



City Council Agenda

City of Campbell, 70 North First Street, Campbell, California

CAMPBELL CITY COUNCIL STUDY SESSION

Tuesday, May 3, 2016 - 6:00 p.m.

Council Chamber – 70 N. First Street

NOTE: No action may be taken on a matter under Study Session other than direction to staff to further review or prepare a report. Any proposed action regarding items on a Study Session must be agendized for a future Regular or Special City Council meeting.

CALL TO ORDER

NEW BUSINESS

- 1. Conceptual Plans for a Mixed-use Commercial/Residential Development on East Campbell Avenue between Dillon and Gilman Avenue.**

Recommended Action: Conduct Study Session and provide direction to staff.

PUBLIC COMMENT

ADJOURN

In compliance with the Americans with Disabilities Act, listening assistive devices are available for all meetings held in the City Council Chambers. If you require accommodation, please contact the City Clerk's Office, (408) 866-2117, at least one week in advance of the meeting.

MEMORANDUM**City of Campbell**

To: Mayor Baker and Council Members **Date:** May 3, 2016

From: Cindy McCormick, Senior Planner *CM*

Via: Paul Kermoyan, Community Development Director *PK*
Mark Linder, City Manager *MJ*

Subject: **Study Session - Conceptual plans for a mixed-use commercial/residential development on East Campbell Avenue between Dillon and Gilman Avenue**

BACKGROUND

Cresleigh Homes is in contract for the property located at the intersection of East Campbell Avenue, Dillon Avenue and Gilman Avenue, between downtown Campbell and the Pruneyard (the Del Grande property). Staff has been periodically meeting with Cresleigh Homes (the applicant) for the past several months to discuss the Builder's plan for the site. The purpose of this study session is to present the conceptual mixed-use commercial / residential development proposal to the City Council for review and feedback. The pre-application will also be reviewed by the Planning Commission at a separate study session on May 24th as required by Campbell Municipal Code Chapter 21.41 (Pre-Applications). Because the City Council will be the ultimate decision maker on a project to develop the site, Council's feedback will inform the applicant, staff, and the Planning Commission as the applicant moves forward with a formal application.

DISCUSSION

PROJECT SUMMARY: The project concept is proposed by Cresleigh Homes, a residential homebuilder based in San Francisco (reference **Attachment 1** – Project Narrative). The project site is an assemblage of five parcels comprising approximately 1.63 (gross) acres located on East Campbell Avenue between Dillon Avenue and Gilman Avenue (540, 558, 566 E Campbell Ave and 24, 34 Dillon Ave), adjacent to Campbell Park.

The conceptual proposal is a four-story mixed-use project with ground level retail and three stories of residential for-sale condominium units (**Attachment 2** – Conceptual Plans). As currently proposed, the project would include sixty (60) 1BR, 2BR, and 3BR residential units ranging from 853 square feet to 1,580 square feet in area. The proposal also includes 7,495 square feet of retail tenant space along E. Campbell Avenue. The project would take advantage of the City's Density Bonus program which allows more units and reduced parking standards in exchange for providing below market rate housing. The conceptual drawings also include roof-top garden terraces that take advantage of the views of the Campbell Water Tower, downtown Campbell, and Campbell Park.

GENERAL PLAN: The General Plan provides land use policies and strategies that encourage coordinated land use and transportation planning and higher density mixed-use developments that connect the Campbell Downtown to the Pruneyard Shopping Center while maintaining a small town image and pedestrian scale. The General Plan Land Use Designation is *Medium to High Density Residential / Commercial*. This Land Use Designation occurs near Downtown and the Light Rail Station in the South of Campbell Avenue (SOCA) area. These parcels are designated for a mix of uses, promoting commercial on the ground floor and residential above, and are considered similar to the uses along Campbell Avenue in Downtown Campbell. The subject property is also identified in the *Housing Element* as a housing opportunity site area.

- Strategy LUT-1.5a: Transit-Oriented Development: Encourage transit-oriented development including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity, and mix of land uses with transportation resources, such as Light Rail.
- Strategy LUT-3.1c: High Density Residential: Allow higher residential densities in the NOCA, SOCA, and areas near the Light Rail stations as an incentive to redevelop older, less intensive uses.
- Policy H-4.3: Planned For Densities: To encourage the efficient and sustainable use of land, the City encourages residential development that is proposed near existing light rail stations (within 1/4 mile radius) and/or within the boundaries of the Winchester Boulevard Plan and East Campbell Avenue plan areas, to achieve at least 75 percent of the maximum General Plan Land Use category densities.
- Strategy CPT-1.1d: Pedestrian connections shall be enhanced between the downtown and the Community Center on the west and the Los Gatos Creek Trail / Pruneyard Shopping Center on the east.

AREA PLANS: Area Plans implement the Campbell General Plan. The three parcels fronting East Campbell Avenue are located in the "East Campbell Avenue Master Plan (ECAMP) area and the two parcels facing either Gilman Avenue or Dillon Avenue are in "South of Campbell Avenue" (SOCA) area, as shown on the map on the following page. Prior to the ECAMP being adopted, the Del Grande site fell within the Downtown Development Plan (DPP). As discussed on the next page, the ECAMP is rooted in the DPP which provides goals and polices for expanding the Downtown, eastward:

- DDP Policy LU-5.1: Mixed Use Projects: Encourage property owners and developers to consider residential mixed use projects where appropriate, particularly east of the light rail tracks, to facilitate housing adjacent to mass transit and to help create a "24 hour" Downtown community.
- DDP Policy LU-6.1: Expansion of Downtown: Facilitate and encourage the evolution of the Downtown beyond the loop streets, eastward to the Hwy 17 overpass and westward to the Community Center, through public improvements, urban design and land use patterns that connect, both visually and physically this stretch of Campbell Avenue.
- DDP Strategy LU-6.1a: Expansion of Downtown: Expand the Downtown boundaries while maintaining a scale that is in keeping with the "small town" image identifiable in the community and create a comfortable experience for the pedestrian.

SOCA: The *South of Campbell Avenue* (SOCA sub-area 3) Plan allows mixed-use developments with residential and commercial uses that would be permitted in the C-3 Downtown Business District. The allowable residential density is 12 to 27 dwelling units per gross acre. The SOCA plan encourages development at a pedestrian scale to reduce the perceived mass of buildings in the area.

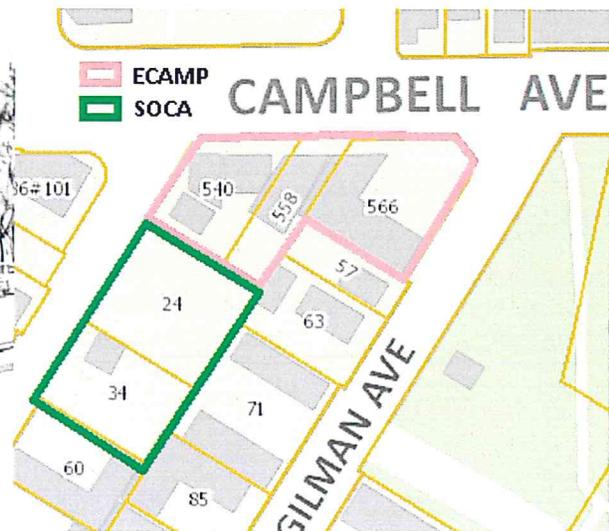
ECAMP: In 1995 and again in 2006, the City's Downtown Development Plan (DDP) was amended with a goal to expand the Downtown's boundaries. In September 2006, the City Council initiated a community process to develop a master plan for East Campbell Avenue. The intent of the *East Campbell Avenue Master Plan* (ECAMP) is to create a more connected and attractive corridor between historic Downtown Campbell and the Pruneyard Office and Shopping Center. Development should expand on and complement Downtown's small-town feel, but not attempt to duplicate it in form. While wider streets and a somewhat increased scale will differentiate the two areas, they will be architecturally compatible. Example images from the ECAMP shows how the expanded Downtown might look if the ECAMP were fully implemented. The example image below illustrates the East Campbell Avenue and Gilman Avenue corner of the Del Grande site; leaving the guessing work out of the design review process.



Varied Building
Heights 3-4 Stories

Special Architectural
Form @ Corner

Enhanced Pedestrian Crossings



ECAMP Development Standards & Design Guidelines

The ECAMP contains development standards and design guidelines to address massing, architecture, height, setbacks, retail floor area, and a general development pattern that would best accomplish the physical changes needed to create an attractive transition between Downtown and the Pruneyard. While wider streets in the ECAMP area can accommodate larger buildings than the historic Downtown, such buildings should be divided into multiple storefronts or similarly-scaled elements to create a pedestrian-oriented environment that complements the Downtown's small-town feel and creates diversified architectural interest.

Building Height: The maximum building height is allowed up to 45 feet¹, but shall vary in height along the facade without precluding taller architectural elements at street corners. The 45-foot height limit is intended to accommodate two to three floors of residential units above the ground floor commercial frontage. Ground floor ceiling heights shall be at least 15 feet to accommodate retail operations.

Staff Observation: The proposal should be redesigned in accordance with the ECAMP which calls for variation in building height, wall planes and roof elements in order to reduce a building's perceived mass, highlight multiple store fronts, and provide an interesting pedestrian experience. In this regard, not all building forms have to be at the same level. In other words, some elements could be at three levels while others could be at four.

Floor Area Ratio (F.A.R.): While the commercial component has a maximum FAR of 1.5, there is no maximum standard for residential uses.

Staff Observation: Total floor area for the 60 units is 73,959 sq. ft. Bedroom sizes are relatively high (e.g., there are (14) 1,338 sq. ft. 2-BR units). A reduction in floor area could achieve greater open space or help displace some of the bulk in the building's façade. Altering levels of building stories could also decrease floor area without decreasing the number of units.

Setbacks: The ECAMP calls for zero-foot front and side yard setbacks on the ground floor to create a pedestrian-accessible retail experience. However, the ECAMP allows the Council to permit deeper setbacks to accommodate outdoor seating areas, special architectural features, or pedestrian or vehicular access ways. The minimum rear setback shall be 10 feet, given residential adjacencies.

Staff Observation: The project should meet the minimum 10-foot rear setback. However, deeper setbacks at the two corner side yards could be considered to accommodate outdoor seating or other desirable amenities. If the Developer has no intention to attract food uses at these corners, then the building walls should extend out to the property lines to more appropriately frame the street.

¹ The same building height maximum applies to the C3 Central Business District.

Service Areas: Service areas (e.g., trash and deliveries) shall take access from the rear parking area and shall be screened by architectural walls, fencing, and/or planting as appropriate with consideration for residential adjacencies.

Staff Observation: The commercial space and service areas should be designed with features (e.g., air shafts, etc.) that can accommodate a variety of land uses (e.g., restaurants) in the building.

Parking:

Residential: The applicant is proposing 60 residential units comprised of (20) 1-BR units, (31) 2-BR units and (9) 3-BR units. In exchange for providing below market rate housing, the applicant is requesting reduced parking standards for the residential uses, per CMC Section 21.20.120(4), as shown in the first table below. The minimum residential parking requirement, as shown in the second table below is 100 parking spaces.

Density Bonus Residential Parking Standards	
Number of bedrooms	Maximum number of off-street parking spaces
0 – 1	One (1)
2 – 3	Two (2)
4 +	Two and one-half (2.5)

Retail: The applicant is proposing 7,455 sq. ft. of retail floor area. The minimum parking requirement for retail uses is one space per 200 square feet of gross floor area. This standard remains unaffected by a density bonus request. Thus, the minimum parking requirement for the retail use is 37 spaces (rounded down). The applicant is providing 42 retail parking spaces; a surplus of five (5) additional spaces to serve commercial uses that might require more parking (e.g., a restaurant).

