Appendix A

NOP and Comment Letters

Notice of Preparation

To: State Clearinghouse	**From:** Paul Kermoyan, City of Campbell Community Development
P.O. Box 3044	70 North First Street
Sacramento, CA 95812-3044	Campbell, CA 95008

Subject: Notice of Preparation of a Draft Environmental Impact Report

The City of Campbell will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study (☐ is ☒ is not) attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Paul Kermoyan at the address shown above. We will need the name for a contact person in your agency.

Project Title: Dell Avenue Area Plan

Project Applicant, if any: City of Campbell

Date 7/2/14

Signature

Title Community Development Director

Telephone 408-866-2140

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, 15375.

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Dell Avenue Area Plan

Lead Agency: City of Campbell — Contact Person: Paul Kermoyan
Mailing Address: 70 North First Street — Phone: (408) 866-2140
City: Campbell — Zip: 95008 — County: Santa Clara

Project Location: County: Santa Clara — City/Nearest Community: Campbell
Cross Streets: Dell Avenue between Hacienda Avenue and Knowles Drive — Zip Code: 95008
Longitude/Latitude (degrees, minutes and seconds): ___° ___ ___ N / ___° ___ ___ W Total Acres: 113
Assessor's Parcel No.: ___ Section: ___ Twp.: ___ Range: ___ Base: ___
Within 2 Miles: State Hwy #: 17, 85 — Waterways: Los Gatos Creek, Vasona Reservoir
Airports: ___ Railways: UP — Schools: numerous

Document Type:

CEQA: ☒ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec
☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ___ Other: ___
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other: ___

Local Action Type:

☒ General Plan Update
☒ General Plan Amendment
☐ General Plan Element
☐ Community Plan
☐ Specific Plan
☐ Master Plan
☐ Planned Unit Development
☐ Site Plan
☒ Rezone
☐ Prezone
☐ Use Permit
☐ Land Division (Subdivision, etc.)
☐ Annexation
☐ Redevelopment
☐ Coastal Permit
☒ Other: Area Plan

Development Type:

☒ Residential: Units 300 Acres ___
☒ Office: Sq.ft. 2,292,000 Acres ___ Employees ___
☒ Commercial: Sq.ft. 20,000 Acres ___ Employees ___
☒ Industrial: Sq.ft. -148,000 Acres ___ Employees ___
☐ Educational: ___
☐ Recreational: ___
☐ Water Facilities: Type ___ MGD ___
☐ Transportation: Type ___
☐ Mining: Mineral ___
☐ Power: Type ___ MW ___
☐ Waste Treatment: Type ___ MGD ___
☐ Hazardous Waste: Type ___
☐ Other: ___

Project Issues Discussed in Document:

☒ Aesthetic/Visual
☐ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☒ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☒ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☒ Geologic/Seismic
☐ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities
☒ Recreation/Parks
☒ Schools/Universities
☐ Septic Systems
☒ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☒ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation
☐ Vegetation
☒ Water Quality
☒ Water Supply/Groundwater
☐ Wetland/Riparian
☒ Growth Inducement
☒ Land Use
☒ Cumulative Effects
☒ Other: GHG Emissions

Present Land Use/Zoning/General Plan Designation:

Research & Development, General Commercial, Open Space

Project Description: *(please use a separate page if necessary)*
See attached pages

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

	Air Resources Board		Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
	California Highway Patrol		Pesticide Regulation, Department of
X	Caltrans District #4	X	Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB #2
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of		SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region #3		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of	X	Other: Bay Area Air Quality Management District, SF Bay Regional Water Quality Control Board, Metropolitan Transportation Commision, Association of Bay Area Govemments, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District
	Health Services, Department of	X	Other: City of Los Gatos, City of San Jose, Santa Clara County
	Housing & Community Development		
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date 7/16/2014 Ending Date 8/14/2014

Lead Agency (Complete if applicable):

Consulting Firm: PlaceWorks
Address: 1625 Shattuck Avenue, Ste 300
City/State/Zip: Berkeley, CA 94709
Contact: Brad Johnson
Phone: 510-848-3815

Applicant: Paul Kermoyan
Address: 70 North First Street
City/State/Zip: Campbell, CA 95008
Phone: 408-866-2140

Signature of Lead Agency Representative: [signature] **Date:** 7/2/14

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

PLACEWORKS

MEMORANDUM

DATE July 3, 2014

TO Paul Kermoyan

City of Campbell

FROM Bruce Brubaker, Brad Johnson

RE Dell Avenue Area Plan Project Description

This memorandum provides the project description for the Notice of Preparation (NOP) for the Dell Avenue Area Plan Environmental Impact Report (EIR).

1. Project Description and objectives

The City of Campbell has undertaken an effort to develop the Dell Avenue Area Plan (DAAP) and supporting Environmental Impact Report.

The City of Campbell is shown within its broader regional context in Figure 1. As shown in Figure 2, the Plan Area comprises approximately 113 acres near the southern tip of Campbell, nestled between major transportation corridors and open space. The Plan Area is just west of Los Gatos Creek and the Santa Clara Valley Water District's percolation ponds. As shown in Figure 3, the Plan Area is generally bounded by Winchester Boulevard (including parcels on the west side of the street) at the west, Hacienda Avenue at the north, Dell Avenue at the east, and Knowles Drive to the south.

An EIR will be prepared to analyze the potential impacts of adopting and implementing the DAAP for the Plan Area, along with potential General Plan and Zoning Ordinance amendments. The basic objective of the DAAP, previously established by the Campbell City Council, is to transform the area into a modern, technology sector-based employment district that is competitive in the Silicon Valley. As such, all of the DAAP's aims and objectives are to support and provide a framework for this vision, while also balancing the community's preferences. The DAAP will seek to accomplish the additional following objectives:

- Define the vision of the future of the Plan Area that is in line with the City's main goal of achieving an attractive tech-based work district.
- Designate land uses compatible with the overall vision of a technology-based office district and disallow uses that are a barrier to achieving this vision.

- Create multimodal travel options in a concerted effort to reduce driving dependency and enhance the overall walkability of and access to the Plan Area.
- Create goals and policies intended to facilitate achievement of the vision
- Create development standards for the form and physical design of new development within the Plan Area.
- Provide recommendations for circulation and infrastructure improvements required to support future buildout of the Plan Area, including recommendations for accommodating a potential light rail station within the Plan Area.
- Provide an implementation strategy for achieving the goals in the DAAP and putting the policies in the DAAP into action.

2. Development Potential

The DAAP would permit a mix of R&D/light industrial, office, residential, retail, civic, and park/trail uses within the Plan Area. Table 1 shows development estimates for the Plan Area. It is assumed that development would occur over the course of the next 20 to 30 years. The rate and timeframe for development within the Plan Area are subject to variation based on market demands.

TABLE 1: ESTIMATED DEVELOPMENT CHANGE

	Gross New	Existing to be Removed	Net Change
Office	2,850,000 sf	558,000 sf	2,292,000 sf
Research & Development/Light Industrial	350,000 sf	498,000 sf	-148,000 sf
Retail & Services	72,000 sf	52,000 sf	20,000 sf
Residential*	300 units	n/a	300 units

*Residential would only be allowed on the west side of Winchester Boulevard

3. Circulation Analysis

A complete assessment of the existing and proposed circulation system will occur as part of the DAAP EIR process. The following intersections will be studied:

1. Camden Avenue/White Oaks Road-Curtner Avenue
2. San Tomas Expressway/SR 17 Southbound Ramps
3. East Sunnyoaks Avenue/Dell Avenue

4. Winchester Boulevard/West Sunnyoaks Avenue
5. Winchester Boulevard/Hacienda Avenue
6. Hacienda Avenue/Dell Avenue
7. Winchester Boulevard/Knowles Drive
8. Winchester Boulevard/SR 85 Northbound Ramps
9. Winchester Boulevard/SR 85 Southbound Ramps
10. Winchester Boulevard/Lark Avenue
11. Lark Avenue/SR 17 Southbound Ramps
12. Lark Avenue/SR 17 Northbound Ramps
13. Lark Avenue/Los Gatos Boulevard
14. San Tomas Expressway/Hamilton Avenue
15. San Tomas Expressway/Campbell Avenue
16. S. Bascom Avenue/Curtner Avenue
17. S. Bascom Avenue/Camden Avenue
18. S. Bascom Avenue/SR 85 Northbound Ramps
19. Los Gatos Boulevard/SR 85 Southbound Ramps
20. Los Gatos Boulevard/Samaritan Drive
21. Santa Cruz Avenue/Los Gatos-Saratoga Road
22. Winchester Boulevard/ Wimbledon Drive
23. Winchester Boulevard/Daves Avenue
24. Winchester Boulevard/Albright Way
25. Blossom Hill Road/Santa Cruz Avenue-Winchester Boulevard
26. Los Gatos Boulevard/Los Gatos-Saratoga Road
27. Los Gatos-Saratoga Road/University Avenue
28. Santa Cruz Avenue/Main Street

4. Other Public Agency Approvals

The Area Plan will become effective upon adoption by the Campbell City Council. The Planning Commission and other decision-making bodies will review the Area Plan and make recommendations to the City Council. While other agencies may be consulted during the Area Plan process, their approval is not required for Plan adoption. However, subsequent development under the Area Plan may require approval of State, federal and

responsible trustee agencies that may rely on the programmatic EIR for decisions in their area of expertise.

5. Environmental Factors Potentially Affected

The project could potentially affect the following environmental factors:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/ Service Systems

Each of these factors will be addressed in the EIR.

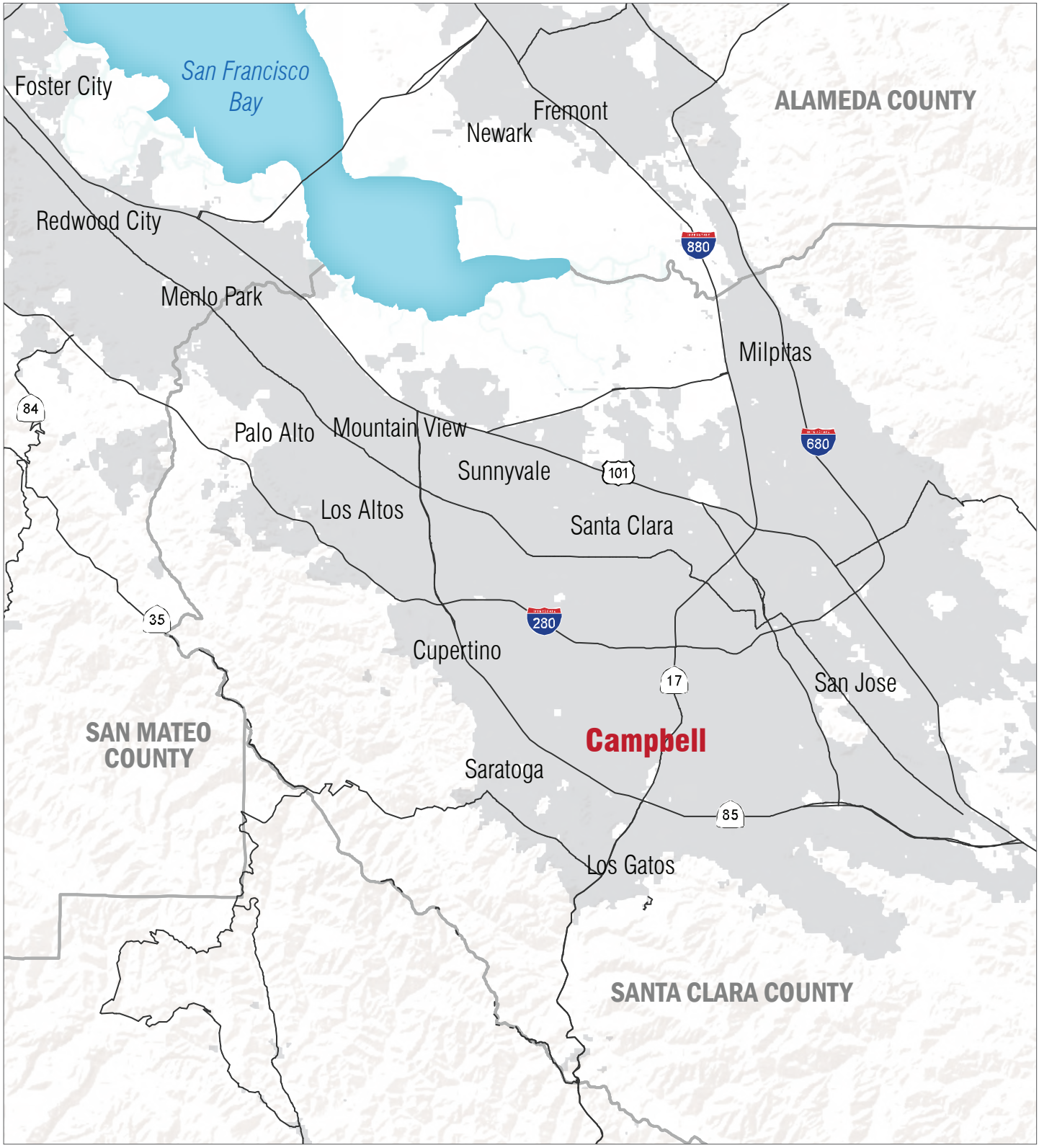
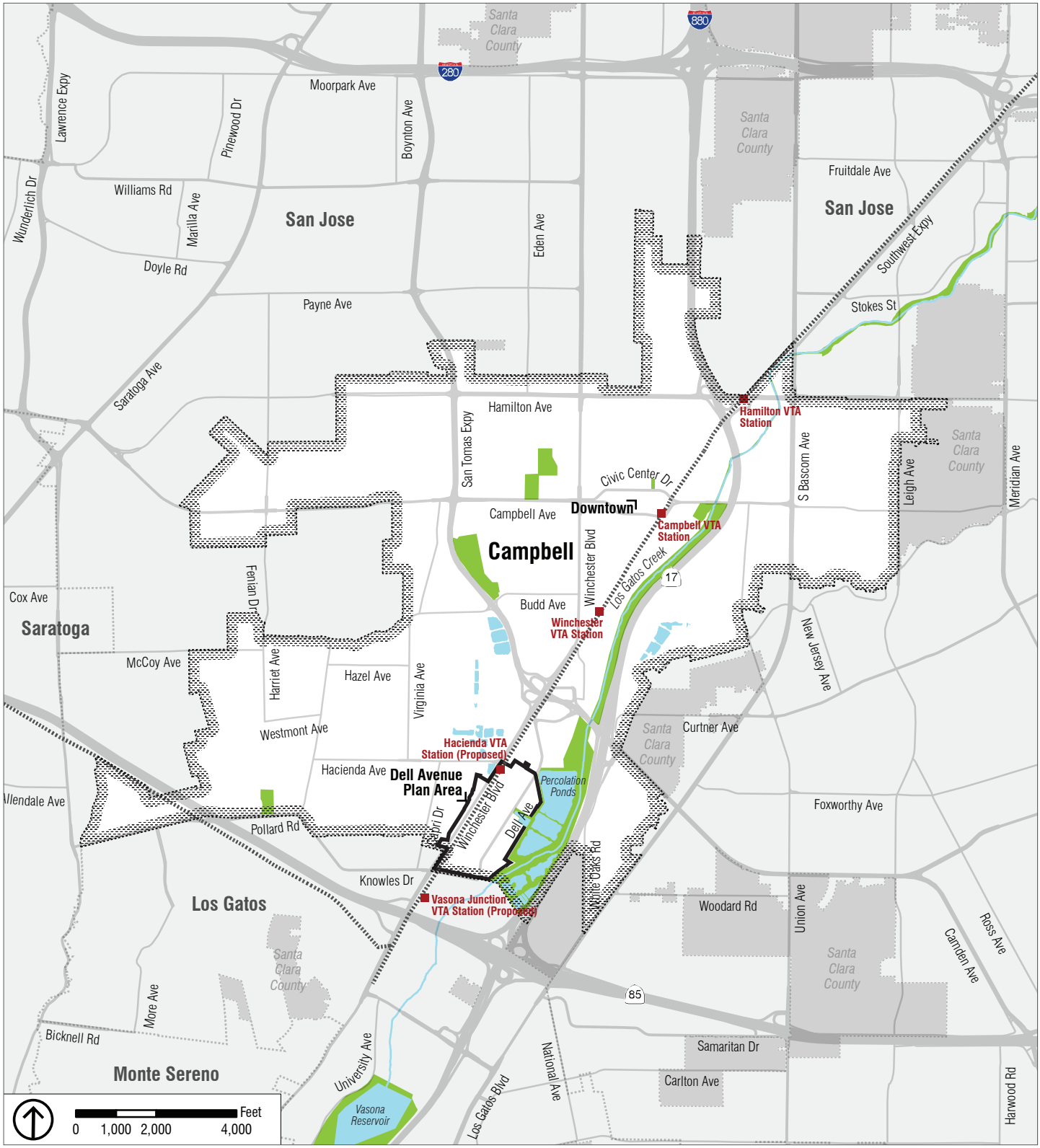


Figure 1
Regional Context



Campbell City Limits

Plan Area Boundary

Figure 2
Citywide Context

Plan Area

Figure 3
Plan Area

County of Santa Clara

Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400

RECEIVED
AUG 07 2014
CITY OF CAMPBELL
PLANNING DEPT.

August 5, 2014

Paul Kermoyan
Community Development Director
City of Campbell
70 North 1st Street
Campbell, CA 95008

SUBJECT: Notice of Preparation (NOP) of an Environmental Impact Report
Dell Avenue Area Plan

Dear Mr. Kermoyan:

The County of Santa Clara Roads and Airports Department appreciates the opportunity to review the NOP and is submitting the following comments.

The memorandum included with the NOP lists intersections that will be studied as part of the Circulation Analysis. A Transportation Impact Analysis (TIA) should be prepared for the proposed project following the latest adopted Congestion Management Program (CMP) TIA Guidelines to identify significant impacts for the DEIR. In addition to the listed intersections, the TIA should include, but not be limited to, all signalized, unsignalized, CMP and non-CMP intersections on San Tomas Expressway from West Hamilton Avenue to Winchester Boulevard. The analysis should be conducted using County signal timing for County study intersections and the most recent CMP count and LOS data for CMP intersections. Please contact the Senior Traffic Engineer, Ananth Prasad, at Ananth.Prasad@rda.sccgov.org for the correct signal timing settings for the TIA.

The *Comprehensive County Expressway Planning Study - 2008 Update* adopted by the Board of Supervisors in March 2009 should be consulted for a list of mitigation measures for significant impacts to the expressways. Should the *Expressway Study* not include an improvement that would mitigate a significant impact, the TIA should identify mitigation measures that would address the significant impact. Mitigation measures listed in the TIA should be incorporated into the EIR document.

If you have any questions or concerns about these comments, please contact me at (408) 573-2465 or dawn.cameron@rda.sccgov.org.

Sincerely,

Dawn S. Cameron
County Transportation Planner

cc: Masoud Akbarzadeh, *County Transportation Planner*

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Ken Yeager, S. Joseph Simitian
County Executive: Jeffrey V. Smith

7-007

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Serious Drought. Help save water!

August 14, 2014

SCLVAR052
SCL/VAR/PM VAR
SCH# 2014072042

Mr. Paul Kermoyan
Community Development
City of Campbell
70 N. First Street
Campbell, CA 95008

Dear Mr. Kermoyan:

Dell Avenue Area Plan – Notice of Preparation (NOP)

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Please refer to Caltrans' comments on the Traffic Impact Analysis (TIA) Workscope in our letter dated June 3, 2014. We have reviewed the NOP and have the following comments to offer:

Traffic Impacts
One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways.

1. Freeway Systems and Operations: Caltrans recommends that the TIA include the distributions of traffic demand of the proposed project at the following freeway on-ramp locations for full assessment of impacts to the ramp metering operations:

   - Northbound (NB) State Route (SR) 17/Lark Avenue diagonal on-ramp;
   - NB SR 17/Camden Avenue diagonal on-ramp;
   - Southbound (SB) 17 San Tomas Expressway diagonal on-ramp;
   - SB SR 17/Lark Avenue diagonal on-ramp (planned to be metered in the future);
   - NB SR 85/Bascom Avenue diagonal on-ramp;
   - NB SR 85/Winchester Boulevard diagonal on-ramp; and
   - SB SR 85/Bascom Avenue diagonal on-ramp.

   Also, queuing analyses should be provided for all on-ramps, off-ramps, and associated intersections. The queuing analyses should be performed for Existing, Project Only, 2035

Cumulative, 2035 Cumulative + Project Conditions scenarios.

2. Forecasting: The TIA should include project generated AM and PM peak hour traffic turning movements per studied intersection under Existing, Project Only, 2035 Cumulative, 2035 Cumulative + Project Conditions and associated analyses for Caltrans' review. Without this information, we are unable to identify potentially significant impacts to the State Highway System.

Lead Agency
As the lead agency, the City of Campbell (City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy.

Vehicle Trip Reduction
Caltrans encourages you to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the State highways.

We also encourage you to develop Travel Demand Management (TDM) policies to promote usage of nearby public transit lines and reduce vehicle trips on the State Highway System. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers for employees, and providing transit passes to residents and employees, among others.

Caltrans recommends that an evaluation be included in the TIA of the development's impact on pedestrian, bicycle, and transit facilities adjacent to the site. Increased traffic generated or redistributed by the proposed project may cause an impact to pedestrians, bicyclists, and transit users. The sample questions in the CEQA checklist (specifically A and F) address impacts to pedestrians, bicyclists, and transit users.

Traffic Impact Fees
Please identify traffic impact fees to be used for project mitigation. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Scheduling and costs associated with planned improvements on State ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any.

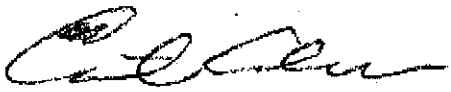
Voluntary Contribution Program
State Route 85, SR 17 and other State facilities near the site are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and

recreational traffic and are among the most congested regional facilities. Given the scale and location of the proposed project and the traffic generated, along with other projects in the vicinity, this project will have a cumulative significant regional impact to the already congested State Highway System.

Caltrans encourages the City to participate in Santa Clara Valley Transportation Authority's (VTA) voluntary contribution program and plan for the impact of future growth on the regional transportation system. Contributions would be used to help fund regional transportation programs that improve the transportation system to lessen future traffic congestion, improve mobility by reducing time delays, and maintain reliability on major roadways throughout the San Francisco Bay Area. Reducing delays on State facilities will not only benefit the region, but also reduce any queuing on local roadways caused by highway congestion.

Should you have any questions regarding this letter, please contact Brian Brandert of my staff at (510) 286-5505 or brian.brandert@dot.ca.gov.

Sincerely,



ERIK ALM, AICP
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy

5750 Almaden Expressway, San Jose, CA 95118-3614 | (408) 265-2600 | www.valleywater.org

Santa Clara Valley Water District

File: 32972
Upper Page Distribution System
X-Fac: Los Gatos Creek
Camden Percolation System
Page Percolation System

August 14, 2014

Mr. Paul Kermoyan
Community Development Director
City of Campbell
70 North 1st Street
Campbell, CA 95008

Subject: Notice of Preparation (NOP) for the Dell Avenue Area Plan and the Draft Land Use and Development Standards

Dear Mr. Kermoyan:

The Santa Clara Valley Water District (District) has reviewed the NOP of the Dell Avenue Area Plan (Plan Area), received on July 18, 2014. Comments are also included on the Draft Vision, Land Use and Development Standards.

Notice of Preparation (NOP)

Based on our review of the proposed project as shown in the NOP, we have the following comments:

1. The Plan Area includes within its boundaries the District's Upper Page Distribution System, a piped and open channel system which conveys water from Los Gatos Creek to the Page Recharge System at Hacienda Avenue; and District property, APN: 424-33-025, where the settling basin for the Upper Page Distribution System is located. Portions of the Upper Page Distribution System are located within Winchester Boulevard, within District easements on private property, and within District fee title property. Additionally, the Plan Area is directly adjacent to Los Gatos Creek, the Camden Recharge System, and Page Recharge System. A District permit will be required for any work proposed within District fee title property or easement or work over or directly adjacent to the District facilities. Since District permits are discretionary the District is to be considered a responsible agency under CEQA.
2. Redevelopment of the Plan Area needs to be in accordance with the Guidelines and Standards for Land use Near Streams (Guidelines and Standards), which was adopted by

the City of Campbell. The DEIR should include a discussion of how redevelopment of the Plan Area will be in accordance with the Guidelines and Standards, including specifying setbacks to Los Gatos Creek. Additionally, the Design Guides related to landscaping should be incorporated into the development standards for the Plan Area, to ensure the locally native riparian species within the Los Gatos Creek corridor are not negatively impacted by new development.

3. Currently, there is a trail along Los Gatos Creek and the Camden Recharge System that is operated on District property by the County of Santa Clara. There is currently no trail through the property where the Upper Page Distribution System settling basin is located. If new trailheads are proposed to the existing trail system, the locations need to be identified and all new trailhead locations need to be publicly accessible, operated by the City of Campbell, and locations coordinated with the District and County of Santa Clara, who operates the main trail. No private trail access points are allowed. Access points or location criteria should be identified so that the access points are appropriately spaced. Additionally, if other improvements or modifications to the trails are proposed, the DEIR needs to include a discussion of such improvements.
4. The majority of the Plan Area is not located within a special flood zone; it is within Zone X, areas outside of the 0.2% annual chance floodplain. However, a portion of APN: 424-33-094 may be within the Zone AE Special Flood Hazard Area.
5. District records show 9 wells located within the limits of the Plan Area. To protect groundwater quality and in accordance with District Ordinance 90-1, all existing wells affected by new or redevelopment need to be identified and properly registered with the District and either be maintained or destroyed in accordance with the District's standards. Destruction of any well and the construction of any new wells, including monitoring wells, requires a permit from the District prior to construction. Property owners or their representative should contact the District Wells and Water Measurement Unit at (408) 630-2660, for more information.

Please forward a copy of the DEIR when available for public review.

<u>Draft Vision, Land Use and Development Standards</u>

Visioning Process -The process for the visioning and development of the Plan Area and subsequent analysis of potential environmental impacts is not clear. In May 2014, the project consultant invited District staff to comment on the conceptual land use diagram for the Plan Area. We provided comments and information on the District operation of the Camden Groundwater Recharge ponds and just recently discovered on the City's website the Draft Vision, Land Use and Development Standards (Draft Vision) that was presented to the City Council in February 2014. District comments relative to the proposed uses on and adjacent to the ponds do not appear to be reflected in the Draft Vision or the public record.

Land Use -The Draft Vision describes enhanced high tech urban uses around the ponds and the creek to include waterfront facing plazas and restaurants along with an improved paved promenade and landscaping around the ponds. A high tech urban use may not be compatible with the function and operation of the groundwater recharge ponds or with their ancillary functions associated with passive recreation and wildlife habitat. The waterfront plazas, restaurants and promenades along with amenities such as the proposed amphitheaters, ballfields and performance venues within the Plan Area might

be appropriate around an urban water feature created in anticipation of these functions however the urban amenities described conflict with the purpose and operation of the recharge facilities, a description of which follows. With respect to the waterfront setbacks, we recommend an increased distance to allow for the landscaped buffer, improved promenades, seating areas, *etc.* to be placed within the project boundaries. We recommend deletion of the restriction of pathways within the 20 foot building setback along the waterfront. We also request deletion of the provision that allows for increased building height for a waterfront facing retail project built along the pond, creek, and trail. Implementation of the Area Plan should not rely on placement of amenities on District property used for important water supply infrastructure.

Purpose of Ponds - Their primary purpose is to recharge groundwater so water can be extracted from the ground for drinking water purpose. During this current drought imported water supplies have been severely curtailed so the community must rely on stored water in the underground aquifers. Because of our successful recharge operations in prior years, groundwater is available to sustain the community through this period of drought.

The function and operation of the groundwater recharge ponds must be very clear in the visioning of activities around it. The open water is aesthetically pleasing and draws the vision to actively incorporate the ponds into adjacent land uses. Not understanding the use and function of the ponds can lead to disappointment and frustration when aspects of the vision cannot be fulfilled. The drought has required the dry back of these ponds which also may occur during routine or emergency maintenance; therefore, it is important to realize these ponds may be dry for extended periods of time. Recreational opportunities and support for wildlife habitat are secondary to the primary purpose and must be carefully balanced with the primary function. The ponds are operated for a very utilitarian water supply purpose and the District continues to focus operations in a manner so as to avoid environmental regulations that can develop if the natural habitat around the ponds proliferates.

The establishment of natural habitat conflicts with the recharge operations and our ability to let the ponds go dry for cleaning. The ponds are cleaned every 2-5 years to retain the recharge capacity. Similarly occupants and visitors of adjacent land uses that rely on and expect open water will be frustrated when the ponds are dry, emit odor or are otherwise unpleasant aesthetically.

Vegetation - Landscaping as proposed around the pond edge will impact District operations. Trees may not be planted on the pond side slopes as they disturb operations and the function of the pond. Additional vegetation, although desirable from a human aesthetic perspective, is also desirable by wildlife. Of particular concern is the local geese population. The District has a robust ongoing program to keep the geese population in check as their overpopulation and excrement is not desirable by park users and presents a water quality concern. These nutrients increase the algal growth which reduces the percolation and increases the frequency of cleaning. The geese and seagull presence will also increase with the proposed waterfront restaurants and dining opportunities.

District Access - The District's main access into the Camden Ponds is from Dell Avenue along the desilting ponds. Street improvements along the District frontage should be designed for heavy vehicle access and associated turning radii etc. The trash rack located at the street frontage is cleaned frequently so easy access to that feature must also be retained. The channel through the desilting area and its extension through the Camden Pond site is also frequently cleaned using heavy vehicles. The proposed bridge crossing this channel is acceptable. Deterrents to opportunities to drop twigs, *etc.* in the canal should be included at the bridge crossing as this increases the debris load at the trash rack.

Similar to other paved areas in the area any pavement will be subject to damage from the use of heavy vehicles. Since the desilting pond access is the primary heavy vehicle access, any pavement at this location will be particularly susceptible to damage. We are currently installing sheet piling around the perimeter of the desilting ponds because of erosion. We discourage planting of trees along the south property line of the adjacent parcel due to potential impacts to the wall.

If you have any questions or need further information, you can reach me at (408) 630-2322.

Sincerely,

Colleen Haggerty, P.E.
Associate Civil Engineer
Community Projects Review Unit

cc: L. Lee, A. Baker, J. Sparkman, G. Hall, S. Tippets, C. Haggerty, File

32972_56993ch08-14

SANTA CLARA
Valley Transportation Authority

August 14, 2014

City of Campbell
Community Development Department
70 N. First Street
Campbell, CA 95008-1423

Attention: Paul Kermoyan

Subject: Dell Avenue Area Plan

Dear Mr. Kermoyan:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the NOP for the area plan for a 100-acre site bounded by Winchester Boulevard, Hacienda Avenue, Dell Avenue, and Knowles Drive. We have the following comments.

Land Use

VTA supports the overall approach the City is taking in the Dell Avenue Area Plan of combining a significant increase in employment uses with interspersed retail, housing and open space, all connected by a pedestrian-friendly circulation system. In addition, VTA supports and looks forward to working with the City to achieve one of the objectives of the project stated in the NOP: "Create multimodal travel options in a concerted effort to reduce driving dependency and enhance the overall walkability of and access to the Plan Area." While this site is not located in an established core or transit station area, the City's approach will help ensure that this development is oriented to pedestrians and bicyclists and will help reduce internal and external automobile trips associated with the area.

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more net new peak-hour trips. VTA's understanding is that this Area Plan does not grant a specific development entitlement and therefore a CMP TIA is not required at this time (per Section 2.2 of the *TIA Guidelines*). However, as long as a transportation analysis is being prepared for the DEIR, VTA recommends that it be consistent with the *TIA Guidelines* (see Section 11.2.2). In addition, it is our understanding that future specific developments on this site would require separate discretionary approvals, and therefore would require CMP TIAs at that time. The current March 2009 version of the *TIA Guidelines* may be downloaded from http://www.vta.org/news/vtacmp/0%20-%20Technical%20Guidelines/. For more information on the *TIA Guidelines*, please call Shanthi Chatradhi of the VTA Planning and Program Development Division at 408-952-4224.

Pedestrian and Bicycle Accommodations

VTA recommends that the DEIR analyze pedestrian and bicycle accommodations. Such analysis should consider the completeness of the pedestrian and bicycle network on roadways and intersections adjacent to and nearby the project site. Given that the street network will be substantially rebuilt as the area develops, the Plan provides a one-time opportunity to provide exceptional bicycle and pedestrian accommodations in the area, including bike lanes, wide sidewalks, and a buffer strip between pedestrians and automobiles with consistent street trees. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve perceptions of comfort and safety on a roadway. Existing intersections within the Plan area, such as Winchester Boulevard/Hacienda Avenue and Winchester Boulevard/Knowles Drive, could also benefit from safety improvements such as reduced curb radii, the removal of 'pork chop' right-turn islands, and the addition of high-visibility crosswalks.

Transportation Demand Management/Trip Reduction

The Dell Avenue area is not currently a transit-rich area, being directly served only by VTA Community Bus Lines 37 and 48. VTA's *Transit Sustainability Policy & Service Design Guidelines* (TSP/SDG), adopted by the VTA Board in February 2007, contain information about ridership performance standards and land use density targets for considering potential service changes. VTA notes that any future decision to potentially increase transit service in the area would rest with the VTA Board and would be evaluated based on sufficient transit demand among other factors.

Therefore, it will be important for the City to pursue other measures to reduce trips and encourage alternative modes of travel. In particular, the City should pay close attention to the site design of future projects in the area, to ensure that projects are designed to encourage walking and bicycle trips (see comments above). In addition, the City should work with future developer(s) to establish effective Transportation Demand Management (TDM) programs for the Dell Avenue area. Effective TDM measures that may be applicable to the Dell Avenue Area Plan could include parking management/pricing, transit fare subsidies, carpool incentives, bicycle facilities, and public/private partnerships to improve transit service in the area (e.g. shuttles to VTA Light Rail). In addition, the development of an Area Plan provides an opportunity for the City to establish a Transportation Management Association (TMA) for the area, and set an aggressive trip reduction target for future developments in the area, with a monitoring and enforcement component. VTA would be happy to work with the City to provide assistance in identifying appropriate TDM measures for the area.

Hacienda Station

The Plan Area (Figure 3) depicts a VTA Light Rail Station at the intersection of Hacienda Avenue and Winchester Boulevard. VTA notes that this station is not included in Phase 1 of the

Vasona Corridor LRT Extention Project. As noted in the Draft SEIR/EA for the Project, "Phase 1 would include all project features… except the Hacienda Station and optional Hacienda park-and-ride lot. The Hacienda Station (with or without the park-and-ride lot) would be constructed in Phase 2, contingent on sufficient funding and ridership." (pg. vi)

Rail Crossing

We understand the development is proposing a new road and rail crossing opposite existing Chapman Drive. An alternative should be analyzed that makes improvements at the existing Winchester Boulevard access points, including Knowles and Hacienda, and limits the new road to internal circulation only, without access to Winchester.

CMP Facilities

Based on the size and location of future development considered in this Area Plan, there may be impacts to one or more CMP facilities, including freeway segments and CMP intersections. If the transportation analysis indicates that there will be significant impacts according to CMP criteria, VTA suggests early coordination with the appropriate agencies to identify potential mitigation measures and voluntary contribution opportunities based on projects included in *Plan Bay Area* in the project vicinity.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

cc: Erik Alm, Caltrans
Brian Brandert, Caltrans

CM1402

LIST BIOLOGICAL LABORATORIES, INC.

540 DIVISION STREET ▪ CAMPBELL ▪ CALIFORNIA 95008-6906 ▪ USA
408-866-6363 ▪ 800-726-3213 ▪ FAX 408-866-6364 ▪ EMAIL info@listlabs.com
WEBSITE www.listlabs.com

RECEIVED
JUL 29 2014
CITY OF CAMPBELL
PLANNING DEPT.

July 28, 2014

Paul Kermoyan
Community Development Director
City of Campbell
Community Development Department
70 North 1st Street
Campbell, CA 95008

Dear Paul:

List Biological Laboratories, Inc. has been in business and in Campbell since 1978. We currently are located at 540 Division Street in Campbell and we were at our previous location on Vandell Way in Campbell for over 25 years. List Labs manufactures reagents used in scientific research; reagents which contribute to the development of vaccines and therapies for diseases, including cancer.

We have reviewed your Land Use, Prohibited Uses and noticed that under the column titled, "Existing CM Permitted Uses to be Prohibited" was a category that we feel describes our business, "Pharmaceutical Manufacturing." What is the future of businesses such as List Labs under the new plan? Will we be able to continue our established business at our current location? Substantial tenant improvements (in excess of $8M) have been made to our facility to make it fit for our manufacturing needs.

Companies such as List Labs have brought revenue to the city over the years and are ideal tenants in this setting. I look forward to hearing from you.

Sincerely,

Debra S. Booth

Debra S. Booth
Vice President

1334 DELL LLC

591 MacArthur Ave

San Jose, CA. 95128

408-293-2158

RECEIVED
AUG 13 2014
CITY OF CAMPBELL
PLANNING DEPT.

August 5, 2014

Attn: Paul Kermoyan,

Community Development Director

City of Campbell, 70 North 1st Street, Campbell, CA 95008

RE: Dell Ave Area Plan

We are land owners of 1334 Dell Ave and have been since the early 60's.In the 1970's we developed the land to provide an area for small business owners to grow and prosper. Many businesses have provided for their families and added to the small town ambience that Campbell has always been known for. This plan that is proposed will eliminate all of the businesses that we rent to because of the plan's permitted use which will be Tech or eating and drinking establishments. From the meeting that was attended by property owners, and who invested sweat equity in this area the greatest majority were completely against this concept. These owners have leased to businesses that have also paid taxes, license fees and generally in kind contributed to Campbell's growth and success.

The plan which seems to be motivated by a few developers does not address the needs and wants of the existing businesses; they will be forced out of our city making these services hard to access. By eliminated these small businesses our social, cultural and economic balance will be off, this action we affect all who live here.

Environmental impact means the surroundings or conditions in which a person, animal, or plant lives or operates, this plan will have implications on all the above. This area is already servicing this community by having a place to bike, BBQ and picnic, by keeping these businesses close we have balance, Tech is next to Mom and Pop businesses presently, this is Campbell. Will this plan with more Tech and eateries be able to provide the services we are eliminating?

We feel as though your vision of changing Campbell into another city is wrong and short sighted.

Included are signatures of business owners that agree with this letter

Sincerely,

Michael Craig

BUSINESSES AGAINST PROPOSED DELL AVENUE AREA PLAN

Name	Business & Location
Mario Gonzales	Finishes Unlimited 1334 Dell unit A
Mario Gonzales	Finishes Unlimited 1334 Dell unit D
Cheryl Gorham	FINISHES UNLIMITED
[illegible]	KESTREL WOODWORKS
[illegible] Timmons	CHOA Stream, Inc. 1334 Dell - F
Manuela Faurrou	[illegible] 1331 Dell Suite G.
John Esperuela	Art Works 1334 Dell. HC
Theresa Brandt	ART WORKS 1334-C DELL AVE
Marina Bykhovsky	PG Tech 1334 Dell Ave H
STEVE MATLOCK	UNITED PLUMBING CONTRACTORS
[illegible]	[illegible] 1334 C Dell Ave
[illegible]	1320 Dell Ave #E
Casey [illegible]	Norcal Heating + Cooling 1320 Dell unit K
[illegible]	MICRO PRECISION MACH 1320 DELL #A
MARK MEDALIE	
GREG VANDENTRIES	1610 Dell Ave Campbell CA 95008

BUSINESSES AGAINST PROPOSED DELL AVENUE AREA PLAN

Name	Business & Location
Darin Morris	Big Designs Fabrication 1076 Florence Way Campbell
Scott Sly	1085 Florence Way
	1090 Florence Way Campbell
	Wenger Plbg. Co. 1112 Florence Way Campbell
	1020 Florence Way Campbell
	1040 Florence Way, Campbell
	1070 Florence Way, Campbell
	1089 Florence Way, Campbell
	1093 Florence Way, Campbell
	1092 Florence Way Campbell Rich Enterprises
8-1148	Screened Images 1065 Florence Way, Campbell, CA
	Yorke Precision Inc. 1048 Florence Way
	1060 Florence Way Campbell
	PO Box 112512 Campbell CA 95002
	California Auto Tinting & Polishing 130 E Sunnyoaks Ave Campbell Ca 95008

Michael Craig

BUSINESSES AGAINST PROPOSED DELL AVENUE AREA PLAN

Name	Business & Location
Steve Baracchi	1077 Dell Ave A Party Place
SEAN Conner	180 E. SUNNYOAKS AVE
Ryan Wright	180 S. Sunnyoaks Ave #r
[illegible]	150 E. Sunny Oaks Ave
Nathan Merrill	1550 Dell Ave, K Campbell CA American Ornamental Iron
Raul Herrera	60 E SUNNYOAKS AVE.
[illegible]	60 E Sunnyoaks Ave.
[illegible]	60 E Sunnyoaks #10
[illegible]	1143 Dell Ave.
[illegible]	1157 Dell Ave.

HOSMER

RECEIVED
AUG 14 2014
CITY OF CAMPBELL
PLANNING DEPT.

To: Paul Kermoyan, Community Development Director

Re: Dell Avenue Area Plan

Date: August 13, 2014

Dear Mr. Kermoyan,

Hosmer has provided blue collar jobs to the community for 54 years. We provide Prosthetics to many diverse communities such as our returning veterans, children with congenital needs, the elderly, workers with limb loss due to accidents and many others for over 100 years. Most of our competition is foreign, we are the sole source for many highly specialized and hard to find products.

As the years have gone by we have had to cope with more and more regulations all adding to the cost of doing business. There is not a week goes by that some inspector is here to monitor our processes and verify that we are not producing any negative effects to the environment or the community.

So why you ask are we still here and not re-located to a more business friendly state? In short the answer is our people. To do what we do takes skill, training, and the passing of knowledge. This is one of the very few businesses that still exist where people start young advance and eventually retire. We have several employees who have been with us for over 30 years. We treat our employees like family and provide good Company benefits.

Like all Companies that have survived this long we have also continued to develop new products. By being here we have been able to leverage the innovations and acquire the talent that are more concentrated here than anywhere else. We recently released a product that utilizes everything from micro gyros and accelerometers to state of the art materials and processes to replace the anatomical function of a foot.

This product is another example of why being here has been beneficial. As we sought the talent that it would take to produce this product we were able to find it here in our own backyard. Our experienced team had already been through the constant chain of employment and unemployment that is emblematic of the type of business that this plan would replace us with. They chose us to bring meaning and stability to their work and even made financial sacrifices to do so.

I grew up in a local community in the 50s and have been here ever since. I can tell you that while a lot of the change has been good, equally as much only served the interest of a few outsiders.

As an ISO company it is our mission to do well and be of service to our community. How does this plan serve the existing business and residents when the end result is creating jobs that can only be filled by temporary H1B foreign nationals and highly paid software engineers? If past experience is a guide it will only drive up the cost of living, drive more demand on our limited water supply and reduce the quality of life for those already here forcing many out of an area that they have loved and contributed to for so many years. Also, cyclical economic trends may turn the new plan into a ghost town which we have seen in other areas in the past. I feel there should be room for everyone past, present, and future. The community needs diversity and balance.

Sincerely,

Karl J. Hovland

Karl Hovland
President and C.O.O.

Hosmer Dorrance Corporation • 561 Division Street • Campbell, Ca 95008 • (408) 379-5151
Founded in 1912, a California Corporation proudly doing business in Campbell since 1960

SPIRALINKS

RECEIVED
AUG 18 2014
CITY OF CAMPBELL
PLANNING DEPT.

August 14, 2014

Dear Paul,

I have a business in Campbell on Dell Avenue. I think that a coordinated plan for the area is very wise and forward thinking in this time of growth. Also with the water conservation, that is something that should be continued. I think open space is great, & under ground parking — or solar panels on carports, instead of so much black top and no where to hide in the summer!

G Southern

1682 Dell Avenue, Campbell, California 95008 • www.spl.com • ph 408 608 6900 • fx 408 370 6463

From: DBPromo1@aol.com [mailto:DBPromo1@aol.com]
Sent: Tuesday, August 12, 2014 10:27 AM
To: Paul Kermoyan
Subject: Dell-Avenue-Area-Plan

Mr. Kermoyan;
Thank you for the this opportunity to respond to this project. My home is at 1360 Walnut Drive (corner of Walnut & Chapman). I have lived in Campbell for 32 years.

- It is inevitable that whatever you do to this site, there will never be enough parking within it's parameters. The proposed "Parking Reductions" sound so appeasing, but is a laughable attempt to make up for putting a lot more people with inadequate number of spaces for their cars. 2.8 SPACES PER 1,000 SQ.FT!!?? An average cubicle is approximately 8 x 10 or 80 sq. ft. That would be 12.5 people/cars per 1,000 sq. ft. Your study can't be right. In addition, companies many times have events at their facilities bringing in large groups. Where do they park?

- For years along Winchester Blvd., the current business's overflow parking has ended within our neighborhood. The city's parking requirements have been grossly inadequate. We tried to bring this issue to the city's attention, but only received a blow off letter indicating that our residential streets are public and available for anyone. To say the least, we were very disappointed with the city's lack of attention to our concerns.

- The results are that we are inundated with individuals that just couldn't care less about our neighborhood. They leave litter, take up available parking for the residence and their guests, they even "flip us off" when we ask if they would park somewhere else. Our neighborhood ends up looking like a high density housing project which directly effects property values and our quality of life.
- Access to the project from an added intersection at Winchester and Chapman would only cause a vacuum effect into the boarding residential area, i.e., MORE CARS = BAD FOR CAMPBELL HOME OWNERS.

WE WANT TO LIVE IN OUR NEIGHBORHOOD, NOT IN A COMPANY'S PARKING LOT.

- The simple answer is to designate the effected streets as Permit Parking Only.
- ALLOW THE NEIGHBORHOOD TO DO THE ENFORCEMENT
- PROVIDE US A MEANS TO WRITE ONLY THE ONE VIOLATION ON SPECIFIC STREETS
- HOME OWNERS WOULD GLADLY VOLUNTEER TO PROVIDE THE SERVICE
- **NO** HOURLY PAY, OVERTIME, INSURANCE, WORKMENS COMP, OR PENSIONS
- If the county can have people pick up litter on the freeways, Campbell can make this happen.

- Bottom line, the home owners of Campbell ask the city to everything to protect the **integrity of our valuable neighborhoods**. What good is all the effort into the so called "improving our city" when the very people who reside, raise families, maintain and improve their properties, and pay taxes just get dumped on?
If the neighborhoods were to become off limits to commercial over-flow parking, and the new development does not provide adequate spaces, ONLY THEN WILL THE "PARKING REDUCTIONS" ALTERNATIVES BE REMOTELY CONSIDERED.

WE RESPECTFULLY REQUEST THE CITY'S FULL SUPPORT IN THIS MATTER. In fact, if we could start this now, it would be of great assistance. Maybe as a test program?

BUILDING DESIGN
- OK, we get it... Campbell is trying to create a mini "Silicon Valley - in the West Valley" resulting in increasing the city's tax base. Please don't allow these building look like George Jetson lives there. Campbell's heritage isn't techy or modern. Kindly apply the design energy that you given

to the downtown, Community Center, and development up Winchester to this project. Los Gatos's Netflix is a beautiful building.

PROJECT AMENITIES
- Put the Performance/event area next to the dog park. Winchester and adjacent freeways are noisy enough without an added attraction. Make those proposed areas parking.

FREEWAY ACCESS
- Please look into adding an off ramp from north bound 85 to Winchester and an on ramp from South Winchester to south bound 85. At commute time, South bound San Tomas Expy/Hwy 17 - Camden exit are a mess, and heading south on 85 is arduous thru Lark Avenue to Los Gatos Blvd/S. Bascom. This project will only make things worse for everyone.

Thank you in advance for your consideration.

David Brady
(408) 888-1101

From: Brian Harper [mailto:mr.brianharper@gmail.com]
Sent: Wednesday, August 13, 2014 8:38 PM
To: Paul Kermoyan
Subject: DAAP

Hi Paul,

I have two concerns about the DAAP draft as it sits according to the web page. The first is the proposed parking reduction. It would be great to think we will be in a post-car commuter world when this plan comes to fruition, but I don't believe it will be so. The lack of parking will push commuter cars into our Hacienda neighborhood decreasing our property values, changing the quiet enjoyment of our property, increasing traffic on our neighborhood streets, decreasing our children's safety. If you really believe that 2.8 spaces per 1000sf is enough then phase it in. Propose (a) 3-5 story parking garage(s) that start with current parking density but build them so they can be renovated to office space as parking needs decrease over time. That would allow parking immediately and they could be transitioned to office space as our habits change. (I think the viability of this idea is directly correlated to one's *true* belief in a commute free of personal automobiles.)

The second concern doesn't directly affect me, but as I lived for many years behind the Carrow's/Coco's on Hamilton I have first hand experience living next to retail and office space. The DAAP-West proposal shows a setback for residential lots on Walnut. I think this is a bad idea and is a worse situation that exists currently. Currently those residents have a view of a large, imposing, ugly block wall. I wouldn't be thrilled with that view, but one thing about that wall is security. Nothing and nobody is coming over that wall. What will replace it under DAAP? It looks like an alley. And what will be in the alley (especially at night)? Dumpsters, skateboarders, taggers, delivery trucks at 5:00 am, garbage trucks at 6:00 am, etc. It will be a utility zone by day and no-mans land at night. It will be trouble and the residents will long for the giant ugly block wall to come back. I propose that the new development be zero-lot line for the first story and setbacks as proposed for the remaining storeys. As someone who has lived next to those kinds of buildings I write from a perspective with experience.

Thanks you,
Brian Harper
1458 Capri Drive

Robert Gudanets

485 Chapman Dr • Campbell, CA 95008
Phone: (650) 906-7317 • E-Mail: Robert.gudanets@gmail.com

August 13, 2014

Mr. Paul Kermoyan
Community Development Director
Community Development Department
City of Campbell
70 North 1st St.
Campbell, CA 95008

RECEIVED
AUG 14 2014
CITY OF CAMPBELL
PLANNING DEPT.

Dear Mr. Kermoyan:

As a long-term resident of the City of Campbell, whose residential property is incorporated into the Dell Avenue Area Plan (DAAP), it is with great interest that I write in response to your Notice of Preparation (NOP). Many of the comments I make below mainly concern the residential properties located west of Winchester Blvd., the area referred to as DAAP 'West' in the February 18, 2014 minutes to the City of Campbell.

My home is the third house up on Chapman Drive from Winchester Blvd., just at the border of DAAP 'West.' Over the 20+ years I have lived on this street, my neighbors and I have noticed several issues of concern to us. First, we are concerned by the amount of traffic entering Chapman Drive from Winchester, and the high speeds at which they do so. As the speed limit on Winchester is 45 mph, many cars turning right from Winchester onto Chapman Dr. do so at unsafe speeds for a neighborhood street on which several children reside (not to mention an intersection on which a commercial daycare/preschool is located). The street is also not clearly visible or well-marked; thus the right turn is also a narrow, blind curve, which means that drivers cannot see what is in front of them until they make the turn. Drivers turning left from Winchester also do so very quickly to avoid the oncoming traffic from Winchester. This high speed traffic makes the homes along Chapman vulnerable to unsafe driving. As previously mentioned, many children live along this street. There is also steady foot traffic and cars that pull in and out of driveways—all of which would benefit from much slower, safer driving.

Relatedly, over the years, there has been a significant increase in vehicular traffic on Chapman Drive overall, particularly during rush-hour and school-hour times; drivers seem to be using Chapman Drive as an access road to the Capri neighborhood and to Capri Elementary school, or to avoid rush hour traffic along Winchester by cutting through the neighborhood, purposes that this road was not designed for.

Third, there has been an uptick of parked cars from workers at nearby businesses on Winchester. This creates an eye-sore and a transient, business-like feel to the neighborhood. Perhaps more significantly, it limits the amount of street parking for residents.

I would like to improve the residential feel for the homes along Chapman Drive and the Capri neighborhood in general. By making a few minor changes, we can greatly improve the quality of the

neighborhood, make the street safer for children and residents, and make the neighborhood a more attractive place to live. These changes can be easily incorporated into the DAAP:

- Re-zone DAAP 'West' from 'mixed-use residential' to solely 'residential,' to ensure a stable residential community, and prevent future (and the potentially disruptive) development of commercial, business or 'mixed-use' activity along Chapman Drive.

- Seal off traffic access to Chapman Dr. from Winchester Blvd., by putting up a cement blockade at the intersection of Chapman and Winchester, thus creating a cul-de-sac on Chapman Dr. that can only be accessed from Walnut Dr. or Capri Dr. Or, at the very least, cutting down dangerous, high-speed traffic from Winchester Blvd., by blocking incoming traffic from turning onto Chapman Dr., but allowing cars exit access from Chapman onto Winchester.

- Limit parking on Chapman Dr. to be residential parking only, to cut down on the number of cars parked on the street by neighboring businesses.

Many of my neighbors along Chapman Drive have expressed similar concerns and are in agreement over these proposed changes. We believe that making these changes would greatly improve the quality of residential life and neighborhood on Chapman Drive and in the Capri neighborhood overall. We strongly advocate that you consider incorporating them into your plan. Thank you for your time and consideration.

Sincerely,

Robert Gudanets

Robert Gudanets
Resident of Campbell

-----Original Message-----
From: Chris & Ken [mailto:cfam@mac.com]
Sent: Thursday, August 14, 2014 4:30 PM
To: Paul Kermoyan
Subject: Re: Dell Ave. Area Plan

Mr. Kermoyan,

We have grave concerns about the amount of parking that is being allocated to this project as well as the probable negative impact on the surrounding neighborhood as a result.

As a long time Campbell Resident, approaching 60 years now, we've enjoyed a nice atmosphere of country. This plan seems to be intent on ruining that with off site parking and increased congestion as well as a serious negative impact to the traffic on surrounding streets.

Now I realize that it's the dream that everyone will hop on mass transit to get to work but we all know, that in reality, that doesn't happen. People drive their cars and those cars must be parked somewhere. With 2.8 spaces per 1,000 sq. feet it's assumed that a tenant for 10,000 sq. ft will only have 28 employees and no one visiting.

I sincerely hope that on the West Side of Winchester you take a serious, heartfelt look at the potential impact of off site parking. We already have construction trucks parked in the neighborhood from illegal (land use) businesses, we certainly don't need more.

Best regards

Ken Campbell

From: Audrey Kiehtreiber [mailto:audrey@cynic.org]
Sent: Thursday, August 14, 2014 4:59 PM
To: Paul Kermoyan
Cc: house@cynic.org
Subject: Dell Avenue Area Plan Letter to Mr. Kermoyan

Dear Mr. Kermoyan

It has come to our attention, due to Dave Brady's excellent Op/Ed piece posted to the Hacienda Area web site, that the DELL AVENUE AREA PLAN, includes the area on Winchester which stretches from the end of the Percolation Ponds on Hacienda down to Division Street. In this area there are currently one multi story business (Barracuda), and a number of small single story businesses, most of which close around 5:00pm.

The proposed plan is for multi story mixed use retail and living units, similar to Santana Row. We were shocked to see this plan, as we thought the DELL plan was for DELL AVENUE. As it turns out, this plan is also for our neighborhood.

The current standards for building height of the San Thomas Area Neighborhood plan, for residential structures, are as follows:

"The maximum height of a building shall be 28 and shall not exceed 2-1/2 stories measured from the adjacent natural grade. "

BUILDING HEIGHT: What you are proposing are commercial structures of 45 feet of height, might be increased if market conditions prevail, according to your proposal. Not only will these new buildings tower over the existing predominantly single story residential homes, they will also tower over the two story structures which have height limitations of 28ft.

EXTENDED HOURS OF OPERATION: The proposed mixed use development will include businesses with opening hours that extend beyond 5:00pm, and potentially include deliveries at all hours to the 25' alleyway behind the buildings. We are reminded of the difficulties the neighbors of the Home Depot face every single day.

PRIVACY AND SECURITY: Of course, we have concerns over privacy. With a proposed fence height of only a 7' dividing the residential homes from the alleyways behind the new businesses, replacing the current 20' tall security fences, access to the residential homes becomes a simple matter of jumping the fence. In addition, noise and materials will easily make their way over the fence into the residential properties.

PARKING: We believe that the proposed parking allowance of 2.8 spaces/1,000sf of building is highly inadequate for the square footage proposed and will certainly lead to more overflow parking into our residential streets. This is currently a problem which we have repeatedly reported to the City with the existing Barracuda office complex. The addition of even more businesses will only increase this problem. As of now, despite

frequent complaints, the City of Campbell has taken the approach that city street parking is open to all, and the City of Campbell will take no action to alleviate this problem.

We, and many of our neighbors, feel as though we have been broadsided. We have always been part of the San Thomas Area Neighborhood, we have never considered, until now, that it was associated in any way with the industrial section of DELL AVE. We believe additional community meetings need to be held to adequately involve the neighborhood in the decision making process.

Thank you.

----Audrey

Audrey Kiehtreiber
Peter Kiehtreiber
1509 Walnut Drive
Campbell, CA 95008

408.410.6528 cell

house@cynic.org email

-----Original Message-----
From: Ellen Dorsa [mailto:grils@sbcglobal.net]
Sent: Thursday, August 14, 2014 5:05 PM
To: Paul Kermoyan
Subject: Dell Avenue Area Plan

I just heard about the Winchester West part of the Dell Ave plan and am HORRIFIED.

When I moved to Walnut Drive 18 yrs ago, there was a neighborhood building code that required any building/remodeling to fit with the San Tomas Neighborhood plan, so I felt we were safe from McMansions & multistory buildings. As we all know, the city of Campbell cancelled that out several years ago. Now I hear that you are talking of putting in a mini-Santana Row all along Winchester that overlooks all of us living on Walnut Drive. It was bad enough to read of allowing 45' height. But to find several pages later that the height could go as high as 75'. Good-bye privacy - hello fishbowl. Is the 7' fence supposed to give us some privacy?

The businesses that are there now are done by 5pm Mon - Fri and have that tall sound wall separating us. The businesses you are proposing are the type that usually stay open till 9 or 10pm including weekends. Plus, I assume that back alley is going to be for deliveries = more noise.

And the parking. You may hope that the people living there all work across Winchester & can walk or bike to work, but that probably won't be the case. We already have overflow onto Parr, Chapman & Walnut from both Barracuda & Aamco. If you put in all that retail plus apartments on this side of Winchester, you've got to know that the overflow will end up in our neighborhood. We won't have any place to park our own cars, let alone our guests' cars. Please reference the letter sent in by Dave Brady. He addresses the parking nightmare quite well.

If all of this goes into effect, I'm seriously afraid that our property values will plummet. My first thought when I heard of this was to sell my house while it's still worth something. Now that I know about this, I can't even do that because I would have to disclose this in the real estate documents to potential buyers.

Please re-think this "plan" & don't destroy our nice quiet neighborhood.

Sincerely,
Ellen Dorsa
1573 Walnut Dr.

From: Carol Zimring [mailto:zcarol1@aol.com]
Sent: Thursday, August 14, 2014 5:11 PM
To: house@cynic.org
Cc: Paul Kermoyan
Subject: Re: Dell Avenue Area Plan Letter to Mr. Kermoyan

Hi Audrey
Thanks for sending this. Isn't there a meeting about this tonight? I was planning to go but forgot where and when. If you know the details I would appreciate knowing.
This is very shocking. I am already fed up with the work in Hacienda. They have destroyed our driveway and made a big mess. I don't see how this is going to benefit anyone.

Sent from Carol's iPhone

On Aug 14, 2014, at 4:58 PM, Audrey Kiehtreiber <audrey@cynic.org> wrote:

Dear Mr. Kermoyan

It has come to our attention, due to Dave Brady's excellent Op/Ed piece posted to the Hacienda Area web site, that the DELL AVENUE AREA PLAN, includes the area on Winchester which stretches from the end of the Percolation Ponds on Hacienda down to Division Street. In this area there are currently one multi story business (Barracuda), and a number of small single story businesses, most of which close around 5:00pm.

The proposed plan is for multi story mixed use retail and living units, similar to Santana Row. We were shocked to see this plan, as we thought the DELL plan was for DELL AVENUE. As it turns out, this plan is also for our neighborhood.

The current standards for building height of the San Thomas Area Neighborhood plan, for residential structures, are as follows:

"The maximum height of a building shall be 28 and shall not exceed 2-1/2 stories measured from the adjacent natural grade. "

BUILDING HEIGHT: What you are proposing are commercial structures of 45 feet of height, might be increased if market conditions prevail, according to your proposal. Not only will these new buildings tower over the existing predominantly single story residential homes, they will also tower over the two story structures which have height limitations of 28ft.

EXTENDED HOURS OF OPERATION: The proposed mixed use development will include businesses with opening hours that extend beyond 5:00pm, and potentially include deliveries at all hours to the 25' alleyway behind the buildings. We are reminded of the difficulties the neighbors of the Home Depot face every single day.

PRIVACY AND SECURITY: Of course, we have concerns over privacy. With a proposed fence height of only a 7’ dividing the residential homes from the alleyways behind the new businesses, replacing the current 20’ tall security fences, access to the residential homes becomes a simple matter of jumping the fence. In addition, noise and materials will easily make their way over the fence into the residential properties.

PARKING: We believe that the proposed parking allowance of 2.8 spaces/1,000sf of building is highly inadequate for the square footage proposed and will certainly lead to more overflow parking into our residential streets. This is currently a problem which we have repeatedly reported to the City with the existing Barracuda office complex. The addition of even more businesses will only increase this problem. As of now, despite frequent complaints, the City of Campbell has taken the approach that city street parking is open to all, and the City of Campbell will take no action to alleviate this problem.

We, and many of our neighbors, feel as though we have been broadsided. We have always been part of the San Thomas Area Neighborhood, we have never considered, until now, that it was associated in any way with the industrial section of DELL AVE. We believe additional community meetings need to be held to adequately involve the neighborhood in the decision making process.

Thank you.

----Audrey

Audrey Kiehtreiber
Peter Kiehtreiber
1509 Walnut Drive
Campbell, CA 95008

408.410.6528 cell

house@cynic.org email

-----Original Message-----
From: Skip Retzer [mailto:skip_retzer@sbcglobal.net]
Sent: Thursday, August 14, 2014 6:13 PM
To: Paul Kermoyan
Cc: tlretzer@aol.com; skip.retzer@headway.com
Subject: Proposed Development: Dell Ave Area Plan

Dear Sir,
My name is Clifford Retzer and reside with my wfie Tina and children at 1570 Walnut Drive, Campbell.
As you can see by any local map, my residence is directly adjacent to the proposed DAAP-West Development.
RIGHT IN MY BACK YARD.
I must say I learned of this development project by accident today, being informed by a neighbor who was also taken by surprise.

I can not adequately express my disappointment with the City of Campbell and the lack of communication with regards to this extremely important subject. Especially when it directly impacts my property line. I expect the city would have gone above and beyond when reaching out to residents so close in proximity.

I understand public comments are due as of today so I will make my initial comments and concerns:

Parking: I am concerned we will become an extended parking lot for DAAP-West

Noise: The proposed "Neighborhood setback" appears to be what I grew up knowing as an ALLEY.
Garbage trucks, delivery trucks, businesses dumping their garbage at all hours of the night, loud music etc.. not 50 feet from my bedroom window.

Traffic: Walnut Drive is already a speedway when Winchester gets the slightest bit of traffic. Adding this development can only worsen traffic.

Privacy: The City of Campbell is proposing to build a 45 foot +/- tall residential building in my back yard? Where I enjoy TOTAL PRIVACY now? I will have the enjoyment of walking into my back yard to look up and see someone looking down at me? Shocking to say the least.

Property Values: Walnut Drive is full of properties with valuations well in excess of a million dollars. How does the City of Campbell propose to compensate the residents of this neighborhood for the inevitable crash of these property values?

Could you be so kind as to forward to my attention the notes from the one “community meeting” (could not find on Campbell website)that was held and when the next community meeting will be held?

I am on record, as a property owner and resident of Campbell Ca, that I am OPPOSED to DAAP-West.

Clifford Retzer
1570 Walnut Drive
Campbell Ca 95008
Cell: 408-205-7627

From: Karen Kane-Foempe [mailto:karen_kanefoempe@yahoo.com]
Sent: Thursday, August 14, 2014 6:26 PM
To: Paul Kermoyan
Subject: Dell Avenue "Area" Project

Dear Mr. Kermoyan,

Wow, to think that the Dell Avenue "area" crosses the very big and busy main street of Winchester Boulevard and into the back yards of the people living on the East side of Walnut Drive! I consider that to be a real stretch! Add to this the building that will take place at the site of the old courthouse on Capri Drive, and all that will come with that, and I am sure you can understand why I and others residents living in that area are upset. We are being squeezed from two directions! It would make sense to develop Dell Avenue "proper"further, it does not make sense to cross Winchester Boulevard and develop the stretch that backs to Walnut. Please reconsider the plans for this development and contain them to Dell Avenue between Hacienda and Knowles only.

I know you will do what is best for the residents in this part of Campbell who are often impacted by decisions made by the City of Los Gatos.

Sincerely,

Karen Kane-Foempe
1460 Capri Drive

August 14, 2014

Attn: Paul Kermoyan, Community Development Director
City of Campbell
70 North First Street
Campbell, California 95008

RECEIVED
AUG 15 2014
CITY OF CAMPBELL
PLANNING DEPT.

Campbell City Council
70 North First Street
Campbell, California 95008

Notice of Preparation (NOP)
Dell Avenue Area Plan
Public Comment

Thank you for the opportunity to offer comments on the DAAP. Generally, these comments are this resident's "answers" to: Council Questions to Consider, plus additional feedback and concerns at the end of this document.

Q - 1:

This vision should be expanded to incorporate Campbell's vision of itself, specifically its "sense of identity." What is it about this potential plan that says "Campbell"? While retaining and attracting high-tech business is admirable, high-tech (especially business parks) by their very nature are obsolete quickly, as quickly as today's high-tech products. Silicon Valley businesses are not known for the long-view but more of a quarter-end mentality. While high-tech should be included, it should NOT be the driving vision. Including standard-fair, meat and potato businesses, especially small businesses will give Campbell a reputation for here today, here tomorrow -- the "sustainability" sought.

Q - 3:

"Aggressive" needs defining. Current uses/businesses should be "evolved" IN <u>and</u> out, not just "zoned out." How many (a number) current small businesses, and large for that matter, will be lost, along with the business communities and individuals they support? What happens to the well used/need Kaiser facility?

Q - 5:

Yes, these prototypes are limited to a vision favoring high-tech. Campbell is "small" but has a more encompassing vision of itself.

Q - 7:

No.

Q - 9:

Allowing "the market to dictate" is the same as letting the market dictate what Campbell is. From experience we know that "the market" always wants "more," and "more" is never enough. Campbell and its citizens should decide and choose that which allows it to "evolve" while including economically "self-reliant" without giving away the farm, its values, its vision.

Q - 12:

Consider both. Parking requirements should not be given away lightly -- the incentives should be providing open and public spaces WITHIN the development, not just on its edges as a way to exclude. Let's think "dual duty" not single use.

Q - 15:

City Council/citizens should dictate, not market conditions alone.

Q - 18:

The City should require itself, and most especially its consultants, to find similar sister-cities that are evolving -- trying to protect their land resources, retain their (small town) character, "comfortable environment," and an economic long-term view.

Additional concerns and thoughts:

A - EXPAND THE VISION to include more than just a high-tech attitude. Where is "Campbell" and its historical past? Will this look like Campbell or the corner of Tantau and Pruneridge?

B - Require at least 15% open and public spaces WITHIN this acreage, not just on its edges. A "community" is one that shares its land resources. Planning has become a fight over space, land, sun, view. Incent, maybe; require, yes that these business contribute and share these lands and not lock out other uses. It can be workable if we care enough about it.

C - THROWAWAY LIFESTYLES. The residents immediately to the west of the suggested "mixed uses" will pay dearly in losses of a chosen lifestyle. Let's not throw them away -- they live here after all -- let's really consider HOW they have chosen to live in Campbell, the amenities they are now enjoying. These current/"old" uses should not take a backseat to "new." Let's adopt a stance of "and/both" versus "either/or."

D - GATEWAYS. Expand the impacts study to include the "Backdoor Gateways." The DAAP traffic patterns will greatly impact residential areas to the West, Northwest, and Southwest. Traffic moving in/out of the DAAP area must be controlled. Trucks and commuters need to be "traffic-controlled" out of using these residential streets to use businesses in the Dell Avenue plan. Only some of these Backdoor Gateways are McCoy Avenue at Quito, Westmont Avenue at Quito, West Parr at Pollard. Hacienda Avenue and Pollard Road residents will take a huge hit. They are already dealing with Backdoor traveling Budweiser trucks, etc. Such traffic is damaging blacktopping and adding to the noise and perpetual dust on the "unimproved" streets.

Thank you again for your work on listening and making Campbell a good place to be!

Jo Fairbanks

Jo-Ann Ash Fairbanks
1565 West Hacienda Avenue
Campbell, Ca 95008

From: Joanne Carroll [mailto:joacarro@gmail.com]
Sent: Friday, August 15, 2014 8:28 AM
To: Paul Kermoyan
Subject: Dell Project

Paul:

I am writing in response to the Dell project.
My husband and I live on Walnut drive and we bought the house because of the neighborhood - residential with low density.
We moved from another part of Campbell where we lived 8 feet from our neighbors (no privacy).

Although I appreciate that the city would like to generate more revenue and make a name for themselves as a mini technical center, I question --- at what cost. Personally, my husband and I and I am sure many others will decide to move out of the area because of the proposed density of housing and the traffic that the new complexes will cause.

Here are my main concerns:
1) Where are the natural resources to support these new complexes going to come from?
2) Our police and fire departments are stretched too thin now, has the city committed to stepping up their man power in order to meet these growing needs?
3) Our schools are insufficient to support the families that will be added in the housing complexes. Is there commitment to increasing the number of schools as well?
4) The multi use housing planned, although facing Winchester, has a multi-step design. The windows on these houses will look directly into our front and back yards. Where will we find the privacy that we bought these properties for?
5) There is insufficient parking assigned for complexes. We are already facing the overflow from the companies on Winchester, You are proposing to triple the population in the housing complexes alone. Where will these people park?

Please consider these issues in your report back to the city.

Thank you,

Joanne Carroll

From: Bruce Peat [mailto:bruceg1939@sbcglobal.net]
Sent: Monday, August 18, 2014 9:27 AM
To: Paul Kermoyan
Subject: Dell Avenue Plan

1. We want to be assured that there will be enough "off-street-parking" for the entire development.
Too often not enough parking for commercial enterprises is allocated and customers/employees are forced to park along city/residential streets. If this were to happen it would change the "residential character" of our neighborhood.

2. Given that item #1 above will be ignored by the developers, we hope that the city will allocate enough funds to erect: RESIDENTIAL PARKING ONLY signs with a warning that violators will have their cars towed away. There is no reason why residential citizens should have to bear the burden/noise/inconveniences of more traffic in our neighborhood.

Thank you for your consideration. Best regards, Bruce and Hsiu-Ling Peat
1263 Walnut Dr. Campbell 18 Aug 2014

-----Original Message-----
From: linda Ryalls [mailto:dldryalls@sbcglobal.net]
Sent: Friday, August 22, 2014 5:49 PM
To: Paul Kermoyan
Cc: audrey@cynic.org
Subject: Dell Avenue Project

Mr. Kermoyn;
My home is at 1394 Walnut Drive. Our backyard butts up to one of the businesses on Winchester. The 45 feet of height of the mixed use buildings will destroy our privacy and invite crime. We no longer will be able to use our backyard without people being able to watch us. In addition, anyone wanting to gain access to our property only has to gain access via the proposed alleyway and jump the 7" fence.
We already have an increase flow of individuals walking up and down our streets. Many of us have had to install locking mailboxes due to individuals taking our mail. The current overflow parking from the businesses on Winchester to our neighborhood has added to the increased foot traffic on our streets. The city continues to ignore our complaints regarding the overflow of parking in our neighborhood. The proposed parking allowance of 2.8 spaces/1,000 sf of building is inadequate of the amount of square footage proposed and will add to the overflow of parking problem.
The proposed changes will also increase traffic on Winchester. The traffic on Winchester to Los Gatos in my opinion is already unacceptable. I have to use Quito to get to Los Gatos if it's after 5:00 pm because I simply can't get onto Winchester.
We bought our house based on the quietness of the neighborhood and if the proposed changes are approved we lose our quality of life. We put all of our saving into buying our forever home and now that same home will be unbearable. We will take a loss of property value since no one will want to buy our property when it doesn't have any privacy; the backyard is useless; no security since there will be full access to our backyard; neighborhood is overrun with people parking up and down the streets; and Winchester is gridlocked with traffic.

Peter & Audrey Kiehtreiber

1509 Walnut Drive
Campbell, CA 95008-6838
Tel 408.866.1411
Fax 1-717-256-5073
Mobile 408.410.6528
house@cynic.org www.cynic.org

City of Campbell City Council Members
70 N. First Street
Campbell, CA 95008

September 1, 2014

Dear Mr. Mayor and Members of the Campbell City Council,

It has come to our attention that Campbell aims to redevelop the Dell avenue area through its proposed Dell Avenue Area Plan (DAAP). There is much to discuss about this development. But right now, we want to focus on one particular point that gravely concerns a great many residents, including ourselves.

The Campbell municipal code contains the San Tomas Area Neighborhood Plan (STANP). It covers the area West of Winchester all the way up to Winchester avenue itself. According to the STANP, the city recognizes the San Tomas neighborhood as "unique in terms of its rural character," and one of its prime objectives is to explicitly

"3. Ensure that projects in planned developments zones are compatible with the surrounding area."

The STANP is a major reason why we moved to Walnut Drive in Campbell. We built our house under the strictures of this plan because we believe in its purpose. We expect the city to equally respect the rules and the objectives of the STANP when it goes about its business.

The DAAP proposes redevelopment of what it calls "DAAP West," the industrial zone West of Winchester. This area is covered by the STANP. Planning has a clear obligation to respect the STANP's injunctions. Yet the word "San Tomas" does not appear in the DAAP, and the proposed use of DAAP West does not specify or stipulate any compatibility with the surrounding residential neighborhoods. It is hard to avoid the impression that the DAAP wishes to quietly shrink the area covered by the STANP. This is particularly disturbing since this area is desperately needed to buffer and protect the San Tomas neighborhood from the impact of the Dell developments.

We must point out that the notice sent around July 16 to notify us of preparation of an EIR explicitly describes the affected area as the "area between the Los Gatos Creek Park and Winchester Boulevard in South Campbell." It is this letter that confused many residents into thinking that they would not be materially affected by the Dell development. We ask the city to take all necessary steps to make sure that such miscommunication does not happen again, and to make sure that residents are not penalized, procedurally or substantially, for having relied on this mistake.

We think that the Dell area can be redeveloped without destroying the spirit of the adjacent San Tomas neighborhoods. To this end, we ask you to direct city staff to respect the STANP, and refer to its rules and objectives specifically in its documents. The current omissions are so conspicuous that they must create the impression that staff and council wish to effectively abolish the STANP by ignoring it. And we

Audrey Kiehtreiber

1509 Walnut Drive
Campbell, CA 95008-6838
Tel 408.866.1411
Fax 1-717-256-5073
Mobile 408.410.6528
house@cynic.org www.cynic.org

City of Campbell City Council Members
70 N. First Street
Campbell, CA 95008

September 2, 2014

Dear Mr. Mayor and Members of the Campbell City Council,

It has come to my attention that the proposed DELL AVENUE AREA PLAN is for multi story mixed use retail and living units, similar to Santana Row. I was shocked to see this plan for our neighborhood, as this was not in the original proposal.

What you are proposing are commercial structures of 45 feet of height, or higher if market conditions prevail. These new buildings will tower over the existing residential homes.

The proposed mixed use development will include businesses with opening hours that extend beyond 5:00pm, and potentially include deliveries at all hours to the 25' alleyway behind the buildings.

We have concerns over privacy. With a proposed fence height of only a 7' dividing the residential homes from the alleyways behind the new businesses, access to the residential homes becomes a simple matter of jumping the fence. In addition, noise and materials will easily make their way over the fence into the residential properties.

We believe that the proposed parking allowance of 2.8 spaces/1,000sf of building is completely inadequate for the square footage proposed, and will certainly lead to more overflow parking into our residential streets. The existing parking problem has been repeatedly reported to the City, and the addition of even more homes and businesses will make the matter even worse. Despite frequent complaints, the City of Campbell has not taken action to alleviate this problem.

We, and many of our neighbors, feel as though we have been broadsided. We have always been part of the San Thomas Area Neighborhood, we have never considered, that it was associated in any way with the industrial section of DELL AVE. I am asking you to direct staff to work with the community to address our concerns.

Very truly yours,

Audrey Kiehtreiber

Audrey Kiehtreiber

Joanne Carroll
1395 Walnut Drive, Campbell, CA 95008

September 2, 2014

Dear Mayor and City Council Members:

My husband and I have enjoyed being Campbell residents for the past 30 years. As long standing residents, we would like to express our concerns about the Dell Avenue Area Plan (DAAP). We appreciate the fact that the City is working to improve and create a sustainable revenue, but we are concerned as to the speed with which the City is moving toward the plan development.

To the best of our knowledge, the plan was initially communicated to the public in February of this year. My husband attended the meeting and reported back that it involved the Dell area from the Los Gatos Creek Trail to Winchester. On July 16 or there abouts, my husband and I received a letter from the City requesting comments by August 14 about an Environmental Impact Report for the DAAP. Since we had no serious reservations about the plan at that time except for traffic issues, and there was no indication that the plan had been modified from what was presented in February, we didn't take action until about 3 days prior to the deadline, when we found that a high percentage of our neighbors never received the letter. (letter sent to people within 300, 500 and 1000 ft. notification ranges)
[Overhead 1 - original letter - please note the highlighted area]
[Overhead 2 and 3 - original plan maps]

In further investigation, we found that there had been a lack of general notifications that **DAAP West** was added to the DAAP. This changed the character of the whole plan. A number of us went on line to review documents and communicated our concerns with Paul Kermoyan.

In reviewing the plans we found that terminology was not always clear and in some cases when explained, was still confusing to us lay people. Examples: The "tech use" idea is very vague and could be made to mean anything. "Mixed use residential with tech use preference" is very unclear as to how this could be applied.

We request that the council direct City staff to work with the community to create a better communication plan utilizing resources available to us today (email, snail-mail, websites, and social media (next door neighborhood)) and expand notification range to 5,000 ft.

Thank you for your consideration.

Sincerely,

Joanne Carroll

Joanne Carroll

RECEIVED

SEP 02 2014

CITY CLERK'S OFFICE
cc: City Manager
City Attorney
Comm. Develop. Dir.
Clerk

Maggie Desmond
1491 Hack Avenue
Campbell, CA 95008

September 2, 2014

Rich Waterman, Mayor
Jeffrey Cristina, Vice Mayor
Jason Baker, Councilman
Michael Kotowski, Councilmember
Evan Low, Councilmember
Campbell City Council
70 N. First Street
Campbell, Ca. 95008

Dear Mayor and Council:

I write out of concern regarding the breadth and scope of the Dell proposal.

Inadequate notice of such an expansive project has not been made to provide residents with an opportunity to address concerns. I am further concerned that the sought after Environmental Impact Report is premature for a proposed project of this nature and that it has not been adequately vetted to the people to be most negatively impacted by such development – the residents of the San Tomas Area.

I would like to see more proposed options for the development of that corridor that are not described as attractive to high tech, 300 homes, and retail. I do not believe the Project Details as described on your website is one which is shared by our community. We should have more than one option to consider.

I would like to remind you that the Campbell Business Tech Park off Curtner Avenue has already been named and designed consistent with the technology goals. Has open space, parking, is adjacent to Hiway 17, and is located in an area that needs redevelopment (McGlincey/Curtner). It has been named and designed for such a proposal as that being floated at the San Tomas Area. How many high tech parks do we need in our City? I would like to encourage an EIR of that area for its suitability for this proposal.

I moved into the San Tomas Area 43 years ago. We purchased a small home because it sat on a 14,000 foot lot. We have worked our lifetime in this neighborhood and raised a couple of kids in that home. We were active in the group that resulted in the task force that changed the General Plan of Campbell to include the criteria set forth in the San Tomas Area Neighborhood Plan. Part of the criteria of the STNP is to provide a coherent framework for development in the San Tomas Area. The

document establishes land use and transportation policies for our area. It establishes specific policies to preserve the unique rural character of the area and enhance the quality of life for its residents. The Plan's stated purpose is an educational and lawful guide to building or remodeling in the San Tomas Area. You cannot ignore the laws you have already implemented, and everything about the Dell proposal is an antithesis to that.

By changing the General Plan to recognize our area as low-density, encouraging larger than minimum lot sizes, encouraging the planting of tress, shrubs, greenery and other landscaping materials in new development, preserving existing trees and shrubs, and considering alternate street improvement in appropriate areas. "The Plan recognizes the unique qualities of the San Tomas Area and serves as a blue print for the concrete steps to be taken to preserve the neighborhood. The Plan may serve as a model for other areas of the City."

I see nothing in the directive of the EIR that seeks to specifically study the impact such a profound development would have on the San Tomas Area. I would like that analyzed as part of the EIR.

It is appalling to me that our planners and city officials appear to be completing disregarding existing standards when they propose a Stepford Wife sort of development mimicking Santana Row or the high tech of Silicon Valley. This is my home, my neighborhood, and there is not one thing palatable about the proposal to turn my neighborhood into a 'high tech' park with a 75 foot building on the corner of Winchester and Knowles. I urge each of you to drive down Walnut Avenue. That street epitomizes the character we seek in the San Tomas Area. To erode that character is not acceptable.

