA (SQ. FT.)	267,422
LOT ACRES	6.14
ALLOWABLE HEIGHT (FEET)	35'-0" (PER MOST RESTRICTIVE ABUTTING ZONE R-1-6/P-O)
MAXIMUM FLOOR AREA RATIO	0.40
FLOOR AREA RATIO PROPOSED	0.11
SPRINKLERED	YES - AT NEW CLASSROOM BUILDING ONLY
SETBACK REQUIREMENTS	(PER MOST RESTRICTIVE ABUTTING ZONE)
FRONT (HAMILTON):	20'-0"
FRONT (LEIGH):	12'-0"
SIDE:	5'-0"
BACK:	5'-0"

SHEET INDEX

A-0.0 TITLE SHEET

CIVIL

C1.0 TOPOGRAPHIC AND BOUNDARY SURVEY
C2.0 GRADING AND UTILITY PLAN
C2.1 GRADING AND UTILITY PLAN
C2.2 GRADING AND UTILITY PLAN
C2.3 GRADING AND UTILITY PLAN

LANDSCAPE

L-1.1 LANDSCAPE PLAN
L-1.2 DETAIL LANDSCAPE PLAN
L-1.3 EXISTING TREE LEGEND

ARCHITECTURAL

A-0.1 PROJECT DATA
A-1.1 SITE PLAN
A-1.2 SITE PLAN ENLARGED
A-1.3 SITE ACCESSIBILITY PLAN
A-1.4 CIRCULATION SITE PLAN
A-1.5 EXISTING FLOOR PLAN (FOR REFERENCE ONLY)
A-3.1 FLOOR PLAN - BUILDING 'C', ENTRY CANOPY, TRASH ENCLOSURE
A-6.1 EXTERIOR ELEVATIONS - BUILDING 'C'
A-6.2 EXTERIOR ELEVATIONS - ENTRY CANOPY & TRASH ENCLOSURE

Brad Cox Architect Inc

FORMation

Brad Cox, Architect, Inc.
LEED AP, AIA
(408) 838-3667
1155 MERIDIAN AVE., SUITE 208
SAN JOSE, CA 95125

LICENSED ARCHITECT
BRADLEY J. COX
No. C-25753
REN. 06-30-2017
STATE OF CALIFORNIA

CARDEN DAY SCHOOL
CONDITIONAL USE PERMIT
1980 HAMILTON AVE. SAN JOSE, CA 95125

IF THIS DRAWING IS NOT 24" x 36", THEN ITS SIZE HAS BEEN ALTERED, WHICH WILL AFFECT THE SCALE OF THE DRAWINGS. DO NOT SCALE DRAWINGS, USE GRAPHIC SCALES.

REVISIONS		
1	11.10.15	Planning Comments

08.06.15

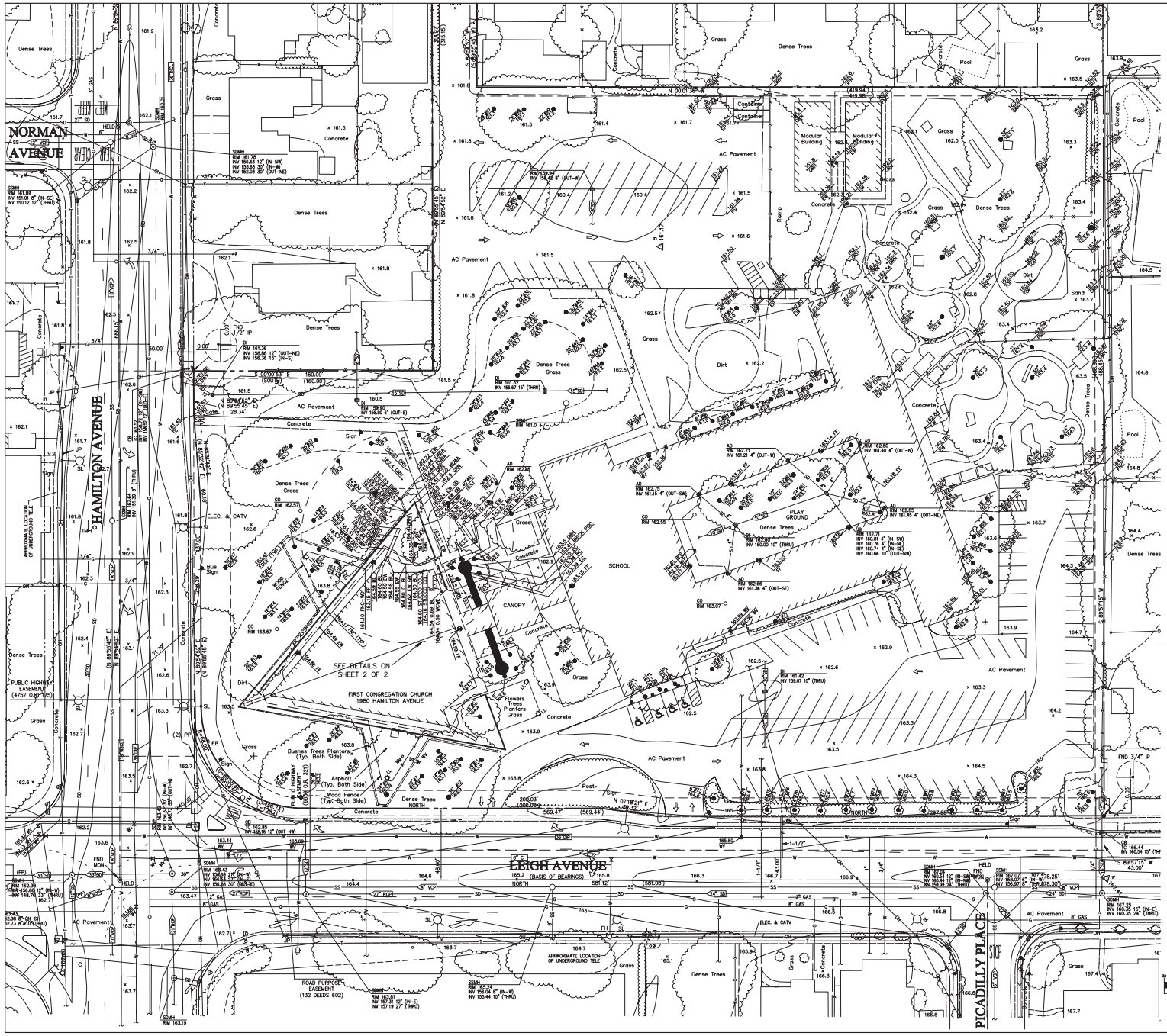
DATE

TITLE SHEET

A-0.0

SHEET

THIS DRAWING AND THE INFORMATION ENCLOSED HEREIN IS THE PROPERTY OF THE ARCHITECT, BRAD COX, ARCHITECT, INC. 2015



LEGEND

PROPERTY LINE
ADJACENT PROPERTY LINE
CENTERLINE
EASEMENT
BUILDING LINE
FND. STD. CITY MONUMENT
LANDSCAPE LIGHT
STREET LIGHT
FIRE HYDRANT
STORM DRAIN MANHOLE
SANITARY SEWER MANHOLE
SANITARY SEWER CLEANOUT
UTILITY POLE
VALVE
CATCH BASIN
BACK FLOW PREVENTER
TREE W/ SIZE, TAG & ELEV. 16"R1 163.9
SPOT ELEVATION 162.62
CONTOUR
INDEX CONTOUR 165
CURB & GUTTER
FENCE
SINGLE TREE
SANITARY SEWER LINE SS
STORM DRAIN LINE SD
WATER LINE W
GAS LINE G
OVERHEAD LINE OH

GENERAL NOTES:

1. THIS PLAN WAS PREPARED AND REFERENCED FROM KIER & WRIGHT TOPOGRAPHICAL & BOUNDARY SURVEY DATED AUGUST 6, 2015.
2. THIS SURVEY WAS PREPARED FROM INFORMATION FURNISHED IN A PRELIMINARY TITLE REPORT, PREPARED BY OLD REPUBLIC TITLE COMPANY, DATED JANUARY 27, 2005, ORDER NUMBER 0616001451-SK. NO LIABILITY IS ASSUMED FOR MATTERS OF RECORD NOT STATED IN SAID PRELIMINARY TITLE REPORT THAT MAY AFFECT THE TITLE LINES, OR EXCEPTIONS, OR EASEMENTS OF THE PROPERTY.
3. THE TYPES, LOCATIONS, SIZE AND/OR DEPTHS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS TOPOGRAPHIC AND BOUNDARY SURVEY WERE OBTAINED FROM SOURCES OF VARYING RELIABILITY. THE CONTRACTOR IS CAUTIONED THAT ONLY ACTUAL EXCAVATION WILL REVEAL THE TYPES, EXTENT, SIZES, LOCATIONS AND DEPTHS OF SUCH UNDERGROUND UTILITIES. (A REASONABLE EFFORT HAS BEEN MADE TO LOCATE AND DELINEATE ALL KNOW UNDERGROUND UTILITIES.) HOWEVER, THE ENGINEER CAN ASSUME NO RESPONSIBILITY FOR THE COMPLETENESS OR ACCURACY OF ITS DELINEATE OF SUCH UNDERGROUND UTILITIES WHICH MAY BE ENCOUNTERED, BUT WHICH ARE NOT SHOWN ON THESE DRAWINGS.
4. BENCHMARK:
   BM 20: NORTHEAST CORNER OF SHEFFIELD AVENUE AND LEIGH AVENUE, NORTH END OF CURB RETURN. ELEVATION: 167.017
5. FLOOD ZONE NOTE: THIS SITE IS IN FLOOD ZONE "D"; AREAS OF UNDETERMINED, BUT POSSIBLE, FLOOD HAZARDS. PER FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 060337 0245 D DATED AUGUST 2, 1982.
6. BASIS OF BEARINGS:
   THE BEARING OF NORTH TAKE ON THE CENTERLINE OF LEIGH AVENUE AS SHOWN ON THE CERTAIN PARCEL MAP FILED FOR RECORD ON FEBRUARY 24, 1966 IN BOOK 205 OF MAPS AT PAGE 43, SANTA CLARA COUNTY RECORDS WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

ABBREVIATIONS

AD	AREA DRAIN
BC	BACK OF CURB
BFP	BACK FLOW PREVENTER
CONC	CONCRETE
CATV	CABLE TELEVISION
CB	CATCH BASIN
CI	CAST IRON
CO	CLEAN OUT TO GRADE
CO.	CONCRETE
COL	COLUMN
DI	DROP INLET
DIP	DUCTILE IRON PIPE
EC	END OF CURVE
EMBA	EDGE MOW BAND ANGLE
EMBP	EDGE MOW BAND
ELEC	ELECTRIC
FH	FIRE HYDRANT
FND	FOUND
FNC	FENCE
GRN	GROUND
GB	GRADE BREAK LINE
IP	IRON PIPE
INV	INVERT ELEVATION
JB	JUNCTION BOX
MON	MONUMENT
OVRHG	OVERHANG
POC	POINT OF CURVE
RCP	REINFORCED CONCRETE PIPE
RIM	RIM ELEVATION
SDMH	STORM DRAIN MANHOLE
SSMH	SANITARY SEWER MANHOLE
SCCC&GRN	STUCCO CURVE COLUMN CORNER & GROUND
TELE	TELEPHONE
TC	TOP OF CURB
TMH	TELEPHONE MANHOLE
VCP	VITRIFIED CLAY PIPE
WCWP	WIDE CONCRETE WALL POT
WD	WOOD
WM	WATER METER
WSCL	WRAPPED STEEL CEMENT LINED
WV	WATER VALVE
WCWA	WIDE CONCRETE WALL ANGLE

(NO SCOPE OF WORK SHOWN ON THIS SHEET)

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CARDEN DAY SCHOOL
CONDITIONAL USE PERMIT
1980 HAMILTON AVE. SAN JOSE, CA 95125

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REVISIONS

1	11.10.15	Planning Comments

08.06.15
DATE

TOPOGRAPHIC & BOUNDARY SURVEY

C1.0

1 SHEET 5

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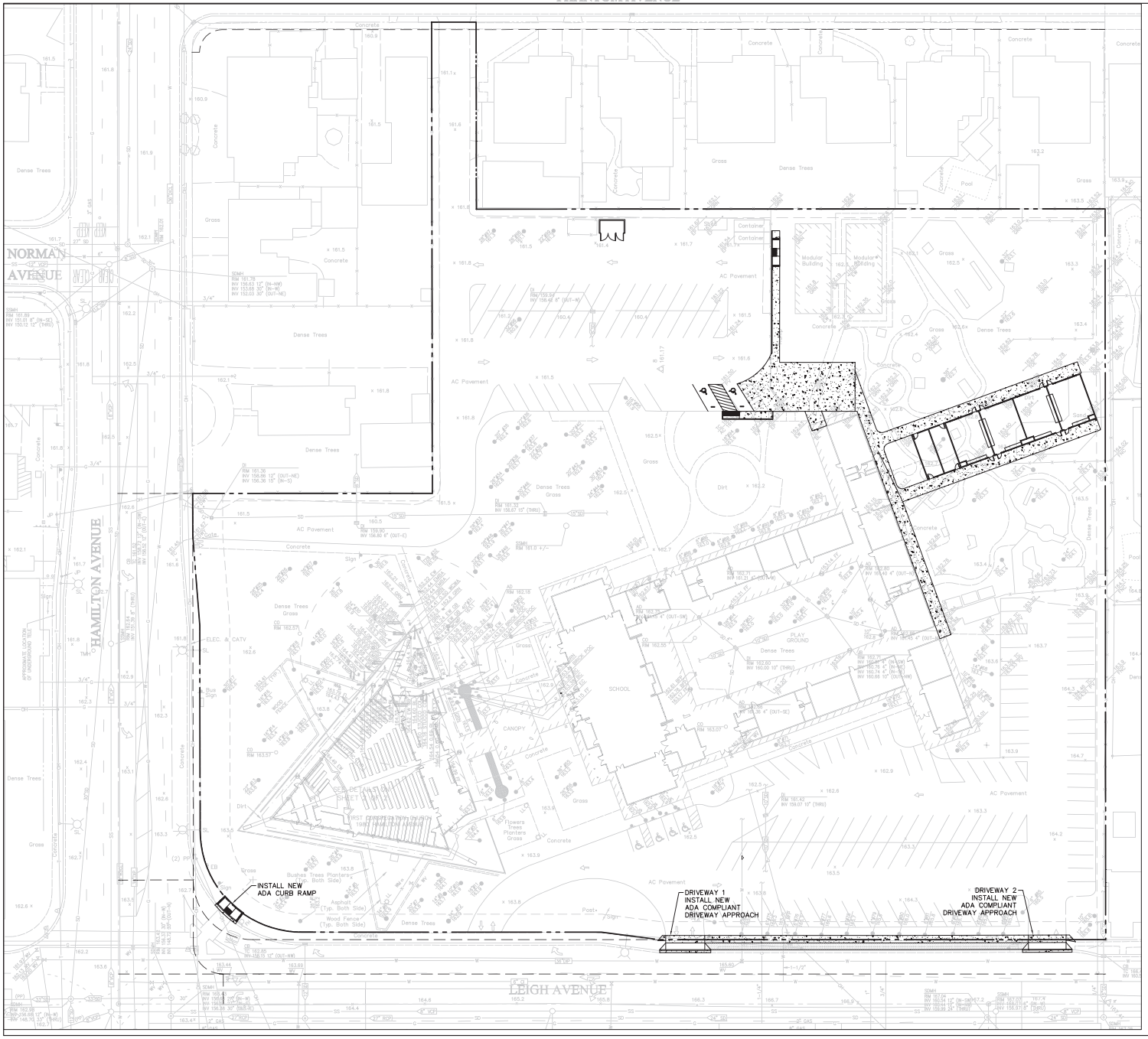

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
ADJACENT PROPERTY LINE		
CENTERLINE		
EASEMENT		
BUILDING LINE		
FND. STD. CITY MONUMENT		
LANDSCAPE LIGHT		
STREET LIGHT		
FIRE HYDRANT		
STORM DRAIN MANHOLE		
SANITARY SEWER MANHOLE		
SANITARY SEWER CLEANOUT		
UTILITY POLE		
WATER VALVE		WV
CATCH BASIN		
BACK FLOW PREVENTER		
TREE W/ SIZE, TAG #, ELEV.	10"#1 163.9	
SPOT ELEVATION	162.62	PV 163.00
CONTOUR		
INDEX CONTOUR	165	
CURB & GUTTER		
FENCE		X
SINGLE TREE		
SANITARY SEWER LINE	SS	SS
STORM DRAIN LINE	SD	SD
WATER LINE	W	W
GAS LINE	G	G
FIRE LINE	F	
ELECTRICAL LINE	E	E
CABLE TV		TV
TELEPHONE		T

C.3 REGULATION NOTES:

AS THIS PROJECT DOES NOT REPLACE 10,000 SF OR MORE OF IMPERVIOUS SURFACE, IT IS NOT A C.3 REGULATED PROJECT.

IMPERVIOUS/PERVIOUS AREAS:

	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)
EXISTING	115,056	150,521
PROPOSED	2,000	7,948

TOTAL SITE AREA = 265,576 SF (±0.5 ACRES)

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

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GRADING & UTILITY PLAN

C2.0

2 SHEET 5

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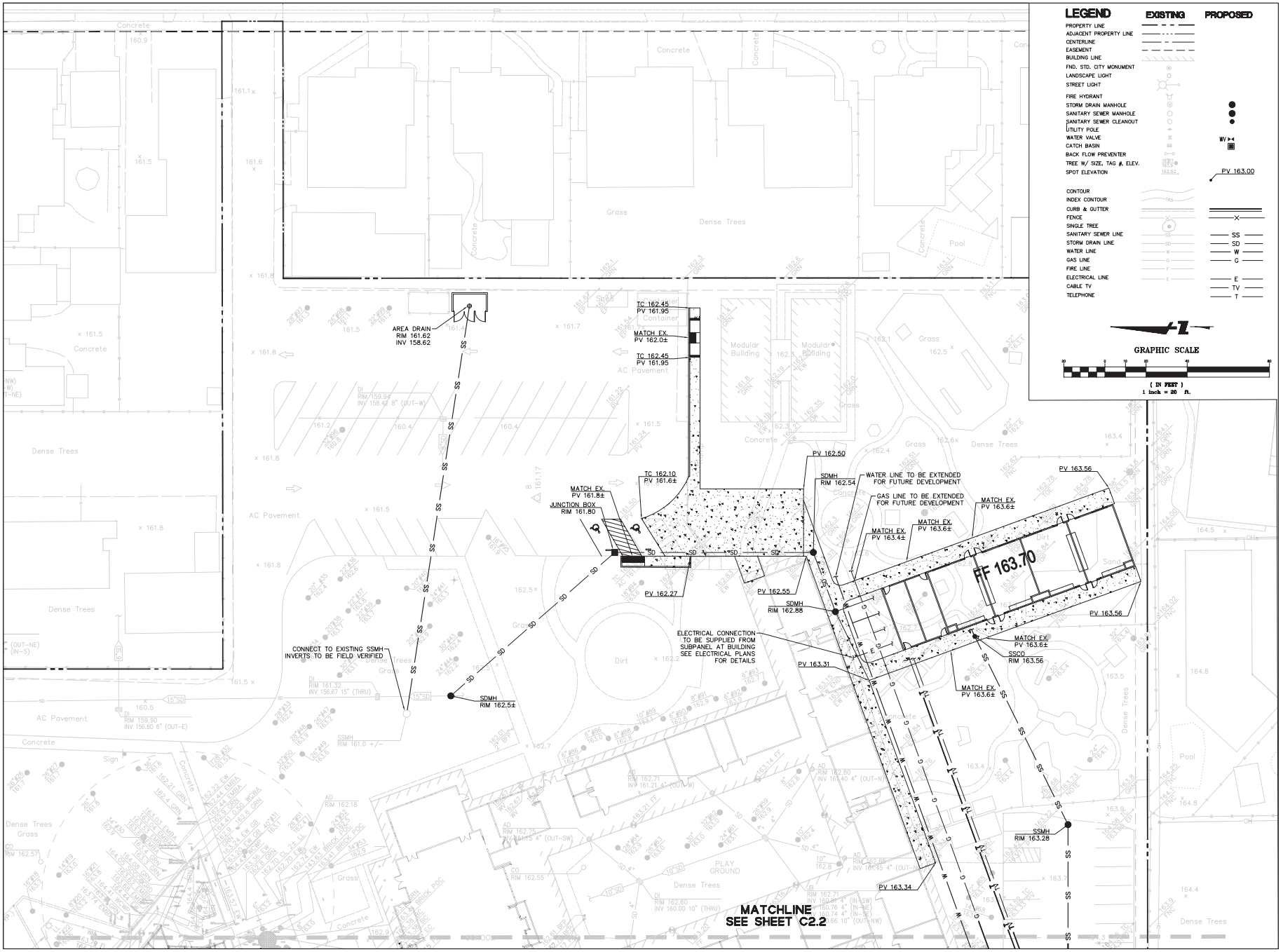

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GRADING & UTILITY PLAN

C2.1

3 SHEET 5

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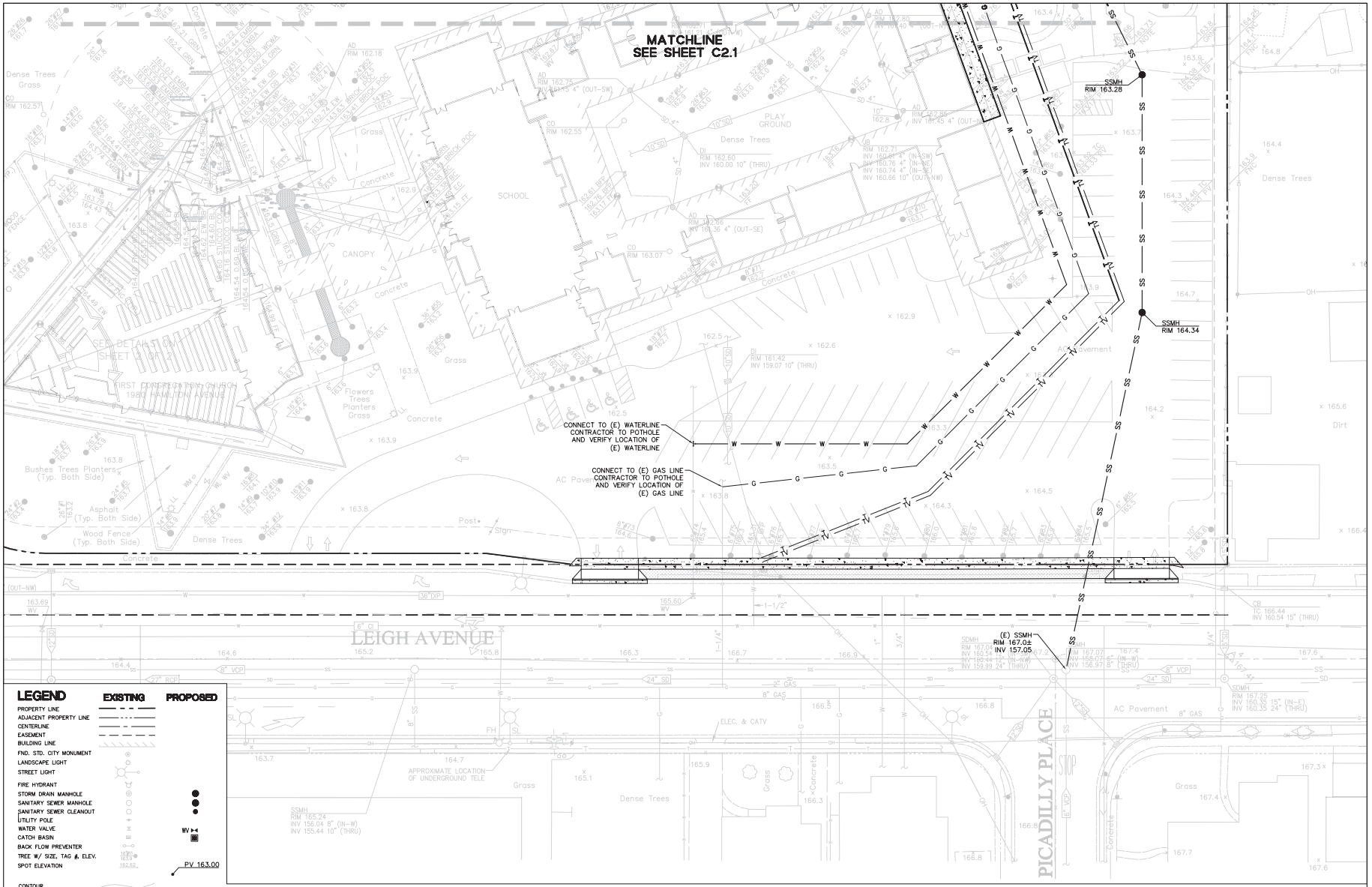

LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
ADJACENT PROPERTY LINE		
CENTERLINE		
EASEMENT		
BUILDING LINE		
FND. STD. CITY MONUMENT		
LANDSCAPE LIGHT		
STREET LIGHT		
FIRE HYDRANT		
STORM DRAIN MANHOLE		
SANITARY SEWER MANHOLE		
SANITARY SEWER CLEANOUT		
UTILITY POLE		
WATER VALVE		WV
CATCH BASIN		
BACK FLOW PREVENTER		
TREE W/ SIZE, TAG #, ELEV.		
SPOT ELEVATION	162.62	PV 163.00
CONTOUR		
INDEX CONTOUR	165	
CURB & GUTTER		
FENCE		X
SINGLE TREE		
SANITARY SEWER LINE	SS	SS
STORM DRAIN LINE	SD	SD
WATER LINE	W	W
GAS LINE	G	G
FIRE LINE	F	
ELECTRICAL LINE	E	E
CABLE TV		TV
TELEPHONE		T

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

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GRADING & UTILITY PLAN

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4 SHEET 5

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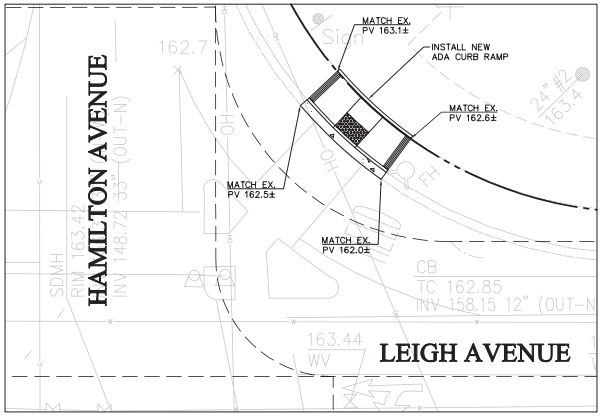
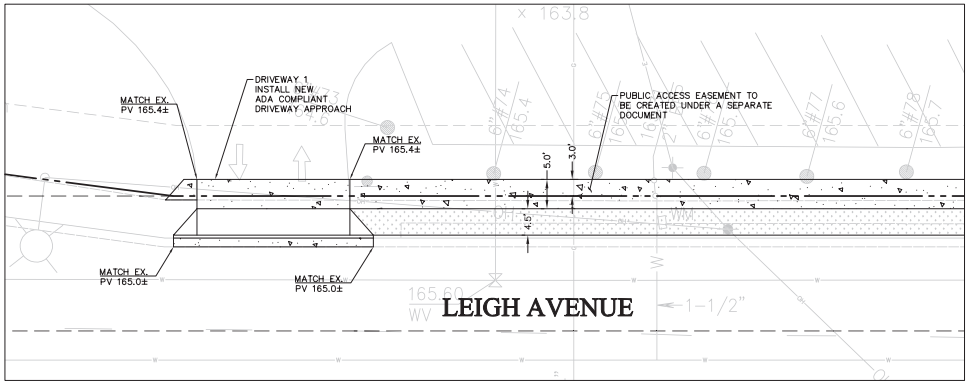


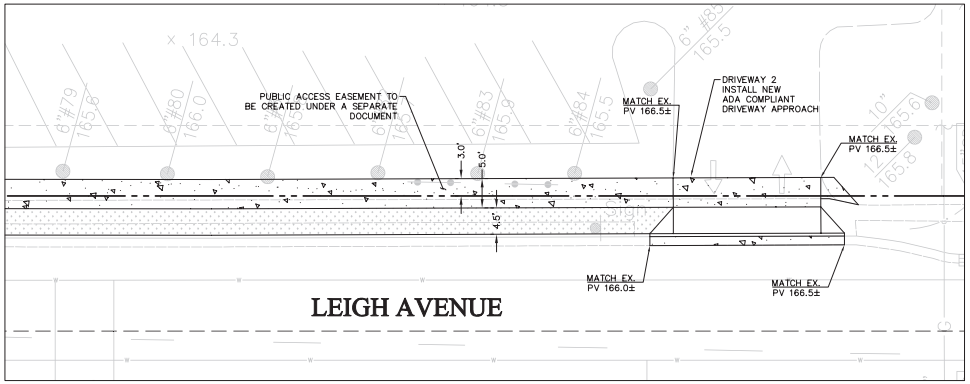
ADA RAMP

SCALE: 1" = 10'



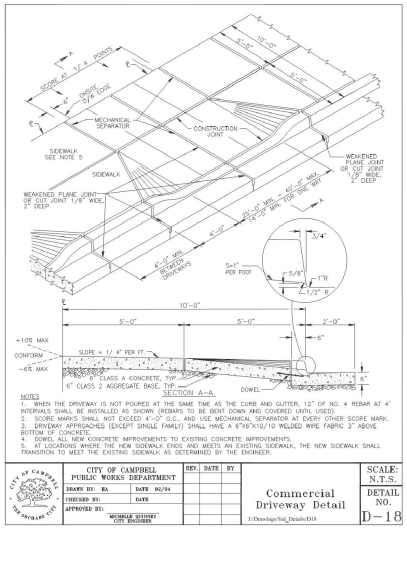
DRIVEWAY #1

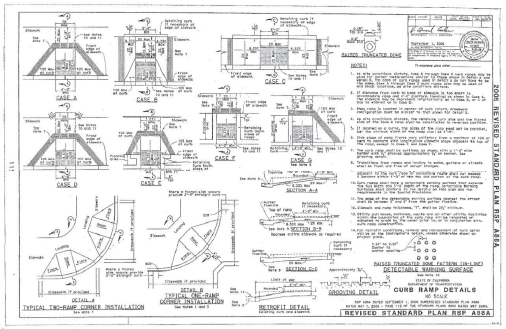
SCALE: 1" = 10'

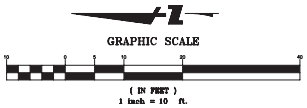


DRIVEWAY #2

SCALE: 1" = 10'







LEGEND

	EXISTING	PROPOSED
PROPERTY LINE		
ADJACENT PROPERTY LINE		
CENTERLINE		
EASEMENT		
BUILDING LINE		
FND. STD. CITY MONUMENT		
LANDSCAPE LIGHT		
STREET LIGHT		
FIRE HYDRANT		
STORM DRAIN MANHOLE		
SANITARY SEWER MANHOLE		
SANITARY SEWER CLEANOUT		
UTILITY POLE		
WATER VALVE		WV
CATCH BASIN		
BACK FLOW PREVENTER		
TREE W/ SIZE, TAG #, ELEV.	16"Pi 165.5 162.62	
SPOT ELEVATION		PV 163.00
CONTOUR		
INDEX CONTOUR	165	
CURB & GUTTER		
FENCE		X
SINGLE TREE		
SANITARY SEWER LINE	SS	SS
STORM DRAIN LINE	SD	SD
WATER LINE	W	W
GAS LINE	G	G
FIRE LINE	F	
ELECTRICAL LINE	E	E
CABLE TV		TV
TELEPHONE		T

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REVISIONS

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GRADING & UTILITY PLAN

C2.3

5 SHEET 5

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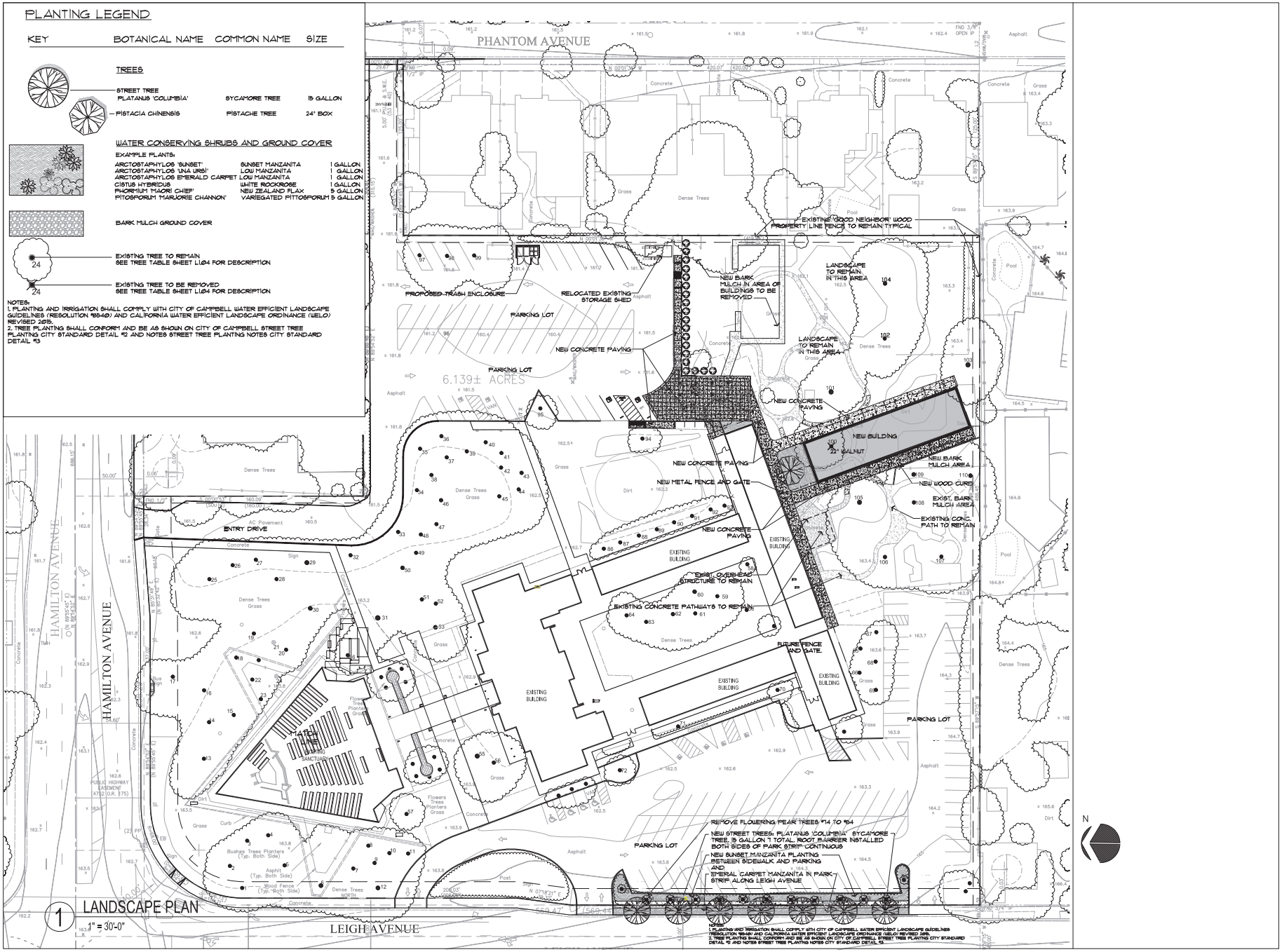
PLANTING LEGEND

KEY	BOTANICAL NAME	COMMON NAME	SIZE
TREES			
STREET TREE	PLATANUS 'COLUMBIA'	SYCAMORE TREE	15 GALLON
	PISTACIA CHINENSIS	PISTACHE TREE	24" BOX
WATER CONSERVING SHRUBS AND GROUND COVER			
EXAMPLE PLANTS:			
	ARCTOSTAPHYLOS 'SUNSET'	SUNSET MANZANITA	1 GALLON
	ARCTOSTAPHYLOS 'UNA URSI'	LOW MANZANITA	1 GALLON
	ARCTOSTAPHYLOS EMERALD CARPET	LOW MANZANITA	1 GALLON
	CISTUS HYBRIDUS	WHITE ROCKROSE	1 GALLON
	PHORMIUM 'MAORI CHIEF'	NEW ZEALAND FLAX	5 GALLON
	PITOSPORUM 'MARJORIE CHANNON'	VARIEGATED PITTOSPORUM	5 GALLON
	BARK MULCH GROUND COVER		
	EXISTING TREE TO REMAIN SEE TREE TABLE SHEET L.04 FOR DESCRIPTION		
	EXISTING TREE TO BE REMOVED SEE TREE TABLE SHEET L.04 FOR DESCRIPTION		

NOTES:
1. PLANTING AND IRRIGATION SHALL COMPLY WITH CITY OF CAMPBELL WATER EFFICIENT LANDSCAPE GUIDELINES (RESOLUTION #8640) AND CALIFORNIA WATER EFFICIENT LANDSCAPE ORDINANCE (WELO) REVISED 2015.
2. TREE PLANTING SHALL CONFORM AND BE AS SHOWN ON CITY OF CAMPBELL STREET TREE PLANTING CITY STANDARD DETAIL #2 AND NOTES STREET TREE PLANTING NOTES CITY STANDARD DETAIL #3



1 LANDSCAPE PLAN
1" = 30'-0"

NOTES:
1. PLANTING AND IRRIGATION SHALL COMPLY WITH CITY OF CAMPBELL WATER EFFICIENT LANDSCAPE GUIDELINES (RESOLUTION #8640) AND CALIFORNIA WATER EFFICIENT LANDSCAPE ORDINANCE (WELO) REVISED 2015.
2. TREE PLANTING SHALL CONFORM AND BE AS SHOWN ON CITY OF CAMPBELL STREET TREE PLANTING CITY STANDARD DETAIL #2 AND NOTES STREET TREE PLANTING NOTES CITY STANDARD DETAIL #3.

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LANDSCAPE ARCHITECT LIC. #3644

REGISTERED LANDSCAPE ARCHITECT PATRICK WHISLER No. 3644 REN. 02/29/16 STATE OF CALIFORNIA

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LANDSCAPE PLAN

L-1.1
SHEET

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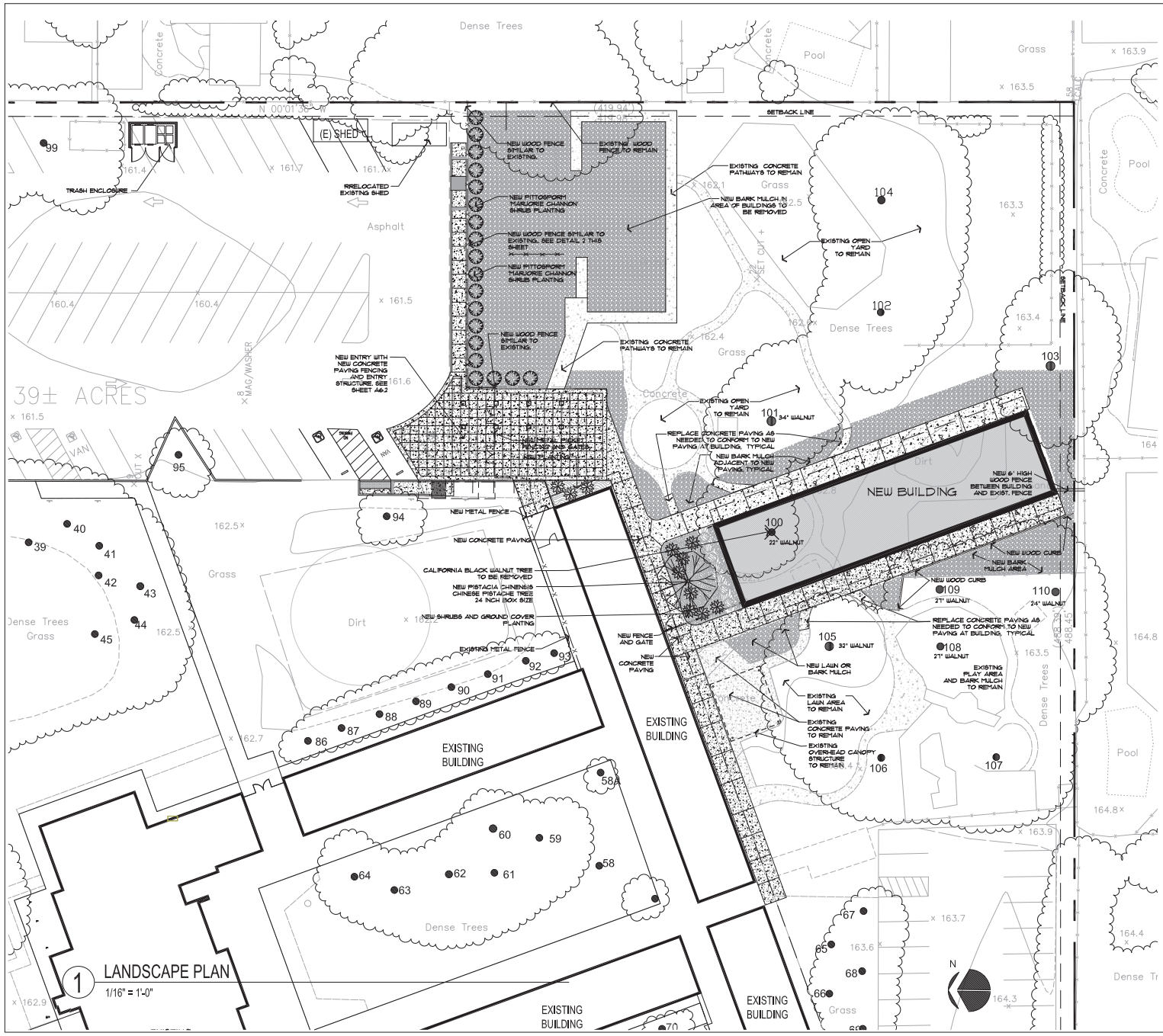


1 LANDSCAPE PLAN
1/16" = 1'-0"

IRRIGATION ZONES

ZONE DESCRIPTION
A SHADE TOLERANT:
SHRUB AND GROUND COVER AREAS WITH NORTH OR NORTHEAST EXPOSURE

B SUN TOLERANT:
AREAS WITH SOUTH OR SOUTHWEST EXPOSURE.

C LAWN AREAS:

IRRIGATION NOTES

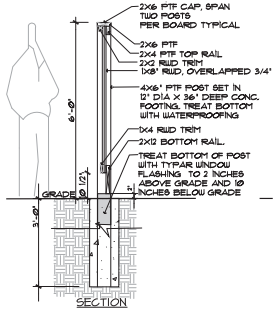
ALL PLANTED AREAS SHALL BE WATERED BY MEANS OF AN AUTOMATIC IRRIGATION SYSTEM EQUIPPED WITH A MULTI-PROGRAM CONTROLLER TO ALLOW SEPARATE WATERING SCHEDULES FOR VARYING EXPOSURES, PLANT REQUIREMENTS AND SITE CONDITIONS.

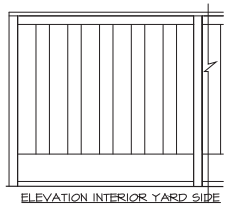
THE IRRIGATION SYSTEM SHALL INCORPORATE DRIP IRRIGATION BUBBLER HEADS AND LOW PRECIPITATION RATE SPRAY HEADS.

IRRIGATION MAINLINE PIPE SHALL BE SCHEDULE 40 OR CLASS 315 PVC PIPE WITH 18" OF COVER MINIMUM. IRRIGATION LATERAL LINES SHALL BE CLASS 200 OR SCHEDULE 40 PVC PIPE WITH 12" MINIMUM COVER. ALL IRRIGATION PIPE UNDER VEHICULAR PAVING SHALL HAVE 24" OF COVER. ALL PIPE UNDER PAVING SHALL BE LOOSELY ENCASED IN LARGER SIZE PVC. SCHEDULE 40 PVC SLEEVE.

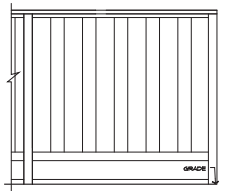
IRRIGATION IS TO BE INSTALLED IN ACCORDANCE WITH CITY OF CAMPBELL WATER EFFICIENT LANDSCAPE GUIDLINES (RESOLUTION #8540).

A REDUCED PRESSURE BACKFLOW DEVICE FEBCO 825Y OR SIMILAR TO BE PLACED AT IRRIGATION POINT OF CONNECTION, SIZED PER LINE.





ELEVATION INTERIOR YARD SIDE



ELEVATION PARKING LOT SIDE

NOTES:
1. REDWOOD (RWD) SHALL BE CONSTRUCTION HEART GRADE TYPICAL AND MERCH. HEART FENCE BOARDS OR RECYCLED FENCE BOARDS FROM EXISTING FENCE IF FEASIBLE.
2. PRESSURE TREATED FIR WOOD (PTF) SHALL BE #2 OR BETTER ACQ 40 PRESSURE TREATED WITH BROWN COLOR DIE FOR BROWN WOOD APPEARANCE.