Parking Summary				
	Units	Parking Ratio	Parking Required	Parking Provided
(1 Bed)	20	1 space per unit	20	20
(2 Bed)	31	2 spaces per unit	62	62
(3 Bed)	9	2 spaces per unit	18	18
Condos	60	Varies	100	100 (5 at grade, 95 below grade)
Retail	7,455 sq. ft.	1 space per 200 sq.ft.	37	42
Total Parking Required			137	
Total Parking Provided				142
Deficit/Surplus Parking				+5 retail

Staff Observation (Residential Parking): The applicant is proposing a total of 60 residential units consisting of 57 residential units above grade and three (3) residential units at grade. The three (3) residential units at grade require five (5) parking spaces. Parking at grade is sufficient to serve the three (3) residential units; however, the location of the two required parking spaces for the 3-BR unit at grade is not very convenient. The 3-BR unit is located off Gilman Avenue but the parking spaces are located in the parking garage off Dillon Avenue. Thus, the homeowners are likely to park on Gilman Avenue for convenience (reference **Attachment 2, Project Plans, sheet A1**).

Parking for the 57 residential units is provided in the below grade parking garage. The total parking required for the 57 units is 95 spaces. Per density bonus law, the parking requirement may be met with tandem spaces and are inclusive of ADA and guest parking. While the applicant is providing the 95 required spaces, only 48 of those spaces are single-stall. The remaining 47 parking spaces include 4 motorcycle spaces (which count as (1) space), one (1) single-stall ADA space, one (1) tandem-stall ADA space, and 44 (22 x 2) tandem spaces (reference **Attachment 2, Project Plans, sheet A2**).

While tandem parking is allowed in a density bonus project, it may not be very practical, especially when one of the tandem spaces is located behind an ADA stall. Offsetting some of the 2-BR or 3-BR units with 1-BR units may help minimize this issue because 1-BR units require fewer parking spaces.

Parking Structure Circulation: City standards require a 25 foot back up space as well as adequate room for turning movements.

Staff Observation: The parking structure will need to be redesigned to meet the 25-foot back-up standard and address the narrow turning radius in the northwest corner of the below grade parking garage. Access ways to the rear parking lot should be well lit and easily identifiable to patrons and guests (e.g., through signage and architectural elements).

A focused traffic study will be needed to study impacts from vehicles entering and exiting the parking structure onto Dillon Avenue. If Cresleigh Homes is able to acquire additional parcels on Gilman Avenue, the proposal should be redesigned so that cars enter and exit the parking structure from Gilman where the new traffic signal will be located.

Landscaping: Street trees (e.g., deciduous shade trees) should be installed 30' – 40' on center, with grated tree wells similar to the historic Downtown. Historic streetlights should be installed to provide continuity along the East Campbell Avenue frontage.

Staff Observation: The formal submittal shall include a comprehensive landscape plan showing tree size, type, location, etc.; hardscape materials; and details of all light fixtures, outdoor furniture, etc.

Open Space: The quantity of open space required for housing is specified in CMC Section 21.08.030. In a P-D district, this standard is flexible. In addition, the quantity of open space provided for housing developments should be commensurate with the development's location. In this particular situation, the development would be located in an urban setting which offers a different set of amenities as compared to developments located in a suburban setting. While the ECAMP area is primarily within an urban setting, the Del Grande site is located next to Campbell Park, a 4.9 acre² Community Park. The site is also located next to the Los Gatos Creek Trail. In certain respects, the outdoor environment provides the open space associated with a downtown housing development. Nevertheless, the conceptual drawings include private open space in the form of rooftop decks, as well as a small common area rooftop terrace (reference **Attachment 2, sheet A7**).

Staff Observation: Currently, private roof deck patios greatly exceed the common open space area. The project should increase the common area open space for the development. The applicant should provide a calculation for the total area (in square feet) of private versus open space per unit. The amount of common area open space should also be reflective of the unit size (floor area) proposed.

Design Guidelines: Per page 33 of the ECAMP, the design should avoid large uninterrupted expanses of horizontal and vertical wall surface by varying wall planes, roof planes, and/or materials every 25 to 50 feet. The building should include special corner features such as rounded or cut corners and corner roof features. Building corners should be recessed to allow for outdoor dining and public areas.

Architectural elements should add scale and interest, giving the appearance of multiple storefronts that complement (but not replicate) the historic downtown. The design should reinforce an active pedestrian-oriented environment and promote retail activity. Special attention to detail should be given to finishing materials, façade ornamentation, fenestration, recessed storefront entrances, expansive storefront windows, lighting, flower boxes, planters, and decorative pavers.

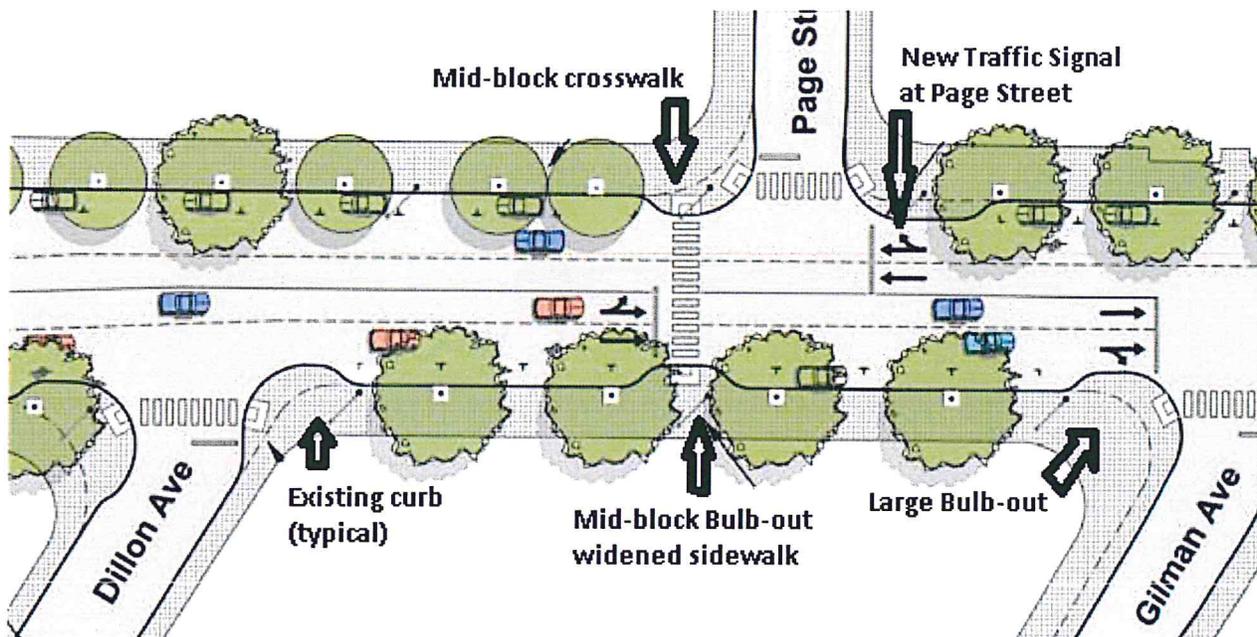
Staff Observation: The current design does not appear to connect historic Downtown Campbell to the Pruneyard shopping center; the primary objective of the East Campbell Avenue Master Plan. It does not have the rhythm of a traditional downtown as the ECAMP had envisioned. The vision illustration leaves little guessing of what should be achieved; small individual storefronts with different roof types and building materials. As currently proposed, the building has little articulation or design variation. More attention should be paid to varying the building height, roof types, and building materials; adding interest at the building's corners; and incorporating special storefront features such as expansive ground floor windows and recessed entrances that are attractive and inviting to pedestrians.

² Includes 1.44 acres owned by Santa Clara County but developed as part of Campbell Park.

Intersection and Pedestrian Crossing Improvements: A key element of the ECAMP is improving the environment for storefront commercial businesses and pedestrians by creating an attractive environment for walking along the street frontage and improving safety and convenience at street crossings.

As shown in the graphic on the next page, a large corner bulb-out is recommended at Gilman Avenue to provide space for sidewalk amenities and accommodate new ADA-compliant curb ramps. The sidewalk should be widened to 16 feet and a highly-visible mid-block bulb-out and pedestrian crosswalk is also recommended to improve pedestrian visibility, reduce street crossing distances, and generally promote slower traffic on the street. The adjacent roadway will be re-striped for a shared through turn lane in both directions, with curbside parking along both frontages.

Also shown in the following graphic is a new traffic signal that will be installed at Page Street. The new signal will be coordinated with the existing signal at Gilman Avenue and will allow for safe and predictable access and egress, as well as "permissive-protected" left turns. The Developer will be required to install the new signal due to the proximity to their site. The developer will be reimbursed some of the cost which will be shared amongst other nearby developments including St. Antons on Railway Avenue and the Greylands site across the street (pending future redevelopment).



Density Bonus

The preliminary plans indicate that the gross site area is 1.63 acres which (at 27 units per acre) would permit 44 dwelling units. The applicant is preliminarily requesting a maximum density bonus of 35%, which would provide an additional 15.4 units which when rounded up (per Density Bonus Law) provide a total unit count of 60 units. The applicant has not yet determined what level of affordability they would provide for the 35% density bonus. In any case, either 40% of the 44 units would be designated as “moderate-income” (18 moderate-income target units); or 20% of the 44 units would be designated as “low-income” (9 low-income target units); or 11% of the 44 units would be designated as “very-low income” (5 very-low income target units). By way of comparison, if the developer chooses not to pursue a density bonus, seven (7) inclusionary units would be required, divided between moderate and low-income.

In exchange for providing the additional affordable target units, the applicant is entitled to up to three incentives and/or concessions³ depending on the level of affordability provided, as shown in the following table:

Incentives and Concessions Summary⁴		
Unit Type	Percent of Affordable Units	# of Incentives / Concessions
Very Low Income Units	10% or greater	2
	15% or greater	3
Low Income Units	20% or greater	2
	30% or greater	3
Moderate Income Units	30% or greater	3

Based on the above table and the assumption that the applicant will apply for the maximum density bonus, the applicant would be entitled to at least two incentives or concessions. As part of the formal submittal and in accordance with CMC Section 21.20.130, the applicant shall provide, amongst other items: a description of any requested density bonuses; incentives and concessions; waivers or modifications of development/parking standards; and appropriate financial analysis and documentation (e.g., a pro forma) demonstrating that the requested incentives and concessions result in identifiable, financially sufficient and actual cost reductions. The analysis shall also show that the requested waiver or modification is necessary to make the residential project economically feasible.

³ A density bonus project which requests incentives or concessions must show that the requested concessions are required to provide for affordable rents or affordable housing costs, as applicable.

⁴ The table has been simplified based on the assumption that the applicant would provide the maximum number of units required for a 35% density bonus.

SUMMARY

Based on the discussion points raised in this memorandum, staff requests direction on the following items:

ECAMP Vision: Does the conceptual proposal reflect the vision of the East Campbell Avenue Master Plan to expand on and complement Downtown's small-town feel and create a more pedestrian-friendly and attractive environment?

Building Height: Does the building vary in height enough to achieve an eclectic rhythm both within and between buildings?

Floor area: Is the proposed floor area appropriate considering the amount of open space provided and the use of tandem spaces to meet parking requirements?