Frequently we hear the word "mitigate" when discussing the impact of development. Traffic will he mitigated, etc. According to Oxford dictionary an explanation of mitigate is to "lessen the gravity of an offense or a mistake, make less severe, serious, or painful". I do not want to have to choke down your mistake at my very front door. You will be unable to mitigate the traffic for such a development. It will traverse my neighborhood. There is no mitigation that can occur that will lessen the cumulative, permanent, negative impact of this proposal.

I quite like delivering my pets to the vet down the street, getting my mail at the Dell post office, and shopping locally in my area. I am concerned the proposed development will render my ability to shop in my local neighborhood unaffordable and/or inconvenient. I do not travel to Los Gatos or to Santana Row hecause of those obstacles. I do not want to live with those obstacles in my face. What you propose couldn't be further from what I want in my neighborhood.

I urge you to have a re-start by expanding the scope of your notice to residents, and by expanding the directive of the EIR, and by considering the comments of the residents who will be negatively impacted by the development of a high tech park in my neighborhood.

There is already the perception that Los Gatos "dumps" on its border with us, its state mandated low income housing. I wish you to be mindful of the proposals for development of the Los Gatos courthouse site. The studies engaged in by Mr. Tersini, the developer of that parcel, identified the best use of that acreage as residential. He considered retail and office use and his two year studies landed on residential. That is this area on the Los Gatos side of West Parr.

I believe the City of Campbell should also be working with the City of Los Gatos on a proposal such as this one to avoid mistakes. I believe that an inter city advisory committee should be set up and our two towns should he more responsive to each other with regard to the Dell proposed development as well as the court house site.

Thank you for your time.

Very truly yours,

Maggie Desmond

MAGGIE DESMOND

RECEIVED

SEP 02 2014

CITY CLERK'S OFFICE
cc: City Manager
City Attorney
Comm. Develop. Dir.
Clerk

Maggie Desmond
1491 Hack Avenue
Campbell, CA 95008

September 2, 2014

Rich Waterman, Mayor
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70 N. First Street
Campbell, Ca. 95008

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document establishes land use and transportation policies for our area. It establishes specific policies to preserve the unique rural character of the area and enhance the quality of life for its residents. The Plan's stated purpose is an educational and lawful guide to building or remodeling in the San Tomas Area. You cannot ignore the laws you have already implemented, and everything about the Dell proposal is an antithesis to that.

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I urge you to have a re-start by expanding the scope of your notice to residents, and by expanding the directive of the EIR, and by considering the comments of the residents who will be negatively impacted by the development of a high tech park in my neighborhood.

There is already the perception that Los Gatos "dumps" on its border with us, its state mandated low income housing. I wish you to be mindful of the proposals for development of the Los Gatos courthouse site. The studies engaged in by Mr. Tersini, the developer of that parcel, identified the best use of that acreage as residential. He considered retail and office use and his two year studies landed on residential. That is this area on the Los Gatos side of West Parr.

I believe the City of Campbell should also be working with the City of Los Gatos on a proposal such as this one to avoid mistakes. I believe that an inter city advisory committee should be set up and our two towns should be more responsive to each other with regard to the Dell proposed development as well as the court house site.

Thank you for your time.

Very truly yours,

Maggie Desmond

MAGGIE DESMOND

APPENDIX B

AIR QUALITY AND GREENHOUSE GAS MODELING DATA

Criteria Air Pollutant and GHG Emissions Assumptions & Worksheets

CalEEMod Land Use Inputs - Dell Avenue Area Plan

Project Location:	Dell Avenue, Santa Clara County	
Climate Zone:	4	
Scenario Year:	2040	[GHG is based on 2020 emission rates for comparison to BAAQMD's thresholds.]
Land Use Setting:	Urban	
Utility Company:	PG&E	

EXISTING 2014

All Information provided by the Area Plan or City, unless otherwise specified.

Type	Units	Square Feet	Lot Acreage[1]	Population[2]/ Employment[3]
Office		710,000	29	2,367
R&D		650,000	58	1,300
Retail & Service		56,000	6	140
Single-Family Residential	4		1	10
Multi-Family Residential				
Percolation Ponds Onsite			3	
Public Right-of-Way (ROW)			16	
Total	4	1,416,000	113	3,817

Fireplaces: Assumes existing units do not have gas or wood-burning fireplaces.

Energy: Because existing energy use is unavailable for the Plan Area, and to be conservative, assumes buildings achieve average of 2008 Building and Energy Efficiency Standards.

Source

1 Where parcels had multiple uses, the calculations assume the dominate use for the entire parcel.

2 Population based on a 2.42 person per household

3 Employment based on the following generation factors (employee/square feet):

Office: 1/300 Retail: 1/400 Light Industrial: 1/500

CalEEMod Land Use Inputs - Dell Avenue Area Plan

PROJECT 2040 (note: CalEEMod only includes up to 2035 emission rates)

All Information provided by the Area Plan or City, unless otherwise specified.

Type	Units	Square Feet	Lot Acreage[1]	Population[2]/ Employment[3]	
Office		3,002,000	76	10,007	
R&D		502,000	10	1,004	
Retail & Service		76,000	0	190	
Single-Family Residential	4		1	10	
Multi-Family Residential	300		7	726	
Percolation Ponds Onsite			3		
Public Right-of-Way (ROW)			16		
Total	304	3,580,000	113	11,937	% Increase in SP
Net	300	2,164,000	0	8,120	213%

Fireplaces: Assumes 100% gas fireplaces for new mult-family residences.

Source

1 Retail is part of the mixed-use (office and residential) land uses and allocated zero acres.

2 Population based on a 2.42 person per household

3 Employment based on the following generation factors (employee/square feet):

Office: 1/300 Retail: 1/400 Light Industrial: 1/500

CalEEMod Land Use Inputs - Dell Avenue Area Plan

Transportation: CalEEMod (based on the Traffic Report prepared by W-Trans)

Based on the Area Plan Scenario without the Vasona Light Rail Extension. The Light Rail Extension Alternative would reduce vehicle trips and thus reduce emissions.

EXISTING TOTAL	Weekday Trip Rate[3]	Weekday Daily Trips	Weekday With Trip Capture Daily Trips	Weekday With Trip Capture Trip Rate	Saturday Trip Rate[2]	Sunday Trip Rate[2]
Office (ITE 710)[1]	11.03	7,831	7,831	11.03	2.46	1.05
Light Industrial/R&D (ITE 110)[1]	6.97	4,531	4,531	6.97	1.32	0.68
Retail & Service (ITE 820)[1]	42.7	2,391	1,435	25.62	49.97	25.24
Single-Family Residential (ITE 210)[2]	9.52	38	38	9.52	9.91	8.62
Multi-Family Residential (ITE 220)[1]	6.65	0	0	6.65	6.39	5.86
		14,791	13,835			

PROJECT TOTAL	Weekday Trip Rate[3]	Weekday Daily Trips	Weekday With Trip Capture Daily Trips		Saturday Trip Rate[2]	Sunday Trip Rate[2]
Office (ITE 710)[1]	11.03	33,112	33,112	11.03	2.46	1.05
Light Industrial/R&D (ITE 110)[1]	6.97	3,499	3,499	6.97	1.32	0.68
Retail & Service (ITE 820)[1]	42.7	3,245	2,661	35.01	49.97	25.24
Single-Family Residential (ITE 210)[2]	9.52	38	38	9.52	9.91	8.62
Multi-Family Residential (ITE 220)[1]	6.65	1,995	1,995	6.65	6.39	5.86
		41,889	41,305			

NET	Weekday Daily Trips	
Office (ITE 710)[1]	25,281	25,281
Light Industrial/R&D (ITE XXX)[2]	-1,032	-1,032
Retail & Service (ITE 820)[1]	854	1,226
Single-Family Residential (ITE XXX)[2]	0	0
Multi-Family Residential (ITE 220)[1]	1,995	1,995
	27,098	27,471

Sources

1 Trip generation and Trip Capture (passby and Internalization) provided by W-Trans. Trip Capture applied to weekday only.
2 Trip generation for single-family land uses and weekend trip rates are based on the Institute of Transportation Engineer's 9th Generation Trip Generation Manual.
3 In CalEEmod, Passby trips zeroed out since this is reflected in WTrans modeling

VMT FROM CALEEMOD	Annual	Daily Per Capita VMT[1]	% Increase in VMT
Existing	27,208,307	19.6	194%
Project	80,044,979	18.4	
	52,836,672	-1.2	-6%

Note

1 Daily VMT based on annual VMT divided by 364 days per CalEEMod methodology.

CalEEMod Land Use Inputs - Dell Avenue Area Plan

W-Trans Trip Generation Provided

Existing Not Demoed	Units	Square Feet	Trips[1]	Passby Trips	Trips with Passby/ Capture
Office		152,000	1,677		1,677
Light Industrial/R&D		152,000	1,059		1,059
Retail & Service[2]		4,000	171	68	102
Single-Family Residential	4				0
Multi-Family Residential					0
Total	4	308,000	2,907	68	2,838

DEMOLITION	Units	Square Feet	Trips[1]	Passby Trips	Trips with Passby/ Capture
Office		558,000	6,155		6,155
Light Industrial/R&D		498,000	3,471		3,471
Retail & Service[2]		52,000	2,220	888	1,332
Single-Family Residential					0
Multi-Family Residential					0
Total	0	1,108,000	11,846	888	10,958

New Construction* (based on Demo)	Units	Square Feet	Trips[1]	Passby Trips and Trip Capture	Trips with Passby/ Capture	Acres Distrubed w.o ROW
Office		2,850,000	31,436		31,436	67
Light Industrial/R&D		350,000	2,440		2,440	5
Retail & Service[3]		72,000	3,074	516	2,558	0
Single-Family Residential			0		0	0
Multi-Family Residential	300		1,995		1,995	7
Total	300	3,272,000	38,944	516	38,428	80
NET (NC-D)	300	2,164,000	27,098	(372)	27,470	
Project Total (E+D+NC)	304	3,580,000				

Sources

1 Trip generation provided by W-Trans

2 A 40% passby trip rate is applied to retail trips for existing based on W-Trans.

3 Trip reductions for project uses based on W-Trans is applied to retail trips.

CalEEMod Land Use Inputs - Dell Avenue Area Plan

Water/Wastewater: CalEEMod Defaults

Existing	Unit	Indoor Water g/year	Outdoor Water g/year	Total Water g/year		
Office	710,000 sqft	126,190,961	77,342,847	203,533,808		
R&D	650,000 sqft	319,601,066	0	319,601,066		
Retail	56,000 sqft	4,148,061	2,542,360	6,690,421		
Single Family	4 units	260,616	164,301	424,918		
Multi-Family	0 units					
		450,200,704	80,049,509	530,250,213		Per SP (g/day)
	gallons per day	1,233,427	219,314	1,452,740		381

Project	Unit	Indoor Water g/year	Outdoor Water g/year	Total Water g/year	Increase g/Year	
Office	3,002,000 sqft	533,556,711	327,018,630	860,575,341	657,041,533	
R&D	502,000 sqft	246,830,362	0	246,830,362	(72,770,704)	
Retail	76,000 sqft	5,629,512	3,450,346	9,079,857	2,389,436	
Single Family	4 units	260,616	164,301	424,918	0	
Multi-Family	300 units	19,546,208	12,322,609	31,868,817	31,868,817	
		805,823,408	342,955,886	1,148,779,295	618,529,082	Per SP (g/day)
	gallons per day	2,207,735	939,605	3,147,341		264
	Net Increase (g/Day)	974,309	720,291	1,694,600		

Note: Project water demand shown above does not include a 20 percent reduction in urban per capita water use pursuant to SB X7-7 and the CALGreen. Mitigation includes reductions to account for these regulations.

Energy: CalEEMod Defaults for PG&E

Buildings constructed after January 1, 2014 are required to meet the 2013 Building and Energy Efficiency Standards. The 2013 Standards are 30% more energy efficient for non-residential buildings and 25% more energy efficient for residential buildings than the 2008 Building and Energy Efficiency Standards.

	2008	2020
Procurement status:	12.4%	33%
	Carbon Intensity lbs/Mwh	
	641.35	490.53
CH_4	0.029	0.029
N_2O	0.011	0.011

Notes: 2008 carbon intensity based on CalEEMod defaults. The 2008 PG&E procurement status is based on the California Public Utility Commission's Procurement Summary. PG&E is on track to achieving the 33% RPS by 2020. It should be noted that PG&E projects a carbon intensity of 290 lbs/MWh based on PG&E's GHG Emission Factors Guidance: http://www.pge.com/includes/docs/pdfs/shared/environment/calculator/pge_ghg_emission_factor_info_sheet.pdf.

TITLE 24 CYCLE UPDATE ENERGY CORRECTION

2008 Building & Energy Efficiency Standards	Title 24 Electricity KWhr/size/year	NT24 + Lighting Energy KWhr/size/year	Total Energy KWhr/size/year	Kwh of Existing Land Uses to Remain	With 25% (r) & 30% (nr) Decrease in Title 24 KWhr/size/year	T24 Kwh of New Land Uses (Redevelopment)	Total T24 Energy
Office	7.46	12.25	19.71	2,995,920	17.47	49,795,200	52,791,120
R&D	1.81	7.22	9.03	1,372,560	8.49	2,970,450	4,343,010
Retail	3.37	8.32	11.69	46,760	10.68	768,888	815,648
Single Family	368.61	6704.33	7072.94	28,292	6,980.79	0	28,292
Multi-Family	226.57	3299.99	3526.56	0	3,469.92	1,040,975	1,040,975
Total Existing to Remain				4,443,532		54,575,513	59,019,045

Source: CalEEMod Version 2013.2.2.

	Title 24 Natural Gas KBTU/size/year	NT24 Natural Gas KBTU/size/year	Total Natural Gas KBTU/size/year	T24 KBTU of Existing Land Uses to Remain	With 25% (r) & 30% (nr) Decrease in Title 24 KBTU/size/year	T24 KBTU of New Land Uses (Redevelopment)	Total T24 Natural Gas
Office	17.16	0.06	17.22	2,617,440	12.072	34,405,200	37,022,640
R&D	20.74	6.67	27.41	4,166,320	21.188	7,415,800	11,582,120
Retail	2.49	0	2.49	9,960	1.743	125,496	135,456
Single Family	29406.1	5876.86	35282.96	141,132	27931.435	0	141,132
Multi-Family	6391.64	1735.98	8127.62	0	6529.71	1,958,913	1,958,913
Total New				6,934,852		43,905,409	50,840,261

Source: CalEEMod Version 2013.2.2.

CalEEMod Mitigated	**Kwh[1]**	**Difference Kwh**	**Percent**		**KBTU[1]**	**Difference KBTU**	**Percent**
Office	53,570,700	-779,580	-1.48%		38,815,900	-1,793,260	-4.84%
R&D	4,305,910	37,100	0.85%		11,157,000	425,120	3.67%
Retail	824,410	-8,762	-1.07%		141,930	-6,474	-4.78%
Single Family	27,923	369	1.30%		111,726	29,406	20.84%
Multi-Family	1,040,980	0	0.00%		1,958,910	0	0.00%
Total	59,769,923	-750,878	-1.27%		52,185,466	-1,345,205	-2.65%

Source

1 Source: CalEEMod Version 2013.2.2. Model Output.

GWP (second assessment report)	1	21	310		
Electricity	CO_2	CH_4	N_2O	CO_2e	CO_2e
	1000 lbs/kwh	1000 lbs/kwh	1000 lbs/kwh	1000 lbs/kwh	MT/Kwh
PG&E Energy Intensity (w/RPS):	490.53	0.03	0.01	494.55	0.000224
Natural Gas	CO_2-Nbio	CH_4	N_2O	CO_2e	CO_2e
	lbs/KBTU	lbs/KBTU	lbs/KBTU	lbs/KBTU	MT/KBTU
Residential	117.65	0.0022549	0.00215686	118.36	0.00005
Non-Residential	117.65	0.0022549	0.00215686	118.36	0.00005

Source: CalEEMod Version 2013.2.2.

Natural Gas						
lbs/MBTU	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Residential	0.01078431	0.09215686	0.03921569	0.00058824	0.00745098	0.00745098
Non-Residential	0.01078431	0.09803922	0.08235294	0.00058824	0.00745098	0.00745098

Source: CalEEMod Version 2013.2.2.

Correction to apply older standards for existing land uses to remain at buildout.	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
	lbs/day					
Office	-0.05	-0.48	-0.40	0.00	-0.04	-0.04
R&D	0.01	0.11	0.10	0.00	0.01	0.01
Retail	0.00	0.00	0.00	0.00	0.00	0.00
Single Family	0.00	0.01	0.00	0.00	0.00	0.00
Multi-Family	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL	-0.04	-0.36	-0.31	0.00	-0.03	-0.03

Buildout of the Project assumes a minimum of 25% beyond the 2008 Building and Energy Efficiency Standards. A correction has applied to Project model run to calibrate for existing land uses that would remain and would not be built to achieve the 2013 Building and Energy Efficiency Standards and non-residential which would be 30% higher than the 2008 Standards.

Correction to apply older standards for existing land uses to remain at buildout.	CO_2e
	MT/YR
Office	-271.15
R&D	31.15
Retail	-2.31
Single Family	1.66
Multi-Family	0.00
TOTAL	-241

Buildout of the Project assumes a minimum of 25% beyond the 2008 Building and Energy Efficiency Standards. A correction has applied to Project model run to calibrate for existing land uses that would remain and would not be built to achieve the 2013 Building and Energy Efficiency Standards and non-residential which would be 30% higher than the 2008 Standards.

GHG Emissions Worksheet

Existing 2014 Emissions (CEQA Baseline)

OPERATION	$MTCO_2e$	Percent of Total
Area	0	0.00%
Energy	7,628	37%
Mobile	11,623	56%
Waste	352	2%
Water	1,071	5%
Total	20,674	100%
Total Without Waste	20,323	
Service Population (SP)	3,817	
$MTCO_2e$/SP w/Waste	5.4	
$MTCO_2e$/SP w/o Waste	5.3	

GHG Emissions Worksheet

Project Buildout

CONSTRUCTION	$MTCO_2e$
2015	3,880
2016	3,245
2017	3,151
2018	3,084
2019	3,160
2020	0
2021	0
2022	0
Total	16,519
30-Year Amortized	551

Notes:

Construction emissions are one-time, non-reoccurring emissions. Therefore, construction emissions are amortized over a 30-year duration (20-40 years average building lifetime) and included in the operational emissions analysis for informational purposes.

Construction emissions are an estimate only based on the development potential within the Dell Avenue Specific Plan. The construction assumptions do not include construction of water/sewer infrastructure, parking structures/subterranean parking garages because information on the size and need for soil excavation is not known at the time of this programmatic EIR and evaluation of such structures would be speculative.

OPERATION	$MTCO_2e$	Percent of Total	Net Increase from Existing ($MTCO_2e$)
Area	18	0.0%	18
Energy[1]	15,927	34%	8,299
Mobile	28,493	60%	16,870
Waste	1,388	3%	1,037
Water	1,430	3%	359
Total	47,256	100%	26,582
Total w/ Amort. Construction	47,807		
Total Without Waste	45,868		25,545
Service Population (SP)	11,937		8,120
$MTCO_2e$/SP w/Waste	4.0		-1.5
$MTCO_2e$/SP w/o Waste[2]	3.8		-1.5
BAAQMD Threshold	4.6 $MTCO_2e$		
Exceeds per capita Threshold	No		

Note 1 Buildout of the Project assumes a minimum of 25% beyond the 2008 Building and Energy Efficiency Standards. Existing land uses would not be reconstructed to achieve the newer 2013 Building & Energy Efficiency Standards while non-residential land uses would be 30% more energy efficient than the 2008 standards. Therefore a correction in energy use has been incorporated into the buildout model.

Note 2 BAAQMD did not include solid waste emissions when developing the per capita significance thresholds. Therefore, total GHG emissions with and without the Waste Generation sector are included.

Criteria Air Pollutant Emissions Summary - Operation Annual

Existing 2014 Emission Rates (CEQA Baseline)

		ROG	NOx	PM10 Total	PM2.5 Total
Category	tons/yr				
Area		7	0	0	0
Energy		0	1	0	0
Mobile		8	19	10	3
Waste				0	0
Water				0	0
Total		15	21	10	3

Existing Future Emission Rates

		ROG	NOx	PM10 Total	PM2.5 Total
Category	tons/yr				
Area		7	0	0	0
Energy		0	1	0	0
Mobile		3	7	10	3
Waste				0	0
Water				0	0
Total		11	8	10	3

Criteria Air Pollutant Emissions Summary - Operation Annual

Project Future Emission Rates

Mitigated Operational

		ROG	NOx	PM10 Total	PM2.5 Total
Category	tons/yr				
Area		21	0	0	0
Energy		0	3	0	0
Mobile		10	19	30	8
Waste				0	0
Water				0	0
Total		32	22	30	9

With Existing Energy Correction[1]		ROG	NOx	PM10 Total	PM2.5 Total
Category	tons/yr				
Area		21	0	0	0
Energy[1]		0	2	0	0
Mobile		10	19	30	8
Waste		0	0	0	0
Water		0	0	0	0
Total		32	22	30	9

Note 1 Buildout of the Project assumes a minimum of 25% beyond the 2008 Building and Energy Efficiency Standards. Existing land uses would not be reconstructed to achieve the newer 2013 Building & Energy Efficiency Standards while non-residential land uses would be 30% more energy efficient than the 2008 standards. Therefore a correction in energy use has been incorporated into the buildout model.

Criteria Air Pollutant Emissions Summary - Operation Annual

Net Increase from Existing (future emission rates)

Net

		ROG	NOx	PM10 Total	PM2.5 Total
Category	lb/day				
Area		14	0	0	0
Energy		0	1	0	0
Mobile		7	13	20	6
Waste		0	0	0	0
Water		0	0	0	0
Total		21	14	20	6
BAAQMD Annual Threshold		10	10	15	10
Exceeds Significance Thresholds		**Yes**	**Yes**	**Yes**	No

Criteria Air Pollutant Emissions Summary - Operation (Daily)

Existing 2014 Emission Rates (CEQA Baseline)

Summer

Mitigated Operational

Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
Area		38	0	0	0
Energy		1	8	1	1
Mobile		65	135	81	23
Total		103	144	81	23

Winter

Mitigated Operational

Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
Area		38	0	0	0
Energy		1	8	1	1
Mobile		68	151	81	23
Total		107	159	81	23

Average (Winter/Summer)

Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
Area		38	0	0	0
Energy		1	8	1	1
Mobile		67	143	81	23
Total		105	151	81	23

Existing Future Emission Rates

Summer

Mitigated Operational

Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
Area		38	0	0	0
Energy		1	8	1	1
Mobile		27	47	80	22
Total		66	55	81	23

Winter

Mitigated Operational

Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
Area		38	0	0	0
Energy		1	8	1	1
Mobile		28	51	80	22
Total		67	59	81	23

Average (Winter/Summer)

Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
Area		38	0	0	0
Energy		1	8	1	1
Mobile		28	49	80	22
Total		66	57	81	23

Project Future Emission Rates

Summer

Mitigated Operational

Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
Area		116	0	1	1
Energy		2	14	1	1
Mobile		76	131	224	62
Total		194	145	226	64

Winter

Mitigated Operational

Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
Area		116	0	1	1
Energy		2	14	1	1
Mobile		78	144	224	62
Total		196	158	226	64

Average (Winter/Summer) with Correction for Title 24 Energy

Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
Area		116	0	1	1
Energy[1]		2	14	1	1
Mobile		77	137	224	62
Total		195	151	226	64

Note 1 Existing land uses would not be reconstructed to achieve the newer 2013 Building & Energy Efficiency Standards while non-residential land uses would be 30% more energy efficient than the 2008 standards. Therefore a correction in energy use has been incorporated into the buildout model.

Net Increase from Existing (future emission rates)

Net

Category	lb/day	ROG	NOx	PM10 Total	PM2.5 Total
Area		78	0	1	1
Energy		1	5	0	0
Mobile		50	88	145	40
Total		129	94	146	41
BAAQMD Daily Threshold		54	54	82	54
Exceeds Significance Thresholds		**Yes**	**Yes**	**Yes**	No

CONSTRUCTION WORKSHEET - Based on a 5 year construction estimate using CalEEMod defaults.

Mitigated Construction

Year	tons/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
	2015	3	23	28	0	2	1	3	1	1	2
	2016	2	12	21	0	2	0	2	1	0	1
	2017	2	11	19	0	2	0	2	0	0	1
	2018	2	10	18	0	2	0	2	1	0	1
	2019	21	10	18	0	2	0	2	1	0	1
Total		29	65	103	0	10	2	12	3	2	5

Construction Schedule		
Start Date	End Date	Duration (Workday)
1/1/2015	12/20/2019	1,297

Year	avg lbs/day	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total
Total		44	100	159	0	15	3	18	4	3	7

Construction emissions are an estimate only based on the development potential within the Dell Avenue Specific Plan. The construction assumptions do not include construction of water/sewer infrastructure, parking structures/subterranean parking garages because information on the size and need for soil excavation is not known at the time of this programmatic EIR and evaluation of such structures would be speculative.

Permitted - Stationary Sources

Facility ID	lb/day	ROG	NOx	PM10 Total	PM2.5 Total	Total CO2 lb/day	CH4	N2O	SAR GWP CO2e	CO2e MT/Yr
19217		0.002	0.044	0.001	0.001	38	0.00	0.0001	38.20	8
2850		0.897							0.00	0
19157		0.000	0.009	0.000	0.000	2	0.0001	0.0000	1.77	0
14002		0.128	1.870	0.134	0.133	89	0.0036	0.0007	88.91	18
TOTAL		**1.0**	**1.9**	**0.1**	**0.1**	**129**	**0.0042**	**0.0008**	**128.88**	**26**
Tons per year		0.2	0.4	0.0	0.0					

Source: Kirk, Alison (Senior Environmental Planner). September 2014. Planning and Research Division, Air Quality Planning, Bay Area Air Quality Management District.

211059 NONE ; NONE
UNCNF **Rcvd at** 2/6/12 14:54 **Contact at** 2/6/12 **ID#** 03961A
Rcvd_by 610
Occur at 2/6/12 14:30 **Report by** 725
Disp at 2/6/12 15:02 **Update** 3/1/12
Disp_to 725
Complaint type: Odor 'bad'
Site Alleged R4158
NOV#

212173 NONE ; NONE
UNCNF **Rcvd at** 7/25/12 10:11 **Contact at** 7/25/12 **ID#** 04102C
Rcvd_by 757
Occur at 7/24/12 23:00 **Report by** 481
Disp at 7/25/12 10:16 **Update** 9/12/12
Disp_to 481
Complaint type: Odor 'rotten vegetables'
Site Alleged R4158
NOV#

212584 Body Shop ; White Oaks Rd
UNCNF **Rcvd at** 9/7/12 13:28 **Contact at** 9/7/12 **ID#** 04111E
Rcvd_by 814
Occur at 9/7/12 13:20 **Report by** 703
Disp at 9/7/12 13:34 **Update** 9/18/12
Disp_to 703
Complaint type: Odor 'spray paint'
Site Alleged V4861
NOV#

212879 NONE ; NONE
UNCNF **Rcvd at** 10/10/12 13:0 **Contact at** 10/10/12 **ID#** 04117P
Rcvd_by 600
Occur at 10/10/12 13:00 **Report by** 725
Disp at 10/10/12 13:08 **Update** 10/25/12
Disp_to 725
Complaint type: Odor 'burning plastic/rubb'
Site Alleged R4158
NOV#

214074 V-TEC Motor Sport Inc ; 2527 Winchester Blvd
UNCNF **Rcvd at** 4/12/13 11:44 **Contact at** 4/12/13 **ID#** 000000
Rcvd_by 814
Occur at 4/12/13 11:00 **Report by** 528
Disp at 4/12/13 11:47 **Update** 1/3/14
Disp_to 528
Complaint type: Odor 'spray painting'
Site Alleged V8397
NOV#

216100 NONE ; NONE
UNCNF **Rcvd at** 1/2/14 15:36 **Contact at** 1/2/14 **ID#** 04186K
Rcvd_by 814
Occur at 1/2/14 1:30 **Report by** 725
Disp at 1/2/14 15:37 **Update** 2/28/14
Disp_to 725
Complaint type: Odor 'burnt rubber'
Site Alleged R4158
NOV#

216282 NONE ; NONE
UNCNF **Rcvd at** 1/28/14 9:13 **Contact at** 1/28/14 **ID#** 04190D
Rcvd_by 521
Occur at 1/28/14 8:15 **Report by** 725
Disp at 1/28/14 9:14 **Update** 3/20/14
Disp_to 725
Complaint type: Odor 'burnt'
Site Alleged R4158
NOV#

SUMMARY

Complaints

Confirmed	0
Unconfirmed	7
Pending	0
Total	7

NOVs

Violation Notices Total: 0

CalEEMod Outputs

Existing 2014

Existing_DellAvenueAreaPlan

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	710.00	1000sqft	29.00	710,000.00	0
Research & Development	650.00	1000sqft	58.00	650,000.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	0.00	0
City Park	3.00	Acre	3.00	130,680.00	0
Single Family Housing	4.00	Dwelling Unit	1.00	7,200.00	10
Regional Shopping Center	56.00	1000sqft	6.00	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2014
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Description. City park is the SCVWD Percolation Ponds. ROW modeled as other asphalt surfaces and SF zeroed out since no architectural coatings

Construction Phase - Existing No Construction

Off-road Equipment - Existing No Construction

Trips and VMT - Existing No Construction

On-road Fugitive Dust - Existing No Construction

Demolition - Existing No Construction

Grading - Existing No Construction

Architectural Coating - Existing No Construction

Vehicle Trips - Trips from W-Trans. Passby zeroed out since reflected in W-Trans modeling for onsite trip capture.

Woodstoves - For worst-case, assume no Fireplaces in existing

Water And Wastewater - 100% Treated Wastewater - Santa Clara Valley Water District.

Mobile Commute Mitigation -

Existing_DellAvenueAreaPlan

Santa Clara County, Annual

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	773,340.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,320,020.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	4,860.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	14,580.00	0.00
tblConstructionPhase	NumDays	220.00	1.00
tblFireplaces	NumberGas	2.20	0.00
tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	1.80	0.00
tblLandUse	LandUseSquareFeet	696,960.00	0.00
tblLandUse	LotAcreage	16.30	29.00
tblLandUse	LotAcreage	14.92	58.00
tblLandUse	LotAcreage	1.30	1.00
tblLandUse	LotAcreage	1.29	6.00
tblLandUse	Population	11.00	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblSolidWaste	SolidWasteGenerationRate	0.26	0.00
tblTripsAndVMT	WorkerTripNumber	102.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	72.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	PR_TP	82.00	85.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	2.37	2.46
tblVehicleTrips	ST_TR	1.90	1.32
tblVehicleTrips	ST_TR	10.08	9.91
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	0.98	1.05
tblVehicleTrips	SU_TR	1.11	0.68
tblVehicleTrips	SU_TR	8.77	8.62
tblVehicleTrips	WD_TR	1.59	0.00
tblVehicleTrips	WD_TR	11.01	11.03
tblVehicleTrips	WD_TR	42.94	25.62
tblVehicleTrips	WD_TR	8.11	6.97
tblVehicleTrips	WD_TR	9.57	9.52
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

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tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	3,574,444.05	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	0.14	0.00
tblWoodstoves	NumberNoncatalytic	0.14	0.00

Existing_DellAvenueAreaPlan

Santa Clara County, Annual

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.8826	5.0000e-004	0.0442	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.3000e-004	0.0000	0.0769
Energy	0.1635	1.4860	1.2456	8.9200e-003		0.1130	0.1130		0.1130	0.1130	0.0000	7,595.3870	7,595.3870	0.3013	0.0856	7,628.2453
Mobile	8.3347	19.1823	85.7029	0.1389	10.0944	0.2780	10.3724	2.6985	0.2551	2.9536	0.0000	11,611.1105	11,611.1105	0.5729	0.0000	11,623.1403
Waste						0.0000	0.0000		0.0000	0.0000	156.8511	0.0000	156.8511	9.2696	0.0000	351.5135
Water						0.0000	0.0000		0.0000	0.0000	159.2817	790.1764	949.4581	0.5840	0.3538	1,071.3925
Total	**15.3809**	**20.6688**	**86.9927**	**0.1478**	**10.0944**	**0.3911**	**10.4855**	**2.6985**	**0.3683**	**3.0667**	**316.1328**	**19,996.7481**	**20,312.8809**	**10.7279**	**0.4394**	**20,674.3684**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.8826	5.0000e-004	0.0442	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.3000e-004	0.0000	0.0769
Energy	0.1635	1.4860	1.2456	8.9200e-003		0.1130	0.1130		0.1130	0.1130	0.0000	7,595.3870	7,595.3870	0.3013	0.0856	7,628.2453
Mobile	8.3347	19.1823	85.7029	0.1389	10.0944	0.2780	10.3724	2.6985	0.2551	2.9536	0.0000	11,611.1105	11,611.1105	0.5729	0.0000	11,623.1403
Waste						0.0000	0.0000		0.0000	0.0000	156.8511	0.0000	156.8511	9.2696	0.0000	351.5135
Water						0.0000	0.0000		0.0000	0.0000	159.2817	790.1764	949.4581	0.5810	0.3532	1,071.1384
Total	**15.3809**	**20.6688**	**86.9927**	**0.1478**	**10.0944**	**0.3911**	**10.4855**	**2.6985**	**0.3683**	**3.0667**	**316.1328**	**19,996.7481**	**20,312.8809**	**10.7249**	**0.4387**	**20,674.1143**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.03**	**0.14**	**0.00**

Existing_DellAvenueAreaPlan

Santa Clara County, Annual

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	8.3347	19.1823	85.7029	0.1389	10.0944	0.2780	10.3724	2.6985	0.2551	2.9536	0.0000	11,611.1105	11,611.1105	0.5729	0.0000	11,623.1403
Unmitigated	8.3347	19.1823	85.7029	0.1389	10.0944	0.2780	10.3724	2.6985	0.2551	2.9536	0.0000	11,611.1105	11,611.1105	0.5729	0.0000	11,623.1403

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	7,831.30	1,746.60	745.50	14,905,173	14,905,173
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	1,434.72	2,798.32	1413.44	3,343,963	3,343,963
Research & Development	4,530.50	858.00	442.00	8,872,004	8,872,004
Single Family Housing	38.08	39.64	34.48	87,167	87,167
Total	13,834.60	5,442.56	2,635.42	27,208,307	27,208,307

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	72	28	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	81	19	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	65	35	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	85	15	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552333	0.058138	0.185246	0.125281	0.029961	0.004506	0.012317	0.020953	0.001764	0.001280	0.005920	0.000536	0.001765

Existing_DellAvenueAreaPlan

Santa Clara County, Annual

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,977.2217	5,977.2217	0.2703	0.0559	6,000.2322
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,977.2217	5,977.2217	0.2703	0.0559	6,000.2322
NaturalGas Mitigated	0.1635	1.4860	1.2456	8.9200e-003		0.1130	0.1130		0.1130	0.1130	0.0000	1,618.1653	1,618.1653	0.0310	0.0297	1,628.0132
NaturalGas Unmitigated	0.1635	1.4860	1.2456	8.9200e-003		0.1130	0.1130		0.1130	0.1130	0.0000	1,618.1653	1,618.1653	0.0310	0.0297	1,628.0132

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.22262e+007	0.0659	0.5993	0.5034	3.6000e-003		0.0456	0.0456		0.0456	0.0456	0.0000	652.4366	652.4366	0.0125	0.0120	656.4072
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	139440	7.5000e-004	6.8400e-003	5.7400e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	7.4411	7.4411	1.4000e-004	1.4000e-004	7.4863
Research & Development	1.78165e+007	0.0961	0.8734	0.7336	5.2400e-003		0.0664	0.0664		0.0664	0.0664	0.0000	950.7563	950.7563	0.0182	0.0174	956.5424
Single Family Housing	141132	7.6000e-004	6.5000e-003	2.7700e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5313	7.5313	1.4000e-004	1.4000e-004	7.5772
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1635**	**1.4860**	**1.2456**	**8.9200e-003**		**0.1130**	**0.1130**		**0.1130**	**0.1130**	**0.0000**	**1,618.1653**	**1,618.1653**	**0.0310**	**0.0297**	**1,628.0131**

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.22262e+007	0.0659	0.5993	0.5034	3.6000e-003		0.0456	0.0456		0.0456	0.0456	0.0000	652.4366	652.4366	0.0125	0.0120	656.4072
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	139440	7.5000e-004	6.8400e-003	5.7400e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	7.4411	7.4411	1.4000e-004	1.4000e-004	7.4863
Research & Development	1.78165e+007	0.0961	0.8734	0.7336	5.2400e-003		0.0664	0.0664		0.0664	0.0664	0.0000	950.7563	950.7563	0.0182	0.0174	956.5424
Single Family Housing	141132	7.6000e-004	6.5000e-003	2.7700e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5313	7.5313	1.4000e-004	1.4000e-004	7.5772
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1635**	**1.4860**	**1.2456**	**8.9200e-003**		**0.1130**	**0.1130**		**0.1130**	**0.1130**	**0.0000**	**1,618.1653**	**1,618.1653**	**0.0310**	**0.0297**	**1,628.0131**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	1.39941e+007	4,071.0442	0.1841	0.0381	4,086.7164
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	654640	190.4423	8.6100e-003	1.7800e-003	191.1754
Research & Development	5.8695e+006	1,707.5049	0.0772	0.0160	1,714.0782
Single Family Housing	28291.8	8.2304	3.7000e-004	8.0000e-005	8.2621
Total		**5,977.2217**	**0.2703**	**0.0559**	**6,000.2322**

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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	1.39941e+007	4,071.0442	0.1841	0.0381	4,086.7164
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	654640	190.4423	8.6100e-003	1.7800e-003	191.1754
Research & Development	5.8695e+006	1,707.5049	0.0772	0.0160	1,714.0782
Single Family Housing	28291.8	8.2304	3.7000e-004	8.0000e-005	8.2621
Total		**5,977.2217**	**0.2703**	**0.0559**	**6,000.2322**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.8826	5.0000e-004	0.0442	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.3000e-004	0.0000	0.0769
Unmitigated	6.8826	5.0000e-004	0.0442	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.3000e-004	0.0000	0.0769

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.8116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.0687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3800e-003	5.0000e-004	0.0442	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.3000e-004	0.0000	0.0769
Total	**6.8826**	**5.0000e-004**	**0.0442**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**	**0.0000**	**0.0742**	**0.0742**	**1.3000e-004**	**0.0000**	**0.0769**

Existing_DellAvenueAreaPlan

Santa Clara County, Annual

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.8116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.0687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.3800e-003	5.0000e-004	0.0442	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.3000e-004	0.0000	0.0769
Total	**6.8826**	**5.0000e-004**	**0.0442**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**	**0.0000**	**0.0742**	**0.0742**	**1.3000e-004**	**0.0000**	**0.0769**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	949.4581	0.5810	0.3532	1,071.1384
Unmitigated	949.4581	0.5840	0.3538	1,071.3925

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	126.191 / 77.3428	322.0362	0.1662	0.0997	356.4296
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	4.14806 / 2.54236	10.5858	5.4600e-003	3.2800e-003	11.7163
Research & Development	319.601 / 0	616.1664	0.4119	0.2506	702.5058
Single Family Housing	0.260616 / 0.164301	0.6697	3.4000e-004	2.1000e-004	0.7408
Total		**949.4581**	**0.5840**	**0.3538**	**1,071.3925**

Existing_DellAvenueAreaPlan

Santa Clara County, Annual

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	126.191 / 77.3428	322.0362	0.1654	0.0995	356.3584
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	4.14806 / 2.54236	10.5858	5.4400e-003	3.2700e-003	11.7140
Research & Development	319.601 / 0	616.1664	0.4098	0.2502	702.3254
Single Family Housing	0.260616 / 0.164301	0.6697	3.4000e-004	2.1000e-004	0.7406
Total		**949.4581**	**0.5810**	**0.3532**	**1,071.1384**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	156.8511	9.2696	0.0000	351.5135
Mitigated	156.8511	9.2696	0.0000	351.5135

Existing_DellAvenueAreaPlan

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8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	660.3	134.0349	7.9212	0.0000	300.3809
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	26.7491
Research & Development	49.4	10.0278	0.5926	0.0000	22.4728
Single Family Housing	4.2	0.8526	0.0504	0.0000	1.9107
Total		**156.8511**	**9.2696**	**0.0000**	**351.5135**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	660.3	134.0349	7.9212	0.0000	300.3809
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	26.7491
Research & Development	49.4	10.0278	0.5926	0.0000	22.4728
Single Family Housing	4.2	0.8526	0.0504	0.0000	1.9107
Total		**156.8511**	**9.2696**	**0.0000**	**351.5135**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Existing_DellAvenueAreaPlan

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	710.00	1000sqft	29.00	710,000.00	0
Research & Development	650.00	1000sqft	58.00	650,000.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	0.00	0
City Park	3.00	Acre	3.00	130,680.00	0
Single Family Housing	4.00	Dwelling Unit	1.00	7,200.00	10
Regional Shopping Center	56.00	1000sqft	6.00	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2014
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Description. City park is the SCVWD Percolation Ponds. ROW modeled as other asphalt surfaces and SF zeroed out since no architectural coatings

Construction Phase - Existing No Construction

Off-road Equipment - Existing No Construction

Trips and VMT - Existing No Construction

On-road Fugitive Dust - Existing No Construction

Demolition - Existing No Construction

Grading - Existing No Construction

Architectural Coating - Existing No Construction

Vehicle Trips - Trips from W-Trans. Passby zeroed out since reflected in W-Trans modeling for onsite trip capture.

Woodstoves - For worst-case, assume no Fireplaces in existing

Water And Wastewater - 100% Treated Wastewater - Santa Clara Valley Water District.

Mobile Commute Mitigation -

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Santa Clara County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	773,340.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,320,020.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	4,860.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	14,580.00	0.00
tblConstructionPhase	NumDays	220.00	1.00
tblFireplaces	NumberGas	2.20	0.00
tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	1.80	0.00
tblLandUse	LandUseSquareFeet	696,960.00	0.00
tblLandUse	LotAcreage	16.30	29.00
tblLandUse	LotAcreage	14.92	58.00
tblLandUse	LotAcreage	1.30	1.00
tblLandUse	LotAcreage	1.29	6.00
tblLandUse	Population	11.00	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblSolidWaste	SolidWasteGenerationRate	0.26	0.00
tblTripsAndVMT	WorkerTripNumber	102.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	72.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	PR_TP	82.00	85.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	2.37	2.46
tblVehicleTrips	ST_TR	1.90	1.32
tblVehicleTrips	ST_TR	10.08	9.91
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	0.98	1.05
tblVehicleTrips	SU_TR	1.11	0.68
tblVehicleTrips	SU_TR	8.77	8.62
tblVehicleTrips	WD_TR	1.59	0.00
tblVehicleTrips	WD_TR	11.01	11.03
tblVehicleTrips	WD_TR	42.94	25.62
tblVehicleTrips	WD_TR	8.11	6.97
tblVehicleTrips	WD_TR	9.57	9.52
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

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Santa Clara County, Summer

tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	3,574,444.05	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	0.14	0.00
tblWoodstoves	NumberNoncatalytic	0.14	0.00

Existing_DellAvenueAreaPlan

Santa Clara County, Summer

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.7265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.5700e-003	0.0000	0.9413
Energy	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
Mobile	64.8645	135.4555	641.7001	1.1078	78.5365	2.0851	80.6215	20.9360	1.9134	22.8494		101,966.1062	101,966.1062	4.7537		102,065.9347
Total	**103.4869**	**143.6035**	**649.0164**	**1.1567**	**78.5365**	**2.7064**	**81.2429**	**20.9360**	**2.5348**	**23.4707**	**0.0000**	**111,740.8329**	**111,740.8329**	**4.9426**	**0.1792**	**111,900.1763**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.7265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.5700e-003	0.0000	0.9413
Energy	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
Mobile	64.8645	135.4555	641.7001	1.1078	78.5365	2.0851	80.6215	20.9360	1.9134	22.8494		101,966.1062	101,966.1062	4.7537		102,065.9347
Total	**103.4869**	**143.6035**	**649.0164**	**1.1567**	**78.5365**	**2.7064**	**81.2429**	**20.9360**	**2.5348**	**23.4707**	**0.0000**	**111,740.8329**	**111,740.8329**	**4.9426**	**0.1792**	**111,900.1763**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Existing_DellAvenueAreaPlan

Santa Clara County, Summer

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	64.8645	135.4555	641.7001	1.1078	78.5365	2.0851	80.6215	20.9360	1.9134	22.8494		101,966.1062	101,966.1062	4.7537		102,065.9347
Unmitigated	64.8645	135.4555	641.7001	1.1078	78.5365	2.0851	80.6215	20.9360	1.9134	22.8494		101,966.1062	101,966.1062	4.7537		102,065.9347

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	7,831.30	1,746.60	745.50	14,905,173	14,905,173
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	1,434.72	2,798.32	1413.44	3,343,963	3,343,963
Research & Development	4,530.50	858.00	442.00	8,872,004	8,872,004
Single Family Housing	38.08	39.64	34.48	87,167	87,167
Total	13,834.60	5,442.56	2,635.42	27,208,307	27,208,307

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	72	28	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	81	19	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	65	35	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	85	15	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552333	0.058138	0.185246	0.125281	0.029961	0.004506	0.012317	0.020953	0.001764	0.001280	0.005920	0.000536	0.001765

Existing_DellAvenueAreaPlan

Santa Clara County, Summer

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
NaturalGas Unmitigated	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	33496.4	0.3612	3.2840	2.7585	0.0197		0.2496	0.2496		0.2496	0.2496		3,940.7575	3,940.7575	0.0755	0.0723	3,964.7403
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	382.027	4.1200e-003	0.0375	0.0315	2.2000e-004		2.8500e-003	2.8500e-003		2.8500e-003	2.8500e-003		44.9444	44.9444	8.6000e-004	8.2000e-004	45.2179
Research & Development	48812.3	0.5264	4.7855	4.0198	0.0287		0.3637	0.3637		0.3637	0.3637		5,742.6269	5,742.6269	0.1101	0.1053	5,777.5756
Single Family Housing	386.663	4.1700e-003	0.0356	0.0152	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003		45.4897	45.4897	8.7000e-004	8.3000e-004	45.7666
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.8959**	**8.1426**	**6.8250**	**0.0489**		**0.6190**	**0.6190**		**0.6190**	**0.6190**		**9,773.8185**	**9,773.8185**	**0.1873**	**0.1792**	**9,833.3003**

Existing_DellAvenueAreaPlan

Santa Clara County, Summer

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	33.4964	0.3612	3.2840	2.7585	0.0197		0.2496	0.2496		0.2496	0.2496		3,940.7575	3,940.7575	0.0755	0.0723	3,964.7403
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.382027	4.1200e-003	0.0375	0.0315	2.2000e-004		2.8500e-003	2.8500e-003		2.8500e-003	2.8500e-003		44.9444	44.9444	8.6000e-004	8.2000e-004	45.2179
Research & Development	48.8123	0.5264	4.7855	4.0198	0.0287		0.3637	0.3637		0.3637	0.3637		5,742.6269	5,742.6269	0.1101	0.1053	5,777.5756
Single Family Housing	0.386663	4.1700e-003	0.0356	0.0152	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003		45.4897	45.4897	8.7000e-004	8.3000e-004	45.7666
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.8959**	**8.1426**	**6.8250**	**0.0489**		**0.6190**	**0.6190**		**0.6190**	**0.6190**		**9,773.8185**	**9,773.8185**	**0.1873**	**0.1792**	**9,833.3003**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	37.7265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.5700e-003	0.0000	0.9413
Unmitigated	37.7265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.5700e-003	0.0000	0.9413

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.4469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	33.2530					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003		0.9083	0.9083	1.5700e-003		0.9413
Total	**37.7265**	**5.5000e-003**	**0.4913**	**3.0000e-005**		**2.3500e-003**	**2.3500e-003**		**2.3500e-003**	**2.3500e-003**	**0.0000**	**0.9083**	**0.9083**	**1.5700e-003**	**0.0000**	**0.9413**

Existing_DellAvenueAreaPlan

Santa Clara County, Summer

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.4469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	33.2530					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003		0.9083	0.9083	1.5700e-003		0.9413
Total	**37.7265**	**5.5000e-003**	**0.4913**	**3.0000e-005**		**2.3500e-003**	**2.3500e-003**		**2.3500e-003**	**2.3500e-003**	**0.0000**	**0.9083**	**0.9083**	**1.5700e-003**	**0.0000**	**0.9413**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Existing_DellAvenueAreaPlan

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	710.00	1000sqft	29.00	710,000.00	0
Research & Development	650.00	1000sqft	58.00	650,000.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	0.00	0
City Park	3.00	Acre	3.00	130,680.00	0
Single Family Housing	4.00	Dwelling Unit	1.00	7,200.00	10
Regional Shopping Center	56.00	1000sqft	6.00	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2014
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Description. City park is the SCVWD Percolation Ponds. ROW modeled as other asphalt surfaces and SF zeroed out since no architectural coatings

Construction Phase - Existing No Construction

Off-road Equipment - Existing No Construction

Trips and VMT - Existing No Construction

On-road Fugitive Dust - Existing No Construction

Demolition - Existing No Construction

Grading - Existing No Construction

Architectural Coating - Existing No Construction

Vehicle Trips - Trips from W-Trans. Passby zeroed out since reflected in W-Trans modeling for onsite trip capture.

Woodstoves - For worst-case, assume no Fireplaces in existing

Water And Wastewater - 100% Treated Wastewater - Santa Clara Valley Water District.

Mobile Commute Mitigation -

Existing_DellAvenueAreaPlan

Santa Clara County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	773,340.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,320,020.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	4,860.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	14,580.00	0.00
tblConstructionPhase	NumDays	220.00	1.00
tblFireplaces	NumberGas	2.20	0.00
tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	1.80	0.00
tblLandUse	LandUseSquareFeet	696,960.00	0.00
tblLandUse	LotAcreage	16.30	29.00
tblLandUse	LotAcreage	14.92	58.00
tblLandUse	LotAcreage	1.30	1.00
tblLandUse	LotAcreage	1.29	6.00
tblLandUse	Population	11.00	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblSolidWaste	SolidWasteGenerationRate	0.26	0.00
tblTripsAndVMT	WorkerTripNumber	102.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	72.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	PR_TP	82.00	85.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	2.37	2.46
tblVehicleTrips	ST_TR	1.90	1.32
tblVehicleTrips	ST_TR	10.08	9.91
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	0.98	1.05
tblVehicleTrips	SU_TR	1.11	0.68
tblVehicleTrips	SU_TR	8.77	8.62
tblVehicleTrips	WD_TR	1.59	0.00
tblVehicleTrips	WD_TR	11.01	11.03
tblVehicleTrips	WD_TR	42.94	25.62
tblVehicleTrips	WD_TR	8.11	6.97
tblVehicleTrips	WD_TR	9.57	9.52
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

Existing_DellAvenueAreaPlan

Santa Clara County, Winter

tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	3,574,444.05	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	0.14	0.00
tblWoodstoves	NumberNoncatalytic	0.14	0.00

Existing_DellAvenueAreaPlan

Santa Clara County, Winter

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.7265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.5700e-003	0.0000	0.9413
Energy	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
Mobile	68.2802	150.5586	695.7161	1.0356	78.5365	2.1023	80.6388	20.9360	1.9293	22.8652		95,331.5727	95,331.5727	4.7569		95,431.4666
Total	**106.9026**	**158.7067**	**703.0323**	**1.0845**	**78.5365**	**2.7236**	**81.2601**	**20.9360**	**2.5506**	**23.4866**	**0.0000**	**105,106.2995**	**105,106.2995**	**4.9458**	**0.1792**	**105,265.7082**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.7265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.5700e-003	0.0000	0.9413
Energy	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
Mobile	68.2802	150.5586	695.7161	1.0356	78.5365	2.1023	80.6388	20.9360	1.9293	22.8652		95,331.5727	95,331.5727	4.7569		95,431.4666
Total	**106.9026**	**158.7067**	**703.0323**	**1.0845**	**78.5365**	**2.7236**	**81.2601**	**20.9360**	**2.5506**	**23.4866**	**0.0000**	**105,106.2995**	**105,106.2995**	**4.9458**	**0.1792**	**105,265.7082**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Existing_DellAvenueAreaPlan

Santa Clara County, Winter

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	68.2802	150.5586	695.7161	1.0356	78.5365	2.1023	80.6388	20.9360	1.9293	22.8652		95,331.5727	95,331.5727	4.7569		95,431.4666
Unmitigated	68.2802	150.5586	695.7161	1.0356	78.5365	2.1023	80.6388	20.9360	1.9293	22.8652		95,331.5727	95,331.5727	4.7569		95,431.4666

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	7,831.30	1,746.60	745.50	14,905,173	14,905,173
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	1,434.72	2,798.32	1413.44	3,343,963	3,343,963
Research & Development	4,530.50	858.00	442.00	8,872,004	8,872,004
Single Family Housing	38.08	39.64	34.48	87,167	87,167
Total	13,834.60	5,442.56	2,635.42	27,208,307	27,208,307

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	72	28	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	81	19	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	65	35	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	85	15	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.552333	0.058138	0.185246	0.125281	0.029961	0.004506	0.012317	0.020953	0.001764	0.001280	0.005920	0.000536	0.001765

Existing_DellAvenueAreaPlan

Santa Clara County, Winter

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
NaturalGas Unmitigated	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	33496.4	0.3612	3.2840	2.7585	0.0197		0.2496	0.2496		0.2496	0.2496		3,940.7575	3,940.7575	0.0755	0.0723	3,964.7403
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	382.027	4.1200e-003	0.0375	0.0315	2.2000e-004		2.8500e-003	2.8500e-003		2.8500e-003	2.8500e-003		44.9444	44.9444	8.6000e-004	8.2000e-004	45.2179
Research & Development	48812.3	0.5264	4.7855	4.0198	0.0287		0.3637	0.3637		0.3637	0.3637		5,742.6269	5,742.6269	0.1101	0.1053	5,777.5756
Single Family Housing	386.663	4.1700e-003	0.0356	0.0152	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003		45.4897	45.4897	8.7000e-004	8.3000e-004	45.7666
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.8959**	**8.1426**	**6.8250**	**0.0489**		**0.6190**	**0.6190**		**0.6190**	**0.6190**		**9,773.8185**	**9,773.8185**	**0.1873**	**0.1792**	**9,833.3003**

Existing_DellAvenueAreaPlan

Santa Clara County, Winter

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	33.4964	0.3612	3.2840	2.7585	0.0197		0.2496	0.2496		0.2496	0.2496		3,940.7575	3,940.7575	0.0755	0.0723	3,964.7403
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.382027	4.1200e-003	0.0375	0.0315	2.2000e-004		2.8500e-003	2.8500e-003		2.8500e-003	2.8500e-003		44.9444	44.9444	8.6000e-004	8.2000e-004	45.2179
Research & Development	48.8123	0.5264	4.7855	4.0198	0.0287		0.3637	0.3637		0.3637	0.3637		5,742.6269	5,742.6269	0.1101	0.1053	5,777.5756
Single Family Housing	0.386663	4.1700e-003	0.0356	0.0152	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003		45.4897	45.4897	8.7000e-004	8.3000e-004	45.7666
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.8959**	**8.1426**	**6.8250**	**0.0489**		**0.6190**	**0.6190**		**0.6190**	**0.6190**		**9,773.8185**	**9,773.8185**	**0.1873**	**0.1792**	**9,833.3003**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	37.7265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.5700e-003	0.0000	0.9413
Unmitigated	37.7265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.5700e-003	0.0000	0.9413

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.4469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	33.2530					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003		0.9083	0.9083	1.5700e-003		0.9413
Total	**37.7265**	**5.5000e-003**	**0.4913**	**3.0000e-005**		**2.3500e-003**	**2.3500e-003**		**2.3500e-003**	**2.3500e-003**	**0.0000**	**0.9083**	**0.9083**	**1.5700e-003**	**0.0000**	**0.9413**

Existing_DellAvenueAreaPlan

Santa Clara County, Winter

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.4469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	33.2530					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0265	5.5000e-003	0.4913	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003		0.9083	0.9083	1.5700e-003		0.9413
Total	**37.7265**	**5.5000e-003**	**0.4913**	**3.0000e-005**		**2.3500e-003**	**2.3500e-003**		**2.3500e-003**	**2.3500e-003**	**0.0000**	**0.9083**	**0.9083**	**1.5700e-003**	**0.0000**	**0.9413**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

CalEEMod Outputs

Existing at Buildout

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	710.00	1000sqft	29.00	710,000.00	0
Research & Development	650.00	1000sqft	58.00	650,000.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	0.00	0
City Park	3.00	Acre	3.00	130,680.00	0
Single Family Housing	4.00	Dwelling Unit	1.00	7,200.00	10
Regional Shopping Center	56.00	1000sqft	6.00	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Description. City park is the SCVWD Percolation Ponds. ROW modeled as other asphalt surfaces and SF zeroed out since no architectural coatings

Construction Phase - Existing No Construction

Off-road Equipment - Existing No Construction

Trips and VMT - Existing No Construction

On-road Fugitive Dust - Existing No Construction

Demolition - Existing No Construction

Grading - Existing No Construction

Architectural Coating - Existing No Construction

Vehicle Trips - Trips from W-Trans. Passby zeroed out since reflected in W-Trans modeling for onsite trip capture.

Woodstoves - For worst-case, assume no Fireplaces in existing

Water And Wastewater - 100% Treated Wastewater - Santa Clara Valley Water District.

Mobile Commute Mitigation -

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

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Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	773,340.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,320,020.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	4,860.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	14,580.00	0.00
tblConstructionPhase	NumDays	220.00	1.00
tblFireplaces	NumberGas	2.20	0.00
tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	1.80	0.00
tblLandUse	LandUseSquareFeet	696,960.00	0.00
tblLandUse	LotAcreage	16.30	29.00
tblLandUse	LotAcreage	14.92	58.00
tblLandUse	LotAcreage	1.30	1.00
tblLandUse	LotAcreage	1.29	6.00
tblLandUse	Population	11.00	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblTripsAndVMT	WorkerTripNumber	102.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	72.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	PR_TP	82.00	85.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	2.37	2.46
tblVehicleTrips	ST_TR	1.90	1.32
tblVehicleTrips	ST_TR	10.08	9.91
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	0.98	1.05
tblVehicleTrips	SU_TR	1.11	0.68
tblVehicleTrips	SU_TR	8.77	8.62
tblVehicleTrips	WD_TR	1.59	0.00
tblVehicleTrips	WD_TR	11.01	11.03
tblVehicleTrips	WD_TR	42.94	25.62
tblVehicleTrips	WD_TR	8.11	6.97
tblVehicleTrips	WD_TR	9.57	9.52
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

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tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	3,574,444.05	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	0.14	0.00
tblWoodstoves	NumberNoncatalytic	0.14	0.00

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2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.8823	4.6000e-004	0.0427	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.1000e-004	0.0000	0.0765
Energy	0.1635	1.4860	1.2456	8.9200e-003		0.1130	0.1130		0.1130	0.1130	0.0000	7,595.3870	7,595.3870	0.3013	0.0856	7,628.2453
Mobile	3.4769	6.5483	35.3698	0.1413	10.1069	0.1686	10.2755	2.7026	0.1557	2.8583	0.0000	8,971.5192	8,971.5192	0.2319	0.0000	8,976.3891
Waste						0.0000	0.0000		0.0000	0.0000	156.9039	0.0000	156.9039	9.2728	0.0000	351.6317
Water						0.0000	0.0000		0.0000	0.0000	159.2817	790.1764	949.4581	0.5840	0.3538	1,071.3925
Total	**10.5227**	**8.0348**	**36.6580**	**0.1502**	**10.1069**	**0.2818**	**10.3886**	**2.7026**	**0.2689**	**2.9715**	**316.1856**	**17,357.1567**	**17,673.3423**	**10.3900**	**0.4394**	**18,027.7352**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	6.8823	4.6000e-004	0.0427	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.1000e-004	0.0000	0.0765
Energy	0.1635	1.4860	1.2456	8.9200e-003		0.1130	0.1130		0.1130	0.1130	0.0000	7,595.3870	7,595.3870	0.3013	0.0856	7,628.2453
Mobile	3.4769	6.5483	35.3698	0.1413	10.1069	0.1686	10.2755	2.7026	0.1557	2.8583	0.0000	8,971.5192	8,971.5192	0.2319	0.0000	8,976.3891
Waste						0.0000	0.0000		0.0000	0.0000	156.9039	0.0000	156.9039	9.2728	0.0000	351.6317
Water						0.0000	0.0000		0.0000	0.0000	159.2817	790.1764	949.4581	0.5810	0.3532	1,071.1384
Total	**10.5227**	**8.0348**	**36.6580**	**0.1502**	**10.1069**	**0.2818**	**10.3886**	**2.7026**	**0.2689**	**2.9715**	**316.1856**	**17,357.1567**	**17,673.3423**	**10.3870**	**0.4387**	**18,027.4811**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.03**	**0.14**	**0.00**

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	3.4769	6.5483	35.3698	0.1413	10.1069	0.1686	10.2755	2.7026	0.1557	2.8583	0.0000	8,971.5192	8,971.5192	0.2319	0.0000	8,976.3891
Unmitigated	3.4769	6.5483	35.3698	0.1413	10.1069	0.1686	10.2755	2.7026	0.1557	2.8583	0.0000	8,971.5192	8,971.5192	0.2319	0.0000	8,976.3891

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	7,831.30	1,746.60	745.50	14,905,173	14,905,173
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	1,434.72	2,798.32	1413.44	3,343,963	3,343,963
Research & Development	4,530.50	858.00	442.00	8,872,004	8,872,004
Single Family Housing	38.08	39.64	34.48	87,167	87,167
Total	13,834.60	5,442.56	2,635.42	27,208,307	27,208,307

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	72	28	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	81	19	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	65	35	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	85	15	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

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5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,977.2217	5,977.2217	0.2703	0.0559	6,000.2322
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,977.2217	5,977.2217	0.2703	0.0559	6,000.2322
NaturalGas Mitigated	0.1635	1.4860	1.2456	8.9200e-003		0.1130	0.1130		0.1130	0.1130	0.0000	1,618.1653	1,618.1653	0.0310	0.0297	1,628.0132
NaturalGas Unmitigated	0.1635	1.4860	1.2456	8.9200e-003		0.1130	0.1130		0.1130	0.1130	0.0000	1,618.1653	1,618.1653	0.0310	0.0297	1,628.0132

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.22262e+007	0.0659	0.5993	0.5034	3.6000e-003		0.0456	0.0456		0.0456	0.0456	0.0000	652.4366	652.4366	0.0125	0.0120	656.4072
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	139440	7.5000e-004	6.8400e-003	5.7400e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	7.4411	7.4411	1.4000e-004	1.4000e-004	7.4863
Research & Development	1.78165e+007	0.0961	0.8734	0.7336	5.2400e-003		0.0664	0.0664		0.0664	0.0664	0.0000	950.7563	950.7563	0.0182	0.0174	956.5424
Single Family Housing	141132	7.6000e-004	6.5000e-003	2.7700e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5313	7.5313	1.4000e-004	1.4000e-004	7.5772
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1635**	**1.4860**	**1.2456**	**8.9200e-003**		**0.1130**	**0.1130**		**0.1130**	**0.1130**	**0.0000**	**1,618.1653**	**1,618.1653**	**0.0310**	**0.0297**	**1,628.0131**

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	1.22262e+007	0.0659	0.5993	0.5034	3.6000e-003		0.0456	0.0456		0.0456	0.0456	0.0000	652.4366	652.4366	0.0125	0.0120	656.4072
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	139440	7.5000e-004	6.8400e-003	5.7400e-003	4.0000e-005		5.2000e-004	5.2000e-004		5.2000e-004	5.2000e-004	0.0000	7.4411	7.4411	1.4000e-004	1.4000e-004	7.4863
Research & Development	1.78165e+007	0.0961	0.8734	0.7336	5.2400e-003		0.0664	0.0664		0.0664	0.0664	0.0000	950.7563	950.7563	0.0182	0.0174	956.5424
Single Family Housing	141132	7.6000e-004	6.5000e-003	2.7700e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5313	7.5313	1.4000e-004	1.4000e-004	7.5772
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.1635**	**1.4860**	**1.2456**	**8.9200e-003**		**0.1130**	**0.1130**		**0.1130**	**0.1130**	**0.0000**	**1,618.1653**	**1,618.1653**	**0.0310**	**0.0297**	**1,628.0131**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	1.39941e+007	4,071.0442	0.1841	0.0381	4,086.7164
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	654640	190.4423	8.6100e-003	1.7800e-003	191.1754
Research & Development	5.8695e+006	1,707.5049	0.0772	0.0160	1,714.0782
Single Family Housing	28291.8	8.2304	3.7000e-004	8.0000e-005	8.2621
Total		**5,977.2217**	**0.2703**	**0.0559**	**6,000.2322**

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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	1.39941e+007	4,071.0442	0.1841	0.0381	4,086.7164
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	654640	190.4423	8.6100e-003	1.7800e-003	191.1754
Research & Development	5.8695e+006	1,707.5049	0.0772	0.0160	1,714.0782
Single Family Housing	28291.8	8.2304	3.7000e-004	8.0000e-005	8.2621
Total		**5,977.2217**	**0.2703**	**0.0559**	**6,000.2322**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	6.8823	4.6000e-004	0.0427	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.1000e-004	0.0000	0.0765
Unmitigated	6.8823	4.6000e-004	0.0427	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.1000e-004	0.0000	0.0765

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.8116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.0687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0800e-003	4.6000e-004	0.0427	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.1000e-004	0.0000	0.0765
Total	**6.8823**	**4.6000e-004**	**0.0427**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**	**0.0000**	**0.0742**	**0.0742**	**1.1000e-004**	**0.0000**	**0.0765**

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Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.8116					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	6.0687					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0800e-003	4.6000e-004	0.0427	0.0000		2.1000e-004	2.1000e-004		2.1000e-004	2.1000e-004	0.0000	0.0742	0.0742	1.1000e-004	0.0000	0.0765
Total	**6.8823**	**4.6000e-004**	**0.0427**	**0.0000**		**2.1000e-004**	**2.1000e-004**		**2.1000e-004**	**2.1000e-004**	**0.0000**	**0.0742**	**0.0742**	**1.1000e-004**	**0.0000**	**0.0765**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	949.4581	0.5810	0.3532	1,071.1384
Unmitigated	949.4581	0.5840	0.3538	1,071.3925

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	126.191 / 77.3428	322.0362	0.1662	0.0997	356.4296
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	4.14806 / 2.54236	10.5858	5.4600e-003	3.2800e-003	11.7163
Research & Development	319.601 / 0	616.1664	0.4119	0.2506	702.5058
Single Family Housing	0.260616 / 0.164301	0.6697	3.4000e-004	2.1000e-004	0.7408
Total		**949.4581**	**0.5840**	**0.3538**	**1,071.3925**

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Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	126.191 / 77.3428	322.0362	0.1654	0.0995	356.3584
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	4.14806 / 2.54236	10.5858	5.4400e-003	3.2700e-003	11.7140
Research & Development	319.601 / 0	616.1664	0.4098	0.2502	702.3254
Single Family Housing	0.260616 / 0.164301	0.6697	3.4000e-004	2.1000e-004	0.7406
Total		**949.4581**	**0.5810**	**0.3532**	**1,071.1384**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	156.9039	9.2728	0.0000	351.6317
Mitigated	156.9039	9.2728	0.0000	351.6317

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.26	0.0528	3.1200e-003	0.0000	0.1183
General Office Building	660.3	134.0349	7.9212	0.0000	300.3809
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	26.7491
Research & Development	49.4	10.0278	0.5926	0.0000	22.4728
Single Family Housing	4.2	0.8526	0.0504	0.0000	1.9107
Total		**156.9039**	**9.2728**	**0.0000**	**351.6317**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.26	0.0528	3.1200e-003	0.0000	0.1183
General Office Building	660.3	134.0349	7.9212	0.0000	300.3809
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	58.8	11.9359	0.7054	0.0000	26.7491
Research & Development	49.4	10.0278	0.5926	0.0000	22.4728
Single Family Housing	4.2	0.8526	0.0504	0.0000	1.9107
Total		**156.9039**	**9.2728**	**0.0000**	**351.6317**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	710.00	1000sqft	29.00	710,000.00	0
Research & Development	650.00	1000sqft	58.00	650,000.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	0.00	0
City Park	3.00	Acre	3.00	130,680.00	0
Single Family Housing	4.00	Dwelling Unit	1.00	7,200.00	10
Regional Shopping Center	56.00	1000sqft	6.00	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Description. City park is the SCVWD Percolation Ponds. ROW modeled as other asphalt surfaces and SF zeroed out since no architectural coatings

Construction Phase - Existing No Construction

Off-road Equipment - Existing No Construction

Trips and VMT - Existing No Construction

On-road Fugitive Dust - Existing No Construction

Demolition - Existing No Construction

Grading - Existing No Construction

Architectural Coating - Existing No Construction

Vehicle Trips - Trips from W-Trans. Passby zeroed out since reflected in W-Trans modeling for onsite trip capture.

Woodstoves - For worst-case, assume no Fireplaces in existing

Water And Wastewater - 100% Treated Wastewater - Santa Clara Valley Water District.

Mobile Commute Mitigation -

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	773,340.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,320,020.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	4,860.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	14,580.00	0.00
tblConstructionPhase	NumDays	220.00	1.00
tblFireplaces	NumberGas	2.20	0.00
tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	1.80	0.00
tblLandUse	LandUseSquareFeet	696,960.00	0.00
tblLandUse	LotAcreage	16.30	29.00
tblLandUse	LotAcreage	14.92	58.00
tblLandUse	LotAcreage	1.30	1.00
tblLandUse	LotAcreage	1.29	6.00
tblLandUse	Population	11.00	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblTripsAndVMT	WorkerTripNumber	102.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	72.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	PR_TP	82.00	85.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	2.37	2.46
tblVehicleTrips	ST_TR	1.90	1.32
tblVehicleTrips	ST_TR	10.08	9.91
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	0.98	1.05
tblVehicleTrips	SU_TR	1.11	0.68
tblVehicleTrips	SU_TR	8.77	8.62
tblVehicleTrips	WD_TR	1.59	0.00
tblVehicleTrips	WD_TR	11.01	11.03
tblVehicleTrips	WD_TR	42.94	25.62
tblVehicleTrips	WD_TR	8.11	6.97
tblVehicleTrips	WD_TR	9.57	9.52
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Summer

tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	3,574,444.05	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	0.14	0.00
tblWoodstoves	NumberNoncatalytic	0.14	0.00

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Summer

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.7231	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.3700e-003	0.0000	0.9371
Energy	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
Mobile	27.1360	46.5483	258.0087	1.1255	78.6302	1.2675	79.8977	20.9672	1.1705	22.1377		78,431.9023	78,431.9023	1.9224		78,472.2730
Total	**65.7550**	**54.6959**	**265.3083**	**1.1744**	**78.6302**	**1.8888**	**80.5190**	**20.9672**	**1.7918**	**22.7591**	**0.0000**	**88,206.6290**	**88,206.6290**	**2.1111**	**0.1792**	**88,306.5105**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.7231	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.3700e-003	0.0000	0.9371
Energy	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
Mobile	27.1360	46.5483	258.0087	1.1255	78.6302	1.2675	79.8977	20.9672	1.1705	22.1377		78,431.9023	78,431.9023	1.9224		78,472.2730
Total	**65.7550**	**54.6959**	**265.3083**	**1.1744**	**78.6302**	**1.8888**	**80.5190**	**20.9672**	**1.7918**	**22.7591**	**0.0000**	**88,206.6290**	**88,206.6290**	**2.1111**	**0.1792**	**88,306.5105**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Summer

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	27.1360	46.5483	258.0087	1.1255	78.6302	1.2675	79.8977	20.9672	1.1705	22.1377		78,431.9023	78,431.9023	1.9224		78,472.2730
Unmitigated	27.1360	46.5483	258.0087	1.1255	78.6302	1.2675	79.8977	20.9672	1.1705	22.1377		78,431.9023	78,431.9023	1.9224		78,472.2730

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	7,831.30	1,746.60	745.50	14,905,173	14,905,173
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	1,434.72	2,798.32	1413.44	3,343,963	3,343,963
Research & Development	4,530.50	858.00	442.00	8,872,004	8,872,004
Single Family Housing	38.08	39.64	34.48	87,167	87,167
Total	13,834.60	5,442.56	2,635.42	27,208,307	27,208,307

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	72	28	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	81	19	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	65	35	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	85	15	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Summer

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
NaturalGas Unmitigated	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	33496.4	0.3612	3.2840	2.7585	0.0197		0.2496	0.2496		0.2496	0.2496		3,940.7575	3,940.7575	0.0755	0.0723	3,964.7403
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	382.027	4.1200e-003	0.0375	0.0315	2.2000e-004		2.8500e-003	2.8500e-003		2.8500e-003	2.8500e-003		44.9444	44.9444	8.6000e-004	8.2000e-004	45.2179
Research & Development	48812.3	0.5264	4.7855	4.0198	0.0287		0.3637	0.3637		0.3637	0.3637		5,742.6269	5,742.6269	0.1101	0.1053	5,777.5756
Single Family Housing	386.663	4.1700e-003	0.0356	0.0152	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003		45.4897	45.4897	8.7000e-004	8.3000e-004	45.7666
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.8959**	**8.1426**	**6.8250**	**0.0489**		**0.6190**	**0.6190**		**0.6190**	**0.6190**		**9,773.8185**	**9,773.8185**	**0.1873**	**0.1792**	**9,833.3003**

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Summer

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	33.4964	0.3612	3.2840	2.7585	0.0197		0.2496	0.2496		0.2496	0.2496		3,940.7575	3,940.7575	0.0755	0.0723	3,964.7403
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.382027	4.1200e-003	0.0375	0.0315	2.2000e-004		2.8500e-003	2.8500e-003		2.8500e-003	2.8500e-003		44.9444	44.9444	8.6000e-004	8.2000e-004	45.2179
Research & Development	48.8123	0.5264	4.7855	4.0198	0.0287		0.3637	0.3637		0.3637	0.3637		5,742.6269	5,742.6269	0.1101	0.1053	5,777.5756
Single Family Housing	0.386663	4.1700e-003	0.0356	0.0152	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003		45.4897	45.4897	8.7000e-004	8.3000e-004	45.7666
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.8959**	**8.1426**	**6.8250**	**0.0489**		**0.6190**	**0.6190**		**0.6190**	**0.6190**		**9,773.8185**	**9,773.8185**	**0.1873**	**0.1792**	**9,833.3003**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	37.7231	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.3700e-003	0.0000	0.9371
Unmitigated	37.7231	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.3700e-003	0.0000	0.9371

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.4469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	33.2530					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0232	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003		0.9083	0.9083	1.3700e-003		0.9371
Total	**37.7231**	**5.1000e-003**	**0.4745**	**3.0000e-005**		**2.3500e-003**	**2.3500e-003**		**2.3500e-003**	**2.3500e-003**	**0.0000**	**0.9083**	**0.9083**	**1.3700e-003**	**0.0000**	**0.9371**

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Summer

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.4469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	33.2530					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0232	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003		0.9083	0.9083	1.3700e-003		0.9371
Total	**37.7231**	**5.1000e-003**	**0.4745**	**3.0000e-005**		**2.3500e-003**	**2.3500e-003**		**2.3500e-003**	**2.3500e-003**	**0.0000**	**0.9083**	**0.9083**	**1.3700e-003**	**0.0000**	**0.9371**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	710.00	1000sqft	29.00	710,000.00	0
Research & Development	650.00	1000sqft	58.00	650,000.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	0.00	0
City Park	3.00	Acre	3.00	130,680.00	0
Single Family Housing	4.00	Dwelling Unit	1.00	7,200.00	10
Regional Shopping Center	56.00	1000sqft	6.00	56,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Description. City park is the SCVWD Percolation Ponds. ROW modeled as other asphalt surfaces and SF zeroed out since no architectural coatings

Construction Phase - Existing No Construction

Off-road Equipment - Existing No Construction

Trips and VMT - Existing No Construction

On-road Fugitive Dust - Existing No Construction

Demolition - Existing No Construction

Grading - Existing No Construction

Architectural Coating - Existing No Construction

Vehicle Trips - Trips from W-Trans. Passby zeroed out since reflected in W-Trans modeling for onsite trip capture.

Woodstoves - For worst-case, assume no Fireplaces in existing

Water And Wastewater - 100% Treated Wastewater - Santa Clara Valley Water District.

Mobile Commute Mitigation -

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	773,340.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,320,020.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	4,860.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	14,580.00	0.00
tblConstructionPhase	NumDays	220.00	1.00
tblFireplaces	NumberGas	2.20	0.00
tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	1.80	0.00
tblLandUse	LandUseSquareFeet	696,960.00	0.00
tblLandUse	LotAcreage	16.30	29.00
tblLandUse	LotAcreage	14.92	58.00
tblLandUse	LotAcreage	1.30	1.00
tblLandUse	LotAcreage	1.29	6.00
tblLandUse	Population	11.00	10.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2035
tblTripsAndVMT	WorkerTripNumber	102.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	66.00	72.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	PR_TP	82.00	85.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	2.37	2.46
tblVehicleTrips	ST_TR	1.90	1.32
tblVehicleTrips	ST_TR	10.08	9.91
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	0.98	1.05
tblVehicleTrips	SU_TR	1.11	0.68
tblVehicleTrips	SU_TR	8.77	8.62
tblVehicleTrips	WD_TR	1.59	0.00
tblVehicleTrips	WD_TR	11.01	11.03
tblVehicleTrips	WD_TR	42.94	25.62
tblVehicleTrips	WD_TR	8.11	6.97
tblVehicleTrips	WD_TR	9.57	9.52
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Winter

tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	3,574,444.05	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	0.14	0.00
tblWoodstoves	NumberNoncatalytic	0.14	0.00

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Winter

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.7231	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.3700e-003	0.0000	0.9371
Energy	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
Mobile	28.0629	51.2586	292.6939	1.0525	78.6302	1.2723	79.9024	20.9672	1.1749	22.1421		73,698.8125	73,698.8125	1.9270		73,739.2787
Total	**66.6819**	**59.4063**	**299.9934**	**1.1014**	**78.6302**	**1.8936**	**80.5238**	**20.9672**	**1.7962**	**22.7635**	**0.0000**	**83,473.5393**	**83,473.5393**	**2.1157**	**0.1792**	**83,573.5161**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	37.7231	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.3700e-003	0.0000	0.9371
Energy	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
Mobile	28.0629	51.2586	292.6939	1.0525	78.6302	1.2723	79.9024	20.9672	1.1749	22.1421		73,698.8125	73,698.8125	1.9270		73,739.2787
Total	**66.6819**	**59.4063**	**299.9934**	**1.1014**	**78.6302**	**1.8936**	**80.5238**	**20.9672**	**1.7962**	**22.7635**	**0.0000**	**83,473.5393**	**83,473.5393**	**2.1157**	**0.1792**	**83,573.5161**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Winter

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	28.0629	51.2586	292.6939	1.0525	78.6302	1.2723	79.9024	20.9672	1.1749	22.1421		73,698.8125	73,698.8125	1.9270		73,739.2787
Unmitigated	28.0629	51.2586	292.6939	1.0525	78.6302	1.2723	79.9024	20.9672	1.1749	22.1421		73,698.8125	73,698.8125	1.9270		73,739.2787

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
General Office Building	7,831.30	1,746.60	745.50	14,905,173	14,905,173
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	1,434.72	2,798.32	1413.44	3,343,963	3,343,963
Research & Development	4,530.50	858.00	442.00	8,872,004	8,872,004
Single Family Housing	38.08	39.64	34.48	87,167	87,167
Total	13,834.60	5,442.56	2,635.42	27,208,307	27,208,307

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	72	28	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	81	19	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	65	35	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	85	15	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Winter

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003
NaturalGas Unmitigated	0.8959	8.1426	6.8250	0.0489		0.6190	0.6190		0.6190	0.6190		9,773.8185	9,773.8185	0.1873	0.1792	9,833.3003

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	33496.4	0.3612	3.2840	2.7585	0.0197		0.2496	0.2496		0.2496	0.2496		3,940.7575	3,940.7575	0.0755	0.0723	3,964.7403
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	382.027	4.1200e-003	0.0375	0.0315	2.2000e-004		2.8500e-003	2.8500e-003		2.8500e-003	2.8500e-003		44.9444	44.9444	8.6000e-004	8.2000e-004	45.2179
Research & Development	48812.3	0.5264	4.7855	4.0198	0.0287		0.3637	0.3637		0.3637	0.3637		5,742.6269	5,742.6269	0.1101	0.1053	5,777.5756
Single Family Housing	386.663	4.1700e-003	0.0356	0.0152	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003		45.4897	45.4897	8.7000e-004	8.3000e-004	45.7666
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.8959**	**8.1426**	**6.8250**	**0.0489**		**0.6190**	**0.6190**		**0.6190**	**0.6190**		**9,773.8185**	**9,773.8185**	**0.1873**	**0.1792**	**9,833.3003**

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Winter

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	33.4964	0.3612	3.2840	2.7585	0.0197		0.2496	0.2496		0.2496	0.2496		3,940.7575	3,940.7575	0.0755	0.0723	3,964.7403
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.382027	4.1200e-003	0.0375	0.0315	2.2000e-004		2.8500e-003	2.8500e-003		2.8500e-003	2.8500e-003		44.9444	44.9444	8.6000e-004	8.2000e-004	45.2179
Research & Development	48.8123	0.5264	4.7855	4.0198	0.0287		0.3637	0.3637		0.3637	0.3637		5,742.6269	5,742.6269	0.1101	0.1053	5,777.5756
Single Family Housing	0.386663	4.1700e-003	0.0356	0.0152	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003		45.4897	45.4897	8.7000e-004	8.3000e-004	45.7666
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.8959**	**8.1426**	**6.8250**	**0.0489**		**0.6190**	**0.6190**		**0.6190**	**0.6190**		**9,773.8185**	**9,773.8185**	**0.1873**	**0.1792**	**9,833.3003**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	37.7231	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.3700e-003	0.0000	0.9371
Unmitigated	37.7231	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	0.9083	0.9083	1.3700e-003	0.0000	0.9371

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.4469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	33.2530					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0232	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003		0.9083	0.9083	1.3700e-003		0.9371
Total	**37.7231**	**5.1000e-003**	**0.4745**	**3.0000e-005**		**2.3500e-003**	**2.3500e-003**		**2.3500e-003**	**2.3500e-003**	**0.0000**	**0.9083**	**0.9083**	**1.3700e-003**	**0.0000**	**0.9371**

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Winter

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.4469					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	33.2530					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0232	5.1000e-003	0.4745	3.0000e-005		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003		0.9083	0.9083	1.3700e-003		0.9371
Total	**37.7231**	**5.1000e-003**	**0.4745**	**3.0000e-005**		**2.3500e-003**	**2.3500e-003**		**2.3500e-003**	**2.3500e-003**	**0.0000**	**0.9083**	**0.9083**	**1.3700e-003**	**0.0000**	**0.9371**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

CalEEMod Outputs

Project 2020

DellAvenueAreaPlan2020

Santa Clara County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3,002.00	1000sqft	76.00	3,002,000.00	0
Research & Development	502.00	1000sqft	10.00	502,000.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	696,960.00	0
City Park	3.00	Acre	3.00	130,680.00	0
Apartments Mid Rise	300.00	Dwelling Unit	7.00	300,000.00	726
Single Family Housing	4.00	Dwelling Unit	1.00	7,200.00	10
Regional Shopping Center	76.00	1000sqft	0.00	76,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2020
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	490.53	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E future carbon intensity

Land Use - oject Description. City park is the SCVWD Percolation Ponds. ROW modeled as other asphalt surfaces and SF zeroed out since no architectural coatings

Construction Phase -

Off-road Equipment -

Trips and VMT -

On-road Fugitive Dust -

Demolition -

Grading -

Architectural Coating -

Vehicle Trips - Trips from W-Trans. Passby zeroed out since reflected in W-Trans modeling for onsite trip capture.