2 WOOD FENCE DETAIL
1/2" = 1'-0"

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LICENSED LANDSCAPE ARCHITECT
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08.06.15
DATE

DETAIL
LANDSCAPE PLAN

L-1.2
SHEET

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TREE INVENTORY FOR 1980 E. HAMILTON AVE. BY JOE BATHURST CERTIFIED ARBORIST WC ISA 5191A, MAY 13, 2008 PAGE 1

TREE #	DBH	COMMON NAME	HEALTH	STABILITY	COMMENTS
1	14"	CANARY ISLAND PINE	GOOD	POOR	POOR BRANCH STRUCTURE, PRONE TO LIMB FAILURE, TARGET PEDESTRIANS
2	13"	CANARY ISLAND PINE	GOOD	POOR	POOR BRANCH STRUCTURE, PRONE TO LIMB FAILURE, TARGET PEDESTRIANS
3	12"	CANARY ISLAND PINE	GOOD	POOR	POOR BRANCH STRUCTURE, PRONE TO LIMB FAILURE, WEAK TRUNK
4	18"	CANARY ISLAND PINE	GOOD	POOR	POOR BRANCH STRUCTURE, PRONE TO LIMB FAILURE, TARGET BUILDING
5	14"	CANARY ISLAND PINE	GOOD	POOR	POOR BRANCH STRUCTURE, PRONE TO LIMB FAILURE, TARGET PEDESTRIANS
6	22"	CANARY ISLAND PINE	GOOD	POOR	POOR BRANCH STRUCTURE, PRONE TO LIMB FAILURE, TARGET PEDESTRIANS
7	14"	CANARY ISLAND PINE	GOOD	POOR	POOR BRANCH STRUCTURE, PRONE TO LIMB FAILURE, WEAK TRUNK
8	12"	LIQUIDAMBER	GOOD	FAIR	PRONE TO LIMB FAILURE, TARGET BUILDING
9	9"	LIQUIDAMBER	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT
10	8"	LIQUIDAMBER	GOOD	FAIR	SMALL TREE, MONITOR.
11	12"	LIQUIDAMBER	GOOD	POOR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, TARGET PEDESTRIANS
12	27"	DEODOR CEDAR	GOOD	FAIR	CO-DOMINANT STEMS, DAMAGING LIGHT POLE
13	15"	LIQUIDAMBER	GOOD	POOR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, TARGET BUILDING
14	10"	LIQUIDAMBER	FAIR	POOR	MINOR DECAY AT BASE OF TREE, MONITOR
15	10"	LIQUIDAMBER	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT
16	12"	LIQUIDAMBER	GOOD	FAIR	DENSE UPPER CANOPY
17	22"	LIQUIDAMBER	GOOD	GOOD	HEAVY CANOPY OVER BUS STOP, PRUNED IN MARCH 2004
18	11"	LIQUIDAMBER	GOOD	FAIR	MONITOR
19	8"	LIQUIDAMBER	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
20	5"	LIQUIDAMBER	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
21	10"	LIQUIDAMBER	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
22	5"	LIQUIDAMBER	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
23	10"	LIQUIDAMBER	GOOD	GOOD	HEAVY CANOPY OVER BUILDING, PRUNED IN SEPT. 2004
24	8"	MAYTEN	GOOD	GOOD	PRUNED IN SEPTEMBER 2004
25	24"	CANARY ISLAND PINE	GOOD	POOR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
26	18"	CANARY ISLAND PINE	GOOD	POOR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
27	23"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN MARCH 2005
28	22"	CANARY ISLAND PINE	GOOD	POOR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
29	29"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN FEB. 2005
30	25"	GIANT SEQUOIA	N/A	N/A	RECENTLY REMOVED. TREE WAS IN POOR HEALTH
31	26"	GIANT SEQUOIA	GOOD	GOOD	WILL NOT ACCOMMODATE TO NEW BUILDING
32	21"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN FEB 2005
33	18"	CANARY ISLAND PINE	GOOD	POOR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, TARGET PEDESTIANS
34	18"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN FEB 2005
35	15"	CANARY ISLAND PINE	GOOD	FAIR	DENSE UPPER CANOPY, MONITOR
36	18"	CANARY ISLAND PINE	GOOD	FAIR	DENSE UPPER CANOPY, MONITOR
37	18"	CANARY ISLAND PINE	GOOD	POOR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, TARGET PEDESTIANS
38	15"	CANARY ISLAND PINE	GOOD	POOR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, TARGET PEDESTIANS
39	15"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNES IN APRIL 2005
40	15"	CANARY ISLAND PINE	GOOD	FAIR	DENSE UPPER CANOPY, PRUNED IN APRIL 2005
41	18"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN MARCH 2005
42	18"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN MARCH 2005
43	22"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN MARCH 2005
44	24"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN MAY 2004
45	26"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN MAY 2004
46	23"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN APRIL 2005
47	16"	CANARY ISLAND PINE	GOOD	POOR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
48	20"	CANARY ISLAND PINE	GOOD	POOR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
49	15"	CANARY ISLAND PINE	GOOD	POOR	WILL NOT ACCOMMODATE NEW BUILDING.
50	23"	CANARY ISLAND PINE	GOOD	FAIR	WILL NOT ACCOMMODATE NEW BUILDING, PRUNED IN SEPT. 2004
51	19"	CANARY ISLAND PINE	GOOD	FAIR	WILL NOT ACCOMMODATE NEW BUILDING, PRUNED IN APRIL 2005
52	18"	CANARY ISLAND PINE	GOOD	FAIR	WILL NOT ACCOMMODATE NEW BUILDING, PRUNED IN APRIL 2005
53	26"	CANARY ISLAND PINE	GOOD	FAIR	WILL NOT ACCOMMODATE NEW BUILDING PRUNED IN APRIL 2005
54	MULTI	SAUCER MAGNOLIA	POOR	POOR	INFESTATION OF TULIP TREE SCALE HAS DAMAGED TREE
55	24"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN APRIL 2005
56	22"	CANARY ISLAND PINE	GOOD	FAIR	CO-DOMINANT STEMS, PRUNED IN APRIL 2005
57	MULTI	SAUCER MAGNOLIA	FAIR	FAIR	PRONE TO TULIP TREE SCALE, MONITOR
58	MULTI	SAUCER MAGNOLIA	FAIR	FAIR	PRONE TO TULIP TREE SCALE, MONITOR
58A	MULTI	JAPANESE MAPLE	GOOD	GOOD	NICE SPECIMEN
59	17"	CANARY ISLAND PINE	GOOD	POOR	PRONE TO LIMB FAILURE, TARGET PEDESTRIANS
60	24"	CANARY ISLAND PINE	GOOD	POOR	PRONE TO LIMB FAILURE, TARGET PEDESTRIANS
61	22"	CANARY ISLAND PINE	GOOD	POOR	PRONE TO LIMB FAILURE, TARGET PEDESTRIANS
62	19"	CANARY ISLAND PINE	GOOD	POOR	PRONE TO LIMB FAILURE, TARGET PEDESTRIANS
63	16"	CANARY ISLAND PINE	GOOD	POOR	PRONE TO LIMB FAILURE, TARGET PEDESTRIANS
64	18"	CANARY ISLAND PINE	GOOD	FAIR	NICE SPECIMEN
65	6"	LIQUIDAMBER	GOOD	GOOD	TREE TO BE REMOVED
66	8"	LIQUIDAMBER	GOOD	GOOD	TREE TO BE REMOVED
67	12"	LIQUIDAMBER	GOOD	GOOD	TREE TO BE REMOVED
68	9"	LIQUIDAMBER	GOOD	GOOD	NICE SPECIMEN
69	10"	LIQUIDAMBER	GOOD	GOOD	TREE TO BE REMOVED
70	16"	FLOWERING CHERRY	GOOD	GOOD	NICE SPECIMEN
71	5"	APPLE	GOOD	GOOD	NICE SPECIMEN
72	MULTI	SOUTHERN MAGNOLIA	GOOD	FAIR	DENSE CANOPY
73	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
74	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
75	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
76	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
77	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
78	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
79	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
80	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
81	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
82	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
83	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
84	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
85	5" & 7"	FLOWERING PEAR	GOOD	FAIR	CO-DOMINANT STEMS, PRONE TO SPLITTING OUT, MONITOR
86	5" & 6"	HAWTHORNE	GOOD	FAIR	PRONE TO FIRE BLIGHT BACTERIUM, MINIMIZE IRRIGATION DRIFT
87	6" & 7"	CHINESE TALLOW	GOOD	FAIR	PRONE TO VERTICILLIUM WILT
88	5" & 6"	HAWTHORNE	GOOD	FAIR	PRONE TO FIRE BLIGHT BACTERIUM, MINIMIZE IRRIGATION DRIFT
89	6" & 7"	CHINESE TALLOW	GOOD	FAIR	PRONE TO VERTICILLIUM WILT
90	5" & 6"	HAWTHORNE	GOOD	FAIR	PRONE TO FIRE BLIGHT BACTERIUM, MINIMIZE IRRIGATION DRIFT
91	6" & 7"	CHINESE TALLOW	GOOD	FAIR	PRONE TO VERTICILLIUM WILT
92	5" & 6"	HAWTHORNE	GOOD	FAIR	PRONE TO FIRE BLIGHT BACTERIUM, MINIMIZE IRRIGATION DRIFT
93	5" & 6"	CHINESE TALLOW	GOOD	FAIR	PRONE TO VERTICILLIUM WILT
94	10"	CANARY ISLAND PINE	GOOD	GOOD	NICE SPECIMEN
95	12"	GINKO	GOOD	GOOD	NICE SPECIMEN
96	24"	WALNUT	GOOD	GOOD	PRONE TO DEAD LIMB DROP, TARGET AUTOS
97	30"	WALNUT	GOOD	GOOD	PRONE TO DEAD LIMB DROP, TARGET AUTOS
98	31"	WALNUT	GOOD	GOOD	PRONE TO DEAD LIMB DROP, TARGET AUTOS
99	31"	WALNUT	GOOD	GOOD	PRONE TO DEAD LIMB DROP, TARGET AUTOS
100	22"	WALNUT	GOOD	FAIR	TREE TO BE REMOVED
101	34"	WALNUT	GOOD	FAIR	PRONE TO DEAD LIMB DROP,
102	15"	WALNUT	GOOD	FAIR	PRONE TO DEAD LIMB DROP,
103	32"	WALNUT	GOOD	FAIR	MAY REQUIRE SOME CROWN RAISING FOR SITE IMPROVEMENTS
104	36"	WALNUT	GOOD	FAIR	PRONE TO DEAD LIMB DROP,
105	32"	WALNUT	GOOD	FAIR	MAY REQUIRE SOME CROWN RAISING FOR SITE IMPROVEMENTS
106	21"	WALNUT	GOOD	FAIR	PRONE TO DEAD LIMB DROP,
107	21"	WALNUT	GOOD	FAIR	PRONE TO DEAD LIMB DROP,
108	27"	WALNUT	GOOD	FAIR	PRONE TO DEAD LIMB DROP,
109	27"	WALNUT	GOOD	FAIR	MAY REQUIRE SOME CROWN RAISING FOR SITE IMPROVEMENTS
110	26"	WALNUT	GOOD	FAIR	MAY REQUIRE SOME CROWN RAISING FOR SITE IMPROVEMENTS

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101 LUCAS VALLEY RD. SUITE 261
SAN RAFAEL, CA 94903
PHONE 415-472-3600
INFO@WHISLERLANDPLANNING.COM
LANDSCAPE ARCHITECT LIC. #3644

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REVISIONS

1	11.10.15	Planning Comments

08.06.15
DATE

EXISTING TREE LEGEND

L-1.3
SHEET

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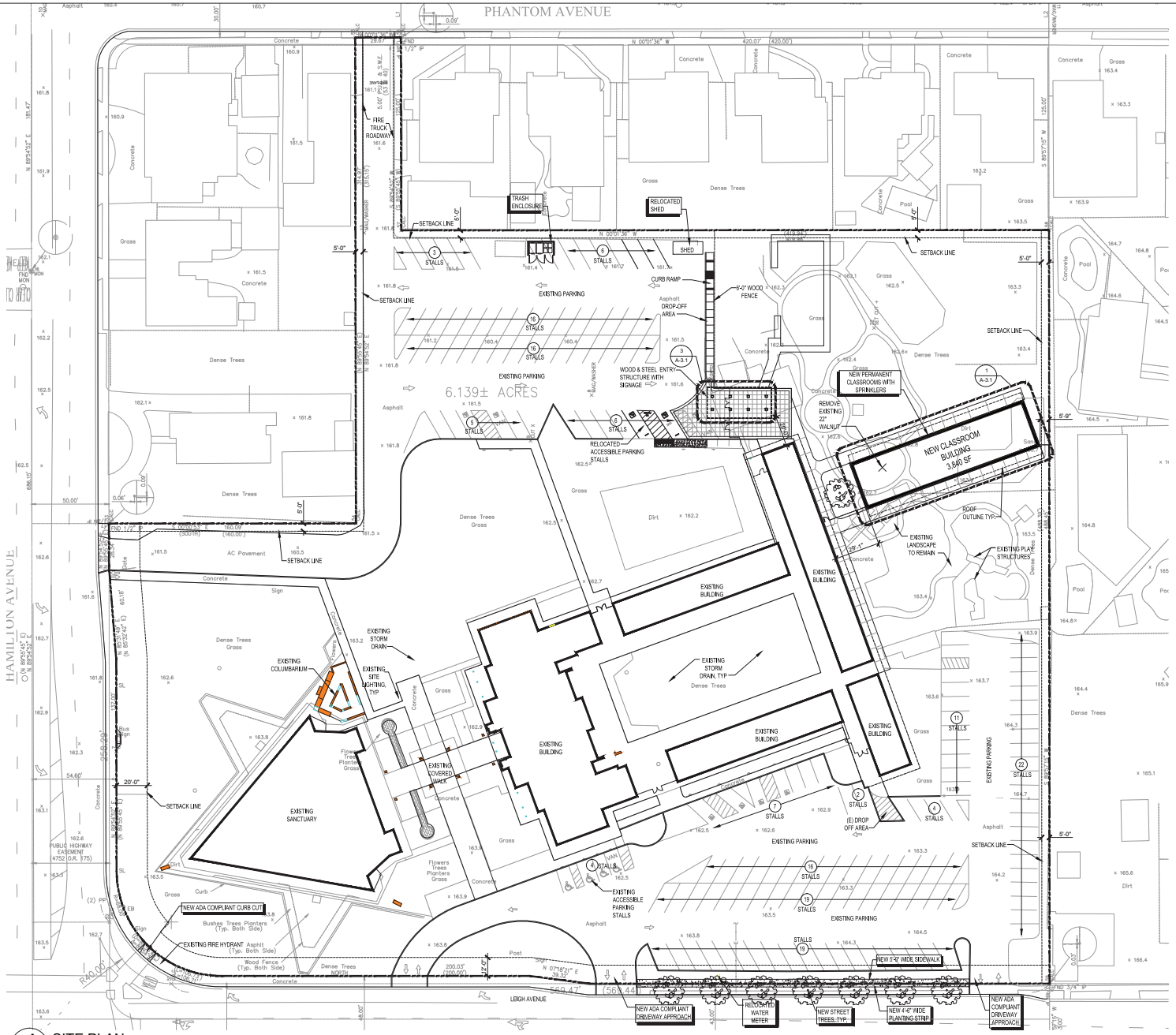

1 SITE PLAN
SCALE 1:30

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SITE PLAN

A-1.1
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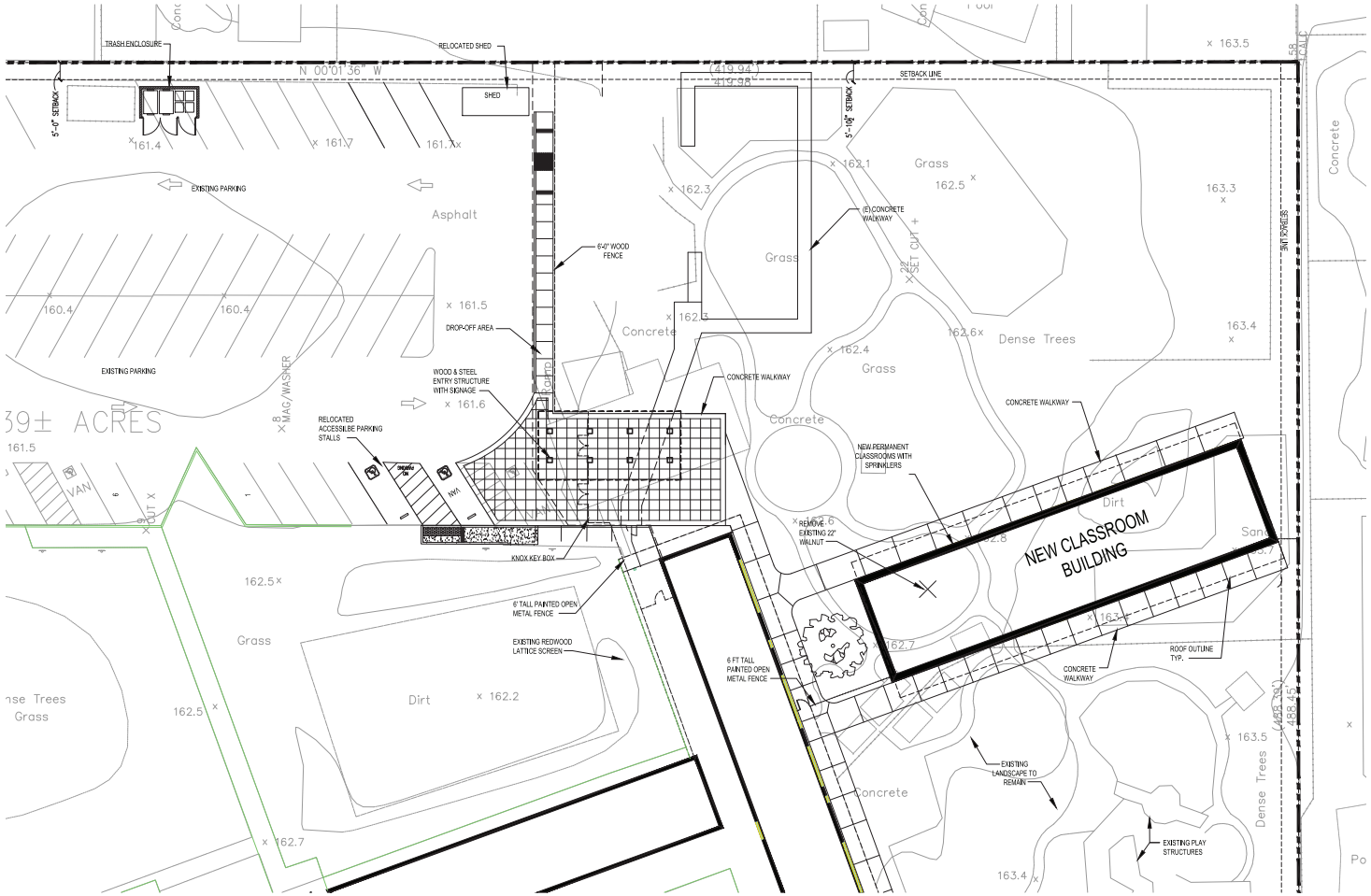

1 SITE PLAN - ENLARGED
1/16' = 1'-0"

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SITE PLAN ENLARGED

A-1.2
SHEET

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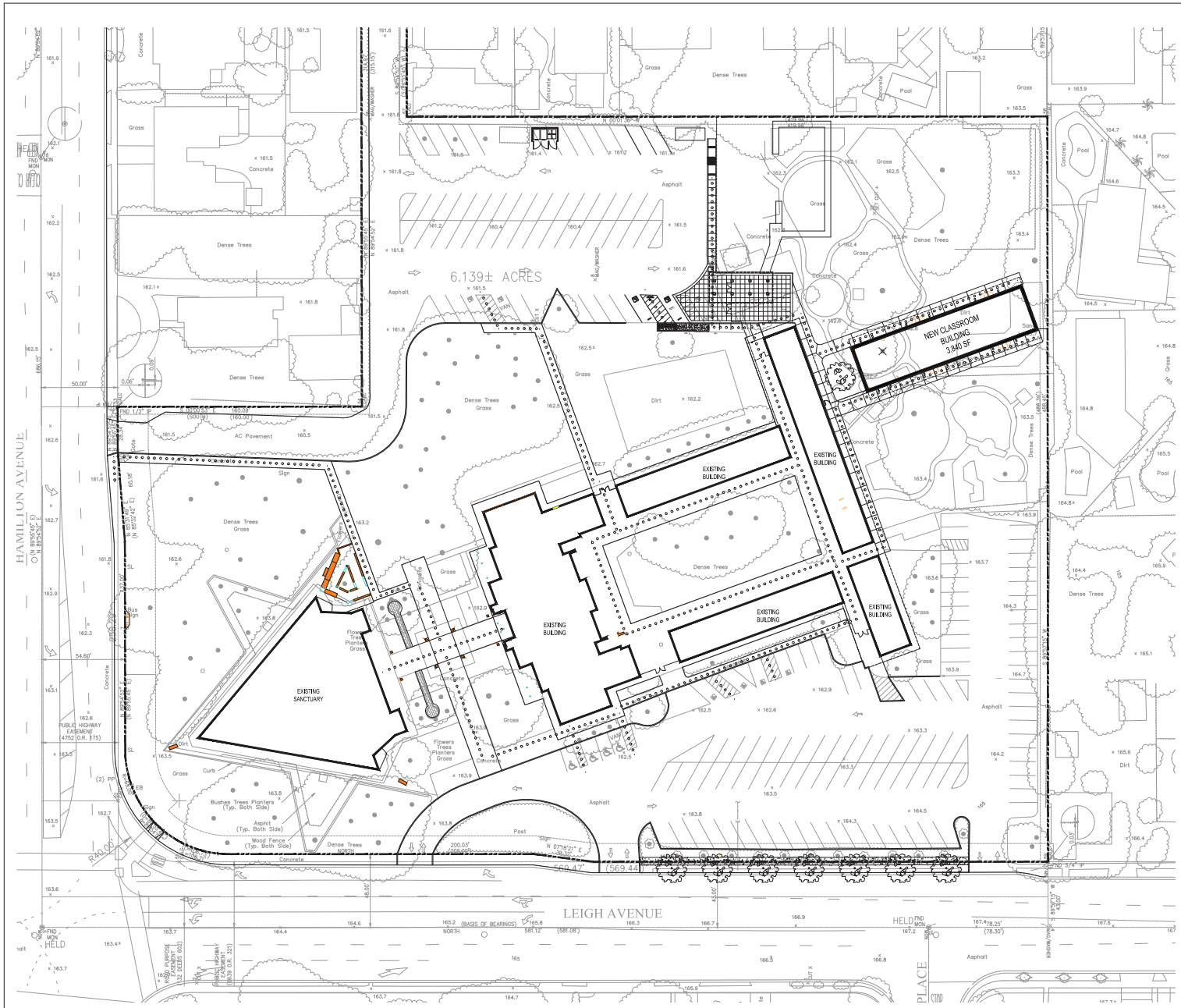

1 SITE ACCESSIBILITY PLAN
SCALE 1:30

LEGEND

ACCESSIBLE PATH OF TRAVEL

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SITE ACCESSIBILITY PLAN

A-1.3
SHEET

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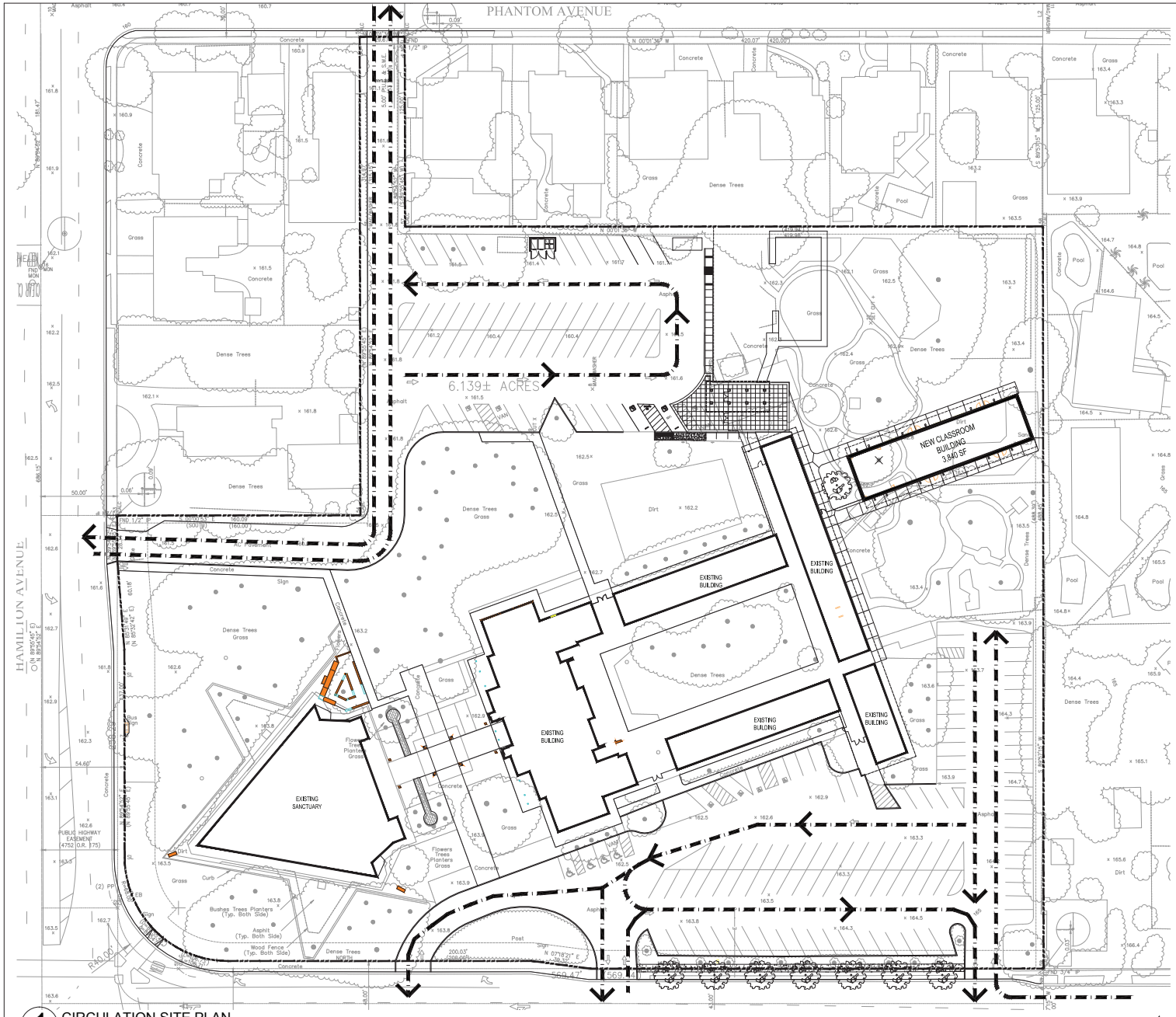