Setbacks: Are the front and side yard setbacks sufficient to accommodate outdoor seating and create a pedestrian-accessible retail experience? Is the proposed rear setback appropriate to minimize impacts on residential adjacencies?

Design: Does the massing, architectural styles, height, and the general development pattern accomplish the physical changes needed to create an attractive transition between the historic Downtown core and the Pruneyard?

Open Space: Does the proposal provide sufficient open space for the development?

The following questions, based on the ECAMP design guidelines may help inform the Council's feedback on the design:

- Does the façade treatment and massing reflect Downtown's diverse character and scale through variation in roofline, building plane and materials?
- Do the elevations include an appropriate mix of high quality finishing materials, craftsmanship, façade ornamentation, and/or building articulation?
- Do the building materials and architectural elements add scale and interest?
- Does the conceptual proposal include special architectural features or other desirable elements at the building's corners?
- Does the conceptual proposal include appropriate storefront detailing, materials, and windows that promote retail activity and an attractive pedestrian-oriented environment?

NEXT STEPS

Planning Commission Study Session: Pursuant to CMC Chapter 21.41, the Planning Commission will review the preliminary application on May 24, 2016. Staff will provide the Planning Commission with feedback from the May 3rd City Council study session.

Required Entitlements: The project will require a Planned-Development Permit, Subdivision Map and Zoning Map Amendment (for condominiums), CEQA Review and Traffic Impact Analysis.

Environmental Review: Upon formal application submittal, the project will require an Initial Study to review a variety of environmental factors including traffic, air-quality, light and glare, noise, geology, and exposure to hazardous materials. Upon completion of the Initial Study, staff will determine what level of environment review is appropriate (e.g., Mitigated Negative Declaration). The draft environmental review document will be completed and provided to the public and the Planning Commission for comment prior to the Commission's Public Hearing.

PUBLIC OUTREACH

Due to the land use sensitivities of the project site, staff prepared a 300-foot notice for the City Council study session. The notice was also sent to the Downtown Business Association and the Downtown Campbell Neighborhood Association.

Attachments

1. Applicant's Project Narrative
2. Conceptual Plans



CresleighHomes®

Project Narrative

Cresleigh proposes to build a mixed use project with 60 residential units with a mix of one, two and three bedroom units and unit sizes of 853 square feet to 1,580 square feet in size and approximately 7,495 square feet of non-residential uses including retail. The total project square footage (including non-residential uses) would be approximately 81,424 square feet with a mix of type 1 podium and type 5 construction.

The project would have 144 internal parking spaces for the use of the residential tenants and retail and other non-residential uses with segregated parking between the parking uses. The project proposes a residential and guest lobby area with integrated mail room and large package storage and elevator at the ground floor. The project proposes an interesting mix of both private and common roof top garden terraces that take advantage of a view orientation back towards downtown Campbell as well as towards the street and parking interface. Additionally for units at roof level of the podium there are private terraces that orient towards the park.

The existing building square footage across the approximate 1.194 acres is approximately 18,000 square feet comprised of an inactive auto supply and mechanic shop, small residential housing unit and accessory buildings with storage and garage.

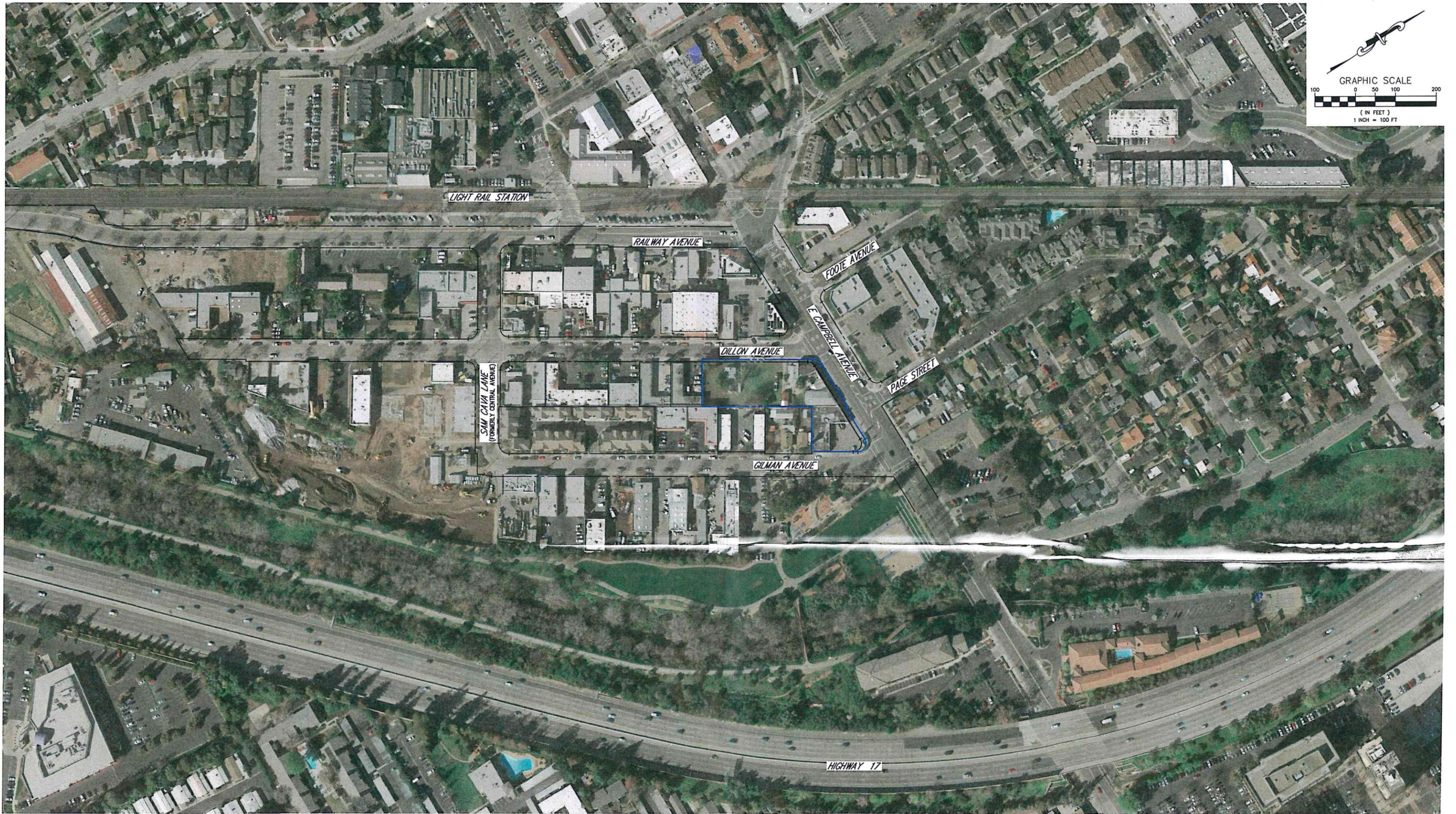
The project is situated almost directly between downtown Campbell and The Pruneyard and walking in either direction is easily achievable from the site as well as being within walking distance to light rail on near Railway Avenue.

The site is bound by a dental office across the street along the frontage on Dillon Avenue, retail uses at East Campbell Avenue, city owned park and two residential homes and a portion of a warehouse along the frontage on Gilman Avenue and bounded on the southerly boundary by an existing warehouse.

A number of iterations for development were examined that have resulted in the proposed project. With a primary obligation to honor both the East Campbell Avenue Master Plan and South of Campbell Plan that call for a mixed use project with an orientation towards East Campbell Avenue, as well as the limitations on density per acre, height limits and parking constraints amongst other development goals after many early massing and planning studies, it is believed that the enclosed project best encapsulates the goals as outlined in the Master Plans for the area. It is believed that the project as envisioned will help to activate the plan goals as stated in the East Campbell Avenue Master Plan and South of Campbell Master Plan and to compliment and extend the goals of the City through a pedestrian friendly, transit oriented site that serves as a gateway project for the City of Campbell.

CRESLEIGH HOMES CORPORATION

3005 Douglas Boulevard, #110, Roseville, CA 95661 Tel: (916) 781-6020 Fax: (916) 781-6080
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East Campbell Avenue Apartments

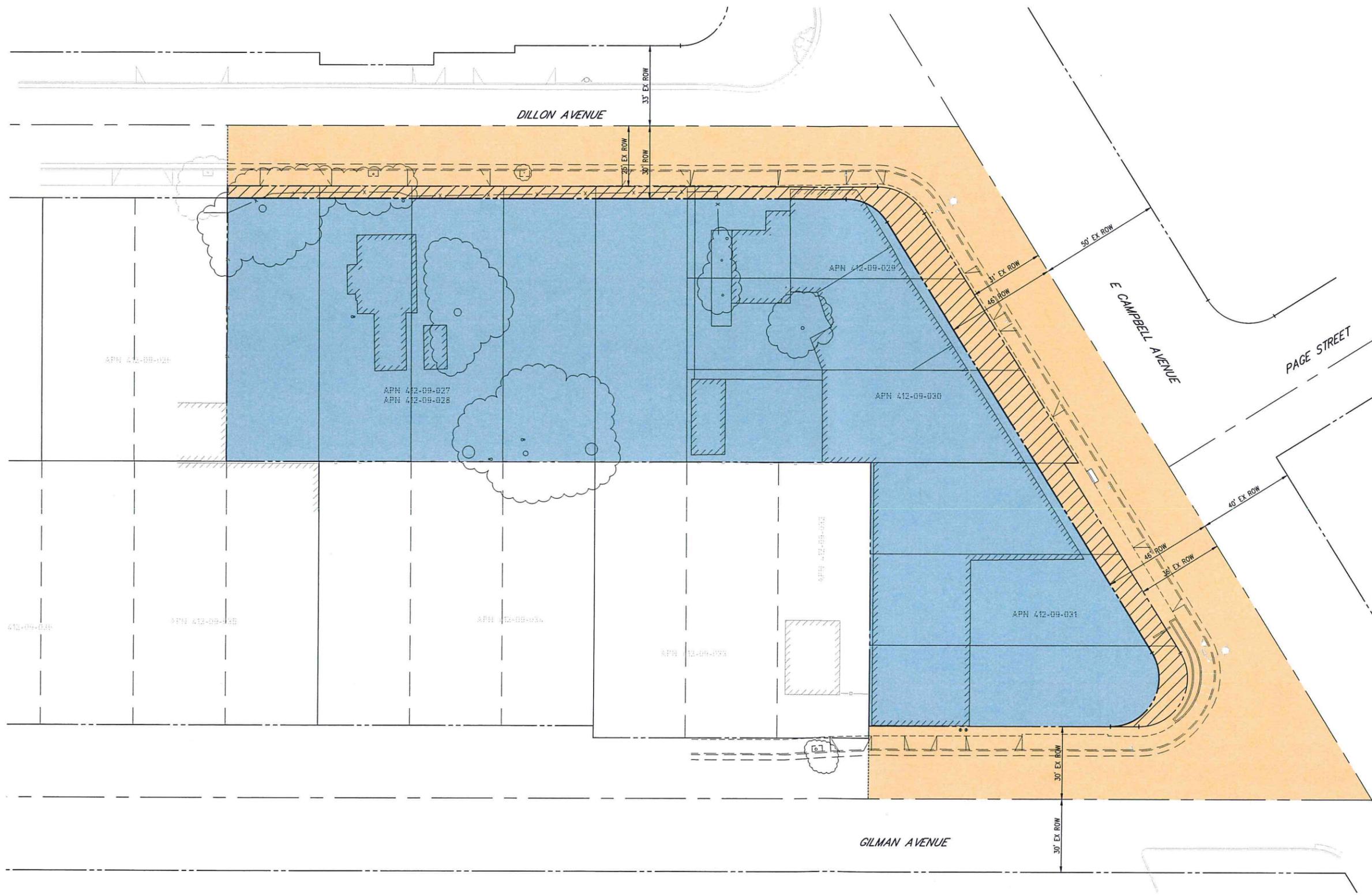
Campbell, Ca

AERIAL

DATE: 3/4/2016
PROJECT NO: 15-122
SCALE: 1"=100'
SHEET: 2G

 **Civil Engineering Associates**
Civil Engineers • Planners • Surveyors

224 Airport Parkway
Suite 525
San Jose, CA 95110
T: (408) 453-1066

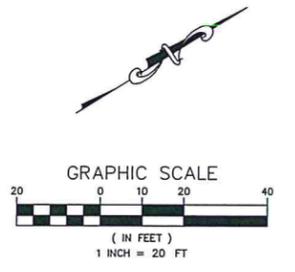


LEGEND

	BOUNDARY
	RIGHT-OF-WAY
	LINE PROPERTY
	LINE CENTER LINE

SITE AREA CALCULATIONS

	NET AREA (43,491 SF - 1.00 AC)
	GROSS AREA (70,922 SF - 1.63 AC)
	ROW DEDICATION (4,610 SF - 0.11 AC)