Vechicle Emission Factors -

Vechicle Emission Factors -

Vechicle Emission Factors -

Woodstoves - Existing units = zero fireplaces. New units assume 100% gas fireplaces.

Energy Use - PG&E Carbon intensity forecast

Water And Wastewater - 100% Treated wastewater

Solid Waste - Percolation Ponds = no waste

Construction Off-road Equipment Mitigation - BAAQMD BCM for Fugitive Dust

Energy Mitigation - Under the 2013 Building and Energy Efficiency Standards, new construction is 25% (residential) to 30% (nonresidential) more efficient than buildings under 2008 Standards

Water Mitigation - Water Efficient Landscape Ordinance and California Green Building Standards Code require water efficient fixtures and landscaping.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblFireplaces	NumberGas	165.00	300.00
tblFireplaces	NumberGas	2.20	0.00
tblFireplaces	NumberNoFireplace	93.00	0.00

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Santa Clara County, Annual

tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	42.00	0.00
tblFireplaces	NumberWood	1.80	0.00
tblLandUse	LotAcreage	68.92	76.00
tblLandUse	LotAcreage	11.52	10.00
tblLandUse	LotAcreage	7.89	7.00
tblLandUse	LotAcreage	1.30	1.00
tblLandUse	LotAcreage	1.74	0.00
tblLandUse	Population	858.00	726.00
tblLandUse	Population	11.00	10.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	490.53
tblProjectCharacteristics	OperationalYear	2014	2020
tblSolidWaste	SolidWasteGenerationRate	0.26	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	PR_TP	66.00	72.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	PR_TP	82.00	85.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	ST_TR	7.16	6.39
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	2.37	2.46
tblVehicleTrips	ST_TR	1.90	1.32
tblVehicleTrips	ST_TR	10.08	9.91
tblVehicleTrips	SU_TR	6.07	5.86
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	0.98	1.05
tblVehicleTrips	SU_TR	1.11	0.68
tblVehicleTrips	SU_TR	8.77	8.62
tblVehicleTrips	WD_TR	6.59	6.65
tblVehicleTrips	WD_TR	1.59	0.00
tblVehicleTrips	WD_TR	11.01	11.03
tblVehicleTrips	WD_TR	42.94	35.01
tblVehicleTrips	WD_TR	8.11	6.97
tblVehicleTrips	WD_TR	9.57	9.52
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00

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tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	3,574,444.05	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	1.50	0.00
tblWoodstoves	NumberCatalytic	0.14	0.00
tblWoodstoves	NumberNoncatalytic	1.50	0.00
tblWoodstoves	NumberNoncatalytic	0.14	0.00

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2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	21.0019	0.0265	2.2981	1.2000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	18.1741	18.1741	4.0400e-003	2.6000e-004	18.3410
Energy	0.3679	3.3367	2.7535	0.0201		0.2542	0.2542		0.2542	0.2542	0.0000	18,253.8509	18,253.8509	0.9337	0.2455	18,349.5604
Mobile	15.3510	32.4237	152.9073	0.4102	29.7077	0.4910	30.1987	7.9422	0.4530	8.3952	0.0000	28,470.7344	28,470.7344	1.0443	0.0000	28,492.6644
Waste						0.0000	0.0000		0.0000	0.0000	619.5305	0.0000	619.5305	36.6132	0.0000	1,388.4077
Water						0.0000	0.0000		0.0000	0.0000	285.1016	1,237.2497	1,522.3513	1.0544	0.6351	1,741.3867
Total	**36.7208**	**35.7869**	**157.9590**	**0.4304**	**29.7077**	**0.7587**	**30.4664**	**7.9422**	**0.7208**	**8.6629**	**904.6320**	**47,980.0091**	**48,884.6411**	**39.6497**	**0.8809**	**49,990.3601**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	21.0019	0.0265	2.2981	1.2000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	18.1741	18.1741	4.0400e-003	2.6000e-004	18.3410
Energy	0.2814	2.5520	2.1042	0.0154		0.1944	0.1944		0.1944	0.1944	0.0000	16,083.6538	16,083.6538	0.8396	0.2137	16,167.5392
Mobile	15.3510	32.4237	152.9073	0.4102	29.7077	0.4910	30.1987	7.9422	0.4530	8.3952	0.0000	28,470.7344	28,470.7344	1.0443	0.0000	28,492.6644
Waste						0.0000	0.0000		0.0000	0.0000	619.5305	0.0000	619.5305	36.6132	0.0000	1,388.4077
Water						0.0000	0.0000		0.0000	0.0000	228.0813	1,026.9235	1,255.0048	0.8415	0.5077	1,430.0561
Total	**36.6343**	**35.0022**	**157.3096**	**0.4257**	**29.7077**	**0.6990**	**30.4067**	**7.9422**	**0.6610**	**8.6032**	**847.6117**	**45,599.4859**	**46,447.0976**	**39.3426**	**0.7217**	**47,497.0084**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.24**	**2.19**	**0.41**	**1.10**	**0.00**	**7.87**	**0.20**	**0.00**	**8.29**	**0.69**	**6.30**	**4.96**	**4.99**	**0.77**	**18.08**	**4.99**

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	15.3510	32.4237	152.9073	0.4102	29.7077	0.4910	30.1987	7.9422	0.4530	8.3952	0.0000	28,470.7344	28,470.7344	1.0443	0.0000	28,492.6644
Unmitigated	15.3510	32.4237	152.9073	0.4102	29.7077	0.4910	30.1987	7.9422	0.4530	8.3952	0.0000	28,470.7344	28,470.7344	1.0443	0.0000	28,492.6644

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,995.00	1,917.00	1758.00	4,498,060	4,498,060
City Park	0.00	0.00	0.00		
General Office Building	33,112.06	7,384.92	3152.10	63,021,593	63,021,593
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	2,660.76	3,797.72	1918.24	5,586,243	5,586,243
Research & Development	3,498.94	662.64	341.36	6,851,917	6,851,917
Single Family Housing	38.08	39.64	34.48	87,167	87,167
Total	41,304.84	13,801.92	7,204.18	80,044,979	80,044,979

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0
City Park	9.50	7.30	7.30	33.00	48.00	19.00	72	28	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	81	19	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	65	35	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	85	15	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.551785	0.058740	0.185183	0.122735	0.029388	0.004432	0.012603	0.023662	0.001776	0.001268	0.006159	0.000502	0.001767

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5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13,298.8433	13,298.8433	0.7862	0.1627	13,365.7808
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	14,613.2162	14,613.2162	0.8639	0.1787	14,686.7694
NaturalGas Mitigated	0.2814	2.5520	2.1042	0.0154		0.1944	0.1944		0.1944	0.1944	0.0000	2,784.8105	2,784.8105	0.0534	0.0511	2,801.7584
NaturalGas Unmitigated	0.3679	3.3367	2.7535	0.0201		0.2542	0.2542		0.2542	0.2542	0.0000	3,640.6347	3,640.6347	0.0698	0.0667	3,662.7910

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.43829e+006	0.0132	0.1124	0.0478	7.2000e-004		9.0800e-003	9.0800e-003		9.0800e-003	9.0800e-003	0.0000	130.1162	130.1162	2.4900e-003	2.3900e-003	130.9081
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	5.16944e+007	0.2787	2.5340	2.1286	0.0152		0.1926	0.1926		0.1926	0.1926	0.0000	2,758.6122	2,758.6122	0.0529	0.0506	2,775.4006
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	189240	1.0200e-003	9.2800e-003	7.7900e-003	6.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	10.0986	10.0986	1.9000e-004	1.9000e-004	10.1600
Research & Development	1.37598e+007	0.0742	0.6745	0.5666	4.0500e-003		0.0513	0.0513		0.0513	0.0513	0.0000	734.2764	734.2764	0.0141	0.0135	738.7451
Single Family Housing	141132	7.6000e-004	6.5000e-003	2.7700e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5313	7.5313	1.4000e-004	1.4000e-004	7.5772
Total		**0.3679**	**3.3367**	**2.7535**	**0.0201**		**0.2542**	**0.2542**		**0.2542**	**0.2542**	**0.0000**	**3,640.6347**	**3,640.6347**	**0.0698**	**0.0668**	**3,662.7910**

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	3.88159e+007	0.2093	1.9027	1.5983	0.0114		0.1446	0.1446		0.1446	0.1446	0.0000	2,071.3621	2,071.3621	0.0397	0.0380	2,083.9681
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	141930	7.7000e-004	6.9600e-003	5.8400e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5739	7.5739	1.5000e-004	1.4000e-004	7.6200
Research & Development	1.1157e+007	0.0602	0.5469	0.4594	3.2800e-003		0.0416	0.0416		0.0416	0.0416	0.0000	595.3773	595.3773	0.0114	0.0109	599.0007
Single Family Housing	111726	6.0000e-004	5.1500e-003	2.1900e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	5.9621	5.9621	1.1000e-004	1.1000e-004	5.9984
Apartments Mid Rise	1.95891e+006	0.0106	0.0903	0.0384	5.8000e-004		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	104.5351	104.5351	2.0000e-003	1.9200e-003	105.1712
Total		**0.2814**	**2.5520**	**2.1041**	**0.0154**		**0.1944**	**0.1944**		**0.1944**	**0.1944**	**0.0000**	**2,784.8106**	**2,784.8106**	**0.0534**	**0.0511**	**2,801.7584**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.05797e+006	235.3986	0.0139	2.8800e-003	236.5834
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	5.91694e+007	13,165.2353	0.7783	0.1610	13,231.5003
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	888440	197.6785	0.0117	2.4200e-003	198.6735
Research & Development	4.53306e+006	1,008.6089	0.0596	0.0123	1,013.6855
Single Family Housing	28291.8	6.2949	3.7000e-004	8.0000e-005	6.3266
Total		**14,613.2162**	**0.8639**	**0.1788**	**14,686.7693**

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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.04098e+006	231.6177	0.0137	2.8300e-003	232.7835
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	5.35707e+007	11,919.5142	0.7047	0.1458	11,979.5090
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	824410	183.4318	0.0108	2.2400e-003	184.3551
Research & Development	4.30591e+006	958.0667	0.0566	0.0117	962.8890
Single Family Housing	27923.2	6.2129	3.7000e-004	8.0000e-005	6.2442
Total		**13,298.8433**	**0.7862**	**0.1627**	**13,365.7808**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	21.0019	0.0265	2.2981	1.2000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	18.1741	18.1741	4.0400e-003	2.6000e-004	18.3410
Unmitigated	21.0019	0.0265	2.2981	1.2000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	18.1741	18.1741	4.0400e-003	2.6000e-004	18.3410

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.5146					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	18.4138					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.4600e-003	0.0000	8.0000e-005	0.0000		1.0100e-003	1.0100e-003		1.0000e-003	1.0000e-003	0.0000	14.4226	14.4226	2.8000e-004	2.6000e-004	14.5104
Landscaping	0.0721	0.0265	2.2980	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7515	3.7515	3.7700e-003	0.0000	3.8306
Total	**21.0019**	**0.0265**	**2.2981**	**1.2000e-004**		**0.0136**	**0.0136**		**0.0136**	**0.0136**	**0.0000**	**18.1741**	**18.1741**	**4.0500e-003**	**2.6000e-004**	**18.3410**

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Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.5146					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	18.4138					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.4600e-003	0.0000	8.0000e-005	0.0000		1.0100e-003	1.0100e-003		1.0000e-003	1.0000e-003	0.0000	14.4226	14.4226	2.8000e-004	2.6000e-004	14.5104
Landscaping	0.0721	0.0265	2.2980	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7515	3.7515	3.7700e-003	0.0000	3.8306
Total	**21.0019**	**0.0265**	**2.2981**	**1.2000e-004**		**0.0136**	**0.0136**		**0.0136**	**0.0136**	**0.0000**	**18.1741**	**18.1741**	**4.0500e-003**	**2.6000e-004**	**18.3410**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,255.0048	0.8415	0.5077	1,430.0561
Unmitigated	1,522.3513	1.0544	0.6351	1,741.3867

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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	19.5462 / 12.3226	40.0444	0.0258	0.0154	45.3731
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	533.557 / 327.019	1,085.8159	0.7028	0.4215	1,231.2367
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.62951 / 3.45035	11.4564	7.4100e-003	4.4500e-003	12.9907
Research & Development	246.83 / 0	384.5007	0.3182	0.1936	451.1813
Single Family Housing	0.260616 / 0.164301	0.5339	3.4000e-004	2.1000e-004	0.6050
Total		**1,522.3513**	**1.0544**	**0.6351**	**1,741.3867**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	15.637 / 11.5709	33.3694	0.0206	0.0124	37.6302
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	426.845 / 307.07	904.0514	0.5615	0.3370	1,020.3253
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	4.50361 / 3.23987	9.5386	5.9200e-003	3.5600e-003	10.7654
Research & Development	197.464 / 0	307.6005	0.2532	0.1546	360.8335
Single Family Housing	0.208493 / 0.154279	0.4449	2.7000e-004	1.6000e-004	0.5017
Total		**1,255.0048**	**0.8415**	**0.5077**	**1,430.0562**

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8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	619.5305	36.6132	0.0000	1,388.4077
Unmitigated	619.5305	36.6132	0.0000	1,388.4077

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	138	28.0128	1.6555	0.0000	62.7784
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	2791.86	566.7224	33.4923	0.0000	1,270.0613
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	79.8	16.1987	0.9573	0.0000	36.3023
Research & Development	38.15	7.7441	0.4577	0.0000	17.3550
Single Family Housing	4.2	0.8526	0.0504	0.0000	1.9107
Total		**619.5305**	**36.6132**	**0.0000**	**1,388.4077**

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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	138	28.0128	1.6555	0.0000	62.7784
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	2791.86	566.7224	33.4923	0.0000	1,270.0613
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	79.8	16.1987	0.9573	0.0000	36.3023
Research & Development	38.15	7.7441	0.4577	0.0000	17.3550
Single Family Housing	4.2	0.8526	0.0504	0.0000	1.9107
Total		**619.5305**	**36.6132**	**0.0000**	**1,388.4077**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

CalEEMod Outputs

Project at Buildout

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3,002.00	1000sqft	54.00	3,002,000.00	0
Research & Development	502.00	1000sqft	25.00	502,000.00	0
Regional Shopping Center	76.00	1000sqft	6.00	76,000.00	0
Single Family Housing	4.00	Dwelling Unit	1.00	7,200.00	10
Apartments Mid Rise	300.00	Dwelling Unit	8.00	300,000.00	726
City Park	3.00	Acre	3.00	130,680.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	696,960.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	490.53	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E future carbon intensity

Land Use - oject Description. City park is the SCVWD Percolation Ponds. ROW modeled as other asphalt surfaces and SF zeroed out since no architectural coatings

Construction Phase -

Off-road Equipment -

Grading -

Demolition -

Trips and VMT -

On-road Fugitive Dust -

Architectural Coating -

Vehicle Trips - Trips from W-Trans. Passby zeroed out since reflected in W-Trans modeling for onsite trip capture.

Woodstoves - Existing units = zero fireplaces. New units assume 100% gas fireplaces.

Energy Use - PG&E Carbon intensity forecast

Water And Wastewater - 100% Treated wastewater

Solid Waste - Percolation Ponds = no waste

Construction Off-road Equipment Mitigation - BAAQMD BCM for Fugitive Dust

Energy Mitigation - Under the 2013 Building and Energy Efficiency Standards, new construction is 25% (residential) to 30% (nonresidential) more efficient than buildings under 2008 Standards

Water Mitigation - Water Efficient Landscape Ordinance and California Green Building Standards Code require water efficient fixtures and landscaping.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblFireplaces	NumberGas	165.00	300.00
tblFireplaces	NumberGas	2.20	0.00
tblFireplaces	NumberNoFireplace	93.00	0.00
tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	42.00	0.00
tblFireplaces	NumberWood	1.80	0.00

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tblLandUse	LotAcreage	68.92	54.00
tblLandUse	LotAcreage	11.52	25.00
tblLandUse	LotAcreage	1.74	6.00
tblLandUse	LotAcreage	1.30	1.00
tblLandUse	LotAcreage	7.89	8.00
tblLandUse	Population	11.00	10.00
tblLandUse	Population	858.00	726.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	490.53
tblProjectCharacteristics	OperationalYear	2014	2035
tblSolidWaste	SolidWasteGenerationRate	0.26	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	PR_TP	66.00	72.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	PR_TP	82.00	85.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	ST_TR	7.16	6.39
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	2.37	2.46
tblVehicleTrips	ST_TR	1.90	1.32
tblVehicleTrips	ST_TR	10.08	9.91
tblVehicleTrips	SU_TR	6.07	5.86
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	0.98	1.05
tblVehicleTrips	SU_TR	1.11	0.68
tblVehicleTrips	SU_TR	8.77	8.62
tblVehicleTrips	WD_TR	6.59	6.65
tblVehicleTrips	WD_TR	1.59	0.00
tblVehicleTrips	WD_TR	11.01	11.03
tblVehicleTrips	WD_TR	42.94	35.01
tblVehicleTrips	WD_TR	8.11	6.97
tblVehicleTrips	WD_TR	9.57	9.52
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

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tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	3,574,444.05	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	1.50	0.00
tblWoodstoves	NumberCatalytic	0.14	0.00
tblWoodstoves	NumberNoncatalytic	1.50	0.00
tblWoodstoves	NumberNoncatalytic	0.14	0.00

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2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	21.0001	0.0263	2.2823	1.2000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	18.1741	18.1741	3.9500e-003	2.6000e-004	18.3391
Energy	0.3679	3.3367	2.7535	0.0201		0.2542	0.2542		0.2542	0.2542	0.0000	18,253.8509	18,253.8509	0.9337	0.2455	18,349.5604
Mobile	10.2371	19.2702	104.1013	0.4156	29.7337	0.4960	30.2298	7.9510	0.4581	8.4090	0.0000	26,394.6822	26,394.6822	0.6823	0.0000	26,409.0106
Waste						0.0000	0.0000		0.0000	0.0000	619.5305	0.0000	619.5305	36.6132	0.0000	1,388.4077
Water						0.0000	0.0000		0.0000	0.0000	285.1016	1,237.2497	1,522.3513	1.0544	0.6351	1,741.3867
Total	**31.6051**	**22.6331**	**109.1371**	**0.4358**	**29.7337**	**0.7638**	**30.4976**	**7.9510**	**0.7259**	**8.6768**	**904.6320**	**45,903.9569**	**46,808.5889**	**39.2876**	**0.8809**	**47,906.7044**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	21.0001	0.0263	2.2823	1.2000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	18.1741	18.1741	3.9500e-003	2.6000e-004	18.3391
Energy	0.2814	2.5520	2.1042	0.0154		0.1944	0.1944		0.1944	0.1944	0.0000	16,083.6538	16,083.6538	0.8396	0.2137	16,167.5392
Mobile	10.2371	19.2702	104.1013	0.4156	29.7337	0.4960	30.2298	7.9510	0.4581	8.4090	0.0000	26,394.6822	26,394.6822	0.6823	0.0000	26,409.0106
Waste						0.0000	0.0000		0.0000	0.0000	619.5305	0.0000	619.5305	36.6132	0.0000	1,388.4077
Water						0.0000	0.0000		0.0000	0.0000	228.0813	1,026.9235	1,255.0048	0.8415	0.5077	1,430.0561
Total	**31.5186**	**21.8485**	**108.4878**	**0.4311**	**29.7337**	**0.7041**	**30.4378**	**7.9510**	**0.6661**	**8.6171**	**847.6117**	**43,523.4337**	**44,371.0454**	**38.9805**	**0.7217**	**45,413.3527**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.27**	**3.47**	**0.60**	**1.08**	**0.00**	**7.82**	**0.20**	**0.00**	**8.23**	**0.69**	**6.30**	**5.19**	**5.21**	**0.78**	**18.08**	**5.20**

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	10.2371	19.2702	104.1013	0.4156	29.7337	0.4960	30.2298	7.9510	0.4581	8.4090	0.0000	26,394.6822	26,394.6822	0.6823	0.0000	26,409.0106
Unmitigated	10.2371	19.2702	104.1013	0.4156	29.7337	0.4960	30.2298	7.9510	0.4581	8.4090	0.0000	26,394.6822	26,394.6822	0.6823	0.0000	26,409.0106

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,995.00	1,917.00	1758.00	4,498,060	4,498,060
City Park	0.00	0.00	0.00		
General Office Building	33,112.06	7,384.92	3152.10	63,021,593	63,021,593
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	2,660.76	3,797.72	1918.24	5,586,243	5,586,243
Research & Development	3,498.94	662.64	341.36	6,851,917	6,851,917
Single Family Housing	38.08	39.64	34.48	87,167	87,167
Total	41,304.84	13,801.92	7,204.18	80,044,979	80,044,979

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0
City Park	9.50	7.30	7.30	33.00	48.00	19.00	72	28	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	81	19	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	65	35	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	85	15	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

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5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	13,298.8433	13,298.8433	0.7862	0.1627	13,365.7808
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	14,613.2162	14,613.2162	0.8639	0.1787	14,686.7694
NaturalGas Mitigated	0.2814	2.5520	2.1042	0.0154		0.1944	0.1944		0.1944	0.1944	0.0000	2,784.8105	2,784.8105	0.0534	0.0511	2,801.7584
NaturalGas Unmitigated	0.3679	3.3367	2.7535	0.0201		0.2542	0.2542		0.2542	0.2542	0.0000	3,640.6347	3,640.6347	0.0698	0.0667	3,662.7910

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	2.43829e+006	0.0132	0.1124	0.0478	7.2000e-004		9.0800e-003	9.0800e-003		9.0800e-003	9.0800e-003	0.0000	130.1162	130.1162	2.4900e-003	2.3900e-003	130.9081
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	5.16944e+007	0.2787	2.5340	2.1286	0.0152		0.1926	0.1926		0.1926	0.1926	0.0000	2,758.6122	2,758.6122	0.0529	0.0506	2,775.4006
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	189240	1.0200e-003	9.2800e-003	7.7900e-003	6.0000e-005		7.1000e-004	7.1000e-004		7.1000e-004	7.1000e-004	0.0000	10.0986	10.0986	1.9000e-004	1.9000e-004	10.1600
Research & Development	1.37598e+007	0.0742	0.6745	0.5666	4.0500e-003		0.0513	0.0513		0.0513	0.0513	0.0000	734.2764	734.2764	0.0141	0.0135	738.7451
Single Family Housing	141132	7.6000e-004	6.5000e-003	2.7700e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5313	7.5313	1.4000e-004	1.4000e-004	7.5772
Total		**0.3679**	**3.3367**	**2.7535**	**0.0201**		**0.2542**	**0.2542**		**0.2542**	**0.2542**	**0.0000**	**3,640.6347**	**3,640.6347**	**0.0698**	**0.0668**	**3,662.7910**

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	3.88159e+007	0.2093	1.9027	1.5983	0.0114		0.1446	0.1446		0.1446	0.1446	0.0000	2,071.3621	2,071.3621	0.0397	0.0380	2,083.9681
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	141930	7.7000e-004	6.9600e-003	5.8400e-003	4.0000e-005		5.3000e-004	5.3000e-004		5.3000e-004	5.3000e-004	0.0000	7.5739	7.5739	1.5000e-004	1.4000e-004	7.6200
Research & Development	1.1157e+007	0.0602	0.5469	0.4594	3.2800e-003		0.0416	0.0416		0.0416	0.0416	0.0000	595.3773	595.3773	0.0114	0.0109	599.0007
Single Family Housing	111726	6.0000e-004	5.1500e-003	2.1900e-003	3.0000e-005		4.2000e-004	4.2000e-004		4.2000e-004	4.2000e-004	0.0000	5.9621	5.9621	1.1000e-004	1.1000e-004	5.9984
Apartments Mid Rise	1.95891e+006	0.0106	0.0903	0.0384	5.8000e-004		7.3000e-003	7.3000e-003		7.3000e-003	7.3000e-003	0.0000	104.5351	104.5351	2.0000e-003	1.9200e-003	105.1712
Total		**0.2814**	**2.5520**	**2.1041**	**0.0154**		**0.1944**	**0.1944**		**0.1944**	**0.1944**	**0.0000**	**2,784.8106**	**2,784.8106**	**0.0534**	**0.0511**	**2,801.7584**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.05797e+006	235.3986	0.0139	2.8800e-003	236.5834
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	5.91694e+007	13,165.2353	0.7783	0.1610	13,231.5003
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	888440	197.6785	0.0117	2.4200e-003	198.6735
Research & Development	4.53306e+006	1,008.6089	0.0596	0.0123	1,013.6855
Single Family Housing	28291.8	6.2949	3.7000e-004	8.0000e-005	6.3266
Total		**14,613.2162**	**0.8639**	**0.1788**	**14,686.7693**

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Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.04098e+006	231.6177	0.0137	2.8300e-003	232.7835
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	5.35707e+007	11,919.5142	0.7047	0.1458	11,979.5090
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	824410	183.4318	0.0108	2.2400e-003	184.3551
Research & Development	4.30591e+006	958.0667	0.0566	0.0117	962.8890
Single Family Housing	27923.2	6.2129	3.7000e-004	8.0000e-005	6.2442
Total		**13,298.8433**	**0.7862**	**0.1627**	**13,365.7808**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	21.0001	0.0263	2.2823	1.2000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	18.1741	18.1741	3.9500e-003	2.6000e-004	18.3391
Unmitigated	21.0001	0.0263	2.2823	1.2000e-004		0.0136	0.0136		0.0136	0.0136	0.0000	18.1741	18.1741	3.9500e-003	2.6000e-004	18.3391

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.5146					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	18.4138					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.4600e-003	0.0000	8.0000e-005	0.0000		1.0100e-003	1.0100e-003		1.0000e-003	1.0000e-003	0.0000	14.4226	14.4226	2.8000e-004	2.6000e-004	14.5104
Landscaping	0.0703	0.0263	2.2822	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7515	3.7515	3.6800e-003	0.0000	3.8287
Total	**21.0001**	**0.0263**	**2.2823**	**1.2000e-004**		**0.0136**	**0.0136**		**0.0136**	**0.0136**	**0.0000**	**18.1741**	**18.1741**	**3.9600e-003**	**2.6000e-004**	**18.3391**

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Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.5146					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	18.4138					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	1.4600e-003	0.0000	8.0000e-005	0.0000		1.0100e-003	1.0100e-003		1.0000e-003	1.0000e-003	0.0000	14.4226	14.4226	2.8000e-004	2.6000e-004	14.5104
Landscaping	0.0703	0.0263	2.2822	1.2000e-004		0.0126	0.0126		0.0126	0.0126	0.0000	3.7515	3.7515	3.6800e-003	0.0000	3.8287
Total	**21.0001**	**0.0263**	**2.2823**	**1.2000e-004**		**0.0136**	**0.0136**		**0.0136**	**0.0136**	**0.0000**	**18.1741**	**18.1741**	**3.9600e-003**	**2.6000e-004**	**18.3391**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1,255.0048	0.8415	0.5077	1,430.0561
Unmitigated	1,522.3513	1.0544	0.6351	1,741.3867

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7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	19.5462 / 12.3226	40.0444	0.0258	0.0154	45.3731
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	533.557 / 327.019	1,085.8159	0.7028	0.4215	1,231.2367
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	5.62951 / 3.45035	11.4564	7.4100e-003	4.4500e-003	12.9907
Research & Development	246.83 / 0	384.5007	0.3182	0.1936	451.1813
Single Family Housing	0.260616 / 0.164301	0.5339	3.4000e-004	2.1000e-004	0.6050
Total		**1,522.3513**	**1.0544**	**0.6351**	**1,741.3867**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	15.637 / 11.5709	33.3694	0.0206	0.0124	37.6302
City Park	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	426.845 / 307.07	904.0514	0.5615	0.3370	1,020.3253
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	4.50361 / 3.23987	9.5386	5.9200e-003	3.5600e-003	10.7654
Research & Development	197.464 / 0	307.6005	0.2532	0.1546	360.8335
Single Family Housing	0.208493 / 0.154279	0.4449	2.7000e-004	1.6000e-004	0.5017
Total		**1,255.0048**	**0.8415**	**0.5077**	**1,430.0562**

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8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	619.5305	36.6132	0.0000	1,388.4077
Unmitigated	619.5305	36.6132	0.0000	1,388.4077

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	138	28.0128	1.6555	0.0000	62.7784
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	2791.86	566.7224	33.4923	0.0000	1,270.0613
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	79.8	16.1987	0.9573	0.0000	36.3023
Research & Development	38.15	7.7441	0.4577	0.0000	17.3550
Single Family Housing	4.2	0.8526	0.0504	0.0000	1.9107
Total		**619.5305**	**36.6132**	**0.0000**	**1,388.4077**

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Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	138	28.0128	1.6555	0.0000	62.7784
City Park	0	0.0000	0.0000	0.0000	0.0000
General Office Building	2791.86	566.7224	33.4923	0.0000	1,270.0613
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	79.8	16.1987	0.9573	0.0000	36.3023
Research & Development	38.15	7.7441	0.4577	0.0000	17.3550
Single Family Housing	4.2	0.8526	0.0504	0.0000	1.9107
Total		**619.5305**	**36.6132**	**0.0000**	**1,388.4077**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3,002.00	1000sqft	54.00	3,002,000.00	0
Research & Development	502.00	1000sqft	25.00	502,000.00	0
Regional Shopping Center	76.00	1000sqft	6.00	76,000.00	0
Single Family Housing	4.00	Dwelling Unit	1.00	7,200.00	10
Apartments Mid Rise	300.00	Dwelling Unit	8.00	300,000.00	726
City Park	3.00	Acre	3.00	130,680.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	696,960.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	490.53	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E future carbon intensity

Land Use - oject Description. City park is the SCVWD Percolation Ponds. ROW modeled as other asphalt surfaces and SF zeroed out since no architectural coatings

Construction Phase -

Off-road Equipment -

Grading -

Demolition -

Trips and VMT -

On-road Fugitive Dust -

Architectural Coating -

Vehicle Trips - Trips from W-Trans. Passby zeroed out since reflected in W-Trans modeling for onsite trip capture.

Woodstoves - Existing units = zero fireplaces. New units assume 100% gas fireplaces.

Energy Use - PG&E Carbon intensity forecast

Water And Wastewater - 100% Treated wastewater

Solid Waste - Percolation Ponds = no waste

Construction Off-road Equipment Mitigation - BAAQMD BCM for Fugitive Dust

Energy Mitigation - Under the 2013 Building and Energy Efficiency Standards, new construction is 25% (residential) to 30% (nonresidential) more efficient than buildings under 2008 Standards

Water Mitigation - Water Efficient Landscape Ordinance and California Green Building Standards Code require water efficient fixtures and landscaping.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblFireplaces	NumberGas	165.00	300.00
tblFireplaces	NumberGas	2.20	0.00
tblFireplaces	NumberNoFireplace	93.00	0.00
tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	42.00	0.00
tblFireplaces	NumberWood	1.80	0.00

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tblLandUse	LotAcreage	68.92	54.00
tblLandUse	LotAcreage	11.52	25.00
tblLandUse	LotAcreage	1.74	6.00
tblLandUse	LotAcreage	1.30	1.00
tblLandUse	LotAcreage	7.89	8.00
tblLandUse	Population	11.00	10.00
tblLandUse	Population	858.00	726.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	490.53
tblProjectCharacteristics	OperationalYear	2014	2035
tblSolidWaste	SolidWasteGenerationRate	0.26	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	PR_TP	66.00	72.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	PR_TP	82.00	85.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	ST_TR	7.16	6.39
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	2.37	2.46
tblVehicleTrips	ST_TR	1.90	1.32
tblVehicleTrips	ST_TR	10.08	9.91
tblVehicleTrips	SU_TR	6.07	5.86
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	0.98	1.05
tblVehicleTrips	SU_TR	1.11	0.68
tblVehicleTrips	SU_TR	8.77	8.62
tblVehicleTrips	WD_TR	6.59	6.65
tblVehicleTrips	WD_TR	1.59	0.00
tblVehicleTrips	WD_TR	11.01	11.03
tblVehicleTrips	WD_TR	42.94	35.01
tblVehicleTrips	WD_TR	8.11	6.97
tblVehicleTrips	WD_TR	9.57	9.52
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

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tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	3,574,444.05	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	1.50	0.00
tblWoodstoves	NumberCatalytic	0.14	0.00
tblWoodstoves	NumberNoncatalytic	1.50	0.00
tblWoodstoves	NumberNoncatalytic	0.14	0.00

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2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	116.1361	0.2917	25.3947	1.3500e-003		0.6098	0.6098		0.6049	0.6049	0.0000	7,457.7123	7,457.7123	0.1871	0.1359	7,503.7644
Energy	2.0157	18.2832	15.0879	0.1100		1.3927	1.3927		1.3927	1.3927		21,989.6593	21,989.6593	0.4215	0.4031	22,123.4847
Mobile	75.9037	130.5618	723.5462	3.1610	220.8751	3.5575	224.4326	58.8977	3.2853	62.1830		220,272.9393	220,272.9393	5.3974		220,386.2838
Total	**194.0555**	**149.1366**	**764.0287**	**3.2723**	**220.8751**	**5.5600**	**226.4351**	**58.8977**	**5.2828**	**64.1805**	**0.0000**	**249,720.3108**	**249,720.3108**	**6.0059**	**0.5390**	**250,013.5329**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	116.1361	0.2917	25.3947	1.3500e-003		0.6098	0.6098		0.6049	0.6049	0.0000	7,457.7123	7,457.7123	0.1871	0.1359	7,503.7644
Energy	1.5419	13.9837	11.5296	0.0841		1.0653	1.0653		1.0653	1.0653		16,820.4283	16,820.4283	0.3224	0.3084	16,922.7946
Mobile	75.9037	130.5618	723.5462	3.1610	220.8751	3.5575	224.4326	58.8977	3.2853	62.1830		220,272.9393	220,272.9393	5.3974		220,386.2838
Total	**193.5816**	**144.8371**	**760.4704**	**3.2464**	**220.8751**	**5.2326**	**226.1077**	**58.8977**	**4.9554**	**63.8531**	**0.0000**	**244,551.0798**	**244,551.0798**	**5.9068**	**0.4443**	**244,812.8428**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.24**	**2.88**	**0.47**	**0.79**	**0.00**	**5.89**	**0.14**	**0.00**	**6.20**	**0.51**	**0.00**	**2.07**	**2.07**	**1.65**	**17.58**	**2.08**

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4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	75.9037	130.5618	723.5462	3.1610	220.8751	3.5575	224.4326	58.8977	3.2853	62.1830		220,272.9393	220,272.9393	5.3974		220,386.2838
Unmitigated	75.9037	130.5618	723.5462	3.1610	220.8751	3.5575	224.4326	58.8977	3.2853	62.1830		220,272.9393	220,272.9393	5.3974		220,386.2838

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,995.00	1,917.00	1758.00	4,498,060	4,498,060
City Park	0.00	0.00	0.00		
General Office Building	33,112.06	7,384.92	3152.10	63,021,593	63,021,593
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	2,660.76	3,797.72	1918.24	5,586,243	5,586,243
Research & Development	3,498.94	662.64	341.36	6,851,917	6,851,917
Single Family Housing	38.08	39.64	34.48	87,167	87,167
Total	41,304.84	13,801.92	7,204.18	80,044,979	80,044,979

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0
City Park	9.50	7.30	7.30	33.00	48.00	19.00	72	28	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	81	19	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	65	35	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	85	15	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

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5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.5419	13.9837	11.5296	0.0841		1.0653	1.0653		1.0653	1.0653		16,820.4283	16,820.4283	0.3224	0.3084	16,922.7946
NaturalGas Unmitigated	2.0157	18.2832	15.0879	0.1100		1.3927	1.3927		1.3927	1.3927		21,989.6593	21,989.6593	0.4215	0.4031	22,123.4847

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	6680.24	0.0720	0.6156	0.2620	3.9300e-003		0.0498	0.0498		0.0498	0.0498		785.9101	785.9101	0.0151	0.0144	790.6930
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	141629	1.5274	13.8852	11.6635	0.0833		1.0553	1.0553		1.0553	1.0553		16,662.1886	16,662.1886	0.3194	0.3055	16,763.5919
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	518.466	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003		60.9960	60.9960	1.1700e-003	1.1200e-003	61.3672
Research & Development	37698.1	0.4066	3.6959	3.1046	0.0222		0.2809	0.2809		0.2809	0.2809		4,435.0749	4,435.0749	0.0850	0.0813	4,462.0661
Single Family Housing	386.663	4.1700e-003	0.0356	0.0152	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003		45.4897	45.4897	8.7000e-004	8.3000e-004	45.7666
Total		**2.0157**	**18.2832**	**15.0879**	**0.1100**		**1.3927**	**1.3927**		**1.3927**	**1.3927**		**21,989.6593**	**21,989.6593**	**0.4215**	**0.4031**	**22,123.4847**

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Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5.36688	0.0579	0.4946	0.2105	3.1600e-003		0.0400	0.0400		0.0400	0.0400		631.3982	631.3982	0.0121	0.0116	635.2408
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	106.345	1.1469	10.4260	8.7578	0.0626		0.7924	0.7924		0.7924	0.7924		12,511.1555	12,511.1555	0.2398	0.2294	12,587.2963
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.388849	4.1900e-003	0.0381	0.0320	2.3000e-004		2.9000e-003	2.9000e-003		2.9000e-003	2.9000e-003		45.7470	45.7470	8.8000e-004	8.4000e-004	46.0254
Research & Development	30.567	0.3296	2.9968	2.5173	0.0180		0.2278	0.2278		0.2278	0.2278		3,596.1160	3,596.1160	0.0689	0.0659	3,618.0014
Single Family Housing	0.306098	3.3000e-003	0.0282	0.0120	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003		36.0115	36.0115	6.9000e-004	6.6000e-004	36.2307
Total		**1.5419**	**13.9837**	**11.5296**	**0.0841**		**1.0653**	**1.0653**		**1.0653**	**1.0653**		**16,820.4283**	**16,820.4283**	**0.3224**	**0.3084**	**16,922.7946**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	116.1361	0.2917	25.3947	1.3500e-003		0.6098	0.6098		0.6049	0.6049	0.0000	7,457.7123	7,457.7123	0.1871	0.1359	7,503.7644
Unmitigated	116.1361	0.2917	25.3947	1.3500e-003		0.6098	0.6098		0.6049	0.6049	0.0000	7,457.7123	7,457.7123	0.1871	0.1359	7,503.7644

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	13.7784					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	100.8976					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.6794	3.0000e-005	0.0371	0.0000		0.4694	0.4694		0.4645	0.4645	0.0000	7,411.7647	7,411.7647	0.1421	0.1359	7,456.8715
Landscaping	0.7807	0.2916	25.3576	1.3500e-003		0.1404	0.1404		0.1404	0.1404		45.9476	45.9476	0.0450		46.8929
Total	**116.1361**	**0.2917**	**25.3947**	**1.3500e-003**		**0.6098**	**0.6098**		**0.6049**	**0.6049**	**0.0000**	**7,457.7123**	**7,457.7123**	**0.1871**	**0.1359**	**7,503.7644**

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Santa Clara County, Summer

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	13.7784					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	100.8976					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.6794	3.0000e-005	0.0371	0.0000		0.4694	0.4694		0.4645	0.4645	0.0000	7,411.7647	7,411.7647	0.1421	0.1359	7,456.8715
Landscaping	0.7807	0.2916	25.3576	1.3500e-003		0.1404	0.1404		0.1404	0.1404		45.9476	45.9476	0.0450		46.8929
Total	**116.1361**	**0.2917**	**25.3947**	**1.3500e-003**		**0.6098**	**0.6098**		**0.6049**	**0.6049**	**0.0000**	**7,457.7123**	**7,457.7123**	**0.1871**	**0.1359**	**7,503.7644**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

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Santa Clara County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	3,002.00	1000sqft	54.00	3,002,000.00	0
Research & Development	502.00	1000sqft	25.00	502,000.00	0
Regional Shopping Center	76.00	1000sqft	6.00	76,000.00	0
Single Family Housing	4.00	Dwelling Unit	1.00	7,200.00	10
Apartments Mid Rise	300.00	Dwelling Unit	8.00	300,000.00	726
City Park	3.00	Acre	3.00	130,680.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	696,960.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2035
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	490.53	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - PG&E future carbon intensity

Land Use - oject Description. City park is the SCVWD Percolation Ponds. ROW modeled as other asphalt surfaces and SF zeroed out since no architectural coatings

Construction Phase -

Off-road Equipment -

Grading -

Demolition -

Trips and VMT -

On-road Fugitive Dust -

Architectural Coating -

Vehicle Trips - Trips from W-Trans. Passby zeroed out since reflected in W-Trans modeling for onsite trip capture.

Woodstoves - Existing units = zero fireplaces. New units assume 100% gas fireplaces.

Energy Use - PG&E Carbon intensity forecast

Water And Wastewater - 100% Treated wastewater

Solid Waste - Percolation Ponds = no waste

Construction Off-road Equipment Mitigation - BAAQMD BCM for Fugitive Dust

Energy Mitigation - Under the 2013 Building and Energy Efficiency Standards, new construction is 25% (residential) to 30% (nonresidential) more efficient than buildings under 2008 Standards

Water Mitigation - Water Efficient Landscape Ordinance and California Green Building Standards Code require water efficient fixtures and landscaping.

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblFireplaces	NumberGas	165.00	300.00
tblFireplaces	NumberGas	2.20	0.00
tblFireplaces	NumberNoFireplace	93.00	0.00
tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	42.00	0.00
tblFireplaces	NumberWood	1.80	0.00

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Santa Clara County, Winter

tblLandUse	LotAcreage	68.92	54.00
tblLandUse	LotAcreage	11.52	25.00
tblLandUse	LotAcreage	1.74	6.00
tblLandUse	LotAcreage	1.30	1.00
tblLandUse	LotAcreage	7.89	8.00
tblLandUse	Population	11.00	10.00
tblLandUse	Population	858.00	726.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	490.53
tblProjectCharacteristics	OperationalYear	2014	2035
tblSolidWaste	SolidWasteGenerationRate	0.26	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PB_TP	4.00	0.00
tblVehicleTrips	PB_TP	11.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	PR_TP	66.00	72.00
tblVehicleTrips	PR_TP	77.00	81.00
tblVehicleTrips	PR_TP	54.00	65.00
tblVehicleTrips	PR_TP	82.00	85.00
tblVehicleTrips	PR_TP	86.00	89.00
tblVehicleTrips	ST_TR	7.16	6.39
tblVehicleTrips	ST_TR	1.59	0.00
tblVehicleTrips	ST_TR	2.37	2.46
tblVehicleTrips	ST_TR	1.90	1.32
tblVehicleTrips	ST_TR	10.08	9.91
tblVehicleTrips	SU_TR	6.07	5.86
tblVehicleTrips	SU_TR	1.59	0.00
tblVehicleTrips	SU_TR	0.98	1.05
tblVehicleTrips	SU_TR	1.11	0.68
tblVehicleTrips	SU_TR	8.77	8.62
tblVehicleTrips	WD_TR	6.59	6.65
tblVehicleTrips	WD_TR	1.59	0.00
tblVehicleTrips	WD_TR	11.01	11.03
tblVehicleTrips	WD_TR	42.94	35.01
tblVehicleTrips	WD_TR	8.11	6.97
tblVehicleTrips	WD_TR	9.57	9.52
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AerobicPercent	87.46	100.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00

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Santa Clara County, Winter

tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	AnaerobicandFacultativeLagoonsPercent	2.21	0.00
tblWater	OutdoorWaterUseRate	3,574,444.05	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWater	SepticTankPercent	10.33	0.00
tblWoodstoves	NumberCatalytic	1.50	0.00
tblWoodstoves	NumberCatalytic	0.14	0.00
tblWoodstoves	NumberNoncatalytic	1.50	0.00
tblWoodstoves	NumberNoncatalytic	0.14	0.00

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Santa Clara County, Winter

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	116.1361	0.2917	25.3947	1.3500e-003		0.6098	0.6098		0.6049	0.6049	0.0000	7,457.7123	7,457.7123	0.1871	0.1359	7,503.7644
Energy	2.0157	18.2832	15.0879	0.1100		1.3927	1.3927		1.3927	1.3927		21,989.6593	21,989.6593	0.4215	0.4031	22,123.4847
Mobile	78.4906	143.7833	820.0519	2.9558	220.8751	3.5709	224.4460	58.8977	3.2976	62.1953		206,979.4353	206,979.4353	5.4101		207,093.0464
Total	**196.6424**	**162.3581**	**860.5345**	**3.0671**	**220.8751**	**5.5734**	**226.4485**	**58.8977**	**5.2951**	**64.1928**	**0.0000**	**236,426.8068**	**236,426.8068**	**6.0186**	**0.5390**	**236,720.2954**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	116.1361	0.2917	25.3947	1.3500e-003		0.6098	0.6098		0.6049	0.6049	0.0000	7,457.7123	7,457.7123	0.1871	0.1359	7,503.7644
Energy	1.5419	13.9837	11.5296	0.0841		1.0653	1.0653		1.0653	1.0653		16,820.4283	16,820.4283	0.3224	0.3084	16,922.7946
Mobile	78.4906	143.7833	820.0519	2.9558	220.8751	3.5709	224.4460	58.8977	3.2976	62.1953		206,979.4353	206,979.4353	5.4101		207,093.0464
Total	**196.1685**	**158.0586**	**856.9762**	**3.0413**	**220.8751**	**5.2460**	**226.1211**	**58.8977**	**4.9677**	**63.8654**	**0.0000**	**231,257.5759**	**231,257.5759**	**5.9195**	**0.4443**	**231,519.6054**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.24**	**2.65**	**0.41**	**0.84**	**0.00**	**5.87**	**0.14**	**0.00**	**6.18**	**0.51**	**0.00**	**2.19**	**2.19**	**1.65**	**17.58**	**2.20**

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Santa Clara County, Winter

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	78.4906	143.7833	820.0519	2.9558	220.8751	3.5709	224.4460	58.8977	3.2976	62.1953		206,979.4353	206,979.4353	5.4101		207,093.0464
Unmitigated	78.4906	143.7833	820.0519	2.9558	220.8751	3.5709	224.4460	58.8977	3.2976	62.1953		206,979.4353	206,979.4353	5.4101		207,093.0464

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	1,995.00	1,917.00	1758.00	4,498,060	4,498,060
City Park	0.00	0.00	0.00		
General Office Building	33,112.06	7,384.92	3152.10	63,021,593	63,021,593
Other Asphalt Surfaces	0.00	0.00	0.00		
Regional Shopping Center	2,660.76	3,797.72	1918.24	5,586,243	5,586,243
Research & Development	3,498.94	662.64	341.36	6,851,917	6,851,917
Single Family Housing	38.08	39.64	34.48	87,167	87,167
Total	41,304.84	13,801.92	7,204.18	80,044,979	80,044,979

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0
City Park	9.50	7.30	7.30	33.00	48.00	19.00	72	28	0
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	81	19	0
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Regional Shopping Center	9.50	7.30	7.30	16.30	64.70	19.00	65	35	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	85	15	0
Single Family Housing	12.40	4.30	5.40	26.10	29.10	44.80	89	11	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.550618	0.058834	0.183192	0.119400	0.029455	0.004461	0.013811	0.028739	0.001904	0.001198	0.006279	0.000407	0.001702

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Santa Clara County, Winter

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.5419	13.9837	11.5296	0.0841		1.0653	1.0653		1.0653	1.0653		16,820.4283	16,820.4283	0.3224	0.3084	16,922.7946
NaturalGas Unmitigated	2.0157	18.2832	15.0879	0.1100		1.3927	1.3927		1.3927	1.3927		21,989.6593	21,989.6593	0.4215	0.4031	22,123.4847

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	6680.24	0.0720	0.6156	0.2620	3.9300e-003		0.0498	0.0498		0.0498	0.0498		785.9101	785.9101	0.0151	0.0144	790.6930
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	141629	1.5274	13.8852	11.6635	0.0833		1.0553	1.0553		1.0553	1.0553		16,662.1886	16,662.1886	0.3194	0.3055	16,763.5919
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	518.466	5.5900e-003	0.0508	0.0427	3.0000e-004		3.8600e-003	3.8600e-003		3.8600e-003	3.8600e-003		60.9960	60.9960	1.1700e-003	1.1200e-003	61.3672
Research & Development	37698.1	0.4066	3.6959	3.1046	0.0222		0.2809	0.2809		0.2809	0.2809		4,435.0749	4,435.0749	0.0850	0.0813	4,462.0661
Single Family Housing	386.663	4.1700e-003	0.0356	0.0152	2.3000e-004		2.8800e-003	2.8800e-003		2.8800e-003	2.8800e-003		45.4897	45.4897	8.7000e-004	8.3000e-004	45.7666
Total		**2.0157**	**18.2832**	**15.0879**	**0.1100**		**1.3927**	**1.3927**		**1.3927**	**1.3927**		**21,989.6593**	**21,989.6593**	**0.4215**	**0.4031**	**22,123.4847**

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Santa Clara County, Winter

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	5.36688	0.0579	0.4946	0.2105	3.1600e-003		0.0400	0.0400		0.0400	0.0400		631.3982	631.3982	0.0121	0.0116	635.2408
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	106.345	1.1469	10.4260	8.7578	0.0626		0.7924	0.7924		0.7924	0.7924		12,511.1555	12,511.1555	0.2398	0.2294	12,587.2963
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Regional Shopping Center	0.388849	4.1900e-003	0.0381	0.0320	2.3000e-004		2.9000e-003	2.9000e-003		2.9000e-003	2.9000e-003		45.7470	45.7470	8.8000e-004	8.4000e-004	46.0254
Research & Development	30.567	0.3296	2.9968	2.5173	0.0180		0.2278	0.2278		0.2278	0.2278		3,596.1160	3,596.1160	0.0689	0.0659	3,618.0014
Single Family Housing	0.306098	3.3000e-003	0.0282	0.0120	1.8000e-004		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003		36.0115	36.0115	6.9000e-004	6.6000e-004	36.2307
Total		**1.5419**	**13.9837**	**11.5296**	**0.0841**		**1.0653**	**1.0653**		**1.0653**	**1.0653**		**16,820.4283**	**16,820.4283**	**0.3224**	**0.3084**	**16,922.7946**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	116.1361	0.2917	25.3947	1.3500e-003		0.6098	0.6098		0.6049	0.6049	0.0000	7,457.7123	7,457.7123	0.1871	0.1359	7,503.7644
Unmitigated	116.1361	0.2917	25.3947	1.3500e-003		0.6098	0.6098		0.6049	0.6049	0.0000	7,457.7123	7,457.7123	0.1871	0.1359	7,503.7644

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	13.7784					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	100.8976					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.6794	3.0000e-005	0.0371	0.0000		0.4694	0.4694		0.4645	0.4645	0.0000	7,411.7647	7,411.7647	0.1421	0.1359	7,456.8715
Landscaping	0.7807	0.2916	25.3576	1.3500e-003		0.1404	0.1404		0.1404	0.1404		45.9476	45.9476	0.0450		46.8929
Total	**116.1361**	**0.2917**	**25.3947**	**1.3500e-003**		**0.6098**	**0.6098**		**0.6049**	**0.6049**	**0.0000**	**7,457.7123**	**7,457.7123**	**0.1871**	**0.1359**	**7,503.7644**

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Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	13.7784					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	100.8976					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.6794	3.0000e-005	0.0371	0.0000		0.4694	0.4694		0.4645	0.4645	0.0000	7,411.7647	7,411.7647	0.1421	0.1359	7,456.8715
Landscaping	0.7807	0.2916	25.3576	1.3500e-003		0.1404	0.1404		0.1404	0.1404		45.9476	45.9476	0.0450		46.8929
Total	**116.1361**	**0.2917**	**25.3947**	**1.3500e-003**		**0.6098**	**0.6098**		**0.6049**	**0.6049**	**0.0000**	**7,457.7123**	**7,457.7123**	**0.1871**	**0.1359**	**7,503.7644**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

CalEEMod Outputs

Construction Estimate

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1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	2,850.00	1000sqft	67.00	2,850,000.00	0
Research & Development	350.00	1000sqft	5.00	350,000.00	0
Other Asphalt Surfaces	16.00	Acre	16.00	0.00	0
Apartments Mid Rise	300.00	Dwelling Unit	7.00	300,000.00	858
Regional Shopping Center	72.00	1000sqft	0.00	72,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	58
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Project Description

Construction Phase - shortened so buildout in 5 years

Demolition -

Trips and VMT - Water trucks

Architectural Coating -

Construction Off-road Equipment Mitigation - BAAQMD Basic Control Measures

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	9
tblConstructionPhase	NumDays	1,550.00	1,275.00
tblConstructionPhase	PhaseEndDate	7/23/2020	12/20/2019
tblConstructionPhase	PhaseEndDate	11/11/2015	9/3/2015
tblConstructionPhase	PhaseEndDate	5/22/2020	7/26/2019
tblConstructionPhase	PhaseEndDate	8/12/2015	4/8/2015
tblConstructionPhase	PhaseStartDate	7/27/2019	7/28/2019
tblConstructionPhase	PhaseStartDate	9/4/2015	2/1/2015
tblConstructionPhase	PhaseStartDate	4/9/2015	1/30/2015
tblConstructionPhase	PhaseStartDate	12/21/2019	2/24/2019
tblConstructionPhase	PhaseStartDate	5/21/2015	1/15/2015
tblLandUse	LandUseSquareFeet	696,960.00	0.00
tblLandUse	LotAcreage	65.43	67.00
tblLandUse	LotAcreage	8.03	5.00
tblLandUse	LotAcreage	7.89	7.00
tblLandUse	LotAcreage	1.65	0.00
tblProjectCharacteristics	OperationalYear	2014	2021
tblTripsAndVMT	VendorTripNumber	0.00	4.00
tblTripsAndVMT	VendorTripNumber	0.00	4.00

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tblTripsAndVMT	VendorTripNumber	0.00	4.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	2.9060	22.8474	28.0283	0.0443	3.2200	0.9064	4.1264	1.1020	0.8404	1.9424	0.0000	3,871.7468	3,871.7468	0.3798	0.0000	3,879.7216
2016	1.9379	11.9843	20.8165	0.0385	1.9794	0.3796	2.3590	0.5364	0.3542	0.8905	0.0000	3,241.2391	3,241.2391	0.1619	0.0000	3,244.6394
2017	1.7185	10.8040	19.0164	0.0383	1.9718	0.3385	2.3102	0.5343	0.3158	0.8501	0.0000	3,147.5934	3,147.5934	0.1531	0.0000	3,150.8087
2018	1.5394	9.7303	17.7041	0.0384	1.9793	0.2948	2.2741	0.5363	0.2752	0.8115	0.0000	3,081.2794	3,081.2794	0.1470	0.0000	3,084.3655
2019	20.6812	9.5867	17.5795	0.0403	2.0603	0.3065	2.3668	0.5576	0.2859	0.8435	0.0000	3,155.9734	3,155.9734	0.1784	0.0000	3,159.7197
Total	**28.7830**	**64.9528**	**103.1448**	**0.1999**	**11.2108**	**2.2258**	**13.4366**	**3.2666**	**2.0715**	**5.3381**	**0.0000**	**16,497.8320**	**16,497.8320**	**1.0201**	**0.0000**	**16,519.2548**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2015	2.9060	22.8474	28.0283	0.0443	2.2998	0.9064	3.2062	0.7248	0.8404	1.5652	0.0000	3,871.7455	3,871.7455	0.3798	0.0000	3,879.7204
2016	1.9379	11.9843	20.8165	0.0385	1.8317	0.3796	2.2113	0.5001	0.3542	0.8543	0.0000	3,241.2387	3,241.2387	0.1619	0.0000	3,244.6390
2017	1.7185	10.8040	19.0164	0.0383	1.8247	0.3385	2.1631	0.4982	0.3158	0.8140	0.0000	3,147.5930	3,147.5930	0.1531	0.0000	3,150.8083
2018	1.5394	9.7303	17.7041	0.0384	1.8316	0.2948	2.1264	0.5001	0.2752	0.7753	0.0000	3,081.2790	3,081.2790	0.1470	0.0000	3,084.3651
2019	20.6812	9.5867	17.5795	0.0403	1.9061	0.3065	2.2127	0.5197	0.2859	0.8057	0.0000	3,155.9729	3,155.9729	0.1784	0.0000	3,159.7192
Total	**28.7830**	**64.9527**	**103.1448**	**0.1999**	**9.6939**	**2.2258**	**11.9198**	**2.7429**	**2.0715**	**4.8144**	**0.0000**	**16,497.8292**	**16,497.8292**	**1.0201**	**0.0000**	**16,519.2520**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**13.53**	**0.00**	**11.29**	**16.03**	**0.00**	**9.81**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	5/20/2015	5	100	
2	Site Preparation	Site Preparation	1/15/2015	4/8/2015	5	60	
3	Grading	Grading	1/30/2015	9/3/2015	5	155	
4	Building Construction	Building Construction	2/1/2015	12/20/2019	5	1275	
5	Paving	Paving	2/24/2019	7/26/2019	5	110	
6	Architectural Coating	Architectural Coating	7/28/2019	12/27/2019	5	110	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 387.5

Acres of Paving: 0

Residential Indoor: 607,500; Residential Outdoor: 202,500; Non-Residential Indoor: 4,908,000; Non-Residential Outdoor: 1,636,000

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	162	0.38
Demolition	Rubber Tired Dozers	2	8.00	255	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

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Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	4.00	1,401.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	4.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	4.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	1,263.00	568.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	253.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

Clean Paved Roads

3.2 Demolition - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1516	0.0000	0.1516	0.0230	0.0000	0.0230	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2254	2.4182	1.8037	2.0000e-003		0.1225	0.1225		0.1143	0.1143	0.0000	187.2063	187.2063	0.0508	0.0000	188.2721
Total	**0.2254**	**2.4182**	**1.8037**	**2.0000e-003**	**0.1516**	**0.1225**	**0.2741**	**0.0230**	**0.1143**	**0.1372**	**0.0000**	**187.2063**	**187.2063**	**0.0508**	**0.0000**	**188.2721**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0172	0.2425	0.1745	5.3000e-004	0.0118	3.6200e-003	0.0155	3.2500e-003	3.3300e-003	6.5800e-003	0.0000	48.5536	48.5536	4.1000e-004	0.0000	48.5621
Vendor	2.6400e-003	0.0230	0.0288	5.0000e-005	1.2900e-003	3.7000e-004	1.6700e-003	3.7000e-004	3.4000e-004	7.1000e-004	0.0000	4.3754	4.3754	4.0000e-005	0.0000	4.3763
Worker	3.1100e-003	4.3900e-003	0.0426	8.0000e-005	6.8300e-003	6.0000e-005	6.8900e-003	1.8200e-003	5.0000e-005	1.8700e-003	0.0000	6.2323	6.2323	3.5000e-004	0.0000	6.2397
Total	**0.0229**	**0.2698**	**0.2459**	**6.6000e-004**	**0.0200**	**4.0500e-003**	**0.0240**	**5.4400e-003**	**3.7200e-003**	**9.1600e-003**	**0.0000**	**59.1612**	**59.1612**	**8.0000e-004**	**0.0000**	**59.1781**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0648	0.0000	0.0648	9.8100e-003	0.0000	9.8100e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2254	2.4181	1.8037	2.0000e-003		0.1225	0.1225		0.1143	0.1143	0.0000	187.2061	187.2061	0.0508	0.0000	188.2718
Total	**0.2254**	**2.4181**	**1.8037**	**2.0000e-003**	**0.0648**	**0.1225**	**0.1873**	**9.8100e-003**	**0.1143**	**0.1241**	**0.0000**	**187.2061**	**187.2061**	**0.0508**	**0.0000**	**188.2718**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0172	0.2425	0.1745	5.3000e-004	0.0110	3.6200e-003	0.0147	3.0500e-003	3.3300e-003	6.3800e-003	0.0000	48.5536	48.5536	4.1000e-004	0.0000	48.5621
Vendor	2.6400e-003	0.0230	0.0288	5.0000e-005	1.2100e-003	3.7000e-004	1.5800e-003	3.5000e-004	3.4000e-004	6.9000e-004	0.0000	4.3754	4.3754	4.0000e-005	0.0000	4.3763
Worker	3.1100e-003	4.3900e-003	0.0426	8.0000e-005	6.3000e-003	6.0000e-005	6.3500e-003	1.6900e-003	5.0000e-005	1.7400e-003	0.0000	6.2323	6.2323	3.5000e-004	0.0000	6.2397
Total	**0.0229**	**0.2698**	**0.2459**	**6.6000e-004**	**0.0185**	**4.0500e-003**	**0.0226**	**5.0900e-003**	**3.7200e-003**	**8.8100e-003**	**0.0000**	**59.1612**	**59.1612**	**8.0000e-004**	**0.0000**	**59.1781**

3.3 Site Preparation - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5420	0.0000	0.5420	0.2979	0.0000	0.2979	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1578	1.7067	1.2790	1.1700e-003		0.0927	0.0927		0.0852	0.0852	0.0000	111.9034	111.9034	0.0334	0.0000	112.6049
Total	**0.1578**	**1.7067**	**1.2790**	**1.1700e-003**	**0.5420**	**0.0927**	**0.6346**	**0.2979**	**0.0852**	**0.3832**	**0.0000**	**111.9034**	**111.9034**	**0.0334**	**0.0000**	**112.6049**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5900e-003	0.0138	0.0173	3.0000e-005	7.7000e-004	2.2000e-004	1.0000e-003	2.2000e-004	2.1000e-004	4.3000e-004	0.0000	2.6253	2.6253	2.0000e-005	0.0000	2.6258
Worker	2.2400e-003	3.1600e-003	0.0307	6.0000e-005	4.9200e-003	4.0000e-005	4.9600e-003	1.3100e-003	4.0000e-005	1.3500e-003	0.0000	4.4872	4.4872	2.5000e-004	0.0000	4.4926
Total	**3.8300e-003**	**0.0169**	**0.0480**	**9.0000e-005**	**5.6900e-003**	**2.6000e-004**	**5.9600e-003**	**1.5300e-003**	**2.5000e-004**	**1.7800e-003**	**0.0000**	**7.1125**	**7.1125**	**2.7000e-004**	**0.0000**	**7.1183**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2317	0.0000	0.2317	0.1274	0.0000	0.1274	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1578	1.7067	1.2790	1.1700e-003		0.0927	0.0927		0.0852	0.0852	0.0000	111.9032	111.9032	0.0334	0.0000	112.6048
Total	**0.1578**	**1.7067**	**1.2790**	**1.1700e-003**	**0.2317**	**0.0927**	**0.3244**	**0.1274**	**0.0852**	**0.2126**	**0.0000**	**111.9032**	**111.9032**	**0.0334**	**0.0000**	**112.6048**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.5900e-003	0.0138	0.0173	3.0000e-005	7.2000e-004	2.2000e-004	9.5000e-004	2.1000e-004	2.1000e-004	4.2000e-004	0.0000	2.6253	2.6253	2.0000e-005	0.0000	2.6258
Worker	2.2400e-003	3.1600e-003	0.0307	6.0000e-005	4.5300e-003	4.0000e-005	4.5800e-003	1.2100e-003	4.0000e-005	1.2500e-003	0.0000	4.4872	4.4872	2.5000e-004	0.0000	4.4926
Total	**3.8300e-003**	**0.0169**	**0.0480**	**9.0000e-005**	**5.2500e-003**	**2.6000e-004**	**5.5300e-003**	**1.4200e-003**	**2.5000e-004**	**1.6700e-003**	**0.0000**	**7.1125**	**7.1125**	**2.7000e-004**	**0.0000**	**7.1183**

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3.4 Grading - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.6722	0.0000	0.6722	0.2787	0.0000	0.2787	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5251	6.1261	3.9401	4.7900e-003		0.2947	0.2947		0.2711	0.2711	0.0000	456.0271	456.0271	0.1361	0.0000	458.8861
Total	**0.5251**	**6.1261**	**3.9401**	**4.7900e-003**	**0.6722**	**0.2947**	**0.9669**	**0.2787**	**0.2711**	**0.5498**	**0.0000**	**456.0271**	**456.0271**	**0.1361**	**0.0000**	**458.8861**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1000e-003	0.0356	0.0446	7.0000e-005	2.0000e-003	5.8000e-004	2.5800e-003	5.7000e-004	5.3000e-004	1.1100e-003	0.0000	6.7819	6.7819	6.0000e-005	0.0000	6.7832
Worker	6.4200e-003	9.0600e-003	0.0881	1.6000e-004	0.0141	1.2000e-004	0.0142	3.7500e-003	1.1000e-004	3.8600e-003	0.0000	12.8800	12.8800	7.3000e-004	0.0000	12.8954
Total	**0.0105**	**0.0447**	**0.1327**	**2.3000e-004**	**0.0161**	**7.0000e-004**	**0.0168**	**4.3200e-003**	**6.4000e-004**	**4.9700e-003**	**0.0000**	**19.6619**	**19.6619**	**7.9000e-004**	**0.0000**	**19.6785**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2874	0.0000	0.2874	0.1192	0.0000	0.1192	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.5251	6.1261	3.9401	4.7900e-003		0.2947	0.2947		0.2711	0.2711	0.0000	456.0266	456.0266	0.1361	0.0000	458.8856
Total	**0.5251**	**6.1261**	**3.9401**	**4.7900e-003**	**0.2874**	**0.2947**	**0.5820**	**0.1192**	**0.2711**	**0.3903**	**0.0000**	**456.0266**	**456.0266**	**0.1361**	**0.0000**	**458.8856**

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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.1000e-003	0.0356	0.0446	7.0000e-005	1.8700e-003	5.8000e-004	2.4500e-003	5.4000e-004	5.3000e-004	1.0800e-003	0.0000	6.7819	6.7819	6.0000e-005	0.0000	6.7832
Worker	6.4200e-003	9.0600e-003	0.0881	1.6000e-004	0.0130	1.2000e-004	0.0131	3.4800e-003	1.1000e-004	3.5900e-003	0.0000	12.8800	12.8800	7.3000e-004	0.0000	12.8954
Total	**0.0105**	**0.0447**	**0.1327**	**2.3000e-004**	**0.0149**	**7.0000e-004**	**0.0156**	**4.0200e-003**	**6.4000e-004**	**4.6700e-003**	**0.0000**	**19.6619**	**19.6619**	**7.9000e-004**	**0.0000**	**19.6785**

3.5 Building Construction - 2015

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4373	3.5886	2.2400	3.2100e-003		0.2530	0.2530		0.2379	0.2379	0.0000	291.5732	291.5732	0.0732	0.0000	293.1095
Total	**0.4373**	**3.5886**	**2.2400**	**3.2100e-003**		**0.2530**	**0.2530**		**0.2379**	**0.2379**	**0.0000**	**291.5732**	**291.5732**	**0.0732**	**0.0000**	**293.1095**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.8975	7.7940	9.7597	0.0162	0.4384	0.1269	0.5653	0.1257	0.1167	0.2424	0.0000	1,484.9315	1,484.9315	0.0134	0.0000	1,485.2119
Worker	0.6256	0.8824	8.5794	0.0159	1.3742	0.0116	1.3858	0.3654	0.0106	0.3761	0.0000	1,254.1696	1,254.1696	0.0711	0.0000	1,255.6622
Total	**1.5231**	**8.6765**	**18.3391**	**0.0321**	**1.8125**	**0.1386**	**1.9511**	**0.4911**	**0.1273**	**0.6185**	**0.0000**	**2,739.1011**	**2,739.1011**	**0.0844**	**0.0000**	**2,740.8741**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4373	3.5886	2.2400	3.2100e-003		0.2530	0.2530		0.2379	0.2379	0.0000	291.5729	291.5729	0.0732	0.0000	293.1092
Total	**0.4373**	**3.5886**	**2.2400**	**3.2100e-003**		**0.2530**	**0.2530**		**0.2379**	**0.2379**	**0.0000**	**291.5729**	**291.5729**	**0.0732**	**0.0000**	**293.1092**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.8975	7.7940	9.7597	0.0162	0.4101	0.1269	0.5370	0.1188	0.1167	0.2354	0.0000	1,484.9315	1,484.9315	0.0134	0.0000	1,485.2119
Worker	0.6256	0.8824	8.5794	0.0159	1.2672	0.0116	1.2789	0.3392	0.0106	0.3498	0.0000	1,254.1696	1,254.1696	0.0711	0.0000	1,255.6622
Total	**1.5231**	**8.6765**	**18.3391**	**0.0321**	**1.6773**	**0.1386**	**1.8158**	**0.4579**	**0.1273**	**0.5853**	**0.0000**	**2,739.1011**	**2,739.1011**	**0.0844**	**0.0000**	**2,740.8741**

3.5 Building Construction - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4445	3.7201	2.4151	3.5000e-003		0.2567	0.2567		0.2412	0.2412	0.0000	316.0104	316.0104	0.0784	0.0000	317.6563
Total	**0.4445**	**3.7201**	**2.4151**	**3.5000e-003**		**0.2567**	**0.2567**		**0.2412**	**0.2412**	**0.0000**	**316.0104**	**316.0104**	**0.0784**	**0.0000**	**317.6563**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.8798	7.4016	10.0217	0.0177	0.4787	0.1109	0.5897	0.1373	0.1020	0.2392	0.0000	1,602.9734	1,602.9734	0.0129	0.0000	1,603.2440
Worker	0.6136	0.8626	8.3797	0.0174	1.5006	0.0120	1.5126	0.3991	0.0110	0.4101	0.0000	1,322.2553	1,322.2553	0.0707	0.0000	1,323.7391
Total	**1.4934**	**8.2642**	**18.4014**	**0.0350**	**1.9794**	**0.1229**	**2.1023**	**0.5364**	**0.1130**	**0.6493**	**0.0000**	**2,925.2287**	**2,925.2287**	**0.0835**	**0.0000**	**2,926.9830**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4445	3.7201	2.4151	3.5000e-003		0.2567	0.2567		0.2412	0.2412	0.0000	316.0101	316.0101	0.0784	0.0000	317.6560
Total	**0.4445**	**3.7201**	**2.4151**	**3.5000e-003**		**0.2567**	**0.2567**		**0.2412**	**0.2412**	**0.0000**	**316.0101**	**316.0101**	**0.0784**	**0.0000**	**317.6560**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.8798	7.4016	10.0217	0.0177	0.4478	0.1109	0.5587	0.1297	0.1020	0.2317	0.0000	1,602.9734	1,602.9734	0.0129	0.0000	1,603.2440
Worker	0.6136	0.8626	8.3797	0.0174	1.3839	0.0120	1.3959	0.3704	0.0110	0.3814	0.0000	1,322.2553	1,322.2553	0.0707	0.0000	1,323.7391
Total	**1.4934**	**8.2642**	**18.4014**	**0.0350**	**1.8317**	**0.1229**	**1.9546**	**0.5001**	**0.1130**	**0.6131**	**0.0000**	**2,925.2287**	**2,925.2287**	**0.0835**	**0.0000**	**2,926.9830**

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3.5 Building Construction - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4033	3.4327	2.3568	3.4900e-003		0.2316	0.2316		0.2175	0.2175	0.0000	311.3228	311.3228	0.0766	0.0000	312.9319
Total	**0.4033**	**3.4327**	**2.3568**	**3.4900e-003**		**0.2316**	**0.2316**		**0.2175**	**0.2175**	**0.0000**	**311.3228**	**311.3228**	**0.0766**	**0.0000**	**312.9319**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.7680	6.6011	9.1993	0.0175	0.4769	0.0955	0.5724	0.1368	0.0878	0.2245	0.0000	1,569.4359	1,569.4359	0.0122	0.0000	1,569.6916
Worker	0.5472	0.7702	7.4604	0.0173	1.4949	0.0114	1.5063	0.3975	0.0105	0.4081	0.0000	1,266.8346	1,266.8346	0.0643	0.0000	1,268.1852
Total	**1.3152**	**7.3713**	**16.6596**	**0.0349**	**1.9718**	**0.1069**	**2.0787**	**0.5343**	**0.0983**	**0.6326**	**0.0000**	**2,836.2705**	**2,836.2705**	**0.0765**	**0.0000**	**2,837.8768**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.4033	3.4327	2.3568	3.4900e-003		0.2316	0.2316		0.2175	0.2175	0.0000	311.3225	311.3225	0.0766	0.0000	312.9315
Total	**0.4033**	**3.4327**	**2.3568**	**3.4900e-003**		**0.2316**	**0.2316**		**0.2175**	**0.2175**	**0.0000**	**311.3225**	**311.3225**	**0.0766**	**0.0000**	**312.9315**

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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.7680	6.6011	9.1993	0.0175	0.4461	0.0955	0.5416	0.1292	0.0878	0.2170	0.0000	1,569.4359	1,569.4359	0.0122	0.0000	1,569.6916
Worker	0.5472	0.7702	7.4604	0.0173	1.3786	0.0114	1.3900	0.3690	0.0105	0.3795	0.0000	1,266.8346	1,266.8346	0.0643	0.0000	1,268.1852
Total	**1.3152**	**7.3713**	**16.6596**	**0.0349**	**1.8247**	**0.1069**	**1.9316**	**0.4982**	**0.0983**	**0.5965**	**0.0000**	**2,836.2705**	**2,836.2705**	**0.0765**	**0.0000**	**2,837.8768**

3.5 Building Construction - 2018

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3483	3.0355	2.2880	3.5000e-003		0.1950	0.1950		0.1833	0.1833	0.0000	308.9844	308.9844	0.0756	0.0000	310.5723
Total	**0.3483**	**3.0355**	**2.2880**	**3.5000e-003**		**0.1950**	**0.1950**		**0.1833**	**0.1833**	**0.0000**	**308.9844**	**308.9844**	**0.0756**	**0.0000**	**310.5723**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.6979	5.9988	8.6978	0.0176	0.4786	0.0888	0.5674	0.1372	0.0816	0.2189	0.0000	1,547.9383	1,547.9383	0.0120	0.0000	1,548.1904
Worker	0.4933	0.6960	6.7184	0.0174	1.5006	0.0111	1.5117	0.3991	0.0103	0.4093	0.0000	1,224.3566	1,224.3566	0.0593	0.0000	1,225.6028
Total	**1.1912**	**6.6948**	**15.4161**	**0.0349**	**1.9793**	**0.0998**	**2.0791**	**0.5363**	**0.0919**	**0.6282**	**0.0000**	**2,772.2950**	**2,772.2950**	**0.0713**	**0.0000**	**2,773.7932**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.3483	3.0355	2.2880	3.5000e-003		0.1950	0.1950		0.1833	0.1833	0.0000	308.9841	308.9841	0.0756	0.0000	310.5720
Total	**0.3483**	**3.0355**	**2.2880**	**3.5000e-003**		**0.1950**	**0.1950**		**0.1833**	**0.1833**	**0.0000**	**308.9841**	**308.9841**	**0.0756**	**0.0000**	**310.5720**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.6979	5.9988	8.6978	0.0176	0.4477	0.0888	0.5365	0.1296	0.0816	0.2113	0.0000	1,547.9383	1,547.9383	0.0120	0.0000	1,548.1904
Worker	0.4933	0.6960	6.7184	0.0174	1.3839	0.0111	1.3950	0.3704	0.0103	0.3807	0.0000	1,224.3566	1,224.3566	0.0593	0.0000	1,225.6028
Total	**1.1912**	**6.6948**	**15.4161**	**0.0349**	**1.8316**	**0.0998**	**1.9314**	**0.5001**	**0.0919**	**0.5919**	**0.0000**	**2,772.2950**	**2,772.2950**	**0.0713**	**0.0000**	**2,773.7932**

3.5 Building Construction - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2987	2.6626	2.1743	3.4000e-003		0.1632	0.1632		0.1535	0.1535	0.0000	297.3359	297.3359	0.0723	0.0000	298.8551
Total	**0.2987**	**2.6626**	**2.1743**	**3.4000e-003**		**0.1632**	**0.1632**		**0.1535**	**0.1535**	**0.0000**	**297.3359**	**297.3359**	**0.0723**	**0.0000**	**298.8551**

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Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.6162	5.3287	8.0252	0.0171	0.4657	0.0802	0.5459	0.1335	0.0738	0.2073	0.0000	1,480.2251	1,480.2251	0.0114	0.0000	1,480.4646
Worker	0.4387	0.6164	5.9426	0.0169	1.4604	0.0106	1.4710	0.3884	9.7900e-003	0.3982	0.0000	1,148.6020	1,148.6020	0.0537	0.0000	1,149.7288
Total	**1.0549**	**5.9451**	**13.9678**	**0.0340**	**1.9261**	**0.0908**	**2.0168**	**0.5219**	**0.0836**	**0.6054**	**0.0000**	**2,628.8271**	**2,628.8271**	**0.0651**	**0.0000**	**2,630.1934**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2987	2.6626	2.1743	3.4000e-003		0.1632	0.1632		0.1535	0.1535	0.0000	297.3356	297.3356	0.0723	0.0000	298.8548
Total	**0.2987**	**2.6626**	**2.1743**	**3.4000e-003**		**0.1632**	**0.1632**		**0.1535**	**0.1535**	**0.0000**	**297.3356**	**297.3356**	**0.0723**	**0.0000**	**298.8548**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.6162	5.3287	8.0252	0.0171	0.4356	0.0802	0.5158	0.1261	0.0738	0.1999	0.0000	1,480.2251	1,480.2251	0.0114	0.0000	1,480.4646
Worker	0.4387	0.6164	5.9426	0.0169	1.3468	0.0106	1.3573	0.3605	9.7900e-003	0.3703	0.0000	1,148.6020	1,148.6020	0.0537	0.0000	1,149.7288
Total	**1.0549**	**5.9451**	**13.9678**	**0.0340**	**1.7824**	**0.0908**	**1.8731**	**0.4866**	**0.0836**	**0.5702**	**0.0000**	**2,628.8271**	**2,628.8271**	**0.0651**	**0.0000**	**2,630.1934**

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3.6 Paving - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0784	0.8214	0.7901	1.2300e-003		0.0445	0.0445		0.0410	0.0410	0.0000	110.2171	110.2171	0.0349	0.0000	110.9494
Paving	0.0210					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0994**	**0.8214**	**0.7901**	**1.2300e-003**		**0.0445**	**0.0445**		**0.0410**	**0.0410**	**0.0000**	**110.2171**	**110.2171**	**0.0349**	**0.0000**	**110.9494**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2600e-003	3.1700e-003	0.0306	9.0000e-005	7.5100e-003	5.0000e-005	7.5700e-003	2.0000e-003	5.0000e-005	2.0500e-003	0.0000	5.9077	5.9077	2.8000e-004	0.0000	5.9135
Total	**2.2600e-003**	**3.1700e-003**	**0.0306**	**9.0000e-005**	**7.5100e-003**	**5.0000e-005**	**7.5700e-003**	**2.0000e-003**	**5.0000e-005**	**2.0500e-003**	**0.0000**	**5.9077**	**5.9077**	**2.8000e-004**	**0.0000**	**5.9135**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0784	0.8214	0.7901	1.2300e-003		0.0445	0.0445		0.0410	0.0410	0.0000	110.2169	110.2169	0.0349	0.0000	110.9492
Paving	0.0210					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0994**	**0.8214**	**0.7901**	**1.2300e-003**		**0.0445**	**0.0445**		**0.0410**	**0.0410**	**0.0000**	**110.2169**	**110.2169**	**0.0349**	**0.0000**	**110.9492**

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Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2600e-003	3.1700e-003	0.0306	9.0000e-005	6.9300e-003	5.0000e-005	6.9800e-003	1.8500e-003	5.0000e-005	1.9000e-003	0.0000	5.9077	5.9077	2.8000e-004	0.0000	5.9135
Total	**2.2600e-003**	**3.1700e-003**	**0.0306**	**9.0000e-005**	**6.9300e-003**	**5.0000e-005**	**6.9800e-003**	**1.8500e-003**	**5.0000e-005**	**1.9000e-003**	**0.0000**	**5.9077**	**5.9077**	**2.8000e-004**	**0.0000**	**5.9135**

3.7 Architectural Coating - 2019

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	19.1733					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1010	0.1013	1.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	14.0429	14.0429	1.1900e-003	0.0000	14.0678
Total	**19.1879**	**0.1010**	**0.1013**	**1.6000e-004**		**7.0800e-003**	**7.0800e-003**		**7.0800e-003**	**7.0800e-003**	**0.0000**	**14.0429**	**14.0429**	**1.1900e-003**	**0.0000**	**14.0678**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0381	0.0535	0.5155	1.4700e-003	0.1267	9.2000e-004	0.1276	0.0337	8.5000e-004	0.0345	0.0000	99.6428	99.6428	4.6500e-003	0.0000	99.7405
Total	**0.0381**	**0.0535**	**0.5155**	**1.4700e-003**	**0.1267**	**9.2000e-004**	**0.1276**	**0.0337**	**8.5000e-004**	**0.0345**	**0.0000**	**99.6428**	**99.6428**	**4.6500e-003**	**0.0000**	**99.7405**

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Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	19.1733					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1010	0.1013	1.6000e-004		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.0000	14.0429	14.0429	1.1900e-003	0.0000	14.0678
Total	**19.1879**	**0.1010**	**0.1013**	**1.6000e-004**		**7.0800e-003**	**7.0800e-003**		**7.0800e-003**	**7.0800e-003**	**0.0000**	**14.0429**	**14.0429**	**1.1900e-003**	**0.0000**	**14.0678**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0381	0.0535	0.5155	1.4700e-003	0.1168	9.2000e-004	0.1178	0.0313	8.5000e-004	0.0321	0.0000	99.6428	99.6428	4.6500e-003	0.0000	99.7405
Total	**0.0381**	**0.0535**	**0.5155**	**1.4700e-003**	**0.1168**	**9.2000e-004**	**0.1178**	**0.0313**	**8.5000e-004**	**0.0321**	**0.0000**	**99.6428**	**99.6428**	**4.6500e-003**	**0.0000**	**99.7405**

APPENDIX C

NOISE MODELING DATA

Site:	ST-1	**Start date:**	8/18/2014
Number of one-minute measurements:	15	**Start time:**	1:31 PM
Average Leq:	53.3	**Long-term 15-min LEQ:**	0.0
Estimated ST-1 Ldn:	53.3	**Long-term 24-hour Ldn:**	

Minute	**L**eq	**Minute**	**Leq**
1	48.1		
2	49.7		
3	50.2		
4	52.2		
5	47.4		
6	49.4		
7	49.3		
8	49.8		
9	48.3		
10	56.4		
11	61		
12	49.3		
13	49.7		
14	52.1		
15	55.8		

Site:	ST-2	**Start date:**	8/18/2014
Number of one-minute measurements:	15	**Start time:**	2:01 PM
Average Leq:	60.8	**Long-term 15-min LEQ:**	0.0
Estimated ST-2 Ldn:	60.8	**Long-term 24-hour Ldn:**	

Minute	**L**eq	**Minute**	**Leq**
1	57.3		
2	51.1		
3	66.3		
4	57.2		
5	60		
6	58.4		
7	61.5		
8	60.2		
9	60.3		
10	60.1		
11	62.5		
12	60.2		
13	62.4		
14	58.6		
15	60.1		

Site:	ST-3	**Start date:**	8/18/2014
Number of one-minute measurements:	15	**Start time:**	2:37 PM
Average Leq:	52.7	**Long-term 15-min LEQ:**	0.0
Estimated ST-3 Ldn:	52.7	**Long-term 24-hour Ldn:**	

Minute	**L**eq	**Minute**	**Leq**
1	49.4		
2	49.4		
3	49.1		
4	56.9		
5	48.9		
6	48.3		
7	50.1		
8	50.2		
9	49		
10	50		
11	56.4		
12	52.1		
13	49.3		
14	58.4		
15	51.7		

Site:	ST-4	**Start date:**	8/18/2014
Number of one-minute measurements:	15	**Start time:**	2:58 PM
Average Leq:	60.0	**Long-term 15-min LEQ:**	0.0
Estimated ST-4 Ldn:	60.0	**Long-term 24-hour Ldn:**	

Minute	**L**eq	**Minute**	**Leq**
1	57.4		
2	55.4		
3	59.7		
4	58.6		
5	56.4		
6	62.9		
7	59.9		
8	57.7		
9	66.4		
10	63.2		
11	54.2		
12	56.7		
13	58.8		
14	58.3		
15	57.8		

Site:	ST-5	**Start date:**	8/18/2014
Number of one-minute measurements:	15	**Start time:**	3:17 PM
Average Leq:	61.9	**Long-term 15-min LEQ:**	0.0
Estimated ST-4 Ldn:	61.9	**Long-term 24-hour Ldn:**	

Minute	**L**eq	**Minute**	**Leq**
1	66.4		
2	60.6		
3	61		
4	47.1		
5	66		
6	63.1		
7	61.6		
8	55		
9	61.5		
10	60		
11	62.5		
12	62.6		
13	50.7		
14	60.3		
15	61.9		

Site:	ST-6	**Start date:**	8/19/2014
Number of one-minute measurements:	15	**Start time:**	4:09 PM
Average Leq:	50.5	**Long-term 15-min LEQ:**	0.0
Estimated ST-4 Ldn:	50.5	**Long-term 24-hour Ldn:**	

Minute	**L**eq	**Minute**	**Leq**
1	52.5		
2	51		
3	49.7		
4	51.2		
5	50.2		
6	49.1		
7	48.7		
8	49.8		
9	50		
10	52.2		
11	52.3		
12	50.7		
13	49.7		
14	49.9		
15	48.4		

Site:	ST-7	**Start date:**	8/19/2014
Number of one-minute measurements:	15	**Start time:**	3:22 PM
Average Leq:	67.1	**Long-term 15-min LEQ:**	0.0
Estimated ST-4 Ldn:	67.1	**Long-term 24-hour Ldn:**	

Minute	**L**eq	**Minute**	**Leq**
1	65.3		
2	66.8		
3	65.7		
4	67.1		
5	67		
6	68.6		
7	66.6		
8	66.5		
9	66.6		
10	68.4		
11	68.5		
12	66.6		
13	65.5		
14	67.3		
15	68.4		

Site:	ST-8	**Start date:**	8/19/2014
Number of one-minute measurements:	15	**Start time:**	3:45 PM
Average Leq:	53.7	**Long-term 15-min LEQ:**	0.0
Estimated ST-4 Ldn:	53.7	**Long-term 24-hour Ldn:**	0.0

Minute	**L**eq	**Minute**	**Leq**
1	61.3		
2	50.6		
3	48.7		
4	52.2		
5	52.2		
6	49.6		
7	52.1		
8	44.4		
9	52.3		
10	51.1		
11	57.2		
12	54.4		
13	45.9		
14	52.9		
15	47.3		

Site Name: LT-1

Number of one-hour measurements: 24

Unweighted Leq: 63.9 **CNEL:** 68.1 **LDN:** 67.7

Hour	Time	Leq	CNEL Penalty	Adj. Leq	LDN Penalty	Adj. Leq
1	0:00	57.8	10	67.8	10	67.8
2	1:00	53.2	10	63.2	10	63.2
3	2:00	53.9	10	63.9	10	63.9
4	3:00	55.0	10	65.0	10	65.0
5	4:00	55.2	10	65.2	10	65.2
6	5:00	64.1	10	74.1	10	74.1
7	6:00	65.2	10	75.2	10	75.2
8	7:00	67.3	0	67.3	0	67.3
9	8:00	69.6	0	69.6	0	69.6
10	9:00	65.5	0	65.5	0	65.5
11	10:00	64.2	0	64.2	0	64.2
12	11:00	64.7	0	64.7	0	64.7
13	12:00	64.0	0	64.0	0	64.0
14	13:00	63.9	0	63.9	0	63.9
15	14:00	64.6	0	64.6	0	64.6
16	15:00	64.2	0	64.2	0	64.2
17	16:00	65.0	0	65.0	0	65.0
18	17:00	65.3	0	65.3	0	65.3
19	18:00	65.5	0	65.5	0	65.5
20	19:00	64.3	5	69.3	0	64.3
21	20:00	63.1	5	68.1	0	63.1
22	21:00	61.6	5	66.6	0	61.6
23	22:00	60.0	10	70.0	10	70.0
24	23:00	57.9	10	67.9	10	67.9

Site Description

Long-term noise monitoring Location 1 represents the noise environment in the vicinity of potential redevelopment sites in the central portion of the Plan Area, and captured noise generated by traffic along Winchester Boulevard, as well as the Union Pacific rail line. Existing land uses in the vicinity of this location include primarily light industrial and office park. This location was 100 feet southeast of Winchester Boulevard, approximately 215 feet northwest of its intersection with Chapman Drive. This location was approximately 2,500 feet northwest of Highway 17, 3,500 feet northeast of Highway 85, 3,000 feet southwest of the San Tomas Expressway, and approximately 40 feet southeast of the Union Pacific line. Noise level data over a 24-hour period were acquired, beginning at 1:18 p.m. on Monday August 18, 2014. At the start of the 24-hour measurement period, winds were from the northeast at 5 mph, and during the measurement period the air temperature ranged from approximately 61°F to 81°F.