1 CIRCULATION SITE PLAN
SCALE 1:30

LEGEND

VEHICULAR CIRCULATION PATH

DIRECTION OF CIRCULATION

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CIRCULATION SITE PLAN

A-1.4
SHEET

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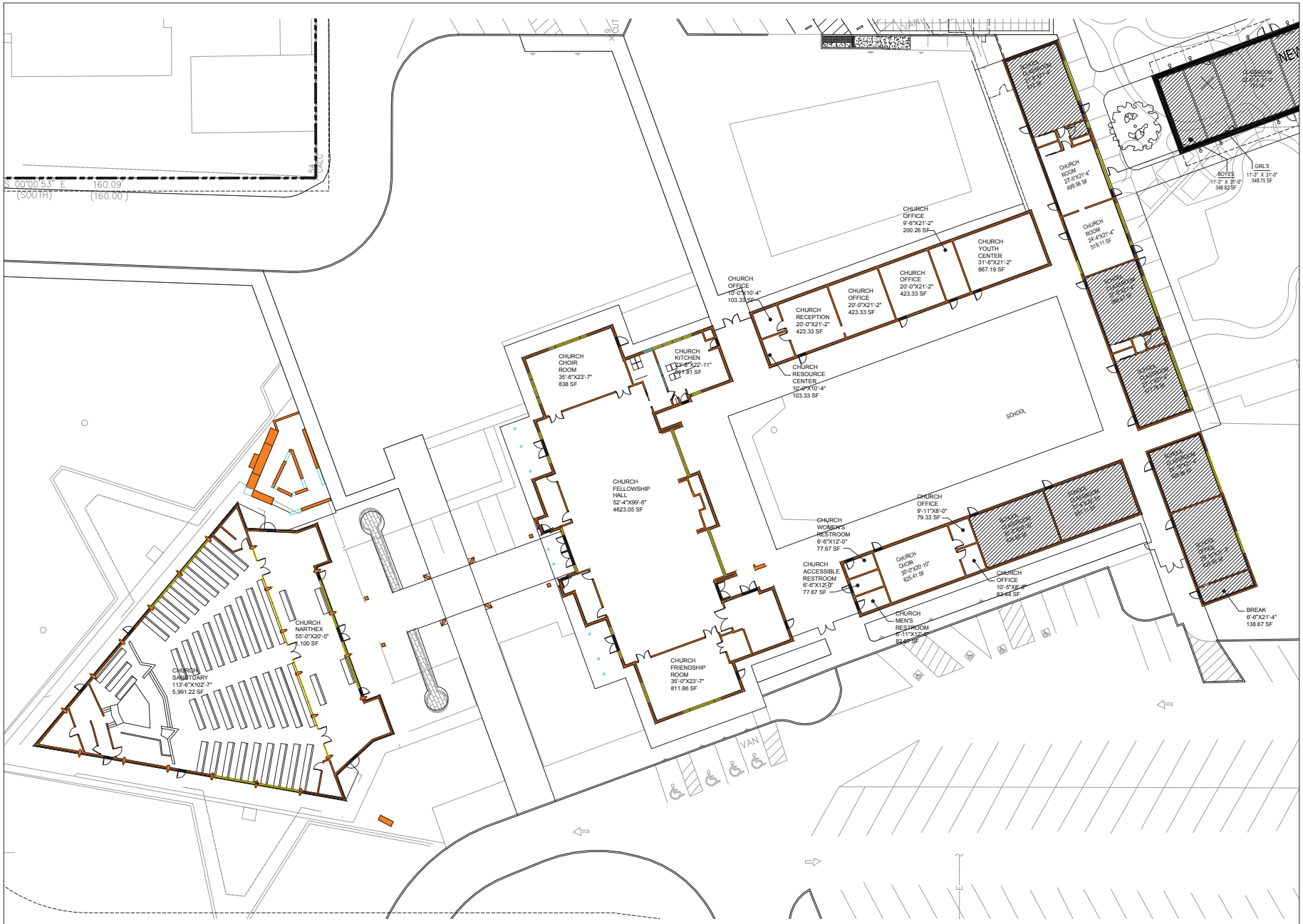

1 EXISTING FLOOR PLAN (FOR REFERENCE ONLY)
SCALE 1:30

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08.06.15
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EXISTING FLOOR PLAN FOR REFERENCE ONLY

A-1.5
SHEET

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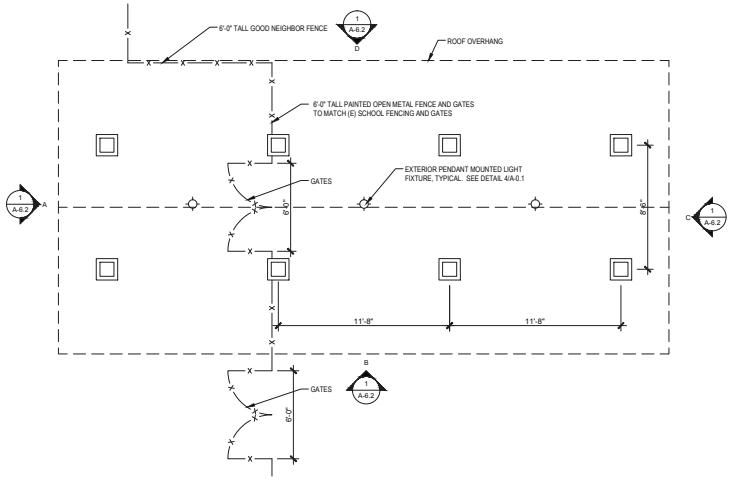
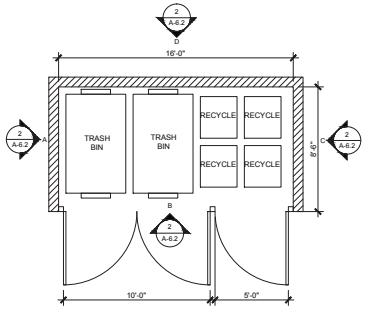
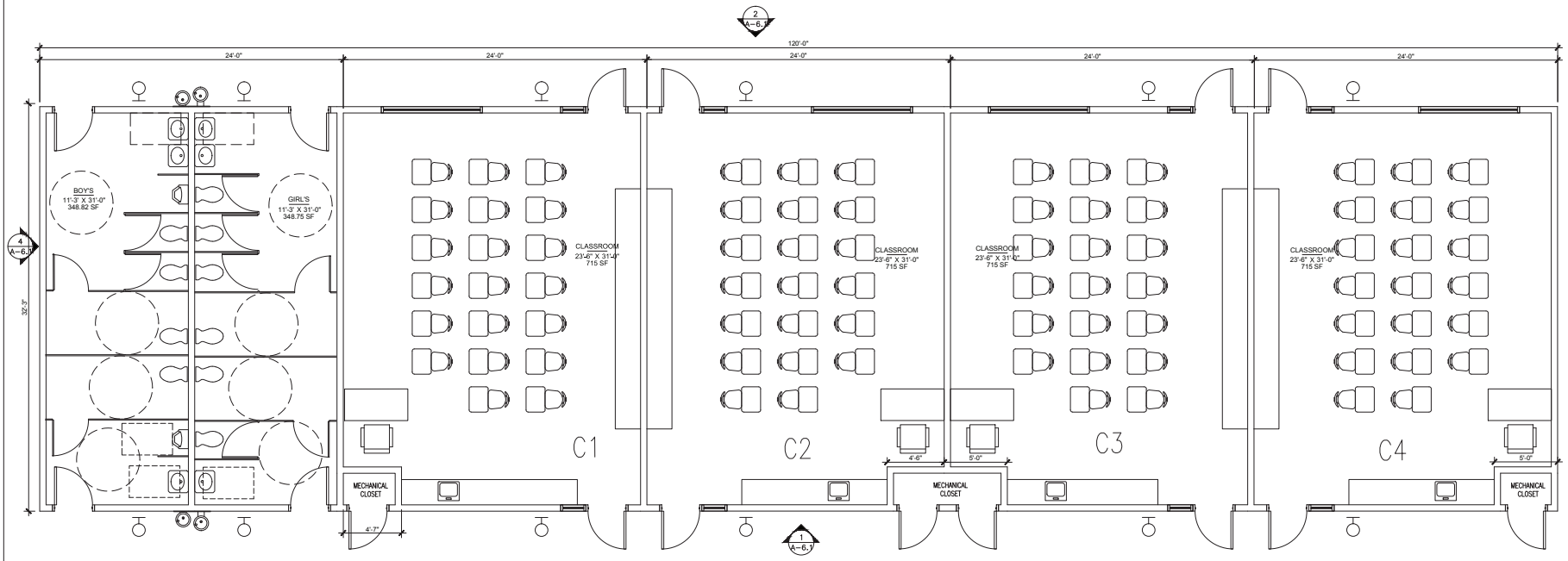


3 FLOOR PLAN - ENTRY CANOPY
1/4" = 1'-0"



2 FLOOR PLAN - TRASH ENCLOSURE
1/4" = 1'-0"



1 FLOOR PLAN - BUILDING 'C'
1/4" = 1'-0"

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1	11.10.15	Planning Comments

08.06.15
DATE

FLOOR PLAN
BUILDING 'C'
ENTRY CANOPY
TRASH
ENCLOSURE

A-3.1
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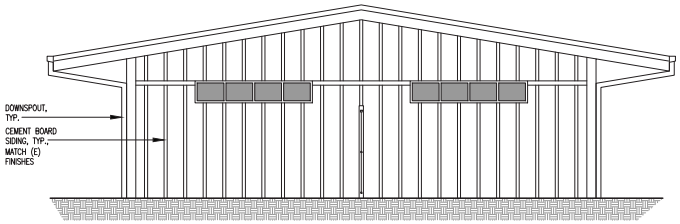
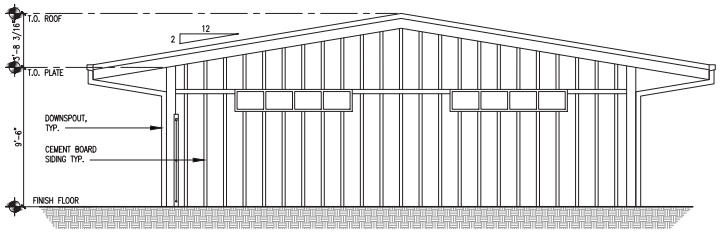
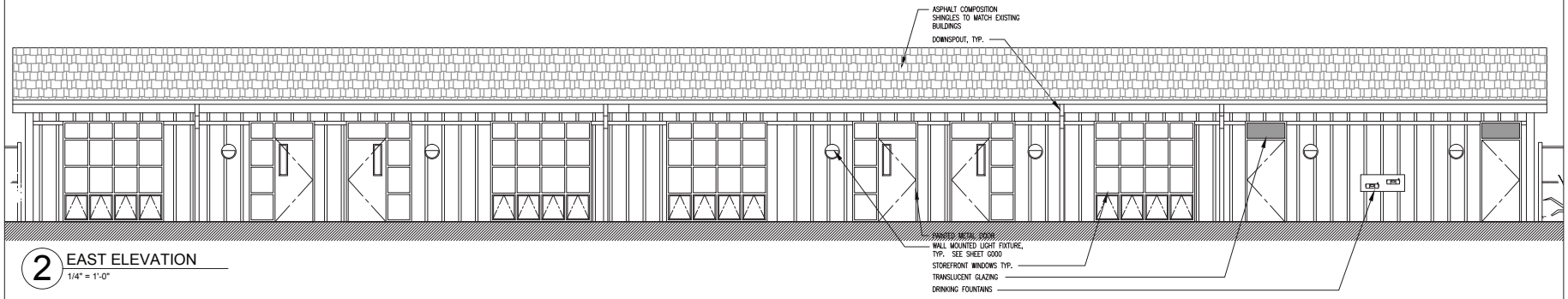


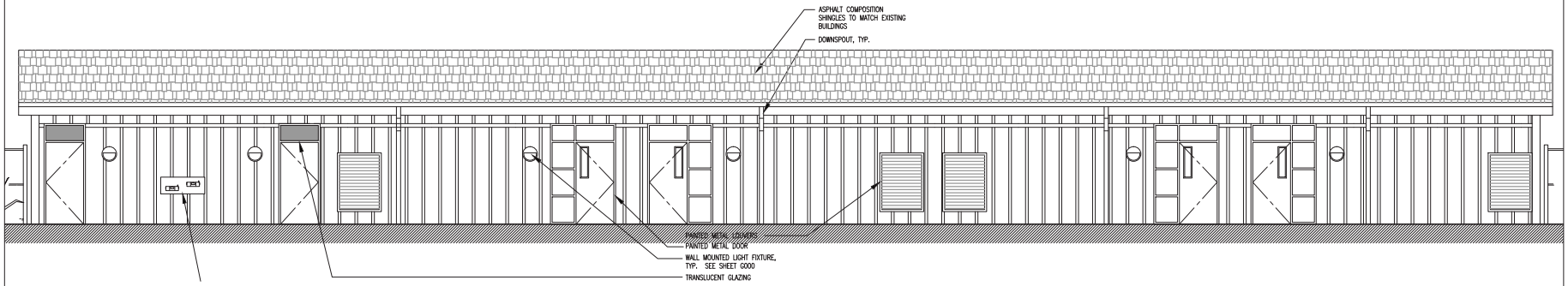
4 NORTH ELEVATION
1/4" = 1'-0"



3 SOUTH ELEVATION
1/4" = 1'-0"



2 EAST ELEVATION
1/4" = 1'-0"



1 WEST ELEVATION
1/4" = 1'-0"

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EXTERIOR ELEVATIONS BUILDING 'C'

A-6.1
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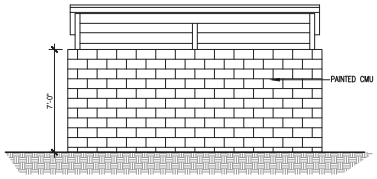
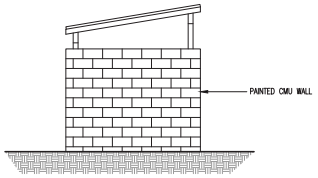
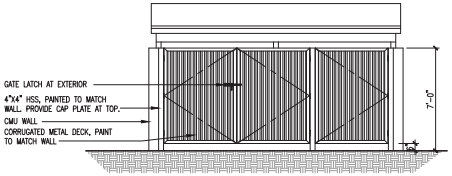


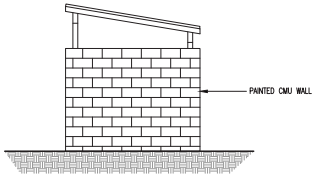
D EAST



C SOUTH



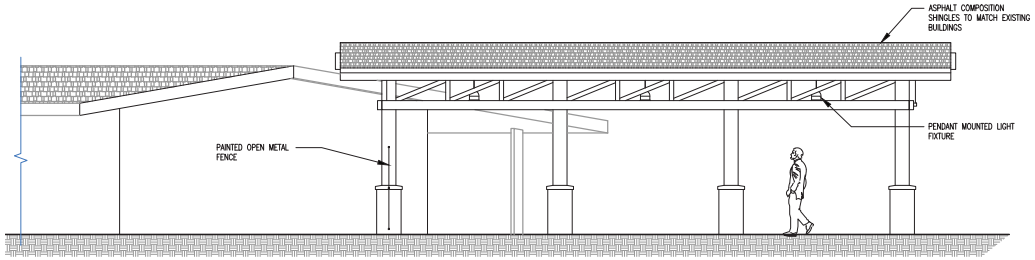
B WEST



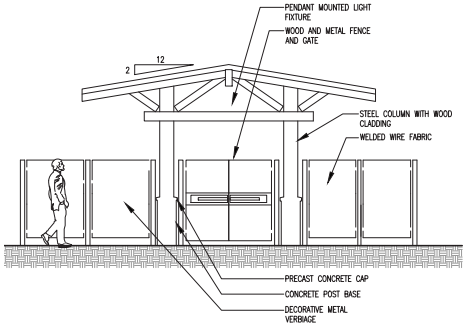
A NORTH

2 TRASH ENCLOSURE EXTERIOR ELEVATIONS

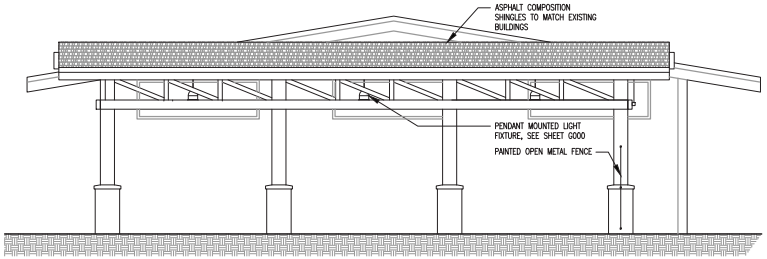
1/4" = 1'-0"



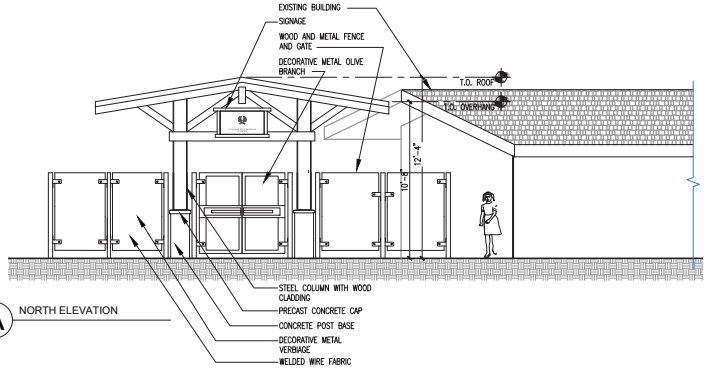
D EAST ELEVATION



C SOUTH ELEVATION



B WEST ELEVATION



A NORTH ELEVATION

1 ENTRY CANOPY EXTERIOR ELEVATIONS

1/4" = 1'-0"

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EXTERIOR ELEVATIONS ENTRY CANOPY & TRASH ENCLOSURE

A-6.2

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	PARKING REQUIREMENTS PER LAND USE	AND USE	OCC. LOAD (CLASSES, SEATS, ETC)	OCC LOAD FACTOR	PARKING STALLS REQUIRED	SCHEDULE					
						MONDAY - FRIDAY			SATURDAY-SUNDAY		
						7:30 AM - 9:00 AM	9:00 AM-4:00 PM	4:00 PM - 6:30 PM	8:00 AM -10:30 AM	10:00 AM - 11:00 AM	11:00AM - 12:00 AM
CARDEN DAY SCHOOL	ELEMENTARY /JUNIOR HIGH SCHOOL: 1.5 SPACES FOR EA CLASSROOM, PLUS 1 SPACE FOR EA 75 SF OF ASSEMBLY AREA	Existing Church Classrooms Used as School Classrooms	6	1.5	9.00	9.00	9.00	9.00			
		Newly Constructed Classrooms	4	1.5	6.00	6.00	6.00	6.00			
		School Office	635	200	3.18	3.18	3.18	3.18			
		ASSEMBLY SPACE for School Fellowship Hall	4623	75	61.64	61.64	61.64	61.64			
FIRST CONGREGATIONAL CHURCH	PUBLIC ASSEMBLY: 1 SPACE FOR EA 4 SEATS OR 1 SPACE FOR EA 40 SF OF PUBLIC ASSEMBLY SEATING AREA IF THE SEATS ARE NOT FIXED	SANCTUARY SEATS:	466	4	116.50					116.50	
		FELLOWSHIP HALL AREA:	4623	40	115.58				115.58		115.58
		FRIENDSHIP ROOM AREA:	812	200	4.06				4.06		4.06
		KITCHEN AREA:	512	200	2.56		2.56		2.56		2.56
		CHOIR ROOM AREA:	1463	200	7.32		7.32		7.32		7.32
		CHURCH OFFICES AREA:	1311	200	6.56		6.56		6.56		6.56
	PUBLIC FACILITIES: 1 SPACE FOR EA 200 SF OF GROSS FLOOR AREA	CHURCH RESOURCE CENTER:	103	200	0.52		0.52		0.52		0.52
		CHURCH RECEPTION AREA:	423	200	2.12		2.12		2.12		2.12
		YOUTH CENTER AREA:	667	200	3.34				3.34	3.34	3.34
		CHURCH CLASSROOM AREA:	587	200	2.94				2.94	2.94	2.94
TOTAL PARKING REQUIRED						79.82	98.88	79.82	144.07	122.77	144.97

1 NOTE: PURSUANT TO CMC SEC. 21.28.050, APPLICANT REQUESTS A PARKING MODIFICATION PERMIT TO ALLOW FOR A SHARED PARKING ARRANGEMENT PREDICATED ON ALTERNATING OPERATIONAL HOURS, AS DESCRIBED ABOVE.

3 PARKING CALCULATIONS

1/4" = 1'-0"

Parking Quantities - Phase 1	Existing	Proposed	Comments
Total Required Parking	145		
See a-0.1 for analysis			
Total Parking - Existing and Proposed	157	156	Removed 4 classrooms, added 4 classrooms
Of the 145 Stalls: Required Accessible Stalls			
Required ADA Standard	5		
Required ADA Van	1		
Total Required ADA Stalls	6		
Provided Stalls			
Provided - Accessible Standard	9	9	Complies
Provided - Accessible Van	3	3	Complies
Provided - Standard	145	144	Complies
Total Provided Stalls	157	156	Complies

2 PARKING SUMMARY

1/4" = 1'-0"

ASSESSOR'S PARCEL NUMBER: 288-24-059

LOT SIZE: 315,108 GROSS SQUARE FEET (PROPERTY TO CENTER LINE OF STREET)
267,422 NET SQUARE FEET

FLOOR AREA RATIO:
TOTAL BUILDING SQUARE FOOTAGE DIVIDED BY NET LOT SIZE (0.40 MAX FOR P-F ZONING DISTRICT) .148

NEW CLASSROOM AREA: 3,840 SF

BUILDING AREA:
GROSS FLOOR AREA 31,084 SF
NUMBER OF FLOORS 1
SEATING CAPACITY (IF APPLICABLE) N/A

ADJACENT LAND USES:

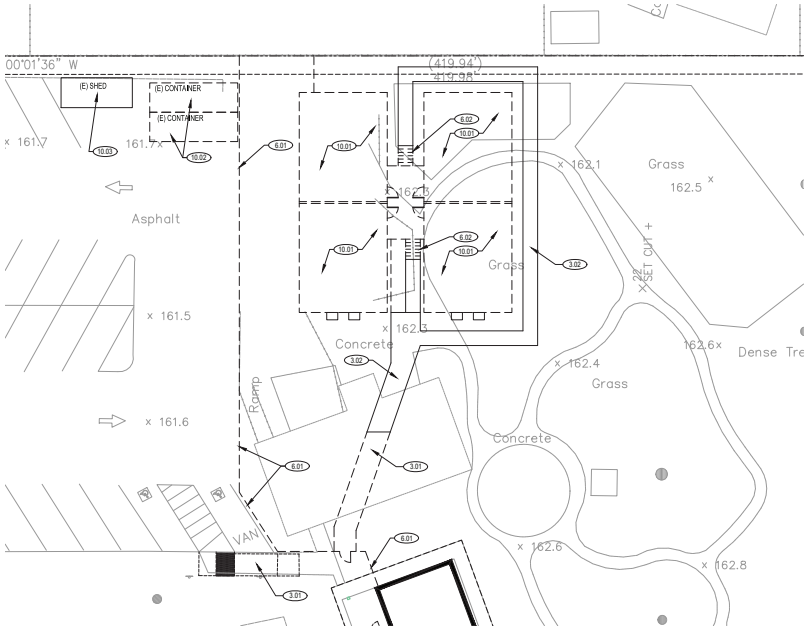
	USE	ZONING
NORTH	COMMERCIAL/RESIDENTIAL	SAN JOSE
SOUTH	RESIDENTIAL	R-1-6
EAST	RESIDENTIAL	R-1-6, P-O
WEST	COMMERCIAL/RESIDENTIAL	R-1-6, P-O

SITE PLAN DEMOLITION KEYNOTES

3.01 (E) CONCRETE WALKWAY TO BE DEMOLISHED.
3.02 (E) CONCRETE WALKWAY TO REMAIN.