East Campbell Avenue Apartments

Campbell, Ca

PROJECT AREA EXHIBIT

DATE: 3/4/2016
 PROJECT NO: 15-122
 SCALE: 1"=20'
 SHEET: 3



Civil Engineering Associates
 Civil Engineers • Planners • Surveyors

224 Airport Parkway
 Suite 525
 San Jose, CA 95110
 T: (408) 453-1066

3 PROJECT AREA EXHIBIT.dwg, Mar 04, 2016



PROJECT DATA

GENERAL INFORMATION:

ASSESSORS PARCEL NUMBERS : 412-09-027 THRU 412-09-031
 GROSS ACRES: 1.63
 NET ACRES: 1.00
 DWELLING UNITS: 50
 BASELINE DENSITY: 44 DU/ GROSS AC
 DENSITY BONUS 35% MAX: 60 UNITS(ROUNDED UP 59.41)
 ZONING: C-3 CENTRAL COMMERCIAL PLANNED DEVELOPMENT EAST CAMPBELL MASTER PLAN
 BUILDING COVERAGE: 88% OF NET 1.0 ACRE SITE
 CONSTRUCTION TYPE: TYPE V OVER TYPE I

RESIDENTIAL UNIT SUMMARY:

NAME	BEDROOMS	SQUARE FEET	UNIT TOTAL
UNIT A1	1	853	15
UNIT A1.1	1	997	1
UNIT A2	1	1,191	3
UNIT A3	1	1,111	1
UNIT B1	2	1,338	14
UNIT B1.1	2	1,305	6
UNIT B2	2	1,280	3
UNIT B3	2	1,320	3
UNIT B4	2	1,471	4
UNIT B5	2	1,305	1
UNIT C1	3	1,486	3
UNIT C2	3	1,578	3
UNIT C3	3	1,580	3
NET SALEABLE:		73,959	60 UNITS

NONRESIDENTIAL AREA: 7,455 SQ FT

PARKING SUMMARY:

	REQUIRED	PROVIDED
RESIDENTIAL (CA DENSITY BONUS STDS)	100	100
NON-RESIDENTIAL (1 PER 200 SF)	38	44
TOTAL PARKING SPACES:	144	

RESIDENTIAL BREAKDOWN: 94 BELOW GRADE, 2 ACCESSIBLE BELOW GRADE, 3 ON GRADE, 4 MOTORCYCLE

NON-RESIDENTIAL BREAKDOWN: 38 ON GRADE, 2 ACCESSIBLE, 4 ADDITIONAL SPACES

SITE PLAN

DATE: 03/05/16
 PROJECT NO: 1193-0002
 SCALE: 1/16" = 1'-0"
 SHEET: A1

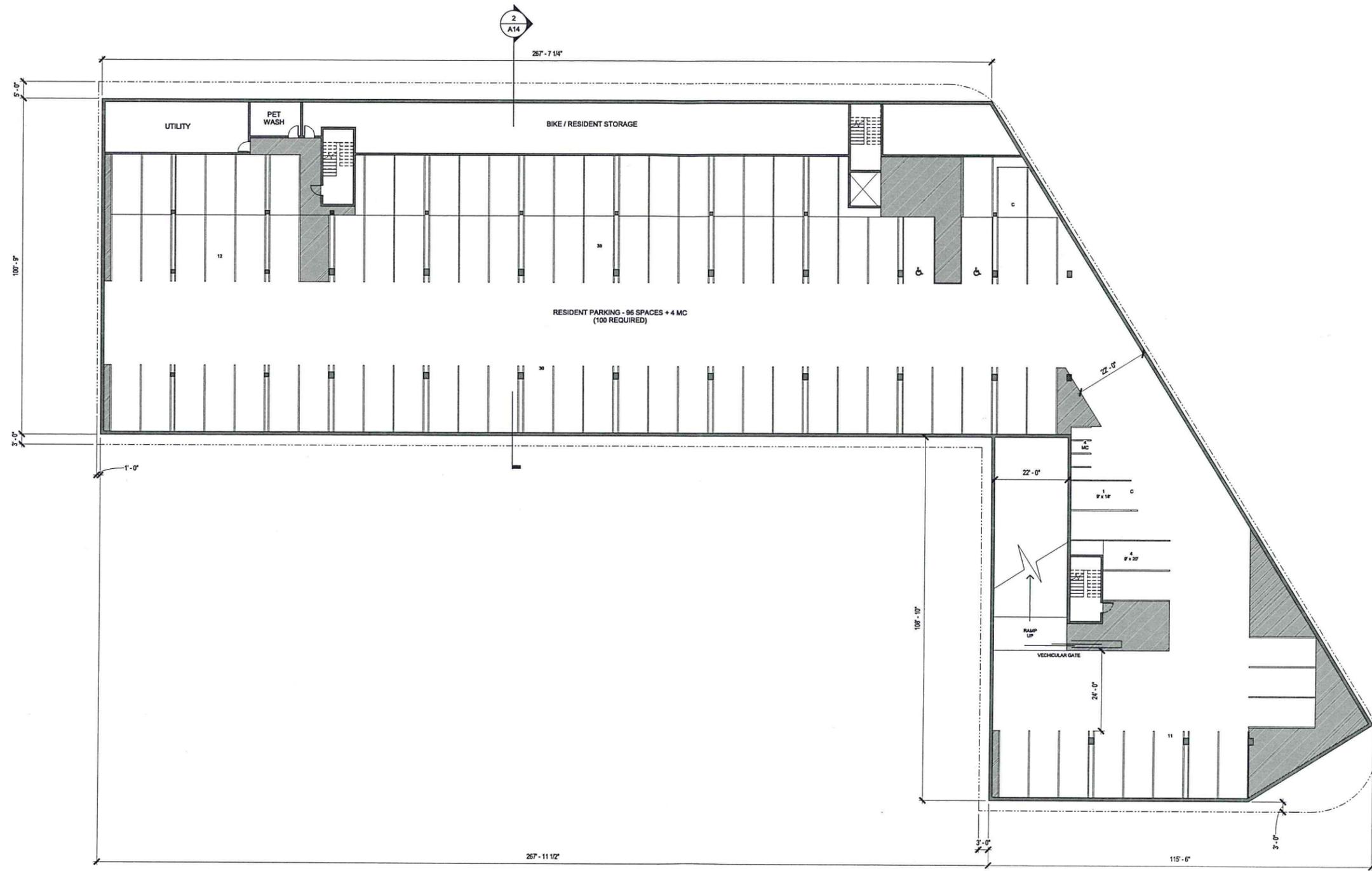
East Campbell Avenue

Campbell, CA



2484 Natomas Park Drive Suite 100 Sacramento CA 95833
 916 443 0335 lpasdesign.com Architecture + Design

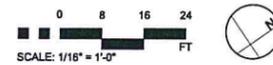
SCALE: 1/16" = 1'-0"



SCALE: 1/16" = 1'-0"