The noise environment of long-term Location 1 was a characterized by a mix of noise sources, including cars, trucks, service vehicles, and transit along Winchester Boulevard, as well as minor noise associated with the parking areas for adjacent commercial/light industrial uses. The sound of overflights by small aircraft could also occasionally be discerned.

Site Name: LT-2

Number of one-hour measurements: 24

Unweighted Leq: 58.3 **CNEL:** 62.5 **LDN:** 62.2

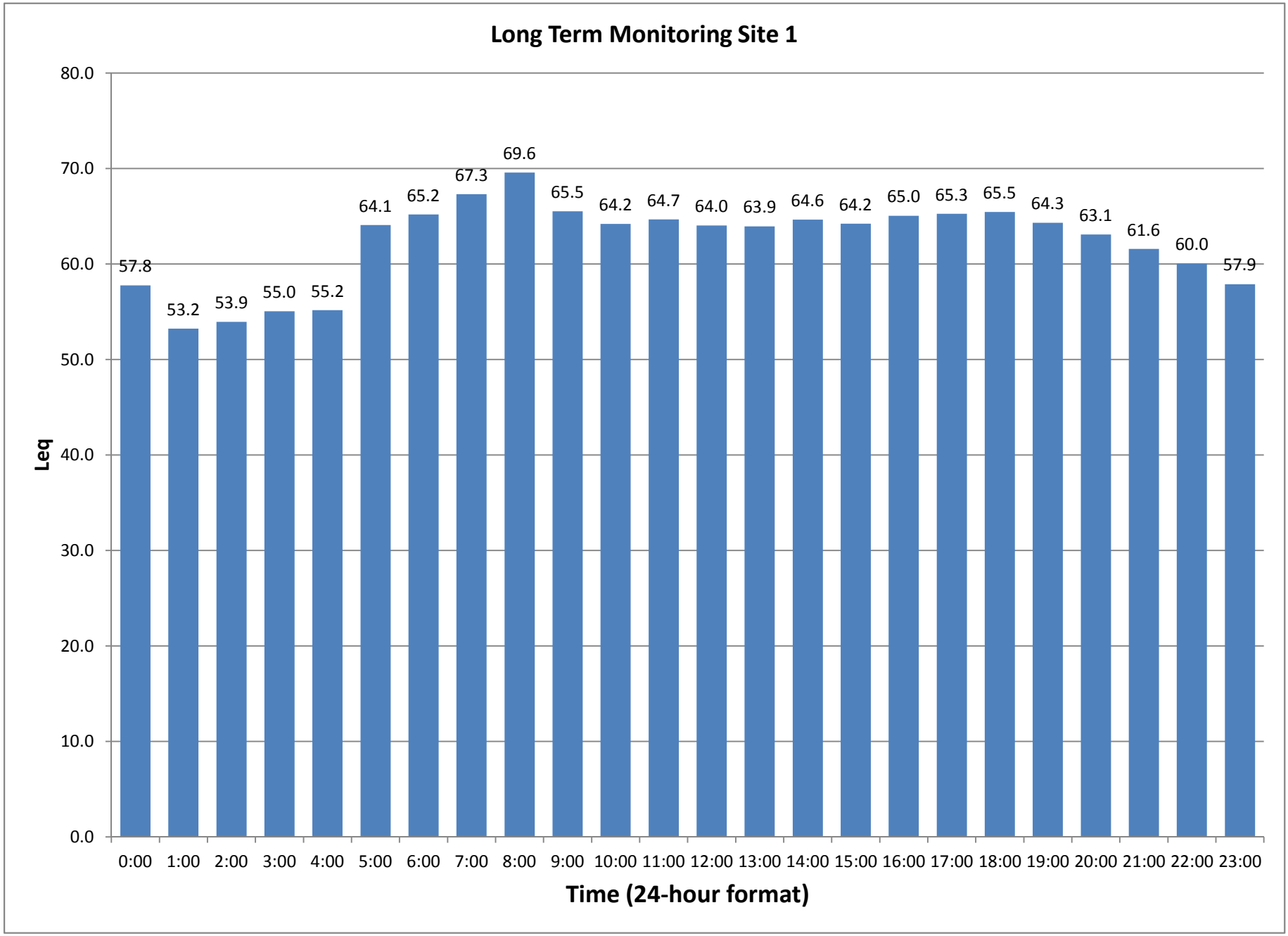
Hour	Time	Leq	CNEL Penalty	Adj. Leq	LDN Penalty	Adj. Leq
1	0:00	51.8	10	61.8	10	61.8
2	1:00	49.5	10	59.5	10	59.5
3	2:00	48.1	10	58.1	10	58.1
4	3:00	48.6	10	58.6	10	58.6
5	4:00	52.2	10	62.2	10	62.2
6	5:00	57.0	10	67.0	10	67.0
7	6:00	60.3	10	70.3	10	70.3
8	7:00	61.5	0	61.5	0	61.5
9	8:00	60.6	0	60.6	0	60.6
10	9:00	61.8	0	61.8	0	61.8
11	10:00	61.9	0	61.9	0	61.9
12	11:00	61.2	0	61.2	0	61.2
13	12:00	61.8	0	61.8	0	61.8
14	13:00	61.0	0	61.0	0	61.0
15	14:00	59.2	0	59.2	0	59.2
16	15:00	59.7	0	59.7	0	59.7
17	16:00	56.5	0	56.5	0	56.5
18	17:00	54.8	0	54.8	0	54.8
19	18:00	55.5	0	55.5	0	55.5
20	19:00	57.0	5	62.0	0	57.0
21	20:00	55.3	5	60.3	0	55.3
22	21:00	54.9	5	59.9	0	54.9
23	22:00	55.1	10	65.1	10	65.1
24	23:00	52.6	10	62.6	10	62.6

Site Description

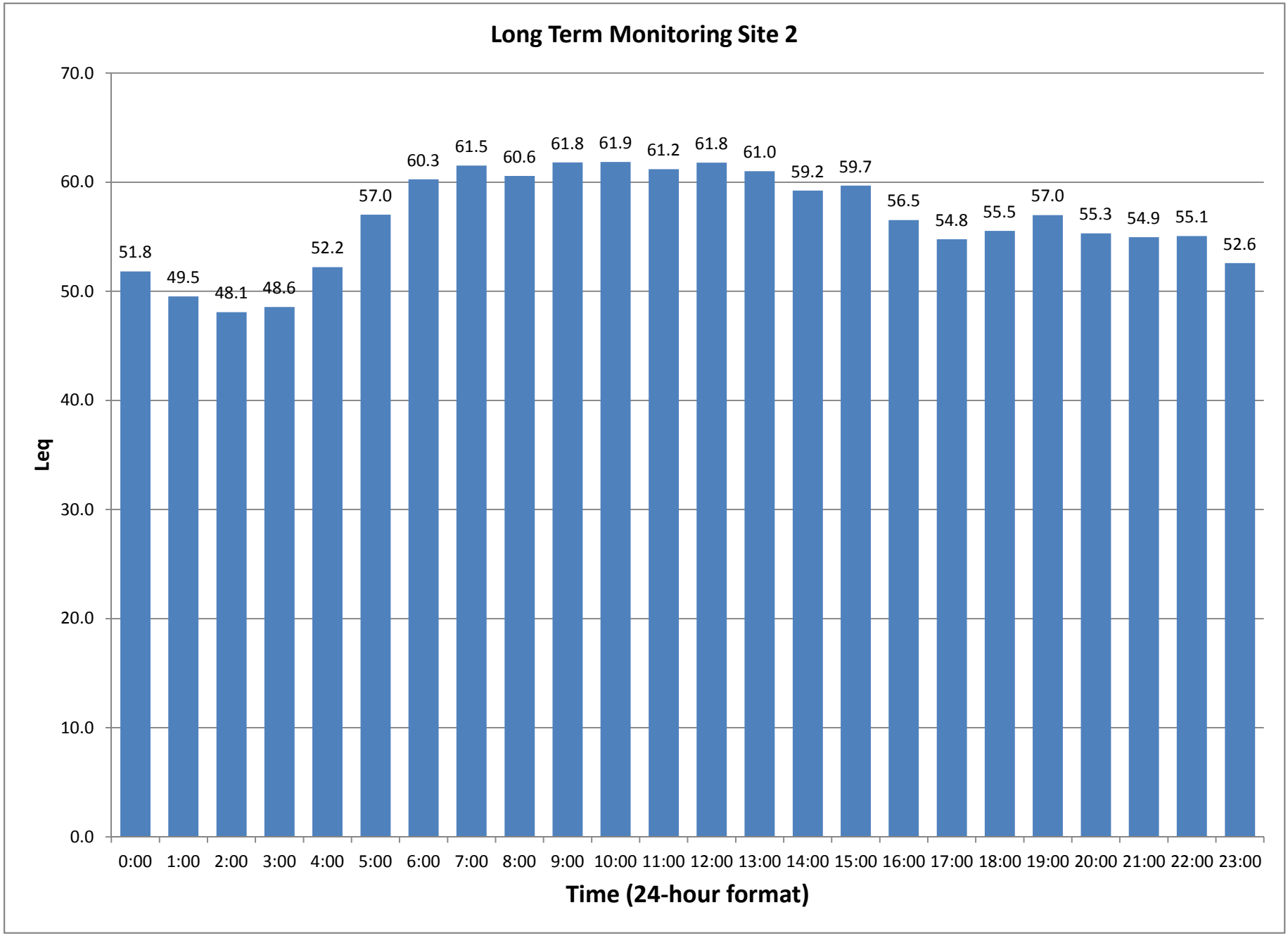
Long-term noise monitoring Location 2 represents the noise environment in the vicinity of potential redevelopment near the eastern edge of the Plan Area, and captured noise generated by traffic along Highway 17, adjacent business operations, and, to a lesser extent, activity along the Los Gatos Creek Trail. Existing land uses in the vicinity of this location include primarily light industrial and office park, with open space areas located immediately adjacent to the east. This location was 550 feet to the southeast of Dell Avenue at the rear of 1450 Dell Avenue. This location was approximately 1,100 feet northwest of Highway 17, 3,400 feet north of Highway 85, and approximately 1,400 feet southeast of the VTA tracks. Noise level data over a 24-hour period were acquired, beginning at 4:21 p.m. on Monday August 18, 2014. At the start of the 24-hour measurement period, winds were from the northeast at 5 mph, and during the measurement period the air temperature ranged from approximately 61°F to 81°F.

The noise environment of long-term Location 2 was a characterized primarily by the sound of traffic along Highway 17, as well as minor noise associated with the parking and loading areas for adjacent commercial/light industrial uses. The sound of overflights by small aircraft could also occasionally be discerned.

LT-1 TimeHistory Chart



LT-2 Time History Chart



APPENDIX D

TRAFFIC ANALYSIS DATA

AM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec): 180 | Critical Vol./Cap.(X): 0.789
Loss Time (sec): 9 | Average Delay (sec/veh): 69.4
Optimal Cycle: 109 | Level Of Service: E

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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:	Ignore			Ovl			Ovl			Ignore		
Min. Green:	0	0	0	10	80	10	14	10	10	10	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:	0 0	0 0	0	2 1	0 0	3	0 0	3 0	2	2 0	4 0	0
Volume Module: >> Count Date: 30 Apr 2013 << 7:30 - 8:30 am												
Base Vol:	0	0	0	748	3	1100	0	1530	1427	370	2882	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:	0	0	0	748	3	1100	0	1530	1427	370	2882	0
Added Vol:	0	0	0	0	0	767	0	195	86	0	853	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	748	3	1867	0	1725	1513	370	3735	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	748	3	1867	0	1725	1513	370	3735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	748	3	1867	0	1725	1513	370	3735	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	748	3	1867	0	1725	1513	370	3735	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.80	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	3.00	0.00	3.00	2.00	2.00	4.00	0.00
Final Sat.:	0	0	0	4930	20	4551	0	5700	3150	3150	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.41	0.00	0.30	0.48	0.12	0.49	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	80.0	80.0	80.0	0.0	73.1	73.1	17.9	91.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.34	0.92	0.00	0.75	1.18	1.18	0.97	0.00
Delay/Veh:	0.0	0.0	0.0	32.8	32.8	54.8	0.0	46.9	143.8	191.0	52.3	0.0
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:	0.0	0.0	0.0	32.8	32.8	54.8	0.0	46.9	143.8	191.0	52.3	0.0
LOS by Move:	A	A	A	C-	C-	D-	A	D	F	F	D-	A
HCM2kAvgQ:	0	0	0	10	10	43	0	27	68	16	47	0

PM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec): 162 | Critical Vol./Cap.(X): 0.731
Loss Time (sec): 9 | Average Delay (sec/veh): 59.2
Optimal Cycle: 109 | Level Of Service: E+

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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:	Ignore			Ovl			Ovl			Ignore		
Min. Green:	0	0	0	10	80	10	14	10	10	10	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:	0 0	0 0	0	2 1	0 0	3	0 0	5 0	2	3 0	4 0	0
Volume Module: >> Count Date: 30 Apr 2013 << 4:30 - 5:30 pm												
Base Vol:	0	0	0	1118	3	492	0	2815	779	272	1571	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:	0	0	0	1118	3	492	0	2815	779	272	1571	0
Added Vol:	0	0	0	0	0	185	0	1027	469	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1118	3	677	0	3842	1248	272	1774	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1118	3	677	0	3842	1248	272	1774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1118	3	677	0	3842	1248	272	1774	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1118	3	677	0	3842	1248	272	1774	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.80	0.92	1.00	0.83	0.80	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	3.00	0.00	5.00	2.00	3.00	4.00	0.00
Final Sat.:	0	0	0	4937	13	4551	0	9500	3150	4551	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.15	0.00	0.40	0.40	0.06	0.23	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	80.0	80.0	80.0	0.0	63.0	63.0	10.0	73.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.30	0.00	1.04	1.02	0.97	0.52	0.00
Delay/Veh:	0.0	0.0	0.0	27.0	27.0	24.5	0.0	76.1	80.0	120.7	32.0	0.0
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:	0.0	0.0	0.0	27.0	27.0	24.5	0.0	76.1	80.0	120.7	32.0	0.0
LOS by Move:	A	A	A	C	C	C	A	E-	F	F	C-	A
HCM2kAvgQ:	0	0	0	14	14	8	0	46	44	6	15	0

AM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Camden Ave/White Oaks Rd-Curtner Ave

Cycle (sec): 0 | Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 | Average Delay (sec/veh): 79.3
Optimal Cycle: OPTIMIZED | Level Of Service: E-

Street Name:	White Oaks Rd-Curtner Ave						Camden 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:	Ovl			Ovl			Ignore			Include		
Min. Green:	14	10	10	14	10	10	10	10	10	10	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:	3 0	1 0	1	1 0	1 0	1	1 0	3 0	1	1 0	4 1	0
Volume Module: >> Count Date: 30 Apr 2013 << 7:30 - 8:30 am												
Base Vol:	819	174	23	19	5	547	299	1139	856	10	3305	61
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:	819	174	23	19	5	547	299	1139	856	10	3305	61
Added Vol:	508	0	0	0	0	0	36	61	99	0	345	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1327	174	23	19	5	547	335	1200	955	10	3650	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1327	174	23	19	5	547	335	1200	0	10	3650	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1327	174	23	19	5	547	335	1200	0	10	3650	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1327	174	23	19	5	547	335	1200	0	10	3650	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	3.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	4.91	0.09
Final Sat.:	4551	1900	1750	1750	1900	1750	1750	5700	1750	1750	9245	155
Capacity Analysis Module:												
Vol/Sat:	0.29	0.09	0.01	0.01	0.00	0.31	0.19	0.21	0.00	0.01	0.39	0.39
Crit Moves:	****				****		****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	1.00	0.49	0.04	0.07	0.05	1.27	1.00	0.45	0.00	0.05	1.00	1.00
Delay/Veh:	88.5	70.1	43.6	64.8	81.3	204.6	122.0	33.3	0.0	70.1	69.3	69.3
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:	88.5	70.1	43.6	64.8	81.3	204.6	122.0	33.3	0.0	70.1	69.3	69.3
LOS by Move:	F	E	D	E	F	F	F	C-	A	E	E	E
HCM2kAvgQ:	36	9	1	1	0	49	23	14	0	0	41	41

PM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Camden Ave/White Oaks Rd-Curtner Ave

Cycle (sec): 135 | Critical Vol./Cap.(X): 0.827
Loss Time (sec): 12 | Average Delay (sec/veh): 44.3
Optimal Cycle: OPTIMIZED | Level Of Service: D

Street Name:	White Oaks Rd-Curtner Ave						Camden 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:	Ovl			Ovl			Ignore			Include		
Min. Green:	14	10	10	14	10	10	10	10	10	10	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:	3 0	1 0	1	1 0	1 0	1	1 0	3 0	1	1 0	4 1	0
Volume Module: >> Count Date: 30 Apr 2013 << 4:30 - 5:30 pm												
Base Vol:	676	163	155	37	10	536	448	2842	669	33	1440	60
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:	676	163	155	37	10	536	448	2842	669	33	1440	60
Added Vol:	120	0	0	0	0	0	60	319	648	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	796	163	155	37	10	536	508	3161	1317	33	1523	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	796	163	155	37	10	536	508	3161	0	33	1523	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	796	163	155	37	10	536	508	3161	0	33	1523	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	796	163	155	37	10	536	508	3161	0	33	1523	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	3.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	4.80	0.20
Final Sat.:	4551	1900	1750	1750	1900	1750	1750	5700	1750	1750	9043	356
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.02	0.01	0.31	0.29	0.55	0.00	0.02	0.17	0.17
Crit Moves:	****				****			****		****		
Green Time:	24.7	15.7	25.7	19.0	10.0	65.9	55.9	78.3	0.0	10.0	32.4	32.4
Volume/Cap:	0.96	0.74	0.47	0.15	0.07	0.63	0.70	0.96	0.00	0.25	0.70	0.70
Delay/Veh:	76.8	77.3	53.1	52.2	59.2	29.0	38.3	35.1	0.0	63.7	48.7	48.7
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:	76.8	77.3	53.1	52.2	59.2	29.0	38.3	35.1	0.0	63.7	48.7	48.7
LOS by Move:	E-	E-	D-	D-	E+	C	D+	D+	A	E	D	D
HCM2kAvgQ:	18	8	6	1	0	18	17	40	0	1	13	13

AM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Winchester Blvd/W Hacienda Ave

Cycle (sec):	110	Critical Vol./Cap.(X):	0.790
Loss Time (sec):	12	Average Delay (sec/veh):	34.5
Optimal Cycle:	77	Level Of Service:	C-

Street Name:	Winchester Blvd						W Hacienda 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:	Ovl			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	2 0	1	2 0	2 0	1	2 0	0 1	0	1 0	1 0	2
Volume Module: >> Count Date: 24 May 2012 << 7:45 - 8:45 am												
Base Vol:	35	846	67	155	838	347	552	49	68	28	29	83
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:	35	846	67	155	838	347	552	49	68	28	29	83
Added Vol:	-5	71	338	432	300	-25	42	24	16	36	3	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	917	405	587	1138	322	594	73	84	64	32	140
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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	33	1019	450	652	1264	358	660	81	93	71	36	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1019	450	652	1264	358	660	81	93	71	36	156
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:	33	1019	450	652	1264	358	660	81	93	71	36	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.83
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.46	0.54	1.00	1.00	2.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	837	963	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.26	0.21	0.33	0.20	0.21	0.10	0.10	0.04	0.02	0.05
Crit Moves:		****		****			****				****	
Green Time:	9.8	34.5	52.3	26.6	51.3	78.2	26.9	19.1	19.1	17.9	10.0	36.6
Volume/Cap:	0.21	0.86	0.54	0.86	0.71	0.29	0.86	0.56	0.56	0.25	0.21	0.15
Delay/Veh:	47.2	41.7	21.1	49.3	24.9	5.9	49.0	43.9	43.9	40.7	46.9	25.8
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:	47.2	41.7	21.1	49.3	24.9	5.9	49.0	43.9	43.9	40.7	46.9	25.8
LOS by Move:	D	D	C+	D	C	A	D	D	D	D	D	C
HCM2kAvgQ:	1	19	12	12	16	4	16	6	6	2	1	2

PM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Winchester Blvd/W Hacienda Ave

Cycle (sec):	110	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	12	Average Delay (sec/veh):	33.0
Optimal Cycle:	65	Level Of Service:	C-

Street Name:	Winchester Blvd						W Hacienda 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:	Ovl			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	2 0	1	2 0	2 0	1	2 0	0 1	0	1 0	1 0	2
Volume Module: >> Count Date: 24 May 2012 << 4:30 - 5:30 pm												
Base Vol:	55	904	39	118	813	365	279	31	46	104	62	475
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:	55	904	39	118	813	365	279	31	46	104	62	475
Added Vol:	13	281	72	92	89	25	-20	5	-2	239	22	376
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1185	111	210	902	390	259	36	44	343	84	851
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	72	1247	117	221	949	411	273	38	46	361	88	896
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	1247	117	221	949	411	273	38	46	361	88	896
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:	72	1247	117	221	949	411	273	38	46	361	88	896
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.83
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.45	0.55	1.00	1.00	2.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	810	990	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.07	0.07	0.25	0.23	0.09	0.05	0.05	0.21	0.05	0.28
Crit Moves:		****		****					****	****		
Green Time:	11.8	47.8	77.8	10.2	46.2	58.1	11.9	10.0	10.0	30.0	28.1	38.3
Volume/Cap:	0.38	0.76	0.09	0.76	0.59	0.44	0.80	0.51	0.51	0.76	0.18	0.82
Delay/Veh:	47.0	28.3	5.1	59.4	25.3	16.3	60.3	50.5	50.5	43.4	32.2	37.5
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:	47.0	28.3	5.1	59.4	25.3	16.3	60.3	50.5	50.5	43.4	32.2	37.5
LOS by Move:	D	C	A	E+	C	B	E	D	D	D	C-	D+
HCM2kAvgQ:	3	19	1	5	12	9	8	4	4	14	2	19

AM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 E Sunnyoaks Ave/Dell Ave

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.513
Loss Time (sec): 9 | Average Delay (sec/veh): 11.0
Optimal Cycle: 39 | Level Of Service: B+

Street Name:	Dell Ave						E Sunnyoaks 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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	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:	0 0	1 0	2	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 24 Sep 2013 << 7:45 - 8:45 am												
Base Vol:	0	24	96	81	545	0	0	0	0	68	0	22
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:	0	24	96	81	545	0	0	0	0	68	0	22
Added Vol:	0	0	182	0	188	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	24	278	81	733	0	0	0	0	68	0	22
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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	26	305	89	805	0	0	0	0	75	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	26	305	89	805	0	0	0	0	75	0	24
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:	0	26	305	89	805	0	0	0	0	75	0	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.10	0.05	0.42	0.00	0.00	0.00	0.00	0.04	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	0.0	40.5	40.5	40.5	81.0	0.0	0.0	0.0	0.0	10.0	0.0	50.5
Volume/Cap:	0.00	0.03	0.24	0.13	0.52	0.00	0.00	0.00	0.00	0.43	0.00	0.03
Delay/Veh:	0.0	18.0	19.7	18.7	3.5	0.0	0.0	0.0	0.0	44.0	0.0	12.4
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:	0.0	18.0	19.7	18.7	3.5	0.0	0.0	0.0	0.0	44.0	0.0	12.4
LOS by Move:	A	B	B-	B-	A	A	A	A	A	D	A	B
HCM2kAvgQ:	0	0	4	2	8	0	0	0	0	3	0	0

PM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 E Sunnyoaks Ave/Dell Ave

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.708
Loss Time (sec): 9 | Average Delay (sec/veh): 12.8
Optimal Cycle: 52 | Level Of Service: B

Street Name:	Dell Ave						E Sunnyoaks 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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	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:	0 0	1 0	2	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module: >> Count Date: 24 Sep 2013 << 4:45 - 5:45 pm												
Base Vol:	0	64	318	79	180	0	0	0	0	49	0	39
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:	0	64	318	79	180	0	0	0	0	49	0	39
Added Vol:	0	0	1196	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	64	1514	79	220	0	0	0	0	49	0	39
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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	0	74	1760	92	256	0	0	0	0	57	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	74	1760	92	256	0	0	0	0	57	0	45
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:	0	74	1760	92	256	0	0	0	0	57	0	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.56	0.05	0.13	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:			****	****						****		
Green Time:	0.0	71.0	71.0	10.0	81.0	0.0	0.0	0.0	0.0	10.0	0.0	20.0
Volume/Cap:	0.00	0.06	0.79	0.52	0.17	0.00	0.00	0.00	0.00	0.33	0.00	0.13
Delay/Veh:	0.0	4.4	11.5	45.7	2.1	0.0	0.0	0.0	0.0	43.0	0.0	33.0
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:	0.0	4.4	11.5	45.7	2.1	0.0	0.0	0.0	0.0	43.0	0.0	33.0
LOS by Move:	A	A	B+	D	A	A	A	A	A	D	A	C-
HCM2kAvgQ:	0	1	23	4	2	0	0	0	0	2	0	1

AM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W Hacienda/Dell Ave

Cycle (sec): 110 | Critical Vol./Cap.(X): 0.954
Loss Time (sec): 9 | Average Delay (sec/veh): 42.0
Optimal Cycle: 150 | Level Of Service: D

Street Name:	Dell Ave						W Hacienda					
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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	0	0	10	10	10	10	10	0	0	0
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	2 0	0	1 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 24 Sep 2013 << 8:00 - 9:00 am												
Base Vol:	36	77	0	0	368	171	52	0	53	0	0	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:	36	77	0	0	368	171	52	0	53	0	0	0
Added Vol:	97	209	0	0	1465	0	0	0	794	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	286	0	0	1833	171	52	0	847	0	0	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	145	311	0	0	1992	186	57	0	921	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	311	0	0	1992	186	57	0	921	0	0	0
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:	145	311	0	0	1992	186	57	0	921	0	0	0
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	2.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.00	0.00	0.35	0.11	0.03	0.00	0.53	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	10.0	50.5	0.0	0.0	40.5	40.5	50.5	0.0	60.5	0.0	0.0	0.0
Volume/Cap:	0.91	0.18	0.00	0.00	0.95	0.29	0.07	0.00	0.96	0.00	0.00	0.00
Delay/Veh:	95.1	17.6	0.0	0.0	43.8	24.8	16.7	0.0	42.9	0.0	0.0	0.0
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:	95.1	17.6	0.0	0.0	43.8	24.8	16.7	0.0	42.9	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D	C	B	A	D	A	A	A
HCM2kAvgQ:	8	3	0	0	27	5	1	0	38	0	0	0

PM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W Hacienda/Dell Ave

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.974
Loss Time (sec): 9 | Average Delay (sec/veh): 28.4
Optimal Cycle: 164 | Level Of Service: C

Street Name:	Dell Ave						W Hacienda					
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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	0	0	10	10	10	10	10	0	0	0
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	2 0	0	1 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module: >> Count Date: 24 Sep 2013 << 4:30 - 5:30 pm												
Base Vol:	223	192	0	0	138	127	134	0	58	0	0	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:	223	192	0	0	138	127	134	0	58	0	0	0
Added Vol:	637	1368	0	0	313	0	0	0	170	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	1560	0	0	451	127	134	0	228	0	0	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:	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
PHF Volume:	1178	2137	0	0	618	174	184	0	312	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1178	2137	0	0	618	174	184	0	312	0	0	0
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:	1178	2137	0	0	618	174	184	0	312	0	0	0
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	2.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.67	0.56	0.00	0.00	0.11	0.10	0.10	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	69.1	80.2	0.0	0.0	11.1	11.1	10.8	0.0	79.9	0.0	0.0	0.0
Volume/Cap:	0.97	0.70	0.00	0.00	0.97	0.89	0.97	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	34.5	5.2	0.0	0.0	73.5	80.4	102.3	0.0	2.5	0.0	0.0	0.0
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:	34.5	5.2	0.0	0.0	73.5	80.4	102.3	0.0	2.5	0.0	0.0	0.0
LOS by Move:	C-	A	A	A	E	F	F	A	A	A	A	A
HCM2kAvgQ:	44	16	0	0	10	9	10	0	3	0	0	0

AM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Winchester Blvd/Knowles Dr

Cycle (sec): 110 | Critical Vol./Cap.(X): 0.952
Loss Time (sec): 12 | Average Delay (sec/veh): 50.6
Optimal Cycle: 150 | Level Of Service: D

Street Name:	Winchester Blvd						Knowles Dr					
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			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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:	2 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 24 May 2012 << 8:00 - 9:00 am												
Base Vol:	348	531	209	60	404	196	246	32	281	47	16	36
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:	348	531	209	60	404	196	246	32	281	47	16	36
Added Vol:	-14	317	500	328	53	-8	42	47	10	81	7	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	848	709	388	457	188	288	79	291	128	23	82
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	353	895	749	410	483	199	304	83	307	135	24	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	895	749	410	483	199	304	83	307	135	24	87
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:	353	895	749	410	483	199	304	83	307	135	24	87
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.43	0.23	0.13	0.11	0.17	0.04	0.18	0.04	0.01	0.05
Crit Moves:			****	****			****				****	
Green Time:	32.7	45.0	45.0	24.7	37.0	55.3	18.3	14.1	46.8	14.1	10.0	34.7
Volume/Cap:	0.38	0.58	1.04	1.04	0.38	0.23	1.04	0.34	0.41	0.33	0.14	0.16
Delay/Veh:	30.9	25.6	78.3	100.2	27.9	15.4	110.7	44.5	22.4	44.1	46.4	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:	30.9	25.6	78.3	100.2	27.9	15.4	110.7	44.5	22.4	44.1	46.4	27.3
LOS by Move:	C	C	E-	F	C	B	F	D	C+	D	D	C
HCM2kAvgQ:	5	11	33	22	6	4	17	3	8	3	1	2

PM Peak - Existing plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Winchester Blvd/Knowles Dr

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.806
Loss Time (sec): 12 | Average Delay (sec/veh): 35.4
Optimal Cycle: 78 | Level Of Service: D+

Street Name:	Winchester Blvd						Knowles Dr					
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			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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:	2 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	1 0	1
Volume Module: >> Count Date: 24 May 2012 << 4:45 - 5:45 pm												
Base Vol:	317	499	61	28	716	198	243	26	362	192	40	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:	317	499	61	28	716	198	243	26	362	192	40	96
Added Vol:	14	75	107	70	216	25	-9	10	-5	532	43	301
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	574	168	98	932	223	234	36	357	724	83	397
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:	346	599	175	102	973	233	244	38	373	756	87	414
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	599	175	102	973	233	244	38	373	756	87	414
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:	346	599	175	102	973	233	244	38	373	756	87	414
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.10	0.06	0.26	0.13	0.14	0.02	0.21	0.24	0.05	0.24
Crit Moves:	****				****				****	****		
Green Time:	13.6	31.4	31.4	14.0	31.8	50.5	18.7	12.8	26.4	29.8	23.9	37.9
Volume/Cap:	0.81	0.50	0.32	0.42	0.81	0.26	0.75	0.15	0.81	0.81	0.19	0.63
Delay/Veh:	52.6	28.2	26.5	40.5	35.3	14.3	47.5	39.1	44.3	37.6	30.5	27.2
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:	52.6	28.2	26.5	40.5	35.3	14.3	47.5	39.1	44.3	37.6	30.5	27.2
LOS by Move:	D-	C	C	D	D+	B	D	D	D	D+	C	C
HCM2kAvgQ:	7	7	4	4	16	4	9	1	14	15	2	12

Mitigated Intersection Level of Service Calculations

Background plus Plan Conditions

AM Peak - Background plus Project (MItigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec): 160 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 9 Average Delay (sec/veh): 74.9
Optimal Cycle: 109 Level Of Service: E

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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:	Ignore			Ovl			Ovl			Ignore		
Min. Green:	0	0	0	10	80	10	14	10	10	10	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:	0 0	0	0 0	2 1	0 0	3	0 0	5	0 2	2 0	5	0 0
Volume Module:												
Base Vol:	0	0	0	748	3	1100	0	1546	1442	370	2940	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:	0	0	0	748	3	1100	0	1546	1442	370	2940	0
Added Vol:	0	0	0	0	0	767	0	195	86	0	853	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	748	3	1867	0	1741	1528	370	3793	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	748	3	1867	0	1741	1528	370	3793	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	748	3	1867	0	1741	1528	370	3793	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	748	3	1867	0	1741	1528	370	3793	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.80	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	3.00	0.00	5.00	2.00	2.00	5.00	0.00
Final Sat.:	0	0	0	4930	20	4551	0	9500	3150	3150	9500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.41	0.00	0.18	0.49	0.12	0.40	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	80.0	80.0	80.0	0.0	57.2	57.2	13.8	71.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.30	0.82	0.00	0.51	1.36	1.36	0.90	0.00
Delay/Veh:	0.0	0.0	0.0	23.6	23.6	36.4	0.0	40.6	218.3	256.2	44.2	0.0
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:	0.0	0.0	0.0	23.6	23.6	36.4	0.0	40.6	218.3	256.2	44.2	0.0
LOS by Move:	A	A	A	C	C	D+	A	D	F	F	D	A
HCM2kAvgQ:	0	0	0	8	8	33	0	13	75	17	32	0

PM Peak - Background plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec): 162 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 9 Average Delay (sec/veh): 38.5
Optimal Cycle: 99 Level Of Service: D+

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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:	Ignore			Ovl			Ovl			Ignore		
Min. Green:	0	0	0	10	80	10	14	10	10	10	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:	0 0	0	0 0	2 1	0 0	2	0 0	5	0 2	2 0	5	0 0
Volume Module:												
Base Vol:	0	0	0	1130	3	492	0	2859	790	0	1583	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:	0	0	0	1130	3	492	0	2859	790	0	1583	0
Added Vol:	0	0	0	0	0	185	0	1027	469	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1130	3	677	0	3886	1259	0	1786	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1130	3	677	0	3886	1259	0	1786	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1130	3	677	0	3886	1259	0	1786	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1130	3	677	0	3886	1259	0	1786	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.83	0.92	1.00	0.83	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	2.00	0.00	5.00	2.00	2.00	5.00	0.00
Final Sat.:	0	0	0	4937	13	3150	0	9500	3150	3150	9500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.21	0.00	0.41	0.40	0.00	0.19	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	80.0	80.0	80.0	0.0	73.0	73.0	0.0	73.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.46	0.44	0.00	0.91	0.89	0.00	0.42	0.00
Delay/Veh:	0.0	0.0	0.0	27.1	27.1	26.6	0.0	44.6	47.9	0.0	30.2	0.0
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:	0.0	0.0	0.0	27.1	27.1	26.6	0.0	44.6	47.9	0.0	30.2	0.0
LOS by Move:	A	A	A	C	C	C	A	D	D	A	C	A
HCM2kAvgQ:	0	0	0	14	14	13	0	39	37	0	11	0

AM Peak - Background plus Project (MItigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Camden Ave/White Oaks Rd-Curtner Ave

Cycle (sec): 0 Critical Vol./Cap.(X): 0.950
Loss Time (sec): 12 Average Delay (sec/veh): 70.1
Optimal Cycle: 180 Level Of Service: E

Street Name:	White Oaks Rd-Curtner Ave						Camden 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:	Ovl			Ovl			Ignore			Include		
Min. Green:	14	10	10	14	10	10	10	10	10	10	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:	3 0	1 0	1	1 0	1 0	2	1 0	3 0	1	1 0	4 1	0
Volume Module:												
Base Vol:	819	174	23	19	5	547	299	1149	861	10	3363	61
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:	819	174	23	19	5	547	299	1149	861	10	3363	61
Added Vol:	508	0	0	0	0	0	36	61	99	0	345	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1327	174	23	19	5	547	335	1210	960	10	3708	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1327	174	23	19	5	547	335	1210	0	10	3708	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1327	174	23	19	5	547	335	1210	0	10	3708	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1327	174	23	19	5	547	335	1210	0	10	3708	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	3.00	1.00	1.00	1.00	1.00	2.00	1.00	3.00	1.00	1.00	4.92	0.08
Final Sat.:	4551	1900	1750	1750	1900	3150	1750	5700	1750	1750	9248	152
Capacity Analysis Module:												
Vol/Sat:	0.29	0.09	0.01	0.01	0.00	0.17	0.19	0.21	0.00	0.01	0.40	0.40
Crit Moves:	****				****		****				****	
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	1.01	0.49	0.04	0.07	0.05	0.71	1.01	0.46	0.00	0.05	1.01	1.01
Delay/Veh:	90.5	70.3	43.7	64.9	81.3	67.4	124.0	33.1	0.0	70.2	70.6	70.6
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:	90.5	70.3	43.7	64.9	81.3	67.4	124.0	33.1	0.0	70.2	70.6	70.6
LOS by Move:	F	E	D	E	F	E	F	C-	A	E	E	E
HCM2kAvgQ:	36	9	1	1	0	17	24	15	0	0	42	42

PM Peak - Background plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Camden Ave/White Oaks Rd-Curtner Ave

Cycle (sec): 160 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 12 Average Delay (sec/veh): 48.5
Optimal Cycle: 101 Level Of Service: D

Street Name:	White Oaks Rd-Curtner Ave						Camden 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:	Ovl			Ovl			Ignore			Include		
Min. Green:	14	10	10	14	10	10	10	10	10	10	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:	3 0	1 0	1	1 0	1 0	2	1 0	3 0	1	1 0	4 1	0
Volume Module:												
Base Vol:	676	163	155	37	10	536	454	2873	676	33	1440	60
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:	676	163	155	37	10	536	454	2873	676	33	1440	60
Added Vol:	120	0	0	0	0	0	60	319	648	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	796	163	155	37	10	536	514	3192	1324	33	1523	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	796	163	155	37	10	536	514	3192	0	33	1523	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	796	163	155	37	10	536	514	3192	0	33	1523	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	796	163	155	37	10	536	514	3192	0	33	1523	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	3.00	1.00	1.00	1.00	1.00	2.00	1.00	3.00	1.00	1.00	4.80	0.20
Final Sat.:	4551	1900	1750	1750	1900	3150	1750	5700	1750	1750	9043	356
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.02	0.01	0.17	0.29	0.56	0.00	0.02	0.17	0.17
Crit Moves:	****			****				****		****		
Green Time:	29.5	29.5	39.5	14.0	14.0	80.4	66.4	94.5	0.0	10.0	38.1	38.1
Volume/Cap:	0.95	0.47	0.36	0.24	0.06	0.34	0.71	0.95	0.00	0.30	0.71	0.71
Delay/Veh:	85.3	62.6	52.1	71.8	67.7	24.4	44.5	37.9	0.0	78.6	57.8	57.8
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:	85.3	62.6	52.1	71.8	67.7	24.4	44.5	37.9	0.0	78.6	57.8	57.8
LOS by Move:	F	E	D-	E	E	C	D	D+	A	E-	E+	E+
HCM2kAvgQ:	20	7	7	2	0	9	22	50	0	2	15	15

AM Peak - Background plus Project (MItigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Winchester Blvd/W Hacienda Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 12 Average Delay (sec/veh): 32.2
Optimal Cycle: 66 Level Of Service: C-

Street Name:	Winchester Blvd						W Hacienda 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:	Ovl			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	2 0	1	2 0	2 0	1	2 0	0 1	0	1 0	1 0	2
Volume Module:												
Base Vol:	37	927	67	155	934	348	556	49	87	28	29	83
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:	37	927	67	155	934	348	556	49	87	28	29	83
Added Vol:	-5	71	338	432	300	-25	42	24	16	36	3	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	998	405	587	1234	323	598	73	103	64	32	140
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:	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 Volume:	32	998	405	587	1234	323	598	73	103	64	32	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	998	405	587	1234	323	598	73	103	64	32	140
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:	32	998	405	587	1234	323	598	73	103	64	32	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.83
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.41	0.59	1.00	1.00	2.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	747	1053	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.23	0.19	0.32	0.18	0.19	0.10	0.10	0.04	0.02	0.04
Crit Moves:		****		****			****				****	
Green Time:	10.1	36.2	53.6	25.7	51.7	77.9	26.2	18.7	18.7	17.4	10.0	35.7
Volume/Cap:	0.20	0.80	0.47	0.80	0.69	0.26	0.80	0.57	0.57	0.23	0.19	0.14
Delay/Veh:	46.8	37.3	19.2	45.9	24.0	5.9	45.5	44.6	44.6	40.9	46.8	26.3
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:	46.8	37.3	19.2	45.9	24.0	5.9	45.5	44.6	44.6	40.9	46.8	26.3
LOS by Move:	D	D+	B-	D	C	A	D	D	D	D	D	C
HCM2kAvgQ:	1	17	10	11	15	4	13	6	6	2	1	2

PM Peak - Background plus Project (Mitigated)
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City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Winchester Blvd/W Hacienda Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 12 Average Delay (sec/veh): 32.4
Optimal Cycle: 65 Level Of Service: C-

Street Name:	Winchester Blvd						W Hacienda 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:	Ovl			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	2 0	1	2 0	2 0	1	2 0	0 1	0	1 0	1 0	2
Volume Module:												
Base Vol:	72	1010	39	118	894	370	282	31	49	104	62	475
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:	72	1010	39	118	894	370	282	31	49	104	62	475
Added Vol:	13	281	72	92	89	25	-20	5	-2	239	22	376
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	1291	111	210	983	395	262	36	47	343	84	851
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:	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 Volume:	85	1291	111	210	983	395	262	36	47	343	84	851
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1291	111	210	983	395	262	36	47	343	84	851
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:	85	1291	111	210	983	395	262	36	47	343	84	851
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.83
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.43	0.57	1.00	1.00	2.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	781	1019	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.06	0.07	0.26	0.23	0.08	0.05	0.05	0.20	0.04	0.27
Crit Moves:		****		****					****	****		
Green Time:	11.7	49.6	78.3	9.7	47.6	59.6	11.9	10.0	10.0	28.6	26.7	36.4
Volume/Cap:	0.46	0.75	0.09	0.75	0.60	0.42	0.77	0.51	0.51	0.75	0.18	0.82
Delay/Veh:	47.9	27.0	4.9	60.0	24.4	15.2	57.7	50.2	50.2	44.4	33.2	38.8
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:	47.9	27.0	4.9	60.0	24.4	15.2	57.7	50.2	50.2	44.4	33.2	38.8
LOS by Move:	D	C	A	E+	C	B	E+	D	D	D	C-	D+
HCM2kAvgQ:	3	19	1	4	12	8	7	3	3	13	2	18

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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 E Sunnyoaks Ave/Dell Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 9 Average Delay (sec/veh): 10.7
Optimal Cycle: 39 Level Of Service: B+

Street Name:	Dell Ave						E Sunnyoaks 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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	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:	0 0	1 0	2	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	24	96	81	545	0	0	0	0	68	0	22
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:	0	24	96	81	545	0	0	0	0	68	0	22
Added Vol:	0	0	182	0	188	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	24	278	81	733	0	0	0	0	68	0	22
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:	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 Volume:	0	24	278	81	733	0	0	0	0	68	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	24	278	81	733	0	0	0	0	68	0	22
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:	0	24	278	81	733	0	0	0	0	68	0	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.09	0.05	0.39	0.00	0.00	0.00	0.00	0.04	0.00	0.01
Crit Moves:	****				****					****		
Green Time:	0.0	40.5	40.5	40.5	81.0	0.0	0.0	0.0	0.0	10.0	0.0	50.5
Volume/Cap:	0.00	0.03	0.22	0.11	0.48	0.00	0.00	0.00	0.00	0.39	0.00	0.02
Delay/Veh:	0.0	17.9	19.5	18.6	3.2	0.0	0.0	0.0	0.0	43.6	0.0	12.4
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:	0.0	17.9	19.5	18.6	3.2	0.0	0.0	0.0	0.0	43.6	0.0	12.4
LOS by Move:	A	B	B-	B-	A	A	A	A	A	D	A	B
HCM2kAvgQ:	0	0	3	2	7	0	0	0	0	3	0	0

PM Peak - Background plus Project (Mitigated)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 E Sunnyoaks Ave/Dell Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 9 Average Delay (sec/veh): 10.8
Optimal Cycle: 42 Level Of Service: B+

Street Name:	Dell Ave						E Sunnyoaks 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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	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:	0 0	1 0	2	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	64	318	79	180	0	0	0	0	49	0	39
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:	0	64	318	79	180	0	0	0	0	49	0	39
Added Vol:	0	0	1196	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	64	1514	79	220	0	0	0	0	49	0	39
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:	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 Volume:	0	64	1514	79	220	0	0	0	0	49	0	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	64	1514	79	220	0	0	0	0	49	0	39
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:	0	64	1514	79	220	0	0	0	0	49	0	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.48	0.05	0.12	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:			****	****						****		
Green Time:	0.0	71.0	71.0	10.0	81.0	0.0	0.0	0.0	0.0	10.0	0.0	20.0
Volume/Cap:	0.00	0.05	0.68	0.45	0.14	0.00	0.00	0.00	0.00	0.28	0.00	0.11
Delay/Veh:	0.0	4.4	8.9	44.3	2.1	0.0	0.0	0.0	0.0	42.5	0.0	32.9
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:	0.0	4.4	8.9	44.3	2.1	0.0	0.0	0.0	0.0	42.5	0.0	32.9
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	C-
HCM2kAvgQ:	0	1	16	3	1	0	0	0	0	2	0	1

AM Peak - Background plus Project (MItigated)
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City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W Hacienda/Dell Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.885
Loss Time (sec): 9 Average Delay (sec/veh): 31.7
Optimal Cycle: 96 Level Of Service: C

Street Name:	Dell Ave						W Hacienda					
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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	0	0	10	10	10	10	10	0	0	0
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	2 0	0	1 0	3 0	1	1 0	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	36	77	0	0	368	171	52	0	53	1	0	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:	36	77	0	0	368	171	52	0	53	1	0	0
Added Vol:	97	209	0	0	1465	0	0	0	794	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	286	0	0	1833	171	52	0	847	1	0	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:	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 Volume:	133	286	0	0	1833	171	52	0	847	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	286	0	0	1833	171	52	0	847	1	0	0
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:	133	286	0	0	1833	171	52	0	847	1	0	0
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	2.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	5700	1750	1750	0	1750	1750	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.00	0.00	0.32	0.10	0.03	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	10.0	46.9	0.0	0.0	36.9	36.9	44.1	0.0	54.1	44.1	0.0	0.0
Volume/Cap:	0.76	0.16	0.00	0.00	0.87	0.26	0.07	0.00	0.89	0.00	0.00	0.00
Delay/Veh:	61.3	15.3	0.0	0.0	33.6	22.3	16.1	0.0	31.4	15.6	0.0	0.0
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:	61.3	15.3	0.0	0.0	33.6	22.3	16.1	0.0	31.4	15.6	0.0	0.0
LOS by Move:	E	B	A	A	C-	C+	B	A	C	B	A	A
HCM2kAvgQ:	6	2	0	0	21	4	1	0	29	0	0	0

PM Peak - Background plus Project (Mitigated)
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City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W Hacienda/Dell Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 9 Average Delay (sec/veh): 15.0
Optimal Cycle: 53 Level Of Service: B

Street Name:	Dell Ave						W Hacienda					
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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	0	0	10	10	10	10	10	0	0	0
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	2 0	0	1 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	223	192	0	0	138	127	134	0	58	0	0	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:	223	192	0	0	138	127	134	0	58	0	0	0
Added Vol:	637	1368	0	0	313	0	0	0	170	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	1560	0	0	451	127	134	0	228	0	0	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:	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 Volume:	860	1560	0	0	451	127	134	0	228	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	1560	0	0	451	127	134	0	228	0	0	0
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:	860	1560	0	0	451	127	134	0	228	0	0	0
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	2.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.49	0.41	0.00	0.00	0.08	0.07	0.08	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	69.1	80.2	0.0	0.0	11.1	11.1	10.8	0.0	79.9	0.0	0.0	0.0
Volume/Cap:	0.71	0.51	0.00	0.00	0.71	0.65	0.71	0.00	0.16	0.00	0.00	0.00
Delay/Veh:	11.4	3.5	0.0	0.0	46.7	50.2	55.1	0.0	2.4	0.0	0.0	0.0
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:	11.4	3.5	0.0	0.0	46.7	50.2	55.1	0.0	2.4	0.0	0.0	0.0
LOS by Move:	B+	A	A	A	D	D	E+	A	A	A	A	A
HCM2kAvgQ:	18	8	0	0	6	5	6	0	2	0	0	0

AM Peak - Background plus Project (MItigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Winchester Blvd/Knowles Dr

Cycle (sec): 110 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 12 Average Delay (sec/veh): 38.3
Optimal Cycle: 100 Level Of Service: D+

Street Name:	Winchester Blvd						Knowles Dr					
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			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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:	2 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	2! 0	1
Volume Module:												
Base Vol:	356	612	147	24	526	196	246	32	329	71	16	50
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:	356	612	147	24	526	196	246	32	329	71	16	50
Added Vol:	-14	317	500	328	53	-8	42	47	10	81	7	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	929	647	352	579	188	288	79	339	152	23	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:	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 Volume:	342	929	647	352	579	188	288	79	339	152	23	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	929	647	352	579	188	288	79	339	152	23	96
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:	342	929	647	352	579	188	288	79	339	152	23	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.88	0.36	1.76
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	1900	1750	4588	636	3077
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.37	0.20	0.15	0.11	0.16	0.04	0.19	0.03	0.04	0.03
Crit Moves:			****	****			****				****	
Green Time:	28.4	44.2	44.2	24.1	39.9	59.6	19.7	14.8	43.3	14.8	10.0	34.1
Volume/Cap:	0.42	0.61	0.92	0.92	0.42	0.20	0.92	0.31	0.49	0.25	0.40	0.10
Delay/Veh:	34.3	26.7	48.4	68.8	26.6	13.1	75.2	43.6	25.7	42.7	47.5	27.1
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:	34.3	26.7	48.4	68.8	26.6	13.1	75.2	43.6	25.7	42.7	47.5	27.1
LOS by Move:	C-	C	D	E	C	B	E-	D	C	D	D	C
HCM2kAvgQ:	5	12	24	17	7	3	14	3	9	2	3	1

PM Peak - Background plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Winchester Blvd/Knowles Dr

Cycle (sec): 110 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 12 Average Delay (sec/veh): 34.6
Optimal Cycle: 68 Level Of Service: C-

Street Name:	Winchester Blvd						Knowles Dr					
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			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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:	2 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	2! 0	1
Volume Module:												
Base Vol:	359	620	90	45	796	198	243	26	374	150	40	72
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:	359	620	90	45	796	198	243	26	374	150	40	72
Added Vol:	14	75	107	70	216	25	-9	10	-5	532	43	301
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	695	197	115	1012	223	234	36	369	682	83	373
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:	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 Volume:	373	695	197	115	1012	223	234	36	369	682	83	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	695	197	115	1012	223	234	36	369	682	83	373
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:	373	695	197	115	1012	223	234	36	369	682	83	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.96	0.32	1.72
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	1900	1750	4745	561	3011
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.11	0.07	0.27	0.13	0.13	0.02	0.21	0.14	0.15	0.12
Crit Moves:	****				****		****				****	
Green Time:	17.4	41.6	41.6	15.0	39.2	58.8	19.7	16.2	33.6	25.2	21.7	36.7
Volume/Cap:	0.75	0.48	0.30	0.48	0.75	0.24	0.75	0.13	0.69	0.63	0.75	0.37
Delay/Veh:	50.4	26.3	24.2	45.5	33.4	13.8	52.4	41.0	37.4	38.9	43.6	27.9
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:	50.4	26.3	24.2	45.5	33.4	13.8	52.4	41.0	37.4	38.9	43.6	27.9
LOS by Move:	D	C	C	D	C-	B	D-	D	D+	D+	D	C
HCM2kAvgQ:	7	9	5	4	16	4	10	1	13	9	11	6

AM Peak - Background plus Project (MItigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Winchester Blvd/Wimbeldon Dr

Cycle (sec): 80 Critical Vol./Cap.(X): 0.827
Loss Time (sec): 9 Average Delay (sec/veh): 14.4
Optimal Cycle: 70 Level Of Service: B

Street Name:	Winchester Blvd						Wimbeldon Dr					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	0	10	0	10	0	0	0
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	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	103	1713	0	0	846	34	83	0	184	0	0	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:	103	1713	0	0	846	34	83	0	184	0	0	0
Added Vol:	0	497	0	0	91	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	2210	0	0	937	34	83	0	184	0	0	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:	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 Volume:	103	2210	0	0	937	34	83	0	184	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	2210	0	0	937	34	83	0	184	0	0	0
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:	103	2210	0	0	937	34	83	0	184	0	0	0
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	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.93	0.07	0.31	0.00	0.69	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3570	130	544	0	1206	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.58	0.00	0.00	0.26	0.26	0.15	0.00	0.15	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	14.1	56.2	0.0	0.0	42.2	42.2	14.8	0.0	14.8	0.0	0.0	0.0
Volume/Cap:	0.33	0.83	0.00	0.00	0.50	0.50	0.83	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	29.5	10.7	0.0	0.0	12.3	12.3	47.4	0.0	47.4	0.0	0.0	0.0
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:	29.5	10.7	0.0	0.0	12.3	12.3	47.4	0.0	47.4	0.0	0.0	0.0
LOS by Move:	C	B+	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	2	20	0	0	7	7	10	0	10	0	0	0

PM Peak - Background plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Winchester Blvd/Wimbeldon Dr

Cycle (sec): 80 Critical Vol./Cap.(X): 1.005
Loss Time (sec): 9 Average Delay (sec/veh): 31.5
Optimal Cycle: 172 Level Of Service: C

Street Name:	Winchester Blvd						Wimbeldon Dr					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	0	0	10	0	10	0	10	0	0	0
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	2 0	0	0 0	1 1	0	0 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	225	1280	0	0	1791	51	64	0	183	0	0	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:	225	1280	0	0	1791	51	64	0	183	0	0	0
Added Vol:	0	122	0	0	459	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	1402	0	0	2250	51	64	0	183	0	0	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:	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 Volume:	225	1402	0	0	2250	51	64	0	183	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	1402	0	0	2250	51	64	0	183	0	0	0
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:	225	1402	0	0	2250	51	64	0	183	0	0	0
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	0.97	0.95	0.92	0.92	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	0.00	1.95	0.05	0.26	0.00	0.74	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3618	82	453	0	1297	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.00	0.00	0.62	0.62	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	10.2	59.8	0.0	0.0	49.5	49.5	11.2	0.0	11.2	0.0	0.0	0.0
Volume/Cap:	1.00	0.49	0.00	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Delay/Veh:	96.2	4.2	0.0	0.0	35.2	35.2	93.0	0.0	93.0	0.0	0.0	0.0
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:	96.2	4.2	0.0	0.0	35.2	35.2	93.0	0.0	93.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	D+	D+	F	A	F	A	A	A
HCM2kAvgQ:	8	7	0	0	33	33	12	0	12	0	0	0

Mitigated Intersection Level of Service Calculations

Cumulative I plus Plan Conditions

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Tomas Expwy/Hamilton Ave

Cycle (sec): 160 Critical Vol./Cap.(X): 1.065
Loss Time (sec): 12 Average Delay (sec/veh): 69.8
Optimal Cycle: 180 Level Of Service: E

Street Name:	San Tomas Expwy						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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	14	58	10	14	71	10	14	10	10	14	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:	2 0	3 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	275	3389	233	322	1340	171	335	832	265	321	901	647
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:	275	3389	233	322	1340	171	335	832	265	321	901	647
Added Vol:	11	22	11	0	123	0	0	0	61	61	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	3411	244	322	1463	171	335	832	326	382	901	647
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF 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 Volume:	286	2899	244	322	1463	171	335	832	326	382	901	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	2899	244	322	1463	171	335	832	326	382	901	647
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:	286	2899	244	322	1463	171	335	832	326	382	901	647
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.51	0.14	0.10	0.19	0.10	0.11	0.15	0.19	0.12	0.16	0.37
Crit Moves:		****		****			****					****
Green Time:	15.6	76.4	101.9	15.4	76.2	92.2	16.0	30.7	46.3	25.5	40.2	55.6
Volume/Cap:	0.93	1.06	0.22	1.06	0.40	0.17	1.06	0.76	0.64	0.76	0.63	1.06
Delay/Veh:	105.5	79.3	12.3	142.2	27.2	16.0	140.9	64.4	52.5	71.1	54.2	107.1
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:	105.5	79.3	12.3	142.2	27.2	16.0	140.9	64.4	52.5	71.1	54.2	107.1
LOS by Move:	F	E-	B	F	C	B	F	E	D-	E	D-	F
HCM2kAvgQ:	9	54	5	14	11	4	15	14	15	12	13	44

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Tomas Expwy/Hamilton Ave

Cycle (sec): 160 Critical Vol./Cap.(X): 0.904
Loss Time (sec): 12 Average Delay (sec/veh): 52.6
Optimal Cycle: 139 Level Of Service: D-

Street Name:	San Tomas Expwy						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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	14	58	10	14	71	10	14	10	10	14	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:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	301	1363	267	530	2936	415	290	993	329	279	1073	353
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:	301	1363	267	530	2936	415	290	993	329	279	1073	353
Added Vol:	57	113	57	0	30	0	0	0	15	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	1476	324	530	2966	415	290	993	344	294	1073	353
User Adj:	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF 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 Volume:	358	1476	324	530	2521	415	290	993	344	294	1073	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	1476	324	530	2521	415	290	993	344	294	1073	353
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:	358	1476	324	530	2521	415	290	993	344	294	1073	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.17	0.44	0.24	0.09	0.17	0.20	0.09	0.19	0.20
Crit Moves:	****				****		****				****	
Green Time:	20.1	67.2	84.5	31.2	78.3	94.6	16.3	32.3	52.4	17.3	33.3	64.5
Volume/Cap:	0.90	0.46	0.35	0.86	0.90	0.40	0.90	0.86	0.60	0.86	0.90	0.50
Delay/Veh:	92.5	33.5	22.1	74.4	42.1	17.8	98.5	68.6	46.8	89.9	71.6	36.3
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:	92.5	33.5	22.1	74.4	42.1	17.8	98.5	68.6	46.8	89.9	71.6	36.3
LOS by Move:	F	C-	C+	E	D	B	F	E	D	F	E	D+
HCM2kAvgQ:	11	12	10	18	40	11	11	18	15	11	20	14

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 San Tomas Expwy/Campbell Ave

Cycle (sec): 160 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 12 Average Delay (sec/veh): 64.8
Optimal Cycle: 118 Level Of Service: E

Street Name:	San Tomas Expwy						Campbell 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:	Ovl			Ovl			Ovl			Ignore		
Min. Green:	14	67	10	14	68	10	14	10	10	14	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:	2 0	3 0	1	2 0	4 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	751	3039	201	194	1351	405	483	615	591	132	625	380
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:	751	3039	201	194	1351	405	483	615	591	132	625	380
Added Vol:	11	43	11	0	245	0	0	0	61	61	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	762	3082	212	194	1596	405	483	615	652	193	625	380
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	762	2620	212	194	1596	405	483	615	652	193	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	762	2620	212	194	1596	405	483	615	652	193	625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	762	2620	212	194	1596	405	483	615	652	193	625	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.97	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	3800	1750	3150	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.46	0.12	0.06	0.21	0.23	0.15	0.16	0.37	0.06	0.17	0.00
Crit Moves:	****				****		****				****	
Green Time:	34.3	85.9	102.0	16.4	68.0	89.7	21.7	29.7	64.0	16.0	24.0	0.0
Volume/Cap:	1.13	0.86	0.19	0.60	0.49	0.41	1.13	0.87	0.93	0.61	1.13	0.00
Delay/Veh:	138.5	34.3	12.1	71.9	33.6	20.4	152.5	75.0	65.2	72.5	147	0.0
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:	138.5	34.3	12.1	71.9	33.6	20.4	152.5	75.0	65.2	72.5	147	0.0
LOS by Move:	F	C-	B	E	C-	C+	F	E	E	E	F	A
HCM2kAvgQ:	32	38	4	5	14	12	21	17	37	6	23	0

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 San Tomas Expwy/Campbell Ave

Cycle (sec): 180 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 12 Average Delay (sec/veh): 67.9
Optimal Cycle: 180 Level Of Service: E

Street Name:	San Tomas Expwy						Campbell 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:	Ovl			Ovl			Ovl			Ignore		
Min. Green:	14	67	10	14	68	10	14	10	10	14	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:	2 0	4 0	1	2 0	3 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	665	1382	154	468	2494	518	321	724	797	119	734	305
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:	665	1382	154	468	2494	518	321	724	797	119	734	305
Added Vol:	57	227	57	0	59	0	0	0	15	15	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	722	1609	211	468	2553	518	321	724	812	134	734	305
User Adj:	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	722	1609	211	468	2170	518	321	724	812	134	734	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	1609	211	468	2170	518	321	724	812	134	734	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	722	1609	211	468	2170	518	321	724	812	134	734	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.97	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.21	0.12	0.15	0.38	0.30	0.10	0.19	0.46	0.04	0.20	0.00
Crit Moves:	****				****				****	****		
Green Time:	41.8	79.5	93.5	31.7	69.4	88.7	19.3	42.8	84.6	14.0	37.5	0.0
Volume/Cap:	0.99	0.48	0.23	0.84	0.99	0.60	0.95	0.80	0.99	0.55	0.95	0.00
Delay/Veh:	98.8	35.7	23.8	83.0	71.1	34.1	116.2	69.8	75.3	82.5	91.7	0.0
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:	98.8	35.7	23.8	83.0	71.1	34.1	116.2	69.8	75.3	82.5	91.7	0.0
LOS by Move:	F	D+	C	F	E	C-	F	E	E-	F	F	A
HCM2kAvgQ:	29	15	7	14	40	21	14	20	53	5	24	0

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec): 140 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 9 Average Delay (sec/veh): 77.2
Optimal Cycle: 109 Level Of Service: E-

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	10	80	10	0	10	10	10	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:	0 0	0 0	0	2 1	0 0	3	0 0	8 0	2	3 0	6 0	0
Volume Module:												
Base Vol:	0	0	0	1038	4	1527	0	2135	1981	514	4026	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:	0	0	0	1038	4	1527	0	2135	1981	514	4026	0
Added Vol:	0	0	0	0	0	767	0	195	86	0	853	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1038	4	2294	0	2330	2067	514	4879	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1038	4	2294	0	2330	0	514	4879	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1038	4	2294	0	2330	0	514	4879	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1038	4	2294	0	2330	0	514	4879	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.80	0.92	1.00	0.83	0.80	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	3.00	0.00	8.00	2.00	3.00	6.00	0.00
Final Sat.:	0	0	0	4931	19	4551	0	xxxx	3150	4551	xxxx	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.50	0.00	0.15	0.00	0.11	0.43	0.00
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	80.0	80.0	80.0	0.0	29.4	0.0	21.6	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.88	0.00	0.73	0.00	0.73	1.17	0.00
Delay/Veh:	0.0	0.0	0.0	16.4	16.4	29.8	0.0	52.5	0.0	60.3	126	0.0
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:	0.0	0.0	0.0	16.4	16.4	29.8	0.0	52.5	0.0	60.3	126	0.0
LOS by Move:	A	A	A	B	B	C	A	D-	A	E	F	A
HCM2kAvgQ:	0	0	0	9	9	38	0	13	0	8	47	0

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec): 140 Critical Vol./Cap.(X): 0.774
Loss Time (sec): 9 Average Delay (sec/veh): 71.8
Optimal Cycle: 109 Level Of Service: E

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	10	80	10	0	10	10	10	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:	0 0	0 0	0	2 1	0 0	3	0 0	8 0	2	3 0	6 0	0
Volume Module:												
Base Vol:	0	0	0	1552	4	683	0	3940	1084	378	2202	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:	0	0	0	1552	4	683	0	3940	1084	378	2202	0
Added Vol:	0	0	0	0	0	185	0	1027	469	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1552	4	868	0	4967	1553	378	2405	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1552	4	868	0	4967	0	378	2405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1552	4	868	0	4967	0	378	2405	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1552	4	868	0	4967	0	378	2405	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.80	0.92	1.00	0.83	0.80	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	3.00	0.00	8.00	2.00	3.00	6.00	0.00
Final Sat.:	0	0	0	4937	13	4551	0	xxxx	3150	4551	xxxx	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.31	0.19	0.00	0.33	0.00	0.08	0.21	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	80.0	80.0	80.0	0.0	40.7	0.0	10.3	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.33	0.00	1.13	0.00	1.13	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	19.0	19.0	16.0	0.0	109	0.0	152.2	36.1	0.0
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:	0.0	0.0	0.0	19.0	19.0	16.0	0.0	109	0.0	152.2	36.1	0.0
LOS by Move:	A	A	A	B-	B-	B	A	F	A	F	D+	A
HCM2kAvgQ:	0	0	0	16	16	8	0	38	0	10	13	0

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Camden Ave/White Oaks Rd-Curtner Ave

Cycle (sec):	160	Critical Vol./Cap.(X):	1.041
Loss Time (sec):	12	Average Delay (sec/veh):	73.3
Optimal Cycle:	180	Level Of Service:	E

Street Name:	White Oaks Rd-Curtner Ave						Camden 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:	Ovl			Ovl			Ignore			Ovl		
Min. Green:	14	10	10	14	10	10	10	10	10	10	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:	3 0	2 0	1	1 0	1 0	3	3 0	4 0	1	2 0	6 0	1
Volume Module:												
Base Vol:	1137	242	32	26	7	759	415	1591	1188	14	4613	85
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:	1137	242	32	26	7	759	415	1591	1188	14	4613	85
Added Vol:	508	0	0	0	0	0	36	61	99	0	345	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1645	242	32	26	7	759	451	1652	1287	14	4958	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1645	242	32	26	7	759	451	1652	0	14	4958	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1645	242	32	26	7	759	451	1652	0	14	4958	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1645	242	32	26	7	759	451	1652	0	14	4958	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.80	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	3.00	2.00	1.00	1.00	1.00	3.00	3.00	4.00	1.00	2.00	6.00	1.00
Final Sat.:	4551	3800	1750	1750	1900	4551	4551	7600	1750	3150	xxxx	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.06	0.02	0.01	0.00	0.17	0.10	0.22	0.00	0.00	0.43	0.05
Crit Moves:	****					****	****				****	
Green Time:	55.5	27.8	46.1	38.2	10.4	25.6	15.2	63.7	0.0	18.3	66.8	105.0
Volume/Cap:	1.04	0.37	0.06	0.06	0.06	1.04	1.04	0.55	0.00	0.04	1.04	0.07
Delay/Veh:	86.4	59.9	41.5	47.4	71.1	111.7	126.8	37.7	0.0	63.2	72.1	10.1
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:	86.4	59.9	41.5	47.4	71.1	111.7	126.8	37.7	0.0	63.2	72.1	10.1
LOS by Move:	F	E+	D	D	E	F	F	D+	A	E	E	B+
HCM2kAvgQ:	42	5	1	1	0	21	12	15	0	0	44	2

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Camden Ave/White Oaks Rd-Curtner Ave

Cycle (sec):	160	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	12	Average Delay (sec/veh):	51.3
Optimal Cycle:	126	Level Of Service:	D-

Street Name:	White Oaks Rd-Curtner Ave						Camden 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:	Ovl			Ovl			Ignore			Ovl		
Min. Green:	14	10	10	14	10	10	10	10	10	10	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:	3 0	2 0	1	1 0	1 0	3	3 0	4 0	1	2 0	6 0	1
Volume Module:												
Base Vol:	938	226	215	51	14	744	624	3974	931	46	2020	83
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:	938	226	215	51	14	744	624	3974	931	46	2020	83
Added Vol:	120	0	0	0	0	0	60	319	648	0	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1058	226	215	51	14	744	684	4293	1579	46	2103	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1058	226	215	51	14	744	684	4293	0	46	2103	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1058	226	215	51	14	744	684	4293	0	46	2103	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1058	226	215	51	14	744	684	4293	0	46	2103	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.80	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	3.00	2.00	1.00	1.00	1.00	3.00	3.00	4.00	1.00	2.00	6.00	1.00
Final Sat.:	4551	3800	1750	1750	1900	4551	4551	7600	1750	3150	xxxx	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.06	0.12	0.03	0.01	0.16	0.15	0.56	0.00	0.01	0.18	0.05
Crit Moves:	****				****			****		****		
Green Time:	37.3	26.2	36.2	21.2	10.0	55.2	45.2	90.7	0.0	10.0	55.5	76.6
Volume/Cap:	1.00	0.36	0.54	0.22	0.12	0.47	0.53	1.00	0.00	0.23	0.53	0.10
Delay/Veh:	88.1	61.2	59.9	64.2	72.9	42.1	50.0	47.5	0.0	74.1	42.4	23.0
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:	88.1	61.2	59.9	64.2	72.9	42.1	50.0	47.5	0.0	74.1	42.4	23.0
LOS by Move:	F	E	E+	E	E	D	D	D	A	E	D	C
HCM2kAvgQ:	27	5	10	2	1	12	11	52	0	1	14	2

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Winchester Blvd/W Sunnyoaks Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 9 Average Delay (sec/veh): 39.7
Optimal Cycle: 180 Level Of Service: D

Street Name:	Winchester Blvd						W Sunnyoaks 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	10	10	0	10	10	10	0	0	0
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	2 0	1	0 0	2 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	72	2218	0	0	2163	315	537	0	102	0	0	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:	72	2218	0	0	2163	315	537	0	102	0	0	0
Added Vol:	5	164	0	0	677	0	0	0	31	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	77	2382	0	0	2840	315	537	0	133	0	0	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:	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 Volume:	77	2382	0	0	2840	315	537	0	133	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	2382	0	0	2840	315	537	0	133	0	0	0
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:	77	2382	0	0	2840	315	537	0	133	0	0	0
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:	1.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.63	0.00	0.00	0.75	0.18	0.17	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	91.7	0.0	0.0	84.7	84.7	19.3	0.0	19.3	0.0	0.0	0.0
Volume/Cap:	0.75	0.82	0.00	0.00	1.06	0.26	1.06	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	82.5	10.9	0.0	0.0	53.2	6.4	106.9	0.0	47.0	0.0	0.0	0.0
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:	82.5	10.9	0.0	0.0	53.2	6.4	106.9	0.0	47.0	0.0	0.0	0.0
LOS by Move:	F	B+	A	A	D-	A	F	A	D	A	A	A
HCM2kAvgQ:	3	26	0	0	66	4	18	0	5	0	0	0

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Winchester Blvd/W Sunnyoaks Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 9 Average Delay (sec/veh): 27.9
Optimal Cycle: 180 Level Of Service: C

Street Name:	Winchester Blvd						W Sunnyoaks 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	10	10	0	10	10	10	0	0	0
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	2 0	1	0 0	2 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	112	2654	0	0	2049	435	278	0	59	0	0	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:	112	2654	0	0	2049	435	278	0	59	0	0	0
Added Vol:	28	609	0	0	199	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	3263	0	0	2248	435	278	0	66	0	0	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:	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 Volume:	140	3263	0	0	2248	435	278	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	3263	0	0	2248	435	278	0	66	0	0	0
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:	140	3263	0	0	2248	435	278	0	66	0	0	0
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:	1.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.86	0.00	0.00	0.59	0.25	0.09	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	12.0	101	0.0	0.0	88.7	88.7	10.3	0.0	10.3	0.0	0.0	0.0
Volume/Cap:	0.80	1.02	0.00	0.00	0.80	0.34	1.02	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	75.3	32.0	0.0	0.0	11.7	5.6	115.7	0.0	54.1	0.0	0.0	0.0
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:	75.3	32.0	0.0	0.0	11.7	5.6	115.7	0.0	54.1	0.0	0.0	0.0
LOS by Move:	E-	C	A	A	B+	A	F	A	D-	A	A	A
HCM2kAvgQ:	5	63	0	0	28	6	10	0	3	0	0	0

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Winchester Blvd/W Hacienda Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 12 Average Delay (sec/veh): 46.2
Optimal Cycle: 126 Level Of Service: D

Street Name:	Winchester Blvd						W Hacienda 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:	Ovl			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	2 0	1	2 0	2 0	1	2 0	0 1	0	1 0	1 0	2
Volume Module:												
Base Vol:	52	1328	83	193	1356	432	687	61	114	35	36	103
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:	52	1328	83	193	1356	432	687	61	114	35	36	103
Added Vol:	-5	71	338	432	300	-25	42	24	16	36	3	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1399	421	625	1656	407	729	85	130	71	39	160
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:	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 Volume:	47	1399	421	625	1656	407	729	85	130	71	39	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1399	421	625	1656	407	729	85	130	71	39	160
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:	47	1399	421	625	1656	407	729	85	130	71	39	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.83
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.40	0.60	1.00	1.00	2.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	712	1088	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.24	0.20	0.44	0.23	0.23	0.12	0.12	0.04	0.02	0.05
Crit Moves:		****		****			****				****	
Green Time:	8.0	40.6	56.0	21.9	54.5	80.0	25.5	20.2	20.2	15.4	10.0	31.9
Volume/Cap:	0.37	1.00	0.47	1.00	0.88	0.32	1.00	0.65	0.65	0.29	0.23	0.18
Delay/Veh:	50.5	58.0	17.9	79.3	29.9	5.5	74.8	46.2	46.2	43.1	47.1	29.3
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:	50.5	58.0	17.9	79.3	29.9	5.5	74.8	46.2	46.2	43.1	47.1	29.3
LOS by Move:	D	E+	B	E-	C	A	E	D	D	D	D	C
HCM2kAvgQ:	2	31	10	13	23	5	21	8	8	3	1	2