6.01 (E) WOOD FENCE TO BE DEMOLISHED.
6.02 (E) STAIR AND LANDING TO BE REMOVED.

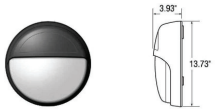
10.01 (E) PORTABLE CLASSROOM TO BE REMOVED.
10.02 (E) SEATRAIN CONTAINER TO BE REMOVED.
10.03 (E) SHED TO BE RELOCATED.



5 DEMOLITION PLAN - EXISTING PORTABLES

1/16" = 1'-0"

SURVI' VR SERIES
VANDAL-RESISTANT LUMINAIRE
SOURCE: COMPACT FLUORESCENT
COLOR : BLACK
SIZE: 13" ROUND
DEPTH: SHALLOW
MOUNTING: WALL MOUNT



ANP LIGHTING BVA01-H
DARK SKY COMPLIANT PENDANT
SOURCE: COMPACT FLUORESCENT
COLOR: TO MATCH PROJECT COLORS
SIZE: 20-1/4" ANGLED SHADE
HEIGHT: 15-3/8"
MOUNTING: PENDANT MOUNT

4 TYPICAL EXTERIOR ON-SITE LIGHTING

1/4" = 1'-0"

1 PROJECT DATA TABLE

1/4" = 1'-0"

Brad Cox Architect Inc
FORMation
Brad Cox, Architect, Inc.
LEED AP, AIA
(408) 838-3667
1155 MERIDIAN AVE., SUITE 208
SAN JOSE, CA 95125

LICENSED ARCHITECT
BRADLEY J. COX
No. C-25753
REN. 08-30-2017
STATE OF CALIFORNIA

CARDEN DAY SCHOOL
CONDITIONAL USE PERMIT
1980 HAMILTON AVE, SAN JOSE, CA 95125

IF THIS DRAWING IS NOT 24" x 36", THEN ITS SIZE HAS BEEN ALTERED, WHICH WILL AFFECT THE SCALE OF THE DRAWINGS. DO NOT SCALE DRAWINGS, USE GRAPHIC SCALES.

REVISIONS

1	11.10.15	Planning Comments

08.06.15
DATE

PROJECT DATA

A-0.1
SHEET

THIS DRAWING AND THE INFORMATION ENCLOSED HEREIN IS THE PROPERTY OF THE ARCHITECT, BRAD COX, ARCHITECT, INC. 2015

PROJECT DESCRIPTION

THIS DEVELOPMENT SET DESCRIBES IMPROVEMENTS TO OCCUR AT THE CARDEN DAY SCHOOL CAMPUS. CARDEN DAY SCHOOL HAS A LONG TERM LAND LEASE FOR A PORTION OF THE FIRST CONGREGATIONAL CHURCH OF SAN JOSE, WHO OWNS THE PROPERTY. THE TOTAL NET SQUARE FOOTAGE INCREASE OF NEW CONSTRUCTION WILL BE 1,800 SF. THIS NET INCREASED AREA IS COMPRISED OF THE REMOVAL OF THE TWO MODULAR BUILDINGS (DECREASE OF 2,880 SF), THE ADDITION OF THE 840 SF ENTRY GATEWAY, AND THE ADDITION OF THE NEW 3,840 SQUARE FEET WHICH CONTAINS FOUR (4) CLASSROOMS AND TWO (2) RESTROOMS, ONE (1) FOR EACH SEX. THE PROJECT IS PLANNED FOR OCCUPANCY LATE AUGUST 2016.

BUILDING CHARACTERISTICS

THE OVERALL AESTHETIC "LOOK AND FEEL" OF THE NEW CLASSROOM BUILDING IS INTENDED TO CLOSELY MATCH THAT OF THE EXISTING SCHOOL AND CHURCH CLASSROOMS. THIS IS PREFERRED BY THE CHURCH, SCHOOL, AND NEIGHBORS. THEREFORE, THE BUILDINGS AND LANDSCAPE WILL BE HARMONIOUS WITH EACH OTHER, TO THE DEGREE THAT A VISITOR MAY BE CHALLENGED TO EASILY IDENTIFY ONE FROM THE OTHER. THE CHURCH, SCHOOL, AND NEIGHBORHOOD BELIEVE THIS PROPOSAL TO BE A SIGNIFICANT IMPROVEMENT AND VALUE TO THE COMMUNITY, AS THE CURRENT LAND AREA IS IN GREAT DISREPAIR, DUSTY, AND IS OVERGROWN.

THERE IS STRONG, VOCAL, POSITIVE SUPPORT FOR THIS DEVELOPMENT FROM THE IMMEDIATELY ABUTTING PROPERTIES, AS EVIDENCED IN LETTERS, A PETITION, AND COMMUNITY MEETING ATTENDANCE SUBMITTED IN 2013.

THE NEW BUILDING IS INTENDED TO BE A PERMANENT ADDITION TO THE SCHOOL SITE. THE NEW BUILDING IS NOT A PORTABLE/TEMPORARY CLASSROOM UNIT. INSTEAD, PERMANENT, PRE-MANUFACTURED CONSTRUCTION TECHNIQUES ARE BEING UTILIZED TO EXPEDITE CONSTRUCTION, INCREASE QUALITY, AND REDUCE PROJECT COSTS. THE REDUCED CONSTRUCTION TIME WILL MINIMIZE EXPOSURE TO CONSTRUCTION NOISE AND MACHINERY. REDUCED CONSTRUCTION TIME IS IN THE BEST INTERESTS OF THE NEIGHBORS, THE CHURCH, AND THE STUDENTS. PREFABRICATED CONSTRUCTION WILL ALLOW THE SCHOOL TO HAVE AN UP-TO-DATE FACILITY WITH INCREASED AMENITIES.

THE BUILDING WILL BE INSTALLED WITH AT-GRADE FOUNDATIONS, AND WITH UPGRADED MATERIALS AND FINISHES. LARGE STOREFRONT WINDOWS ARE PROPOSED TO PROVIDE DAYLIGHT TO THE CLASSES AND WILL MORE CLOSELY MATCH THE WINDOWS OF THE EXISTING CHURCH CAMPUS. PAINTED CEMENT BOARD LAP SIDING IS PROPOSED FOR ITS DURABILITY AND CONGRUENCE WITH THE EXISTING BUILDINGS' WOOD SIDING. THE ROOF MATERIAL WILL MATCH THE EXISTING BUILDINGS' NEW ASPHALT COMPOSITION ROOF AND WILL BE A SIMILAR GABLE ROOF SHAPE WITH SIMILAR PITCH. ENERGY EFFICIENT LIGHT FIXTURES ARE PROPOSED. THE LIGHT FIXTURES ARE VANDAL RESISTANT AND WILL NOT DIRECT LIGHT ONTO SURROUNDING PROPERTIES.

BUILDING SITING

THE BUILDING IS SITED IN ORDER TO PROVIDE 2 SEPARATE PLAYGROUND AREAS FOR THE STUDENTS. THE BUILDING LOCATION SEPARATES THE SITE INTO AN UPPER AND A LOWER SCHOOL, ALLOWING FOR TWO PLAY YARDS, ONE FOR THE OLDER CHILDREN AND ONE FOR THE YOUNGER CHILDREN. THE SITING IS BENEFICIAL TO THE NEIGHBORS, SINCE A VERY LIMITED LENGTH OF THE BUILDING APPROACHES THE NEIGHBOR'S FENCES. IN ALL CASES, MORE THAN THE MINIMUM REQUIRED SETBACKS ARE PROVIDED.

C-3 REQUIREMENTS

SEE CIVIL ENGINEERING DRAWINGS. THE RESULTING CHANGE TO THE IMPERVIOUS AREA FOR THIS PROJECT IS LESS THAN 10,000 SQUARE FEET. THEREFORE, THIS PROJECT IS NOT SUBJECT TO C-3 REQUIREMENTS.

OPERATIONAL DESCRIPTION
CARDEN DAY SCHOOL IS COMMITTED TO MAINTAINING A MAXIMUM CLASS SIZE OF 22 STUDENTS PER CLASS OR LESS. THE EXISTING SCHOOL CURRENTLY ACCOMMODATES A MAXIMUM OF 120 STUDENTS, 12 FULL-TIME FACULTY & STAFF AND 8 PART-TIME FACULTY & STAFF.

THE NEW FACILITY WILL ACCOMMODATE AT MAXIMUM 150 STUDENTS, 15 FULL-TIME FACULTY & STAFF AND 8 PART-TIME FACULTY & STAFF.

CURRENTLY, THE CAMPUS OPERATES WITH SIX (6) CLASSROOMS AND ONE (1) OFFICE THAT IS LOCATED WITHIN THE EXISTING MAIN CHURCH BUILDING. CARDEN SUPPLMENTS THESE SIX (6) CLASSROOMS WITH THE FOUR (4) TEMPORARY MODULAR CLASSROOMS THAT ARE TO BE REMOVED. THEREFORE, CURRENTLY, CARDEN OPERATES WITH TEN (10) TOTAL CLASSROOMS AND ONE (1) OFFICE. SEVEN (7) OF THE TEN (10) CLASSROOMS ARE CONSIDERED "HOMEROOMS," WHILE THREE (3) ARE CONSIDERED SWING ROOMS, WHERE STUDENTS ARE NOT PERMANENTLY ASSIGNED TO THAT ROOM (ART, SCIENCE, LIBRARY, ETC.). THIS PROPOSED PROJECT PROVIDES FOR NO CHANGE TO THE CURRENT ARRANGMENT, EXCEPT THAT THE FOUR (4) CLASSROOMS BEING REMOVED WOULD BE REPLACED WITH FOUR (4) PERMANENT CLASSROOMS.

OTHER SPACES THAT THE SCHOOL USES UPON OCCASION INCLUDES THE CHURCH'S CHOIR ROOM AND THE FELLOWSHIP HALL. THIS PROPOSED PROJECT PROVIDES FOR NO CHANGE TO THE CURRENT ARRANGENT FOR THESE, OR OTHER SPACES.

STANDARD HOURS OF OPERATION
THE SCHOOL'S STANDARD HOURS OF OPERATION ARE MONDAY THROUGH FRIDAY, 8:30 AM TO 3:30 PM, FROM SEPTEMBER THROUGH JUNE.

THE SCHOOL ALSO OFFERS DAYCARE SERVICES. THE HOURS OF OPERATION FOR DAYCARE SERVICES ARE CURRENTLY MONDAY THROUGH FRIDAY 7:30 AM TO 8:15 A.M. AND 3:30 P.M. TO 6:30 P.M. THE MORNING DAYCARE TYPICALLY OPERATES WITH BETWEEN 12-16 STUDENTS, WITH A MAXIMUM OF 20. THE EVENING DAYCARE TYPICALLY OPERATES AS FOLLOWS:

3:30-4:45 PM: 60-80 STUDENTS
4:45-5:30 PM: 30-40 STUDENTS
5:30-6:00 PM: 20-25 STUDENTS
6:00-6:30 PM: THROUGHOUT THIS HALF-HOUR, NUMBERS REDUCE TO ZERO

THIS STAGGERING OF STUDENT RELEASES PROVIDES A POSITIVE BENEFIT TO SPACING OUT OF TRAFFIC THROUGHOUT THE EARLY EVENING, RATHER THAN ALL AT ONCE.

THE SCHOOL ALSO OFFERS A SMALL SUMMER CAMP PROGRAM DURING THE SUMMER MONTHS, ACCOMMODATING 25-30 CAMPERS.

SCHEDULED SPECIAL EVENTS
FALL FAMILY FESTIVAL: 4-9 PM, ONE SATURDAY IN OCTOBER

HOLIDAY PROGRAM: 10 AM–12 PM, ON A WEEKDAY, MID-DECEMBER
EASTER ART SHOW: 6-9 PM, ON A WEEKDAY, IN APRIL
SPRING CONCERT: 10 AM–12 PM, ON TUES., WED., OR THURS., DURING SPRING SEASON
GRADUATION: 10 AM–12 PM, ON TUES., WED., OR THURS., IN JUNE
OPEN HOUSE: 11 AM–2 PM, 2 OR 3 SATURDAYS IN THE YEAR
NO SCHOOL EVENTS CONFLICT WITH CHURCH EVENTS

TRAFFIC PATTERNS
IN ORDER TO MITIGATE PUBLIC CONCERN ABOUT SOUTHBOUND LEFT TURNS INTO THE SOUTH DRIVEWAY ON LEIGH AVENUE, THE MAIN ENTRANCE TO CARDEN DAY SCHOOL WILL BE FROM THE EAST PARKING LOT. A NEW ENTRY STRUCTURE AND DROP-OFF ZONE WILL CLEARLY DELINEATE THE ENTRANCE TO THE SCHOOL AT THE BACK OF THE SITE. ALSO, ALL PARENTS AREA ANNUALLY NOTIFIED IN WRITING THAT LEFT TURNS INTO THE SOUTH DRIVEWAY ON LEIGH AVENUE ARE PROHIBITED. SEE SHEET A-1.4 FOR A DIAGRAM DELINEATING THE CIRCULATION PATTERN REQUIRED IN THE SCHOOL'S FORMAL ARRIVAL AND DEPARTURE POLICIES.

THERE HAVE BEEN NO COMPLAINTS IN OVER 8 YEARS REGARDING TRAFFIC, PEDESTRIAN SAFETY, PARKING, AND/OR NEIGHBORHOOD TRAFFIC.

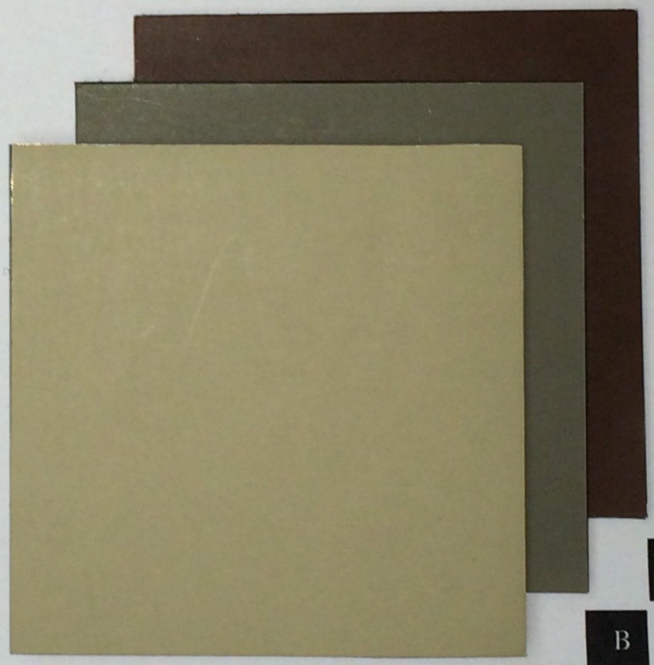
FIRST CONGREGATIONAL CHURCH
FIRST CONGREGATIONAL CHURCH IS THE OWNER OF THE SITE AND IS RESPONSIBLE FOR SCHEDULING AND APPROVING ALL SPECIAL EVENTS. FIRST CONGREGATIONAL CHURCH'S STANDARD SCHEDULE IS SUNDAY WORSHIP FROM 10 A.M. TO 11:00 AM, AND OFTEN SCHEDULES OTHER ACTIVITIES ON SUNDAY FROM 11:00 A.M. TO 12:00 P.M. THE CHURCH OFFICE HOURS ARE MONDAY THROUGH FRIDAY 9:00 A.M. TO NOON AND 1:00 P.M. TO 4:00 PM. IN THE SUMMER, THE CHURCH OFFICE CLOSES AT 2:00 P.M.

Asphalt Composition Shingles
(To Match Existing Campus)

Entry Structure
(Approximate Wood Stain)

Metals: Light Fixtures, Fences, Gates
(Match Existing Campus)

Cement Board
(Sample is for Texture Only)



A Field Paint
B Doors and Accents
C Major Structure and Fascia

Draft Report

Traffic Impact Analysis for the Carden Day School

in the
City of Campbell

January 14, 2016

490 Mendocino Avenue, Suite 201 **SANTA ROSA**, CA 95401 707.542.9500
475 14th Street, Suite 290 **OAKLAND**, CA 94612 510.444.2600
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Executive Summary

The proposed project includes the increase in student enrollment to 150 students at the Carden Day School, located at the southeast corner of Hamilton Avenue/Leigh Avenue. The permitted student enrollment at the Carden Day School is currently 80 students, but the school is currently operating with 120 students as part of a temporary agreement with the City. The proposed project would result in 74 added daily trips as compared to Existing conditions, including 27 trips during the a.m. peak hour and 10 trips during the p.m. peak hour. As compared to the permitted 80-student enrollment, the proposed project would result in 174 added daily trips, including 63 during the a.m. peak hour and 24 trips during the p.m. peak hour.

The study area includes the intersections of Hamilton Avenue at Leigh Avenue, Phantom Avenue, and Meridian Avenue, as well as the neighborhood street segment of Phantom Avenue at the project site access. The analysis indicates that all of the study intersections are currently operating acceptably, with average delays indicating LOS D operation or better; acceptable operation would be expected to continue with project-generated traffic added. Under Background conditions with traffic added from nearby approved projects, the study intersections are expected to continue operating acceptably at LOS D or better

Pedestrian, bicycle, and transit facilities serving the project site would be expected to adequately serve the proposed increase in student enrollment. Site access would remain unchanged with the proposed project. Sight distance at the project driveways is adequate.

The available parking supply at the Carden Day School would satisfy the City's off-street parking requirements and would be expected to adequately serve parking demand.

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Introduction

This report presents an analysis of the potential traffic impacts that would be associated with the expansion of the existing Carden Day School, a private K-3 elementary school, with day care centers for students, located at the southeast corner of Hamilton Avenue/Leigh Avenue in the City of Campbell. The traffic study was completed in accordance with the criteria established by the City of Campbell, and is consistent with standard traffic engineering techniques.

Prelude

The purpose of a traffic impact study is to provide City staff and policy makers with data that they can use to make an informed decision regarding the potential traffic impacts of a proposed project, and any associated improvements that would be required in order to mitigate these impacts to a level of insignificance as defined by the City's General Plan or other policies. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to access for pedestrians, bicyclists, and to transit are also addressed.

Project Profile

The proposed project would expand the permitted enrollment at the Carden Day School from 80 students to 150 students. As part of a temporary agreement with the City, the Carden Day School was temporarily permitted an increase in enrollment to 120 students. The Carden Day School is permitted up to 80 students, but 120 students are currently enrolled based on a temporary approval. This traffic study compares both the proposed 150-student enrollment with the temporarily-permitted 120-student enrollment and with the approved 80 student enrollment.

Carden Day School also operates a day care center for the students. With the current 120-student enrollment, there is approximately 50 students at the after school day care center. The day care center also operates before school before the a.m. peak period of traffic.

The project site is located at the southeast corner of Hamilton Avenue/Leigh Avenue in the City of Campbell, as shown in Figure 1.

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018cmp.ai 12/15

Traffic Impact Analysis for the Carden Day School

Figure 1 – Lane Configurations and Existing Traffic Volumes

Transportation Setting

Operational Analysis

Study Area and Periods

The study area included the following intersections:

1. Hamilton Avenue/Leigh Avenue
2. Hamilton Avenue/Phantom Avenue
3. Hamilton Avenue/Meridian Avenue

Operating conditions during the a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute.

The expected trip generation of the project and hourly traffic counts of Hamilton Avenue was reviewed. It was determined that the project's potential impacts on traffic operation during the school p.m. peak period (2:00 to 4:00 p.m.) would be less than that of the traditional p.m. peak period occurring between 4:00 and 6:00 p.m. Therefore, the traditional p.m. peak period was analyzed.

In addition, residential areas are potentially sensitive to traffic because relatively small increases in traffic can be noticeable in a neighborhood. In the project vicinity, two segments of Phantom Avenue, one north of and one south of the project driveway, were therefore included in the study.

Study Intersections

Hamilton Avenue/Leigh Avenue is a signalized intersection with protected left-turn phasing on Hamilton Avenue and split-phasing on Leigh Avenue. Crosswalks are provided on all four sides. This intersection is located within the City of San Jose.

Hamilton Avenue/Phantom Avenue is a side-street stop-controlled intersection with stop controls on the northbound Phantom Avenue approach. The northbound and southbound Phantom Avenue approaches to Hamilton Avenue are offset 150 feet from one another. For the purposes of this analysis, only the intersection on the west side with the Phantom Avenue south leg was analyzed.

Hamilton Avenue/Meridian Avenue a signalized intersection with protected left-turn phasing on all four approaches. Crosswalks are provided on all four sides. This intersection is located within the City of San Jose.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

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Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site.

- **Hamilton Avenue** – Continuous sidewalks with overhead street lights are provided on both sides of Hamilton Avenue.

- **Leigh Avenue** – Continuous sidewalks with overhead street lights are provided on both sides of Leigh Avenue.

Bicycle Facilities

The *Highway Design Manual*, California Department of Transportation (Caltrans), 2015, classifies bikeways into three categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.

- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.

- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.

In the project area, the Los Gatos Creek Trail, a Class I Multi-Use Path, is located approximately one-half mile north of the site, and Leigh Avenue south of Picadilly Place is a signed bike route. No other bicycle facilities, existing or planned, are nearby, as shown in the *San Jose Bike Plan 2020*.

Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) provides fixed-route bus service in Santa Clara County, including the City of Campbell. In the vicinity of the proposed project, VTA Route 65 provides north-south services along Leigh Avenue, and operates with approximately 45 minute headways between 6:30 a.m. and 6:30 p.m., on weekdays only. VTA Route 82 provides east-west services along Hamilton Avenue, and operates on weekdays between 6:30 a.m. and 9:00 p.m., on Saturdays between 8:00 a.m. and 8:00 p.m., and on Sundays between 8:30 p.m. and 6:30 p.m. Bus stops for both routes closest to the project site are located at the intersection of Hamilton Avenue/Leigh Avenue.

Two bicycles can be carried on VTA light rail trains and most VTA buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on VTA buses at the discretion of the driver.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. VTA Paratransit is designed to serve the needs of individuals with disabilities within City of Campbell and the greater City of Campbell area.

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Capacity Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections were analyzed using methodologies published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The Levels of Service for Hamilton Avenue/Phantom Avenue was analyzed using the "Two-Way Stop-Controlled" intersection capacity method from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall average delay for the intersection. The ranges of delay associated with the various levels of service are indicated in Table 1.