East Campbell Avenue

Campbell, CA



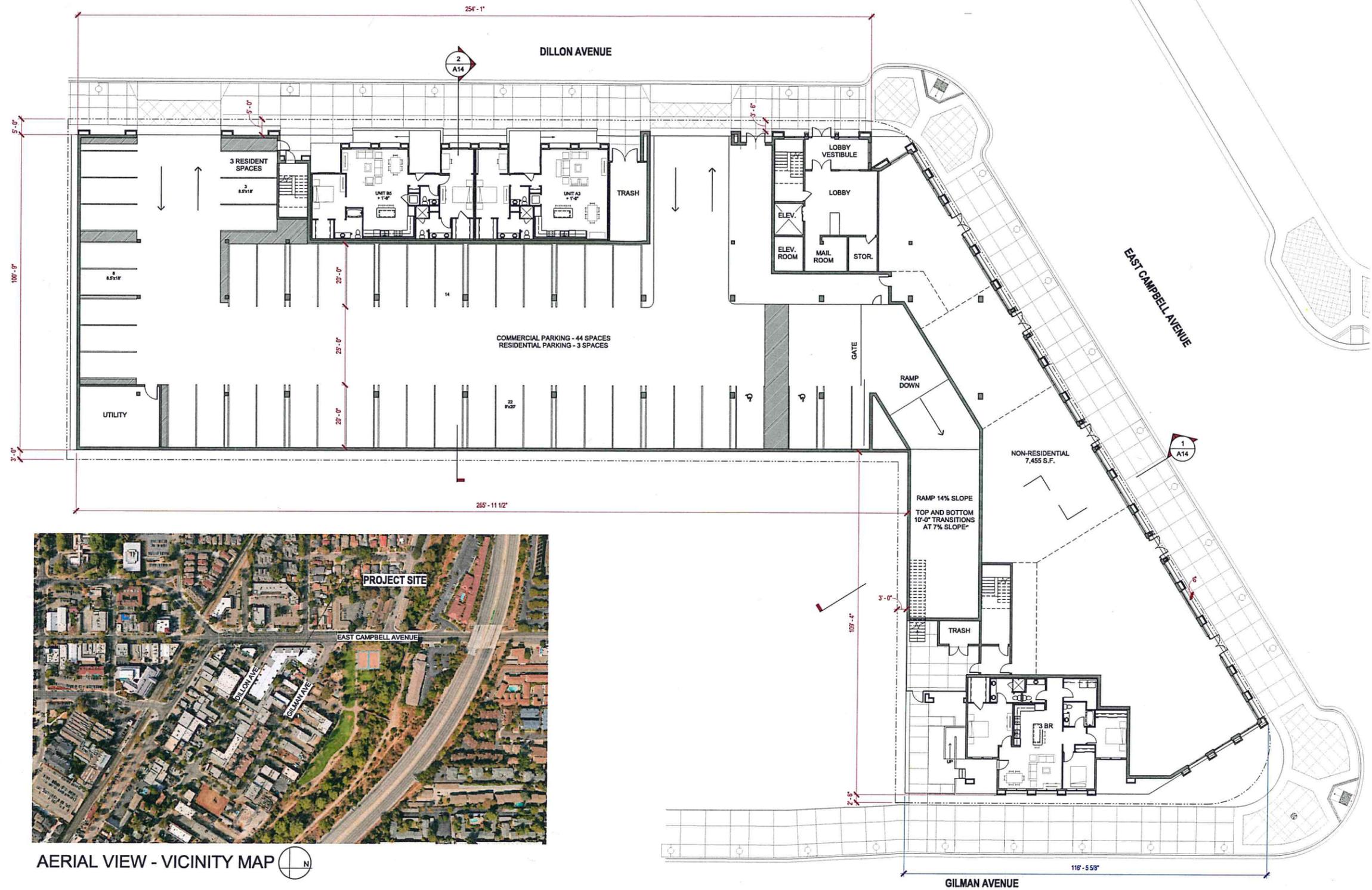
LOWER LEVEL FLOOR PLAN

DATE: 03/05/16
 PROJECT NO: 1193-0002
 SCALE: 1/16" = 1'-0"
 SHEET: A2



LPAS

2484 Natomas Park Drive Suite 100 Sacramento CA 95833
 916 443 0335 lpasdesign.com Architecture + Design

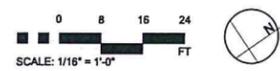


AERIAL VIEW - VICINITY MAP

SCALE: 1/16" = 1'-0"
FT

East Campbell Avenue

Campbell, CA



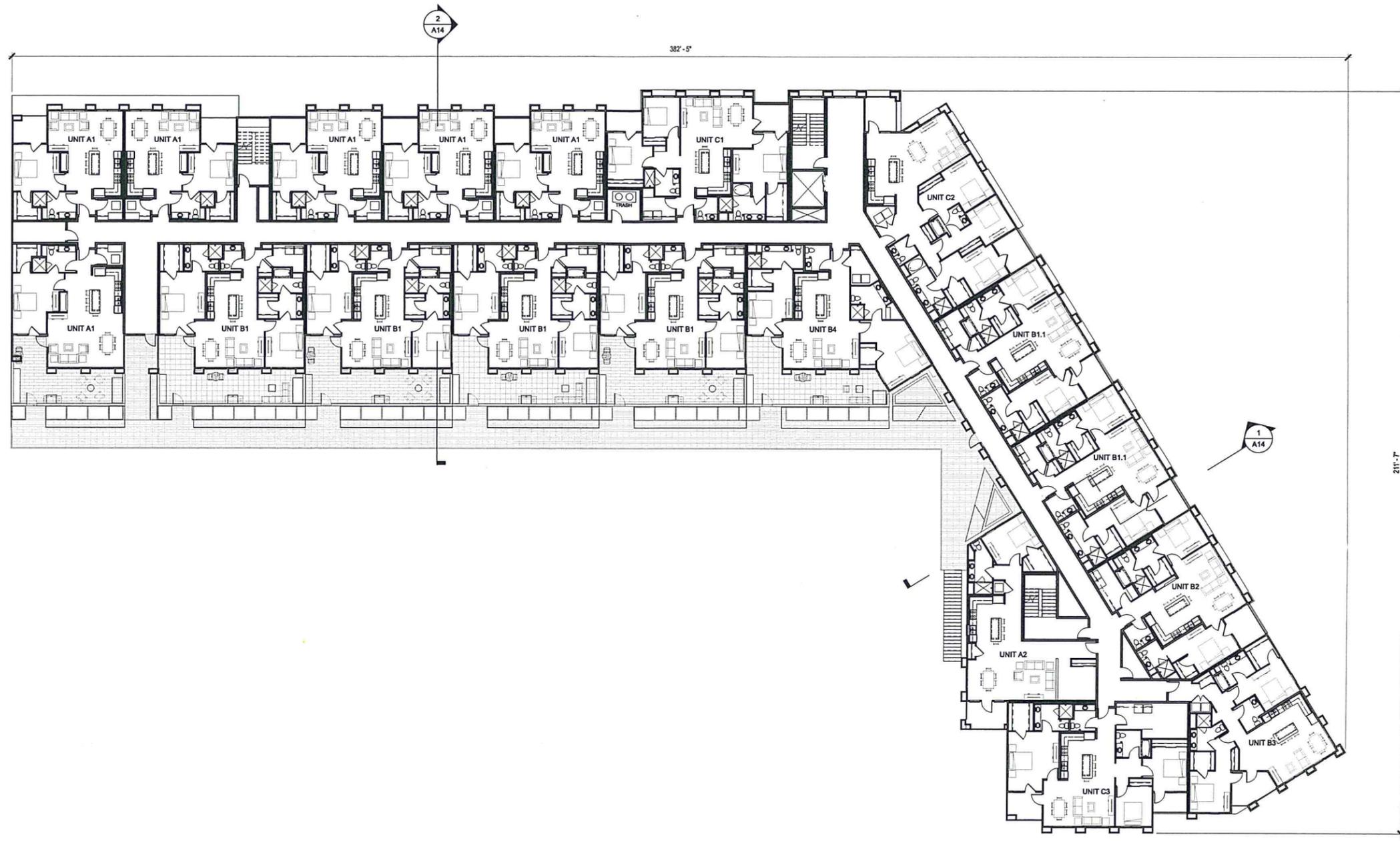
GROUND FLOOR PLAN

DATE: 03/05/16
PROJECT NO: 1193-0002
SCALE: 1/16" = 1'-0"
SHEET: A3



LPAS

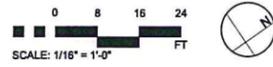
2484 Natomas Park Drive Suite 100 Sacramento CA 95833
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SCALE: 1/16" = 1'-0"

East Campbell Avenue

Campbell, CA



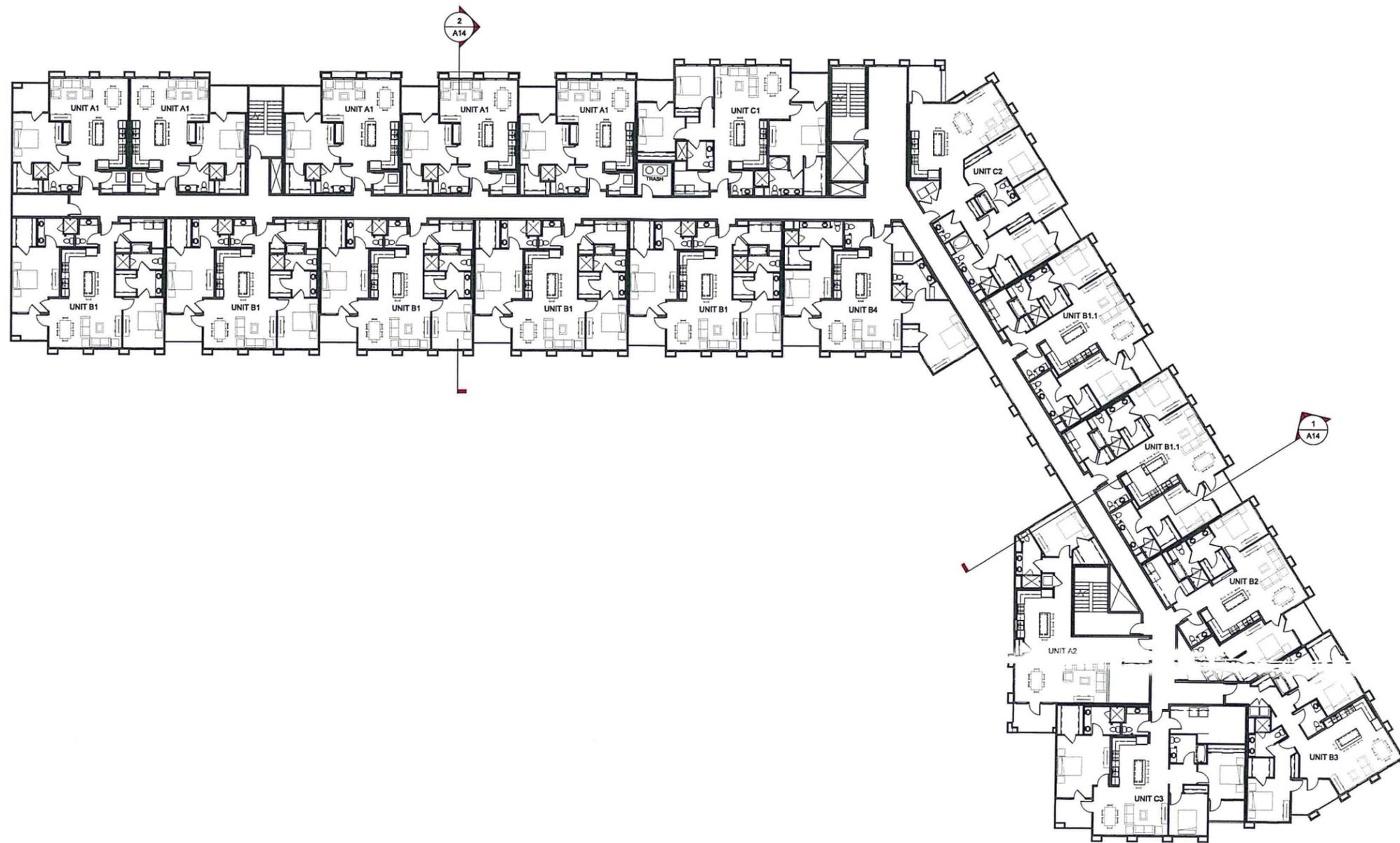
FIRST FLOOR PLAN

DATE: 03/05/16
 PROJECT NO: 1193-0002
 SCALE: 1/16" = 1'-0"
 SHEET: A4



LPAS

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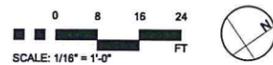


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SCALE: 1/16" = 1'-0"

East Campbell Avenue

Campbell, CA



SECOND FLOOR PLAN

DATE: 03/05/16
 PROJECT NO: 1193-0002
 SCALE: 1/16" = 1'-0"
 SHEET: A5



LPAS

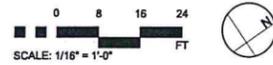
2484 Natomas Park Drive Suite 100 Sacramento CA 95833
 916.443.0335 lpasdesign.com Architecture + Design



SCALE: 1/16" = 1'-0"