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Winchester Blvd/W Hacienda Ave

Cycle (sec): 110 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 12 Average Delay (sec/veh): 47.1
Optimal Cycle: 180 Level Of Service: D

Street Name:	Winchester Blvd						W Hacienda 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:	Ovl			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	2 0	1	2 0	2 0	1	2 0	0 1	0	1 0	1 0	2
Volume Module:												
Base Vol:	106	1484	49	147	1311	454	347	39	79	129	77	591
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:	106	1484	49	147	1311	454	347	39	79	129	77	591
Added Vol:	13	281	72	92	89	25	-20	5	-2	239	22	376
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1765	121	239	1400	479	327	44	77	368	99	967
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:	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 Volume:	119	1765	121	239	1400	479	327	44	77	368	99	967
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1765	121	239	1400	479	327	44	77	368	99	967
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:	119	1765	121	239	1400	479	327	44	77	368	99	967
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.83
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.36	0.64	1.00	1.00	2.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	655	1145	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.07	0.08	0.37	0.27	0.10	0.07	0.07	0.21	0.05	0.31
Crit Moves:		****		****			****					****
Green Time:	9.4	52.0	78.2	8.5	51.1	62.7	11.6	11.3	11.3	26.2	25.9	34.4
Volume/Cap:	0.79	0.98	0.10	0.98	0.79	0.48	0.98	0.65	0.65	0.88	0.22	0.98
Delay/Veh:	73.8	45.7	5.0	103.3	27.5	14.4	93.5	55.6	55.6	59.9	34.2	61.9
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:	73.8	45.7	5.0	103.3	27.5	14.4	93.5	55.6	55.6	59.9	34.2	61.9
LOS by Move:	E	D	A	F	C	B	F	E+	E+	E+	C-	E
HCM2kAvgQ:	6	36	1	6	19	10	11	5	5	16	3	26

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 E Sunnyoaks Ave/Dell Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.605
Loss Time (sec): 9 Average Delay (sec/veh): 11.6
Optimal Cycle: 41 Level Of Service: B+

Street Name:	Dell Ave						E Sunnyoaks 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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	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:	0 0	1 0	2	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	33	133	112	756	0	0	0	0	94	0	31
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:	0	33	133	112	756	0	0	0	0	94	0	31
Added Vol:	0	0	182	0	188	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	33	315	112	944	0	0	0	0	94	0	31
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:	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 Volume:	0	33	315	112	944	0	0	0	0	94	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	33	315	112	944	0	0	0	0	94	0	31
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:	0	33	315	112	944	0	0	0	0	94	0	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.10	0.06	0.50	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Crit Moves:	****				****					****		
Green Time:	0.0	40.5	40.5	40.5	81.0	0.0	0.0	0.0	0.0	10.0	0.0	50.5
Volume/Cap:	0.00	0.04	0.25	0.16	0.61	0.00	0.00	0.00	0.00	0.54	0.00	0.04
Delay/Veh:	0.0	18.0	19.8	19.0	4.3	0.0	0.0	0.0	0.0	46.1	0.0	12.5
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:	0.0	18.0	19.8	19.0	4.3	0.0	0.0	0.0	0.0	46.1	0.0	12.5
LOS by Move:	A	B-	B-	B-	A	A	A	A	A	D	A	B
HCM2kAvgQ:	0	1	4	2	11	0	0	0	0	4	0	1

PM Peak - Cumulative I plus Project (Mitigated)
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 E Sunnyoaks Ave/Dell Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 9 Average Delay (sec/veh): 12.3
Optimal Cycle: 49 Level Of Service: B

Street Name:	Dell Ave						E Sunnyoaks 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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	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:	0 0	1 0	2	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	89	441	110	250	0	0	0	0	68	0	54
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:	0	89	441	110	250	0	0	0	0	68	0	54
Added Vol:	0	0	1196	0	40	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	89	1637	110	290	0	0	0	0	68	0	54
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:	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 Volume:	0	89	1637	110	290	0	0	0	0	68	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	89	1637	110	290	0	0	0	0	68	0	54
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:	0	89	1637	110	290	0	0	0	0	68	0	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.52	0.06	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.03
Crit Moves:			****	****						****		
Green Time:	0.0	71.0	71.0	10.0	81.0	0.0	0.0	0.0	0.0	10.0	0.0	20.0
Volume/Cap:	0.00	0.07	0.73	0.63	0.19	0.00	0.00	0.00	0.00	0.39	0.00	0.15
Delay/Veh:	0.0	4.4	10.0	50.3	2.2	0.0	0.0	0.0	0.0	43.6	0.0	33.2
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:	0.0	4.4	10.0	50.3	2.2	0.0	0.0	0.0	0.0	43.6	0.0	33.2
LOS by Move:	A	A	B+	D	A	A	A	A	A	D	A	C-
HCM2kAvgQ:	0	1	19	5	2	0	0	0	0	3	0	2

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W Hacienda/Dell Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	9	Average Delay (sec/veh):	34.9
Optimal Cycle:	118	Level Of Service:	C-

Street Name:	Dell Ave						W Hacienda					
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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	0	0	10	10	10	10	10	0	0	0
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	2 0	0	1 0	3 0	1	1 0	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	50	107	0	0	511	237	72	0	74	1	0	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:	50	107	0	0	511	237	72	0	74	1	0	0
Added Vol:	97	209	0	0	1465	0	0	0	794	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	316	0	0	1976	237	72	0	868	1	0	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:	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 Volume:	147	316	0	0	1976	237	72	0	868	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	316	0	0	1976	237	72	0	868	1	0	0
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:	147	316	0	0	1976	237	72	0	868	1	0	0
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	2.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	5700	1750	1750	0	1750	1750	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.00	0.00	0.35	0.14	0.04	0.00	0.50	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	10.0	47.8	0.0	0.0	37.8	37.8	43.2	0.0	53.2	43.2	0.0	0.0
Volume/Cap:	0.84	0.17	0.00	0.00	0.92	0.36	0.10	0.00	0.93	0.00	0.00	0.00
Delay/Veh:	72.9	14.9	0.0	0.0	36.4	22.7	16.9	0.0	37.4	16.1	0.0	0.0
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:	72.9	14.9	0.0	0.0	36.4	22.7	16.9	0.0	37.4	16.1	0.0	0.0
LOS by Move:	E	B	A	A	D+	C+	B	A	D+	B	A	A
HCM2kAvgQ:	7	3	0	0	23	6	1	0	32	0	0	0

PM Peak - Cumulative I plus Project (Mitigated)
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W Hacienda/Dell Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.822
Loss Time (sec):	9	Average Delay (sec/veh):	19.2
Optimal Cycle:	74	Level Of Service:	B-

Street Name:	Dell Ave						W Hacienda					
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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	0	0	10	10	10	10	10	0	0	0
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	2 0	0	1 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	310	266	0	0	192	176	186	0	81	0	0	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:	310	266	0	0	192	176	186	0	81	0	0	0
Added Vol:	637	1368	0	0	313	0	0	0	170	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	947	1634	0	0	505	176	186	0	251	0	0	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:	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 Volume:	947	1634	0	0	505	176	186	0	251	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	947	1634	0	0	505	176	186	0	251	0	0	0
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:	947	1634	0	0	505	176	186	0	251	0	0	0
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	2.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.54	0.43	0.00	0.00	0.09	0.10	0.11	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	65.8	78.1	0.0	0.0	12.2	12.2	12.9	0.0	78.8	0.0	0.0	0.0
Volume/Cap:	0.82	0.55	0.00	0.00	0.72	0.82	0.82	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	17.6	4.4	0.0	0.0	46.0	64.6	63.3	0.0	2.7	0.0	0.0	0.0
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:	17.6	4.4	0.0	0.0	46.0	64.6	63.3	0.0	2.7	0.0	0.0	0.0
LOS by Move:	B	A	A	A	D	E	E	A	A	A	A	A
HCM2kAvgQ:	25	10	0	0	7	8	8	0	2	0	0	0

AM Peak - Cumulative I plus Project (Mitigated)
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Bascom Ave/Camden Ave

Cycle (sec): 106 Critical Vol./Cap.(X): 0.965
Loss Time (sec): 12 Average Delay (sec/veh): 43.2
Optimal Cycle: 158 Level Of Service: D

Street Name:	Bascom Ave						Camden 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			Ovl		
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:	3 0	2	1 0	2 0	4 0	2	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	595	688	116	84	682	431	220	899	364	198	2825	55
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:	595	688	116	84	682	431	220	899	364	198	2825	55
Added Vol:	284	0	0	0	0	31	5	5	50	0	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	879	688	116	84	682	462	225	904	414	198	2856	55
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:	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 Volume:	879	688	116	84	682	462	225	904	414	198	2856	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	879	688	116	84	682	462	225	904	414	198	2856	55
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:	879	688	116	84	682	462	225	904	414	198	2856	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.99	0.95	0.83	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	2.55	0.45	2.00	4.00	2.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4551	4791	808	3150	7600	3150	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.14	0.14	0.03	0.09	0.15	0.07	0.16	0.24	0.11	0.50	0.03
Crit Moves:	****				****		****				****	
Green Time:	21.2	21.4	21.4	9.8	10.0	17.8	7.8	36.7	57.8	26.2	55.0	64.8
Volume/Cap:	0.97	0.71	0.71	0.29	0.95	0.87	0.97	0.46	0.43	0.46	0.97	0.05
Delay/Veh:	64.0	41.6	41.6	45.4	70.1	57.6	98.2	27.1	14.6	34.7	34.6	8.3
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:	64.0	41.6	41.6	45.4	70.1	57.6	98.2	27.1	14.6	34.7	34.6	8.3
LOS by Move:	E	D	D	D	E	E+	F	C	B	C-	C-	A
HCM2kAvgQ:	14	8	8	1	7	10	6	7	8	6	36	1

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Bascom Ave/Camden Ave

Cycle (sec): 166 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 12 Average Delay (sec/veh): 47.7
Optimal Cycle: 132 Level Of Service: D

Street Name:	Bascom Ave						Camden 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			Ovl		
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:	3 0	2	1 0	2 0	4 0	2	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	496	734	291	140	670	270	322	2916	466	145	988	114
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:	496	734	291	140	670	270	322	2916	466	145	988	114
Added Vol:	68	0	0	0	0	7	28	28	262	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	564	734	291	140	670	277	350	2944	728	145	995	114
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:	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 Volume:	564	734	291	140	670	277	350	2944	728	145	995	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	564	734	291	140	670	277	350	2944	728	145	995	114
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	734	291	140	670	277	350	2944	728	145	995	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.95	0.83	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	2.12	0.88	2.00	4.00	2.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4551	4008	1589	3150	7600	3150	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.04	0.09	0.09	0.11	0.52	0.42	0.08	0.17	0.07
Crit Moves:		****		****				****		****		
Green Time:	24.8	34.1	34.1	8.3	17.6	61.0	43.4	96.2	121.0	15.4	68.2	76.5
Volume/Cap:	0.83	0.89	0.89	0.89	0.83	0.24	0.42	0.89	0.57	0.89	0.42	0.14
Delay/Veh:	77.1	73.1	73.1	120.3	80.0	36.5	51.3	33.8	11.1	115.3	35.0	25.9
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:	77.1	73.1	73.1	120.3	80.0	36.5	51.3	33.8	11.1	115.3	35.0	25.9
LOS by Move:	E-	E	E	F	F	D+	D-	C-	B+	F	D+	C
HCM2kAvgQ:	12	18	18	5	9	6	8	40	17	11	12	3

AM Peak - Cumulative I plus Project (Mitigated)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Winchester Blvd/Knowles Dr

Cycle (sec): 110 Critical Vol./Cap.(X): 1.009
Loss Time (sec): 12 Average Delay (sec/veh): 52.7
Optimal Cycle: 180 Level Of Service: D-

Street Name:	Winchester Blvd						Knowles Dr					
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			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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:	2 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	2! 0	1
Volume Module:												
Base Vol:	448	850	260	75	714	244	306	40	396	59	20	45
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:	448	850	260	75	714	244	306	40	396	59	20	45
Added Vol:	-14	317	500	328	53	-8	42	47	10	81	7	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	1167	760	403	767	236	348	87	406	140	27	91
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:	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 Volume:	434	1167	760	403	767	236	348	87	406	140	27	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	1167	760	403	767	236	348	87	406	140	27	91
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:	434	1167	760	403	767	236	348	87	406	140	27	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.83	0.44	1.73
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	1900	1750	4496	763	3035
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.43	0.23	0.20	0.13	0.20	0.05	0.23	0.03	0.04	0.03
Crit Moves:			****	****			****				****	
Green Time:	27.5	44.3	44.3	23.5	40.3	60.5	20.3	15.4	42.9	14.9	10.0	33.5
Volume/Cap:	0.55	0.76	1.08	1.08	0.55	0.25	1.08	0.33	0.60	0.23	0.39	0.10
Delay/Veh:	36.7	30.7	90.2	112.7	28.2	13.0	117.7	43.3	28.1	42.6	47.5	27.5
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:	36.7	30.7	90.2	112.7	28.2	13.0	117.7	43.3	28.1	42.6	47.5	27.5
LOS by Move:	D+	C	F	F	C	B	F	D	C	D	D	C
HCM2kAvgQ:	7	16	34	23	11	4	20	3	12	2	3	1

PM Peak - Cumulative I plus Project (Mitigated)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Winchester Blvd/Knowles Dr

Cycle (sec): 110 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 12 Average Delay (sec/veh): 44.5
Optimal Cycle: 154 Level Of Service: D

Street Name:	Winchester Blvd						Knowles Dr					
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			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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:	2 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	2! 0	1
Volume Module:												
Base Vol:	458	894	76	35	1181	247	303	32	487	239	50	120
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:	458	894	76	35	1181	247	303	32	487	239	50	120
Added Vol:	14	75	107	70	216	25	-9	10	-5	532	43	301
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	969	183	105	1397	272	294	42	482	771	93	421
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:	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 Volume:	472	969	183	105	1397	272	294	42	482	771	93	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	969	183	105	1397	272	294	42	482	771	93	421
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:	472	969	183	105	1397	272	294	42	482	771	93	421
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.96	0.32	1.72
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	1900	1750	4749	557	3012
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.10	0.06	0.37	0.16	0.17	0.02	0.28	0.16	0.17	0.14
Crit Moves:	****				****		****				****	
Green Time:	17.2	47.6	47.6	11.9	42.3	61.6	19.3	16.8	34.0	21.7	19.2	31.1
Volume/Cap:	0.96	0.59	0.24	0.56	0.96	0.28	0.96	0.14	0.89	0.82	0.96	0.49
Delay/Veh:	75.7	24.3	19.9	50.2	47.5	12.8	84.6	40.6	52.9	46.0	60.4	33.1
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:	75.7	24.3	19.9	50.2	47.5	12.8	84.6	40.6	52.9	46.0	60.4	33.1
LOS by Move:	E-	C	B-	D	D	B	F	D	D-	D	E	C-
HCM2kAvgQ:	11	12	4	4	28	5	15	1	20	12	15	8

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Winchester Blvd/SR 85 NB Ramp

Cycle (sec):	80	Critical Vol./Cap.(X):	0.745
Loss Time (sec):	9	Average Delay (sec/veh):	17.5
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Winchester Blvd						SR 85 NB Ramp					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	0	0	0	10	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:	2 0	2 0	1	1 0	1 1	0	0 0	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	326	1615	131	14	967	205	0	0	0	29	17	7
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:	326	1615	131	14	967	205	0	0	0	29	17	7
Added Vol:	0	803	0	0	91	54	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	2418	131	14	1058	259	0	0	0	29	17	7
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:	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 Volume:	326	2418	131	14	1058	259	0	0	0	29	17	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	2418	131	14	1058	259	0	0	0	29	17	7
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:	326	2418	131	14	1058	259	0	0	0	29	17	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.60	0.40	0.00	0.00	0.00	1.00	0.71	0.29
Final Sat.:	3150	3800	1750	1750	2972	728	0	0	0	1750	1275	525
Capacity Analysis Module:												
Vol/Sat:	0.10	0.64	0.07	0.01	0.36	0.36	0.00	0.00	0.00	0.02	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	13.7	54.0	64.0	7.0	47.3	47.3	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.60	0.94	0.09	0.09	0.60	0.60	0.00	0.00	0.00	0.13	0.11	0.11
Delay/Veh:	32.5	19.6	1.8	33.8	10.9	10.9	0.0	0.0	0.0	31.4	31.2	31.2
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:	32.5	19.6	1.8	33.8	10.9	10.9	0.0	0.0	0.0	31.4	31.2	31.2
LOS by Move:	C-	B-	A	C-	B+	B+	A	A	A	C	C	C
HCM2kAvgQ:	4	26	1	0	10	10	0	0	0	1	1	1

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Winchester Blvd/SR 85 NB Ramp

Cycle (sec):	135	Critical Vol./Cap.(X):	1.022
Loss Time (sec):	9	Average Delay (sec/veh):	38.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	D+

Street Name:	Winchester Blvd						SR 85 NB Ramp					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	0	0	0	10	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:	2 0	2 0	1	1 0	1 1	0	0 0	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	373	1421	39	17	1675	385	0	0	0	106	117	24
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:	373	1421	39	17	1675	385	0	0	0	106	117	24
Added Vol:	0	196	0	0	459	283	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	1617	39	17	2134	668	0	0	0	106	117	24
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:	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 Volume:	373	1617	39	17	2134	668	0	0	0	106	117	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1617	39	17	2134	668	0	0	0	106	117	24
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:	373	1617	39	17	2134	668	0	0	0	106	117	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.51	0.49	0.00	0.00	0.00	1.00	0.83	0.17
Final Sat.:	3150	3800	1750	1750	2817	882	0	0	0	1750	1494	306
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.02	0.01	0.76	0.76	0.00	0.00	0.00	0.06	0.08	0.08
Crit Moves:	****				****							****
Green Time:	15.6	103	113.4	12.6	100	100.0	0.0	0.0	0.0	10.3	10.3	10.3
Volume/Cap:	1.02	0.56	0.03	0.10	1.02	1.02	0.00	0.00	0.00	0.79	1.02	1.02
Delay/Veh:	112.6	6.8	1.8	56.4	40.6	40.6	0.0	0.0	0.0	87.7	145	145.0
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:	112.6	6.8	1.8	56.4	40.6	40.6	0.0	0.0	0.0	87.7	145	145.0
LOS by Move:	F	A	A	E+	D	D	A	A	A	F	F	F
HCM2kAvgQ:	11	13	0	1	61	61	0	0	0	7	10	10

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Winchester Blvd/SR 85 SB Ramp

Cycle (sec):	80	Critical Vol./Cap.(X):	0.934
Loss Time (sec):	6	Average Delay (sec/veh):	22.1
Optimal Cycle:	106	Level Of Service:	C+

Street Name:	Winchester Blvd						SR 85 SB Ramp					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
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:	0	0 2	0 0	0	0 2	0 0	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1880	0	0	1016	0	443	0	371	0	0	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:	0	1880	0	0	1016	0	443	0	371	0	0	0
Added Vol:	0	497	0	0	91	0	307	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2377	0	0	1107	0	750	0	371	0	0	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:	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 Volume:	0	2377	0	0	1107	0	750	0	371	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2377	0	0	1107	0	750	0	371	0	0	0
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:	0	2377	0	0	1107	0	750	0	371	0	0	0
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:	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.00	0.29	0.00	0.24	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	53.6	0.0	0.0	53.6	0.0	20.4	0.0	20.4	0.0	0.0	0.0
Volume/Cap:	0.00	0.93	0.00	0.00	0.43	0.00	0.93	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	0.0	0.0	6.3	0.0	46.8	0.0	40.6	0.0	0.0	0.0
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:	0.0	18.8	0.0	0.0	6.3	0.0	46.8	0.0	40.6	0.0	0.0	0.0
LOS by Move:	A	B-	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	27	0	0	6	0	16	0	12	0	0	0

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Winchester Blvd/SR 85 SB Ramp

Cycle (sec):	80	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	6	Average Delay (sec/veh):	10.6
Optimal Cycle:	47	Level Of Service:	B+

Street Name:	Winchester Blvd						SR 85 SB Ramp					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
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:	0	0 2	0 0	0	0 2	0 0	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1618	0	0	1620	0	274	0	259	0	0	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:	0	1618	0	0	1620	0	274	0	259	0	0	0
Added Vol:	0	122	0	0	459	0	74	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1740	0	0	2079	0	348	0	259	0	0	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:	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 Volume:	0	1740	0	0	2079	0	348	0	259	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1740	0	0	2079	0	348	0	259	0	0	0
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:	0	1740	0	0	2079	0	348	0	259	0	0	0
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:	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.55	0.00	0.11	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	58.2	0.0	0.0	58.2	0.0	15.8	0.0	15.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.00	0.00	0.75	0.00	0.56	0.00	0.75	0.00	0.00	0.00
Delay/Veh:	0.0	5.9	0.0	0.0	7.7	0.0	30.2	0.0	39.2	0.0	0.0	0.0
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:	0.0	5.9	0.0	0.0	7.7	0.0	30.2	0.0	39.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	10	0	0	14	0	5	0	8	0	0	0

AM Peak - Cumulative I plus Project (Mitigated)
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City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Winchester Blvd/Wimbeldon Dr

Cycle (sec): 140 Critical Vol./Cap.(X): 0.867
Loss Time (sec): 9 Average Delay (sec/veh): 13.8
Optimal Cycle: 99 Level Of Service: B

Street Name:	Winchester Blvd						Wimbeldon Dr					
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	0	0	10	0	10	0	10	0	0	0
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	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	134	2370	0	0	1160	42	100	0	239	0	0	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:	134	2370	0	0	1160	42	100	0	239	0	0	0
Added Vol:	0	497	0	0	91	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	2867	0	0	1251	42	100	0	239	0	0	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:	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 Volume:	134	2867	0	0	1251	42	100	0	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	2867	0	0	1251	42	100	0	239	0	0	0
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:	134	2867	0	0	1251	42	100	0	239	0	0	0
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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.75	0.00	0.00	0.33	0.02	0.06	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	22.8	121	0.0	0.0	98.2	108.2	10.0	0.0	32.8	0.0	0.0	0.0
Volume/Cap:	0.47	0.87	0.00	0.00	0.47	0.03	0.80	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	54.3	8.1	0.0	0.0	9.4	3.7	93.5	0.0	49.6	0.0	0.0	0.0
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:	54.3	8.1	0.0	0.0	9.4	3.7	93.5	0.0	49.6	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	A	A	F	A	D	A	A	A
HCM2kAvgQ:	5	35	0	0	12	0	7	0	10	0	0	0

PM Peak - Cumulative I plus Project (Mitigated)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Winchester Blvd/Wimbeldon Dr

Cycle (sec): 140 Critical Vol./Cap.(X): 1.073
Loss Time (sec): 9 Average Delay (sec/veh): 53.0
Optimal Cycle: 180 Level Of Service: D-

Street Name:	Winchester Blvd						Wimbeldon Dr					
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	0	0	10	0	10	0	10	0	0	0
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	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	301	1870	0	0	2545	61	73	0	247	0	0	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:	301	1870	0	0	2545	61	73	0	247	0	0	0
Added Vol:	0	122	0	0	459	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	1992	0	0	3004	61	73	0	247	0	0	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:	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 Volume:	301	1992	0	0	3004	61	73	0	247	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1992	0	0	3004	61	73	0	247	0	0	0
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:	301	1992	0	0	3004	61	73	0	247	0	0	0
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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.52	0.00	0.00	0.79	0.03	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	21.6	121	0.0	0.0	99.4	109.4	10.0	0.0	31.6	0.0	0.0	0.0
Volume/Cap:	1.11	0.61	0.00	0.00	1.11	0.04	0.58	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	147.9	3.0	0.0	0.0	77.3	3.5	69.9	0.0	52.0	0.0	0.0	0.0
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:	147.9	3.0	0.0	0.0	77.3	3.5	69.9	0.0	52.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E-	A	E	A	D-	A	A	A
HCM2kAvgQ:	18	11	0	0	78	1	4	0	11	0	0	0

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Winchester Blvd/Lark Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	9	Average Delay (sec/veh):	26.0
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Winchester Blvd						Lark 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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	949	336	749	516	0	0	0	0	253	0	1460
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:	0	949	336	749	516	0	0	0	0	253	0	1460
Added Vol:	0	424	0	17	74	0	0	0	0	0	0	73
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1373	336	766	590	0	0	0	0	253	0	1533
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1373	336	766	590	0	0	0	0	253	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1373	336	766	590	0	0	0	0	253	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1373	336	766	590	0	0	0	0	253	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.19	0.24	0.16	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	58.6	71.6	39.4	98.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.32	0.74	0.19	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Delay/Veh:	0.0	26.3	12.3	38.6	2.4	0.0	0.0	0.0	0.0	60.2	0.0	0.0
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:	0.0	26.3	12.3	38.6	2.4	0.0	0.0	0.0	0.0	60.2	0.0	0.0
LOS by Move:	A	C	B	D+	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	20	6	15	2	0	0	0	0	7	0	0

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Winchester Blvd/Lark Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	9	Average Delay (sec/veh):	35.0
Optimal Cycle:	138	Level Of Service:	C-

Street Name:	Winchester Blvd						Lark 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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module:												
Base Vol:	0	702	348	1551	893	0	0	0	0	439	0	1049
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:	0	702	348	1551	893	0	0	0	0	439	0	1049
Added Vol:	0	102	0	68	391	0	0	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	804	348	1619	1284	0	0	0	0	439	0	1069
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	804	348	1619	1284	0	0	0	0	439	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	804	348	1619	1284	0	0	0	0	439	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	804	348	1619	1284	0	0	0	0	439	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.20	0.51	0.34	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	27.2	45.0	66.0	93.1	0.0	0.0	0.0	0.0	17.9	0.0	0.0
Volume/Cap:	0.00	0.94	0.53	0.94	0.44	0.00	0.00	0.00	0.00	0.94	0.00	0.00
Delay/Veh:	0.0	62.6	30.0	35.0	4.7	0.0	0.0	0.0	0.0	76.6	0.0	0.0
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:	0.0	62.6	30.0	35.0	4.7	0.0	0.0	0.0	0.0	76.6	0.0	0.0
LOS by Move:	A	E	C	D+	A	A	A	A	A	E-	A	A
HCM2kAvgQ:	0	17	11	31	7	0	0	0	0	13	0	0

AM Peak - Cumulative I plus Project (Mitigated)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Lark Ave/SR 17 SB Ramp

Cycle (sec):	140	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	12	Average Delay (sec/veh):	33.7
Optimal Cycle:	68	Level Of Service:	C-

Street Name:	SR 17 SB Ramp						Lark 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:	Include			Ignore			Include			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:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	16	9	46	647	25	947	75	1178	11	4	1208	145
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:	16	9	46	647	25	947	75	1178	11	4	1208	145
Added Vol:	0	0	0	0	0	0	14	3	0	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	9	46	647	25	947	89	1181	11	4	1281	145
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	9	46	647	25	0	89	1181	11	4	1281	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	9	46	647	25	0	89	1181	11	4	1281	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	9	46	647	25	0	89	1181	11	4	1281	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.22	0.13	0.65	1.93	0.07	1.00	1.00	2.97	0.03	1.00	1.79	0.21
Final Sat.:	394	222	1134	3418	132	1750	1750	5548	52	1750	3323	376
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.19	0.19	0.00	0.05	0.21	0.21	0.00	0.39	0.39
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	35.7	35.7	0.0	9.6	66.6	66.6	15.7	72.7	72.7
Volume/Cap:	0.57	0.57	0.57	0.74	0.74	0.00	0.74	0.45	0.45	0.02	0.74	0.74
Delay/Veh:	68.9	68.9	68.9	51.3	51.3	0.0	85.8	24.5	24.5	55.4	27.9	27.9
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:	68.9	68.9	68.9	51.3	51.3	0.0	85.8	24.5	24.5	55.4	27.9	27.9
LOS by Move:	E	E	E	D-	D-	A	F	C	C	E+	C	C
HCM2kAvgQ:	4	4	4	15	15	0	6	11	11	0	24	24

PM Peak - Cumulative I plus Project (Mitigated)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Lark Ave/SR 17 SB Ramp

Cycle (sec):	140	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	12	Average Delay (sec/veh):	45.4
Optimal Cycle:	105	Level Of Service:	D

Street Name:	SR 17 SB Ramp						Lark 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:	Include			Ignore			Include			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:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	15	2	45	1025	22	927	143	1950	9	16	1091	146
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:	15	2	45	1025	22	927	143	1950	9	16	1091	146
Added Vol:	0	0	0	0	0	0	55	13	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	2	45	1025	22	927	198	1963	9	16	1111	146
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	2	45	1025	22	0	198	1963	9	16	1111	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	2	45	1025	22	0	198	1963	9	16	1111	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	2	45	1025	22	0	198	1963	9	16	1111	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.03	0.73	1.96	0.04	1.00	1.00	2.99	0.01	1.00	1.76	0.24
Final Sat.:	423	56	1270	3475	75	1750	1750	5574	26	1750	3270	430
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.29	0.29	0.00	0.11	0.35	0.35	0.01	0.34	0.34
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	46.5	46.5	0.0	17.9	62.6	62.6	8.9	53.6	53.6
Volume/Cap:	0.50	0.50	0.50	0.89	0.89	0.00	0.89	0.79	0.79	0.14	0.89	0.89
Delay/Veh:	65.7	65.7	65.7	52.7	52.7	0.0	92.0	34.8	34.8	62.6	47.6	47.6
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:	65.7	65.7	65.7	52.7	52.7	0.0	92.0	34.8	34.8	62.6	47.6	47.6
LOS by Move:	E	E	E	D-	D-	A	F	C-	C-	E	D	D
HCM2kAvgQ:	3	3	3	26	26	0	12	25	25	1	27	27

AM Peak - Cumulative I plus Project (Mitigated)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Winchester Blvd/Daves Ave

Cycle (sec): 140 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 12 Average Delay (sec/veh): 30.6
Optimal Cycle: OPTIMIZED Level Of Service: C

Street Name:	Winchester Blvd						Daves 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			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	1	0 1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	116	826	9	12	639	182	197	0	141	4	0	5
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:	116	826	9	12	639	182	197	0	141	4	0	5
Added Vol:	0	359	0	0	63	11	64	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1185	9	12	702	193	261	0	141	4	0	5
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:	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 Volume:	116	1185	9	12	702	193	261	0	141	4	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1185	9	12	702	193	261	0	141	4	0	5
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:	116	1185	9	12	702	193	261	0	141	4	0	5
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	0.95	0.92	1.00	0.95
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3672	28	1750	1900	1750	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.01	0.37	0.11	0.15	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					****
Green Time:	13.4	76.1	76.1	11.8	74.5	74.5	30.1	0.0	21.0	19.1	0.0	19.1
Volume/Cap:	0.69	0.59	0.59	0.08	0.69	0.21	0.69	0.00	0.52	0.02	0.00	0.02
Delay/Veh:	73.2	22.0	22.0	59.3	26.4	17.3	56.2	0.0	56.8	52.3	0.0	52.4
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:	73.2	22.0	22.0	59.3	26.4	17.3	56.2	0.0	56.8	52.3	0.0	52.4
LOS by Move:	E	C+	C+	E+	C	B	E+	A	E+	D-	A	D-
HCM2kAvgQ:	7	17	17	0	22	5	12	0	6	0	0	0

PM Peak - Cumulative I plus Project (Mitigated)
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City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Winchester Blvd/Daves Ave

Cycle (sec): 140 Critical Vol./Cap.(X): 0.982
Loss Time (sec): 12 Average Delay (sec/veh): 49.5
Optimal Cycle: OPTIMIZED Level Of Service: D

Street Name:	Winchester Blvd						Daves 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			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	1	0 1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	78	841	4	5	1139	152	110	0	73	9	0	14
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:	78	841	4	5	1139	152	110	0	73	9	0	14
Added Vol:	0	86	0	0	332	59	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	927	4	5	1471	211	125	0	73	9	0	14
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:	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 Volume:	78	927	4	5	1471	211	125	0	73	9	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	927	4	5	1471	211	125	0	73	9	0	14
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:	78	927	4	5	1471	211	125	0	73	9	0	14
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	0.95	0.92	1.00	0.95
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3684	16	1750	1900	1750	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.00	0.77	0.12	0.07	0.00	0.04	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green Time:	7.0	90.1	90.1	17.9	101	101.0	10.0	0.0	10.0	12.8	0.0	10.0
Volume/Cap:	0.89	0.39	0.39	0.02	1.07	0.17	1.00	0.00	0.57	0.06	0.00	0.11
Delay/Veh:	127.8	12.0	12.0	53.4	66.0	6.2	145.5	0.0	68.8	58.3	0.0	61.2
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:	127.8	12.0	12.0	53.4	66.0	6.2	145.5	0.0	68.8	58.3	0.0	61.2
LOS by Move:	F	B+	B+	D-	E	A	F	A	E	E+	A	E
HCM2kAvgQ:	6	9	9	0	78	3	9	0	4	0	0	1

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd

Cycle (sec):	115	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	12	Average Delay (sec/veh):	36.1
Optimal Cycle:	83	Level Of Service:	D+

Street Name:	Santa Cruz Ave-Winchester Blvd						Blossom Hill Rd-Mariposa Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	10	10	10	7	10	10	10	10	10	10	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	2 0	1	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	612	127	221	570	7	57	34	37	401	19	470
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:	2	612	127	221	570	7	57	34	37	401	19	470
Added Vol:	0	157	0	15	27	0	0	0	0	0	0	82
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	769	127	236	597	7	57	34	37	401	19	552
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:	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 Volume:	2	769	127	236	597	7	57	34	37	401	19	552
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	769	127	236	597	7	57	34	37	401	19	552
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:	2	769	127	236	597	7	57	34	37	401	19	552
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	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.44	0.27	0.29	0.95	0.05	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	779	465	506	1719	81	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.07	0.13	0.31	0.00	0.07	0.07	0.07	0.23	0.23	0.32
Crit Moves:		****		****			****					****
Green Time:	28.7	28.7	73.5	19.1	47.9	58.2	10.4	10.4	10.4	44.8	44.8	63.9
Volume/Cap:	0.00	0.81	0.11	0.81	0.76	0.01	0.81	0.81	0.81	0.60	0.60	0.57
Delay/Veh:	32.4	45.9	8.1	61.7	32.8	14.1	77.3	77.3	77.3	29.4	29.4	17.4
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:	32.4	45.9	8.1	61.7	32.8	14.1	77.3	77.3	77.3	29.4	29.4	17.4
LOS by Move:	C-	D	A	E	C-	B	E-	E-	E-	C	C	B
HCM2kAvgQ:	0	12	2	11	19	0	7	7	7	13	13	14

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	12	Average Delay (sec/veh):	42.1
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Santa Cruz Ave-Winchester Blvd						Blossom Hill Rd-Mariposa Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	10	10	10	7	10	10	10	10	10	10	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	2 0	1	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	5	480	203	292	818	22	45	42	31	300	12	244
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:	5	480	203	292	818	22	45	42	31	300	12	244
Added Vol:	0	37	0	76	145	0	0	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	517	203	368	963	22	45	42	31	300	12	264
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:	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 Volume:	5	517	203	368	963	22	45	42	31	300	12	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	517	203	368	963	22	45	42	31	300	12	264
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:	5	517	203	368	963	22	45	42	31	300	12	264
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	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.38	0.36	0.26	0.96	0.04	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	667	623	460	1731	69	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.21	0.51	0.01	0.07	0.07	0.07	0.17	0.17	0.15
Crit Moves:					****		****			****		
Green Time:	13.5	13.5	30.1	47.9	61.4	71.4	10.0	10.0	10.0	16.6	16.6	64.5
Volume/Cap:	0.02	1.00	0.39	0.44	0.82	0.02	0.67	0.67	0.67	1.05	1.05	0.23
Delay/Veh:	37.5	83.9	28.1	17.6	20.0	4.1	53.4	53.4	53.4	106.5	107	7.5
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:	37.5	83.9	28.1	17.6	20.0	4.1	53.4	53.4	53.4	106.5	107	7.5
LOS by Move:	D+	F	C	B	C+	A	D-	D-	D-	F	F	A
HCM2kAvgQ:	0	10	5	8	25	0	5	5	5	17	17	4

AM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Los Gatos Saratoga Rd/University Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 12 Average Delay (sec/veh): 36.4
Optimal Cycle: 72 Level Of Service: D+

Street Name:	University Ave						Los Gatos Saratoga Rd					
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:	Ovl			Ovl			Ovl			Ovl		
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 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	68	159	172	204	157	57	59	892	77	329	1304	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:	68	159	172	204	157	57	59	892	77	329	1304	130
Added Vol:	0	110	0	0	19	0	0	4	0	0	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	269	172	204	176	57	59	896	77	329	1332	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:	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 Volume:	68	269	172	204	176	57	59	896	77	329	1332	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	269	172	204	176	57	59	896	77	329	1332	130
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:	68	269	172	204	176	57	59	896	77	329	1332	130
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.10	0.12	0.09	0.03	0.03	0.24	0.04	0.19	0.35	0.07
Crit Moves:		****		****				****		****		
Green Time:	19.4	22.4	52.2	18.5	21.5	31.1	9.6	37.3	56.7	29.8	57.5	76.0
Volume/Cap:	0.24	0.76	0.23	0.76	0.52	0.13	0.42	0.76	0.09	0.76	0.73	0.12
Delay/Veh:	44.4	55.3	21.4	60.3	45.9	34.2	54.6	40.1	17.5	49.3	26.6	8.8
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:	44.4	55.3	21.4	60.3	45.9	34.2	54.6	40.1	17.5	49.3	26.6	8.8
LOS by Move:	D	E+	C+	E	D	C-	D-	D	B	D	C	A
HCM2kAvgQ:	2	11	4	10	6	2	2	15	2	14	20	2

PM Peak - Cumulative I plus Project (Mitigated)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Los Gatos Saratoga Rd/University Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.984
Loss Time (sec): 12 Average Delay (sec/veh): 52.5
Optimal Cycle: 180 Level Of Service: D-

Street Name:	University Ave						Los Gatos Saratoga Rd					
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:	Ovl			Ovl			Ovl			Ovl		
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 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	90	148	372	317	209	68	70	1375	150	426	957	125
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:	90	148	372	317	209	68	70	1375	150	426	957	125
Added Vol:	0	27	0	0	102	0	0	26	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	175	372	317	311	68	70	1401	150	426	963	125
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:	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 Volume:	90	175	372	317	311	68	70	1401	150	426	963	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	175	372	317	311	68	70	1401	150	426	963	125
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:	90	175	372	317	311	68	70	1401	150	426	963	125
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.21	0.18	0.16	0.04	0.04	0.37	0.09	0.24	0.25	0.07
Crit Moves:		****		****				****		****		
Green Time:	11.2	11.2	40.9	22.1	22.1	36.1	14.0	45.0	56.2	29.7	60.7	82.8
Volume/Cap:	0.55	0.98	0.62	0.98	0.89	0.13	0.34	0.98	0.18	0.98	0.50	0.10
Delay/Veh:	55.9	117	35.1	94.3	71.0	30.7	49.8	57.1	18.6	83.7	19.8	6.2
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:	55.9	117	35.1	94.3	71.0	30.7	49.8	57.1	18.6	83.7	19.8	6.2
LOS by Move:	E+	F	D+	F	E	C	D	E+	B-	F	B-	A
HCM2kAvgQ:	4	10	13	18	14	2	2	26	3	22	12	2

Mitigated Intersection Level of Service Calculations

Cumulative II plus Plan Conditions

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Tomas Expwy/Hamilton Ave

Cycle (sec):	160	Critical Vol./Cap.(X):	1.064
Loss Time (sec):	12	Average Delay (sec/veh):	69.7
Optimal Cycle:	180	Level Of Service:	E

Street Name:	San Tomas Expwy						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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	14	58	10	14	71	10	14	10	10	14	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:	2 0	3 0	1	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	275	3389	233	322	1340	171	335	832	265	321	901	647
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:	275	3389	233	322	1340	171	335	832	265	321	901	647
Added Vol:	10	21	10	0	119	0	0	0	60	60	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	3410	243	322	1459	171	335	832	325	381	901	647
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF 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 Volume:	285	2899	243	322	1459	171	335	832	325	381	901	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	2899	243	322	1459	171	335	832	325	381	901	647
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:	285	2899	243	322	1459	171	335	832	325	381	901	647
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.51	0.14	0.10	0.19	0.10	0.11	0.15	0.19	0.12	0.16	0.37
Crit Moves:		****		****			****					****
Green Time:	15.5	76.4	101.9	15.4	76.3	92.2	16.0	30.7	46.3	25.5	40.2	55.6
Volume/Cap:	0.93	1.06	0.22	1.06	0.40	0.17	1.06	0.76	0.64	0.76	0.63	1.06
Delay/Veh:	105.5	79.2	12.3	142.1	27.2	16.0	140.8	64.3	52.4	71.0	54.2	107.1
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:	105.5	79.2	12.3	142.1	27.2	16.0	140.8	64.3	52.4	71.0	54.2	107.1
LOS by Move:	F	E-	B	F	C	B	F	E	D-	E	D-	F
HCM2kAvgQ:	9	54	5	14	11	4	15	14	15	12	13	44

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 San Tomas Expwy/Hamilton Ave

Cycle (sec):	160	Critical Vol./Cap.(X):	0.903
Loss Time (sec):	12	Average Delay (sec/veh):	52.5
Optimal Cycle:	139	Level Of Service:	D-

Street Name:	San Tomas Expwy						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:	Ovl			Ovl			Ovl			Ovl		
Min. Green:	14	58	10	14	71	10	14	10	10	14	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:	2 0	4 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	301	1363	267	530	2936	415	290	993	329	279	1073	353
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:	301	1363	267	530	2936	415	290	993	329	279	1073	353
Added Vol:	55	110	55	0	29	0	0	0	14	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	1473	322	530	2965	415	290	993	343	293	1073	353
User Adj:	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF 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 Volume:	356	1473	322	530	2520	415	290	993	343	293	1073	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	1473	322	530	2520	415	290	993	343	293	1073	353
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:	356	1473	322	530	2520	415	290	993	343	293	1073	353
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.18	0.17	0.44	0.24	0.09	0.17	0.20	0.09	0.19	0.20
Crit Moves:	****				****		****				****	
Green Time:	20.0	67.2	84.5	31.2	78.3	94.6	16.3	32.4	52.4	17.3	33.3	64.5
Volume/Cap:	0.90	0.46	0.35	0.86	0.90	0.40	0.90	0.86	0.60	0.86	0.90	0.50
Delay/Veh:	92.5	33.5	22.1	74.5	42.0	17.8	98.3	68.4	46.8	89.6	71.5	36.2
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:	92.5	33.5	22.1	74.5	42.0	17.8	98.3	68.4	46.8	89.6	71.5	36.2
LOS by Move:	F	C-	C+	E	D	B	F	E	D	F	E	D+
HCM2kAvgQ:	11	12	9	18	40	11	11	18	15	11	20	14

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 San Tomas Expwy/Campbell Ave

Cycle (sec):	160	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	12	Average Delay (sec/veh):	64.8
Optimal Cycle:	118	Level Of Service:	E

Street Name:	San Tomas Expwy						Campbell 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:	Ovl			Ovl			Ovl			Ignore		
Min. Green:	14	67	10	14	68	10	14	10	10	14	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:	2 0	3 0	1	2 0	4 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	751	3039	201	194	1351	405	483	615	591	132	625	380
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:	751	3039	201	194	1351	405	483	615	591	132	625	380
Added Vol:	10	42	10	0	239	0	0	0	60	60	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	761	3081	211	194	1590	405	483	615	651	192	625	380
User Adj:	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	761	2619	211	194	1590	405	483	615	651	192	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	761	2619	211	194	1590	405	483	615	651	192	625	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	761	2619	211	194	1590	405	483	615	651	192	625	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.97	0.92
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	5700	1750	3150	7600	1750	3150	3800	1750	3150	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.46	0.12	0.06	0.21	0.23	0.15	0.16	0.37	0.06	0.17	0.00
Crit Moves:	****				****		****				****	
Green Time:	34.3	85.9	102.0	16.4	68.0	89.8	21.8	29.7	64.0	16.0	24.0	0.0
Volume/Cap:	1.13	0.86	0.19	0.60	0.49	0.41	1.13	0.87	0.93	0.61	1.13	0.00
Delay/Veh:	138.3	34.3	12.1	71.9	33.6	20.3	152.2	74.9	65.0	72.4	146	0.0
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:	138.3	34.3	12.1	71.9	33.6	20.3	152.2	74.9	65.0	72.4	146	0.0
LOS by Move:	F	C-	B	E	C-	C+	F	E	E	E	F	A
HCM2kAvgQ:	32	38	4	5	14	12	21	17	37	6	23	0

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #2 San Tomas Expwy/Campbell Ave

Cycle (sec):	180	Critical Vol./Cap.(X):	0.950
Loss Time (sec):	12	Average Delay (sec/veh):	67.8
Optimal Cycle:	180	Level Of Service:	E

Street Name:	San Tomas Expwy						Campbell 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:	Ovl			Ovl			Ovl			Ignore		
Min. Green:	14	67	10	14	68	10	14	10	10	14	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:	2 0	4 0	1	2 0	3 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	665	1382	154	468	2494	518	321	724	797	119	734	305
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:	665	1382	154	468	2494	518	321	724	797	119	734	305
Added Vol:	55	221	55	0	58	0	0	0	14	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	720	1603	209	468	2552	518	321	724	811	133	734	305
User Adj:	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	720	1603	209	468	2169	518	321	724	811	133	734	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	1603	209	468	2169	518	321	724	811	133	734	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	720	1603	209	468	2169	518	321	724	811	133	734	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.97	0.92
Lanes:	2.00	4.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	7600	1750	3150	5700	1750	3150	3800	1750	3150	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.21	0.12	0.15	0.38	0.30	0.10	0.19	0.46	0.04	0.20	0.00
Crit Moves:	****				****				****	****		
Green Time:	41.7	79.4	93.4	31.7	69.4	88.7	19.3	42.9	84.6	14.0	37.6	0.0
Volume/Cap:	0.99	0.48	0.23	0.84	0.99	0.60	0.95	0.80	0.99	0.54	0.95	0.00
Delay/Veh:	98.7	35.7	23.8	83.0	70.9	34.1	115.9	69.7	75.1	82.4	91.5	0.0
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:	98.7	35.7	23.8	83.0	70.9	34.1	115.9	69.7	75.1	82.4	91.5	0.0
LOS by Move:	F	D+	C	F	E	C-	F	E	E-	F	F	A
HCM2kAvgQ:	29	15	6	14	40	21	14	20	53	5	24	0

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	140	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	9	Average Delay (sec/veh):	76.0
Optimal Cycle:	109	Level Of Service:	E-

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	10	80	10	0	10	10	10	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:	0 0	0 0	0	2 1	0 0	3	0 0	8 0	2	3 0	6 0	0
Volume Module:												
Base Vol:	0	0	0	1038	4	1527	0	2135	1981	514	4026	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:	0	0	0	1038	4	1527	0	2135	1981	514	4026	0
Added Vol:	0	0	0	0	0	746	0	190	84	0	830	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1038	4	2273	0	2325	2065	514	4856	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1038	4	2273	0	2325	0	514	4856	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1038	4	2273	0	2325	0	514	4856	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1038	4	2273	0	2325	0	514	4856	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.80	0.92	1.00	0.83	0.80	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	3.00	0.00	8.00	2.00	3.00	6.00	0.00
Final Sat.:	0	0	0	4931	19	4551	0	xxxx	3150	4551	xxxx	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.50	0.00	0.15	0.00	0.11	0.43	0.00
Crit Moves:					****		****				****	
Green Time:	0.0	0.0	0.0	80.0	80.0	80.0	0.0	29.3	0.0	21.7	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.37	0.37	0.87	0.00	0.73	0.00	0.73	1.17	0.00
Delay/Veh:	0.0	0.0	0.0	16.4	16.4	29.3	0.0	52.5	0.0	60.3	124	0.0
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:	0.0	0.0	0.0	16.4	16.4	29.3	0.0	52.5	0.0	60.3	124	0.0
LOS by Move:	A	A	A	B	B	C	A	D-	A	E	F	A
HCM2kAvgQ:	0	0	0	9	9	37	0	13	0	8	47	0

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	140	Critical Vol./Cap.(X):	0.772
Loss Time (sec):	9	Average Delay (sec/veh):	70.7
Optimal Cycle:	109	Level Of Service:	E

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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:	Ignore			Ovl			Ignore			Ignore		
Min. Green:	0	0	0	10	80	10	0	10	10	10	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:	0 0	0 0	0	2 1	0 0	3	0 0	8 0	2	3 0	6 0	0
Volume Module:												
Base Vol:	0	0	0	1552	4	683	0	3940	1084	378	2202	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:	0	0	0	1552	4	683	0	3940	1084	378	2202	0
Added Vol:	0	0	0	0	0	180	0	1000	457	0	198	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1552	4	863	0	4940	1541	378	2400	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1552	4	863	0	4940	0	378	2400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1552	4	863	0	4940	0	378	2400	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1552	4	863	0	4940	0	378	2400	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.80	0.92	1.00	0.83	0.80	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	3.00	0.00	8.00	2.00	3.00	6.00	0.00
Final Sat.:	0	0	0	4937	13	4551	0	xxxx	3150	4551	xxxx	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.31	0.19	0.00	0.33	0.00	0.08	0.21	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	80.0	80.0	80.0	0.0	40.6	0.0	10.4	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.55	0.33	0.00	1.12	0.00	1.12	0.58	0.00
Delay/Veh:	0.0	0.0	0.0	19.0	19.0	15.9	0.0	107	0.0	150.3	36.0	0.0
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:	0.0	0.0	0.0	19.0	19.0	15.9	0.0	107	0.0	150.3	36.0	0.0
LOS by Move:	A	A	A	B-	B-	B	A	F	A	F	D+	A
HCM2kAvgQ:	0	0	0	16	16	8	0	38	0	10	13	0

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Camden Ave/White Oaks Rd-Curtner Ave

Cycle (sec):	160	Critical Vol./Cap.(X):	1.037
Loss Time (sec):	12	Average Delay (sec/veh):	72.1
Optimal Cycle:	180	Level Of Service:	E

Street Name:	White Oaks Rd-Curtner Ave						Camden 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:	Ovl			Ovl			Ignore			Ovl		
Min. Green:	14	10	10	14	10	10	10	10	10	10	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:	3 0	2 0	1	1 0	1 0	3	3 0	4 0	1	2 0	6 0	1
Volume Module:												
Base Vol:	1137	242	32	26	7	759	415	1591	1188	14	4613	85
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:	1137	242	32	26	7	759	415	1591	1188	14	4613	85
Added Vol:	494	0	0	0	0	0	35	59	96	0	336	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1631	242	32	26	7	759	450	1650	1284	14	4949	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1631	242	32	26	7	759	450	1650	0	14	4949	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1631	242	32	26	7	759	450	1650	0	14	4949	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1631	242	32	26	7	759	450	1650	0	14	4949	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.80	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	3.00	2.00	1.00	1.00	1.00	3.00	3.00	4.00	1.00	2.00	6.00	1.00
Final Sat.:	4551	3800	1750	1750	1900	4551	4551	7600	1750	3150	xxxx	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.06	0.02	0.01	0.00	0.17	0.10	0.22	0.00	0.00	0.43	0.05
Crit Moves:	****					****	****				****	
Green Time:	55.3	27.7	46.1	38.1	10.5	25.7	15.3	63.9	0.0	18.4	67.0	105.0
Volume/Cap:	1.04	0.37	0.06	0.06	0.06	1.04	1.04	0.54	0.00	0.04	1.04	0.07
Delay/Veh:	85.3	60.0	41.5	47.5	71.0	110.4	125.5	37.6	0.0	63.2	70.5	10.0
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:	85.3	60.0	41.5	47.5	71.0	110.4	125.5	37.6	0.0	63.2	70.5	10.0
LOS by Move:	F	E+	D	D	E	F	F	D+	A	E	E	B+
HCM2kAvgQ:	41	5	1	1	0	21	12	15	0	0	44	2

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 Camden Ave/White Oaks Rd-Curtner Ave

Cycle (sec):	160	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	12	Average Delay (sec/veh):	50.9
Optimal Cycle:	125	Level Of Service:	D

Street Name:	White Oaks Rd-Curtner Ave						Camden 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:	Ovl			Ovl			Ignore			Ovl		
Min. Green:	14	10	10	14	10	10	10	10	10	10	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:	3 0	2 0	1	1 0	1 0	3	3 0	4 0	1	2 0	6 0	1
Volume Module:												
Base Vol:	938	226	215	51	14	744	624	3974	931	46	2020	83
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:	938	226	215	51	14	744	624	3974	931	46	2020	83
Added Vol:	117	0	0	0	0	0	58	310	631	0	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1055	226	215	51	14	744	682	4284	1562	46	2101	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1055	226	215	51	14	744	682	4284	0	46	2101	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1055	226	215	51	14	744	682	4284	0	46	2101	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1055	226	215	51	14	744	682	4284	0	46	2101	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.80	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	3.00	2.00	1.00	1.00	1.00	3.00	3.00	4.00	1.00	2.00	6.00	1.00
Final Sat.:	4551	3800	1750	1750	1900	4551	4551	7600	1750	3150	xxxx	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.06	0.12	0.03	0.01	0.16	0.15	0.56	0.00	0.01	0.18	0.05
Crit Moves:	****				****			****		****		
Green Time:	37.3	26.2	36.2	21.1	10.0	55.2	45.2	90.7	0.0	10.0	55.5	76.7
Volume/Cap:	0.99	0.36	0.54	0.22	0.12	0.47	0.53	0.99	0.00	0.23	0.53	0.10
Delay/Veh:	87.6	61.2	59.9	64.3	72.9	42.1	50.1	46.9	0.0	74.1	42.3	23.0
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:	87.6	61.2	59.9	64.3	72.9	42.1	50.1	46.9	0.0	74.1	42.3	23.0
LOS by Move:	F	E	E+	E	E	D	D	D	A	E	D	C
HCM2kAvgQ:	27	5	10	2	1	12	11	52	0	1	14	2

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Winchester Blvd/W Sunnyoaks Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.036
Loss Time (sec):	9	Average Delay (sec/veh):	38.8
Optimal Cycle:	180	Level Of Service:	D+

Street Name:	Winchester Blvd						W Sunnyoaks 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	10	10	0	10	10	10	0	0	0
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	2 0	1	0 0	2 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	73	2220	0	0	2163	315	539	0	108	0	0	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:	73	2220	0	0	2163	315	539	0	108	0	0	0
Added Vol:	5	160	0	0	658	0	0	0	30	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	2380	0	0	2821	315	539	0	138	0	0	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:	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 Volume:	78	2380	0	0	2821	315	539	0	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	2380	0	0	2821	315	539	0	138	0	0	0
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:	78	2380	0	0	2821	315	539	0	138	0	0	0
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:	1.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.63	0.00	0.00	0.74	0.18	0.17	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	91.5	0.0	0.0	84.5	84.5	19.5	0.0	19.5	0.0	0.0	0.0
Volume/Cap:	0.76	0.82	0.00	0.00	1.05	0.26	1.05	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	84.1	11.0	0.0	0.0	51.5	6.5	105.0	0.0	47.0	0.0	0.0	0.0
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:	84.1	11.0	0.0	0.0	51.5	6.5	105.0	0.0	47.0	0.0	0.0	0.0
LOS by Move:	F	B+	A	A	D-	A	F	A	D	A	A	A
HCM2kAvgQ:	3	26	0	0	66	4	18	0	5	0	0	0

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Winchester Blvd/W Sunnyoaks Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	1.019
Loss Time (sec):	9	Average Delay (sec/veh):	27.6
Optimal Cycle:	180	Level Of Service:	C

Street Name:	Winchester Blvd						W Sunnyoaks 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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	7	10	10	10	10	0	10	10	10	0	0	0
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	2 0	1	0 0	2 0	1	2 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	118	2654	0	0	2151	437	279	0	59	0	0	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:	118	2654	0	0	2151	437	279	0	59	0	0	0
Added Vol:	28	592	0	0	194	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	3246	0	0	2345	437	279	0	66	0	0	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:	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 Volume:	146	3246	0	0	2345	437	279	0	66	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	3246	0	0	2345	437	279	0	66	0	0	0
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:	146	3246	0	0	2345	437	279	0	66	0	0	0
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:	1.00	2.00	1.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	1750	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.85	0.00	0.00	0.62	0.25	0.09	0.00	0.04	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	12.0	101	0.0	0.0	88.6	88.6	10.4	0.0	10.4	0.0	0.0	0.0
Volume/Cap:	0.84	1.02	0.00	0.00	0.84	0.34	1.02	0.00	0.43	0.00	0.00	0.00
Delay/Veh:	81.1	30.7	0.0	0.0	13.1	5.6	114.2	0.0	54.0	0.0	0.0	0.0
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:	81.1	30.7	0.0	0.0	13.1	5.6	114.2	0.0	54.0	0.0	0.0	0.0
LOS by Move:	F	C	A	A	B	A	F	A	D-	A	A	A
HCM2kAvgQ:	5	62	0	0	31	6	10	0	3	0	0	0

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Winchester Blvd/W Hacienda Ave

Cycle (sec):	110	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	12	Average Delay (sec/veh):	45.8
Optimal Cycle:	125	Level Of Service:	D

Street Name:	Winchester Blvd						W Hacienda 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:	Ovl			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	2 0	1	2 0	2 0	1	2 0	0 1	0	1 0	1 0	2
Volume Module:												
Base Vol:	52	1329	84	199	1356	432	688	74	114	35	38	104
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:	52	1329	84	199	1356	432	688	74	114	35	38	104
Added Vol:	-5	69	329	421	291	-24	40	23	16	35	3	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1398	413	620	1647	408	728	97	130	70	41	160
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:	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 Volume:	47	1398	413	620	1647	408	728	97	130	70	41	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1398	413	620	1647	408	728	97	130	70	41	160
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:	47	1398	413	620	1647	408	728	97	130	70	41	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.83
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.43	0.57	1.00	1.00	2.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	769	1031	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.24	0.20	0.43	0.23	0.23	0.13	0.13	0.04	0.02	0.05
Crit Moves:		****		****			****				****	
Green Time:	8.0	40.7	55.6	21.8	54.5	80.0	25.6	20.7	20.7	14.9	10.0	31.8
Volume/Cap:	0.37	0.99	0.47	0.99	0.88	0.32	0.99	0.67	0.67	0.30	0.24	0.18
Delay/Veh:	50.4	57.3	18.0	78.7	29.7	5.5	74.0	46.7	46.7	43.5	47.2	29.4
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:	50.4	57.3	18.0	78.7	29.7	5.5	74.0	46.7	46.7	43.5	47.2	29.4
LOS by Move:	D	E+	B-	E-	C	A	E	D	D	D	D	C
HCM2kAvgQ:	2	30	10	13	23	5	21	9	9	3	1	2

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 Winchester Blvd/W Hacienda Ave

Cycle (sec):	110	Critical Vol./Cap.(X):	0.979
Loss Time (sec):	12	Average Delay (sec/veh):	46.5
Optimal Cycle:	178	Level Of Service:	D

Street Name:	Winchester Blvd						W Hacienda 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:	Ovl			Ovl			Include			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	2 0	1	2 0	2 0	1	2 0	0 1	0	1 0	1 0	2
Volume Module:												
Base Vol:	106	1484	49	148	1312	455	347	41	79	130	90	597
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:	106	1484	49	148	1312	455	347	41	79	130	90	597
Added Vol:	13	274	71	90	87	24	-20	5	-3	233	21	366
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1758	120	238	1399	479	327	46	76	363	111	963
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:	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 Volume:	119	1758	120	238	1399	479	327	46	76	363	111	963
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1758	120	238	1399	479	327	46	76	363	111	963
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:	119	1758	120	238	1399	479	327	46	76	363	111	963
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.83
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	0.38	0.62	1.00	1.00	2.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	679	1121	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.07	0.08	0.37	0.27	0.10	0.07	0.07	0.21	0.06	0.31
Crit Moves:		****		****			****					****
Green Time:	9.4	52.0	78.1	8.5	51.0	62.7	11.7	11.4	11.4	26.1	25.9	34.4
Volume/Cap:	0.79	0.98	0.10	0.98	0.79	0.48	0.98	0.65	0.65	0.87	0.25	0.98
Delay/Veh:	73.8	44.9	5.0	102.3	27.6	14.4	92.4	55.3	55.3	58.6	34.5	61.0
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:	73.8	44.9	5.0	102.3	27.6	14.4	92.4	55.3	55.3	58.6	34.5	61.0
LOS by Move:	E	D	A	F	C	B	F	E+	E+	E+	C-	E
HCM2kAvgQ:	6	36	1	6	19	10	11	5	5	16	3	25

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 E Sunnyoaks Ave/Dell Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 9 Average Delay (sec/veh): 11.6
Optimal Cycle: 41 Level Of Service: B+

Street Name:	Dell Ave						E Sunnyoaks 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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	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:	0 0	1 0	2	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	33	133	112	756	0	0	0	0	94	0	31
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:	0	33	133	112	756	0	0	0	0	94	0	31
Added Vol:	0	0	177	0	183	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	33	310	112	939	0	0	0	0	94	0	31
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:	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 Volume:	0	33	310	112	939	0	0	0	0	94	0	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	33	310	112	939	0	0	0	0	94	0	31
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:	0	33	310	112	939	0	0	0	0	94	0	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.10	0.06	0.49	0.00	0.00	0.00	0.00	0.05	0.00	0.02
Crit Moves:	****				****					****		
Green Time:	0.0	40.5	40.5	40.5	81.0	0.0	0.0	0.0	0.0	10.0	0.0	50.5
Volume/Cap:	0.00	0.04	0.24	0.16	0.61	0.00	0.00	0.00	0.00	0.54	0.00	0.04
Delay/Veh:	0.0	18.0	19.7	19.0	4.3	0.0	0.0	0.0	0.0	46.1	0.0	12.5
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:	0.0	18.0	19.7	19.0	4.3	0.0	0.0	0.0	0.0	46.1	0.0	12.5
LOS by Move:	A	B-	B-	B-	A	A	A	A	A	D	A	B
HCM2kAvgQ:	0	1	4	2	11	0	0	0	0	4	0	1

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #7 E Sunnyoaks Ave/Dell Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 9 Average Delay (sec/veh): 12.2
Optimal Cycle: 48 Level Of Service: B

Street Name:	Dell Ave						E Sunnyoaks 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			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	10	10	10	10	0	0	0	0	10	0	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:	0 0	1 0	2	1 0	1 0	0	0 0	0 0	0	1 0	0 0	1
Volume Module:												
Base Vol:	0	89	441	110	250	0	0	0	0	68	0	54
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:	0	89	441	110	250	0	0	0	0	68	0	54
Added Vol:	0	0	1164	0	39	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	89	1605	110	289	0	0	0	0	68	0	54
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:	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 Volume:	0	89	1605	110	289	0	0	0	0	68	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	89	1605	110	289	0	0	0	0	68	0	54
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:	0	89	1605	110	289	0	0	0	0	68	0	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	2.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1900	3150	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.51	0.06	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.03
Crit Moves:			****	****						****		
Green Time:	0.0	71.0	71.0	10.0	81.0	0.0	0.0	0.0	0.0	10.0	0.0	20.0
Volume/Cap:	0.00	0.07	0.72	0.63	0.19	0.00	0.00	0.00	0.00	0.39	0.00	0.15
Delay/Veh:	0.0	4.4	9.7	50.3	2.2	0.0	0.0	0.0	0.0	43.6	0.0	33.2
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:	0.0	4.4	9.7	50.3	2.2	0.0	0.0	0.0	0.0	43.6	0.0	33.2
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	C-
HCM2kAvgQ:	0	1	18	5	2	0	0	0	0	3	0	2

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W Hacienda/Dell Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.905
Loss Time (sec):	9	Average Delay (sec/veh):	33.0
Optimal Cycle:	106	Level Of Service:	C-

Street Name:	Dell Ave						W Hacienda					
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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	0	0	10	10	10	10	10	0	0	0
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	2 0	0	1 0	3 0	1	1 0	0 0	1	1 0	0 0	0
Volume Module:												
Base Vol:	50	107	0	0	511	237	72	0	74	1	0	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:	50	107	0	0	511	237	72	0	74	1	0	0
Added Vol:	94	203	0	0	1426	0	0	0	773	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	310	0	0	1937	237	72	0	847	1	0	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:	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 Volume:	144	310	0	0	1937	237	72	0	847	1	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	310	0	0	1937	237	72	0	847	1	0	0
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:	144	310	0	0	1937	237	72	0	847	1	0	0
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	2.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	5700	1750	1750	0	1750	1750	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.00	0.00	0.34	0.14	0.04	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	10.0	48.0	0.0	0.0	38.0	38.0	43.0	0.0	53.0	43.0	0.0	0.0
Volume/Cap:	0.82	0.17	0.00	0.00	0.89	0.36	0.10	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	70.0	14.7	0.0	0.0	34.3	22.5	17.0	0.0	34.6	16.3	0.0	0.0
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:	70.0	14.7	0.0	0.0	34.3	22.5	17.0	0.0	34.6	16.3	0.0	0.0
LOS by Move:	E	B	A	A	C-	C+	B	A	C-	B	A	A
HCM2kAvgQ:	7	3	0	0	22	6	1	0	30	0	0	0

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #8 W Hacienda/Dell Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.811
Loss Time (sec):	9	Average Delay (sec/veh):	18.9
Optimal Cycle:	71	Level Of Service:	B-

Street Name:	Dell Ave						W Hacienda					
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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	10	10	0	0	10	10	10	10	10	0	0	0
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	2 0	0	1 0	3 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	310	266	0	0	192	176	186	0	81	0	0	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:	310	266	0	0	192	176	186	0	81	0	0	0
Added Vol:	620	1333	0	0	306	0	0	0	166	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	930	1599	0	0	498	176	186	0	247	0	0	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:	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 Volume:	930	1599	0	0	498	176	186	0	247	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	930	1599	0	0	498	176	186	0	247	0	0	0
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:	930	1599	0	0	498	176	186	0	247	0	0	0
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	2.00	0.00	1.00	3.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	1750	5700	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.53	0.42	0.00	0.00	0.09	0.10	0.11	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green Time:	65.5	77.9	0.0	0.0	12.4	12.4	13.1	0.0	78.6	0.0	0.0	0.0
Volume/Cap:	0.81	0.54	0.00	0.00	0.70	0.81	0.81	0.00	0.18	0.00	0.00	0.00
Delay/Veh:	17.2	4.4	0.0	0.0	45.3	62.8	61.5	0.0	2.7	0.0	0.0	0.0
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:	17.2	4.4	0.0	0.0	45.3	62.8	61.5	0.0	2.7	0.0	0.0	0.0
LOS by Move:	B	A	A	A	D	E	E	A	A	A	A	A
HCM2kAvgQ:	24	10	0	0	6	8	8	0	2	0	0	0

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Bascom Ave/Camden Ave

Cycle (sec):	106	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	12	Average Delay (sec/veh):	42.9
Optimal Cycle:	156	Level Of Service:	D

Street Name:	Bascom Ave						Camden 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			Ovl		
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:	3 0	2 1	0	2 0	4 0	2	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	595	688	116	84	682	431	220	899	364	198	2825	55
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:	595	688	116	84	682	431	220	899	364	198	2825	55
Added Vol:	276	0	0	0	0	30	5	5	48	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	871	688	116	84	682	461	225	904	412	198	2855	55
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:	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 Volume:	871	688	116	84	682	461	225	904	412	198	2855	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	871	688	116	84	682	461	225	904	412	198	2855	55
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:	871	688	116	84	682	461	225	904	412	198	2855	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.99	0.95	0.83	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	2.55	0.45	2.00	4.00	2.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4551	4791	808	3150	7600	3150	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.14	0.14	0.03	0.09	0.15	0.07	0.16	0.24	0.11	0.50	0.03
Crit Moves:	****				****		****				****	
Green Time:	21.1	21.3	21.3	9.8	10.0	17.9	7.9	36.7	57.8	26.2	55.1	64.9
Volume/Cap:	0.96	0.72	0.72	0.29	0.95	0.87	0.96	0.46	0.43	0.46	0.96	0.05
Delay/Veh:	63.6	41.8	41.8	45.4	70.1	57.2	97.5	27.1	14.7	34.6	34.1	8.3
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:	63.6	41.8	41.8	45.4	70.1	57.2	97.5	27.1	14.7	34.6	34.1	8.3
LOS by Move:	E	D	D	D	E	E+	F	C	B	C-	C-	A
HCM2kAvgQ:	14	8	8	1	7	10	6	7	8	6	36	1

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #10 Bascom Ave/Camden Ave

Cycle (sec):	166	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	12	Average Delay (sec/veh):	47.7
Optimal Cycle:	132	Level Of Service:	D

Street Name:	Bascom Ave						Camden 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			Ovl		
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:	3 0	2 1	0	2 0	4 0	2	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	496	734	291	140	670	270	322	2916	466	145	988	114
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:	496	734	291	140	670	270	322	2916	466	145	988	114
Added Vol:	67	0	0	0	0	7	28	28	255	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	563	734	291	140	670	277	350	2944	721	145	995	114
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:	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 Volume:	563	734	291	140	670	277	350	2944	721	145	995	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	734	291	140	670	277	350	2944	721	145	995	114
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:	563	734	291	140	670	277	350	2944	721	145	995	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.95	0.83	1.00	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	2.12	0.88	2.00	4.00	2.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	4551	4008	1589	3150	7600	3150	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.04	0.09	0.09	0.11	0.52	0.41	0.08	0.17	0.07
Crit Moves:		****		****				****		****		
Green Time:	24.7	34.1	34.1	8.3	17.6	61.0	43.4	96.2	120.9	15.4	68.2	76.5
Volume/Cap:	0.83	0.89	0.89	0.89	0.83	0.24	0.42	0.89	0.57	0.89	0.42	0.14
Delay/Veh:	77.1	73.1	73.1	120.3	79.9	36.5	51.3	33.8	11.0	115.3	35.0	25.9
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:	77.1	73.1	73.1	120.3	79.9	36.5	51.3	33.8	11.0	115.3	35.0	25.9
LOS by Move:	E-	E	E	F	E-	D+	D-	C-	B+	F	D+	C
HCM2kAvgQ:	12	18	18	5	9	6	8	40	17	11	12	3

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2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Winchester Blvd/Knowles Dr

Cycle (sec):	110	Critical Vol./Cap.(X):	0.992
Loss Time (sec):	12	Average Delay (sec/veh):	50.7
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Winchester Blvd						Knowles Dr					
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			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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:	2 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	2! 0	1
Volume Module:												
Base Vol:	449	850	260	75	714	244	306	40	401	59	20	45
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:	449	850	260	75	714	244	306	40	401	59	20	45
Added Vol:	-13	309	486	319	52	-8	40	46	10	79	6	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	1159	746	394	766	236	346	86	411	138	26	90
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:	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 Volume:	436	1159	746	394	766	236	346	86	411	138	26	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	1159	746	394	766	236	346	86	411	138	26	90
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:	436	1159	746	394	766	236	346	86	411	138	26	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.83	0.43	1.74
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	1900	1750	4501	748	3045
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.43	0.23	0.20	0.13	0.20	0.05	0.23	0.03	0.03	0.03
Crit Moves:			****	****			****				****	
Green Time:	27.5	44.2	44.2	23.3	40.0	60.5	20.5	15.7	43.2	14.8	10.0	33.3
Volume/Cap:	0.55	0.76	1.06	1.06	0.55	0.25	1.06	0.32	0.60	0.23	0.38	0.10
Delay/Veh:	36.8	30.6	84.3	107.2	28.4	13.0	111.8	43.0	28.0	42.6	47.5	27.5
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:	36.8	30.6	84.3	107.2	28.4	13.0	111.8	43.0	28.0	42.6	47.5	27.5
LOS by Move:	D+	C	F	F	C	B	F	D	C	D	D	C
HCM2kAvgQ:	7	16	33	22	11	4	20	3	12	2	2	1

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Intersection #14 Winchester Blvd/Knowles Dr

Cycle (sec):	110	Critical Vol./Cap.(X):	0.953
Loss Time (sec):	12	Average Delay (sec/veh):	44.2
Optimal Cycle:	151	Level Of Service:	D

Street Name:	Winchester Blvd						Knowles Dr					
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			Ovl		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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:	2 0	2 0	1	1 0	2 0	1	1 0	1 0	1	2 0	2! 0	1
Volume Module:												
Base Vol:	463	894	76	35	1181	247	303	32	488	239	50	120
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:	463	894	76	35	1181	247	303	32	488	239	50	120
Added Vol:	13	73	104	68	210	24	-9	10	-5	518	42	293
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	967	180	103	1391	271	294	42	483	757	92	413
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:	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 Volume:	476	967	180	103	1391	271	294	42	483	757	92	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	967	180	103	1391	271	294	42	483	757	92	413
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:	476	967	180	103	1391	271	294	42	483	757	92	413
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	0.92	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	2.96	0.32	1.72
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	1900	1750	4747	561	3010
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.10	0.06	0.37	0.15	0.17	0.02	0.28	0.16	0.16	0.14
Crit Moves:	****				****		****				****	
Green Time:	17.4	47.7	47.7	11.9	42.2	61.6	19.4	16.8	34.3	21.5	18.9	30.9
Volume/Cap:	0.95	0.59	0.24	0.54	0.95	0.28	0.95	0.14	0.89	0.82	0.95	0.49
Delay/Veh:	74.6	24.2	19.8	49.6	46.9	12.7	83.6	40.6	52.0	45.9	60.1	33.1
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:	74.6	24.2	19.8	49.6	46.9	12.7	83.6	40.6	52.0	45.9	60.1	33.1
LOS by Move:	E	C	B-	D	D	B	F	D	D-	D	E	C-
HCM2kAvgQ:	11	12	4	4	28	5	15	1	20	12	15	8

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Intersection #15 Winchester Blvd/SR 85 NB Ramp

Cycle (sec):	80	Critical Vol./Cap.(X):	0.744
Loss Time (sec):	9	Average Delay (sec/veh):	16.9
Optimal Cycle:	55	Level Of Service:	B

Street Name:	Winchester Blvd						SR 85 NB Ramp					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	0	0	0	10	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:	2 0	2 0	1	1 0	1 1	0	0 0	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	326	1615	159	19	967	205	0	0	0	33	17	8
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:	326	1615	159	19	967	205	0	0	0	33	17	8
Added Vol:	0	782	0	0	88	52	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	2397	159	19	1055	257	0	0	0	33	17	8
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:	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 Volume:	326	2397	159	19	1055	257	0	0	0	33	17	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	2397	159	19	1055	257	0	0	0	33	17	8
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:	326	2397	159	19	1055	257	0	0	0	33	17	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.60	0.40	0.00	0.00	0.00	1.00	0.68	0.32
Final Sat.:	3150	3800	1750	1750	2975	725	0	0	0	1750	1224	576
Capacity Analysis Module:												
Vol/Sat:	0.10	0.63	0.09	0.01	0.35	0.35	0.00	0.00	0.00	0.02	0.01	0.01
Crit Moves:		****		****						****		
Green Time:	13.8	54.0	64.0	7.0	47.2	47.2	0.0	0.0	0.0	10.0	10.0	10.0
Volume/Cap:	0.60	0.93	0.11	0.12	0.60	0.60	0.00	0.00	0.00	0.15	0.11	0.11
Delay/Veh:	32.5	18.6	1.8	34.0	10.9	10.9	0.0	0.0	0.0	31.5	31.3	31.3
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:	32.5	18.6	1.8	34.0	10.9	10.9	0.0	0.0	0.0	31.5	31.3	31.3
LOS by Move:	C-	B-	A	C-	B+	B+	A	A	A	C	C	C
HCM2kAvgQ:	4	26	1	0	10	10	0	0	0	1	1	1

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #15 Winchester Blvd/SR 85 NB Ramp

Cycle (sec):	135	Critical Vol./Cap.(X):	1.020
Loss Time (sec):	9	Average Delay (sec/veh):	39.8
Optimal Cycle:	OPTIMIZED	Level Of Service:	D

Street Name:	Winchester Blvd						SR 85 NB Ramp					
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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	0	0	0	10	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:	2 0	2 0	1	1 0	1 1	0	0 0	0 0	0	1 0	0 1	0
Volume Module:												
Base Vol:	373	1421	43	18	1675	385	0	0	0	134	117	29
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:	373	1421	43	18	1675	385	0	0	0	134	117	29
Added Vol:	0	191	0	0	447	276	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	1612	43	18	2122	661	0	0	0	134	117	29
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:	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 Volume:	373	1612	43	18	2122	661	0	0	0	134	117	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	1612	43	18	2122	661	0	0	0	134	117	29
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:	373	1612	43	18	2122	661	0	0	0	134	117	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	2.00	2.00	1.00	1.00	1.51	0.49	0.00	0.00	0.00	1.00	0.80	0.20
Final Sat.:	3150	3800	1750	1750	2821	879	0	0	0	1750	1442	358
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.02	0.01	0.75	0.75	0.00	0.00	0.00	0.08	0.08	0.08
Crit Moves:	****				****						****	
Green Time:	15.7	103	113.4	12.6	99.6	99.6	0.0	0.0	0.0	10.7	10.7	10.7
Volume/Cap:	1.02	0.56	0.03	0.11	1.02	1.02	0.00	0.00	0.00	0.96	1.02	1.02
Delay/Veh:	111.9	7.0	1.8	56.4	40.1	40.1	0.0	0.0	0.0	126.6	143	142.7
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:	111.9	7.0	1.8	56.4	40.1	40.1	0.0	0.0	0.0	126.6	143	142.7
LOS by Move:	F	A	A	E+	D	D	A	A	A	F	F	F
HCM2kAvgQ:	11	14	0	1	60	60	0	0	0	9	10	10

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Winchester Blvd/SR 85 SB Ramp

Cycle (sec):	80	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	6	Average Delay (sec/veh):	22.2
Optimal Cycle:	106	Level Of Service:	C+

Street Name:	Winchester Blvd						SR 85 SB Ramp					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
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:	0	0 2	0 0	0	0 2	0 0	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1908	0	0	1020	0	443	0	371	0	0	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:	0	1908	0	0	1020	0	443	0	371	0	0	0
Added Vol:	0	483	0	0	88	0	299	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2391	0	0	1108	0	742	0	371	0	0	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:	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 Volume:	0	2391	0	0	1108	0	742	0	371	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2391	0	0	1108	0	742	0	371	0	0	0
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:	0	2391	0	0	1108	0	742	0	371	0	0	0
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:	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.00	0.29	0.00	0.24	0.00	0.21	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	0.0	53.8	0.0	0.0	53.8	0.0	20.2	0.0	20.2	0.0	0.0	0.0
Volume/Cap:	0.00	0.93	0.00	0.00	0.43	0.00	0.93	0.00	0.84	0.00	0.00	0.00
Delay/Veh:	0.0	18.8	0.0	0.0	6.2	0.0	47.3	0.0	42.0	0.0	0.0	0.0
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:	0.0	18.8	0.0	0.0	6.2	0.0	47.3	0.0	42.0	0.0	0.0	0.0
LOS by Move:	A	B-	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	27	0	0	6	0	16	0	12	0	0	0

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #16 Winchester Blvd/SR 85 SB Ramp

Cycle (sec):	80	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	6	Average Delay (sec/veh):	10.6
Optimal Cycle:	48	Level Of Service:	B+

Street Name:	Winchester Blvd						SR 85 SB Ramp					
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			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	10	0	0	10	0	10	0	10	0	0	0
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:	0	0 2	0 0	0	0 2	0 0	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1622	0	0	1648	0	274	0	259	0	0	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:	0	1622	0	0	1648	0	274	0	259	0	0	0
Added Vol:	0	119	0	0	447	0	72	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1741	0	0	2095	0	346	0	259	0	0	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:	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 Volume:	0	1741	0	0	2095	0	346	0	259	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1741	0	0	2095	0	346	0	259	0	0	0
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:	0	1741	0	0	2095	0	346	0	259	0	0	0
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:	0.00	2.00	0.00	0.00	2.00	0.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	0	0	3800	0	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.00	0.00	0.55	0.00	0.11	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	0.0	58.3	0.0	0.0	58.3	0.0	15.7	0.0	15.7	0.0	0.0	0.0
Volume/Cap:	0.00	0.63	0.00	0.00	0.76	0.00	0.56	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	0.0	5.9	0.0	0.0	7.8	0.0	30.2	0.0	39.6	0.0	0.0	0.0
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:	0.0	5.9	0.0	0.0	7.8	0.0	30.2	0.0	39.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	10	0	0	14	0	5	0	8	0	0	0

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Winchester Blvd/Wimbeldon Dr

Cycle (sec): 140 Critical Vol./Cap.(X): 0.874
Loss Time (sec): 9 Average Delay (sec/veh): 14.3
Optimal Cycle: 102 Level Of Service: B

Street Name:	Winchester Blvd						Wimbeldon Dr					
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	0	0	10	0	10	0	10	0	0	0
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	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	134	2389	0	0	1163	43	109	0	239	0	0	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:	134	2389	0	0	1163	43	109	0	239	0	0	0
Added Vol:	0	483	0	0	88	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	2872	0	0	1251	43	109	0	239	0	0	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:	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 Volume:	134	2872	0	0	1251	43	109	0	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	2872	0	0	1251	43	109	0	239	0	0	0
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:	134	2872	0	0	1251	43	109	0	239	0	0	0
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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.76	0.00	0.00	0.33	0.02	0.06	0.00	0.14	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	22.8	121	0.0	0.0	98.2	108.2	10.0	0.0	32.8	0.0	0.0	0.0
Volume/Cap:	0.47	0.87	0.00	0.00	0.47	0.03	0.87	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	54.3	8.2	0.0	0.0	9.4	3.7	108.5	0.0	49.6	0.0	0.0	0.0
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:	54.3	8.2	0.0	0.0	9.4	3.7	108.5	0.0	49.6	0.0	0.0	0.0
LOS by Move:	D-	A	A	A	A	A	F	A	D	A	A	A
HCM2kAvgQ:	5	35	0	0	12	0	7	0	10	0	0	0

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #18 Winchester Blvd/Wimbeldon Dr