Table 1 – Two-Way Stop-Controlled Intersection Level of Service Criteria

LOS A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.
LOS B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.
LOS C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.
LOS D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.
LOS E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.
LOS F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.

Reference: *Highway Capacity Manual*, Transportation Research Board, 2000

All the remaining study intersections are controlled by traffic signals, or are planned to be signalized, and were analyzed using the signalized methodology published in the HCM as well as the *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority, Congestion Management Program, 2003. The signalized methodology is based on factors including traffic volumes, green time for each movement, phasing, whether or not the signals are coordinated, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. It should be noted that the average stopped delay for the signalized intersections was calculated using the TRAFFIX analysis software and correlated to a level of service designation as shown Table 2.

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Table 2 – Signalized Intersection Level of Service Criteria		
Level of Service	**Average Control Delay (in seconds per vehicle)**	**Description**
A	Delay ≤ 10.0	Free Flow; minimal to no delay
B+	10.0 < Delay ≤ 12.0	Stable flow, but speeds are beginning to be restricted by traffic conditions; slight delays.
B	12.0 < Delay ≤ 18.0	
B-	18.0 < Delay ≤ 20.0	
C+	20.0 < Delay ≤ 23.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
C	23.0 < Delay ≤ 32.0	
C-	32.0 < Delay ≤ 35.0	
D+	35.0 < Delay ≤ 39.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays
D	39.0 < Delay ≤ 51.0	
D-	51.0 < Delay ≤ 55.0	
E+	55.0 < Delay ≤ 60.0	Unstable flow with stop and go; delays
E	60.0 < Delay ≤ 75.0	
E-	75.0 < Delay ≤ 80.0	
F	Delay > 80.0	Total breakdown; congested conditions with excessive delays.

Reference: *Traffic Level of Service Guidelines*, Santa Clara County Transportation Authority, 2003.

Traffic Operation Standards

For intersections located within the City of Campbell, the City of Campbell has established a minimum acceptable operating level of LOS D for local intersections not included in the Santa Clara County Congestion Management Program (CMP) network.

The City of Campbell has established criteria to determine the level of significance of traffic impacts based on standards set by the Santa Clara County CMP in the *Transportation Impact Analysis Guidelines*, adopted in October 2014. For local intersections not on the CMP network, a traffic impact is considered significant if:

- The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F, or
- For intersections where LOS E operation has been established as acceptable, the project condition causes operation to deteriorate from LOS E to LOS F.

For intersections located within the City of San Jose, the City of San Jose has established a minimum acceptable operating level of LOS D for all intersections. A traffic impact is considered significant if:

- The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F, or
- For intersections already operating at unacceptably LOS (E or F) under the baseline conditions, the project condition causes either:

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- an increase in average critical delay by 4.0 seconds or more and an increase in the critical v/c ratio of 0.010 or more, or

- a decrease in average critical delay and an increase in the critical v/c ratio of 0.010 or more.

Traffic Infusion on Residential Environment (TIRE) Index Methodology

The effect of adding project-related traffic on the residential streets included in the study area was evaluated based on the Traffic Infusion on Residential Environment (TIRE) index. The TIRE index is a tool that measures the residents' perception of the effect of increased Average Daily Traffic (ADT) on residential streets. TIRE index values range from 0.0 to 5.0 depending on daily traffic volume. An index of 0.0 represents the least infusion of traffic and 5.0 the greatest, and, thereby the poorest residential environment. A TIRE index of 3.0 represents the threshold at which the character of a residential street changes. Residential streets with a TIRE index above this mid-range point of 3.0 typically exhibit higher traffic volumes, while streets with a TIRE index below 3.0 are usually more suitable for residential activities. According to this methodology, a noticeable change in traffic occurs on the residential street when the difference in index between no project and project conditions is 0.10 or more. An abbreviated list of the TIRE indices is presented in Table 3, while the entire TIRE index table is provided in Appendix A.

Table 3 – TIRE Index Table

Existing Volume Range (Daily Vehicles)	TIRE Index	Minimum Daily Volume Increase to produce 0.10 change in the TIRE Index
221-280	2.4	65
281-350	2.5	79
351-450	2.6	94

Notes: Goodrich Traffic Group

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. Volume data was collected in November 2015, while local schools were in session.

Intersection Levels of Service

Under existing conditions, all intersections are operating acceptably. The existing traffic volumes are shown in Figure 1. A summary of the intersection level of service calculations is contained in Table 4, and copies of the Level of Service calculations are provided in Appendix B.

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Table 4 – Existing Peak Hour Intersection Levels of Service				
Study Intersection ***Approach***	**AM Peak**		**PM Peak**	
	Delay	**LOS**	**Delay**	**LOS**
1. Hamilton Ave/Leigh Ave	53.5	D-	40.7	D
2. Hamilton Ave/Phantom Ave	0.4	A	0.4	A
Northbound Phantom Ave Approach	*15.7*	*C*	*30.9*	*D*
3. Hamilton Ave/Meridian Ave	53.5	D-	52.6	D-

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*.

Project Description

The project consists of the expansion of Carden Day School, an existing private K-3 elementary school, from the permitted 80-student enrollment to the current 150-student enrollment. Currently, 120 students are enrolled as part of a temporary agreement with the City, with approximately 50 students, or 42 percent of students, in the afterschool day care center. Enrollment at the day care center would be expected to increase proportional to the enrollment at the elementary school. The proposed project site plan is shown in Figure 2.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 9th Edition, 2012 for "Private School K-8" (ITE LU #534) for the morning peak and "Day Care Center" (ITE LU #565) for the evening peak. Although the school also operates a before-school day care center, students dropped off to the before-school day care would be dropped off outside of the a.m. peak hour, which was determined by traffic counts to be 8:00 a.m. to 9:00 a.m. Therefore, a.m. peak hour day care center-related traffic was not factored into the analysis.

Because there is no daily trip generation rate available for the Private School K-8 land use, the daily trip generation rate for "Private School K-12" (ITE LU #536) was used to estimate daily traffic.

The expected trip generation potential for the proposed project is indicated in Table 5. The proposed project is expected to generate an average of 372 trips per day, including 135 trips during the a.m. peak hour and 51 during the p.m. peak hour. As compared to existing enrollment numbers, the project would be expected to generate 74 new trips on a daily basis, including 27 during the morning peak hour and 10 during the evening peak hour; these new trips represent the increase in traffic associated with the project compared to existing volumes. As compared to permitted enrollment numbers, the project would be expected to generate 174 more trips on a daily basis, including 63 during the morning peak hour and 24 during the evening peak hour.

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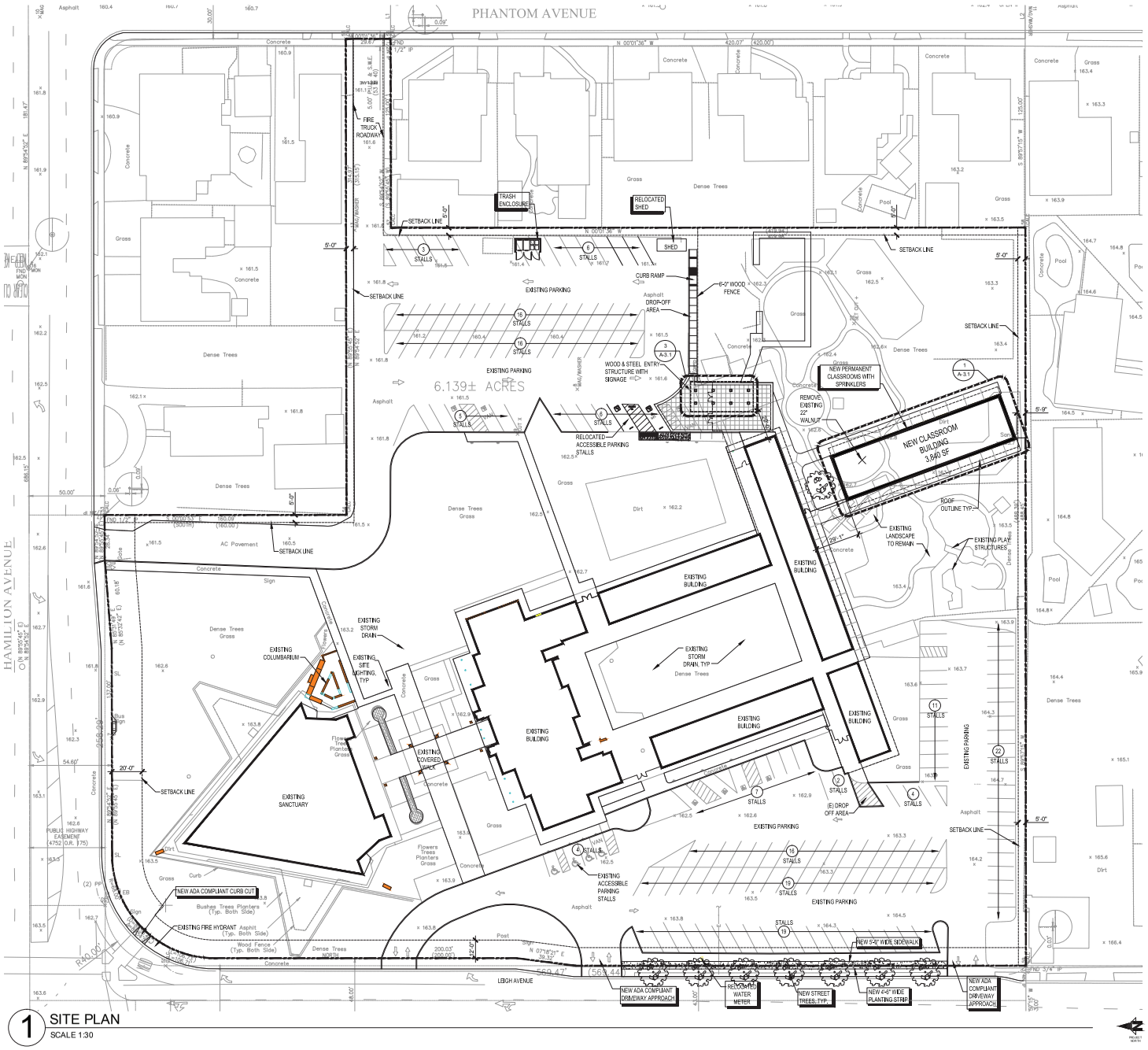

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FORMation

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LICENSED ARCHITECT
BRADLEY J. COX
No. C-25753
REN. 06-30-2017
STATE OF CALIFORNIA

CARDEN DAY SCHOOL
CONDITIONAL USE PERMIT
1980 HAMILTON AVE. SAN JOSE, CA 95125

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REVISIONS		
1	11.10.15	Planning Comments

08.06.15
DATE

SITE PLAN

A-1.1
SHEET

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Traffic Impact Analysis for the Carden Day School

Figure 2 – Site Plan

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Table 5 – Trip Generation Summary											
Land Use	**Students**	**Daily**		**AM Peak Hour**				**PM Peak Hour**			
		Rate	**Trips**	**Rate**	**Trips**	**In**	**Out**	**Rate**	**Trips**	**In**	**Out**
Existing											
Private School	120	2.48*	298	0.90	108	59	49	-	-	-	-
Day Care Center	50	-	-	-	-	-	-	0.81	41	19	22
Permitted											
Private School	80	2.48*	198	0.90	72	40	32	-	-	-	-
Day Care Center	33	-	-	-	-	-	-	0.81	27	13	14
Proposed											
Private School	150	2.48*	372	0.90	135	74	61	-	-	-	-
Day Care Center	63	-	-	-	-	-	-	0.81	51	24	27
Net Increase (Proposed minus Existing)			**74**		**27**	**15**	**12**		**10**	**5**	**5**
Net Increase (Proposed minus Permitted)			**174**		**63**	**34**	**29**		**24**	**11**	**13**

Note: * Daily trip rate based on K-12 trip generation rate since K-8 trip generation rate is unavailable.

Trip Distribution

The pattern used to allocate new project trips to the street network was determined by field observations, land uses in the area, traffic count data, as well as based on assumptions applied in previous traffic impact analyses. The applied distribution assumptions and resulting trips are shown in Table 6.

Table 6 – Trip Distribution Assumptions				
Route	**Percent**	**Daily Trips**	**AM Trips**	**PM Trips**
Hamilton Ave – West	10%	7	3	1
Hamilton Ave – East	25%	19	7	2
Leigh Ave – North	10%	7	3	1
Leigh Ave – South	25%	19	7	3
Meridian Ave – North	10%	7	2	1
Meridian Ave – South	20%	15	5	2
TOTAL	**100%**	**74**	**27**	**10**

Note: Trip totals represent net new trips as compared to existing 120-student enrollment

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Intersection Operation

Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes, the study intersections would be expected to continue operating acceptably. These results are summarized in Table 7. Project traffic volumes are shown in Figure 3.

Table 7 – Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection *Approach*	Existing Conditions				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Hamilton Ave/Leigh Ave	53.5	D-	40.7	D	53.2	D-	40.7	D
2. Hamilton Ave/Phantom Ave	0.4	A	0.4	A	0.4	A	0.4	A
Northbound Phantom Ave Approach	*15.7*	*C*	*30.9*	*D*	*16.0*	*C*	*31.3*	*D*
3. Hamilton Ave/Meridian Ave	53.5	D-	52.6	D-	53.3	D-	52.7	D-

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service;
Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

It should be noted that with the addition of project-related traffic volumes, average delay at the intersections Hamilton Avenue at Leigh Avenue and Meridian Avenue decreases during the a.m. peak hour. While this is counter-intuitive, this condition occurs when a project adds trips to movements that are currently underutilized or have delays that are below the intersection average, resulting in a better balance between approaches and lower overall average delay. The project adds traffic more traffic to the right-turn or through movements, which has an average delay that is lower than the average for the intersection as a whole, as compared to added traffic in the left-turn movements, resulting in a slight reduction in the overall average delay. The conclusion could incorrectly be drawn that the project actually improves operation based on this data alone; however, it is more appropriate to conclude that the project trips are expected to make use of excess capacity, so drivers will experience little, if any, change in conditions as a result of the project.

Finding – The study intersections are expected to continue operating acceptably at the same levels of service upon the addition of project-generated traffic.

Background Conditions

Background operating conditions were determined with traffic from nearby approved projects in the Cities of Campbell and San Jose, and added to the existing volumes. These projects include:

- **North San Jose** – 6,000 residential units and 12.5 million square feet of research and development office space, located approximately 6 miles north of the project site
- **Communication Hill Phase 2** – 2,300 residential units, 64,800 square feet of retail, and 1.4 million square feet of office space, located approximately three miles east of the project site

In addition, it was assumed that the Carden Day School, under Background Conditions without the proposed project, would return to an 80-student enrollment. This was assumed in order to determine the cumulative impacts of the increase from the permitted 80-student enrollment and the proposed 150-student enrollment.

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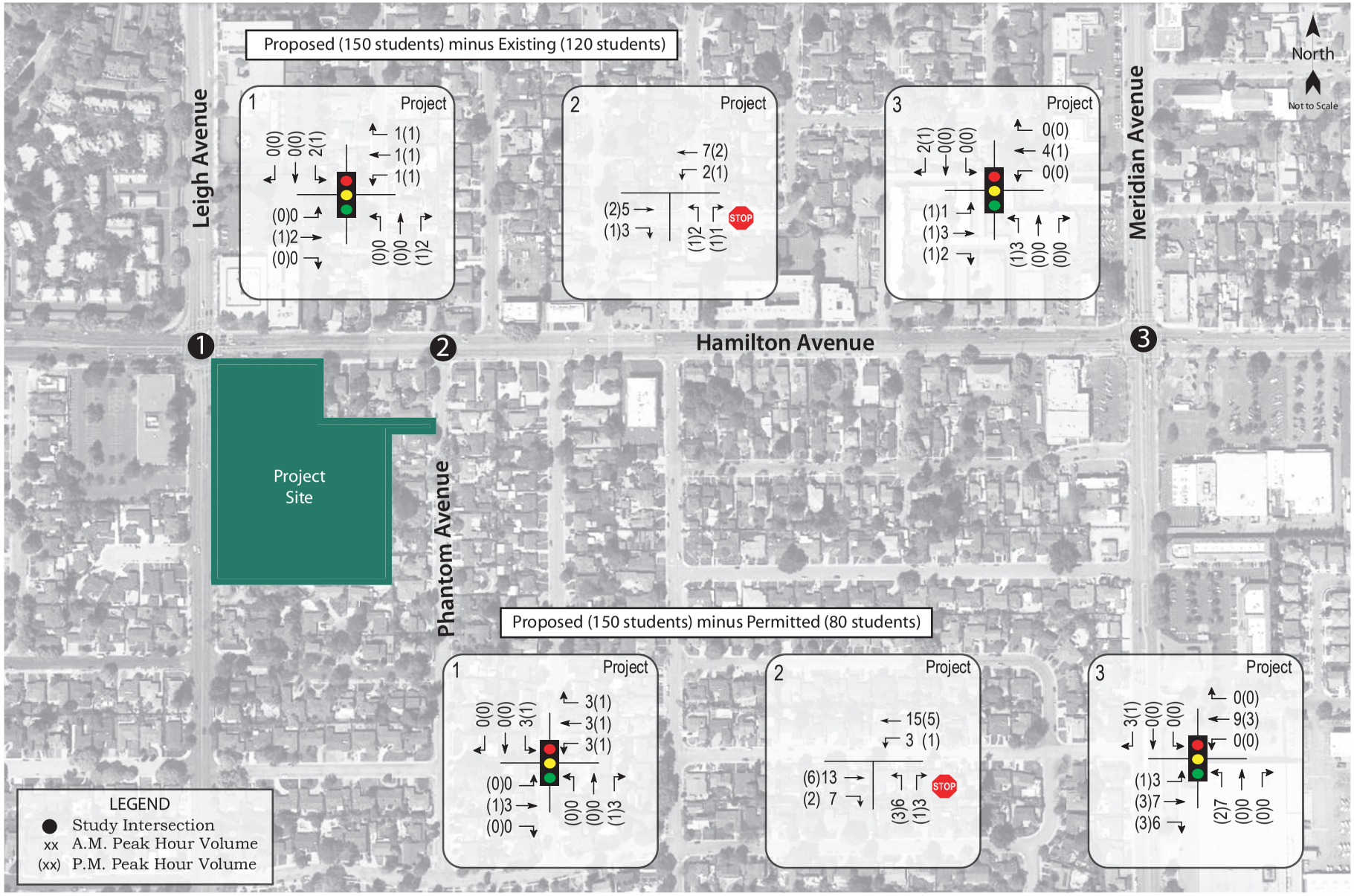

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Traffic Impact Analysis for the Carden Day School

Figure 3 – Project Traffic Volumes

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Under these conditions, all intersections are expected to continue operating acceptably. These results are summarized in Table 8, and Background volumes are shown in Figure 4.

Table 8 – Background Peak Hour Intersection Levels of Service

Study Intersection *Approach*	AM Peak		PM Peak	
	Delay	LOS	Delay	LOS
1. Hamilton Ave/Leigh Ave	53.2	D-	40.8	D-
2. Hamilton Ave/Phantom Ave	0.4	A	0.3	A
Northbound Phantom Ave Approach	*15.2*	*C*	*28.7*	*D*
3. Hamilton Ave/Meridian Ave	53.2	D-	52.9	D-

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*.

Background plus Project Conditions

With project-related traffic added to Background volumes, the study intersections would be expected to continue operating acceptably. These results are summarized in Table 9.

Table 9 – Background and Background plus Project Peak Hour Intersection Levels of Service

Study Intersection *Approach*	Background Conditions				Background plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. Hamilton Ave/Leigh Ave	53.2	D-	40.8	D-	53.3	D-	40.9	D
2. Hamilton Ave/Phantom Ave	0.4	A	0.3	A	0.4	A	0.4	A
Northbound Phantom Ave Approach	*15.2*	*C*	*28.7*	*D*	*16.1*	*C*	*32.0*	*D*
3. Hamilton Ave/Meridian Ave	53.2	D-	52.9	D-	53.5	D-	53.0	D-

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics.*

Finding – The study intersections would be expected to continue operating acceptably at the same levels of service upon the addition of project-generated traffic to Background volumes.

Neighborhood Traffic Analysis

The average daily traffic (ADT) on Phantom Avenue was determined based on two 24-hour machine counts conducted on December 9, 2015, one north of and one south of the driveway. Table 10 summarizes the ADT of the neighborhood streets, the TIRE index for street segments under Existing Conditions, and the project-added trips. Added trips from the proposed project would not be expected to result in an increase in the TIRE index.

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Traffic Impact Analysis for the Carden Day School

Figure 4 – Background Traffic Volumes

W-Trans

Table 10 – TIRE Index Summary					
Study Segment	**Existing Conditions**		**Volume Needed to Cause +0.1 Increase in TIRE Index**	**Project Daily Trips***	**Noticeable Change in Traffic**
	ADT	**TIRE Index**			
Phantom Ave North of Driveway	314	2.5	79	22	No
Phantom Ave South of Driveway	339	2.5	79	4	No

Notes: ADT = Average Daily Traffic; * = Net new daily trips as compared to existing 120-student enrollment

Finding – The proposed project would not result in a noticeable change in traffic on Phantom Avenue either north or south of the project driveway.

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Alternative Modes

Pedestrian Facilities

Given the proximity of residential uses surrounding the site, it is reasonable to assume that students living nearby could want to walk, bicycle, and/or use transit to reach the school.

Project Site – Sidewalks generally exist on both sides of all streets in the vicinity of the project. There are existing pedestrian paths connecting the sidewalks to the school campus.

Finding – Pedestrian facilities serving the project site are expected to be adequate.

Bicycle Facilities

Existing bicycle facilities together with shared use of minor streets provide adequate access for bicyclists. Given the age of the students at the private K-3 elementary school, the project would not be expected to result in a significant increase in bicycle trips to and from the project site.

Finding – On-street bicycle facilities serving the project site are expected to be adequate.

Transit

Based on the land use of the proposed project, the project would not be expected to result in a significant increase in transit trips to and from the project site.

Finding – Transit facilities serving the project site are expected to be adequate.

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Access and Circulation

Site Access

Vehicular access to the project site is via driveways located on Leigh Avenue, Hamilton Avenue, and Phantom Avenue. The driveways on Leigh Avenue access the west parking lot, and the driveways on Hamilton Avenue and Phantom Avenue access the east parking lot.

Sight Distance

At unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross, turn left, or turn right, without requiring the through traffic to radically alter their speed. Sight distance should be measured from a 3.5-foot height at the location of the driver on the minor road to a 4.25-foot object height in the center of the approaching lane of the major road. Set back for the driver on the crossroad shall be a minimum of 15 feet, measured from the edge of the traveled way.

Sight distance at the project driveways along Hamilton Avenue, Phantom Avenue, and Leigh Avenue were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distance at driveways is based on stopping sight distance, which is based on the approach travel speeds.

Sight distance at the project driveways were assessed on the field. Although sight distance requirements are not technically applicable to urban driveways, the stopping sight distance criterion for private street intersections was applied for evaluation purposes. For driveways on Hamilton Avenue and on Leigh Avenue, the minimum stopping sight distance needed is 250 feet based on a design speed of 35mph. The minimum stopping sight distance needed at the driveway on Phantom Avenue is 150 feet based on a design speed of 25 mph. The available sight distance at the driveways along Leigh Avenue and on Hamilton Avenue are in excess of 300 feet in both directions of the road, and the available sight distance at the driveway on Phantom Avenue is 150 feet. Therefore, the sight distance at the project driveways is adequate.

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Parking

The project was analyzed to determine whether the proposed parking supply would be sufficient for the anticipated parking demand. The proposed project would provide a total of 156 parking spaces.