East Campbell Avenue

Campbell, CA

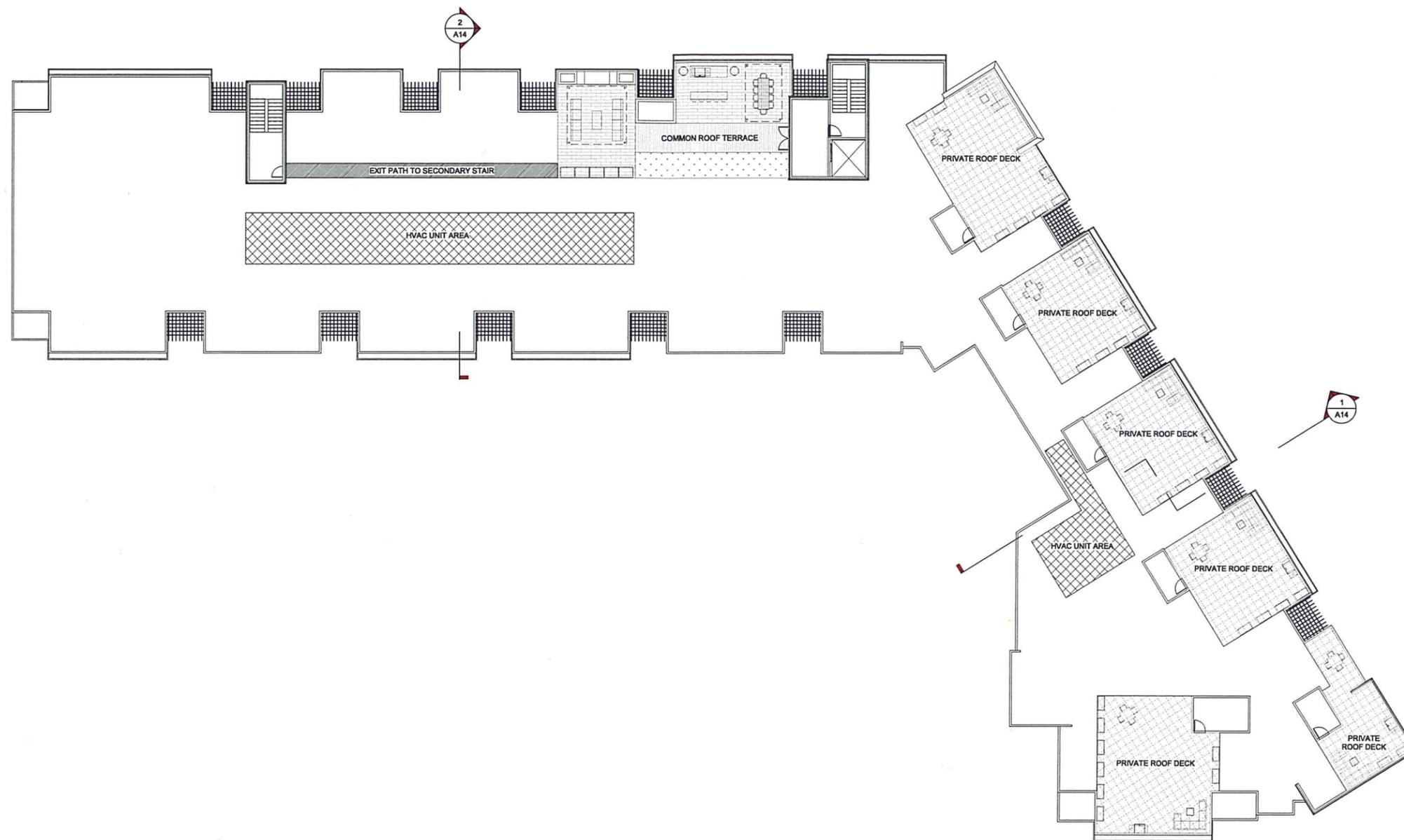


THIRD FLOOR PLAN

DATE: 03/05/16
 PROJECT NO: 1193-0002
 SCALE: 1/16" = 1'-0"
 SHEET: A6



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SCALE: 1/16" = 1'-0"

East Campbell Avenue

Campbell, CA



ROOF PLAN

DATE: 03/05/16
 PROJECT NO: 1193-0002
 SCALE: 1/16" = 1'-0"
 SHEET: A7



LPAS

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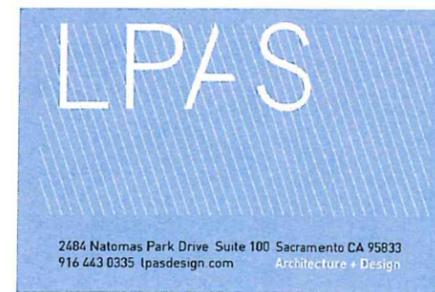
SCALE: N.T.S.

East Campbell Avenue

Campbell, CA

CAMPBELL AVENUE VIEW

DATE: 03/05/16
 PROJECT NO: 1193-0002
 SCALE: N.T.S.
 SHEET: A8





SCALE: N.T.S.

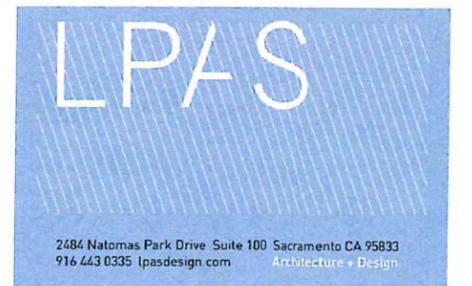
East Campbell Avenue

Campbell, CA



DILLON AVENUE VIEW

DATE: 03/03/16
 PROJECT NO: 1193-0002
 SCALE: N.T.S.
 SHEET: A9





SCALE: N.T.S.

East Campbell Avenue

Campbell, CA

CONTEXT ELEVATION

DATE: 03/05/16
 PROJECT NO: 1193-0002
 SCALE: N.T.S.
 SHEET: A10





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FT
SCALE: N.T.S.

East Campbell Avenue

Campbell, CA



CONTEXT ELEVATION

DATE: 03/04/16
PROJECT NO: 1193-0002
SCALE: N.T.S.
SHEET: A11





- KEY NOTES**
- 1 CEMENT PLASTER
 - 2 THIN BRICK VENEER
 - 3 SIMULATED WOOD COLUMNS
 - 4 ALUMINUM FRAMED WINDOWS
 - 5 DECORATIVE TUBE STEEL DECK RAILING
 - 6 SIMULATED WOOD TRELLIS W/ WOOD GRAIN FINISH
 - 7 CONCRETE COLUMN
 - 8 CANVAS SHADE AWNING
 - 9 STEEL SHADE AWNING
 - 10 PRIVATE ROOF DECK ACCESS
 - 11 ACCESS STAIRS TO PODIUM LEVEL
 - 12 ALUMINUM STOREFRONT WINDOWS
 - 13 COMMON ROOF DECK ACCESS

DILLON AVENUE | 1
1/16" = 1'-0"



CAMPBELL AVENUE | 2
1/16" = 1'-0"

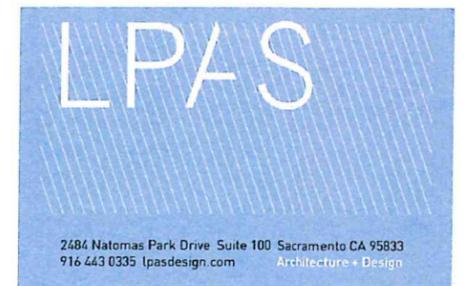
SCALE: 1/16" = 1'-0"

East Campbell Avenue

Campbell, CA

EXTERIOR ELEVATIONS

DATE: 03/05/16
PROJECT NO: 1193-0002
SCALE: 1/16" = 1'-0"
SHEET: A12





KEY NOTES

- 1 CEMENT PLASTER
- 2 THIN BRICK VENEER
- 3 SIMULATED WOOD COLUMNS
- 4 ALUMINUM FRAMED WINDOWS
- 5 DECORATIVE TUBE STEEL DECK RAILING
- 6 SIMULATED WOOD TRELLIS W/ WOOD GRAIN FINISH
- 7 CONCRETE COLUMN
- 8 CANVAS SHADE AWNING
- 9 STEEL SHADE AWNING
- 10 PRIVATE ROOF DECK ACCESS
- 11 ACCESS STAIRS TO PODIUM LEVEL
- 12 ALUMINUM STOREFRONT WINDOWS
- 13 COMMON ROOF DECK ACCESS

GILMAN AVENUE | 1
1/16" = 1'-0"



SOUTH ELEVATION | 2
1/16" = 1'-0"

SCALE: 1/16" = 1'-0"