Cycle (sec): 140 Critical Vol./Cap.(X): 1.076
Loss Time (sec): 9 Average Delay (sec/veh): 53.5
Optimal Cycle: 180 Level Of Service: D-

Street Name:	Winchester Blvd						Wimbeldon Dr					
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	0	0	10	0	10	0	10	0	0	0
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	2 0	0	0 0	2 0	1	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	301	1873	0	0	2564	70	74	0	247	0	0	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:	301	1873	0	0	2564	70	74	0	247	0	0	0
Added Vol:	0	119	0	0	447	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	1992	0	0	3011	70	74	0	247	0	0	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:	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 Volume:	301	1992	0	0	3011	70	74	0	247	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1992	0	0	3011	70	74	0	247	0	0	0
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:	301	1992	0	0	3011	70	74	0	247	0	0	0
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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	3800	0	0	3800	1750	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.52	0.00	0.00	0.79	0.04	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	21.6	121	0.0	0.0	99.4	109.4	10.0	0.0	31.6	0.0	0.0	0.0
Volume/Cap:	1.12	0.61	0.00	0.00	1.12	0.05	0.59	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	148.7	3.0	0.0	0.0	78.2	3.5	70.4	0.0	52.0	0.0	0.0	0.0
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:	148.7	3.0	0.0	0.0	78.2	3.5	70.4	0.0	52.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	E-	A	E	A	D-	A	A	A
HCM2kAvgQ:	18	11	0	0	79	1	4	0	11	0	0	0

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Winchester Blvd/Lark Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	9	Average Delay (sec/veh):	26.0
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Winchester Blvd						Lark 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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	959	336	750	518	0	0	0	0	253	0	1469
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:	0	959	336	750	518	0	0	0	0	253	0	1469
Added Vol:	0	412	0	16	72	0	0	0	0	0	0	71
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1371	336	766	590	0	0	0	0	253	0	1540
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	1371	336	766	590	0	0	0	0	253	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1371	336	766	590	0	0	0	0	253	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	1371	336	766	590	0	0	0	0	253	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.19	0.24	0.16	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	58.5	71.6	39.4	98.0	0.0	0.0	0.0	0.0	13.0	0.0	0.0
Volume/Cap:	0.00	0.74	0.32	0.74	0.19	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Delay/Veh:	0.0	26.3	12.3	38.6	2.4	0.0	0.0	0.0	0.0	60.2	0.0	0.0
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:	0.0	26.3	12.3	38.6	2.4	0.0	0.0	0.0	0.0	60.2	0.0	0.0
LOS by Move:	A	C	B	D+	A	A	A	A	A	E	A	A
HCM2kAvgQ:	0	20	6	15	2	0	0	0	0	7	0	0

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #19 Winchester Blvd/Lark Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	9	Average Delay (sec/veh):	35.2
Optimal Cycle:	140	Level Of Service:	D+

Street Name:	Winchester Blvd						Lark 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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ignore		
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module:												
Base Vol:	0	704	348	1560	903	0	0	0	0	439	0	1050
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:	0	704	348	1560	903	0	0	0	0	439	0	1050
Added Vol:	0	99	0	66	381	0	0	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	803	348	1626	1284	0	0	0	0	439	0	1070
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	803	348	1626	1284	0	0	0	0	439	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	803	348	1626	1284	0	0	0	0	439	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	803	348	1626	1284	0	0	0	0	439	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3800	1750	3150	3800	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.20	0.52	0.34	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	0.0	27.1	44.9	66.1	93.2	0.0	0.0	0.0	0.0	17.8	0.0	0.0
Volume/Cap:	0.00	0.94	0.53	0.94	0.44	0.00	0.00	0.00	0.00	0.94	0.00	0.00
Delay/Veh:	0.0	63.1	30.2	35.2	4.6	0.0	0.0	0.0	0.0	77.1	0.0	0.0
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:	0.0	63.1	30.2	35.2	4.6	0.0	0.0	0.0	0.0	77.1	0.0	0.0
LOS by Move:	A	E	C	D+	A	A	A	A	A	E-	A	A
HCM2kAvgQ:	0	17	11	31	7	0	0	0	0	13	0	0

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Lark Ave/SR 17 SB Ramp

Cycle (sec):	140	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	12	Average Delay (sec/veh):	33.6
Optimal Cycle:	68	Level Of Service:	C-

Street Name:	SR 17 SB Ramp						Lark 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:	Include			Ignore			Include			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:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	16	9	46	647	25	950	75	1178	11	4	1214	145
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:	16	9	46	647	25	950	75	1178	11	4	1214	145
Added Vol:	0	0	0	0	0	0	13	3	0	0	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	9	46	647	25	950	88	1181	11	4	1285	145
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	9	46	647	25	0	88	1181	11	4	1285	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	9	46	647	25	0	88	1181	11	4	1285	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	9	46	647	25	0	88	1181	11	4	1285	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.22	0.13	0.65	1.93	0.07	1.00	1.00	2.97	0.03	1.00	1.79	0.21
Final Sat.:	394	222	1134	3418	132	1750	1750	5548	52	1750	3325	375
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.19	0.19	0.00	0.05	0.21	0.21	0.00	0.39	0.39
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	35.7	35.7	0.0	9.5	66.7	66.7	15.7	72.8	72.8
Volume/Cap:	0.57	0.57	0.57	0.74	0.74	0.00	0.74	0.45	0.45	0.02	0.74	0.74
Delay/Veh:	68.9	68.9	68.9	51.3	51.3	0.0	86.2	24.5	24.5	55.4	27.9	27.9
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:	68.9	68.9	68.9	51.3	51.3	0.0	86.2	24.5	24.5	55.4	27.9	27.9
LOS by Move:	E	E	E	D-	D-	A	F	C	C	E+	C	C
HCM2kAvgQ:	4	4	4	15	15	0	6	11	11	0	24	24

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #20 Lark Ave/SR 17 SB Ramp

Cycle (sec):	140	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	12	Average Delay (sec/veh):	45.4
Optimal Cycle:	105	Level Of Service:	D

Street Name:	SR 17 SB Ramp						Lark 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:	Include			Ignore			Include			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:	0 0	1! 0	0	1 1	0 0	1	1 0	2 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	15	2	45	1025	22	927	144	1958	9	16	1091	146
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:	15	2	45	1025	22	927	144	1958	9	16	1091	146
Added Vol:	0	0	0	0	0	0	54	12	0	0	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	2	45	1025	22	927	198	1970	9	16	1111	146
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	2	45	1025	22	0	198	1970	9	16	1111	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	2	45	1025	22	0	198	1970	9	16	1111	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	2	45	1025	22	0	198	1970	9	16	1111	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.24	0.03	0.73	1.96	0.04	1.00	1.00	2.99	0.01	1.00	1.76	0.24
Final Sat.:	423	56	1270	3475	75	1750	1750	5574	25	1750	3270	430
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.29	0.29	0.00	0.11	0.35	0.35	0.01	0.34	0.34
Crit Moves:	****				****		****				****	
Green Time:	10.0	10.0	10.0	46.5	46.5	0.0	17.9	62.6	62.6	8.9	53.6	53.6
Volume/Cap:	0.50	0.50	0.50	0.89	0.89	0.00	0.89	0.79	0.79	0.14	0.89	0.89
Delay/Veh:	65.7	65.7	65.7	52.7	52.7	0.0	92.0	34.9	34.9	62.6	47.6	47.6
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:	65.7	65.7	65.7	52.7	52.7	0.0	92.0	34.9	34.9	62.6	47.6	47.6
LOS by Move:	E	E	E	D-	D-	A	F	C-	C-	E	D	D
HCM2kAvgQ:	3	3	3	26	26	0	12	26	26	1	27	27

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Winchester Blvd/Daves Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	12	Average Delay (sec/veh):	30.6
Optimal Cycle: OPTIMIZED		Level Of Service:	C

Street Name:	Winchester Blvd						Daves 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			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	116	834	9	12	639	182	197	0	141	4	0	5
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:	116	834	9	12	639	182	197	0	141	4	0	5
Added Vol:	0	349	0	0	61	11	63	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	1183	9	12	700	193	260	0	141	4	0	5
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:	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 Volume:	116	1183	9	12	700	193	260	0	141	4	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1183	9	12	700	193	260	0	141	4	0	5
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:	116	1183	9	12	700	193	260	0	141	4	0	5
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	0.95	0.92	1.00	0.95
Lanes:	1.00	1.98	0.02	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3672	28	1750	1900	1750	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.01	0.37	0.11	0.15	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					****
Green Time:	13.4	76.1	76.1	11.8	74.5	74.5	30.1	0.0	21.0	19.1	0.0	19.1
Volume/Cap:	0.69	0.59	0.59	0.08	0.69	0.21	0.69	0.00	0.52	0.02	0.00	0.02
Delay/Veh:	73.0	22.0	22.0	59.3	26.3	17.3	56.2	0.0	56.8	52.3	0.0	52.4
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:	73.0	22.0	22.0	59.3	26.3	17.3	56.2	0.0	56.8	52.3	0.0	52.4
LOS by Move:	E	C+	C+	E+	C	B	E+	A	E+	D-	A	D-
HCM2kAvgQ:	7	17	17	0	22	5	12	0	6	0	0	0

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #23 Winchester Blvd/Daves Ave

Cycle (sec):	140	Critical Vol./Cap.(X):	0.983
Loss Time (sec):	12	Average Delay (sec/veh):	49.7
Optimal Cycle: OPTIMIZED		Level Of Service:	D

Street Name:	Winchester Blvd						Daves 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			Include			Include			Include		
Min. Green:	7	10	10	7	10	10	10	10	10	10	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	1 0	1	1 0	0 1	0	1 0	0 1	0
Volume Module:												
Base Vol:	78	841	4	5	1149	152	110	0	73	9	0	14
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:	78	841	4	5	1149	152	110	0	73	9	0	14
Added Vol:	0	84	0	0	323	58	15	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	925	4	5	1472	210	125	0	73	9	0	14
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:	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 Volume:	78	925	4	5	1472	210	125	0	73	9	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	925	4	5	1472	210	125	0	73	9	0	14
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:	78	925	4	5	1472	210	125	0	73	9	0	14
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	0.95	0.92	1.00	0.95
Lanes:	1.00	1.99	0.01	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3684	16	1750	1900	1750	1750	0	1800	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.00	0.77	0.12	0.07	0.00	0.04	0.01	0.00	0.01
Crit Moves:	****				****		****					****
Green Time:	7.0	90.1	90.1	17.9	101	101.0	10.0	0.0	10.0	12.8	0.0	10.0
Volume/Cap:	0.89	0.39	0.39	0.02	1.07	0.17	1.00	0.00	0.57	0.06	0.00	0.11
Delay/Veh:	127.8	12.0	12.0	53.4	66.3	6.2	145.5	0.0	68.8	58.3	0.0	61.2
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:	127.8	12.0	12.0	53.4	66.3	6.2	145.5	0.0	68.8	58.3	0.0	61.2
LOS by Move:	F	B+	B+	D-	E	A	F	A	E	E+	A	E
HCM2kAvgQ:	6	9	9	0	78	3	9	0	4	0	0	1

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd

Cycle (sec):	115	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	12	Average Delay (sec/veh):	36.1
Optimal Cycle:	83	Level Of Service:	D+

Street Name:	Santa Cruz Ave-Winchester Blvd						Blossom Hill Rd-Mariposa Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	10	10	10	7	10	10	10	10	10	10	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	2 0	1	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	2	618	127	221	570	7	57	34	37	401	19	470
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:	2	618	127	221	570	7	57	34	37	401	19	470
Added Vol:	0	153	0	15	26	0	0	0	0	0	0	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	771	127	236	596	7	57	34	37	401	19	550
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:	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 Volume:	2	771	127	236	596	7	57	34	37	401	19	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	771	127	236	596	7	57	34	37	401	19	550
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:	2	771	127	236	596	7	57	34	37	401	19	550
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	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.44	0.27	0.29	0.95	0.05	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	779	465	506	1719	81	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.07	0.13	0.31	0.00	0.07	0.07	0.07	0.23	0.23	0.31
Crit Moves:		****		****			****					****
Green Time:	28.8	28.8	73.5	19.2	48.0	58.4	10.4	10.4	10.4	44.6	44.6	63.8
Volume/Cap:	0.00	0.81	0.11	0.81	0.75	0.01	0.81	0.81	0.81	0.60	0.60	0.57
Delay/Veh:	32.3	45.8	8.1	61.6	32.5	14.0	77.2	77.2	77.2	29.5	29.5	17.4
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:	32.3	45.8	8.1	61.6	32.5	14.0	77.2	77.2	77.2	29.5	29.5	17.4
LOS by Move:	C-	D	A	E	C-	B	E-	E-	E-	C	C	B
HCM2kAvgQ:	0	12	2	11	19	0	7	7	7	13	13	14

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
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2000 HCM Operations Method (Future Volume Alternative)

Intersection #24 Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.851
Loss Time (sec):	12	Average Delay (sec/veh):	42.2
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Santa Cruz Ave-Winchester Blvd						Blossom Hill Rd-Mariposa Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Include			Ovl		
Min. Green:	10	10	10	7	10	10	10	10	10	10	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	2 0	1	1 0	1 0	1	0 0	1! 0	0	0 1	0 0	1
Volume Module:												
Base Vol:	5	480	203	292	825	22	45	42	31	300	12	244
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:	5	480	203	292	825	22	45	42	31	300	12	244
Added Vol:	0	36	0	74	141	0	0	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	516	203	366	966	22	45	42	31	300	12	264
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:	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 Volume:	5	516	203	366	966	22	45	42	31	300	12	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	516	203	366	966	22	45	42	31	300	12	264
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:	5	516	203	366	966	22	45	42	31	300	12	264
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	0.92	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	0.38	0.36	0.26	0.96	0.04	1.00
Final Sat.:	1750	3800	1750	1750	1900	1750	667	623	460	1731	69	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.12	0.21	0.51	0.01	0.07	0.07	0.07	0.17	0.17	0.15
Crit Moves:					****		****			****		
Green Time:	13.5	13.5	30.0	48.0	61.5	71.5	10.0	10.0	10.0	16.5	16.5	64.5
Volume/Cap:	0.02	1.01	0.39	0.44	0.83	0.02	0.67	0.67	0.67	1.05	1.05	0.23
Delay/Veh:	37.6	84.4	28.2	17.5	20.1	4.1	53.4	53.4	53.4	107.1	107	7.5
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:	37.6	84.4	28.2	17.5	20.1	4.1	53.4	53.4	53.4	107.1	107	7.5
LOS by Move:	D+	F	C	B	C+	A	D-	D-	D-	F	F	A
HCM2kAvgQ:	0	10	5	8	25	0	5	5	5	17	17	4

AM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Los Gatos Saratoga Rd/University Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	12	Average Delay (sec/veh):	36.3
Optimal Cycle:	71	Level Of Service:	D+

Street Name:	University Ave						Los Gatos Saratoga Rd					
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:	Ovl			Ovl			Ovl			Ovl		
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 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	68	159	172	204	157	57	59	892	77	329	1304	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:	68	159	172	204	157	57	59	892	77	329	1304	130
Added Vol:	0	107	0	0	19	0	0	4	0	0	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	266	172	204	176	57	59	896	77	329	1331	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:	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 Volume:	68	266	172	204	176	57	59	896	77	329	1331	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	266	172	204	176	57	59	896	77	329	1331	130
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:	68	266	172	204	176	57	59	896	77	329	1331	130
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.10	0.12	0.09	0.03	0.03	0.24	0.04	0.19	0.35	0.07
Crit Moves:		****		****				****		****		
Green Time:	19.3	22.2	52.1	18.5	21.4	31.0	9.6	37.4	56.7	29.8	57.7	76.2
Volume/Cap:	0.24	0.76	0.23	0.76	0.52	0.13	0.42	0.76	0.09	0.76	0.73	0.12
Delay/Veh:	44.4	55.4	21.5	60.1	46.0	34.2	54.6	40.0	17.5	49.1	26.4	8.7
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:	44.4	55.4	21.5	60.1	46.0	34.2	54.6	40.0	17.5	49.1	26.4	8.7
LOS by Move:	D	E+	C+	E	D	C-	D-	D	B	D	C	A
HCM2kAvgQ:	2	11	4	10	6	2	2	15	2	14	20	2

PM Peak - Cumulative II plus Project (with Vasona LRT Extension)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #26 Los Gatos Saratoga Rd/University Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.983
Loss Time (sec):	12	Average Delay (sec/veh):	52.4
Optimal Cycle:	180	Level Of Service:	D-

Street Name:	University Ave						Los Gatos Saratoga Rd					
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:	Ovl			Ovl			Ovl			Ovl		
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 0	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	90	148	372	317	209	68	70	1377	150	426	957	125
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:	90	148	372	317	209	68	70	1377	150	426	957	125
Added Vol:	0	26	0	0	99	0	0	25	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	174	372	317	308	68	70	1402	150	426	963	125
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:	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 Volume:	90	174	372	317	308	68	70	1402	150	426	963	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	174	372	317	308	68	70	1402	150	426	963	125
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:	90	174	372	317	308	68	70	1402	150	426	963	125
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	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.21	0.18	0.16	0.04	0.04	0.37	0.09	0.24	0.25	0.07
Crit Moves:		****		****				****		****		
Green Time:	11.3	11.2	40.9	22.1	22.0	36.0	14.0	45.0	56.3	29.7	60.7	82.8
Volume/Cap:	0.55	0.98	0.62	0.98	0.89	0.13	0.34	0.98	0.18	0.98	0.50	0.10
Delay/Veh:	55.7	117	35.2	94.2	70.4	30.7	49.8	57.0	18.6	83.7	19.8	6.2
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:	55.7	117	35.2	94.2	70.4	30.7	49.8	57.0	18.6	83.7	19.8	6.2
LOS by Move:	E+	F	D+	F	E	C	D	E+	B-	F	B-	A
HCM2kAvgQ:	4	10	13	18	14	2	2	26	3	22	12	2

APPENDIX E

WATER SUPPLY ASSESSMENT

San Jose Water Company

Dell Avenue Area Plan
Water Supply Assessment

Source: www.bing.com/maps

January 2015

Dell Avenue Area Plan
Water Supply Assessment

January 2015

San Jose
Water
Company

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Appendix

A City of Campbell Water Supply Assessment Request

San Jose Water Company (SJWC) is one of the largest privately owned water systems in the United States, providing high-quality water and exceptional customer service to nearly one million residents of Santa Clara County in Northern California since established in 1866.

Background & Purpose

The City of Campbell Community Development Department has defined a vision for development within the Dell Avenue Area Plan (DAAP). DAAP is intended to encourage the establishment and retention of high-tech companies within the approximately 113-acre Plan area generally bounded by Winchester Boulevard to the west, Hacienda Avenue to the north, Dell Avenue to the east and Knowles Drive to the south. DAAP does not identify any specific development project or when future development will occur; however, the build-out horizon is 2040.

The Plan area is currently zoned to accommodate commercial, light industrial, warehousing, manufacturing, research and development (R&D) and office uses. Under DAAP, existing development is expected to be replaced with a mixed-use development consisting of up to 304 residential units, 502,000 square feet (SF) of R&D space, 3,002,000 SF of office space, and 76,000 SF of retail space. See Figures 1 and 2 (attached) for city and DAAP vicinity maps.

This Water Supply Assessment (WSA) describes the relationship between existing and future water supplies and presents SJWC's strong ability to provide a diverse water supply to match DAAP build-out water demands under both normal and dry years. Based on Santa Clara Valley Water District's Urban Water Management Plan through year 2035 and conservation methods currently employed, SJWC is able to meet the needs of the service area through at least 2035 for normal and single-dry years. SCVWD has determined that water shortages could occur in the event of an extended 6-year drought period, and are planning to make investments as recommended in the SCVWD Water Supply and Infrastructure Master Plan such that no greater than 20% shortages are expected through year 2035 based on Santa Clara County's historic hydrology. Shortages in multi-year droughts will need to be compensated by consumer conservation.

This WSA is written in response to California Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221); legislation which requires water retailers to demonstrate whether their water supplies are sufficient for certain proposed subdivisions and large development projects subject to the California Environmental Quality Act. SB 610 includes the requirements for detailed water supply assessments, and SB 221 includes the requirement for written verification of sufficient water supply based on substantial evidence. SB 610 requires that a WSA be prepared by the local water retailer and submitted within 90 days to the requesting agency.

Service Area & Population

SJWC's service area spans 139 square miles, including most of the cities of San Jose and Cupertino, the entire cities of Campbell, Monte Sereno, Saratoga, the Town of Los Gatos, and parts of unincorporated Santa Clara County.

The population of SJWC's service area, including growth associated with this Plan Area, is shown in the following table. These projections are based on the Association of Bay Area Governments' population projections and were included in SJWC's 2010 Urban Water Management Plan.

Table 1: Current and Projected SJWC Service Area Population

2010	2015	2020	2025	2030	2035
946,494	1,017,684	1,084,352	1,154,824	1,224,564	1,293,771

Climate

The San Jose area experiences a low-humidity climate with an annual average of 14 inches of rain. Daily average temperatures range from the mid 60's to the high 80's (°F) in spring and summer and from the mid 40's to mid 50's (°F) in the winter. Most of the precipitation in the area occurs between November and March with December and January typically being the wettest months. Further climate data is listed in the table below.

Table 2: Climate Data

	Jan	Feb	Mar	Apr	May	Jun
Average Max Temperature (°F)	58.0	62.1	65.6	69.8	74.4	79.3
Average Min Temperature (°F)	41.5	44.2	45.7	47.6	51.2	54.8
Average Precipitation (in)	2.9	2.5	2.1	1.1	0.4	0.1
Evapotranspiration (in)	1.5	1.9	3.4	4.7	5.4	6.3

	Jul	Aug	Sept	Oct	Nov	Dec	Annual
Average Max Temperature (°F)	82.1	81.8	80.7	74.6	65.1	58.1	71.0
Average Min Temperature (°F)	56.9	57.0	56.2	51.9	46.0	41.7	49.5
Average Precipitation (in)	0.0	0.1	0.2	0.7	1.6	2.5	14.2
Evapotranspiration (in)	6.7	6.0	4.5	3.3	1.8	1.5	47.0

Past, Current and Future Water Use

The majority of connections to SJWC's distribution system are either residential or commercial. SJWC also provides water to industrial, municipal, private fire service, and hydrant connections. The following table lists current and projected connection counts per customer type based on historical trends for the past forty years of approximately 0.5% annual service connection growth.

Table 3: Number of Water Use Connections for SJWC

Customer Type	2010	2015	2020	2025	2030	2035
Single Family	170,042	174,335	178,738	183,251	187,878	192,622
Multi Family	30,007	30,765	31,542	32,338	33,155	33,992
Business	20,605	21,125	21,659	22,206	22,766	23,341
Industrial	75	77	79	81	83	85
Public Authority	1,447	1,484	1,521	1,559	1,599	1,639
Resale	36	37	38	39	40	41
Other	162	166	170	175	179	184
Total	222,374	227,989	233,746	239,649	245,700	251,904

Annual water usage projections are estimated to increase 0.4% from 2009 usage data (2010 was an abnormally low-usage year) which is based on historical usage increases.

Table 4: SJWC Water Use by Customer Type (AF/yr)

Customer Type	2010	2015	2020	2025	2030	2035
Single Family	62,532	67,327	68,685	70,070	71,482	72,923
Multi Family	11,035	11,881	12,121	12,365	12,615	12,869
Business	41,854	45,064	45,973	46,899	47,845	48,810
Industrial	496	534	545	556	567	578
Public Authority	6,173	6,646	6,780	6,917	7,056	7,198
Resale	581	625	638	651	664	677
Other	163	175	179	183	186	190
Total	122,834	132,254	134,920	137,640	140,415	143,246

SJWC's total demand is not limited to the above metered customer use. Between six and seven percent of the water produced (pumped, treated, or purchased) is not billed. Non-revenue water includes authorized unmetered uses for firefighting, main flushing and public use, while unauthorized usage is primarily attributed to leakage, meter reading discrepancies, reservoir cleaning, malfunctioning valves, and theft.

Table 5: SJWC Total System Demand (AF/yr)

	2010	2015	2020	2025	2030	2035
Customer Metered Demand	122,834	132,254	134,920	137,640	140,415	143,246
Non-Revenue Water	9,024	9,649	9,844	10,042	10,245	10,451
Total System Demand	131,858	141,903	144,764	147,682	150,660	153,697

Water Use Associated with the Dell Avenue Area Plan

The following table estimates total water usage at 491,000 gallons per day (gpd) for DAAP, which is equivalent to approximately 550.0 acre-feet (AF) of water per year. However, the existing development uses approximately 137.5 AF of water per year. The difference between proposed and

existing water usage for this development results in an anticipated net system demand increase of 412.5 AF of water per year. This net increase represents a 0.3% increase in demand to SJWC's distribution system based on the 2010 water demand of 131,858 AF. The projected water demand for DAAP is within normal growth projections for water demand in SJWC's system.

Table 6: Total Water Demand Estimated for Development

Existing Usage (AF/year)[1]	Dell Avenue Area Plan			SJWC Water Demand Factors			DAAP Demand (AF/year)
	Domestic Units	Retail / Services (SF)	Office / R&D (SF)	Residential (gpd/Unit)	Retail / Services (gpd/SF)	Office / R&D (gpd/SF)	
137.5	304	76,000	3,504,000	400	0.25	0.1	550.0

[1] Based on billed usage from December, 2013 to November, 2014

Water Rights, Contracts and Entitlements

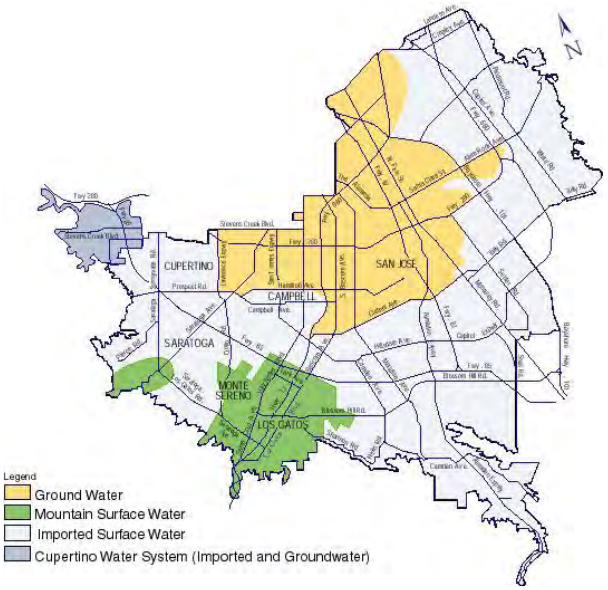
SJWC has "pre-1914 surface water rights" to raw water in Los Gatos Creek and local watersheds in the Santa Cruz Mountains. Prior to 1872, appropriative water rights could be acquired by simply taking and beneficially using water. In 1914, the Water Code was adopted and it grandfathered in all existing water entitlements to license holders. SJWC filed for a license in 1947 and was granted license number 10933 in 1976 by the State Water Resources Control Board to draw 6,240 AF/yr from Los Gatos Creek. SJWC has upgraded the collection and treatment system that draws water from this watershed which has increased the capacity of this entitlement to approximately 11,200 AF/yr for an average rain year.

In 1981, SJWC entered into a 70-year master contract with SCVWD for the purchase of treated water. The contract provides for rolling three-year purchase schedules establishing fixed quantities of treated water to be purchased during each period. Water is treated at one of three SCVWD-operated treatment plants (Rinconada, Penitencia and Santa Teresa). SJWC and SCVWD currently have a three-year treated water contract for fiscal years 2014/2015 – 2016/2017, with contract supply ranging from 69,050 AF/yr in 2014/2015 to 70,584 AF/yr in 2016/2017.

SJWC asks for and receives underground water rights in conjunction with new developments. SJWC has the right to withdraw groundwater from aquifers below said property when in compliance with SCVWD's permitting requirements. In Santa Clara County, this right is subject to a groundwater extraction fee levied by SCVWD based on the amount of groundwater pumped into SJWC's distribution system. SJWC generally uses the most economical source of water, which is largely determined by SCVWD's groundwater extraction fee and contracted water rates.

Sources of Potable Water – SJWC System

SJWC has three sources of potable supply: groundwater, imported treated surface water and local surface water. A map of where each source is the predominant source is shown to the right.

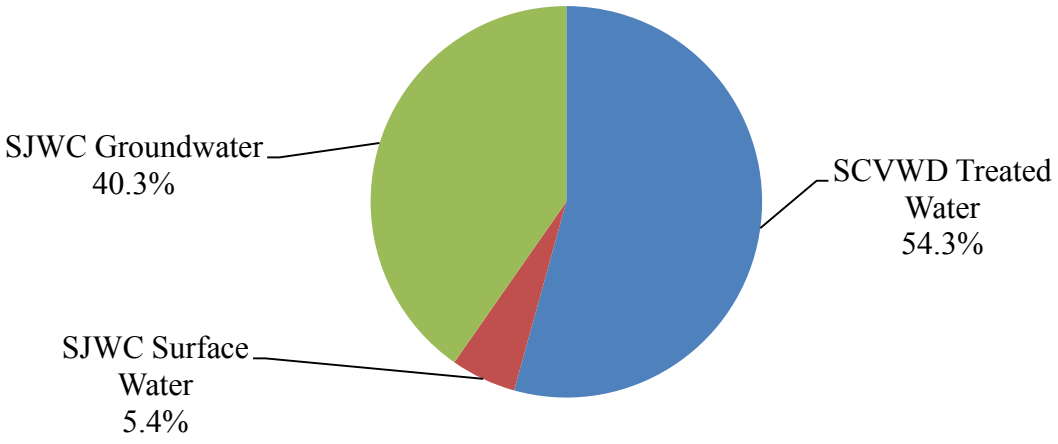


On average, groundwater from the major water-bearing aquifers of the Santa Clara Valley subbasin comprise one third of SJWC's potable water supply. These aquifers are recharged naturally by rainfall and streams, and artificially mainly by recharge ponds operated by SCVWD.

SJWC is under contract with SCVWD in the purchase of just over fifty percent of the needed water supply. This water originates from several sources including local reservoirs, the State Water Project and the federally funded Central Valley Project San Felipe Division. Water is piped into SJWC's system at various turnouts after it is treated at one of the three SCVWD water treatment plants (Rinconada to the west-side pipeline and Penitencia and Santa Teresa to the east-side pipeline).

SJWC's final source of supply is from surface water in the local watersheds of the Santa Cruz Mountains. It typically provides about ten percent of the water supply depending on the amount of annual rainfall. A series of dams and automated intakes collect the water released from SJWC's lakes. The water is then sent to SJWC's Montevina Filter Plant for treatment prior to entering the distribution system. SJWC's Saratoga Treatment Plant draws water from a local stream which collects water from the nearby Santa Cruz Mountains. The following pie chart shows SJWC's 2013 supply source breakdown for potable water.

SJWC Sources of Potable Water for 2013



The following table shows the actual amount of water supplied to SJWC's distribution system from each source in 2010 as well as the projected amounts until 2035. Projected surface water is based on a long-term average at SJWC. Groundwater and SCVWD Treated Water projections include SJWC's plan to acquire additional water needed for development projects by installing production wells within the distribution system, by purchasing additional treated water from SCVWD and by utilizing recycled water from the South Bay Water Recycling Program. The overall long-term strategy for groundwater as discussed in the 2003 SCVWD Integrated Water Resource Planning Study (IWRP) is to maximize the amount of water available in the groundwater basins to protect against drought and emergencies. SCVWD seeks to maximize the use of treated local and import water when available.

Table 7: Current and Planned Water Demand – With Additional Conservation (AF/yr)

	2010	2015	2020	2025	2030	2035
SCVWD Treated Water	64,783	72,636	74,344	76,086	77,864	79,677
SJWC Groundwater	51,107	57,187	58,340	59,516	60,716	61,940
SJWC Surface Water	15,968	12,080	12,080	12,080	12,080	12,080
Total System Demand	131,858	141,903	144,764	147,682	150,660	153,697
Recycled Water	1,208	2,556	4,980	5,234	5,501	5,782
Additional Conservation	4,886	5,106	5,300	5,438	5,579	5,579
Total with Conservation	137,952	149,565	155,044	158,354	161,740	165,058

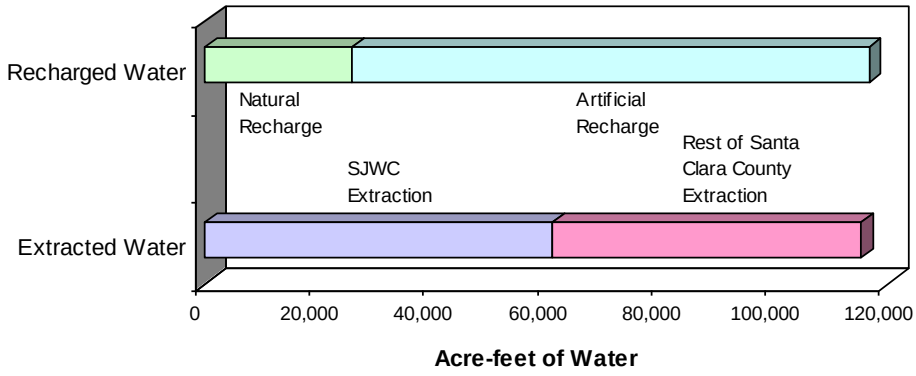
Conservation is an additional source of water that offsets potable water demand and increases system flexibility. SJWC projects an increase in conservation through 2035 to over 5,500 AF/yr. This is anticipated with the increase in the use of ultra-low flush toilets, high efficiency toilets, low flow showerheads, water efficient appliances, individual conservation, and the reduction in landscaping due to development. With the help of SCVWD, SJWC has projected additional conservation totals through 2035.

Groundwater Analysis – SJWC System

SJWC draws water from the Santa Clara Valley subbasin (basin) in the north part of Santa Clara County. The basin extends from near Coyote Narrows at Metcalf Road to the County's northern boundary. It is bounded on the west by the Santa Cruz Mountains and on the east by the Diablo Range; these two ranges converge at the Coyote Narrows to form the southern limit of the basin. The basin is 22 miles long and 15 miles wide, with a surface area of 225 square miles.

According to SCVWD, 115,358 acre-feet of groundwater was extracted from the basin in 2001. SCVWD estimates that 26,000 acre-feet were naturally recharged to the basin and 90,700 acre-feet were artificially recharged to the basin, mainly through recharge ponds. The following chart shows the water balance of the basin in 2001.

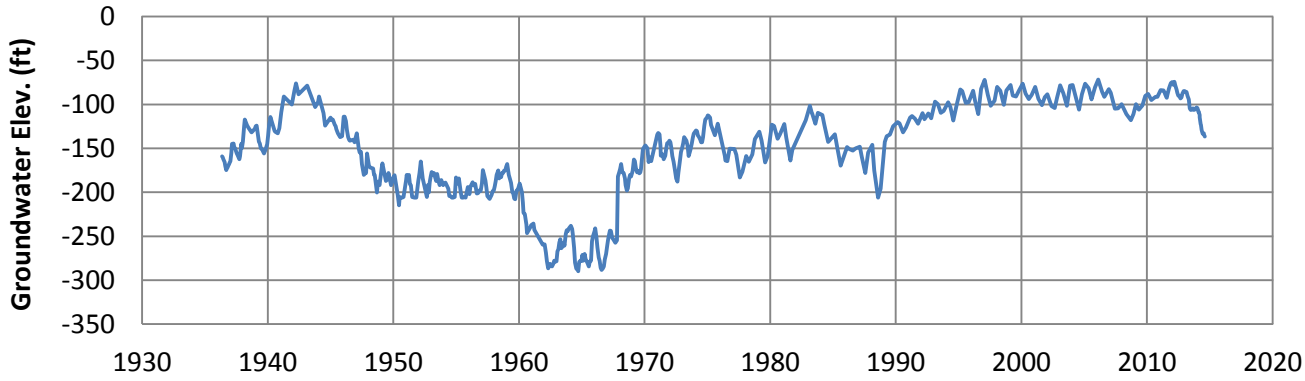
Santa Clara Valley Groundwater Basin Water Balance (2001)



Generally, the groundwater elevation in the basin has been steadily on the rise for over 40 years under the management of SCVWD. The following chart shows groundwater elevation in the Santa Clara Subbasin since the mid 1930's using the well surface elevation as the datum. SCVWD has set up a successful artificial recharge system employing local reservoirs, percolation ponds, and an injection well to supplement the natural recharge of the basin to prevent overdraft. In the spring of 2012, the groundwater basin level was high at most SJWC well fields and was well prepared for the effects of a multi-year drought. The high groundwater levels were a result of less pumping, an increased use of imported water, and recharge of water into the aquifer by SCVWD.

SCVWD's 2010 Urban Water Management Plan states that the operational storage capacity of the basin is estimated to be 350,000 acre-feet. In 2012, the Santa Clara Valley Groundwater Basin had a volume of approximately 341,000 acre-feet. However, due to a severe drought in the State of California since 2013, the amount of imported surface water available has gone down dramatically. Water from the Federal Water Project in 2014 has been available at 50% of normal, but water from the State Water Project has had an allocation of only 5%. As a result, SJWC has been relying more heavily on groundwater which has caused the groundwater elevation to decline. Should the drought continue, total groundwater storage is projected to drop to 200,000-250,000 acre-feet. The following chart includes the sharp drop in basin storage from -74 feet (April 2012) to -137 feet (September 2014). It is, however, unlikelely that this historic drought will persist. Therefore, it is expected that the groundwater elevation will rebound and that the groundwater basin will be replenished.

Groundwater Elevation in Santa Clara Subbasin
(Well ID: 07S01W25L001)



SCVWD will continue to work with SJWC and other local water retailers to refine future projections of both treated water and groundwater use to ensure planning efforts are consistent. Groundwater from the basin is a substantial source of water for SJWC's entire distribution system. From 2010 to 2013, groundwater has been the source for approximately one third of SJWC's total supply. However, due to the recent drought conditions, from January to October 2014 groundwater has accounted for nearly 60% of SJWC's total supply. The following table shows the groundwater SJWC pumped from the basin from 2010 to 2014.

Table 8: Amount of Groundwater Pumped by SJWC (AF/yr)

Basin Name	Metered or Unmetered	2010	2011	2012	2013	2014 (Jan-Oct)
Santa Clara Valley Subbasin	Volumetric meter data	51,107	38,501	39,696	57,708	65,590
Groundwater as a percent of total potable water supply		38.8%	29.0%	28.8%	40.3%	58.3%

Groundwater, which has historically been a vital source of supply for SJWC, has become all the more critical for SJWC particularly due to recent drought conditions. However, when weather conditions return to average historical conditions, the currently inflated groundwater usage in the SJWC service area will subside. Based on SJWC's projections, groundwater usage is expected to comprise, on average, approximately 40% of the total potable supply and will continue to be a vital source of supply. The following table based on SJWC's 2010 Urban Water Management Plan shows groundwater pumping projections and groundwater as a percentage of total supply until 2035.

Table 9: Amount of Groundwater Projected to be Pumped (AF/yr)

Basin name	2015	2020	2025	2030	2035
Santa Clara Valley Subbasin	57,187	58,340	59,516	60,716	61,940
Percent of Total Potable Water Supply	40.3%	40.3%	40.3%	40.3%	40.3%

Water Supply Vulnerability

SJWC has identified multiple sources of water for DAAP which would provide a high quality, diverse and redundant source of supply. For added backup, SJWC incorporates diesel fueled generators into its facilities system which will operate wells and pumps in the event of power outages. Since SCVWD influences over 90% of SJWC's annual water supply, SJWC will continue to work with SCVWD to ensure water supply for DAAP is reliable, while the impact to the existing Santa Clara Valley subbasin is minimal.

SCVWD recommends in their 2003 IWRP that water supply sources be maintained at 95% reliability during significant water shortages that occur during multiyear droughts. To accomplish this, SJWC can use less groundwater in certain areas or zones to achieve the overall balance which best meets SCVWD's and SJWC's operational goals.

Transfer and Exchange Opportunities

SJWC's distribution system has interties with the following retailers in the San Jose area: City of Santa Clara, City of San Jose Municipal Water, Great Oaks Water and the SCVWD West Pipeline in Cupertino. The connection to the SCVWD West Pipeline allows SJWC to provide water to the Cupertino leased system that SJWC operates. SJWC currently has no plans to use these interties for normal system operation as they are exclusively used for potential emergency sources.

Supply Reliability

SJWC applied the base years that SCVWD used for the average water year, single-dry water year and multiple-dry water years in the 2010 Urban Water Management Plan. The water years used by SJWC are listed in the table below.

Table 10: Basis of Water Year Data

Water Year Type	Base Year(s)
Average Water Year	2002
Single-Dry Water Year	1977
Multiple-Dry Water Years	1987-1991

Documented in the following table is the quantity of water SJWC received from each source of water during the average water year, single-dry water year and multiple-dry water years.

Table 11: Supply Reliability – Historic Conditions (AF/yr)

Water Source	Average Water Year (2002)	Single Dry Water Year (1977)	Multiple Dry Water Years				
			Year 1 (1987)	Year 2 (1988)	Year 3 (1989)	Year 4 (1990)	Year 5 (1991)
SCVWD Treated	90,815	36,220	57,879	65,935	81,405	64,143	63,093
Local Surface	8,167	1,364	4,576	3,548	6,500	3,719	6,435
Groundwater	56,475	72,962	92,257	81,964	37,020	55,363	42,513
Total	155,457	110,545	154,712	151,447	124,925	123,225	112,042
Percent of Average Year:		71.1%	99.5%	97.4%	80.4%	79.3%	72.1%

Besides a drought, other factors which could cause SJWC's sources of supply to become inconsistent are summarized below.

Table 12: Factors Resulting in Supply Inconsistency

Supply	Legal	Environmental	Water Quality	Climatic	Mechanical
Local Surface		x	x	x	x
Ground Water		x	x	x	x
SCVWD Treated Water	x	x	x	x	x

Legal - SCVWD is responsible for managing water resources in Santa Clara County, including the long-range planning for additional supplies and/or conservation needed to meet future water demands. SJWC and other retailers work closely with SCVWD to coordinate the purchase of treated imported water and the extraction of groundwater from retailer-owned wells. This activity is important to the operation of the countywide water supply and distribution system and the retailers are dependent on SCVWD's long-range resource planning.

In determining the long-range availability of water, considerations must also be given to decisions at the state or federal level that are out of the SCVWD's control. SCVWD has contracts for water deliveries with both the State Water Project (SWP) and the Federal Central Valley Project (CVP). Due to flow restrictions for the protection of water quality and the habitat of fish and wildlife in the Delta, water deliveries may be reduced from previous levels. During critical dry periods the SCVWD can expect additional reductions in water deliveries. Long-range planning success depends on the SCVWD's ability to obtain adequate imported water supplies and on proper management of the local groundwater basin.

Environmental & Climatic - SCVWD contracts with the State of California to receive raw water from the California Central Valley through the State Water Project (SWP). Water supplied through this aqueduct (which originates from the Sacramento-San Joaquin Delta) may be limited because of subsidence problems which are beginning to occur in that area and due to pumping restrictions associated with the protection of endangered species. SCVWD has also contracted with the Federal Central Valley Project (CVP) to supply raw water from the San Joaquin Valley via the Santa Clara Conduit. The reliance of water from inland sources through the SWP or the CVP is very critical; the loss of any or all of these sources due to pipe failure, levee failure, earthquake, or human intervention can have an extreme effect on SJWC's water supply. Given the above factors which could result in an inconsistent water supply, it is crucial that SJWC have sufficient backup wells and pumping capacity to supply customers for as long as several months solely from groundwater sources. SJWC believes it has this capacity in an emergency if mandatory conservation is enacted.

Water Quality - The quality of groundwater in the basins, surface water from the Santa Cruz Mountains, or the raw water supply to SCVWD's treatment plants could decrease or be contaminated such that existing treatment facilities are not adequate to meet current drinking water standards. Contamination could cause a source of supply to become unusable until further treatment techniques are utilized, or the contamination is no longer a threat to the source of supply.

Mechanical Failures - All sources of water require mechanical equipment to bring water to the public. Mechanical failures may cause water service shutdowns until repairs are made. To reduce the occurrence of failures, SJWC routinely inspects above-grade facilities at all stations. In addition, SJWC has created and implemented infrastructure replacement programs for all wells, pumps, and pipelines. To reduce the impact of mechanical failures, SJWC's maintenance department is staffed 24-hours, seven-days a week to respond to and repair any water related emergency.

Water Demand Management Measures

SJWC provides a full range of water conservation services to both residential and commercial customers. The cornerstone of SJWC's conservation programs is the water audit program. The audit program is an excellent method for customers to learn about ways to reduce their consumption, as well as identify and fix any leaks they may have. The audits are performed at a customer request, typically in response to a high water bill concern and/or in response to marketing efforts. Audits are performed for both residential and commercial customers.

SCVWD offers conservation programs, such as rebates for high efficiency toilets and washing machines. SJWC takes advantage of all regional rebate programs and all of SCVWD's rebate programs are offered to SJWC customers. Typically customers are recommended to specific rebate programs during the course of a water audit based on a customer's need. Customers can also access rebates directly from retail outlets when purchasing equipment such as high efficiency washing machines. SJWC collaborates with SCVWD on public outreach and education including such items as customer bill inserts and conservation campaign advertising.

SJWC has also increased the outreach and educational programs on outdoor water use. SJWC constructed a water-smart demonstration garden that is open to the public (see photo to the right). Customers can visit the garden in person or take a virtual tour on SJWC's website. SJWC also developed a dedicated water wise landscaping website where customers can access a plant information database that includes hundreds of low water use plants as well as a photographic database of water wise gardens in the San Jose-Santa Clara County area. The landscaping website and the demonstration garden tour can be accessed from the SJWC home web page.

In addition to these programs, SJWC engages in other activities that contribute to the overall goal of reducing water waste, but are not specifically designated as conservation or water management programs. These include SJWC's meter calibration and replacement program, corrosion control program, valve exercising program and metering all service connections.

Supply and Demand Comparison

To strengthen water supply reliability, SJWC has established a well replacement program. The adopted program identifies and replaces two wells per year based on numerous criteria, including a well's production and observed water quality problems. The replacement of older wells and optimization of existing wells should allow SJWC to meet future groundwater demands. SJWC's projected supply and demand is listed in the following table, which shows SJWC's projected supply is sufficient to meet projected demand.

Table 13: Supply and Demand Comparison – Normal Year (AF/yr)

	2010	2015	2020	2025	2030	2035
Supply Total	131,858	141,903	144,764	147,682	150,660	153,697
Demand Total	131,858	141,903	144,764	147,682	150,660	153,697
Difference	0	0	0	0	0	0

Listed in the following tables are comparisons between the 2010 and 2035 projected supply and demand during normal, single-dry and multiple-dry year droughts. These numbers were generated by multiplying the current and 2035 demands by the percentages of normal water supply SJWC experienced during the 1977 single year and the 1987-1992 multi-year droughts. During these drought times, SJWC may experience shortages of supply and will enact the current Water Shortage Contingency Plan. Although there appears to be shortages during droughts, in reality voluntary and involuntary water conservation greatly reduces demand. SJWC foresees meeting all future demands.

Table 14: 2010 Supply and Demand for Normal, Single-Dry and Multiple-Dry Years (AF/yr)

2010 Supply & Demand	Normal Water Year	Single-Dry Water Year	Multiple-Dry Water Years				
			Year 1	Year 2	Year 3	Year 4	Year 5
Supply Total	131,858	93,751	131,199	128,430	106,014	104,563	95,070
Demand Total	131,858	93,751	131,199	128,430	106,014	104,563	95,070
Difference	0	0	0	0	0	0	0

Table 15: 2035 Supply and Demand for Normal, Single-Dry and Multiple-Dry Years (AF/yr)

2035 Supply & Demand	Normal Water Year	Single-Dry Water Year	Multiple-Dry Water Years				
			Year 1	Year 2	Year 3	Year 4	Year 5
Supply Total	153,697	109,279	152,929	149,701	123,572	121,882	110,816
Demand Total	153,697	109,279	152,929	149,701	123,572	121,882	110,816
Difference	0	0	0	0	0	0	0

Summary

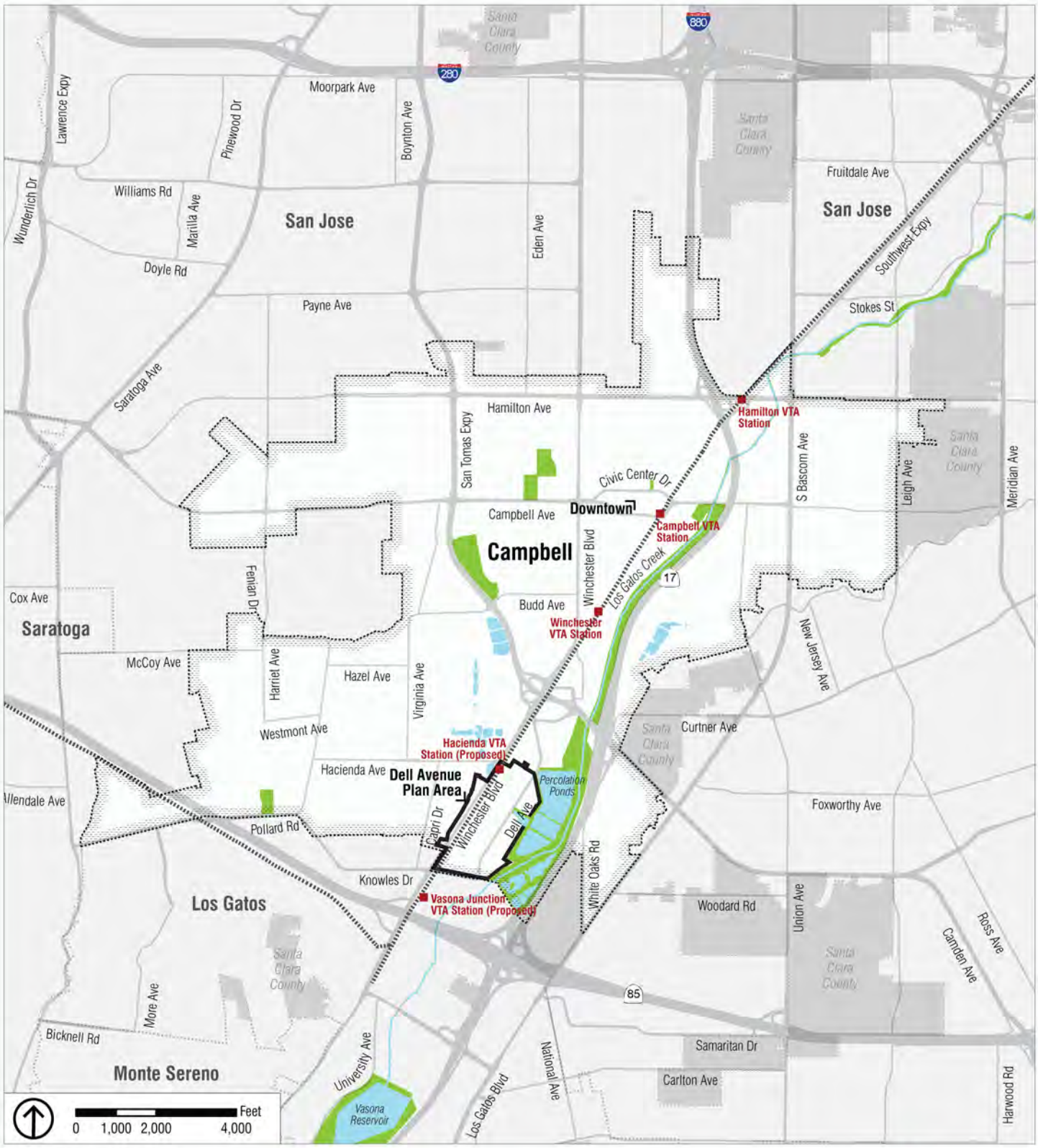
This Water Supply Assessment represents a comprehensive water supply plan for the Dell Avenue Area Plan. In summary:

(1) Total water usage for this Project is estimated at 550.0 acre-feet per year. However, the existing development, which is being replaced, uses an average of 137.5 acre-feet per year. Therefore, the estimated net system increase in water demand for the Project is 412.5 acre-feet per year or a 0.3% increase in system demand when compared to SJWC's 2010 water demand.

(2) SJWC currently has contracts or owns rights to receive water from the following sources:
1. Groundwater - from the Santa Clara Valley Subbasin
2. Imported surface water - from the Santa Clara Valley Water District
3. Local surface water - from Los Gatos Creek and Local Watersheds
4. Recycled water – from South Bay Water Recycling (not currently available within DAAP)

(3) Based on Santa Clara Valley Water District's Urban Water Management Plan through year 2035 and conservation methods currently employed, there is sufficient water available to supply the Dell Avenue Area Plan. Also, the projected water demand for DAAP is within normal growth projections for water demand in SJWC's system.

SJWC works closely with SCVWD to manage its demands and imported water needs. After evaluating demands estimated for the Plan Area and information summarized in this Water Supply Assessment, San Jose Water Company concludes that sufficient water supply exists to serve the Dell Avenue Area Plan.



Source: PLACEWORKS

Figure 1
City Map

Plan Area

Source: PLACEWORKS

Figure 2

Dell Avenue Area Plan Vicinity Map

APPENDIX A

City of Campbell Water Supply Assessment Request

CITY OF CAMPBELL
Community Development Department

RECEIVED SJW
DEC 18 2014
ENGINEERING

December 17, 2013

Bill Tuttle, P.E.
Director of Engineering, Water Services and Planning
San Jose Water Company
1265 Bascom Avenue
San Jose, CA 95128

Subject: Water Supply Assessment for Dell Avenue Area Plan

Dear Mr. Tuttle:

As the Lead Agency, the City of Campbell is preparing an Environmental Impact Report for the Dell Avenue Area Plan. The approximately 113-acre Plan Area is generally bounded by Winchester Boulevard (including parcels fronting the west side of Winchester Boulevard) at the west, Hacienda Avenue at the north, Dell Avenue at the east, and Knowles Drive to the south. The Plan Area is shown in the attached map. The Dell Avenue Area Plan is a programmatic document that sets the policy and regulatory framework by which future development and public improvements will occur. As a programmatic document, the Dell Avenue Area Plan will not approve any specific development project and therefore it is not possible to state exactly where and when future development will occur under the Plan, however the buildout horizon for the Plan's program is 2040.

The Plan Area is currently zoned to accommodate general commercial uses on the west side of Winchester Boulevard and a mix of light industrial, warehousing, manufacturing, and research and development (R&D), and office uses to the east of Winchester Boulevard. Under the Dell Avenue Area Plan, the existing development is expected to be replaced with mixed use development (multi-family residential above retail ground floors) on the west side of Winchester Boulevard and a higher intensity office development and supporting retail services to the east of Winchester Boulevard. In all, the development changes anticipated to occur under the Dell Avenue Area Plan by 2040 are as follows:

DELL AVENUE AREA PLAN BUILDOUT PROJECTIONS

	Existing	Existing to be Removed	New Development	Net Increase	Total at Buildout
Residential (Units)	4	0	300	300	304
R&D Square Feet	650,000	498,000	350,000	-148,000	502,000
Office Square Feet	710,000	558,000	2,850,000	2,292,000	3,002,000
Retail & Services Square Feet	56,000	52,000	72,000	20,000	76,000

In accordance with State law (SB 610), the City of Campbell requests that you provide an analysis of whether the San Jose Water Company (SJWC) has adequate water supply to serve the development foreseen in the Area Plan.

Please advise whether development to the amount described above was incluced under the latest SJWC Urban Water Master Plan (UWMP). If the proposed development was not accounted for within the UWMP, please provide the City with a water supply assessment identifying whether the projected water supply for the next 25 years, based on normal, single dry, and multiple dry years, and including existing and planned future water users, is adequate to meet the demand projected for the proposed development allowed under the Dell Avenue Area Plan.

According the California Water Code Section 10910 (g) (1), the deadline for your response is 90 days after receipt of this request; however, we would appreciate an earlier response, if possible. Please identify the contact person and send your response to:

Paul Kermoyan

Community Development Department

paulk@cityofcampbell.com

408.866.2141 | 408.871.5140

70 N. First Street, Campbell, CA 95008

Thank you for your assistance in this matter. Please do not hesitate to contact me if you have any questions regarding this request or the proposed Dell Avenue Area Plan.

Paul Kermoyan, Community Development Director

San Jose Water Company
110 West Taylor Street
San Jose, CA 95110

Appendix F

Draft EIR Comment Letters

COMMENT LETTER # A01

From: Brandert, Brian@DOT [mailto:brian.brandert@dot.ca.gov]
Sent: Thursday, June 25, 2015 8:39 AM
To: Paul Kermoyan
Cc: Maurice, Patricia@DOT
Subject: Dell Avenue Area Plan DEIR (Caltrans District 4 LD-IGR File #: SCLVAR052)-Request for TIA

Good Morning Mr. Kermoyan:

I am in receipt of the DEIR for the above-referenced project and appreciate the opportunity to review this environmental document.

However, the DEIR does not include a copy of the TIA, only the Traffic Analysis Data (Appendix D). In May 2014, Caltrans reviewed the TIA Workscope for this project and submitted to the City of Campbell a comment letter, dated June 3, 2014.

Please provide me a copy of the completed TIA for this project as soon as possible, so it and the traffic data can be reviewed along with the DEIR and commented on within the CEQA review period.

Please feel free to contact me, if you have any questions. **A01-01**

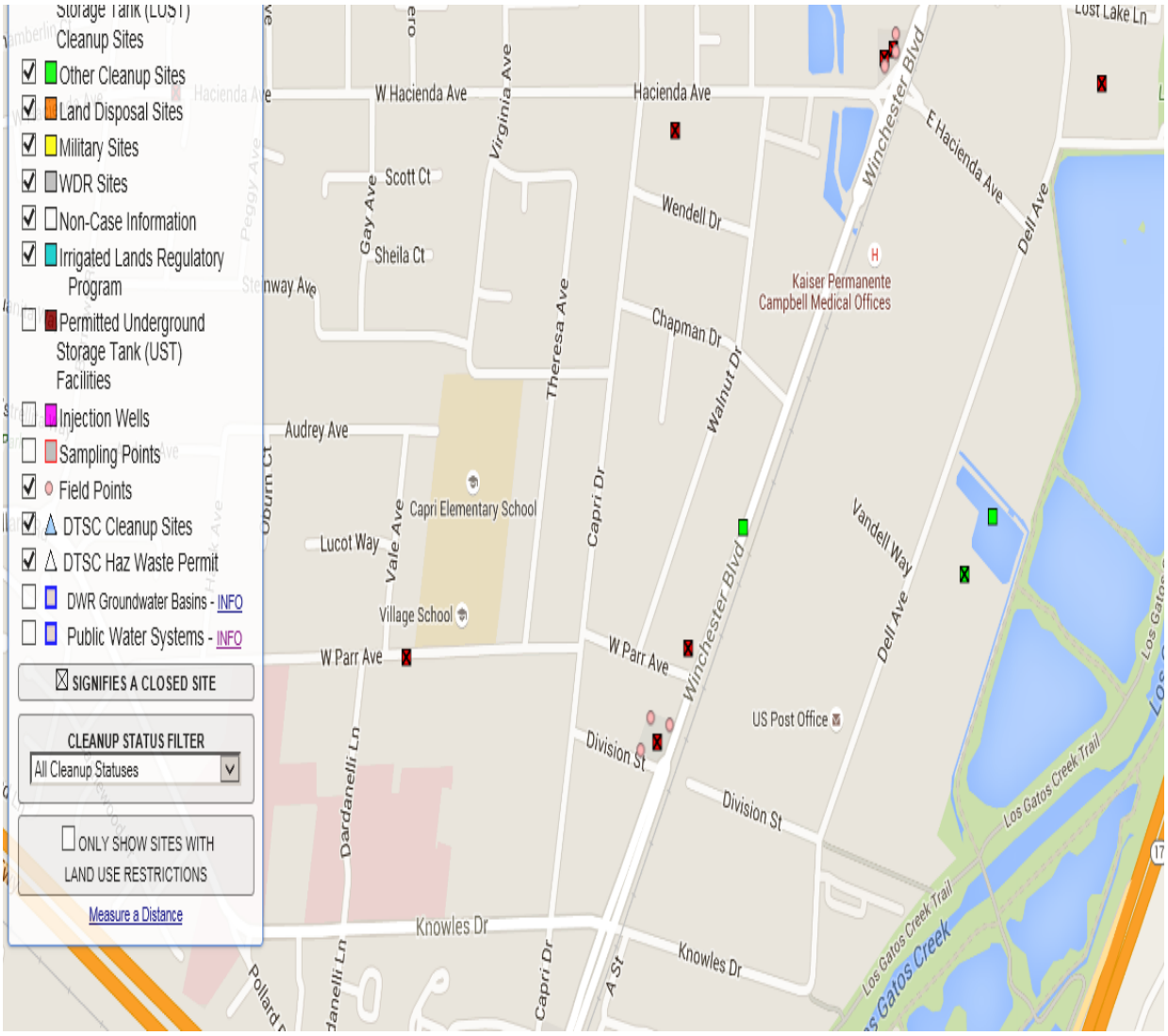
Thank you very much,

Brian L. Ashurst, J.D.
Associate Transportation Planner
Local Development - Intergovernmental Review
Office of Transit and Community Planning
California Department of Transportation, District 4
111 Grand Avenue, MS 10D
Oakland, CA 94612
(510) 286-5505 office (510) 286-5559 fax

From: Lee, Lani [mailto:Lani.Lee@deh.sccgov.org]
Sent: Friday, June 26, 2015 10:41 AM
To: Corinne Shinn
Cc: Kaahaaina, Jennifer
Subject: Draft Dell Avenue Area Plan

Corinne –

It appears that this is an overview plan that doesn't necessarily have specific construction at this point. There are several closed and two open contaminated cleanup sites located within the project area.



Information for these cases can be found on http://geotracker.waterboards.ca.gov/

A02-01

Lani Lee
Senior Hazardous Materials Specialist
Site Mitigation Program

County of Santa Clara
Department of Environmental Health
1555 Berger Drive Suite #300
San Jose, CA 95112
(408) 918-1977 – Phone
(408) 280-6479 – Fax
www.ehinfo.org

My normal office hours are 7-3:30.

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A02-02

COMMENT LETTER # A03

CITY OF CAMPBELL
Recreation & Community Services

July 28, 2015

Response to Draft EIR on the Dell Avenue Area Plan

On April 22, 2015 the City of Campbell Parks and Recreation Commission (PRC) sent Mayor Cristina and the City Council a letter expressing their concerns regarding the need for the City to have a parks and open space plan and questioning the lack of park and recreation facilities in the Draft Dell Area Avenue Plan (DAAP). On July 7, 2015, Scott Johnson, PRC Chair represented these concerns in a meeting with City staff (Mark Linder, City Manager; Paul Kermoyan, Community Development Director; and Regina Maurantonio Recreation & Community Services Director) that focused on responding to the Draft DAAP, DEIR. **A03-01**

Given recent studies and reviews by the Recreation & Community Services Department and the PRC regarding the current availability of recreational facilities for youth programs (including the unavailability of turf playing fields from November – March each year for maintenance and rehabilitation), the PRC feels the proposed DAAP is missing a key opportunity to provide open and recreational space and facilities. **A03-02**

The City's outdated General Plan remains the cornerstone for the DAAP and may not include factors such as the annexation of the Cambrian No. 36 area with regard to parkland opportunities and accessibility; the increased use of regional trails and park facilities resulting from the new 21.5 acre Netflix campus at Albright Way and Winchester Boulevard (located in Los Gatos); and the "North 40" plan (also in Los Gatos) that will permit several hundred new residences and commercial development at the NW corner of Lark Avenue and Los Gatos Boulevard. Considering the DAAP incorporates portions of the regional trail in the park and open space component of the plan, the general increase in use in addition to its current use, may significantly impact meeting current projected DAAP recreational facility needs. **A03-03**

In addition to these recent development and annexations, the DAAP will bring in more than 700 new residents and create approximately 7400 new jobs at full build out. Although workers are not classified as residents, they are part of the community and will utilize parks, trails, and other recreational facilities. The combined impact of the DAAP build out is equivalent to serving more than 8,000 new residents/workers. **A03-04**

1 West Campbell Ave., No. C-31 · Campbell, California 95008-1039 · TEL 408.866.2105 · FAX 408.374.6965 · TDD 408.866.2790

4.12.5.3 ENVIRONMENTAL IMPACT DISCUSSION

PS-9: The proposed Plan would not result in the provision of or need for new or physically altered parks and recreation facilities. A03-05

Significance Before Mitigation: Less than significant.

Comment:

- The PRC cites OSP 1.1, 2.1, 2.2 & 3.5 as areas of concern. How was access to facilities that are closed for maintenance and repair factored into to the DEIR, i.e. where will workers in the DAAP go to meet recreational needs throughout the year? What is the net increase in OS or park facilities required in the GP? What is the net gain in park facilities accessible by the general public? A03-06
- The new development may result in the equivalent of more than 8,000 new residents and workers. Based on the adopted standard of 4 acres per 1,000 residents, the DAAP should be providing 32 acres of parkland. Without this new acreage, there will be a significant impact to existing parks. A03-07

PS-10: The proposed Plan would not increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur, or be accelerated. A03-08

Significance Before Mitigation: Less than significant.

Comment:

- The PRC cites OSP 1.1, 2.2-.3 & 3.5 as contributing factors for overuse and crowding of existing parks and park facilities. Although the DEIR focuses on resident use factors, that accessibility and the overall wear and tear to existing facilities will be exacerbated by the impact of resident growth resulting from day time increase of persons in the DAAP. A03-09
- How will residential access to athletic fields and park facilities be accommodated as wear factors accelerate with the potential indirect growth? How will maintenance budgets be adjusted to address more frequent facility renovations? Without sufficient space there is no opportunity to rest and rotate playing fields - this directly results in long periods of no access to recreational facilities. How will this be addressed, as it will be a direct offshoot of the resident growth in the DAAP? A03-10
- There will be potentially 8,000 new users of parks, trails, and recreational facilities in the area. This represents a significant increase in use and there will likely be additional use which would result in accelerated deterioration. A03-11

PS-11: The proposed Project would not include or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. A03-12

Significance Before Mitigation: Less than significant.

Comment:

- The PRC cites OSP 1.1, 1.3, 2.1-4, 3.5 & 5.2 as contributing factors to the need for new and expansion of existing recreational facilities. Additionally, to accommodate the current and future needs for said facilities, opportunities to illuminate existing and new facilities are required. A03-13

  Important to the success of the DAAP is easy access to park and recreation facilities. This is inclusive of potential indirect growth and residents as youth and adult athletic and recreational programs expand and require access to play facilities during evening hours. A03-14

- Based on the existing inventory of recreational facilities how do the two neighborhood parks fulfill the OSP items above? John D. Morgan is the closest recreational facility to the DAAP and includes one little league baseball diamond and two unlit softball diamonds that share turf area with three non-regulation soccer fields. A03-15

- The Campbell Community Center includes open turf exclusively for soccer; football/soccer field; a running track; a large turf area that is subdivided into several non-regulation soccer fields for youth soccer leagues. None of these fields are lighted and most are closed for seasonal renovation during the fall/winter months. This results in no access to residents/workers for approximately 5 months out of the year. A03-16

  With the anticipated acceleration of wear on play fields and recreational facilities stemming from the additional 8000 residents/workers this will substantially reduce use by residents of the existing facilities. How will this be mitigated?

- Additionally, given that John D. Morgan is a shared facility with the school district how will limited daytime use during the school year affect PS-11? Considering the time of year, the DEIR has not identified appropriate mitigation that will result from the DAAP build out. A03-17

4.12.5.4 CUMULATIVE IMPACTS

PS-12 The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with A03-18

respect to parks and recreational facilities.

Significance Before Mitigation: Less than significant.

A03-18 cont.

Comment:

- The PRC Cites OSP 1.1, 1.3, 2.1-4, 3.5 & 5.2, as factors indicating the significant impact the DAAP will have on existing facilities that will directly affect resident access.

  With impacts to the regional parks and trails stemming from both new commercial and residential development to the south of DAAP, this may result in unanticipated impacts such as the new residents and workers driving to other local recreational facilities during daytime use or after work hours that will result in increased traffic. How will the overuse of existing functional and usable parks and park facilities be managed to prevent or minimize impact on resident needs?

A03-19

- If the projected population increase in residents and workers for the DAAP is upwards of 8,000 (as anticipated) there will be a significant need for both passive and active recreational facilities in the immediate area that will require park acreage dedication similar to those of residential developments, 4 acres per 1000. How will this be factored in to the DAAP and what means is the City doing to require a contiguous land mass to develop such a park facility? The DAAP should identify additional areas or sites to serve these new residents and workers.

A03-20

Summary

Given the extensive use of park and recreational facilities that already exist in the City of Campbell and the ever increasing need for additional sports fields, an increase of over 8,000 new residents and workers in the DAAP (not including the aforementioned commercial and residential growth in the immediate DAAP area) will create a significant impact to existing facilities, and demands a specific plan to address and offer relief and resources for such impact.

A03-21

Nearby communities such as Mountain View and Menlo Park that have experienced similar high tech growth were able to acquire land to develop recreational facilities or plan for facilities with new projects to meet employee needs. The profile of high tech companies and workers is much different than years past. Flexible work hours are the norm (i.e., not a standard 9-5 business day) and recreational facilities such as lighted soccer fields, work out areas, and outdoor gathering space are often considered a standard amenity for workers.

A03-22

The PRC recommends that the City consider putting a funding mechanism in place devoted to land acquisition with new non-residential developments as noted on OSP 3.5.

Often times, such facilities are shared with the community to provide additional recreational facilities during non-use periods and to share costs to operate. Of great

A03-23

benefit is that often times corporate/commercial recreational facilities are situated in non-residential areas such as the DAAP where noise and ambient light intrusion into neighborhoods is at a minimum.

There is great need for a parks and open space plan to identify areas of the community where parks and recreational facilities may be needed and to specifically identify usable and unusable park land; percolation ponds make up a great deal of open space acreage in the City's index for calculating park acreage ratios, space that isn't usable.

A03-23 cont.

The charter of the Parks and Recreation Commission is, in part, to "advise(s) the Council on matters relating to the development and maintenance of public recreation and park facilities…" As the City of Campbell continues to grow in both residential and commercial populations, we must be diligent in our commitment to open space and parks and recreational facilities. Done properly,

The final DAAP could address some of these current and future needs and help to make a clear statement about the City's commitment to having enough open space and parks and recreation facilities in the community today and in the future.

Thank you.

A03-24

Scott Johnson
Chair
Parks and Recreation Commission

County of Santa Clara
Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032-7669
(408) 355-2200 FAX 355-2290
Reservations (408) 355-2201
www.parkhere.org

July 29, 2015

Paul Kermoyan, Community Development Director
Community Development Department
City of Campbell
70 N. First Street
Campbell, CA 95008

SUBJECT: NOTICE OF AVAILABILITY (NOA) OF DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)

PROJECT: DELL AVENUE AREA PLAN

Dear Mr Kermoyan,

The County of Santa Clara Department of Parks and Recreation ("County Parks") has reviewed the DEIR for the Dell Avenue Area Plan and has the following comments. **A04-01**

PUBLIC SERVICES AND RECREATION
The proposed Area Plan would add up to 300 new housing units, 20,000 square feet of retail space, and 2,292,000 square feet of office space immediately adjacent to the existing Los Gatos Creek County Park. As stated in the NOA, this development could result in 726 new residents and 7,394 new jobs by the 2040 buildout horizon. These new residents and workers would add considerable new use to the existing adjacent County Park and the regional Los Gatos Creek Trail. **A04-02**

The DEIR states that "on-site open space [10 percent dedication or in-lieu fee required in DAAP-Waterfront and DAAP-Central Districts] would help to offset or reduce potential use of existing parkland" and that "it is not anticipated that a substantial deterioration of [existing parks and recreational] facilities would occur" (DEIR p. 4.12-29). **A04-03**

County Parks' staff looks forward to working with the City of Campbell to ensure that future open space dedication and in-lieu fees are appropriately used to provide adequate park and recreation opportunities.

Any new trail connections and access points to Los Gatos Creek County Park must be approved by the County Parks Department, and must be accessible to the general public and be dedicated **A04-04**

Board of Supervisors: Mike Wasserman, Dave Cortese, Ken Yeager, S. Joseph Simitian, Cindy Chavez

County Executive: Jeffrey V. Smith

SANTA CLARA COUNTY PARKS

for public access in perpetuity. New access points to the park must take into consideration County Parks' needs for operations and maintenance. Any new trail connections into the County Park or to the Los Gatos Creek Trail must be consistent with the County's trail standards, included in the County's *Countywide Trails Master Plan* and *Uniform Interjurisdictional Trail Design, Use, and Management Guidelines.* **A04-04 cont.**

Thank you for the opportunity to comment on the DEIR for the Dell Avenue Area Plan. If you have questions about these comments please feel free to contact me at william.fourt@prk.sccgov.org or 408-355-2228.

Sincerely,

Will Fourt
Park Planner **A04-05**

CC: Kimberly Brosseau, Acting Principal Planner
Dan Hill, Park Maintenance Supervisor
Frank Weiland, Senior Park Ranger
Tim Heffington, Senior Real Estate Agent
Mark Fredrick, Construction Services Manager

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
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FAX (510) 286-5559
TTY 711
www.dot.ca.gov

Serious Drought. Help save water!

August 5, 2015

SCLVAR052
SCL/VAR/PM VAR
SCH# 2014072042

Mr. Paul Kermoyan
Community Development Department
City of Campbell
70 N. First Street
Campbell, CA 95008

Dear Mr. Kermoyan:

Dell Avenue Area Plan – Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the Dell Avenue Area Plan (Plan). The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Caltrans District 4 Local Development-Intergovernmental Review (LD-IGR) Program reviewed the DEIR to ensure consistency with our mission and state planning priorities of infill, conservationism, and efficient development. Please also refer to our previous comment letters, dated June 3, 2014, and August 14, 2014, on the Plan. We provide these comments consistent with the State's smart mobility goals to support a vibrant economy and build communities, not sprawl. A05-01

Project Understanding
The proposed Plan is located approximately 1,400 feet northwest of the State Route (SR) 85/SR 17 interchange. The Plan Area encompasses approximately 113 acres in the south-eastern portion of Campbell's city limits, just south of Downtown Campbell and along the western edge of SR 17. The Plan Area is proximate to and surrounded by a major citywide and regional transportation corridor in each direction. The overall purpose of the proposed Plan is to transform the Plan Area into a 21st Century business park that retains and attracts high-tech businesses. A05-02

Lead Agency
As the lead agency, the City of Campbell (City) is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Traffic Impacts

1. The Traffic Impact Analysis (TIA) should include turning movement traffic diagram per study intersection under 2040 Cumulative and 2040 Cumulative + Project Conditions for further review. **A05-03**

2. During the ramp metering hours, the on-ramp queues will likely be lengthened with the additional traffic demand by this project, and they may impede onto the local streets affecting their operations. Caltrans recommends the City provide additional storage on the on-ramps/local streets to accommodate the freeway on-ramp traffic. The Plan is likely to have impacts on the operations of the following metered freeway ramps:

   A. SR 17
   - Camden Avenue northbound (NB) diagonal on-ramp (6:00 a.m. – 9:00 a.m.);
   - San Tomas Expressway southbound (SB) diagonal on-ramp (planned to be metered in the future); and
   - Lark Avenue SB diagonal on-ramp (planned to be metered in the future).

   B. SR 85
   - Winchester Boulevard NB diagonal on-ramp (6:00 a.m. – 9:00 a.m.); and
   - Bascom Avenue SB diagonal on-ramp (3:00 p.m. – 7:00 p.m.).

   A05-04

3. *Table 4.13-9 Trip Generation* (see DEIR p. 4.13-35) indicates AM (PM) Net New Plan Area generated trips as 3,607 (3,571) vehicles per hour (vph). These trips will significantly impact SR 17 and SR 85. Mitigation for these impacts of increasing VMT should be identified and may include contributions to the regional fee program as applicable (described below), and should support the use of transit and active transportation modes. **A05-05**

Feasible Mitigation Measures

Caltrans does not agree with the EIR's conclusion that mitigation to the State Highway System (SHS) located inside or outside the City's jurisdiction is infeasible. There are several options that would allow the City to ensure that direct and indirect traffic impacts, as well as the contribution to cumulative traffic impacts, from the Plan are mitigated to the extent feasible. For example, the City can negotiate a co-operative agreement with Caltrans or other agencies where the City agrees to make a fair share payment towards improvements that the applicable agencies agree to implement in a timely manner. Also, the City could make a voluntary contribution to mitigate the impacts of this Plan through contribution to the Santa Clara Valley Transportation Authority (VTA) SR 85 express lane. **A05-06**

Caltrans also does not agree with the DEIR's assertion that the City cannot be certain that mitigation projects will be built because the impacted facilities are not in its jurisdiction. The main issue is whether or not there is an obligation to mitigate the recognized project impacts, and to correctly identify the methods – such as conditions of approval, development agreements, and cooperative agreements – that ensure the measures are implemented in a reasonable period of **A05-07**

time. The potential mitigation measures that include the requirements of other agencies, such as Caltrans, are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City. **A05-07 cont.**

It is essential that feasible mitigation be included to ensure that impacts from the Plan on the transportation network are reduced or eliminated. This will be important to the success of this Plan. We also recommend working with Caltrans to develop a mitigation monitoring and implementation plan that identifies an implementation schedule or impact thresholds to trigger development of mitigation projects. **A05-08**

Vehicle Trip Reduction

Caltrans recommends the City adopt the alternative adding housing units to the Plan, in order to achieve a better housing to jobs balance and reduce vehicle trips. Caltrans encourages the City to locate needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, in order to decrease vehicle miles traveled (VMT). Adding housing units to this plan may help offer greater flexibility regarding the proposed transportation mitigation measures, considering the Metropolitan Transportation Commission (MTC) Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) identifies transportation system performance targets including the increase of non-auto mode share by 10 percentage points and a decrease auto VMT per capita by 10 percent. **A05-09**

Transportation Demand Management (TDM) policies should include lower parking ratios; car-sharing programs; transit subsidies, transit passes, and secure bicycle parking and showers for residents, patrons, and employees; and carpooling with preferred parking. TDM measures should be clear and specific, and should be monitored over time to ensure compliance. To that end, the Plan should specify how it will encourage stakeholders to work together to establish local shuttle services, provide incentives or coordination, and whether participation will be optional or mandatory. The City, the VTA, and the stakeholders can coordinate to reduce the headway times on the bus lines serving the Plan Area and establishing new bus or shuttle service to the Winchester Transit Center. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking. **A05-10**

The City should consider extending the new multi-use trail between Hacienda Avenue and Knowles Drive north to other parts of the City and south to Los Gatos. Any gap, even if a mile or less, is considered a barrier to bicycle access. A fully connected network of bicycle and pedestrian facilities will provide a viable alternative to driving, facilitate transit use, and help reduce air pollution and greenhouse gas emissions. Winchester Boulevard is part of the Calabazas Creek/Winchester Corridor, which has been identified by the VTA as one of the 24 Cross County Bicycle Corridors as outlined in *The 2008 Countywide Bicycle Plan*. The Plan should propose clear, actionable language for the proposed bicycle and pedestrian facilities listed, to ensure improvements are constructed as specified in the proposed Plan. Sidewalks "must" (not "should") comply with the Americans with Disabilities Act (ADA) and ensure ADA accessibility. **A05-11**

Traffic Impact Fees
Given the Plan's scale, proximity, and traffic generated to SR 85 and SR 17, the DEIR should identify payment of a fair share traffic impact mitigation fee for this project. Development plans should require traffic impact fees based on projected traffic and/or associated cost estimates for public transportation facilities necessitated by development. Scheduling and costs associated with planned improvements on State right-of-way should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any. A05-12

Voluntary Contribution Program
State Routes 85 and 17 are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and recreational traffic. Caltrans encourages the City to participate in the VTA's voluntary contribution program A05-13

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,

Pat C

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review A05-14

c: Scott Morgan, State Clearinghouse
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy

COMMENT LETTER # A06

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

August 6, 2015

RECEIVED
AUG 10 2015
CITY OF CAMPBELL
PLANNING DEPT.

Paul Kermoyan
City of Campbell
70 N. 1st Street
Campbell, CA 95008

Subject: Dell Avenue Area Plan
SCH#: 2014072042

Dear Paul Kermoyan:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 5, 2015, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly. A06-01

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Attachment 1

Document Details Report
State Clearinghouse Data Base

SCH#	**2014072042**
Project Title	Dell Avenue Area Plan
Lead Agency	Campbell, City of

Type	**EIR** Draft EIR
Description	The basic objectives of the proposed Plan established by the Campbell City Council include retaining existing businesses while transforming the area encompassed by the Plan (the "Plan Area") into a modern, technology sector-based employment district that is competitive with other areas in the Silicon Valley. In order to ensure a successful employment district, the proposed Plan stresses the importance of accommodating high-tech businesses, as well as land uses that support and complement the high-tech industry, including an active retail environment, a circulation system that supports all modes of transportation, and housing within close proximity of employment opportunities.

Lead Agency Contact

Name	Paul Kermoyan		
Agency	City of Campbell		
Phone	(408) 866-2140	*Fax*	
email			
Address	70 N. 1st Street		
City	Campbell	*State* CA	*Zip* 95008

Project Location

County	Santa Clara			
City				
Region				
Lat / Long				
Cross Streets	Dell Avenue between Hacienda Avenue and Knowles Drive			
Parcel No.				
Township	*Range*	*Section*	*Base*	

Proximity to:

Highways	Hwy 17, 85
Airports	
Railways	UPRR
Waterways	Los Gatos Creek, Vasona Reservoir
Schools	numerous
Land Use	Research & Development, General Commercial, Open Space

Project Issues	Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects; Other Issues
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Air Resources Board; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 06/22/2015 *Start of Review* 06/22/2015 *End of Review* 08/05/2015

Note: Blanks in data fields result from insufficient information provided by lead agency.