Parking demand was estimated using standard rates published by ITE in *Parking Generation*, 4th Edition, 2010. The parking demand of the project was estimated using the published standard rates for Private School K-12 (ITE LU#536).

Jurisdiction parking supply requirements are based on the Campbell Municipal Code, Chapter 21.28; Parking and Loading, which require 1.5 spaces for each classroom plus one space for every 75 square feet of assembly area. Based on the site plan, the proposed project would have 10 classrooms and 4,623 square feet of assembly area.

The proposed parking supply is anticipated to adequately accommodate the estimated parking demand for the proposed project. The proposed parking supply, expected demand, and City requirements are shown in Table 11.

Table 11 – Parking Analysis Summary

Land Use	Units	Supply (spaces)	ITE Parking Generation		City Requirements	
			Rate	Est. Parking Demand	Rate	Spaces Required
Private School K-12	150 students; 10 classrooms; 4,623 sf assembly area	156	0.39	59 spaces	1.5 for each classroom; 1 for each 75 sf assembly area	77

Notes: stdnts = students; sf = square feet

Finding – The proposed parking supply would accommodate the anticipated parking demand and would meet City Requirements.

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Conclusions

Conclusions

- The proposed project would be expected to generate on average 74 new trips on a daily basis, including 27 new trips during the a.m. peak hour and 10 new trips during the p.m. peak hour, as compared to the existing student enrollment of 120 students.
- Under all scenarios with and without the project, all study intersections are expected to continue operating acceptably.
- The project would not result in a noticeable increase in traffic volumes on Phantom Avenue.
- Pedestrian, bicycle and transit facilities would be expected to adequately serve the project site.
- Site access to the project site is adequate. The available sight distance at all the project driveways is adequate.
- The proposed parking supply would adequately serve parking demand and would meet the City's off-street parking supply.

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Study Participants and References

Study Participants

Principal in Charge	Mark E. Spencer, TE
Traffic Engineer	Sam Lam, PE
Technician/Graphics	Deborah J. Mizell
Editing/Formatting	Angela McCoy

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Appendix A

TIRE Index Table

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TIRE Index Table

Existing Volume Range (Vehicles per Day)	TIRE Index	Minimum Daily Volume Increase to Produce: a .1 Change in the TIRE Index	Minimum Daily Volume Increase to Produce: a .2 Change in the TIRE Index
29-35	1.5	+6	+15
36-44	1.6	+8	+20
45-56	1.7	+10	+25
57-70	1.8	+13	+32
71-89	1.9	+17	+41
90-110	2.0	+22	+52
111-140	2.1	+29	+65
141-180	2.2	+40	+80
181-220	2.3	+52	+100
221-280	2.4	+65	+125
281-350	2.5	+79	+160
351-450	2.6	+94	+205
451-560	2.7	+114	+260
561-710	2.8	+140	+330
711-890	2.9	+170	+415
891-1,100	3.0	+220	+520
1,101-1,400	3.1	+290	+650
1,401-1,800	3.2	+380	+800
1,801-2,200	3.3	+500	+1,000
2,201-2,800	3.4	+650	+1,300
2,801-3,500	3.5	+825	+1,700
3,501-4,500	3.6	+1,025	+2,200
4,501-5,600	3.7	+1,250	+2,800
5,601-7,100	3.8	+1,500	+3,500
7,101-8,900	3.9	+1,800	+4,300
8,901-11,000	4.0	+2,300	+5,300
11,001-14,000	4.1	+3,000	+6,500
14,001-18,000	4.2	+4,000	+8,000
18,001-22,000	4.3	+5,200	+10,000
22,001-28,000	4.4	+6,600	+13,000
28,001-35,000	4.5	+8,200	+17,000
35,001-45,000	4.6	+10,000	+22,000
45,001-56,000	4.7	+12,200	+28,000
56,001-71,000	4.8	+14,800	+35,000
71,001-89,000	4.9	+18,000	+43,000

Source: Goodrich Traffic Group, based on curve shapes found in work by Donald Appleyard at the University of California at Berkeley and consider earlier thought by Buchanan of the Ministry of Transport, England.

Appendix B

Intersection Level of Service Calculations

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AM Peak Hour - Existing Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Hamilton Ave/Leigh Ave

Cycle (sec):	166	Critical Vol./Cap.(X):	0.771
Loss Time (sec):	12	Average Delay (sec/veh):	53.5
Optimal Cycle:	80	Level Of Service:	D-

Street Name:	Leigh Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 19 Nov 2015 << 8-9am												
Base Vol:	606	690	121	135	243	208	170	677	131	68	1316	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	606	690	121	135	243	208	170	677	131	68	1316	221
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	625	711	0	139	251	0	175	698	135	70	1357	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	711	0	139	251	0	175	698	135	70	1357	228
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	625	711	0	139	251	0	175	698	135	70	1357	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.93	0.99	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.42	1.58	0.00	1.49	2.51	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2501	2848	0	2623	4721	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.00	0.05	0.05	0.00	0.06	0.18	0.08	0.04	0.36	0.13
Crit Moves:	****				****		****				****	
Green Time:	53.8	53.8	0.0	11.4	11.4	0.0	12.0	72.2	126.0	16.6	76.8	76.8
Volume/Cap:	0.77	0.77	0.00	0.77	0.77	0.00	0.77	0.42	0.10	0.40	0.77	0.28
Delay/Veh:	52.8	52.8	0.0	83.2	83.2	0.0	90.6	32.6	5.3	71.6	59.9	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	52.8	0.0	83.2	83.2	0.0	90.6	32.6	5.3	71.6	59.9	27.7
LOS by Move:	D-	D-	A	F	F	A	F	C-	A	E	E+	C
HCM2kAvgQ:	23	23	0	7	7	0	7	12	2	4	29	7

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Hamilton Ave/Leigh Ave

Cycle (sec):	166	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	12	Average Delay (sec/veh):	40.7
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Leigh Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 19 Nov 2015 << 5-6pm												
Base Vol:	174	194	143	242	618	151	159	1619	745	94	722	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	194	143	242	618	151	159	1619	745	94	722	119
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	178	198	0	247	631	0	162	1652	760	96	737	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	198	0	247	631	0	162	1652	760	96	737	121
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	198	0	247	631	0	162	1652	760	96	737	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	0.00	1.19	2.81	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2590	2888	0	2088	5333	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.12	0.12	0.00	0.05	0.43	0.43	0.05	0.19	0.07
Crit Moves:	****				****			****		****		
Green Time:	15.6	15.6	0.0	26.9	26.9	0.0	23.4	99.0	114.6	12.5	88.1	88.1
Volume/Cap:	0.73	0.73	0.00	0.73	0.73	0.00	0.37	0.73	0.63	0.73	0.37	0.13
Delay/Veh:	78.4	78.4	0.0	68.4	68.4	0.0	65.1	25.2	15.1	93.7	40.7	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.4	78.4	0.0	68.4	68.4	0.0	65.1	25.2	15.1	93.7	40.7	19.7
LOS by Move:	E-	E-	A	E	E	A	E	C	B	F	D	B-
HCM2kAvgQ:	8	8	0	12	12	0	5	30	22	7	10	3

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Hamilton Ave/Phantom Ave

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.7]

Street Name:	Phantom Avenue									Hamilton Avenue								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	19		0		27	0		0		0	0		818		9	23		1459		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	19		0		27	0		0		0	0		818		9	23		1459		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.97		0.97		0.97	0.97		0.97		0.97	0.97		0.97		0.97	0.97		0.97		0.97
PHF Volume:	20		0		28	0		0		0	0		843		9	24		1504		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	20		0		28	0		0		0	0		843		9	24		1504		0
Critical Gap Module:																				
Critical Gp:	6.8		6.5		6.9	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	3.5		4.0		3.3	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	1667		2409		446	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	863		xxxx		xxxxx
Potent Cap.:	89		33		565	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	788		xxxx		xxxxx
Move Cap.:	85		32		554	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	781		xxxx		xxxxx
Total Cap:	269		148		xxxxx	109		147		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	0.07		0.00		0.05	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	0.03		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	0.1		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	9.8		xxxx		xxxxx
LOS by Move:	*		*		*	*		*		*	*		*		*	A		*		*
Movement:	LT -	LTR -			RT	LT -	LTR -			RT	LT -	LTR -			RT	LT -	LTR -			RT
Shared Cap.:	xxxx		385		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		0.4		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		15.7		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		C		*	*		*		*	*		*		*	*		*		*
ApproachDel:	15.7					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	C					*					*					*				

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #2 Hamilton Ave/Phantom Ave

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[30.9]

Street Name:	Phantom Avenue									Hamilton Avenue								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module: >> Count Date: 19 Nov 2015 << 4:30-5:30pm																				
Base Vol:	8		0		20	0		0		0	0		1839		15	17		932		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	8		0		20	0		0		0	0		1839		15	17		932		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	0.96		0.96		0.96	0.96		0.96		0.96	0.96		0.96		0.96	0.96		0.96		0.96
PHF Volume:	8		0		21	0		0		0	0		1916		16	18		971		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
FinalVolume:	8		0		21	0		0		0	0		1916		16	18		971		0
Critical Gap Module:																				
Critical Gp:	6.8		6.5		6.9	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	4.1		xxxx		xxxxx
FollowUpTim:	3.5		4.0		3.3	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	2.2		xxxx		xxxxx
Capacity Module:																				
Cnflict Vol:	2464		2940		986	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	1941		xxxx		xxxxx
Potent Cap.:	26		15		251	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	306		xxxx		xxxxx
Move Cap.:	24		14		246	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	303		xxxx		xxxxx
Total Cap:	94		100		xxxxx	162		85		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Volume/Cap:	0.09		0.00		0.08	xxxx		xxxx		xxxx	xxxx		xxxx		xxxx	0.06		xxxx		xxxx
Level Of Service Module:																				
2Way95thQ:	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	0.2		xxxx		xxxxx
Control Del:	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	17.6		xxxx		xxxxx
LOS by Move:	*		*		*	*		*		*	*		*		*	C		*		*
Movement:	LT -	LTR -			RT	LT -	LTR -			RT	LT -	LTR -			RT	LT -	LTR -			RT
Shared Cap.:	xxxx		168		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
SharedQueue:	xxxxx		0.6		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shrd ConDel:	xxxxx		30.9		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
Shared LOS:	*		D		*	*		*		*	*		*		*	*		*		*
ApproachDel:	30.9					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	D					*					*					*				

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Hamilton Ave/Meridian Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.791
Loss Time (sec): 12 Average Delay (sec/veh): 53.5
Optimal Cycle: 86 Level Of Service: D-

Street Name:	Meridian Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module: >> Count Date: 19 Nov 2015 << 8-9am												
Base Vol:	547	1111	31	105	384	323	228	327	146	66	524	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	1111	31	105	384	323	228	327	146	66	524	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	564	1145	32	108	396	333	235	337	151	68	540	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	1145	32	108	396	333	235	337	151	68	540	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	564	1145	32	108	396	333	235	337	151	68	540	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32
Final Sat.:	1750	3599	100	1750	3800	1750	1750	3800	1750	1750	3127	573
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.06	0.10	0.19	0.13	0.09	0.09	0.04	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	67.7	75.0	75.0	14.6	21.9	50.1	28.2	43.7	111.4	20.8	36.3	36.3
Volume/Cap:	0.79	0.70	0.70	0.70	0.79	0.63	0.79	0.34	0.13	0.31	0.79	0.79
Delay/Veh:	49.0	38.0	38.0	87.5	78.2	52.5	79.4	49.6	9.9	66.9	66.6	66.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	38.0	38.0	87.5	78.2	52.5	79.4	49.6	9.9	66.9	66.6	66.6
LOS by Move:	D	D+	D+	F	E-	D-	E-	D	A	E	E	E
HCM2kAvgQ:	28	25	25	7	12	16	14	7	3	4	17	17

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Hamilton Ave/Meridian Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 12 Average Delay (sec/veh): 52.6
Optimal Cycle: 81 Level Of Service: D-

Street Name:	Meridian Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module: >> Count Date: 19 Nov 2015 << 5-6pm												
Base Vol:	236	610	53	235	1006	256	328	839	489	95	299	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	610	53	235	1006	256	328	839	489	95	299	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	241	622	54	240	1027	261	335	856	499	97	305	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	622	54	240	1027	261	335	856	499	97	305	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	622	54	240	1027	261	335	856	499	97	305	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	1750	3472	302	1750	3800	1750	1750	3800	1750	1750	2581	1122
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.14	0.27	0.15	0.19	0.23	0.29	0.06	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	29.5	49.6	49.6	37.9	58.0	99.1	41.1	53.3	82.9	13.1	25.4	25.4
Volume/Cap:	0.77	0.60	0.60	0.60	0.77	0.25	0.77	0.70	0.57	0.70	0.77	0.77
Delay/Veh:	76.4	50.6	50.6	59.8	51.0	16.0	66.5	51.2	30.0	89.4	74.1	74.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	50.6	50.6	59.8	51.0	16.0	66.5	51.2	30.0	89.4	74.1	74.1
LOS by Move:	E-	D	D	E+	D-	B	E	D-	C	F	E	E
HCM2kAvgQ:	14	15	15	12	24	7	18	19	19	7	13	13

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Trip Generation Report

Forecast for AM Project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Carden Day S	1.00	Carden Day Sch	15.00	12.00	15	12	27	100.0
	Zone 1 Subtotal					15	12	27	100.0
TOTAL						15	12	27	100.0

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Trip Generation Report

Forecast for PM Project

Zone #	Subzone	Amount	Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips	% Of Total
1	Carden Day S	1.00	Carden Day Sch	5.00	5.00	5	5	10	100.0
	Zone 1 Subtotal					5	5	10	100.0
TOTAL						5	5	10	100.0

AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Hamilton Ave/Leigh Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.765
Loss Time (sec): 12 Average Delay (sec/veh): 53.2
Optimal Cycle: 79 Level Of Service: D-

Street Name:	Leigh Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 19 Nov 2015 << 8-9am												
Base Vol:	606	690	121	135	243	208	170	677	131	68	1316	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	606	690	121	135	243	208	170	677	131	68	1316	221
Added Vol:	0	0	2	2	0	0	0	2	0	1	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	606	690	123	137	243	208	170	679	131	69	1317	222
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	625	711	0	141	251	0	175	700	135	71	1358	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	625	711	0	141	251	0	175	700	135	71	1358	229
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	625	711	0	141	251	0	175	700	135	71	1358	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	1.54	0.00	1.52	2.48	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2563	2918	0	2658	4714	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.00	0.05	0.05	0.00	0.06	0.18	0.08	0.04	0.36	0.13
Crit Moves:	****				****		****				****	
Green Time:	52.9	52.9	0.0	11.5	11.5	0.0	12.1	72.9	125.8	16.7	77.5	77.5
Volume/Cap:	0.77	0.77	0.00	0.77	0.77	0.00	0.77	0.42	0.10	0.40	0.77	0.28
Delay/Veh:	53.0	53.0	0.0	82.7	82.7	0.0	89.8	32.2	5.3	71.5	59.0	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	0.0	82.7	82.7	0.0	89.8	32.2	5.3	71.5	59.0	27.3
LOS by Move:	D-	D-	A	F	F	A	F	C-	A	E	E+	C
HCM2kAvgQ:	22	22	0	7	7	0	7	12	2	4	29	7

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Hamilton Ave/Leigh Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 12 Average Delay (sec/veh): 40.7
Optimal Cycle: 71 Level Of Service: D

Street Name:	Leigh Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 19 Nov 2015 << 5-6pm												
Base Vol:	174	194	143	242	618	151	159	1619	745	94	722	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	194	143	242	618	151	159	1619	745	94	722	119
Added Vol:	0	0	1	1	0	0	0	1	0	1	1	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	174	194	144	243	618	151	159	1620	745	95	723	120
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	178	198	0	248	631	0	162	1653	760	97	738	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	198	0	248	631	0	162	1653	760	97	738	122
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	198	0	248	631	0	162	1653	760	97	738	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	0.00	1.20	2.80	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2590	2888	0	2094	5326	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.12	0.12	0.00	0.05	0.44	0.43	0.06	0.19	0.07
Crit Moves:	****			****				****		****		
Green Time:	15.6	15.6	0.0	26.9	26.9	0.0	23.4	98.9	114.5	12.6	88.1	88.1
Volume/Cap:	0.73	0.73	0.00	0.73	0.73	0.00	0.37	0.73	0.63	0.73	0.37	0.13
Delay/Veh:	78.4	78.4	0.0	68.4	68.4	0.0	65.1	25.2	15.2	93.6	40.6	19.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.4	78.4	0.0	68.4	68.4	0.0	65.1	25.2	15.2	93.6	40.6	19.7
LOS by Move:	E-	E-	A	E	E	A	E	C	B	F	D	B-
HCM2kAvgQ:	8	8	0	12	12	0	5	30	23	7	10	3

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Hamilton Ave/Phantom Ave

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[16.0]

Street Name:	Phantom Avenue									Hamilton Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module:												
Base Vol:	19	0	27	0	0	0	0	818	9	23	1459	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	27	0	0	0	0	818	9	23	1459	0
Added Vol:	2	0	1	0	0	0	0	5	3	2	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	28	0	0	0	0	823	12	25	1466	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	22	0	29	0	0	0	0	848	12	26	1511	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	0	29	0	0	0	0	848	12	26	1511	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1682	2428	450	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	871	xxxx	xxxxx
Potent Cap.:	87	33	562	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	783	xxxx	xxxxx
Move Cap.:	83	31	551	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	775	xxxx	xxxxx
Total Cap:	266	146	xxxxx	107	144	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	377	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Hamilton Ave/Phantom Ave

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[31.3]

Street Name:	Phantom Avenue									Hamilton Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module: >> Count Date: 19 Nov 2015 << 4:30-5:30pm												
Base Vol:	8	0	20	0	0	0	0	1839	15	17	932	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	20	0	0	0	0	1839	15	17	932	0
Added Vol:	1	0	1	0	0	0	0	2	1	1	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	21	0	0	0	0	1841	16	18	934	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	9	0	22	0	0	0	0	1918	17	19	973	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	22	0	0	0	0	1918	17	19	973	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2460	2941	977	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1939	xxxx	xxxxx
Potent Cap.:	26	15	254	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	307	xxxx	xxxxx
Move Cap.:	25	14	251	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	305	xxxx	xxxxx
Total Cap:	94	100	xxxxx	162	85	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	168	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	31.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	31.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Hamilton Ave/Meridian Ave

Cycle (sec):	166	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	12	Average Delay (sec/veh):	53.3
Optimal Cycle:	86	Level Of Service:	D-

Street Name:	Meridian Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module: >> Count Date: 19 Nov 2015 << 8-9am												
Base Vol:	547	1111	31	105	384	323	228	327	146	66	524	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	1111	31	105	384	323	228	327	146	66	524	96
Added Vol:	3	0	0	0	0	2	1	3	2	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	550	1111	31	105	384	325	229	330	148	66	528	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	567	1145	32	108	396	335	236	340	153	68	544	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	1145	32	108	396	335	236	340	153	68	544	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	1145	32	108	396	335	236	340	153	68	544	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	1750	3688	103	1750	3800	1750	1750	3800	1750	1750	3174	577
Capacity Analysis Module:												
Vol/Sat:	0.32	0.31	0.31	0.06	0.10	0.19	0.13	0.09	0.09	0.04	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	67.9	74.9	74.9	14.9	21.8	50.1	28.3	43.7	111.6	20.6	36.0	36.0
Volume/Cap:	0.79	0.69	0.69	0.69	0.79	0.63	0.79	0.34	0.13	0.31	0.79	0.79
Delay/Veh:	48.9	37.5	37.5	85.5	78.3	52.6	79.5	49.7	9.8	67.1	66.8	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	37.5	37.5	85.5	78.3	52.6	79.5	49.7	9.8	67.1	66.8	66.8
LOS by Move:	D	D+	D+	F	E-	D-	E-	D	A	E	E	E
HCM2kAvgQ:	28	24	24	7	12	16	14	7	3	4	17	17

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Hamilton Ave/Meridian Ave

Cycle (sec):	166	Critical Vol./Cap.(X):	0.775
Loss Time (sec):	12	Average Delay (sec/veh):	52.7
Optimal Cycle:	81	Level Of Service:	D-

Street Name:	Meridian Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module: >> Count Date: 19 Nov 2015 << 5-6pm												
Base Vol:	236	610	53	235	1006	256	328	839	489	95	299	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	610	53	235	1006	256	328	839	489	95	299	130
Added Vol:	1	0	0	0	0	1	1	1	1	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	610	53	235	1006	257	329	840	490	95	300	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	242	622	54	240	1027	262	336	857	500	97	306	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	622	54	240	1027	262	336	857	500	97	306	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	622	54	240	1027	262	336	857	500	97	306	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.36	0.64
Final Sat.:	1750	3472	302	1750	3800	1750	1750	3800	1750	1750	2584	1120
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.14	0.27	0.15	0.19	0.23	0.29	0.06	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	29.6	49.6	49.6	37.9	57.9	99.0	41.1	53.4	83.0	13.1	25.4	25.4
Volume/Cap:	0.77	0.60	0.60	0.60	0.77	0.25	0.77	0.70	0.57	0.70	0.77	0.77
Delay/Veh:	76.5	50.6	50.6	59.8	51.2	16.0	66.6	51.2	30.0	89.5	74.2	74.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	50.6	50.6	59.8	51.2	16.0	66.6	51.2	30.0	89.5	74.2	74.2
LOS by Move:	E-	D	D	E+	D-	B	E	D-	C	F	E	E
HCM2kAvgQ:	14	15	15	12	24	7	18	19	19	7	13	13

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Hamilton Ave/Leigh Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 12 Average Delay (sec/veh): 53.2
Optimal Cycle: 80 Level Of Service: D-

Street Name:	Leigh Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 19 Nov 2015 << 8-9am												
Base Vol:	606	690	121	135	243	208	170	677	131	68	1316	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	606	690	121	135	243	208	170	677	131	68	1316	221
Added Vol:	0	0	-2	-2	0	0	0	-2	0	-2	-2	-2
Approved:	8	11	0	0	0	0	0	28	0	0	13	0
Initial Fut:	614	701	119	133	243	208	170	703	131	66	1327	219
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	633	723	0	137	251	0	175	725	135	68	1368	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	633	723	0	137	251	0	175	725	135	68	1368	226
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	633	723	0	137	251	0	175	725	135	68	1368	226
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	1.54	0.00	1.49	2.51	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2559	2922	0	2609	4767	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.00	0.05	0.05	0.00	0.06	0.19	0.08	0.04	0.36	0.13
Crit Moves:	****				****		****				****	
Green Time:	53.2	53.2	0.0	11.3	11.3	0.0	12.0	73.3	126.5	16.2	77.5	77.5
Volume/Cap:	0.77	0.77	0.00	0.77	0.77	0.00	0.77	0.43	0.10	0.40	0.77	0.28
Delay/Veh:	53.1	53.1	0.0	83.3	83.3	0.0	90.6	32.2	5.1	71.9	59.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.1	53.1	0.0	83.3	83.3	0.0	90.6	32.2	5.1	71.9	59.3	27.3
LOS by Move:	D-	D-	A	F	F	A	F	C-	A	E	E+	C
HCM2kAvgQ:	22	22	0	7	7	0	7	12	2	4	29	7

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Hamilton Ave/Leigh Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.735
Loss Time (sec): 12 Average Delay (sec/veh): 40.8
Optimal Cycle: 72 Level Of Service: D