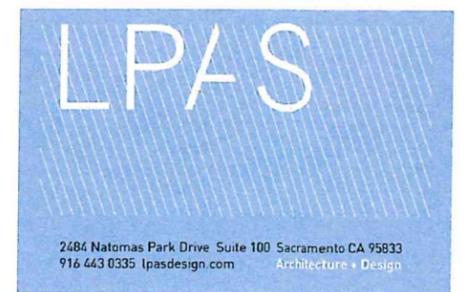
East Campbell Avenue

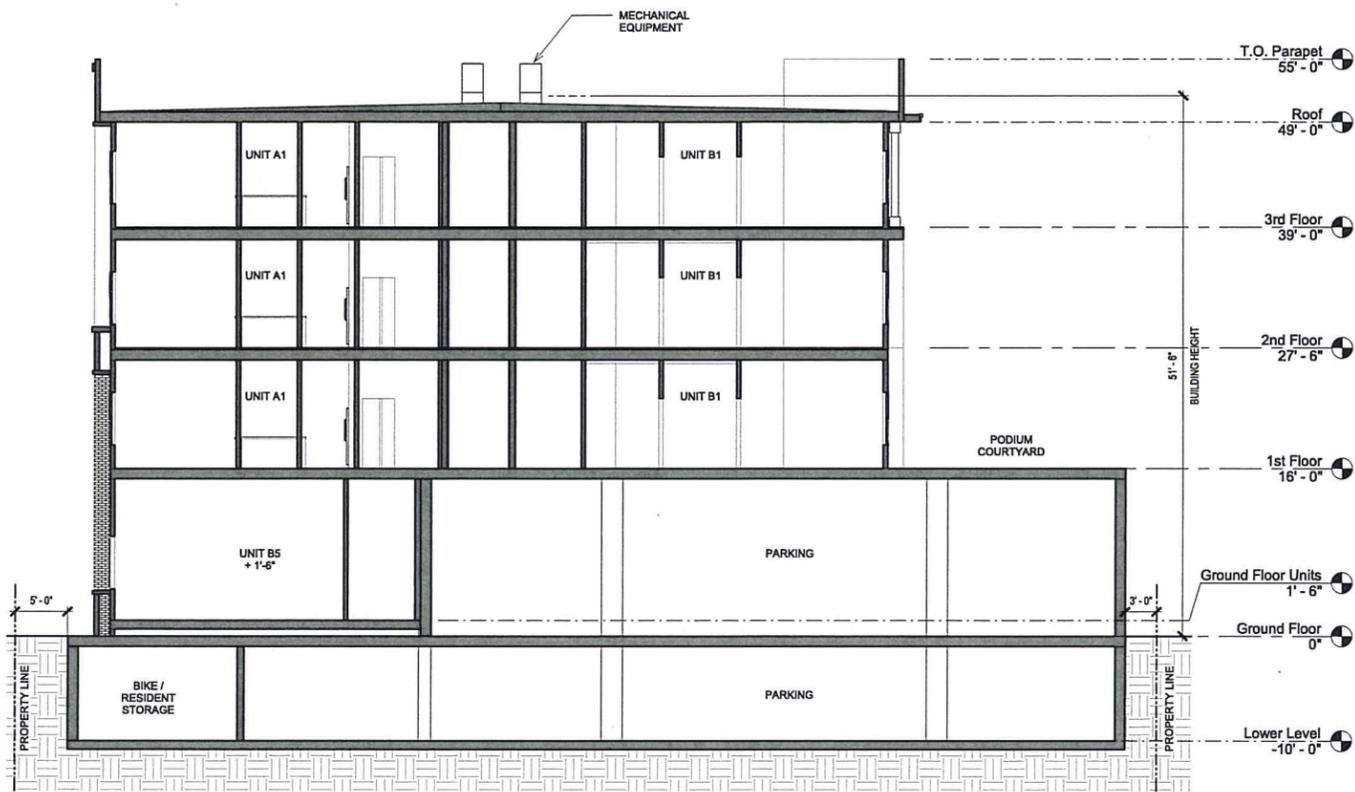
Campbell, CA



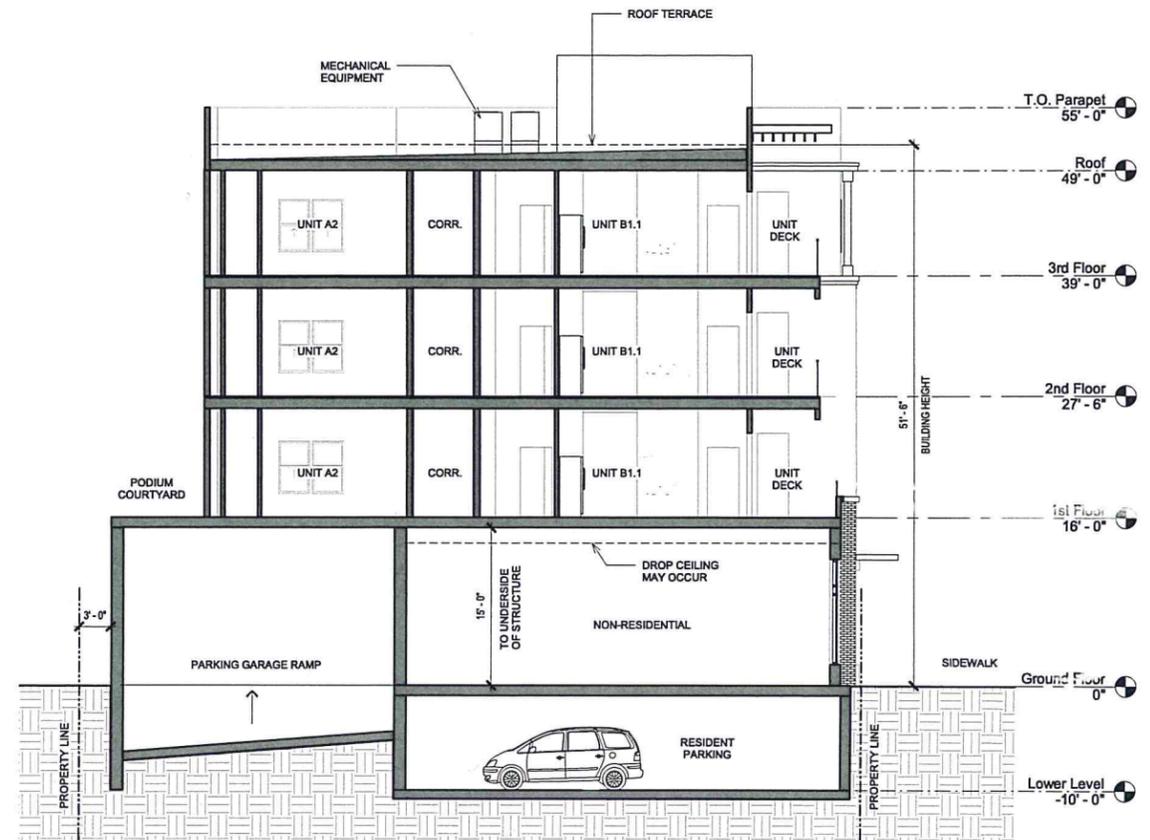
EXTERIOR ELEVATIONS

DATE: 03/05/16
PROJECT NO: 1193-0002
SCALE: 1/16" = 1'-0"
SHEET: A13





BUILDING SECTION 2 | 2
1/8" = 1'-0"



BUILDING SECTION 1 | 1
1/8" = 1'-0"

East Campbell Avenue

Campbell, CA

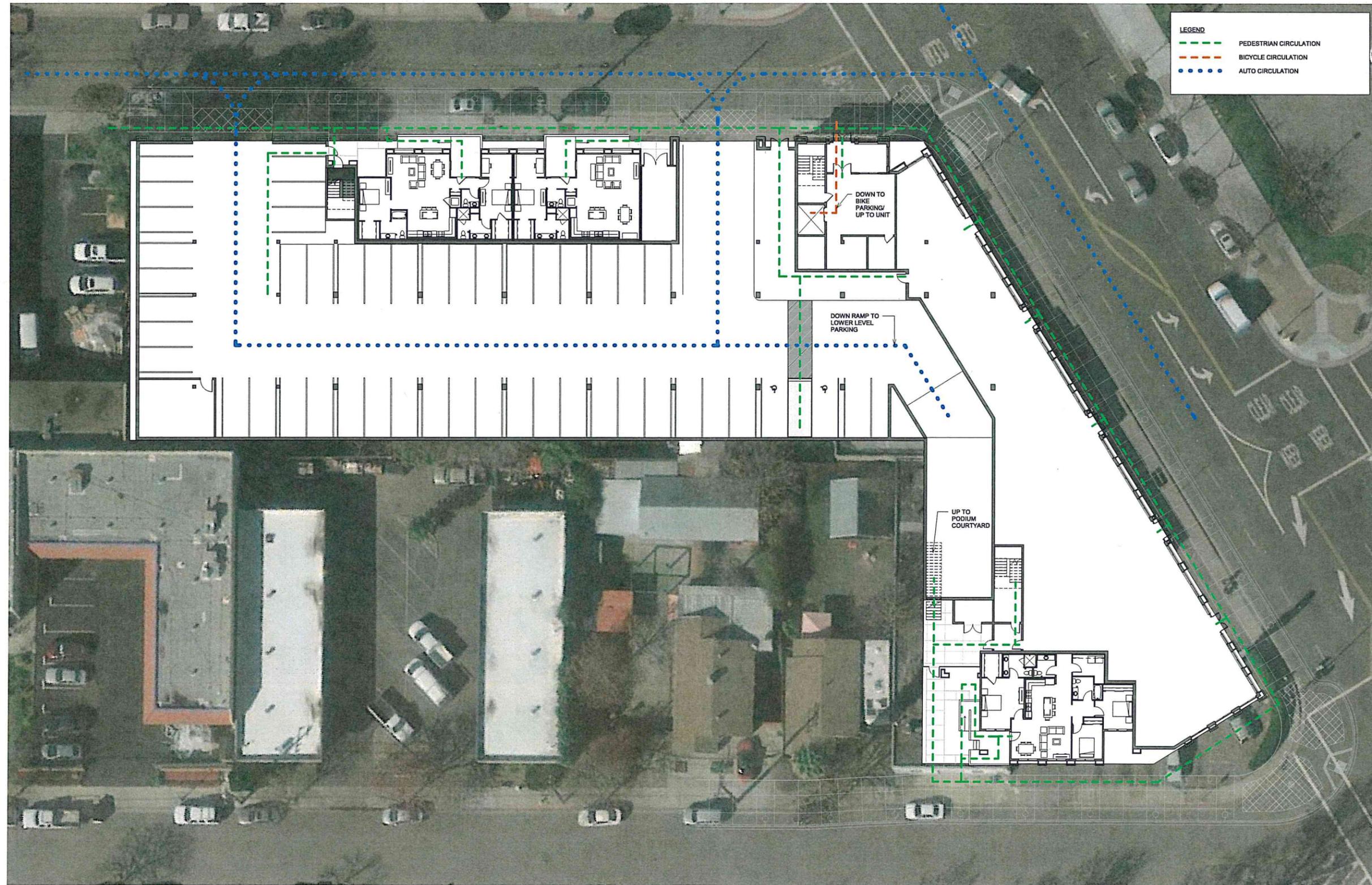
BUILDING SECTIONS

DATE: 03/05/16
PROJECT NO: 1193-0002
SCALE: 1/8" = 1'-0"
SHEET: A14



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



East Campbell Avenue

Campbell, CA



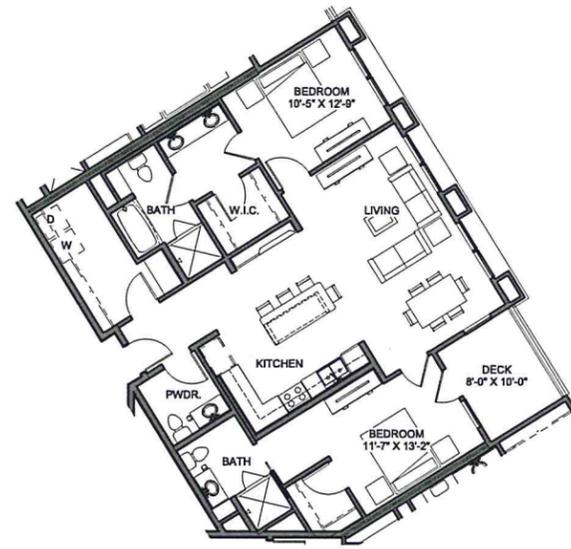
CIRCULATION MAP

DATE: 03/05/16
 PROJECT NO: 1193-0002
 SCALE: 1/16" = 1'-0"
 SHEET: A15

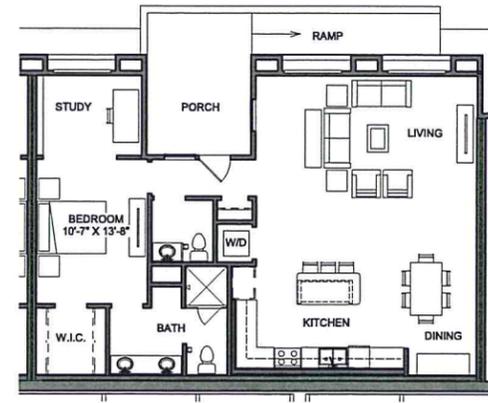


LPAS

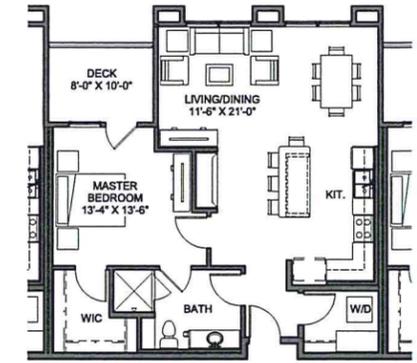
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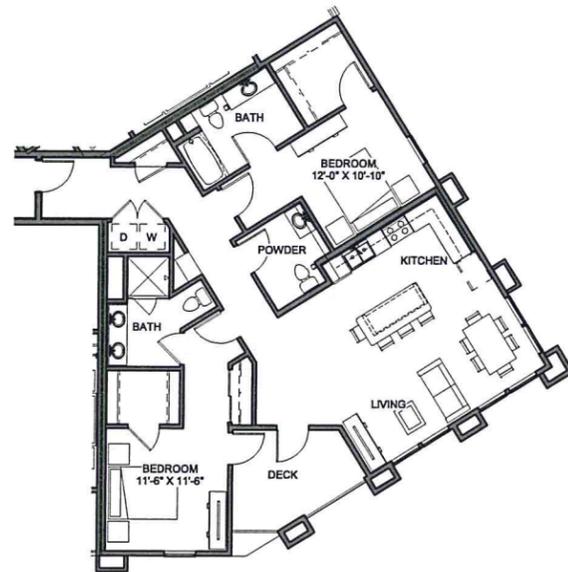
UNIT B2 - 2 BEDROOM - 1,280 S.F. | 5
1/8" = 1'-0"



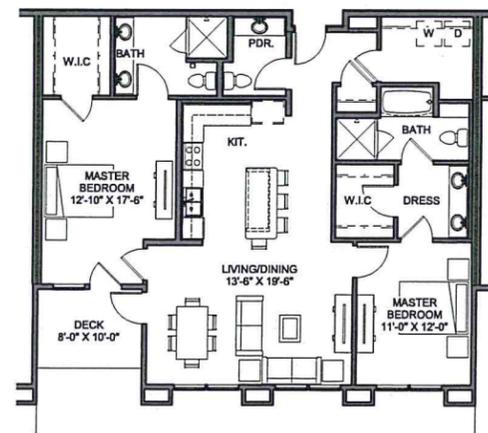
A3 UNIT PLAN - 1 BEDROOM - 1,111 S.F. | 3
1/8" = 1'-0"