Aug 05 2015 3:23PM HP LASERJET FAX p.1

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660
OAKLAND, CA 94623-0660
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FAX (510) 286-5559
TTY 711
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August 5, 2015

SCLVAR052
SCL/VAR/PM VAR
SCH# 2014072042

Mr. Paul Kermoyan
Community Development Department
City of Campbell
70 N. First Street
Campbell, CA 95008

Dear Mr. Kermoyan:

Dell Avenue Area Plan – Draft Environmental Impact Report (DEIR)

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Voluntary Contribution Program
State Routes 85 and 17 are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and recreational traffic. Caltrans encourages the City to participate in the VTA's voluntary contribution program

Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.

Sincerely,

Pat C

PATRICIA MAURICE
District Branch Chief
Local Development - Intergovernmental Review

c: Scott Morgan, State Clearinghouse
Robert Swierk, Santa Clara Valley Transportation Authority (VTA) – electronic copy
Robert Cunningham, Santa Clara Valley Transportation Authority (VTA) – electronic copy

TOWN OF LOS GATOS
PARKS AND PUBLIC WORKS DEPARTMENT
PHONE (408) 399-5770
FAX (408) 354-8529

SERVICE CENTER
41 MILES AVENUE
LOS GATOS, CA 95030

8/7/2015

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

RECEIVED
AUG 10 2015
CITY OF CAMPBELL
PLANNING DEPT.

City of Campbell
Attn: Paul Kermoyan
70 N. First Street
Campbell, CA 95008

RE: Draft Environmental Impact Report – Dell Avenue Area Plan

Dear Paul,

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report (DEIR) for the proposed Dell Avenue Area Plan (DAAP). The Town appreciates the time that the City of Campbell has taken to meet and discuss the traffic analysis to ensure that assumptions, impacts and potential mitigations are identified in the DEIR. Attached are comments regarding the DEIR from the Town's Traffic Engineer, Jessy Pu.

Please feel free to contact me or Jessy if you have further questions regarding these comments. A07-01

Sincerely,

Matt Morley
Director of Parks and Public Works

Attachment

1. The City of Campbell sent a notice of preparation of traffic impact analysis for the DAAP, dated May 16, 2014, to the Town of Los Gatos. Town staff replied and submitted a comment letter to City of Campbell, dated May 28, 2014 (attached). The City of Campbell staff including Public Works Director, Community Development Director, and City Traffic Engineer met with Town staff to discuss those comments subsequent to receipt of the comment letter. The DEIR has not entirely addressed the Town's comments submitted regarding the DAAP TIA. The following are items in the May 28, 2014 comment letter that either need to be addressed or be addressed more completely in the DEIR: **A07-02**

   General Comments #5, #6, #7, #8, #16, #17, #18, #19, #22, #25
   Trip Distribution #1 through #9
   Project Gateway (Winchester/Knowles) #1 through #5
   Study Intersections #1, #3, #4, #5
   Study Freeway/Expressway Ramps #1 through #5

2. The DEIR identifies significant and unavoidable impacts for several intersections in the Town of Los Gatos, including in the cumulative analysis. The DEIR identifies potential mitigations and possible constraints to their implementation, resulting in a conclusion that the mitigation may not be feasible. The DEIR should acknowledge that the Town would work with the City on inter-jurisdictional approvals within the Town with the understanding that the City and/or the developers within the DAAP bear the responsibility for their share of the improvements (which in some cases may be the entire cost). The Town would work with the City to ensure that they do not compromise other transportation objectives in the Town, such as safe bicycle and pedestrian mobility. The City and/or developers need to make a good faith effort to construct the improvement, and not rely on the significant and unavoidable impact conclusion to not make any modifications. In addition, the City may establish a traffic impact mitigation fee mechanism in the Area Plan to fund the mitigation. **A07-03**

3. Intersection of Los Gatos Saratoga Road and University Avenue: The lane configuration in the level of service analysis needs to be revised. The southbound University Avenue is 2 left turn lanes and one shared through/right-turn lane. **A07-04**

4. The initial DAAP was approximately one million square feet of floor area. The current DAAP is about three million square feet of floor area. Some of the assumptions with the initial one million square feet of development are no longer valid and need to be re-visited. For example, the trip distribution to and from freeways and local streets should be revised. **A07-05**

Town of Los Gatos

Parks & Public Works
41 Miles Avenue
Los Gatos, CA 95030
(408) 399-5770

TO: Matthew Jue, City of Campbell

FROM: Jessy Pu

SUBJECT: Comments in Response to the Transportation Impact Analysis (TIA) Notification – Dell Avenue Area Plan (DAAP) A07-06

DATE: May 28, 2014

General Comments

1. Due to the size and intensity of the proposed project, all aspects of potential traffic impact should be considered and evaluated. A07-07
2. The TIA should follow VTA's technical guidelines to scope and complete a transportation impact analysis, and identify feasible mitigations or improvements. A07-08
3. Impacts to Los Gatos' facilities should be evaluated according to Los Gatos' transportation impact policy and thresholds. A07-09
4. Perform operational analysis such as queuing, storage capacity, and delay in addition to level of service analysis. Identify negative impact and feasible improvements. A07-10
5. The lead agency should identify feasible improvements to Los Gatos' facilities. The lead agency should either construct the identified improvement or propose a fair-share mitigation contribution for the proposed improvements. A07-11
6. Additional study intersections and freeway ramps are requested. See below. A07-12
7. Potential impact to the freeway/expressway interchange and ramps should be evaluated if the project traffic may cause significant congestion or queuing on ramps onto freeway or local streets. A07-13
8. Considering the size and intensity of development and potential increase in vehicular, pedestrian and bicycle traffic, it should be necessary to perform a multimodal level of service analysis for Winchester Boulevard, Knowles Drive, and Dell Avenue near the project limits. A07-14
9. Traffic volumes are significantly lower during non-school seasons in Los Gatos. Please take traffic counts during school days for intersections within Los Gatos. A07-15
10. Contact Town of Los Gatos Traffic Engineer for current approved and pending project lists for inclusion in the background and cumulative analysis scenarios. A07-16
11. Contact City of San Jose for current approved and pending project lists for inclusion in the background and cumulative scenarios. A07-17
12. There is a proposed 64,500 square-foot Samaritan Court Medical Office project on Samaritan east of Bascom Avenue in the City of San Jose. A traffic study is in progress. It should be included in the cumulative scenario. A07-18

13. Albright Project should not be added to cumulative scenarios again. It is already included in the background scenario. A07-19
14. The North 40 project is not an approved project. It may or may not be approved. It should not be used as a base line for comparison in the proposed Cumulative Conditions I & II. A07-20
15. Standard TIA considers the proposed project (DAAP) as base line in the "project + background" scenario and adds other pending projects on top in the Cumulative Scenarios. A07-21
16. Due to the size and intensity of the proposed project, the project impact to transit service should be evaluated such as existing bus and light rail as well as future light rail service. A07-22
17. The traffic impact analysis in the EIR for the future Vasona Light Rail Station should be reviewed and compared with the DAAP TIA. The DAAP TIA should identify if the DAAP may cause traffic impact and parking impact and result in different findings from the conclusions in the EIR for the future Vasona Light Rail Station. A07-23
18. The DAAP TIA should evaluate the potential impact to the access and circulation of the future light rail stations. A07-24
19. Knowles Drive east of Winchester is likely to be required of widening for accommodating the proposed project traffic, bicycle and pedestrian traffic. The widening may have impact to the complicated Winchester/A Street/Knowles intersection, which is also the access for the future Vasona Light Rail Station. The DAAP TIA should evaluate the widening impact and propose a mitigation measure, if any. A07-25
20. Due to the size and intensity of the proposed project, a strict TDM should be considered for all future uses in the DAAP. A07-26
21. Due to the size and intensity of the proposed project, certain existing un-controlled intersections may be impacted and may be required of installation of traffic signal as mitigation. The project TIA should review if there may be any un-signalized intersections that may be impacted and required for signalization. A07-27
22. Potential traffic impact to residential neighborhood should be evaluated such as West Parr and Capri. A07-28
23. Trip reduction should comply with the VTA guidelines and should be justified and not to exceed the maximum allowed percentage. For example, there should be no more than a 30 percent combined pass-by and diverted linked trip reduction. A07-29
24. Safety analysis such as traffic collision analysis should be included in the TIA. A07-30
25. The construction traffic impact should be evaluated. A07-31

Trip Distribution

Please send me trip distribution information for the following locations:

1. Winchester south of Knowles, Winchester north of Knowles, Knowles Drive east of Winchester, and Knowles west of Winchester.
2. Winchester south of SR 85.
3. Lark Avenue east of SR 17 and west of SR 17.
4. SR 17 north of Lark and SR 17 north of SR 85.
5. Los Gatos Boulevard north of Lark Avenue and Bascom Avenue north of SR 85.
6. SR 9 west of North Santa Cruz Avenue, and east and west of SR 17.

A07-32

7. North Santa Cruz Avenue north and south of SR 9.
8. Los Gatos Boulevard north and south of Blossom Hill Road.
9. Blossom Hill Road east of Los Gatos Boulevard and west of Los Gatos Boulevard.

A07-32 cont.

Project Gateway – Winchester/Knowles

1. Please take one-week 24-hour hose counts for Winchester north and south of Knowles and Knowles east and west of Winchester. The proposed project is adding over 27 thousand daily trips. The traffic impact in daily traffic (or time of day) should be reviewed. A07-33
2. Potential damage to roadway pavement caused by the construction traffic should be evaluated. A07-34
3. Model the intersection in Traffix to consider the 5-leg intersection, delay in crossing two combined intersection with railroad track, delay in loss time, additional clearance time, crosswalks on all five legs of intersection, and future light rail access. A07-35
4. Widening of Knowles east of Winchester is likely to be required for accommodating the DAAP project traffic, bicycle and pedestrian traffic. Installation of sidewalk along the north side of Knowles east of Winchester should be considered. A new crosswalk should be installed for crossing the north leg of intersections. Installation of bicycle lanes should be considered for Knowles, Dell, and at the gateway intersections. A07-36
5. Knowles/Winchester/A Street is the future access for Vasona Light Rail Station. Evaluate the potential traffic impact and propose mitigation if any. A07-37

Future Vasona Light Rail Station

Evaluate the DAAP traffic impact to the future light rail access and circulation, specifically the following two intersections: A07-38

1. Winchester/SR 85 Northbound Ramp/Winchester Circle.
2. Winchester/Knowles/A Street.

Also evaluate if the DAAP may cause parking impact to the future light rail station parking lots.

Study Intersections

Town of Los Gatos' traffic impact policy requires comprehensive traffic impact analysis for 20 or more additional trips. Please include in the TIA the following intersections and any intersections that may be impacted by the project with 20 or more peak-hour trips within Los Gatos: A07-39

1. Knowles/Capri, Knowles/Dardandelli, and More/Pollard.
2. Winchester/Wimbledon, Winchester/Daves, and the future signalized intersection for the Albright Development at Winchester.
3. Lark/University and Lark/Oka.
4. Blossom Hill Road/North Santa Cruz Avenue/Winchester Boulevard, Blossom Hill Road/University Avenue, Blossom Hill Road/Roberts West, Blossom Hill Road/Camellia Terrace, and Blossom Hill Road/Cherry Blossom Lane.

5. Los Gatos Boulevard (LGB)/Garden Lane/Gateway, LGB/Village Square Shopping Center, LGB/Los Gatos Almaden, LGB/Roberts/Shannon, LGB/Nino, LGB/Kennedy/Caldwell, and LGB/Los Gatos Saratoga Road.
6. Los Gatos Saratoga Road/University Avenue.
7. North Santa Cruz Avenue/East Main Street.

A07-39 cont.

Study Freeway/Expressway Ramps

The TIA should include operational analysis for freeway/expressway ramps that may be negatively impacted, such as queuing and storage capacity, and potential impact to ramp metering. The following freeway/expressway ramps should be evaluated:

1. On/off ramps at Lark/SR 17.
2. On/off ramps at Bascom/SR 85.
3. On/off ramps at Winchester/SR 85.
4. On/off ramps at Camden/SR 17.
5. On/off ramps at San Tomas Expressway/Winchester.

A07-40

COMMENT LETTER # A08

From: Molseed, Roy [mailto:Roy.Molseed@VTA.ORG]
Sent: Monday, August 10, 2015 4:12 PM
To: Paul Kermoyan
Cc: 'patricia.maurice@dot.ca.gov'; 'Brandert, Brian@DOT'
Subject: Dell Avenue Area Plan

Paul,

Attached are VTA comments on the Dell Avenue Area Plan and Draft EIR.

Thanks for the opportunity to comment. Please contact me if any questions.

Roy Molseed

Senior Environmental Planner

VTA

(408) 321-5784

Roy.molseed@vta.org

A08-01

SANTA CLARA
Valley Transportation Authority

August 10, 2015

City of Campbell
Community Development Department
70 N. First Street
Campbell, CA 95008-1423

Attention: Paul Kermoyan

Subject: Dell Avenue Area Plan

Dear Mr. Kermoyan:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft Plan and Draft EIR for the 100-acre area generally bounded by Winchester Boulevard, hacienda Avenue, Dell Avenue, and Knowles Drive. We have the following comments. **A08-02**

Land Use

VTA supports the overall approach the City is taking in the Dell Avenue Area Plan of combining a significant increase in employment uses with interspersed retail, housing and open space, all connected by a pedestrian-friendly circulation system. This approach will help ensure that this development is oriented to pedestrians and bicyclists and will help reduce internal and external automobile trips associated with the area. While this site is not located in an existing Light Rail Station Area, VTA has obtained environmental clearance for the Vasona Corridor Light Rail Extension Project, which passes through the site. The Hacienda Light Rail Station, which would be located within the Plan Area boundaries, is included in Phase 2 of the Vasona Corridor Project. As noted in the Draft SEIR/EA for the Project, "Phase 1 would include all project features… except the Hacienda Station and optional Hacienda park-and-ride lot. The Hacienda Station (with or without the park-and-ride lot) would be constructed in Phase 2, contingent on sufficient funding and ridership." (pg. vi) **A08-03**

Freeway Impacts and Mitigation Measures

The DEIR identifies significant impacts to three directional mixed flow segments of SR 17, twelve directional mixed flow segments of SR 85, and five directional High Occupancy Vehicle (HOV) segments of SR 85, based on the CMP LOS standard. The DEIR does not propose mitigation measures for these impacts, noting that "due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable." (p. 4.13-65) **A08-04**

VTA notes that certain cities in Santa Clara County have identified contributions to regional improvements as mitigation measures for significant freeway impacts. Regional improvements

included in VTP 2040 that could provide congestion relief and additional transportation options along the impacted corridors include:

- SR 85 Express Lanes: US 101 (South San Jose to Mountain View) (VTP ID H1)
- Vasona Corridor Light Rail Extension (VTP ID T9)
- Los Gatos Creek Trail Expansion on West Side: Hamilton to Campbell (VTP ID B71)

A08-04 cont.

VTA recommends that the City include voluntary contributions to these projects and/or other projects to provide regional transportation improvements along the impacted corridors. Please see the March 6, 2014 Report to the VTA Board of Directors (Agenda Item 6.18), available online at http://www.vta.org/sfc/servlet.shepherd/document/download/069A0000001LwZYIA0, for further information about Voluntary Contributions to Transportation Improvements.

CMP Intersection Impacts and Mitigation Measures

The DEIR indicates significant impacts to two CMP Intersections in the Existing Plus Project scenario and five CMP Intersections in the Cumulative Conditions scenario, based on the CMP LOS standard. The DEIR identifies Mitigation Measures to increase the capacity of the impacted CMP Intersections, but in all cases concludes that since the identified improvements would require acquisition of right-of-way and/or inter-jurisdictional approvals, the impacts are significant and unavoidable.

A08-05

VTA encourages the City to coordinate with the County, Caltrans and VTA regarding the Mitigation Measures identified in the DEIR. VTA also recommends that the City prepare an area-wide Multimodal Improvement Plan to address these CMP Impacts. The California CMP legislation requires Member Agencies to prepare Multimodal Improvement Plans for CMP facilities located within their jurisdictions that exceed, or are expected to exceed in the future, the CMP traffic LOS standard. The preparation of a Multimodal Improvement Plan can be an opportunity to implement multimodal (non-automotive) transportation improvements as offsetting measures, when mitigations to meet the LOS standard are either infeasible or undesirable. The Multimodal Improvement Plan contains a list of actions to help offset the vehicular level of service impacts, and an implementation plan with specific responsibilities and a schedule. These off-setting improvements can include improvements to transit, bicycle, and/or pedestrian facilities, as well as Transportation Demand Management (TDM) Programs (see further comments on TDM, below). For further information on Multimodal Improvement Plans (previously "Deficiency Plans"), please see VTA's Deficiency Plan Requirements located online at: http://www.vta.org/cmp/technical-guidelines.

Transportation Demand Management/Trip Reduction

A08-06

The DEIR notes that "A partial mitigation measure to reduce impact on study facilities would be the implementation of a Transportation Demand Management (TDM) Program." (p. 4.13-79) The DEIR includes a general description of the types of TDM measures that could be included in future projects in the Dell Avenue Area Plan, but does not include a specific vehicle

trip reduction or mode share target, or any discussion of monitoring or enforcement to ensure the effectiveness of the TDM programs.

VTA notes that establishing vehicle trip reduction goals and including a Lead Agency monitoring and enforcement mechanism in a TDM Program can be an effective strategy to reduce automobile trips, traffic impacts and vehicle miles traveled, which has been utilized by a number of cities in Santa Clara County. The establishment of a Transportation Management Agency (TMA) to coordinate TDM strategies among several developments in an area has also proven to be beneficial. VTA believes these strategies could help reduce automobile trips to/from future development projects in the Dell Avenue Area.

A08-06 cont.

VTA would be happy to assist the City in developing and implementing effective TDM Programs for the Dell Avenue Area Plan and future specific development projects within the area. VTA recommends that the City consider the following TDM/Trip Reduction strategies:

- Project design to encourage walking, bicycling, and convenient transit access;
- Parking cash out/parking pricing;
- Formation of a Transportation Management Association (TMA) in partnership with other developments in the area;
- Adoption of a vehicle trip reduction target with a Lead Agency monitoring and enforcing program;
- Transit Fare incentives such as free or discounted transit passes on a continuing basis;
- Public-private partnerships or employer contributions to provide improved transit or shuttle service in the project area

A08-07

Pedestrian and Bicycle Accommodations

Given that the street network will be substantially rebuilt as the area develops, the Plan provides a one-time opportunity to provide exceptional bicycle and pedestrian accommodations in the area, including bike lanes, wide sidewalks, and a buffer strip between pedestrians and automobiles with consistent street trees. Resources on pedestrian quality of service, such as the Highway Capacity Manual 2010 Pedestrian Level of Service methodology, indicate that such accommodations improve perceptions of comfort and safety on a roadway. Existing intersections within the Plan area, such as Winchester Boulevard/Hacienda Avenue and Winchester Boulevard/Knowles Drive, could also benefit from safety improvements such as reduced curb radii, the removal of 'pork chop' right-turn islands, and the addition of high-visibility crosswalks.

A08-08

Transportation Impact Analysis (TIA) Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis (TIA) for any project that is expected to generate 100 or more net new peak-hour trips. VTA's understanding is that this Area Plan does not grant a specific development entitlement and therefore a CMP TIA is not required at this time (per Section 2.2 of the TIA Guidelines). It is our

understanding that future specific developments in the area would require separate discretionary approvals, and therefore would require CMP TIAs at that time.

The October 2014 version of the VTA TIA Guidelines, which can be found at http://www.vta.org/cmp/tia-guidelines, include updated procedures for documenting auto trip reductions, analyzing non-auto modes, and evaluating mitigation measures and improvements to address project impacts and effects on the transportation system. For any questions about the updated TIA Guidelines, please contact Robert Swierk of the VTA Planning and Program Development Division at 408-321-5949 or Robert.Swierk@vta.org. **A08-08 cont.**

Bus Stop Design Template

Bulbouts at cross streets or intersection of two lane roads (shown on Figure 2-7 of the Draft Plan) may restrict the bus from executing a turn and needs to adapt to VTA bus radius (as well as the needs of emergency vehicles) for any turning situations. As future development projects come forward implementing the Area Plan, VTA requests to review specific project plans that modify street geometry to ensure that transit service and operations are not adversely affected. **A08-09**

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,

Roy Molseed
Senior Environmental Planner

cc: Brian Brandert, Caltrans
Patricia Maurice, Caltrans

CM1402

A08-10

COMMENT LETTER # A09

From: Bodduna, Aruna [mailto:Aruna.Bodduna@rda.sccgov.org]
Sent: Monday, August 10, 2015 4:04 PM
To: Paul Kermoyan
Cc: Cameron, Dawn
Subject: DDAP-DEIR Comments

Dear Mr. Kermoyan,

Attached please find Santa Clara County Roads and Airports Department comments on "Dell Avenue Area Plan Draft Environmental Impact Report".

Thanks,

Aruna.

Aruna Bodduna

Associate Transportation Planner

Planning, Land Development & Survey Unit

County of Santa Clara Roads & Airports Department

101 Skyport Drive, San Jose, CA 95110

aruna.bodduna@rda.sccgov.org

Phone: 408-573-2462

A09-01

County of Santa Clara
Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400

August 10, 2015

Paul Kermoyan, Community Development Director
Community Development Department
City of Campbell
70 N. First Street
Campbell, CA 95008

SUBJECT: Draft Environmental Impact Report
Dell Avenue Area Plan

Dear Mr. Kermoyan:

The County of Santa Clara Roads and Airports Department is submitting the following comments regarding the analysis presented in the Draft Environmental Impact Report (DEIR) for the project cited above. **A09-02**

- Page 4.13-7, last paragraph indicates that "the existing lane configurations and controls are shown in Figure 4.13-1". However, this figure presents only location of intersections but not the lane configurations and controls. County was unable to verify the underlying lane assumptions. Please provide this information and confirm that the analysis reflects the accurate existing conditions information. **A09-03**
- The County in its comment letter on the Notice of Preparation (NOP)-EIR (dated August 5, 2014) indicated that the traffic analysis should use County signal timing and counts information for County maintained intersections. However, the existing conditions level of service provided in the DEIR Table 4.13-15 (page 4.13-21) for the County intersections (intersections 1 through 4) does not comply with the information provided in Valley Transportation Authority (VTA)'s 2012 CMP LOS (available at http://www.vta.org/cmp/monitoring-report) or the Expressway Plan 2040 that is currently under study. Specifically, neither of these reports present LOS "F" conditions at San Tomas Expressway / SR 17 SB ramps intersection. Please perform traffic analysis with counts and signal timing provided by the County. If different counts are used, the project should still use County's signal timing data for the day of the count to ensure that significant impacts are accurately identified. Counts and signal timing information at the County intersections is available upon request. **A09-04**

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Ken Yeager, S. Joseph Simitian
County Executive: Jeffrey V. Smith

- The DEIR states for mitigation measures TRAF-1a, TRAF-1b, TRAF-8a, TRAF-8b, TRAF-8h, TRAF-8i, TRAF-8j and TRAF-8k that "San Tomas Expressway is a County operated route and part of the CMP network, therefore any modifications to the intersection would require coordination and approval from both the County of Santa Clara and VTA. Given these limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is significant and unavoidable." Even with a finding of "significant and unavoidable impacts", the project should still mitigate the impacts to the extent feasible. The project should provide a fairshare contribution towards implementation of the mitigation measures at the impacted locations. **A09-05**

Thank you for the opportunity to comment on the DEIR. If you have any questions about these comments, please contact me at 408-573-2465 or at dawn.cameron@rda.sccgov.org.

Sincerely,

A09-06

Dawn S. Cameron
County Transportation Planner

cc: MA, AP

COMMENT LETTER # A10

5750 Almaden Expressway, San Jose, CA 95118-3614 | (408) 265-2600 | www.valleywater.org

Santa Clara Valley Water District

File: 32972
Upper Page Distribution System
X-Fac: Los Gatos Creek
Camden Percolation System
Page Percolation System

August 10, 2015

Mr. Paul Kermoyan
Community Development Director
City of Campbell
70 North First Street
Campbell, CA 95008

Subject: Draft Environmental Impact Report for the Dell Avenue Area Plan & Public Review Draft of the Dell Avenue Area Plan

Dear Mr. Kermoyan:

The Santa Clara Valley Water District (District) has reviewed the Draft Environmental Impact Report (DEIR) for the Dell Avenue Area Plan (DAAP), and the public review draft of the Dell Avenue Area Plan both dated June 22, 2015. **A10-01**

The vision for the waterfront area and central open space area relies on the aesthetic appeal of the recharge ponds and Los Gatos Creek and use of District property for recreational improvements. The District continues to be concerned about the impacts to District operation and maintenance of the District's recharge facilities due to the improvements proposed on District property as noted in our comments on the NOP. **A10-02**

Though the DEIR notes the recharge facilities are of utilitarian nature, it is not clear that the plan as proposed provides adequate setbacks for the waterfront properties to provide landscaping and other amenities on private property so as not to rely on District property to realize the vision of the waterfront area. Additionally, there is no discussion on how the proposed sensitive uses, such as outdoor eating and gathering areas, will be designed to minimize conflicts between those uses and the District's maintenance and operation of the recharge facilities. The District continues to be concerned about the proposed pedestrian crossings of the Page Ditch; potential increase of debris and trash that will make its way into the ditch, trash racks and ponds; and impacts to District access from the proposed trail along the ponds. **A10-03**

Landscaping within the developments in the waterfront areas need to be sufficient to allow the area to be aesthetically pleasing without the addition of plantings on the District's property and **A10-04**

during times when the ponds are dry either for routine maintenance and operation activities or in the case of drought. The setback areas along the waterfront need to also provide sufficient space so that outdoor eating and gathering areas are not directly adjacent to the District's maintenance roads so that noise, dust, *etc*, from District's routine and non-routine operations of the recharge facilities is not disruptive to the adjacent uses. District staff works to minimize dust, noise, *etc*, when conducting maintenance of District facilities; however, disturbances to adjacent properties cannot be avoided entirely. **A10-04 cont.**

The DEIR and DAAP need to discuss more fully how the potential for conflict between sensitive uses and the District's continued maintenance and operation of the recharge facilities will be mitigated. Additionally, the DEIR and DAAP should include a discussion of the routine operation of the ponds and potential for them to be dry for extended periods of time. The inclusion of a statement that the recharge facilities are primarily utilitarian does not provide adequate context for determining how the interface between the District's property and the plan area can be developed to minimize conflicts and false expectations. **A10-05**

Additionally, it does not appear that the preparer considered the Los Gatos Creek County Park Master Plan whose goal is to protect and enhance the park's natural character and scenic quality. The waterfront concept of promenades and waterfront cafes is an urban use that appears to be in conflict with the natural character of the park. This adjacent use also conflicts with the District's intent for joint use of these recharge ponds to be for open space and passive uses. **A10-06**

The District has the following additional specific comments on the above documents: **A10-07**

<u>DEIR</u>

1. The discussion of the enhanced open space on page 1-5 and other sections of the DEIR needs to note that coordination is not only required with the District, but also the Santa Clara County Parks Department (County Parks), which leases the District's land for public recreation, including Los Gatos Creek Trail and Los Gatos Creek County Park. In addition to District approval such improvements must be acceptable to County Parks, who must then accept responsibility for their maintenance and operation. **A10-08**
2. BIO-2 on page 4.3-18 notes that the crossings of Page Ditch are not required by the DAAP; however, the DAAP on page 47 notes that these crossings are required. The documents need to be revised for consistency. **A10-09**
3. It is not clear that Mitigation Measure BIO-2, replanting trees at a ratio of 3:1, necessarily mitigates for all potential impacts to the riparian habitat. **A10-10**
4. Mitigation Measure BIO-3, page 4.3-27, requires restoration of Page Ditch or Los Gatos Creek for impacts to Water of the US by construction of the pedestrian crossings of Page Ditch. This mitigation measure needs to be revised, as no mitigation is allowed on the recharge ponds, Page Ditch or on District property for the ponds or Los Gatos Creek. **A10-11**
5. The discussion on page 4.8-5 needs to note that a District permit is required for any work proposed on the District's property, easements or affecting the District's facilities, as per the District Water Resources Protection Ordinance. As noted in the comments on the DAAP below, the District's Page Distribution pipe is located in an easement on APNs 424-33-121 and 119. Work over and directly adjacent to it and all other work on District property will require District permits. **A10-12**

6. As part of the District's Well Ordinance Program, the District can also regulate Stormwater Infiltration Devices (SWIDs). The project includes the use of infiltration for stormwater management, which could include the use of SWID. The regulation of SWIDs should be included in the discussion on page 4.8-5. **A10-13**
7. The discussion on page 4.8-17 regarding the Page Ponds to the west of the plan area is not clear. The pond south of Hacienda is already open to the public and the ponds to the north are not open and the District is unaware of any current proposal to open the area to the public. **A10-14**
8. Page 4.8-25 notes that compliance with the Water Efficient Landscape Ordinance (WELO) is a requirement; however, the design guidelines the DAAP include compliance as a guideline only. **A10-15**
9. Page 4.8-27, notes that C.3 provisions of the MRP will be implemented. This section should recognize that SWIDs will need to meet the setback requirements in Appendix A, Table A-1 of SCVURPPP's C.3 Handbook or receive District approval. This requirement is necessary to protect groundwater quality when using infiltration to manage surface water quality. **A10-16**
10. The discussion on page 4.8-30 should clarify that the District does not own all the creeks in the county. Much of the creek land within the county is privately owned or owned by other public entities. **A10-17**
11. The discussion of the Guidelines and Standards for Land use Near Streams on page 4.9-17 notes that the crossings of the District's Page Ditch are in the Streamside Protection Area and would require a District permit. The crossings will require a permit per the District's Water Resources Protection Ordinance, since they are located on District property and modify a District facility, not because they are in the Streamside Protection Area. Further the discussions throughout the DEIR, pages 4.3-5, 4.8-8, 4.9-3, of the District's Water Resources Protection Ordinance (WPRO) and the Guidelines and Standards for Land Use Near Streams don't clearly explain the difference between the two. The WPRO is a District ordinance that is independent of the Guidelines and Standards for Land Use Near Streams. The discussions should be revised to clarify the responsibilities of both agencies. **A10-18**
12. Pages 4.9-13, 4.9-14 and 4.12-25 incorrectly identify the District's Camden Recharge Ponds as the "Hacienda Percolation Ponds." **A10-19**
13. Table 4.12-8, page 4.12-26, lists separately the District's recharge facilities under the Regional Parks, Open Space and Recreational Facilities. The Camden Recharge Ponds, including the settling basin at Dell Avenue, are leased by County Parks and included as part of the Los Gatos Creek County Park; they are not separately operated by the District for recreational purposes. **A10-20**
14. Page 4.8-27 states "The SCVWD also operates and maintains an active groundwater recharge program... Runoff is captured in the SCVWDs reservoirs... imported water is delivered by the raw water conveyance system to streams and ponds. Therefore, overdraft of the Basin is not projected." The extra future water demands projected by the DEIR are not expected to increase demand such that overdraft of the groundwater basin is expected. However, the District must consider all future demands and the cumulative effects. **A10-21**
15. The groundwater discussion should note that although the groundwater elevation in the Santa Clara Valley Subbasin has been steadily on the rise for the past 40 years under the management of the District, that with the significant drought, groundwater levels have fallen. Also, if the drought continues and sufficient water supplies are not available next year, groundwater levels could continue to fall. Therefore, appropriate consideration of future demands and supplies of drinking water continue to be critically important. **A10-22**

16. Page 4.14-6, Purchased Imported Surface Water, notes that SFPUC water is used at the District's treatment plants. The District's surface water treatment plants do not receive water from the SFPUC. **A10-23**
17. Page 4.14-8 refers to the District's 2003 Integrated Water Resources Planning Study (IWRP). In the future reference should be made to the District's more recent planning document, the 2012 Water Supply and Infrastructure Master Plan. **A10-24**
18. It appears on Table 4.14-3 "CURRENT AND PROJECTED SJWC WATER SUPPLY – INCLUDING CONSERVATION (AFY)" on page 4.14-9, that the last row may be more appropriately labeled as "Total Without Conservation" instead of "Total With Conservation" since the conservation numbers are subtracted from that row to calculate the Total Demand row figures. **A10-25**
19. Per Table 4.14-3 "CURRENT AND PROJECTED SJWC WATER SUPPLY – INCLUDING CONSERVATION (AFY)" the projected 2035 water demand less added conservation equals 159,479 AF. The District's 2010 UWMP Table 4-1 Retailer Demand Projections after Conservation Savings for SJWC is 157,290 AF, which is 2,189 AF less than considered by SJWC and by this DEIR. However, both SJWC and the water district will be updating future demand assumptions in their next UWMPs in 2015/2016. The District presumes that any increases in demand considered by the DAAP will be included in those updates. **A10-26**
20. The DEIR makes several references to increase water conservation and water use efficiency improvements. The District suggests the following be added to that discussion:
    Given the cumulative water demand to meet the needs of projected growth throughout northern Santa Clara County, as documented by ABAG and in each of the local jurisdictions' General Plans and this specific plan, measures should be incorporated to minimize water use and increase the potential to include the use of recycled water should the required infrastructure and supplies be in place prior to development. These measures could include provisions for the use of recycled water or putting into place enhanced requirements for water saving devices within new structures and limitations to landscaping. **A10-27**

<u>DAAP</u>

1. The discussion of Los Gatos Creek Park on page 9 should note the County leases the District's property for both the Los Gatos Creek County Park and the portion of the Los Gatos Creek trail that runs through it. **A10-28**
2. The discussion on page 12 regarding open space related to the Los Gatos Creek Trail and Los Gatos Creek County Park needs to note coordination with County Parks is also needed. The District must approve and permit all work proposed on District property; however, as a condition of such approval all new trail and public recreational improvements must be approved by County Parks and they must agree to accept responsibility for the operation and maintenance of the improvements. **A10-29**
3. The conceptual figure on page 12 appears to show new landscaping on the District's property. Also, on Figure 2-3 on page 24, it is not clear where the property lines are located relative to the conceptual improvements, including landscaping, around the District's settling pond. In general, it is not clear what improvements are proposed on District property. As noted previously to the City, opportunities for additional plantings on the District property are limited, if any. **A10-30**
4. Page 24 notes the waterfront area is envisioned as a key aesthetic and recreational feature of the plan and notes the utilitarian function of the ponds. However, it is not clear that the proposed minimum setbacks for the waterfront areas provide sufficient space for outdoor amenities and landscaping to ensure the area is aesthetically pleasing without **A10-31**

relying soley on the water in the ponds as they may be dry for months as is the current situation. **A10-31 cont.**

5. Page 24 notes the existing maintenance road is proposed to be resurfaced with decomposed granite or paving. As discussed with the City previously, the maintenance roads around the ponds, if resurfaced, must be done with materials that can withstand both daily passenger truck traffic and the less regular heavy equipment use. The District will not be responsible for the maintenance of any public recreational improvements. **A10-32**
6. Page 47 notes that new development in two of the waterfront areas must provide a publicly accessible pedestrian crossing from the Plan area to the Los Gatos Creek, which requires construction of a bridge across the District's Page Ditch. The District has not agreed to these crossings either as to location or type and any crossings installed in the future are subject to relocation, modification, or removal if required by the District.

   As this plan won't be implemented immediately, it is conceivable that District operation of these facilities may change before any development is proposed, which could impact what improvements can be constructed on District property. As drafted the DAAP does not allow for the possibility that the one or both of the crossings may not be acceptable to the District in the future. The District supports public recreational use of District property only when it doesn't interfere with District operations. However, as stated previously the District's facilities at this location are critical to the District's groundwater management and water supply program, which is of primary importance to the District. The requirement to construct the crossing needs to include provisions requiring all crossings are subject to District approval and the DAAP needs to provide alternatives to meet the goals of the plans without such crossings. Additionally, the DEIR notes the crossings are not required as part of the DAAP. **A10-33**
7. The figure on page 56 indicates that right of way is required to complete the envisioned street section for Dell Avenue. It is not clear there is sufficient land where the District's settling basin is located for this dedication, without negatively impacting the District's operation. **A10-34**
8. A portion of the District's Page Distribution System is located within an easement along the entire south side of APNs 424-33-121 and 119; a portion of the west side of APN 121; and a portion of the south side of APN 119. Development of these properties will need to protect this facility and buildings or other structures cannot be constructed over it. **A10-35**
9. The design guidelines, page A14, for pedestrian access notes pedestrian paths should be well-lit; however lighting on District property is not allowed. **A10-36**
10. Guidelines #3 and 6 for the promenade, page A15, need to be modified to replace "should" with "must;" these items are not guidelines they are requirements. **A10-37**
11. The landscaping guidelines, pages A18-A20, should reference the Design Guides 2 and 3, regarding use of local native species and ornamental and non-native species. Additionally, the District's landscape rebate program's qualifying plant list provides both a list of low water use plants and notes which ones should be grown from seed or propagules collected in the Guadalupe River watershed to protect the locally native species. This document which can be found on the District's website (http://www.valleywater.org/Programs/Landscaping.aspx) should also be referenced as a landscape resource. **A10-38**
12. On page A20 meeting the requirements of the WELO should be a design standard rather than a guideline. This would also be consistent with page 4.8-25 of the DEIR which states the compliance with the WELO will be required. **A10-39**

Reference District File No. 32972 on further correspondence regarding this project.

If you have any questions or need further information, you can reach me at (408) 630-2322.

Sincerely,

Colleen Haggerty, P.E.
Associate Civil Engineer
Community Projects Review Unit

cc: S. Tippets, C. Haggerty, J. Sparkman, A. Baker, T. Hemmeter, C. Tulloch, G. Hall, File

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A10-40

COMMENT LETTER # B01

From: Audrey Kiehtreiber [mailto:info@staccna.org]
Sent: Tuesday, July 21, 2015 11:18 PM
To: Cindy McCormick
Cc: Corinne Shinn
Subject: STACC DAAP & EIR from Planning Commission mtg 9/9/2014

Hi Cindy

I'd like to have you add into the DAAP EIR public comment a document which we submitted last year. This was never put into the current DEIR as part of the public response, although it was presented as a Desk Item at the Planning Commission meeting of Sept 9, 2014.

We would like it now to be part of the public record, along with this note explaining that because the City of Campbell does not have Desk Items when the written Staff report is initially distributed to the Planning Commission or City Council, public comments such as this, knows as "Desk Items", presented during meetings are not part of the pdf staff reports available for download from the City of Campbell. B01-01

Thank you very much.

Summary of Community Comments to PLN2012-207
Environmental Impact Report of the Dell Avenue Area Plan

1. VAGUENESS OF STANDARDS

1.1. How can an EIR properly account for traffic and pollution impact without knowing the concrete construction pattern? Shall it assume that all development turns out to be "Tech Development and Research", threatening the ground water with noxious chemicals? Shall it consider the possibility of all "Software Development," with the concentrated traffic that 9-5 commutes would imply? If some kind of averaging mix is used, will those assumptions be made corresponding restrictions on building permits in the DAAP? We seriously question whether a meaningful EIR can be prepared given the current DAAP draft plan. **B01-02**

1.2. Each construction project must be required to perform it's own Environmental Impact Report, notwithstanding the existence of an EIR for PLN2012-207.

2. DEFINITION OF TERMS

2.1. The term "tech use" is very vague and could be made to mean anything. "Mixed use residential with tech use preference" is very unclear as to how this could be applied. We require clarification of terms. **B01-03**

2.2. We require that the EIR include analysis of mixed use such as theatre, movie, arcade entertainment, retail stores, restaurants, bars and other commercial enterprises. **B01-04**

3. THE SAN TOMAS AREA NEIGHBORHOOD PLAN

3.1. The Dell Avenue Area Plan conflicts with the governing San Tomas Area Neighborhood Plan. The DAAP West part of the DAAP is located in an area governed by the San Tomas Area Neighborhood Plan (STANP). The STANP is law in Campbell. It explicitly enumerates quality standards for construction, including planned developments. The EIR must consider **B01-05 cont.**

Prepared on behalf of the San Tomas Area by: Joanne Carrol, 1395 Walnut Dr. and Audrey Kiehtreiber, 1509 Walnut Dr., Campbell, CA 95008, 408-410-6528, house@cynic.org

3.2. these requirements as impacts. In particular, the STANP directs that development must ensure that:

- "New developments and additions to existing homes should be integrated with homes in the surrounding area;
- … Projects in planned developments zones are compatible with the surrounding area; and
- …use landscaping to enhance the rural characteristics of the area."

B01-05 cont.

3.3. To comply with Campbell codes, the EIR must consider any contradiction of these objectives an impact within its scope and discuss mitigations to restore these objectives. **B01-06**

3.4. The San Tomas Area Neighborhood Plan plan "recognizes the unique qualities of the San Tomas Area and serves as a blueprint for the concrete steps to be taken to preserve the neighborhood." The plan was developed after extensive public participation, including neighborhood workshops. It highlights factors that should be considered which include but are not limited to privacy impacts, traffic and noise.

3.5. The San Tomas Area Neighborhood Plan serves as a resource to guide building or remodeling in the San Tomas area. It is in place and adopted as part of our General Plan, and must be followed; the San Tomas Area Neighborhood Plan is the established framework for development in the San Tomas neighborhood, and serves as a blueprint for the concrete steps to be taken to preserve the unique character of the San Tomas Area and enhance the quality of life for its residents.The San San Tomas Area Neighborhood Plan may serve as a model for other areas of the city, insofar as these areas impact the San Thomas Area. **B01-07**

4. DEVELOPMENTS - IMPACT OF NEIGHBORING DEVELOPMENTS

4.1. There are a number of proposed and future possible developments in a very small radius, that cannot be considered individually, but must be considered as a cumulative effect on the communities in and around the regions. **B01-08**

4.2. Synergistic impact analysis is required to get as true a picture as possible of the total impact to the neighborhoods affected.

4.3. Establish an Advisory Committee/Task Force involving planners and citizens from the cities of Los Gatos, Saratoga, Monte Sereno, Campbell, San Jose and Santa Clara County. **B01-09**

4.4. Here are some developments in the area that we are aware of, and we would like to see what other future developments are being considered

4.4.1. *Los Gatos court* - development

4.4.2. *40 Single Family homes, Capri & Knowles* - development of new residential units.

4.4.3. *El Camino Hospital* **-** future development plans on Knowles - we understand they plan on putting Medical Offices on the property they purchased. **B01-10**

4.4.4. *Los Gatos "North 40"* - future development of North 40 area.

4.4.5. Capri/Hacienda Corner - Development, former Chevron Gas Station. Possible EPA cleanup required.

4.4.6. Hamilton/San Thomas Expressway - development currently underway

4.4.7. *Merrill Gardens* - completed

4.4.8. *Netflix to Knowles and Lost Gatos Creek* - Los Gatos is rezoning the area's adjacent to Netflix for multi use, is this part of the EIR? **B01-11**

4.4.9. *Netflix new development in Los Gatos* - Addition of four new technology campus buildings. **B01-12**

4.4.10. *Economy Lumber* - Area near Light Rail and Los Gatos Creek Trail.

4.4.11. *RV Cloud and surroundings* - from Dell to San Thomas/Sunnyoaks. Is this area a candidate for redevelopment? If so, what type of development, and what impact will this have on the EIR? **B01-13**

4.4.12. *Light Rail* - there are two new stations proposed, how does this affect the surrounding areas.

- Elevation of tracks
- Number and location of stations
- Noise abatement
- Parking for riders
- Sidewalk access

B01-14

5. TRAFFIC

5.1. Growth, be it technology or retail business, residential or transportation stations, will generate population growth. With this population growth there will be a permanent increase to local and regional traffic on our surface streets and intersections. Currently, traffic in this area at peak times already gridlocked. DAAP and DAAP-West will only add to an otherwise over capacity infrastructure. **B01-15**

5.2. Area of Effect -

5.2.1. The EIR needs to do a metered traffic analysis during peak hours (5-10 a.m., 11a.m. to 1:30 p.m. and 3 p.m. to 7 p.m.) not during holidays or school breaks of the following defined area to set a baseline for existing traffic patterns:

5.2.2. Highway 17 Lark, Highway 85 and Camden Ave. off-ramps;

5.2.3. Highway 85 Winchester off-ramp and Highway 17 transition:

5.2.4. San Tomas Expressway and Camden Ave. off-ramp, Winchester Blvd. on and off ramps,

5.2.5. Dell Ave. from Sunnyoaks to Knowles Drive (all intersections including but not limited to Hacienda Ave., Vandell Way, and Winchester Blvd.). **B01-16**

5.2.6. Dell Avenue to San Tomas Expressway intersection (leading to Highway 17 and 85)

5.2.7. Winchester Blvd. and Dell Ave., Hacienda, Chapman Dr., Division St., and Knowles Dr., and Lark Ave.. intersections

5.2.8. Lark Ave. and Winchester Blvd. intersection

5.2.9. Hacienda and Walnut Dr., Capri Dr., and Virginia intersections

5.2.10. Knowles Dr. and Capri Dr.

5.3. School traffic-

5.3.1. There are three schools in this area, Capri Elementary School, Rolling Hills Middle School, and Village School. How will traffic during prime school day hours be impacted? **B01-17**

5.3.2. The EIR needs to include an approximation of future traffic increases according to the DAAP. How will staggered work schedules impact the flow of traffic? **B01-18**

5.4.Traffic Limiters -

5.4.1.How will traffic be effected if we include or do not include residential traffic limiters such as roundabouts, speed bumps, diversionary islands, traffic lights, stop signs, signage, permit parking, incoming companies policies? **B01-19**

5.5.Chapman Extension Traffic studies -

5.5.1.The EIR needs to perform intersection traffic studies with multiple scenarios.

5.5.2. **With** Chapman Dr. and Vandell Way Extension. If this extension goes through, how will surrounding streets and traffic on Winchester be affected? Another traffic light and required railway crossing so near to Hacienda and Knowles will slow traffic even more, potentially causing even more bypass traffic into the surrounding neighborhoods. **B01-20**

5.5.3. **Without** Chapman and Vandell Way extension. If this extension does not happen, what are the effects?

5.6.Impact of shared Railroad Track -

5.6.1.What impact is there with the Light Rail and Freight train sharing the same tracks? **B01-21**

5.7.Railroad Xing -

5.7.1.What impact does the shutdown of the cross streets during railroad and light rail crossings have on the scenarios? (Hacienda, Knowles, Winchester, Capri & Walnut Dr., & 85) **B01-22**

5.8.*Light Rail* ***-***

5.8.1.The EIR needs to include the impact to the traffic pattern and parking if:

5.8.1.1.The proposed Hacienda Ave. VTA light rail extension to Campbell, and the additional extension to Los Gatos is installed. **B01-23**

5.8.1.2.The light rail extensions are delayed or cancelled.

5.9.Public Transportation, Private Transportation-

5.9.1.The DAAP and DAAP West rely heavily on the use of public transportation, pedestrian and bicycle ways to alleviate the expected traffic and parking congestion.

5.9.2.The EIR needs to include a study of what happens if the planned transportation services are not available: **B01-24**

5.9.2.1.The light -rail is not completed or delayed;

5.9.2.2.VTA Buses and routes are increased or not;

5.9.2.3.Private Transportation, such as Corporate buses are or are not utilized. **B01-24 cont.**

5.10.Pedestrian impact on Traffic -

5.10.1.There are two pedestrian crossing from Winchester Blvd East to West. (Hacienda Blvd and Knowles Dr.) Pedestrians currently jay-walk Winchester Blvd in order to access buildings on the other side of the street. This is a safety issue. **B01-25**

5.10.2.The EIR needs to include a study of the existing and proposed capacity of the Pedestrian pathways and crossings to ensure safety.

5.11.Corner Visibility -

5.11.1.Existing street intersections are not always on a 90 degree angle making safe entrance/exits difficult. The EIR needs study setback requirements to ensure safe corner visibility. (Chapman Dr., W. Parr Ave. and Division St.) **B01-26**

6. PARKING

6.1.The parking areas designated for the development will be quickly filled by those who live and work there along with their visitors. They will then spill into the surrounding neighborhoods as a common occurrence. Currently our neighborhoods have become extended parking lots and the City has been unresponsive to our requests. The areas in front of our yards are extensions of our homes and are not structurally designed to fit an overwhelming amount of outside parkers. Additionally, the enforcement of forthcoming parking rules and regulations will need to be addressed very specifically and efficiently. What permit parking restrictions will be implemented to restrict employees and customers of local businesses from parking in our neighborhood? **B01-27**

6.2.Light Rail Parking-

6.2.1.What impact will the Light Rail parking have on surrounding residential neighborhoods, particularly as it overflows into the neighboring areas? **B01-28**

6.3.Park and Ride -

6.3.1.The extension of the Light Rail to new stations will allow riders to park their vehicles and ride to other destinations. What impact will this have on proposed parking?

6.4.Business and Residence Parking -

6.4.1.What is the impact of overflow parking taking up street space in surrounding neighborhoods? We believe that the proposed parking **B01-29**

allowance of 2.8 spaces/1,000sf of building is grossly inadequate for the square footage proposed, and will certainly lead to more overflow parking into our residential streets. The EIR must study all factors before recommending parking allowance for proposed buildings. **B01-29 cont.**

6.5.Parking Hours -

6.5.1.What time restraints will be placed on hours of parking at the various parking spaces? How will this affect parking? **B01-30**

6.6.Parking Structures-

6.6.1.Will parking structures be part of the plan? If so, where are they and what impact will they have? Due to the existence of a subterranean water table, if underground parking structures are proposed, what effect will they have on the environment? A feasibility study must be performed. **B01-31**

6.7.Parking for Los Gatos Creek Trail, Public Recreation, Amphitheater -

6.7.1.The EIR study must include the parking impact of people driving to use the public recreation facilities, such as the Los Gatos Creek Trail, the proposed Amphitheater, outdoor shopping, restaurants and green space. **B01-32**

7. PARKS AND RECREATION

7.1.Los Gatos Creek Trail and Percolation Ponds -

7.1.1.The Los Gatos Creek Trail and percolation ponds are a wonderful multi-jurisdictional Campbell community asset. In its currently undeveloped natural state it is a home to very diverse wildlife and provides multiple types of recreation, such as walking, bicycling, skating, and fishing by local community members. Building a promenade access would allow full access to this area from the proposed DAAP development. We would like answers to the followingExisting buildings along the trail are spread out and no more than 2 stories. The EIR needs to include how the proposed building heights and density will cut off the open space views. **B01-33**

Existing Los Gatos Creek Trail has undeveloped berms (gently sloping). The EIR needs to include what types of berms, and retaining walls will be required by Santa Clara Valley County and Water District to be built in order to stop erosion and leaching. Who will be responsible for building these? How will these be paid for? Who will be responsible for maintaining them? **B01-34**

7.1.2. The existing trails are graded dirt and asphalt (2 lane built for bicycles, runners, and walkers). What are the requirements (from Santa Clara Valley County and Water District) for the Promenade that is being proposed in order to integrate with these trails? Who will be responsible for building the Promenade? How will these be paid for? Who will be responsible for maintaining them? **B01-35**

7.1.3. The Los Gatos Creek Trails are normally opened at sun-up and closed at sunset. Most entrances are closed off by gates. If the expectation is that the trails will be used for business commuters, how will they enter and exit? Will their be restrictions as to access from the Promenade? **B01-36**

7.1.4. *Safety and Lighting* - The LG Creek Trails are currently patrolled by Santa Clara Valley Parks & Recreation. What will be the requirements for extended patrolling? Who will pay for these? If the normal hours of access are extended, will the pathways be lighted for night time use? **B01-37**

7.2. Green space - The study should determine the adequacy of the exiting and planned green space for the amount of new development in the plan. **B01-38**

8. HAZARDOUS WASTE

8.1. Many of the properties targeted for redevelopment have previously or are currently using hazardous waste in their processes.

8.2. The EIR needs to take into account new studies that must be performed to determine the amount of hazardous contamination existing in the proposed DAAP and DAAP-West plan area. **B01-39**

8.3. What studies will be performed to determine health effects on the residents from exposure to these waste materials? What processes will be used, and which firms will be hired, to do the cleanup required to allow for human habitation? How much will this cost? Who will pay for it? Will followup studies after cleanup be performed to determine the effectiveness of the cleanup efforts and the results made public? **B01-40**

8.4. Demolition Hazards

8.4.1. What is the proposed plan to protect again hazards such as airborne asbestos, and other contaminants polluting the air and dropping into residential area? **B01-41**

9. AGRICULTURE AND FORESTRY

9.1.Biosphere

9.1.1.Currently the community as a whole donates 25,000 to 30,000lbs. of fruit annually to charitable organizations such as Village Harvest and Second Harvest food banks. How will these developments impact the existing climate that supports this thriving agricultural endeavor? **B01-42**

9.2.Wildlife Endangerment

9.2.1.The DAAP and DAAP-West areas are currently habitats for several endangered species, including the Peregrine Falcon - Falco Peregrinus, the Western Pond Turtle, and the Garter snake. What will be done to ensure that these species, and others, will not be harmed? **B01-43**

9.2.2.There is also a flock of green parrots which now makes this area their habitat, and which are a very special part of this neighborhood. We request that the EIR include studies on the effects of developments on all of the local wildlife. **B01-44**

10. IMPACT ON SCHOOLS

10.1.The EIR must include an examination of the ability of schools to absorb increased populations. The existing schools in the neighborhood are Capri Elementary School, Rolling Hills Middle School, and Village School. **B01-45**

10.2.Under the terms of the proposed DAAP, the Handprints Preschool will be eliminated. **B01-46**

10.3.See also Traffic and Parking for additional concerns. **B01-47**

11. PUBLIC SERVICES

11.1.With the anticipation of at least 4x the current population in the DAAP and DAAP-West, how will the existing services be impacted? **B01-48**

11.2.Low Income and elder services -

11.2.1.The proposed residential units include low and moderate income housing elements. These occupants need additional services such as elder care, daycare, special transportation, handicapped access. The EIR needs to include an analysis of these special needs in their impact study. **B01-49**

11.3.Disaster Response -

11.3.1.The EIR needs to include the study of the ability of all these service to respond in the case of man made or natural disasters, such as but not limited to terrorist attack, fire, flood, earthquakes, storms, mud slides, and rodent infestation. **B01-50**

11.3.2.Taking into consideration Campbell's Emergency Guidelines, the EIR needs to include the effect of the traffic solutions on emergency evacuation routes, both current and future. **B01-51**

11.4.Police -

11.4.1. The EIR needs to include the study of the needed capacity for dealing with increased population (resident and transient), traffic and parking, and increase in crime, (domestic and civil, alcohol related, etc.). **B01-52**

11.5.Graffiti Abatement -

11.5.1.The appearance of the neighborhood is important to the enjoyment of life and the property values. Who will police and who will be responsible for the clean up? **B01-53**

11.6.Fire -

11.6.1.The EIR needs to include the study of the impact on existing fire and emergency services to determine whether these existing services are sufficient to handle increased population and commercial enterprises. **B01-54**

11.7.Health Services -

11.7.1.Existing medical services include, Kaiser, El Camino Hospital and Santa Clara Family Health Plan. The proposed DAAP will eliminate two of these services. How will the removal of these existing Health Services currently in the DAAP area affect the surrounding area? **B01-55**

11.7.2.With the increased populations due to new and proposed developments, what plans will be implemented to insure that there are sufficient medical services to support this surge in population in such a small area? **B01-56**

11.8.Public transportation -

11.8.1.What are the capacity need for buses, Light Rail, train, pedestrian and bicycle paths? See also Traffic and Parking. **B01-57**

11.9.US Postal Services

11.9.1.Study the impact on already strained postal delivery services due to the loss of the Campbell Dell Post Office, which services a large portion of Campbell. **B01-58**

12. INFRASTRUCTURE

12.1. Existing services will be inadequate to support the new developments. What assurances will there be that the infrastructure will be in place prior to construction? In general, when will infrastructure be built? Prior to the development commencement, or during the development? Who will pay for the infrastructure? **B01-59**

12.2. The EIR must include capacity capabilities for the following services which will be critical to the success of the proposed businesses:

12.2.1. Sewer, Waste Management, Electricity, Gas,Water, Telecommunications Services (cell phone towers, land line, fiber optic, etc.), Cable and Satellite. **B01-60**

13. COMMUNITY QUALITY OF LIFE

13.1. The choices made in the DAAP will have a long lasting impact on the residents of the San Tomas neighborhood, particularly those residents in the immediate area of DAAP. The topics that impact our community's quality of life include, but are not limited to: noise, traffic, parking, air pollution and vistas. **B01-61**

13.2. Noise -

13.2.1. The addition of the mixed use developments such as restaurants and bars, the light rail extension and associated station(s), increase of commuters to the technology centers, buses, garbage trucks, service vehicles, pickup and delivery vehicles, and after hours businesses will contribute to a permanent escalation of local noise levels. **B01-62**

13.2.2. The EIR must include a study of the effects of the permanent increase in ambient noise levels in the surrounding area. The study must be performed to include recommendations on noise abatement for the community, and also on the effects if noise abatement efforts are not put in place. **B01-63**

13.2.3. Demolition & Construction

13.2.3.1. What is the communications plan to the surrounding community with regards to the planned demolition and construction? **B01-64**

13.3. Air Pollution:

13.3.1. The EIR must include the effects of increased Air Pollution on the region of the DAAP and DAAP West. The increased frequency of cars, **B01-65**

buses, delivery services and garbage trucks will contribute to a much higher level of air pollution than we currently experience. Urban transport is obviously a major contributor to air pollution, and will negatively impact the quality of life and overall health of our community's residents. **B01-65 cont.**

13.4. Vistas:

13.4.1. The density of the proposed 45- to-75 foot tall buildings will significantly impact the visual beauty and livability of the surrounding area. This degradation of the visual character of Walnut/Hacienda and surrounding areas will be permanent and very obvious to those who reside there and those who visit. **B01-66**

13.4.2. DAAP-WEST in particular will bring a permanent change to nighttime vistas. Increased business and residential lighting, combined with the lighting required to abate community safety concerns, will increase nighttime glare, adversely affecting the neighborhood. **B01-67**

13.4.3. The EIR must study the effects of loss of light and sight line to the health and welfare of the residents in the surrounding community.

13.5. Privacy & Security-

13.5.1. Residents of the East side of Walnut Drive and the condominiums at Hacienda Avenue & Winchester Blvd. will be faced with the loss of privacy, security and serenity that they currently enjoy. **B01-68**

13.5.2. With a proposed fence height of only a 7' dividing the residential homes from the alleyways behind the new businesses privacy for the residences is lost. Access to the residential homes becomes a simple matter of jumping the fence. In addition, noise and materials will easily make their way over the fence into the residential properties. **B01-69**

13.6. Construction and Demolition-

13.7. The EIR needs to include an analysis of how projects of this magnitude, with construction over an extended period of time, effect all of the above. **B01-70**

14. COMMUNICATION

Results of all studies, Environmental Impact Reports, plans and guideline documentation must be made available to the public for review in a timely manner, and in such a way as to allow for a reasonable period of review before any implementation. **B01-71**

Summary of Community Comments to PLN2012-207
Environmental Impact Report of the Dell Avenue Area Plan

Name	Address	Signature
Joanne Carroll	1395 Walnut Drive, Campbell, CA	Joanne Carroll
Hal Carroll	1395 Walnut Drive, Campbell, CA	
Andy Kiehtreiber	1509 Walnut Dr	
Peter Kiehtreiber	"	
Nancy Biggers	1510 Capri Dr	Nancy Biggers
ELLEN DORSA	1573 WALNUT DR.	
GEORGE BAKER	635 Chapman Dr	George Baker
BRUCE & Hsin-Ling PEAT	1263 Walnut Dr	Bruce G. Peat
arlene McVea	621 W. Parr Ave	arlene McVea
Julia Dederer	576 Chapman Dr	
Richard & Cindy Brimer	585 Chapman Dr.	
Ken Campbell	1440 Juanita Way	
Christine Campbell	1440 Juanita Way	Christine Campbell
Roger BRUNTZ	1441 Capri Dr	
Danielle Mrdutt	1471 Walnut Dr.	
Josh Mrdutt	1471 Walnut Dr.	
Gary D. Mrdutt	1471 WAlnut Dr.	
Barbara Lonsbury	1300 Walnut Dr	
Cataldo "Aldo" Maresca	1300 Walnut Dr	
Karen Kane-Frange	1400 Capri Dr.	
Joanna Maresca	1300 Walnut Dr	Joanna Maresca
Sofia Maresca	1300 Walnut Dr	Sofia Maresca
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PATRICIA NOACK	661 Chapman Drive	
Emily Kim	1500 Walnut Dr	
Linda Ta John	1518 Hack Ave.	Linda Ta John
Chris Marks	1610 Dell Ave #767 Pudd	

Name	Address	Signature
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Michelle Thompson	1225 Bracebridge Ct	
James Biggers	1510 Capri Dr	
Rodney Asaro	1546 WALNUT DR	
Gina Healey	645 Chapman Dr.	
Paul Leeman	645 Chapman	
[illegible]	1384 Walnut Dr	
[illegible]	1384 WALNUT DR.	
[illegible]	621 WEST PARK	
Chase [illegible]	1384 Walnut Dr.	
[illegible]	1351 STEVENS CT	
Russell Lee	1351 STEVENS CT	
Charlene A. Baker	645 Chapman Dr	Charlene A. Baker
Carolyn Bryant	565 Chapman Dr.	
Robert Hill	1560 Capri Dr.	
NZARO	11690 Dell Ave Campbell, CA	
Carol Zimring	456 W. HACIENDA AVE	
LALIT TIERANI	1284 Walnut Dr.	
Rae Gowlay	1926 WALNUT DR	
Tran Daly	1061 Chapman	
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Linda Ryalls	1394 Walnut Dr.	
Dan Ryalls	1394 Walnut Dr	
Tina Retzer	1570 Walnut Dr	
CLIFFORD RETZER	1570 WALNUT DR	
BRIAN HARPER	1458 Capri Dr.	
Stephanie Brian	350 Bedal Lane	Stephanie Brian
Robert Judard	485 Chapman DR	

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Roy + Adrienne	1512 Walnut Dr.	
Denise Divittorio	1334 Dell'C Ave	
THERESA BRANDT	1334-C DELL AVE	
JOHN ESPINDLA	1334-C DELL AVE	
James Dang	1441 Walnut	
Melanie Elling	1476 Walnut	
William Elling	1476 Walnut	
GUS ELFAR	1264 WALNUT DR	
Deena Elfar	1264 walnut DR	
Signatures to be submitted at Planning Commission meeting 9/9/14		

San Tomas Area Community Coalition

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July 22, 2015

City of Campbell
70 N. First Street
Campbell CA 95008

Attn: Planning Commission
Paul Kermoyan, Director Community Development Department
Mark Linder, City Manager

Subj: Draft Dell Avenue Area Plan (DAAP) June 22, 2015 &
DAAP Public Review Draft Environmental Impact (DEIR) City of Campbell

The San Tomas Area Community Coalition (STACC) has reviewed the proposed Dell Avenue Area Plan (revised June 22, 2015) and the Public Draft of the DAAP Public Review Draft Environmental Impact for The City of Campbell, and are providing written comments during the Public Review Period that ends August 10th, 2015. **B02-01**

While City of Campbell staff have had over 10 months to review the DAAP and DEIR documents, the public has only been given 45 days in which to respond to these documents, which when combined are over 1,050 pages long. No extensions to allow the public a reasonable period of time to review these critical documents has been granted. In fact, in order for the public comments to be attached to the Staff Report for the July 28th 2015 Planning Commission Public Hearing, comments from the public must have been submitted no later than 12:00 noon on July 22, effectively reducing the public comment period to a mere 30 days. **B02-02**

While the DAAP Plan is divided into three distinct districts, DAAP-West District, DAAP-Central District and DAAP-Waterfront District, each of the districts affects the others, and by extension the greater surrounding areas. The proposed DAAP plan will directly affect the existing San Tomas Area Neighborhood, and in order to be executed requires a change to the existing STANP. **B02-03**

Page 17 of the STANP calls for land use within the commercial Winchester area of the STANP to be developed using:

"4. The factors to be considered include, but are not limited to, the following:

- *Compatibility with adjoining land uses*
- *Privacy Impacts*
- *Traffic*
- *Noise "*

Taking into account this mandate, local citizens recognized that staff and consultants preparing these documents failed to understand and incorporate the vision for the City of Campbell, and the San Tomas Area as stated in the San Tomas Area Neighborhood Plan, in the design of the DAAP, most particularly in the DAAP-WEST. **B02-03 cont.**

Reference STANP Page 1;

"Most importantly it establishes specific policies to preserve the unique character of the San Tomas Area and enhance the quality of life for its residents."

STACC asks that the Planning Commission and City Council:

- Reject the DAAP as they do not reflect the desires of citizens, nor do they meet the standards as required in the STANP. **B02-04**
- Reject the DEIR as unsupportable due to the many Significant and Unavoidable (SU) and unmitigated impacts, in particular on the traffic and habitat areas. **B02-05**
- Focus on preserving the City of Campbell's historic character and environment. The DAAP area need not be developed into a sterile concrete and glass reflection of other cities. It can be designed to more harmoniously fit into the character of City of Campbell. **B02-06**
- Set policy to prioritize preservation, conservation and recreation activities along the Los Gatos Creek Trail riparian and connecting bodies of water, both natural and man made, over commercial development. **B02-07**
- Direct Staff to develop a new DAAP plan which incorporates mixed use residential to the DAAP-CENTRAL and DAAP-WATERFRONT design, allowing for a more effective live and work space, and walkability and bikeability along the Los Gatos Creek Trail to downtown Campbell and Pruneyard areas. **B02-08**

Open and natural spaces, once lost, cannot be reclaimed;

To help appreciate what the Los Gatos Creek Trail and the connected Percolation recharge pond area mean to local citizens,we point out that other surrounding communities are devoting significant effort and tax dollars to restore and maintain their **B02-09**

portion of this valuable resource. Preservation of the herbaceous and forested riparian, freshwater modified streams and man made ponds, as well as non-native urban forest areas, is a priority for the Cities of San Jose and Los Gatos. Surely the City of Campbell can show at least as much care in maintaining the creek environment, which serves to replenish our water supplies and provides valuable recreational opportunities. B02-09 cont.

see Attachment A: Riparian Corridor Policy Study for the City of San Jose

see Attachment B: Los Gatos Creek Trail REACH 4 Riparian Mitigation Project B02-10

STACC recommends that:

- A new plan should **Remove DAAP-West** from the DAAP as outlined in the DEIR alternative proposal *Section 1.3, Summary of Alternatives to the Proposed Plan (*"**No Proposed Plan West"**). B02-11
  We further recommend that a **new plan for this area be developed** through a separate effort, with public participation from the community, as was done to create the STANP. A new plan for the San Tomas Area Neighborhood - Winchester Commercial Corridor (STANP-WCC). B02-12
- Also adopt the "**Reduced Development Alternative**" of the DEIR in order to reduce the impact of the DAAP on neighboring communities and the natural and man made wildlife area to the East. B02-13

Public meeting process flaws; The DAAP was developed with input from Stakeholders, a group of business people with potential to profit from the development. Several of these meetings occurred, while only one public meeting was held. Stakeholders are an important part of the process of any development plan, however their needs should not take precedence over that of the rest of the community. B02-14
see Attachment C: Citizen Advisory Committee, May 20, 2014 B02-15

DAAP-WEST was not part of the public meeting process. The public meeting referenced in the DAAP on page 5 occurred on December 4 of 2013 and DAAP-WEST was not yet part of the DAAP design. Even the announcement for this community meeting shows a clear map which does not include the DAAP-WEST. B02-16
see Attachment D: Community Meeting to Discuss the future long-range vision for Dell Avenue, December 4, 2013 B02-17

There were no subsequent community meetings where the public was able to comment on the DAAP-WEST part of the project during the design phase.

A Notice of Preparation went out soliciting public comment on July 16, 2014. However, this notice did not include a map showing the addition of the DAAP-WEST to the DAAP plan. As a result, residents did not respond. B02-18

In fact, it was not until just prior to the Sepember 9, 2014 Scoping Meeting that residents were made aware of the DAAP-WEST inclusion in the plan. As a result, STACC

submitted a document which outlined concerns which the community wished to have addressed in the DEIR. B02-18 cont.

see Attachment E: Summary of Community Comments to PLN2012-207 Environmental Impact Report of the Dell Avenue Area Plan B02-19

STACC Comments:

Over the last 30 days members of STACC have been diligently reviewing the DAAP and DEIR. Individual letters have been sent as a result with comments that reflect our best "first look" analysis of the DAAP and it's associated DEIR. Certain key points of our findings bear repeating. B02-20

see Attachment F: STACC DAAP Team Members B02-21

•The Draft Environmental Impact Report for the Dell Avenue Area Plan has found that implementing the DAAP will result in unacceptable volumes of traffic on all surrounding major intersections and traffic exchanges; and that these increases are unavoidable and cannot be mitigated. Unmitigated traffic impact is unacceptable. Any plan must integrally contain realistic traffic mitigation efforts, including road widening. "Too bad" is not a valid approach. B02-22

•The DAAP encompasses and directly affects a unique geographical and geological location on a major watershed, in a groundwater recharge basin, along a riparian wildlife corridor, and within the Pacific Flyway Migration Corridor. Stewardship means developing and implementing major programs for the protection, rehabilitation, restoration, and enhancement of the basic natural systems and outstanding scenic features of the area, and the DAAP plan is completely lacking in this respect. B02-23

•We question the usefulness of a DAAP plan that has no commitments from light rail as to schedule, station placement, or bus feeders. While there are proposed light rail stations, funding for these is not yet in place and may never be provided. Thus, all of the assumptions made in the DEIR as to parking requirements and traffic are based on infrastructure which is not yet, and which may never, be in place. B02-24

In Summary:

STACC acknowledges the time and expense that have been incurred in the preparation of the DAAP and DEIR, but the DAAP fails to focus on the clear public preference for preserving, protecting and maintaining the City of Campbell's unique character.

We understand that bringing in financial resources that allow us to continue to be a vibrant community for decades to come is critical to allow our city to prosper. What we would like to see is that plans for development that are respectful of the past, and reflect the values of the citizens who live, work and recreate in our beautiful City of Campbell.

This can only be done with significant input from the residents, which we believe has been lacking in the current DAAP plan, and we invite you to continue the process with more involvement from the residents.

B02-25

Best regards,,

B02-26

Audrey Kiehtreiber

President

Attachment A: Riparian Corridor Policy Study for the City of San Jose

Riparian Corridor Policy Study

San Jose

Introduction

- Purpose of Study
  - "..to explore in detail issues related to General Plan policies which promote the preservation of riparian corridors, the area along natural streams, and how these corridors should be treated for consistency with the General Plan. .....it discusses ....how they may be <u>at risk</u> and how they should be <u>protected</u>."

Riparian Values

- Protect Water Quality, ensuring habitat for numerous plant and animal species
- Provide food, cover and migration corridors for amphibians and reptiles
- Provide cover and food sources for species that range between riparian and upland areas
- Provide wildlife migration corridors

Riparian Values (cont.)

- Contribute economic value by adding to property values
- Provide attractive environments for businesses and their employees
- Create opportunities for recreational use

Definition

- A riparian corridor includes any defined stream channel including the area up to the bank full-flow line, as well as all riparian (streamside) vegetation in contiguous adjacent uplands.
- Stream channels include all perennial and intermittent streams shown as a solid or dashed blue line on USGS topos

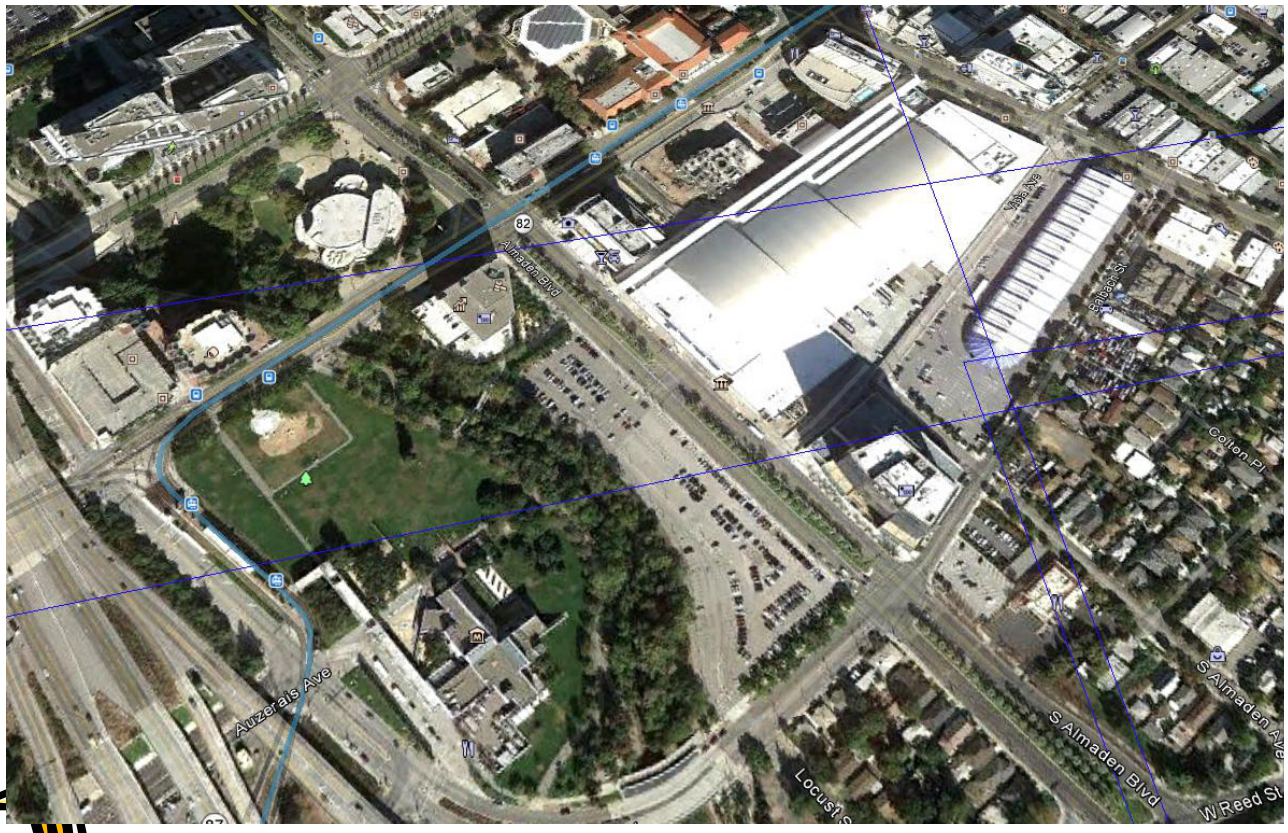
Policies/Programs

- Relationship to Envision San Jose 2040 General Plan - Goals and Policies
- Relationship to other City Land Use Regulations
  - Zoning Ordinance
  - Subdivision Ordinance
- Other Local and Multi-Jurisdictional Riparian Policies/Programs
  - C-3 Storm Water Program
  - Santa Clara Valley Water District Permits

Inventory

- +136 miles of Riparian Corridor
  - 35 Streams/Rivers and Tributaries
    - Guadalupe River + 13 Tributaries
    - Coyote Creek + 20 Tributaries
- Several Distinct Riparian Habitats
  - Herbaceous riparian
  - Forested riparian (cotton wood, willow, etc)
  - Freshwater marshes/Brackish water marsh
  - Grassy/Weedy/Barren (Modified Streams)
  - Non-native landscaping (Urban Forest)

Forested - Guadalupe



Forested - Guadalupe

Coyote Creek - Ponds

Coyote Creek - Ponds

Fresh Water Marsh - Guadalupe

Fresh Water Marsh - Guadalupe

Herbaceous - Coyote Creek

Inventory (cont.)

- Variety of flanking Land Uses and Ownerships
- Many flanking lands owned by or have easements encumbered to SCVWD
- +102 miles of riparian corridors designated for/include public trails
- More than $\frac{1}{4}$ of above trails are developed and open for public recreational use

Dev. Guidelines - Goals

- Protect valuable riparian resources without unreasonably limiting economic or recreational use of land
- Tool to evaluate proposed development adjacent to riparian corridors
- Guidelines for use by Planners, engineers, architects, property owners in preparing development plans

Dev. Guidelines - Applicability

- Apply to:
  - Urban infill areas
  - New development
  - Streets and Roads
  - Recreation facilities
  - Agricultural and horticultural activities
  - Modified earthen channels which may have potential for establishment of effective, continuous riparian corridor

Dev. Guidelines - Applicability

- Does not apply to:
  - Bare modified earthen channels
  - Modified concrete-rock channels
  - Modified channels-underground culverts with little or no riparian value
  - Adopted detailed area plans

Dev. Guidelines -Site Design

- Alternative street design for developments that front riparian corridors
- Site activities should be oriented away from riparian setback area +fence+planting
- Preservation of riparian corridors through park land acquisition
- Other approaches that avoid indirect damage to riparian resources

Dev. Guidelines-Setbacks/Exceptions

- Riparian Setback Area
  - 100' from outside edge of riparian habitat or top of bank. (whichever greater)
  - Edge defined by qualified biologist.
  - Limited exceptions if riparian objectives achieved.

Dev. Guidelines-Setbacks/Exceptions

- Setback Exceptions
  - Locations in or near downtown
  - Urban infill locations (properties already developed and small i.e. 1 acre or less)
  - Adjacent to lower order tributaries (whose influence doesn't extend to 100')
  - Site redevelopment with a similar use or less intensive use with less impact on corridor than existing use.

Dev. Guidelines-Setback/Exceptions

- Setback Exceptions (cont.)
  - Sites with unusual geometry or disproportionately long riparian frontages
  - Pre-existing 1 or 2 family lots or yard areas where building setbacks meet requirements
  - Recreational facilities deemed to be a critical need
  - Utility or equipment installations with no significant disturbance to riparian corridor

Dev. Guidelines-Setback/Exceptions

- Setback Exceptions (cont.)
  - Project includes measure more valuable than a 100-foot setback

Dev. Guidelines-Setback/Exceptions

- Reduced Setback possible if:
  - There's no reasonable alternative
  - Reduction has no adverse impacts on riparian corridor
  - Not detrimental to downstream properties
  - Confirmation by a qualified biologist

Attachment B: Los Gatos Creek Trail REACH 4 Riparian Mitigation Project

LOS GATOS CREEK TRAIL REACH 4 RIPARIAN MITIGATION PROJECT

Fourth Year Monitoring Report

Prepared for
City of San José

February 2012

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LOS GATOS CREEK TRAIL REACH 4 RIPARIAN MITIGATION PROJECT

Fourth Year Monitoring Report

Prepared for
City of San José

February 2012

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Fourth Year Monitoring Report

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EXECUTIVE SUMMARY

On behalf of the City of San José, Environmental Science Associates (ESA) is conducting monitoring of the Los Gatos Creek Trail, Reach 4 Riparian Mitigation sites located in San José, Santa Clara County, California. This is the fourth annual monitoring report following planting in 2008. Monitoring is to be conducted annually in Years 1 through 5 and then again in Years 7 and 10. This report summarizes the fourth year monitoring results, compares the results of previous monitoring years, evaluates the sites' success at meeting established success criteria, and provides maintenance recommendations.

In January 2008, the City of San José restored 0.5 acres of riparian woodland habitat, including 125 linear feet of shaded riverine aquatic (SRA) habitat, as mitigation for impacts to 6,655 square feet (0.15 acre) of riparian woodlands and 34 linear feet of SRA habitat from the Los Gatos Creek Trail, Reach 4 project. Restoration occurred at two sites (Meridian and Auzerais) along Los Gatos Creek in San José, California.

The first year annual monitoring was conducted in 2008. The restoration sites performed very well in the first year. Survival was high and nearly all surviving plants were rated healthy and vigorous. Additionally, plant cover was high at this time. The second year annual monitoring was conducted in 2009 and survival and percent cover had decreased significantly. This decrease was most likely attributable to less frequent site maintenance. However, surviving trees and shrubs generally increased in average height and most plants had moderate to high health and vigor ratings that year. The third year annual monitoring was conducted in 2010 and percent survival decreased again that year. Despite plant loss, total vegetation cover and average height continued to increase.

Replacement trees and shrubs were installed in March 2011 to compensate for plants that were lost during the first three monitoring years. As a result percent survival increased dramatically and exceeded the final success criterion. Percent native cover has increased again this year. The average height of each species has generally decreased this year, but this was due to the installation of replacement plants this year. Average health and vigor ratings increased from last year and were high for all species.

Regular monthly maintenance this year and last year has resulted in low non-native species cover. This maintenance should continue at the site to ensure the project meets its final success criteria.

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SECTION 1
Introduction

1.1 Purpose and Background

This report details the annual riparian monitoring results conducted on behalf of the City of San José (City) by Environmental Science Associates (ESA) for the Los Gatos Creek Trail, Reach 4 Riparian Mitigation project. The Project was executed by the City of San José as mitigation for impacts to riparian woodland and shaded riverine aquatic (SRA) habitat from the Los Gatos Creek Trail, Reach 4 project. Trail construction and riparian mitigation was implemented in 2007 and 2008 in accordance with the *Final Los Gatos Creek Reach 4 Trail Extension Riparian/SRA Habitat Mitigation and Monitoring Plan* (MMP; H.T. Harvey & Associates, 2004), *Plans and Specifications for Los Gatos Creek Trail Reach 4: Lincoln Avenue to Auzerais Avenue* (City of San José, 2005) and the *Los Gatos Creek Trail Reach 4 Riparian Mitigation Maintenance Manual* (Biotic Resources Group, 2005).

The Los Gatos Creek Trail, Reach 4 project, including mitigation and monitoring, was permitted by the following agencies: San Francisco Regional Water Quality Control Board [RWQCB; File No. 2188.07 (bkw), Site No. 02-43-C0513], California Department of Fish and Game (CDFG; Operational Law), and United States Army Corps of Engineers (299130S).

The following report summarizes the previous years' maintenance and monitoring efforts and documents the fourth year monitoring results and recommendations. This report includes a description of the mitigation site, monitoring methods, results, conclusions, and recommendations for the project to meet the established success criteria.