Street Name:	Leigh Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 19 Nov 2015 << 5-6pm												
Base Vol:	174	194	143	242	618	151	159	1619	745	94	722	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	194	143	242	618	151	159	1619	745	94	722	119
Added Vol:	0	0	-1	-1	0	0	0	-1	0	-1	-1	-1
Approved:	0	0	0	2	13	1	1	18	0	0	26	0
Initial Fut:	174	194	142	243	631	152	160	1636	745	93	747	118
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	178	198	0	248	644	0	163	1669	760	95	762	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	198	0	248	644	0	163	1669	760	95	762	120
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	198	0	248	644	0	163	1669	760	95	762	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	0.00	1.18	2.82	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2590	2888	0	2064	5359	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.12	0.12	0.00	0.05	0.44	0.43	0.05	0.20	0.07
Crit Moves:	****			****				****		****		
Green Time:	15.5	15.5	0.0	27.1	27.1	0.0	22.9	99.2	114.6	12.2	88.5	88.5
Volume/Cap:	0.74	0.74	0.00	0.74	0.74	0.00	0.38	0.74	0.63	0.74	0.38	0.13
Delay/Veh:	78.8	78.8	0.0	68.4	68.4	0.0	65.6	25.3	15.1	94.9	40.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.8	78.8	0.0	68.4	68.4	0.0	65.6	25.3	15.1	94.9	40.5	19.5
LOS by Move:	E-	E-	A	E	E	A	E	C	B	F	D	B-
HCM2kAvgQ:	8	8	0	12	12	0	5	30	22	7	11	3

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Hamilton Ave/Phantom Ave

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.2]

Street Name:	Phantom Avenue									Hamilton Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module:												
Base Vol:	19	0	27	0	0	0	0	818	9	23	1459	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	27	0	0	0	0	818	9	23	1459	0
Added Vol:	-3	0	-2	0	0	0	0	-8	-4	-2	-9	0
Approved Pr:	0	0	0	0	0	0	0	28	0	0	13	0
Initial Fut:	16	0	25	0	0	0	0	838	5	21	1463	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	16	0	26	0	0	0	0	864	5	22	1508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	0	26	0	0	0	0	864	5	22	1508	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1674	2423	445	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	874	xxxx	xxxxx
Potent Cap.:	88	33	567	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	781	xxxx	xxxxx
Move Cap.:	86	32	561	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	777	xxxx	xxxxx
Total Cap:	269	148	xxxxx	110	147	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.06	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	394	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	15.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Hamilton Ave/Phantom Ave

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: D[28.7]

Street Name:	Phantom Avenue									Hamilton Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module: >> Count Date: 19 Nov 2015 << 4:30-5:30pm												
Base Vol:	8	0	20	0	0	0	0	1839	15	17	932	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	20	0	0	0	0	1839	15	17	932	0
Added Vol:	-2	0	-1	0	0	0	0	-4	-1	-1	-3	0
Approved:	0	0	0	0	0	0	0	20	0	0	26	0
Initial Fut:	6	0	19	0	0	0	0	1855	14	16	955	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	6	0	20	0	0	0	0	1932	15	17	995	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	20	0	0	0	0	1932	15	17	995	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2480	2973	983	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1952	xxxx	xxxxx
Potent Cap.:	25	14	251	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	303	xxxx	xxxxx
Move Cap.:	24	14	249	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	302	xxxx	xxxxx
Total Cap:	93	99	xxxxx	161	85	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	177	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	28.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	28.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Hamilton Ave/Meridian Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 12 Average Delay (sec/veh): 53.2
Optimal Cycle: 86 Level Of Service: D-

Street Name:	Meridian Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module: >> Count Date: 19 Nov 2015 << 8-9am												
Base Vol:	547	1111	31	105	384	323	228	327	146	66	524	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	1111	31	105	384	323	228	327	146	66	524	96
Added Vol:	-4	0	0	0	0	-2	-2	-4	-3	0	-5	0
Approved:	6	0	0	0	10	7	0	26	2	0	0	6
Initial Fut:	549	1111	31	105	394	328	226	349	145	66	519	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	566	1145	32	108	406	338	233	360	149	68	535	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	1145	32	108	406	338	233	360	149	68	535	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	566	1145	32	108	406	338	233	360	149	68	535	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	1750	3688	103	1750	3800	1750	1750	3800	1750	1750	3132	615
Capacity Analysis Module:												
Vol/Sat:	0.32	0.31	0.31	0.06	0.11	0.19	0.13	0.09	0.09	0.04	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	67.8	75.3	75.3	15.0	22.4	50.3	27.9	44.1	111.9	19.6	35.8	35.8
Volume/Cap:	0.79	0.68	0.68	0.68	0.79	0.64	0.79	0.36	0.13	0.33	0.79	0.79
Delay/Veh:	48.9	37.1	37.1	85.0	77.7	52.5	79.8	49.6	9.7	68.1	66.9	66.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	37.1	37.1	85.0	77.7	52.5	79.8	49.6	9.7	68.1	66.9	66.9
LOS by Move:	D	D+	D+	F	E-	D-	E-	D	A	E	E	E
HCM2kAvgQ:	28	24	24	7	12	16	14	7	3	4	17	17

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Hamilton Ave/Meridian Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 12 Average Delay (sec/veh): 52.9
Optimal Cycle: 83 Level Of Service: D-

Street Name:	Meridian Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module: >> Count Date: 19 Nov 2015 << 5-6pm												
Base Vol:	236	610	53	235	1006	256	328	839	489	95	299	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	610	53	235	1006	256	328	839	489	95	299	130
Added Vol:	-1	0	0	0	0	-1	-1	-2	-2	0	-2	0
Approved:	3	3	0	0	5	2	0	19	1	0	21	0
Initial Fut:	238	613	53	235	1011	257	327	856	488	95	318	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	243	626	54	240	1032	262	334	873	498	97	324	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	243	626	54	240	1032	262	334	873	498	97	324	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	243	626	54	240	1032	262	334	873	498	97	324	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.39	0.61
Final Sat.:	1750	3474	300	1750	3800	1750	1750	3800	1750	1750	2632	1076
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.14	0.27	0.15	0.19	0.23	0.28	0.06	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	29.5	49.5	49.5	37.7	57.7	98.3	40.5	53.8	83.3	13.0	26.2	26.2
Volume/Cap:	0.78	0.60	0.60	0.60	0.78	0.25	0.78	0.71	0.57	0.71	0.78	0.78
Delay/Veh:	77.1	50.8	50.8	60.1	51.5	16.4	67.5	51.2	29.7	90.5	73.8	73.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	50.8	50.8	60.1	51.5	16.4	67.5	51.2	29.7	90.5	73.8	73.8
LOS by Move:	E-	D	D	E	D-	B	E	D-	C	F	E	E
HCM2kAvgQ:	14	15	15	12	24	7	18	20	19	7	13	13

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Hamilton Ave/Leigh Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 12 Average Delay (sec/veh): 53.3
Optimal Cycle: 81 Level Of Service: D-

Street Name:	Leigh Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 19 Nov 2015 << 8-9am												
Base Vol:	606	690	121	135	243	208	170	677	131	68	1316	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	606	690	121	135	243	208	170	677	131	68	1316	221
Added Vol:	0	0	2	2	0	0	0	2	0	1	1	1
Approved:	8	11	0	0	0	0	0	28	0	0	13	0
Initial Fut:	614	701	123	137	243	208	170	707	131	69	1330	222
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.00	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	633	723	0	141	251	0	175	729	135	71	1371	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	633	723	0	141	251	0	175	729	135	71	1371	229
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	633	723	0	141	251	0	175	729	135	71	1371	229
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.46	1.54	0.00	1.52	2.48	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2559	2922	0	2658	4714	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.00	0.05	0.05	0.00	0.06	0.19	0.08	0.04	0.36	0.13
Crit Moves:	****				****		****				****	
Green Time:	53.1	53.1	0.0	11.4	11.4	0.0	12.0	73.3	126.5	16.1	77.5	77.5
Volume/Cap:	0.77	0.77	0.00	0.77	0.77	0.00	0.77	0.43	0.10	0.42	0.77	0.28
Delay/Veh:	53.2	53.2	0.0	83.3	83.3	0.0	90.8	32.2	5.1	72.2	59.4	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.2	53.2	0.0	83.3	83.3	0.0	90.8	32.2	5.1	72.2	59.4	27.3
LOS by Move:	D-	D-	A	F	F	A	F	C-	A	E	E+	C
HCM2kAvgQ:	22	22	0	7	7	0	7	12	2	4	29	7

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Hamilton Ave/Leigh Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 12 Average Delay (sec/veh): 40.9
Optimal Cycle: 72 Level Of Service: D

Street Name:	Leigh Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	2	0 1	2 0	2	0 1	1 0	2	0 1
Volume Module: >> Count Date: 19 Nov 2015 << 5-6pm												
Base Vol:	174	194	143	242	618	151	159	1619	745	94	722	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	194	143	242	618	151	159	1619	745	94	722	119
Added Vol:	0	0	1	1	0	0	0	1	0	1	1	1
Approved:	0	0	0	2	13	1	1	18	0	0	26	0
Initial Fut:	174	194	144	245	631	152	160	1638	745	95	749	120
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.00	0.98	0.98	0.00	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	178	198	0	250	644	0	163	1671	760	97	764	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	198	0	250	644	0	163	1671	760	97	764	122
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	198	0	250	644	0	163	1671	760	97	764	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.48	1.52	0.00	1.19	2.81	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2590	2888	0	2076	5346	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.12	0.12	0.00	0.05	0.44	0.43	0.06	0.20	0.07
Crit Moves:	****				****			****		****		
Green Time:	15.4	15.4	0.0	27.1	27.1	0.0	22.8	99.0	114.4	12.5	88.6	88.6
Volume/Cap:	0.74	0.74	0.00	0.74	0.74	0.00	0.38	0.74	0.63	0.74	0.38	0.13
Delay/Veh:	78.9	78.9	0.0	68.5	68.5	0.0	65.7	25.4	15.2	94.7	40.4	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	78.9	0.0	68.5	68.5	0.0	65.7	25.4	15.2	94.7	40.4	19.5
LOS by Move:	E-	E-	A	E	E	A	E	C	B	F	D	B-
HCM2kAvgQ:	8	8	0	12	12	0	5	30	23	7	11	3

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Hamilton Ave/Phantom Ave

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[16.1]

Street Name:	Phantom Avenue									Hamilton Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module:												
Base Vol:	19	0	27	0	0	0	0	818	9	23	1459	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	27	0	0	0	0	818	9	23	1459	0
Added Vol:	2	0	1	0	0	0	0	5	3	2	7	0
Approved Pr:	0	0	0	0	0	0	0	28	0	0	13	0
Initial Fut:	21	0	28	0	0	0	0	851	12	25	1479	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	22	0	29	0	0	0	0	877	12	26	1525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	0	29	0	0	0	0	877	12	26	1525	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1707	2465	455	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	895	xxxx	xxxxx
Potent Cap.:	84	31	558	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	767	xxxx	xxxxx
Move Cap.:	81	30	553	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	763	xxxx	xxxxx
Total Cap:	262	144	xxxxx	105	142	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.08	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	375	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	16.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #2 Hamilton Ave/Phantom Ave

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: D[32.0]

Street Name:	Phantom Avenue									Hamilton Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 1! 0 0			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Volume Module: >> Count Date: 19 Nov 2015 << 4:30-5:30pm												
Base Vol:	8	0	20	0	0	0	0	1839	15	17	932	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	20	0	0	0	0	1839	15	17	932	0
Added Vol:	1	0	1	0	0	0	0	2	1	1	2	0
Approved:	0	0	0	0	0	0	0	20	0	0	26	0
Initial Fut:	9	0	21	0	0	0	0	1861	16	18	960	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	9	0	22	0	0	0	0	1939	17	19	1000	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	0	22	0	0	0	0	1939	17	19	1000	0
Critical Gap Module:												
Critical Gp:	6.8	6.5	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2494	2989	988	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1960	xxxx	xxxxx
Potent Cap.:	25	14	250	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	301	xxxx	xxxxx
Move Cap.:	23	13	247	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	300	xxxx	xxxxx
Total Cap:	92	98	xxxxx	157	82	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.10	0.00	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	17.8	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	164	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	32.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	32.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Hamilton Ave/Meridian Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.800
Loss Time (sec): 12 Average Delay (sec/veh): 53.5
Optimal Cycle: 89 Level Of Service: D-

Street Name:	Meridian Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module: >> Count Date: 19 Nov 2015 << 8-9am												
Base Vol:	547	1111	31	105	384	323	228	327	146	66	524	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	1111	31	105	384	323	228	327	146	66	524	96
Added Vol:	3	0	0	0	0	2	1	3	2	0	4	0
Approved:	6	0	0	0	10	7	0	26	2	0	0	6
Initial Fut:	556	1111	31	105	394	332	229	356	150	66	528	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	573	1145	32	108	406	342	236	367	155	68	544	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	573	1145	32	108	406	342	236	367	155	68	544	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	573	1145	32	108	406	342	236	367	155	68	544	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	1750	3688	103	1750	3800	1750	1750	3800	1750	1750	3141	607
Capacity Analysis Module:												
Vol/Sat:	0.33	0.31	0.31	0.06	0.11	0.20	0.13	0.10	0.09	0.04	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	67.9	75.1	75.1	15.0	22.2	50.1	28.0	44.5	112.4	19.4	35.9	35.9
Volume/Cap:	0.80	0.69	0.69	0.69	0.80	0.65	0.80	0.36	0.13	0.33	0.80	0.80
Delay/Veh:	49.5	37.3	37.3	85.2	78.6	53.1	80.7	49.4	9.5	68.3	67.3	67.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	37.3	37.3	85.2	78.6	53.1	80.7	49.4	9.5	68.3	67.3	67.3
LOS by Move:	D	D+	D+	F	E-	D-	F	D	A	E	E	E
HCM2kAvgQ:	29	24	24	7	12	17	14	7	3	4	17	17

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for Carden Day School
City of Campbell

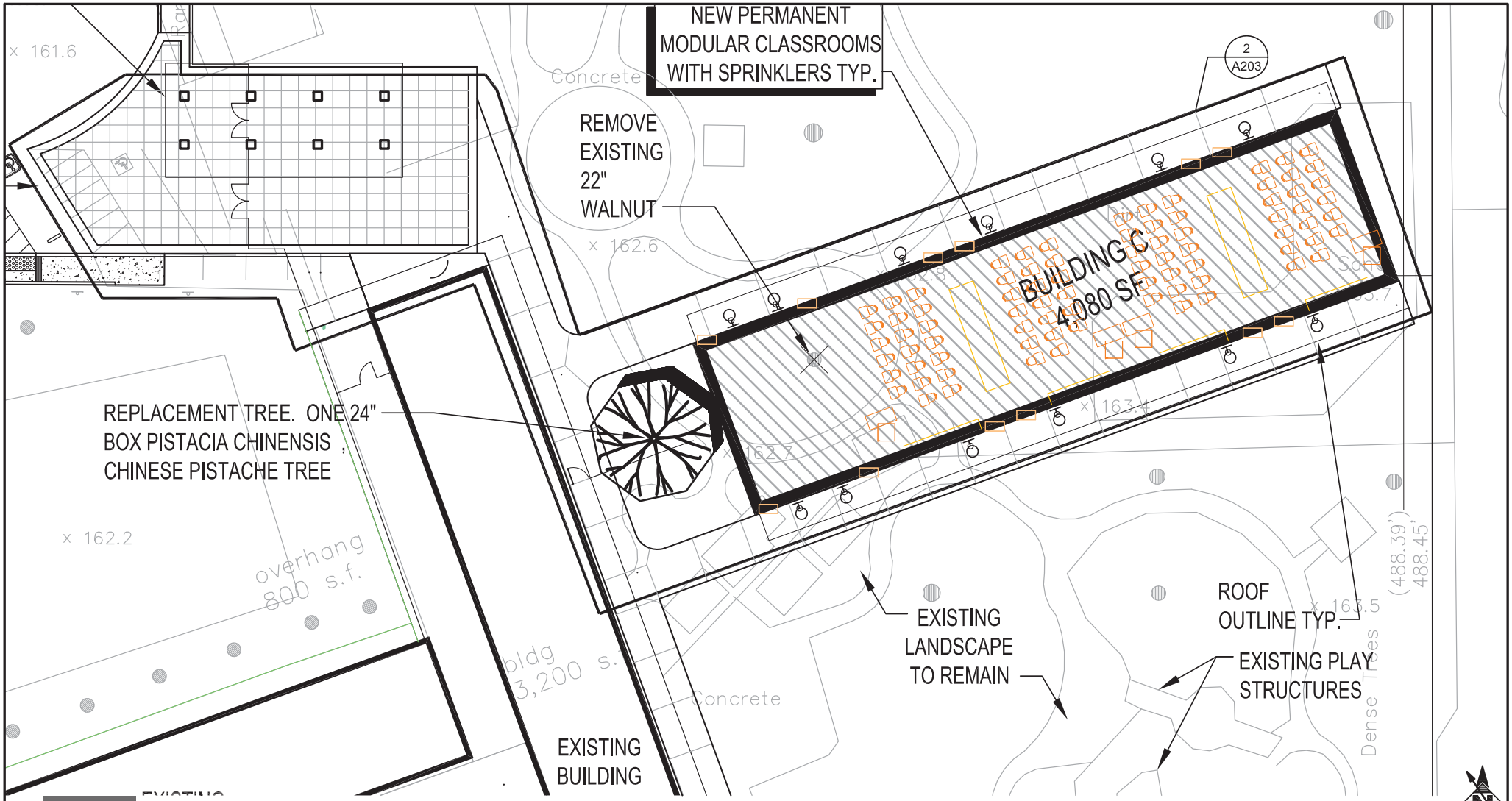
Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 Hamilton Ave/Meridian Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 12 Average Delay (sec/veh): 53.0
Optimal Cycle: 84 Level Of Service: D-

Street Name:	Meridian Ave						Hamilton Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	2	0 1	1 0	2	0 1	1 0	1	1 0
Volume Module: >> Count Date: 19 Nov 2015 << 5-6pm												
Base Vol:	236	610	53	235	1006	256	328	839	489	95	299	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	610	53	235	1006	256	328	839	489	95	299	130
Added Vol:	1	0	0	0	0	1	1	1	1	0	1	0
Approved:	3	3	0	0	5	2	0	19	1	0	21	0
Initial Fut:	240	613	53	235	1011	259	329	859	491	95	321	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	245	626	54	240	1032	264	336	877	501	97	328	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	626	54	240	1032	264	336	877	501	97	328	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	626	54	240	1032	264	336	877	501	97	328	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.39	0.61
Final Sat.:	1750	3474	300	1750	3800	1750	1750	3800	1750	1750	2639	1069
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.18	0.14	0.27	0.15	0.19	0.23	0.29	0.06	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	29.6	49.5	49.5	37.6	57.5	98.1	40.6	53.9	83.6	13.0	26.3	26.3
Volume/Cap:	0.78	0.60	0.60	0.60	0.78	0.26	0.78	0.71	0.57	0.71	0.78	0.78
Delay/Veh:	77.4	50.8	50.8	60.1	51.9	16.5	67.8	51.1	29.6	90.6	74.0	74.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.4	50.8	50.8	60.1	51.9	16.5	67.8	51.1	29.6	90.6	74.0	74.0
LOS by Move:	E-	D	D	E	D-	B	E	D-	C	F	E	E
HCM2kAvgQ:	14	15	15	12	24	7	19	20	19	7	13	13

Note: Queue reported is the number of cars per lane.



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LICENSED ARCHITECT
BRADLEY J. COX
No. C-25753
REN. 06-30-2017
STATE OF CALIFORNIA

Title

PROJECT ADDRESS

SCALE -	AGENCY # -
PROJ. NO. -	DATE -
REFERENCE SHEET -	
DRAWING NO. -	

FIRST CONGREGATIONAL CHURCH OF SAN JOSE, UCC
IN PARTNERSHIP WITH UNITED DISCIPLES FELLOWSHIP
TOGETHER WE ARE AN OPEN AND AFFIRMING COMMUNITY OF FAITH

To: City of Campbell, Planning Division
70 North First Street
Campbell, California 95008

From: Mark Domnauer, Treasurer
First Congregational Church of San Jose, UCC
1980 Hamilton Avenue
San Jose, California 95125

Date: June 29, 2015

RE: Carden Day School of San Jose

I would like to take this opportunity to provide a letter of support for Carden Day School of San Jose's (Carden) continued use of our facility, both existing classrooms and land development. Carden has been sharing space at our facility since 2007. They have been an excellent partner in the use and care of our facility. In addition to taking good care of the space they use, they have made many improvements to the facility that benefit the congregation and community as well to include interior improvements, landscape and playground improvements, infrastructure upgrades, etc. They have also actively worked with all of our neighbors to always have their full support in any work/expansion they have undertaken.

Carden's continued growth plans are in line with the church's future vision for its campus. As the City knows, we have a large property with facilities over 50 years old. The property and facility are in need of major capital improvements. Thanks to the income the church receives from Carden we have been able to invest in the church's future. Projects such as solar power, new water lines, structural and ADA improvements, etc. have all been possible because of our partnership with Carden on our campus. Without the income received from their space use, not only would these improvements not be possible, but we would be forced to make staff reductions and reduce our community support programs. The shared space income from Carden is vital to the continued operation of the church.

The church would like to offer whatever assistance we can to allow Carden to continue their use of our space and land and to continue to develop their campus as designed. The church has looked at many options to best utilize our space and property, support our operations and remain a good neighbor to include selling part of our land and rebuilding our facility on the other part, leasing some of our land long term to developers/community organizations and partnering long term with schools. It is the latter that our neighbors fully supported (several community meetings were held) and provided the best options for our church's future. It also was the only option that allowed us to retain our historic facility and beautiful trees throughout our campus. We hope the City and Carden can find a way to allow their continued use of our facility.

Thank you,

Mark Domnauer

cc: Rev. Tom Gough, Sr. Minister
Deanne Everton, Moderator
Mark Knudsen, Chairmen, Board of Trustees

City of Campbell -- Community Development Department
70 N. First Street, Campbell, CA 95008

MEMORANDUM

To: Members of the Planning Commission **Date:** January 26, 2016

From: Paul Kermoyan, Community Development Director

Subject: Report of the Community Development Director

I. CITY COUNCIL ACTIONS: The City Council met on **Tuesday, January 19, 2016**, and considered the following item(s) of interest to the Planning Commission:

A. **Resolution/Ordinance expressly bans Marijuana distribution in Campbell:** Council adopted a Resolution (11938) prohibiting the Department of Food and Agriculture from issuing a State license to cultivate medical marijuana within the City of Campbell. They also introduced an Ordinance (2197) imposing an express ban on marijuana processing, marijuana delivery and marijuana dispensaries in the City of Campbell. This issue was brought forth by Campbell PD.

B. **RFP for an Administrator for the City's BMR Program:** Council adopted a Resolution (11941) to authorize the issuance of a Request for Proposal to find an administrator for the City's BMR program with an expanded scope of service option including a breakdown of the price for the standard and expanded scope and an adjustment to the schedule to accommodate a subcommittee review of the proposals and a Council review prior to the consultant interviews.

II. MISCELLANEOUS

A. **Next Planning Commission Meeting on February 9, 2016**: This meeting will consider the following item(s):

1. Application of Eric Greenblott for a Site and Architectural Review Permit (PLN2015-285) to allow an approximately 550 square-foot addition to an existing single family residence on property located at **940 Stonehurst Way.**

B. **PC iPads are ready to roll**: The City's IT Manager reached out by email this week to coordinate time with each member of the Commission to come in for training on the iPads that will be provided to each member of the Planning Commission as the new means of distributing packets for each meeting (both SARC and PC). His message was as follows:

As part of this year's budget, the City Council authorized the purchase of Apple iPad tablets for Planning Commissioners for electronic distribution and review of Commission Packets. Information Technology has set up an iPad for you with the necessary software and permissions to access the City's network to download and review packets.

If you would like to use a City assigned iPad to review Commission Packets, you will need to come to City Hall for a brief training session (approximately 30 minutes) on how to access the City network to download packet materials and how to use the iPad to review and annotate documents.

Please let me know when would be a convenient time for you to come by and if you have any questions. Jeff Gershaneck: jeffg@cityofcampbell.com or 408-866-2753.