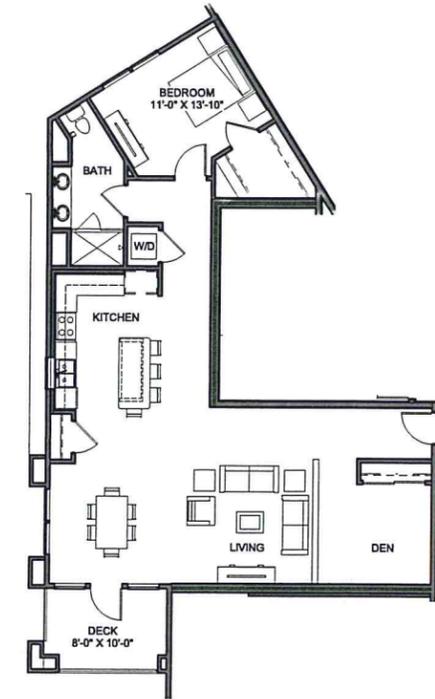
A1 UNIT PLAN (A1.1 SIM.) - 1 BEDROOM - 853 S.F. | 1
1/8" = 1'-0"



UNIT B3 - 2 BEDROOM - 1,320 S.F. | 6
1/8" = 1'-0"



UNIT B1 (B1.1 SIM.) - 2 BEDROOM - 1,338 S.F. | 4
1/8" = 1'-0"



UNIT A2 - 1 BEDROOM - 1,191 S.F. | 2
1/8" = 1'-0"

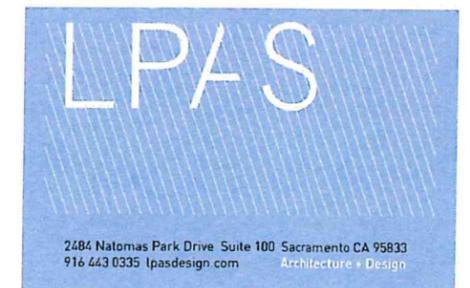
SCALE: 1/8" = 1'-0"

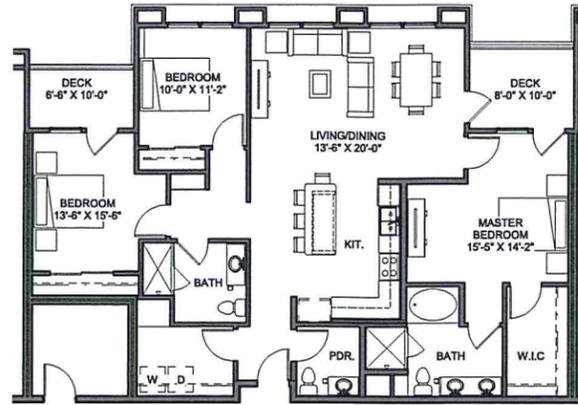
East Campbell Avenue

Campbell, CA

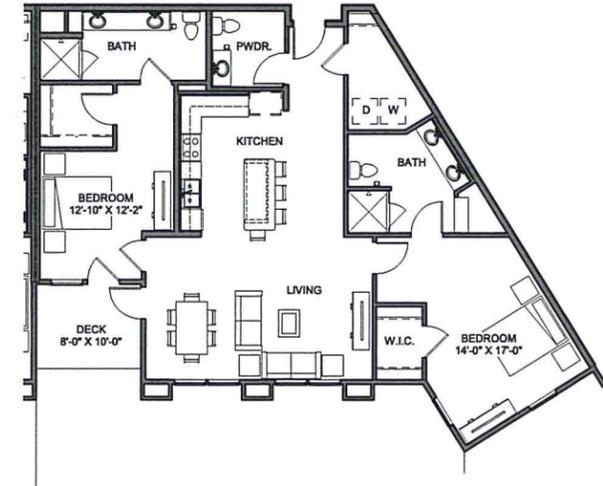
UNIT PLANS

DATE: 03/05/16
PROJECT NO: 1193-0002
SCALE: 1/8" = 1'-0"
SHEET: A16

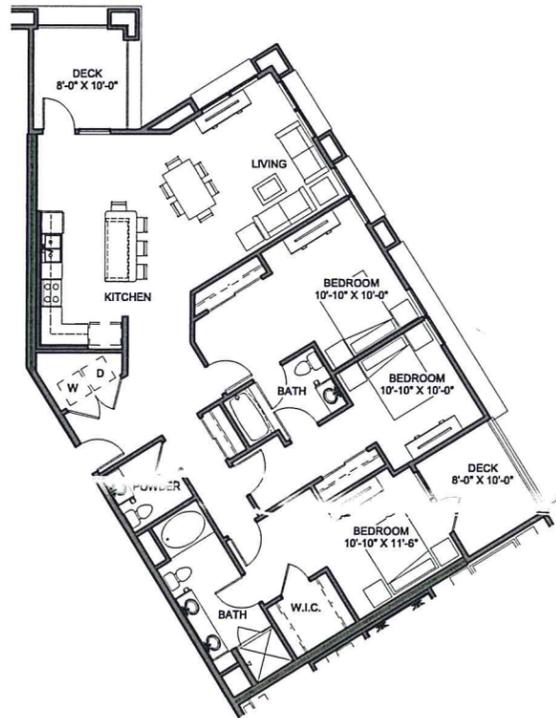




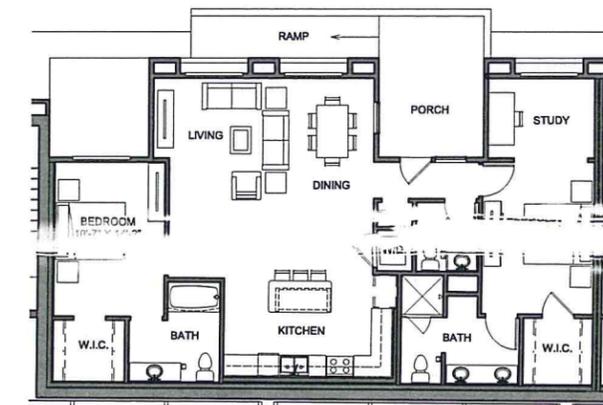
UNIT C1 - 3 BEDROOM - 1,486 S.F. | 3
1/8" = 1'-0"



UNIT B4 - 2 BEDROOM - 1,471 S.F. | 1
1/8" = 1'-0"



UNIT C2 - 3 BEDROOM - 1,580 S.F. | 4
1/8" = 1'-0"



UNIT B5 - 2 BEDROOM - 1,305 S.F. | 2
1/8" = 1'-0"

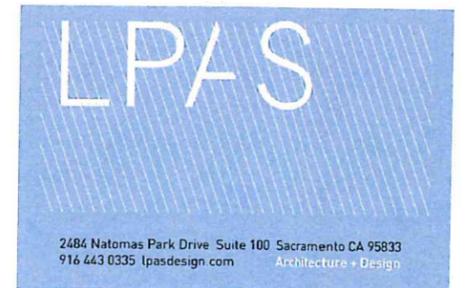
SCALE: 1/8" = 1'-0"

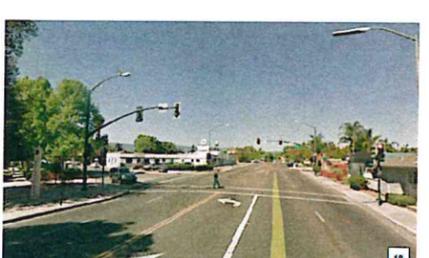
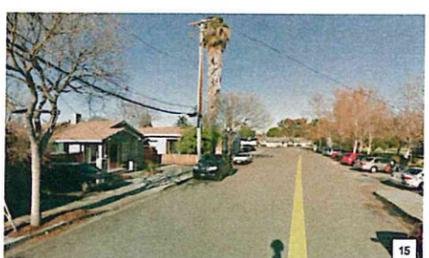
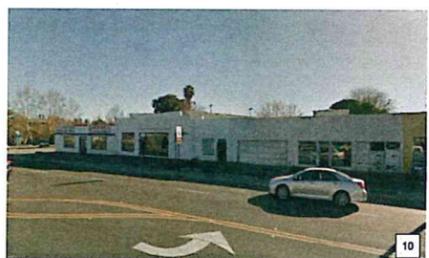
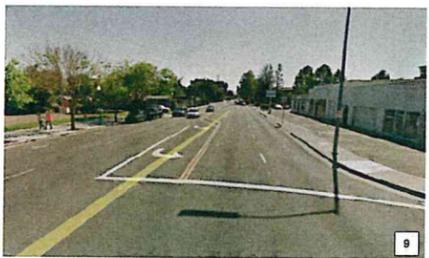
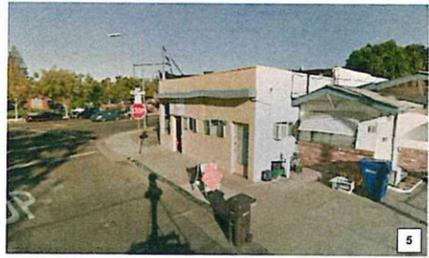
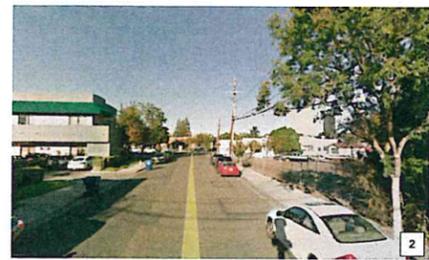
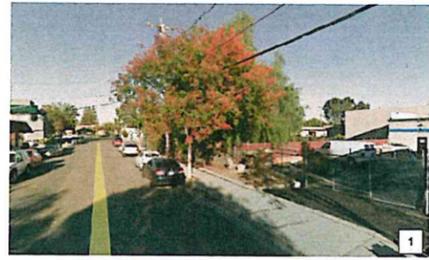
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UNIT PLANS

DATE: 03/05/16
PROJECT NO: 1193-0002
SCALE: 1/8" = 1'-0"
SHEET: A17





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SCALE: N.T.S.

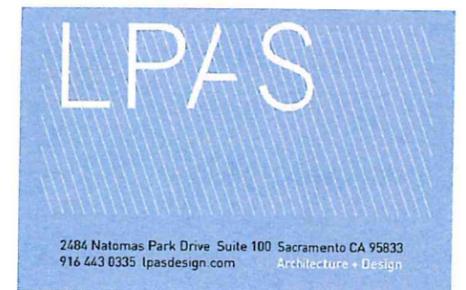
East Campbell Avenue

Campbell, CA



SITE CONTEXT PHOTOGRAPHS

DATE: 03/05/16
PROJECT NO: 1193-0002
SCALE: N.T.S.
SHEET: A18



Del Grande Property Density

Allowable Density in Campbell = 27 units per acre

Net Acreage= area bound by the sidewalk

Baseline Density= 1.0 Acres X 27= 27 units

CA allows a 35% "Density Bonus" for making 15% of the units low income and/or senior housing

With Density Bonus = 36 units

Gross Acreage= area to the middle of adjacent streets

***Adds over half an acre to the calculation**

Baseline Density= 1.6 acres X 27= 43 units

With Density Bonus = 58 units

Sources: Campbell General Plan, Silicon Valley Economic Development Alliance, Kronick Reference Guide, Civil Engineering Associates