1.2 Mitigation Location and Description

In 2007 the City of San José completed construction of the Los Gatos Creek Trail, Reach 4 project by installing a paved recreational trail along Los Gatos Creek. The trail extends from Coe Avenue to Auzerais Avenue in San José, Santa Clara County, California. The project resulted in permanent impacts to 6,655 square feet (0.15 acre) of riparian woodlands and 34 linear feet of shaded riverine aquatic (SRA) habitat. As mitigation for these impacts, the MMP describes a 3:1 replacement ratio for native riparian woodland impacts, a 1:1 replacement ratio for non-native riparian habitat, a 0.5:1 ratio for grassland, and 3:1 ratio for SRA habitat. A total of 0.50 acre of riparian woodland, which includes 125 linear feet of SRA, was proposed as mitigation. The proposed mitigation area exceeded the replacement ratio and was accepted by the regulatory

agencies. The RWQCB approval also required that non-native trees be replaced at a 1:1 ratio and native trees be replaced at a 3:1 ratio.

Riparian woodland and SRA restoration was implemented in January 2008 at two sites; the 0.26-acre Meridian Site (Site #1) and the 0.24-acre Auzerais Site (Site #2). The Meridian Site is located downstream and west of Meridian Avenue, north of Willow Street, east of Stokes Street and south of Curci Drive within residential San José (**Figures 1 and 2**). The restoration area is upslope of Los Gatos Creek and downslope of the Los Gatos Creek Trail on a very steep slope. Plantings were installed within a mix of non-native annual grassland and ruderal habitats adjacent to existing riparian woodland. The Auzerais Site is located downstream and south of Auzerais Avenue, west of Interstate 280, north of West Home Street, and east of Sunol Street in San José. The site is surrounded by residential and industrial development. At both sites, restoration occurred in non-native grassland habitat upslope of the Los Gatos Creek riparian woodland corridor and just east of the Los Gatos Creek Trail.

1.3 Mitigation Program Goals

The goal of the mitigation program is to fully compensate for biotic impacts to CDFG and RWQCB jurisdictional areas resulting from construction of Los Gatos Creek Trail, Reach 4. Compensation will be accomplished by restoration of riparian and SRA habitats adjacent to the impacted habitats. Mitigation is designed to restore self-sustaining, riparian forest dominated by native tree and shrub species by converting an area of existing non-native plant species to an area dominated by native riparian species.

1.4 Monitoring Purpose

Monitoring is to be conducted annually in Years 1 through 5 and then again in years 7 and 10. The purpose of the monitoring is to:

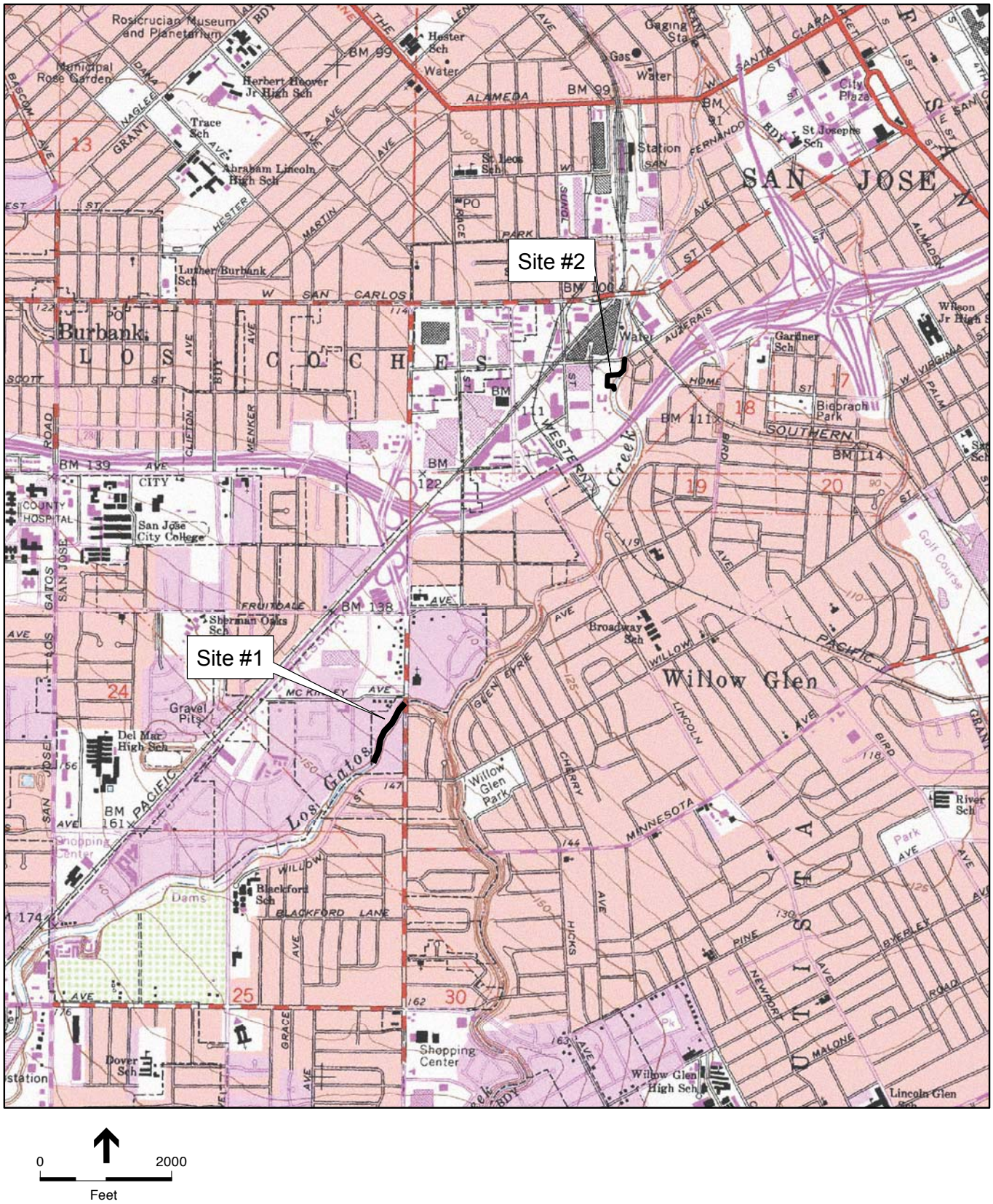
- determine total percent survivorship for the entire installation as well as on a per species basis;
- determine percent cover for the installation as a whole and on a per species basis;
- determine the average height of each tree species;
- qualitatively assess the health and vigor of all trees and shrubs
- qualitatively evaluate site conditions (e.g., cover of native versus non-native, areas of significant die-off, areas of erosion, diseases) and make observations about necessary remedial actions (e.g., refuse removal, weed control, irrigation repairs, plant replacement); and
- photodocument the site at permanent photopoints.

SOURCE: LSA, 2009

Los Gatos Creek Trail Reach 4 Riparian Mitigation Project – Fourth Year Monitoring Report . 210011

Figure 1

Regional Project Location



SOURCE: LSA, 2009

Los Gatos Creek Trail Reach 4 Riparian Mitigation Project – Fourth Year Monitoring Report . 210011

Figure 2

Mitigation Site Locations

1.5 Success Criteria

During the ten-year monitoring period the mitigation areas are monitored and evaluated against established success criteria. **Table 1-1** details the annual and final success criteria for Years 1 through 10 as established in the MMP and the RWQCB approval. The final success criteria for this project consist of the following:

TABLE 1-1
PERFORMANCE AND SUCCESS CRITERIA YEARS 1 THROUGH 10

Monitoring Parameter	Year 1	Year 2	Year 3	Year 4	Year 5	Year 7	Year 10 (Final)
Percent Survival	80%	80%	80%[a]	80%	80%	N/A	N/A
Percent Cover Meridian Site	N/A	N/A	10%	N/A	20%	30%	50%
Percent Cover Auzerais Site	N/A	N/A	15%	N/A	30%	50%	65%
Tree Height (feet)							
California buckeye	N/A	N/A	4	N/A	5	7	9
valley oak	N/A	N/A	5	N/A	6	8	10
coast live oak	N/A	N/A	5	N/A	6	8	10
box elder	N/A	N/A	6	N/A	8	11	15
blue elderberry	N/A	N/A	6	N/A	8	11	14
Fremont cottonwood	N/A	N/A	7	N/A	9	12	16
black cottonwood	N/A	N/A	7	N/A	9	12	16
arroyo willow	N/A	N/A	7	N/A	9	12	16
red willow	N/A	N/A	7	N/A	9	12	16

a Replanting must occur if 80% survival is not met in Years 1 through 3.

SOURCE: H.T. Harvey & Associates, 2004.

Plant Survival. The MMP requires that during the first three years overall plant survival shall not drop below 80%. If it does, then replanting will occur. The RWQCB approval requires that replacement plantings shall be monitored for five years from the replanting date and will be subject to the same success criteria as the original plantings. The RWQCB approval also requires that all plantings shall have a minimum of 80% survival at the end of five years.

Percent Cover. The Meridian Site shall have at least 50% cover of native tree and shrub plantings by Year 10. The Auzerais Site shall have at least 65% cover of native tree and shrub plantings by Year 10.

Tree Height. Planted trees shall reach specified tree height standards provided below in Table 1-1.

Tree and Shrub Health and Vigor. There are no success criteria for health and vigor. However, monitoring methods for these parameters were provided in the MMP, and were monitored in Years 1 through 3, so they should continue to be monitored.

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SECTION 2
Revegetation Monitoring

2.1 Background

Plant Installation 2008 and 2011

Riparian woodland and SRA mitigation plantings were originally installed in January 2008. A total of 169 plants were installed within both planting areas, including 96 plants at the Meridian Site and 73 plants at the Auzerais Site. The Meridian Site was planted with riparian woodland species such as box elder (*Acer negundo*), coast live oak (*Quercus agrifolia*), Fremont cottonwood (*Populus fremontii*), California blackberry (*Rubus ursinus*), and willows (*Salix* sp.). The Auzerais site was planted with mixed riparian species such as box elder, coast live oak, and coyote brush (*Baccharis pilularis*). All plants were installed with above and below ground browse protection and were mulched. DRiWATER® gel packs were installed with each plant in the Meridian Site and the Auzerais plants were hand-watered. **Table 2-1** below details the number of plants installed for each species.

Since the site did not meet the 80% survival criteria in Years 2 and 3, replacement plants were installed in March 2011. Replacement species included California buckeye (*Aesculus californica*), Fremont cottonwood, holly-leaved cherry (*Prunus ilicifolia*), California blackberry, willow, coast live oak, and blue elderberry (*Sambucus mexicana*). Each new planting was installed with DRiWATER® gel packs. All new plantings at the Meridian site are marked with orange pin flags. All new plantings at the Auzerais site are marked by the presence of DRiWATER® gel packs (plantings from 2008 do not have DRiWATER® gel packs).

Maintenance Activities 2008

Central Coast Wilds implemented the site maintenance from January through October 2008. Their work included non-native invasive species removal, general weed control, providing supplemental gel packs to the Meridian Site, hand-watering of the Auzerais Site, and trash removal.

Maintenance Activities 2009

The City of San José Parks Department was responsible for site maintenance in 2009. They performed weed control, mowing, and hand-watering at the Auzerais Site. They conducted mowing and weed removal in the spring and early summer and hand watered eight times during the dry season.

TABLE 2-1
RIPARIAN MITIGATION PLANTING LIST

Scientific Name	Common Name	# Installed 2008	# Installed 2011
Meridian Site			
Acer negundo	box elder	3	0
Aesculus californica	California buckeye	11	5
Artemisia douglasiana	mugwort	8	0
Populus fremontii	Fremont cottonwood	11	5
Prunus ilicifolia	holly-leaved cherry	11	5
Quercus agrifolia	coast live oak	5	0
Rubus ursinus	California blackberry	21	15
Salix sp.	willows	20	15
Sambucus mexicana	blue elderberry	6	2
Meridian Total		**96**	**47**
Auzerais Site			
Acer negundo	box elder	7	0
Aesculus californica	California buckeye	9	3
Baccharis pilularis	coyote brush	13	0
Prunus ilicifolia	holly-leaved cherry	11	4
Quercus agrifolia	coast live oak	19	5
Sambucus mexicana	blue elderberry	14	0
Auzerais Total		**73**	**12**
Total from Both Sites		**169**	**59**

SOURCE: Biotic Resources Group, 2008; ESA, 2011.

The City Parks Department contracted Central Coast Wilds to conduct weed maintenance and provide supplemental irrigation to the Meridian Site. They conducted weed-whipping and weed removal in July and November and recharged irrigation gel packs in July and October.

Maintenance Activities 2010

The City of San José Parks Department contracted Central Coast Wilds (through ESA) to conduct site maintenance at both sites in August, 2010. At the Meridian Site they performed weed-whipping and invasive species removal and recharged irrigation gel packs. At the Auzerais site they performed weed-whipping and invasive species removal and hand-watered the planting area monthly during the dry season.

Maintenance Activities 2011

In 2011 The City of San José Parks Department contracted Central Coast Wilds (through ESA) to conduct site maintenance at both sites. Central Coast Wilds conducted invasive plant removal and basin weeding on a monthly basis and basin mulching, irrigation repairs, spot watering and gel pack replacement when necessary.

2.2 Methods

This is the fourth year of monitoring and the methods implemented followed the methods established in the MMP, as summarized below.

General Site Conditions

The general condition of each planting site was qualitatively evaluated for the presence of native species recruits, invasive species, erosion, vandalism, animal damage, etc.

Percent Survival

All surviving trees and shrubs were counted and tallied per species and per mitigation site. Percent survival was then calculated by dividing the total number of surviving plants by the total number installed, then multiplying by 100.

Percent Cover

Percent cover was measured in Year 2 through 4 using the line-intercept method at two transects per site, as specified in the MMP. The same two transects per site were monitored in Year 1, although the point-intercept method was used that year. Subsequent monitoring will use the line-intercept method for consistency and more reliable comparisons of annual data. The locations of the Meridian Site transects are shown on **Figure 3** and the Auzerais transects are shown on **Figure 4**.

Both ends of each transect are marked with wooden stakes labeled with their respective transect numbers. In 2010, the beginning and end point of each transect was recorded using a Trimble GeoXT Global Positioning System (GPS) with sub-meter accuracy.

To measure percent cover, a measuring tape was extended between the start and end point of each transect. The distance that the crown of each plant intercepted the measuring tape was recorded in the field. This data was later entered into Microsoft Excel and total cover for each species was determined by summing each intercept for that species, dividing the sum by the length of the transect, and multiplying that result by 100.

Tree Height

The height of each tree and shrub was measured using a graduated rod. There are no success criteria for shrub height, but both tree and shrub heights were measured during the previous two monitoring efforts, so they should continue to be monitored to provide a comparison, and to determine whether the trend for height continues to increase.

Tree and Shrub Health and Vigor

Each living plant was given a value (1 through 9) for both health and vigor based on the rating provided in **Table 2-2**. For example, a plant that had 100 percent healthy foliage would be given a health/vigor value of 1.

TABLE 2-2
NUMERICAL VALUES FOR ASSESSING PLANT HEALTH AND VIGOR

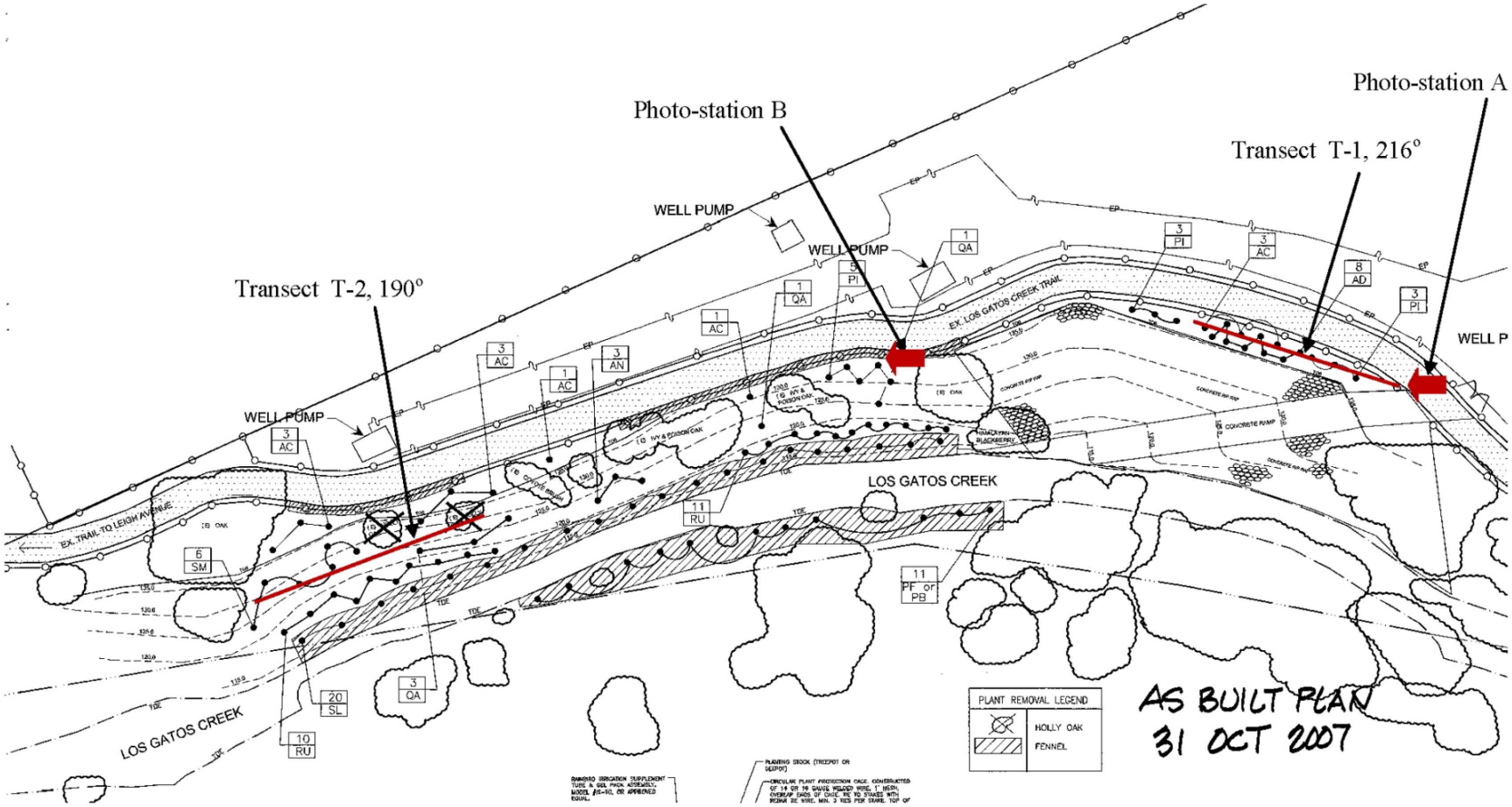
Value	Health/Vigor	Observations
1 – 3	High health and vigor	67 – 100% healthy foliage
4 – 6	Medium health and vigor	34 – 66% healthy foliage
7 – 9	Low health and vigor	0 – 33% healthy foliage

SOURCE: H.T. Harvey & Associates, 2004.

Photomonitoring

Permanent photo points were established at the mitigation site during the first monitoring year. Two photo points were established at each planting site, their locations are depicted on Figures 3 and 4. **Appendix B** includes representative photographs from each photo point from Years 1 and 4.

Photos were also taken of each transect this year. The location, vantage point, and proximity to each transect are not consistent throughout the mitigation sites because the function of these photos is transect relocation. These photos are not included in the photo appendix but are available upon request.

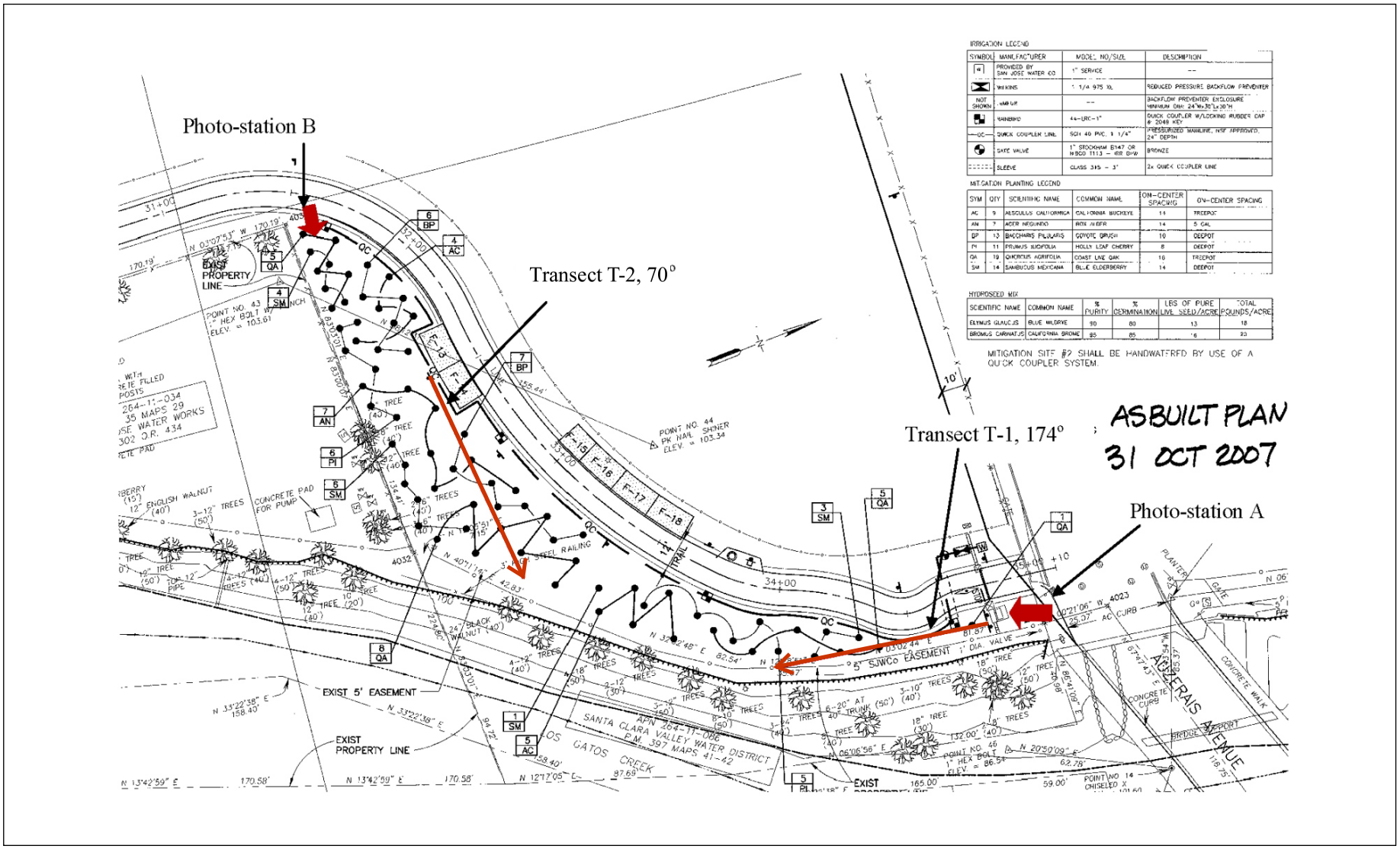


SOURCE: LSA, 2009

Los Gatos Creek Trail Reach 4 Mitigation Project –Fourth Year Monitoring Report . 210011

Figure 3

Meridian Avenue Site Planting Plan, Transects and Photo Points



SOURCE: LSA, 2009

Figure 4

Auzerais Avenue Site Planting Plan, Transects and Photo Points

SECTION 3
Results

On June 14, 2011, ESA conducted the annual mitigation monitoring of the Los Gatos Creek Trail, Reach 4 Mitigation Sites. This was the fourth year of monitoring following planting in January 2008 and the first year of monitoring following a replacement planting in March 2011. The following section describes the current site conditions, a general summary of the results from the previous three years of monitoring, and the results from this year.

3.1 General Site Conditions

The Meridian site is located on an extremely steep slope above a narrow riparian corridor and adjacent to oak woodland habitat. Despite the steep gradient, the slope is covered with vegetation (both native and non-native) and little erosion is present. Monthly weeding has kept invasive species cover low and enabled native cover to increase from 2010. Installed trees and shrubs are irrigated with DRiWATER®. This year the planting basins were checked regularly and gel packs were replaced when dry.

The Auzerais site is located on a gentle slope above a dense oak riparian corridor and erosion is absent from the site. Plants installed in 2008 were not installed with irrigation and were hand-watered during the dry months. Replacement plantings installed in 2011 included DRiWATER® and gel packs were replaced when dry. Monthly weeding reduced competition from invasive species and non-native grasses and supported native growth in the planting area. During the 2010 monitoring, an approximately 1.5-foot deep layer of mulch was present over the southern portion of the planting area, burying some of the native plants. Some of this mulch was removed in 2011 and some was spread over the remainder of the planting area so it no longer inhibits native growth.

3.2 Year 1 through 3 Monitoring

Year 1

The first year annual monitoring was conducted on October 8 and 15, 2008 by Biotic Resources Group (Biotic Resources Group, 2008). The monitoring methods used varied slightly from those established in the MMP. The number of surviving cottonwoods and willows were not counted, the point-intercept method was used instead of the line-intercept method to measure percent

cover, and a different health and vigor rating system was used to evaluate the condition of surviving plants. Even though the methods were different, the results can still be used to compare the site's success throughout monitoring years.

In Year 1 survivorship at both sites was high; the Meridian site had 91% survival (excluding cottonwoods and willows) and the Auzerais site had 96% survival. Holly-leaved cherry was the only species at both sites to have low survival. Nearly all of the surviving trees and shrubs were given high vigor and health ratings. Plant cover at both sites was very high for the first year of monitoring. The Meridian site had an average 17% cover of planted trees and shrubs, while the Auzerais site had an average 25% cover.

Year 2

The second year annual monitoring was conducted in April and October 2009 by LSA Associates (LSA, 2009). Monitoring methods followed those outlined in the MMP. Plant survival was below success criteria at both sites. The Meridian site only had 54% survival due to the loss of all cottonwoods and most of the willows. The Auzerias site had 78% survival. Coast live oak and holly-leaved cherry suffered the highest mortality at this site. Most of the surviving trees and shrubs at both sites were healthy and vigorous. Plant cover at the Meridian site was 6% and cover at the Auzerais site was 5%. Both sites decreased in cover from Year 1.

Year 3

The third year annual monitoring was conducted on September 22, 2010 by ESA (ESA, 2010). Monitoring methods followed those outlined in the MMP. Plant survival decreased again this year and remained below the success criteria at both sites. The Meridian site had 43% survival and the Auzerais site had 68% survival. Total vegetation cover increased from Year 2, but was still slightly below the third year success criteria at both sites. The surviving trees and shrubs were performing moderately well. Three of the six tree species were meeting their third year height success criteria and most plantings were rated with moderate to high health and vigor.

3.3 Fourth Year Monitoring Results

Percent Survival

Overall survival at both sites is 83%, which is an increase from 54% last year. Survival increased from 43% last year to 82% this year at the Meridian site and from 68% last year to 84% this year at the Auzerais site. The increases in percent survival are due to the addition of 59 new trees and shrubs at both sites. **Table 3-1** below details the percent survival of each species planted at each site over the last four monitoring years.

TABLE 3-1
PLANT SURVIVAL YEARS 1 THROUGH 4

Plant Species Common Name	# Installed 2008	# Alive 2008 (Year 1)[a]	Percent Survival 2008 (Year 1)	# Alive 2009 (Year 2)[b]	Percent Survival 2009 (Year 2)	# Alive 2010 (Year 3)	Percent Survival 2010 (Year 3)	# Alive 2011 (Year 4)	Percent Survival 2011 (Year 4)[e]
Meridian Site									
box elder	3	3	100%	3	100%	2	67%	2	67%
California buckeye	11	11	100%	7	64%	2	18%	8	73%
Mugwort	8	8	100%	8	100%	8	100%	5	63%
Fremont cottonwood	11	N/A	N/A	0	0%	0	0%	1	9%
holly-leaved cherry	11	7	64%	8	73%	5	45%	13	118%
coast live oak	5	5	100%	5	100%	5	100%	6	120%
California blackberry	21	20	88%	11	52%	6	30%	21	100%
Willows	20	N/A	N/A	6	30%	8	40%	16	80%
blue elderberry	6	5	93%	4	67%	4	67%	7	117%
Meridian Site Total	**96**	**59**	**91%[c]**	**52**	**54%**	**40**	**43%**	**79**	**82%**
Auzerais Site									
box elder	7	7	100%	7	100%	3	43%	2	29%
California buckeye	9	9	100%	7	78%	6	67%	8	89%
coyote brush	13	13	100%	13	100%	13	100%	13	100%
holly-leaved cherry	11	8	63%	6	55%	5	45%	10	91%
coast live oak	19	19	100%	10	53%	11	58%	16	84%
blue elderberry	14	14	100%	14	100%	12	86%	12	86%
Auzerais Site Total	**73**	**70**	**96%**	**57**	**78%**	**50**	**68%**	**61**	**84%**
Total Both Sites	**169**	**129**	**93%[d]**	**109**	**64%**	**90**	**54%**	**140**	**83%**

a Biotic Resources Group, 2008
b LSA Associates, 2009
c Cottonwoods and willows were not counted in 2008. Percent survival is based on the total number counted (59) divided by the total number planted not including cottonwoods or willows (65) then multiplied by 100.
d Cottonwoods and willows were not counted in 2008. Percent survival is based on the total number counted (129) divided by the total number planted not including willows (138) multiplied by 100.
e Percent survival is the number of surviving plants by the number of plants initially installed in 2008 multiplied by 100. Overplanting resulted in greater than 100 percent survival.
SOURCE: Biotic Resources Group, 2008; LSA Associates, 2009; ESA, 2010; ESA, 2011.

Four of the nine species installed at the Meridian site have less than 80% survival. These are box elder (67%), California buckeye (73%), mugwort (63%), and Fremont cottonwood (9%). These results are expected because no additional box elder or mugwort were installed and only a few additional California buckeye and Fremont cottonwood were installed in 2011. In general, additional plantings of these species were not installed in 2011 because they performed poorly in previous years. The remaining five species (holly-leaved cherry, coast live oak, California blackberry, willow, and blue elderberry) ranged from 80% to 120% survival[1].

Box elder is the only species at the Auzerais site to have less than 80% survival with 29% survival. Box elders were not replanted at this site since they performed poorly here in the past. The remaining five species (California buckeye, coyote brush, holly-leaved cherry, coast live oak, and blue elderberry) ranged from 84% to 100% survival.

Percent Cover

Results from the fourth year of percent cover monitoring at the Meridian site are presented in **Table 3-2** and at the Auzerais site in **Table 3-3**. **Table 3-4** provides a comparison of percent cover at both sites over the last four years.

TABLE 3-2
LOS GATOS CREEK TRAIL SITE #1 (MERIDIAN) INSTALLED TREE AND SHRUB COVER 2011

Scientific Name	Common Name	Percent Cover per Species by Transect		Average Percent Cover
	Transect	1	2	All
Acer negundo	box elder	0	0	**0**
Aesculus californica	California buckeye	1.8	0	**0.9**
Artemisia douglasiana	mugwort	3.6	0	**1.8**
Populus fremontii	Fremont cottonwood	0	0	**0**
Prunus ilicifolia	holly-leaved cherry	7.2	0	**3.6**
Quercus agrifolia	coast live oak	0	5.5	**2.8**
Rubus ursinus	California blackberry	0	3.0	**1.5**
Salix sp.	willows	0	0	**0**
Sambucus mexicana	blue elderberry	0	7.0	**3.5**
Total Installed Tree and Shrub Species Cover		**12.6**	**15.5**	**14.1**

SOURCE: ESA, 2011

[1] Percent survival is the number of surviving plants divided by the number of plants initially installed in 2008 multiplied by 100. Overplanting resulted in greater than 100 percent survival.

TABLE 3-3
LOS GATOS CREEK TRAIL SITE #2 (AUZERAIS) INSTALLED TREE AND SHRUB COVER 2011

Scientific Name	Common Name	Percent Cover per Species by Transect		Average Percent Cover
	Transect	**1**	**2**	**All**
Acer negundo	box elder	0	0.03	**0.015**
Aesculus californica	California buckeye	0	0	**0**
Baccharis pilularis	coyote brush	0	14.0	**7.0**
Prunus ilicifolia	holly-leaved cherry	0	0	**0**
Quercus agrifolia	coast live oak	11.4	4.6	**8.0**
Sambucus mexicana	blue elderberry	17.2	1.5	**9.4**
Total Installed Tree and Shrub Species Cover		**28.6**	**20.1**	**24.4**

SOURCE: ESA, 2011.

TABLE 3-4
PERCENT COVER INSTALLED TREE AND SHRUB SPECIES YEARS 1 THROUGH 4

Site (Restored Habitat Type)	Average Percent Cover Year 1 (2008)[a]	Average Percent Cover Year 2 (2009)[b]	Average Percent Cover Year 3 (2010)	Average Percent Cover Year 4 (2011)	Year 5[c] Percent Cover Success Criteria
Meridian Site (Riparian Woodland Association)	17%	6%	8%	14%	20%
Auzerais Site (Mixed Riparian Association)	25%	5%	13%	24 %	30%

a Biotic Resources Group, 2008. In 2008, the point-intercept method was used to measure percent cover, while the line-intercept method was used in all subsequent monitoring years.
b LSA Associates, 2009
c There is no Year 4 performance criterion for percent cover of installed tree and shrub species.

SOURCE: Biotic Resources Group, 2008; LSA Associates, 2009; ESA, 2010; ESA, 2011.

The average cover of native tree and shrub plantings at the Meridian site is 14%; this is a significant increase from 6% cover in Year 2 and 8% cover in Year 3. Percent cover is still below Year 1 cover (17%). However, Year 1 results are not directly comparable to subsequent years because the point-intercept method was used in Year 1 and the line-intercept method has been used in the remaining years. Cover is slightly below the 20% cover success criterion for the fifth year; there is no fourth year cover success criterion.

The average cover of native tree and shrub plantings at the Auzerais site is 24%; this is an increase from 13% cover in Year 3 and 5% cover in Year 2. Cover is only slightly below Year 1 (25%), although different monitoring methods were used in Year 1 than in subsequent years.

Percent cover this year is only slightly below the fifth year success criterion of 30%; there is no fourth year cover performance criterion.

Invasive species were absent from all four monitoring transects due to monthly weed maintenance of each site.

Height

Table 3-5 shows the average height of each tree species at each site over the past four years as well as their Year 5 success criteria. Height success criteria were not established for Year 4.

TABLE 3-5
AVERAGE PLANT HEIGHT YEARS 1 THROUGH 4
(IN FEET)

Plant Species Common Name	Average Height Year 1 (2008)[1a]	Average Height Year 2 (2009)[2b]	Average Height Year 3 (2010)	Average Height Year 4 (2011)	Year 5[3c] Height Success Criteria
Meridian Site					
box elder	2.4	6.3	8	9.3	8
California buckeye	1.6	2.1	2.8	2.8	5
mugwort	2.8	2.0	2.5	3.2	N/A
Fremont cottonwood	2.4	N/A	N/A	1.3	9
holly-leaved cherry	1.8	2.3	3.2	2.4	N/A
coast live oak	1.7	2.8	4	4.1	6
California blackberry	1.2	0.9	1.6	0.8	N/A
willows	2.4	10.0	9	1.8	9
blue elderberry	3.5	6.3	6.4	5.0	8
Auzerais Site					
box elder	3.7	4.0	3.8	4.5	8
California buckeye	2.3	2.6	2.5	2.6	5
coyote brush	3.1	3.8	6.6	7.8	N/A
holly-leaved cherry	1.1	1.2	2.7	1.8	N/A
coast live oak	2.7	2.9	3.4	3.2	6
blue elderberry	2.5	2.7	4.5	7.4	8

a Biotic Resources Group, 2008
b LSA Associates, 2009
c There is no Year 4 height success criteria.

SOURCE: Biotic Resources Group, 2008; LSA Associates, 2009; ESA, 2010; ESA, 2011.

Box elder is already meeting Year 5 height success criteria. The average height of each species at each site appears to have decreased since 2010. However, the decrease in average height is the result of the installation of new trees and shrubs this year. When the new trees are excluded from the average, four species (box elder, blue elderberry, coast live oak, and willow) are meeting or are close to meeting the Year 5 success criterion for height.

Health and Vigor

Table 3-6 includes the average health/vigor rating in Years 2 through 4. Year 1 results are not included since a different rating system was used and can not be compared numerically to results from subsequent years. There are no final success criteria for health and vigor; these parameters are measured annually to evaluate changes in plant condition.

TABLE 3-6
AVERAGE PLANT HEALTH AND VIGOR YEARS 2 THROUGH 4[a]

Plant Species Common Name	Average Health/ Vigor Rating Year 2 (2009)[b]	Average Health/ Vigor Rating Year 3 (2010)	Average Health/ Vigor Rating Year 4 (2011)
Meridian Site			
box elder	2.7	2	1.0
California buckeye	3.4	3.5	1.8
mugwort	3.0	4.1	1.0
Fremont cottonwood	N/A	N/A	2.0
holly-leaved cherry	1.3	2.6	1.2
coast live oak	1.4	1.8	1.7
California blackberry	3.5	3	1.7
willows	2.0	1	2.3
blue elderberry	2.0	3.5	1.6
Auzerais Site			
box elder	2.4	4.3	2.0
California buckeye	3.5	3	1.8
coyote brush	1.9	1.7	1.1
holly-leaved cherry	4.0	1.8	1.6
coast live oak	2.7	1.7	1.6
blue elderberry	2.6	3.6	1.0

a 2008 monitoring followed a different rating method than described in the MMP, so is not applicable for comparison
b LSA Associates, 2009

SOURCE: Biotic Resources Group, 2008; LSA Associates, 2009; ESA, 2010; ESA, 2011.

Table 2-2 details the numerical values for assessing plant health and vigor. The average health/vigor rating of each species at both sites ranged between 2.3 and 1.0, which are all “high” health and vigor ratings. Nearly all of the species have increased in average health and vigor from last year. Willow decreased slightly this year, but still had an overall “high” rating. These increases are most likely due to the increased maintenance at the site and the addition of new healthy plantings.

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SECTION 4
Conclusion and Recommendations

4.1 Conclusion

Both the Meridian and the Auzerais sites are meeting the 80% survival final success criterion. Due to the installation of 59 trees and shrubs this year, survival is over 80% for the first time since Year 1. There are no fourth year success criteria for percent cover of installed trees and shrubs or for height of installed trees. Both sites are close to meeting the fifth year success criterion for percent cover and are expected to reach their standard by next year if maintenance continues. Average tree height is below the fifth year success criteria for all species except box elder. This is expected because of the addition of replacement trees and shrubs this year. Even though average height is low, average health and vigor is very high, which demonstrates that the vegetation is establishing well.

Frequent maintenance of the site, which included weed removal and watering, has resulted in an increase in survival, cover, and health and vigor ratings since last year. Frequent maintenance should continue at both sites to ensure survival and growth of installed plants. Detailed recommendations to increase the overall performance of the site are provided in the next section.

4.2 Recommendations

Both sites have benefited from regular maintenance this year. ESA recommends that this level of maintenance continues to ensure the Los Gatos Creek Trail, Reach 4 site meets its permit conditions and final success criteria. The following maintenance measures should be continued at both sites:

- **Irrigation.** DRiWATER® gel packs should continue to be recharged at all planting basins where DRiWATER® was installed. At the Auzerais site, the plantings installed without DRiWATER® should continue to be hand-watered on an as needed basis. Plants from the initial installation should be weaned off of DRiWATER® in 2013.

- **Weed maintenance.** Monthly weed maintenance has proved successful at decreasing non-native invasive weed cover and should continue. This includes weed whipping, hand pulling and any other methods necessary to control invasive species such as fennel, mustard, and wild radish and competing annual grasses within the planting area.

- **Plant maintenance.** As part of monthly maintenance activities, any cages where plants are beginning to exceed the capacity of the cage should be removed.

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SECTION 5
Report Preparation and References

5.1 Report Preparation

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5.2 References

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APPENDIX A

Monitoring Data Sheets

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~~Happy Hollow Cover~~ (Line Intercept) Datasheet

Date: 6/14/11 Surveyors: CT, MEG Transect Number: T-1 (Meridian)

Time: 11:20 Weather Conditions: Transect Length: 32 m

Transect Coordinates/Notes:

Meridian T-1 1986

Species Code	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop
NNG	0.25	0.4	3.65	3.7	5.60	5.75	6.29	6.34	7.08	7.81	8.49	8.530
mulberry	1.49	1.55	2.07	2.24								
Rhamnus	2.86	2.96	16.32	16.35	16.45	16.49	17.18	17.22	17.65	17.74	19.89	19.92
Unknown native	3.98	4.4	5.25	5.53	5.88	5.92	6.02	6.44	7.55	7.6		
mulch	6.15	7.3	8.59	9.33	10.90	11.45	12.43	13.05	13.05	13.05	22.3	22.98
Prunus	7.05	7.36	11.02	11.25	25.23	25.96	27.77	28.28	31.13	31.65		
NNG	9.69	9.79	2.24	2.35	14.08	14.11	21.53	21.55				
ARDO	12.05	12.49	13.05	13.25	13.39	13.5	13.82	13.87	13.99	14.03	14.23	14.6
MEPO	13.55	13.57										
ARDO	14.73	14.75	16.2	16.29	16.7	16.74	19.53	19.56				
ACCA	18.33	18.51	22.30	22.70								
BRNI	20.19	20.35										
Rhamnus	21.04	21.00	23.4	23.74								
mulch	25.3	26.05	27.75	28.05	30.97	31.7						

mowed, dead NN grass wherever there isn't mulch

(box elder) Acer negundo: ACNE
(mugwort) Artemisia douglasiana: ARDO
(coyote brush) Baccharis pilularis: BAPI
(toyon) Heteromeles arbutifolia: HEAR
(Sycamore) Platanus racemosa: PLRA
(Fremont cottonwood) Populus fremontii: POFR
(coast live oak)Quercus agrifolia: QEAG
(valley oak) Quercus lobata: QULO

(coffeeberry) Rhamnus californica: RHCA
(gooseberry) Ribes californica: RICA
(CA rose) Rosa californica: ROCA
(willow) Salix spp.: SASP
(elderberry) Sambucus mexicana: SAME
(figwort) Scrophularia californica: SCCA
(snowberry) Symphoricarpos albus: SYAL

BRNI Brassica n

ACCA Buckeye

Species in vicinity: AVBA, Himalayan BB, unknown grass, mustard, wild oat, mugwort volunteers

~~Happy Hollow Cover~~ (Line Intercept) Datasheet

Date: 6/14/11 Surveyors: LLT, MBG Transect Number: T-2 meridian

Time: 11:50 Weather Conditions: Transect Length: 28

Transect Coordinates/Notes:

meridian T-2 pn 1987

mowed, dead NN. grass everywhere except median

Species Code	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop
NNG	4.95	5.55	5.7	6.15	6.39	7.09	10.7	11.1	12.34	12.53	12.69	13.25
QUAG	0.29	1.58	20.95	21.14	27.	27.15						
Mustch	0.9	1.56										
BAPI	2.3	4.4	24.86	25.62								
Khach	6.75	6.87	10.12	10.62	22.4	22.6						
RUUR	7.81	8.34	8.41	8.71								
BRNI	11.05	11.9										
NNG	13.22	13.38	13.59	13.82	14.73	14.85	26.3	26.52				
Foeniculum vulgare	13.3	13.56	14.11	14.25								
SHME	17	18.95										

Card

Other species in vicinity: vicia, poison oak, fennel, prickly lettuce

- fairly high cover of NN grasses

Los Gatos Creek Trail Tree and Shrub Survival and Health Data Sheet

Date: 6/14/11 Surveyors: LLT, MEG Site: Meridian or Auzerais (circle one)

Time:

flagged new plantings w/ orange pin flag

Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)	Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)
PRIL	43"	1	1		RUUR	3"	1	1	new
SAME	6"	1	1	new	RUUR	3"	1	1	new
PRIL	33"	1	1		RUUR	25"	1	1	new
ARDO	23"	1	1	measured wider outside area	RUUR	11"	1	1	
ARDO	27"	1	1	"	QUAG	54"	1	1	
SAME	1.5"	3	6	new - very small	PRIL	15"	1	1	
AECA	9"	2	2	new	PRIL	34	1	1	
QUAG	2"	4	6	new	PRIL	49	1	1	
AECA	24"	1	1		PRIL	10	2	2	new
ARDO	50.5"	1	1	measured wd. outside	RUUR	3.5	3	3	new
AECA	13"	1	1	new	RUUR	4	2	2	new
PRIL	8.5"	1	1	new	RUUR	4.5	1	1	new
AECA	27"	3	5	looks slightly diseased	ARDO	62	1	1	measured wd. outside
PRIL	42"	1	1		ARDO	28.5	1	1	"
PRIL	24"	1	1		RUUR	16	1	1	
PRIL	32.5"	1	1		RUUR	10	1	1	new

willows: ~~SHY~~ ~~NH~~

Los Gatos Creek Trail Tree and Shrub Survival and Health Data Sheet

Date: 6/14/11 Surveyors: CLT, MEG Site: Meridian or Auzerais (circle one)

Time:

Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)	Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)
QUAG	76"	1	1		RUUR	4"	3	3	new
unk.				empty cage	QUAG	70"	1	1	
RUUR	6"	2	2	new	RUUR	14"	2	1	
unk.				empty cage	RUUR	23"	2	2	
ACNE	94"	1	1		PRIL	11"	2	2	new
POFR				Dead	QUAG	41"	1	1	
AECA	11"	2	2	new	PRIL	14"	2	2	new
ACNE	130"	1	1		QUAG	54"	1	1	
POFR	15"	2	2		AECA	13	3	3	
RUUR	23"	1	1		PRIL	9	1	1	new
RUUR	16"	1	1		AECA	13	2	2	new

Value	Health/Vigor	Observations
1-3	High health and vigor	67-100% healthy foliage
4-6	Medium health and vigor	34-66% healthy foliage
7-9	Low health and vigor	0-33% healthy foliage

(box elder) Acer negundo: ACNE
(CA buckeye) Aesculus californica: AECA
(mugwort) Artemisia douglasiana: ARDO
(coyote brush) Baccharis pilularis: BAPI
(Fremont cottonwood) Populus fremontii: POFR
(holly-leaved cherry) Prunus ilicifolia: PRIL
(coast live oak) Quercus agrifolia: QUAG
(CA blackberry) Rubus ursinus: RUUR
(willow) Salix spp.: SASP
(elderberry) Sambucus mexicana: SAME

Los Gatos Creek Trail Tree and Shrub Survival and Health Data Sheet

Date: 6/14/[illegible] Surveyors: LCT MEG Site: Meridian or Auzerais (circle one)

Time:

Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)	Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)
ACCA	11	7	7	new	RUUR	7	3	3	new
RUUR	4.5	4	4	new	unk.	38	3	3	photo
SAME	93	1	1						
SAME	120	1	1						
RUUR	2	3	3	new					
SAME	96	1	1						
SAME	9	2	2	new					
RUUR	15	1	1	new					
RUUR	21	1	1						
SAME	93	1	1						
RUUR	13	1	1						

Value	Health/Vigor	Observations
1-3	High health and vigor	67-100% healthy foliage
4-6	Medium health and vigor	34-66% healthy foliage
7-9	Low health and vigor	0-33% healthy foliage

(box elder) Acer negundo: ACNE
(CA buckeye) Aesculus californica: AECA
(mugwort) Artemisia douglasiana: ARDO
(coyote brush) Baccharis pilularis: BAPI
(Fremont cottonwood) Populus fremontii: POFR
(holly-leaved cherry) Prunus ilicifolia: PRIL
(coast live oak) Quercus agrifolia: QUAG
(CA blackberry) Rubus ursinus: RUUR
(willow) Salix spp.: SASP
(elderberry) Sambucus mexicana: SAME

~~Other species in vicinity~~

~~Happy Hollow Cover (Line~~ Intercept) Datasheet

Date: 6/14/11 Surveyors: LLT, MEG Transect Number: T-1 Auzerais Site (Los Gatos Crk)

Time: 9:15 Weather Conditions: Sunny Transect Length: 25

Transect Coordinates/Notes:

T1- photo 1983

Species Code	Start	Stop	Start	Species Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop
MUCH	0	→ END		QEAG	18.43	18.53						
QEAG	2.39	3.27		QEAG	19.13	19.42						
QUAG	3.39	3.42		QEAG	19.68	19.75						
NNG	3.61	3.72		NNG	19.55	19.99						
	4.38	4.58		SAME	20.78	23.11						
	4.6	4.68		NNG	22.8	23.58						
	4.94	5.25			23.6	23.63						
	5.45	5.82			23.75	23.91						
	5.95	6.0			24.44	24.46						
	6.34	6.95			24.78	24.9						
ERCI	7.03	7.11										
MERO	7.28	7.31										
NNG	7.45	7.95										
	8.05	8.12										
	8.3	8.7										
	9.38	9.44										
	10.89	10.94										
QEAG	13.84	14.57										
NNG	14.68	14.72										
NNG	15.07	15.11										
NNG	15.47	15.71										
SAME	15.48	17.46										
QEAG	18.07	18.31										

(box elder) Acer negundo: ACNE
(mugwort) Artemisia douglasiana: ARDO
(coyote brush) Baccharis pilularis: BAPI
(toyon) Heteromeles arbutifolia: HEAR
(Sycamore) Platanus racemosa: PLRA
(Fremont cottonwood) Populus fremontii: POFR
(coast live oak)Quercus agrifolia: QEAG
(valley oak) Quercus lobata: QULO

(coffeeberry) Rhamnus californica: RHCA
(gooseberry) Ribes californica: RICA
(CA rose) Rosa californica: ROCA
(willow) Salix spp.: SASP
(elderberry) Sambucus mexicana: SAME
(figwort) Scrophularia californica: SCCA
(snowberry) Symphoricarpos albus: SYAL

NNG — [illegible]
ERCI - erodium [illegible]
MERO - medicago polymorpha

Happy Hollow Cover (Line Intercept) Datasheet

Date: 10/14/11 Surveyors: UTIMEG Transect Number: Angeraw T-2

Time: Weather Conditions: Transect Length: 30m

Transect Coordinates/Notes:

T2
ph. 1984

Species Code	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop	Start	Stop
mulch	0			NNG	22.12	22.45						
PRLE	0.28	0.38		QEAG	22.3	22.42						
NNG	0.22	0.45		PRLE	23	23.06						
NNG	0.68	0.87		NNG	24.4	24.75						
PRLE	0.90	0.94		MEPO	25.73	26.01						
NNG	1.5	1.71		ACNE	26.61	26.62						
↓	1.86	2		MEPO	26.48	26.50						
	2.2	2.45		NNG	26.5	26.65						
↓	2.77	2.84		MEPO	27.05	27.2						
MEPO	3.1	3.75		MEPO	28.62	29.13						
NNG	3.55	3.74		AVG	29.2	29.4						
MEPO	4.16	4.5		NNG	29.64	29.85						
NNG	4.65	4.73										
↓	4.9	5.0										
	5.1	5.14										
	5.95	6.04										
	6.22	6.24										
	6.58	7.21										
↓	7.59	7.75										
PRLE	7.92	8.12										
NNG	8.3	8.45										
BAPI	9.99	13.2										
QEAG	16.48	17.74										
BAPI	18.65	19.64										
SAME	19.45	19.9										
NNG	20.	20.14										
NNG	21.13	21.29										
NNG	21.82	21.86										

prickly lettuce - PRLE

Species in proximity LOMU, BRCA, AVBA, HOMU, BRJI

2011 1985 = photo point B

Los Gatos Creek Trail Tree and Shrub Survival and Health Data Sheet

Date: 6/14/11 Surveyors: LLT, MEG Site: Meridian or Auzerais (circle one)

Time:

Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)	Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)
QUAG	44"	1	1		BAPI	93"	1	1	
unk.				Dead	AECA	335"	1	1	
SAME	71"	1	1		BAPI	103"	1	1	
unk.				Dead	PRIL	35"	1	1	
SAME	57"	1	1		unk				Dead
BAPI	102"	1	1		unk				Dead
unk.				Dead	PRIL				
unk.				Dead	QUAG	6"	2	2	new planting
unk.				Dead	BAPI	86"	3	2	
BAPI	92"	1	1		AECA	16"	5	5	
unk.				Dead	BAPI	90"	1	1	

Value	Health/Vigor	Observations
1-3	High health and vigor	67-100% healthy foliage
4-6	Medium health and vigor	34-66% healthy foliage
7-9	Low health and vigor	0-33% healthy foliage

(box elder) Acer negundo: ACNE
(CA buckeye) Aesculus californica: AECA
(mugwort) Artemisia douglasiana: ARDO
(coyote brush) Baccharis pilularis: BAPI
(Fremont cottonwood) Populus fremontii: POFR
(holly-leaved cherry) Prunus ilicifolia: PRIL
(coast live oak) Quercus agrifolia: QUAG
(CA blackberry) Rubus ursinus: RUUR
(willow) Salix spp.: SASP
(elderberry) Sambucus mexicana: SAME

new have dri water

Los Gatos Creek Trail Tree and Shrub Survival and Health Data Sheet

Date: 6/14/11 Surveyors: LLT, MEG Site: Meridian or Auzerais (circle one)

Time:

Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)	Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)
PRIL	13.5"	2	2		ARCA	17"	1	1	new
unk.				Dead	SAME	93"	1	1	
PRIL	32"	1	1		QUAG	72"	1	1	
ACNE				Dead	BAPI	104"	1	1	
PRIL	44"	1	1		BAPI	78"	1	1	
SAME	59.5"	1	1		SAME	97"	1	1	
ACNE				Dead	QUAG	10"	2	2	new
SAME	96"	1	1		BAPI	88"	1	1	
ACNE	56"	2	2		QUAG	59"	1	1	
BAPI	93"	1	1		QUAG	58"	1	1	
BAPI	106"	1	1		QUAG	11"	2	2	new
ACNE	51.5"	2	2		QUAG	56"	1	1	
ARCA	17"	1	1	new	BAPI	99"	1	1	
SAME	85"	1	1		BAPI	82"	1	1	
SAME	82"	1	1		QUAG	45"	1	1	
QUAG	11"	2	2	new	SAME	118"	1	1	

Los Gatos Creek Trail Tree and Shrub Survival and Health Data Sheet

Date: 6/14/11 Surveyors: LLT, MEG Site: Meridian or Auzerais (circle one)

Time:

Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)	Planted Species	Height (trees)	Health Code	Vigor Code	Comments (volunteer?)
PRIL	6"	2	2	new	QUAG	10.5	3	3	new
PRIL	16"	2	2	new	SAME	104.5"	1	1	
AECA	45"	2	2		SAME	98"	1	1	
AECA	53"	2	2		QUAG	87"	1	1	
PRIL	30.5"	1	1		SAME	108"	1	1	
AECA	50"	1	1		QUAG	50.5"	1	1	
PRIL	8.5"	2	2	new	QUAG	53.5	1	1	
QUAG	28"	2	2						
QUAG	10"	3	3	new					
AECA	15.5"	1	1	new					
PRIL	11"	2	2	new					

Value	Health/Vigor	Observations
1-3	High health and vigor	67-100% healthy foliage
4-6	Medium health and vigor	34-66% healthy foliage
7-9	Low health and vigor	0-33% healthy foliage

(box elder) Acer negundo: ACNE
(CA buckeye) Aesculus californica: AECA
(mugwort) Artemisia douglasiana: ARDO
(coyote brush) Baccharis pilularis: BAPI
(Fremont cottonwood) Populus fremontii: POFR
(holly-leaved cherry) Prunus ilicifolia: PRIL
(coast live oak) Quercus agrifolia: QUAG
(CA blackberry) Rubus ursinus: RUUR
(willow) Salix spp.: SASP
(elderberry) Sambucus mexicana: SAME

APPENDIX B

Photodocumentation

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Photo 1: Meridian Site, from Photo Point A, October 2008.

Photo 2: Meridian Site, from Photo Point A, June 2011.

Source: ESA, 2010, 2011; LSA, 2009; Biotic Resources Group, 2008

Figure B-1
Representative Photographs

Photo 3: Meridian Site from Photo Point B, October 2008.

Photo 4: Meridian Site from Photo Point B, June 2011.

Source: ESA, 2010, 2011; LSA, 2009; Biotic Resources Group, 2008

Figure B-2
Representative Photographs

Photo 5: Auzerais Site from Photo Point A, October 2008.

Photo 6: Auzerais Site from Photo Point A, June 2011.

Source: ESA, 2010, 2011; LSA, 2009; Biotic Resources Group, 2008

Figure B-3
Representative Photographs

Photo 7: Auzerais Site from Photo Point B, October 2008.

Photo 8: Auzerais Site from Photo Point B, June 2011.

Source: ESA, 2010, 2011; LSA, 2009; Biotic Resources Group, 2008

Figure B-4
Representative Photographs

Attachment C: Citizen Advisory Committee, May 20, 2014

Citizen Advisory Committee
May 20, 2014

NAME	TITLE	EMAIL
Jeff Cristina	Councilmember	jeffc@cityofcampbell.com
Paul Resnikoff	Planning Commissioner	planning@cityofcampbell.com
Scott Trobbe	Southbay Development	strobbe@southbay.us
Tom Kawata	Allergan	Kawata_tom@allergan.com
Shawn Hardy	Hines VAF	Shawn.hardy@hines.com
Mark Patrosso	Kaiser Permanente – Team Manager	Mark.patrosso@kp.org
Michael Rocha	DA Yoder Commercial Real Estate and a Campbell Resident	Michaelrocha1951@gmail.com
Ron Naymark	Owner of 1671 Dell Ave and 471 Division St	ronnaymark@gmail.com
Richard Lowenthal	Chargepoint CEO	richard.lowenthal@chargepoint.com
Mike Thompson	Groupware CEO	mike@gw-mail.com
Jay Bechtel	Google – Real Estate and Construction Manager and a Campbell Resident	JBechtel@google.com

Attachment D: Community Meeting to Discuss the future long-range vision for Dell Avenue, December 4, 2013

PROPERTY OWNERS AND RESIDENTS
PLEASE JOIN US AT A COMMUNITY MEETING
TO DISCUSS THE FUTURE LONG-RANGE VISION FOR DELL AVENUE

Date: **December 4, 2013 (Wednesday)**

Time: **6:30 p.m.**

Place: **Orchard City Banquet Hall**
(at the Campbell Community Center)
1 W. Campbell Avenue
Campbell, CA

The City of Campbell is beginning to plan for the future of the Dell Avenue area and we need your help! With assistance from a consultant team, the City is undertaking an exciting process to plan for new economic development, buildings, and public improvements in this important area at the southern end of the city. Community members are invited and encouraged to take part in this process by attending a Community Workshop at 6:30pm on December 4, 2013 at the Orchard City Banquet Hall to learn about the process, explore ideas for the area's future, and consider how new development in this area could benefit Campbell. The Dell Avenue Plan Area generally includes the area bound by Winchester Boulevard, Knowles Drive, Dell Avenue, and Hacienda Avenue, and also includes parcels facing Winchester Boulevard along the west side of the street from Hacienda to Knowles.

Questions or comments about the Dell Avenue Area Plan and/or this community meeting can be directed to Paul Kermoyan at (408) 866-2140 or paulk@cityofcampbell.com.

IF YOU HAVE AN INTEREST IN THE PROJECT, PLEASE JOIN US AND BE A PART OF THE PROCESS AND VISION FOR THIS EMERGING AREA OF CAMPBELL.

Attachment E: Summary of Community Comments to PLN2012-207 Environmental Impact Report of the Dell Avenue Area Plan

Summary of Community Comments to PLN2012-207 Environmental Impact Report of the Dell Avenue Area Plan

1. Vagueness of Standards

1.1. How can an EIR properly account for traffic and pollution impact without knowing the concrete construction pattern? Shall it assume that all development turns out to be "Tech Development and Research", threatening the ground water with noxious chemicals? Shall it consider the possibility of all "Software Development," with the concentrated traffic that 9-5 commutes would imply? If some kind of averaging mix is used, will those assumptions be made corresponding restrictions on building permits in the DAAP? We seriously question whether a meaningful EIR can be prepared given the current DAAP draft plan.

1.2. Each construction project must be required to perform it's own Environmental Impact Report, notwithstanding the existence of an EIR for PLN2012-207.

2. Definition of Terms

2.1. The term "tech use" is very vague and could be made to mean anything. "Mixed use residential with tech use preference" is very unclear as to how this could be applied. We require clarification of terms.

2.2. We require that the EIR include analysis of mixed use such as theatre, movie, arcade entertainment, retail stores, restaurants, bars and other commercial enterprises.

3. The San Tomas Area Neighborhood Plan

3.1. The Dell Avenue Area Plan conflicts with the governing San Tomas Area Neighborhood Plan. The DAAP West part of the DAAP is located in an area governed by the San Tomas Area Neighborhood Plan (STANP). The STANP is law in Campbell. It explicitly enumerates quality standards for construction, including planned developments. The EIR must consider

Prepared on behalf of the San Tomas Area by: Joanne Carrol, 1395 Walnut Dr. and Audrey Kiehtreiber, 1509 Walnut Dr., Campbell, CA 95008, 408-410-6528, house@cynic.org

3.2. these requirements as impacts. In particular, the STANP directs that development must ensure that:

- "New developments and additions to existing homes should be integrated with homes in the surrounding area;
- … Projects in planned developments zones are compatible with the surrounding area; and
- …use landscaping to enhance the rural characteristics of the area."

3.3. To comply with Campbell codes, the EIR must consider any contradiction of these objectives an impact within its scope and discuss mitigations to restore these objectives.

3.4. The San Tomas Area Neighborhood Plan plan "recognizes the unique qualities of the San Tomas Area and serves as a blueprint for the concrete steps to be taken to preserve the neighborhood." The plan was developed after extensive public participation, including neighborhood workshops. It highlights factors that should be considered which include but are not limited to privacy impacts, traffic and noise.

3.5. The San Tomas Area Neighborhood Plan serves as a resource to guide building or remodeling in the San Tomas area. It is in place and adopted as part of our General Plan, and must be followed; the San Tomas Area Neighborhood Plan is the established framework for development in the San Tomas neighborhood, and serves as a blueprint for the concrete steps to be taken to preserve the unique character of the San Tomas Area and enhance the quality of life for its residents.The San San Tomas Area Neighborhood Plan may serve as a model for other areas of the city, insofar as these areas impact the San Thomas Area.

4. DEVELOPMENTS - IMPACT OF NEIGHBORING DEVELOPMENTS

4.1. There are a number of proposed and future possible developments in a very small radius, that cannot be considered individually, but must be considered as a cumulative effect on the communities in and around the regions.

4.2. Synergistic impact analysis is required to get as true a picture as possible of the total impact to the neighborhoods affected.

4.3. Establish an Advisory Committee/Task Force involving planners and citizens from the cities of Los Gatos, Saratoga, Monte Sereno, Campbell, San Jose and Santa Clara County.

4.4. Here are some developments in the area that we are aware of, and we would like to see what other future developments are being considered

4.4.1. *Los Gatos court* - development

4.4.2. *40 Single Family homes, Capri & Knowles* - development of new residential units.

4.4.3. *El Camino Hospital* **-** future development plans on Knowles - we understand they plan on putting Medical Offices on the property they purchased.

4.4.4. *Los Gatos "North 40"* - future development of North 40 area.

4.4.5. Capri/Hacienda Corner - Development, former Chevron Gas Station. Possible EPA cleanup required.

4.4.6. Hamilton/San Thomas Expressway - development currently underway

4.4.7. *Merrill Gardens* - completed

4.4.8. *Netflix to Knowles and Lost Gatos Creek* - Los Gatos is rezoning the area's adjacent to Netflix for multi use, is this part of the EIR?

4.4.9. *Netflix new development in Los Gatos* - Addition of four new technology campus buildings.

4.4.10. *Economy Lumber* - Area near Light Rail and Los Gatos Creek Trail.

4.4.11. *RV Cloud and surroundings* - from Dell to San Thomas/Sunnyoaks. Is this area a candidate for redevelopment? If so, what type of development, and what impact will this have on the EIR?

4.4.12. *Light Rail* - there are two new stations proposed, how does this affect the surrounding areas.

- Elevation of tracks
- Number and location of stations
- Noise abatement
- Parking for riders
- Sidewalk access

Prepared on behalf of the San Tomas Area by: Joanne Carrol, 1395 Walnut Dr. and
Audrey Kiehtreiber, 1509 Walnut Dr., Campbell, CA 95008, 408-410-6528, house@cynic.org

5. TRAFFIC

5.1. Growth, be it technology or retail business, residential or transportation stations, will generate population growth. With this population growth there will be a permanent increase to local and regional traffic on our surface streets and intersections. Currently, traffic in this area at peak times already gridlocked. DAAP and DAAP-West will only add to an otherwise over capacity infrastructure.

5.2. Area of Effect -

5.2.1. The EIR needs to do a metered traffic analysis during peak hours (5-10 a.m., 11a.m. to 1:30 p.m. and 3 p.m. to 7 p.m.) not during holidays or school breaks of the following defined area to set a baseline for existing traffic patterns:

5.2.2. Highway 17 Lark, Highway 85 and Camden Ave. off-ramps;

5.2.3. Highway 85 Winchester off-ramp and Highway 17 transition:

5.2.4. San Tomas Expressway and Camden Ave. off-ramp, Winchester Blvd. on and off ramps,

5.2.5. Dell Ave. from Sunnyoaks to Knowles Drive (all intersections including but not limited to Hacienda Ave., Vandell Way, and Winchester Blvd.).

5.2.6. Dell Avenue to San Tomas Expressway intersection (leading to Highway 17 and 85)

5.2.7. Winchester Blvd. and Dell Ave., Hacienda, Chapman Dr., Division St., and Knowles Dr., and Lark Ave.. intersections

5.2.8. Lark Ave. and Winchester Blvd. intersection

5.2.9. Hacienda and Walnut Dr., Capri Dr., and Virginia intersections

5.2.10. Knowles Dr. and Capri Dr.

5.3. School traffic-

5.3.1. There are three schools in this area, Capri Elementary School, Rolling Hills Middle School, and Village School. How will traffic during prime school day hours be impacted?

5.3.2. The EIR needs to include an approximation of future traffic increases according to the DAAP. How will staggered work schedules impact the flow of traffic?

5.4.Traffic Limiters -

5.4.1.How will traffic be effected if we include or do not include residential traffic limiters such as roundabouts, speed bumps, diversionary islands, traffic lights, stop signs, signage, permit parking, incoming companies policies?

5.5.Chapman Extension Traffic studies -

5.5.1.The EIR needs to perform intersection traffic studies with multiple scenarios.

5.5.2. **With** Chapman Dr. and Vandell Way Extension. If this extension goes through, how will surrounding streets and traffic on Winchester be affected? Another traffic light and required railway crossing so near to Hacienda and Knowles will slow traffic even more, potentially causing even more bypass traffic into the surrounding neighborhoods.

5.5.3. **Without** Chapman and Vandell Way extension. If this extension does not happen, what are the effects?

5.6.Impact of shared Railroad Track -

5.6.1.What impact is there with the Light Rail and Freight train sharing the same tracks?

5.7.Railroad Xing -

5.7.1.What impact does the shutdown of the cross streets during railroad and light rail crossings have on the scenarios? (Hacienda, Knowles, Winchester, Capri & Walnut Dr., & 85)

5.8.*Light Rail* ***-***

5.8.1.The EIR needs to include the impact to the traffic pattern and parking if:

5.8.1.1.The proposed Hacienda Ave. VTA light rail extension to Campbell, and the additional extension to Los Gatos is installed.

5.8.1.2.The light rail extensions are delayed or cancelled.

5.9.Public Transportation, Private Transportation-

5.9.1.The DAAP and DAAP West rely heavily on the use of public transportation, pedestrian and bicycle ways to alleviate the expected traffic and parking congestion.

5.9.2.The EIR needs to include a study of what happens if the planned transportation services are not available:

5.9.2.1.The light -rail is not completed or delayed;

5.9.2.2.VTA Buses and routes are increased or not;

5.9.2.3.Private Transportation, such as Corporate buses are or are not utilized.

5.10.Pedestrian impact on Traffic -

5.10.1.There are two pedestrian crossing from Winchester Blvd East to West. (Hacienda Blvd and Knowles Dr.) Pedestrians currently jay-walk Winchester Blvd in order to access buildings on the other side of the street. This is a safety issue.

5.10.2.The EIR needs to include a study of the existing and proposed capacity of the Pedestrian pathways and crossings to ensure safety.

5.11.Corner Visibility -

5.11.1.Existing street intersections are not always on a 90 degree angle making safe entrance/exits difficult. The EIR needs study setback requirements to ensure safe corner visibility. (Chapman Dr., W. Parr Ave. and Division St.)

6. PARKING

6.1.The parking areas designated for the development will be quickly filled by those who live and work there along with their visitors. They will then spill into the surrounding neighborhoods as a common occurrence. Currently our neighborhoods have become extended parking lots and the City has been unresponsive to our requests. The areas in front of our yards are extensions of our homes and are not structurally designed to fit an overwhelming amount of outside parkers. Additionally, the enforcement of forthcoming parking rules and regulations will need to be addressed very specifically and efficiently. What permit parking restrictions will be implemented to restrict employees and customers of local businesses from parking in our neighborhood?

6.2.Light Rail Parking-

6.2.1.What impact will the Light Rail parking have on surrounding residential neighborhoods, particularly as it overflows into the neighboring areas?

6.3.Park and Ride -

6.3.1.The extension of the Light Rail to new stations will allow riders to park their vehicles and ride to other destinations. What impact will this have on proposed parking?

6.4.Business and Residence Parking -

6.4.1.What is the impact of overflow parking taking up street space in surrounding neighborhoods? We believe that the proposed parking

allowance of 2.8 spaces/1,000sf of building is grossly inadequate for the square footage proposed, and will certainly lead to more overflow parking into our residential streets. The EIR must study all factors before recommending parking allowance for proposed buildings.

6.5.Parking Hours -

6.5.1.What time restraints will be placed on hours of parking at the various parking spaces? How will this affect parking?

6.6.Parking Structures-

6.6.1.Will parking structures be part of the plan? If so, where are they and what impact will they have? Due to the existence of a subterranean water table, if underground parking structures are proposed, what effect will they have on the environment? A feasibility study must be performed.

6.7.Parking for Los Gatos Creek Trail, Public Recreation, Amphitheater -

6.7.1.The EIR study must include the parking impact of people driving to use the public recreation facilities, such as the Los Gatos Creek Trail, the proposed Amphitheater, outdoor shopping, restaurants and green space.

7. PARKS AND RECREATION

7.1.Los Gatos Creek Trail and Percolation Ponds -

7.1.1.The Los Gatos Creek Trail and percolation ponds are a wonderful multi-jurisdictional Campbell community asset. In its currently undeveloped natural state it is a home to very diverse wildlife and provides multiple types of recreation, such as walking, bicycling, skating, and fishing by local community members. Building a promenade access would allow full access to this area from the proposed DAAP development. We would like answers to the followingExisting buildings along the trail are spread out and no more than 2 stories. The EIR needs to include how the proposed building heights and density will cut off the open space views.Existing Los Gatos Creek Trail has undeveloped berms (gently sloping). The EIR needs to include what types of berms, and retaining walls will be required by Santa Clara Valley County and Water District to be built in order to stop erosion and leaching. Who will be responsible for building these? How will these be paid for? Who will be responsible for maintaining them?

7.1.2. The existing trails are graded dirt and asphalt (2 lane built for bicycles, runners, and walkers). What are the requirements (from Santa Clara Valley County and Water District) for the Promenade that is being proposed in order to integrate with these trails? Who will be responsible for building the Promenade? How will these be paid for? Who will be responsible for maintaining them?

7.1.3. The Los Gatos Creek Trails are normally opened at sun-up and closed at sunset. Most entrances are closed off by gates. If the expectation is that the trails will be used for business commuters, how will they enter and exit? Will their be restrictions as to access from the Promenade?

7.1.4. *Safety and Lighting* - The LG Creek Trails are currently patrolled by Santa Clara Valley Parks & Recreation. What will be the requirements for extended patrolling? Who will pay for these? If the normal hours of access are extended, will the pathways be lighted for night time use?

7.2. Green space - The study should determine the adequacy of the exiting and planned green space for the amount of new development in the plan.

8. HAZARDOUS WASTE

8.1. Many of the properties targeted for redevelopment have previously or are currently using hazardous waste in their processes.

8.2. The EIR needs to take into account new studies that must be performed to determine the amount of hazardous contamination existing in the proposed DAAP and DAAP-West plan area.

8.3. What studies will be performed to determine health effects on the residents from exposure to these waste materials? What processes will be used, and which firms will be hired, to do the cleanup required to allow for human habitation? How much will this cost? Who will pay for it? Will followup studies after cleanup be performed to determine the effectiveness of the cleanup efforts and the results made public?

8.4. Demolition Hazards

8.4.1. What is the proposed plan to protect again hazards such as airborne asbestos, and other contaminants polluting the air and dropping into residential area?

9. AGRICULTURE AND FORESTRY

9.1.Biosphere

9.1.1.Currently the community as a whole donates 25,000 to 30,000lbs. of fruit annually to charitable organizations such as Village Harvest and Second Harvest food banks. How will these developments impact the existing climate that supports this thriving agricultural endeavor?

9.2.Wildlife Endangerment

9.2.1.The DAAP and DAAP-West areas are currently habitats for several endangered species, including the Peregrine Falcon - Falco Peregrinus, the Western Pond Turtle, and the Garter snake. What will be done to ensure that these species, and others, will not be harmed?

9.2.2.There is also a flock of green parrots which now makes this area their habitat, and which are a very special part of this neighborhood. We request that the EIR include studies on the effects of developments on all of the local wildlife.

10. IMPACT ON SCHOOLS

10.1.The EIR must include an examination of the ability of schools to absorb increased populations. The existing schools in the neighborhood are Capri Elementary School, Rolling Hills Middle School, and Village School.

10.2.Under the terms of the proposed DAAP, the Handprints Preschool will be eliminated.

10.3.See also Traffic and Parking for additional concerns.

11. PUBLIC SERVICES

11.1.With the anticipation of at least 4x the current population in the DAAP and DAAP-West, how will the existing services be impacted?

11.2.Low Income and elder services -

11.2.1.The proposed residential units include low and moderate income housing elements. These occupants need additional services such as elder care, daycare, special transportation, handicapped access. The EIR needs to include an analysis of these special needs in their impact study.

11.3.Disaster Response -

11.3.1.The EIR needs to include the study of the ability of all these service to respond in the case of man made or natural disasters, such as but not limited to terrorist attack, fire, flood, earthquakes, storms, mud slides, and rodent infestation.

11.3.2.Taking into consideration Campbell's Emergency Guidelines, the EIR needs to include the effect of the traffic solutions on emergency evacuation routes, both current and future.

11.4.Police -

11.4.1. The EIR needs to include the study of the needed capacity for dealing with increased population (resident and transient), traffic and parking, and increase in crime, (domestic and civil, alcohol related, etc.).

11.5.Graffiti Abatement -

11.5.1.The appearance of the neighborhood is important to the enjoyment of life and the property values. Who will police and who will be responsible for the clean up?

11.6.Fire -

11.6.1.The EIR needs to include the study of the impact on existing fire and emergency services to determine whether these existing services are sufficient to handle increased population and commercial enterprises.

11.7.Health Services -

11.7.1.Existing medical services include, Kaiser, El Camino Hospital and Santa Clara Family Health Plan. The proposed DAAP will eliminate two of these services. How will the removal of these existing Health Services currently in the DAAP area affect the surrounding area?

11.7.2.With the increased populations due to new and proposed developments, what plans will be implemented to insure that there are sufficient medical services to support this surge in population in such a small area?

11.8.Public transportation -

11.8.1.What are the capacity need for buses, Light Rail, train, pedestrian and bicycle paths? See also Traffic and Parking.

11.9.US Postal Services

11.9.1.Study the impact on already strained postal delivery services due to the loss of the Campbell Dell Post Office, which services a large portion of Campbell.

12. INFRASTRUCTURE

12.1. Existing services will be inadequate to support the new developments. What assurances will there be that the infrastructure will be in place prior to construction? In general, when will infrastructure be built? Prior to the development commencement, or during the development? Who will pay for the infrastructure?

12.2. The EIR must include capacity capabilities for the following services which will be critical to the success of the proposed businesses:

12.2.1. Sewer, Waste Management, Electricity, Gas,Water, Telecommunications Services (cell phone towers, land line, fiber optic, etc.), Cable and Satellite.

13. COMMUNITY QUALITY OF LIFE

13.1. The choices made in the DAAP will have a long lasting impact on the residents of the San Tomas neighborhood, particularly those residents in the immediate area of DAAP. The topics that impact our community's quality of life include, but are not limited to: noise, traffic, parking, air pollution and vistas.

13.2. Noise -

13.2.1. The addition of the mixed use developments such as restaurants and bars, the light rail extension and associated station(s), increase of commuters to the technology centers, buses, garbage trucks, service vehicles, pickup and delivery vehicles, and after hours businesses will contribute to a permanent escalation of local noise levels.

13.2.2. The EIR must include a study of the effects of the permanent increase in ambient noise levels in the surrounding area. The study must be performed to include recommendations on noise abatement for the community, and also on the effects if noise abatement efforts are not put in place.

13.2.3. Demolition & Construction

13.2.3.1. What is the communications plan to the surrounding community with regards to the planned demolition and construction?

13.3. Air Pollution:

13.3.1. The EIR must include the effects of increased Air Pollution on the region of the DAAP and DAAP West. The increased frequency of cars,

buses, delivery services and garbage trucks will contribute to a much higher level of air pollution than we currently experience. Urban transport is obviously a major contributor to air pollution, and will negatively impact the quality of life and overall health of our community's residents.

13.4. Vistas:

13.4.1. The density of the proposed 45- to-75 foot tall buildings will significantly impact the visual beauty and livability of the surrounding area. This degradation of the visual character of Walnut/Hacienda and surrounding areas will be permanent and very obvious to those who reside there and those who visit.

13.4.2. DAAP-WEST in particular will bring a permanent change to nighttime vistas. Increased business and residential lighting, combined with the lighting required to abate community safety concerns, will increase nighttime glare, adversely affecting the neighborhood.

13.4.3. The EIR must study the effects of loss of light and sight line to the health and welfare of the residents in the surrounding community.

13.5. Privacy & Security-

13.5.1. Residents of the East side of Walnut Drive and the condominiums at Hacienda Avenue & Winchester Blvd. will be faced with the loss of privacy, security and serenity that they currently enjoy.

13.5.2. With a proposed fence height of only a 7' dividing the residential homes from the alleyways behind the new businesses privacy for the residences is lost. Access to the residential homes becomes a simple matter of jumping the fence. In addition, noise and materials will easily make their way over the fence into the residential properties.

13.6. Construction and Demolition-

13.7. The EIR needs to include an analysis of how projects of this magnitude, with construction over an extended period of time, effect all of the above.

14. COMMUNICATION

Results of all studies, Environmental Impact Reports, plans and guideline documentation must be made available to the public for review in a timely manner, and in such a way as to allow for a reasonable period of review before any implementation.

Name	Address	Signature
Joanne Carroll	1395 Walnut Drive, Campbell, CA	Joanne Carroll
Hal Carroll	1395 Walnut Drive, Campbell, CA	
Andy Kiehtreiber	1509 Walnut Dr	
Peter Kiehtreiber	"	
Nancy Biggers	1510 Capri Dr	Nancy Biggers
ELLEN DORSA	1573 WALNUT DR.	
GEORGE BAKER	635 Chapman Dr	George Baker
BRUCE & Hsin-Ling PEAT	1263 Walnut Dr	Bruce G. Peat
arlene McVea	621 W. Parr Ave	arlene McVea
Julia Dederer	576 Chapman Dr	
Richard & Cindy Brimer	585 Chapman Dr.	
Ken Campbell	1440 Juanita Way	
Christine Campbell	1440 Juanita Way	Christine Campbell
Roger BRUNTZ	1441 Capri Dr	
Danielle Mrdutt	1471 Walnut Dr.	
Josh Mrdutt	1471 Walnut Dr.	
Gary D. Mrdutt	1471 WALNUT DR.	
Barbara Lonsbury	1300 Walnut Dr	
Cataldo "Aldo" Maresca	1300 Walnut Dr	
Karen Kane-Forque	1400 Capri Dr.	
Jovanna Maresca	1300 Walnut Dr	Jovanna Maresca
Sofia Maresca	1300 Walnut Dr	Sofia Maresca
Michael Tehranian	509 Chapman Dr.	M. Tehranian
Nahid Tehranian	509 Chapman Drive	Nahid Tehranian
PATRICIA NOACK	661 Chapman Drive	
Emily KIM	1500 Walnut Dr	
Linda St. John	1518 Hack Ave.	
Chris Harris	1610 Dell Ave #767 Pudd	

Name	Address	Signature
Mitch Stermer	1311 Walnut Dr	
Michelle Thompson	1225 Bracebridge Ct	
James Biggers	1510 Capri Dr	
Rodney Asaro	1546 WALNUT DR	
Gina Hedley	645 Chapman Dr.	
Paul Leeman	645 Chapman	
[illegible]	1384 Walnut Dr	
[illegible]	1384 WALNUT DR.	
[illegible]	621 WEST PARK	
Chase [illegible]	1384 Walnut Dr.	
[illegible]	1351 STEVENS CT	
Russell Lee	1351 STEVENS CT	
Charlene A. Baker	645 Chapman Dr	
Carolyn Bryant	565 Chapman Dr.	
Robert Hill	1560 Capri Dr.	
NZAPO	1690 Dell Ave Campbell, CA	23 Zaro
Carol Zimmerman	456 W. HACIENDA AVE	
LALIT TIERANI	1284 Walnut Dr.	
Rick Gowlay	1426 WALNUT DR	
Tran Nally	661 Chapman	
JOHN RICHARDS	423 E. LATIMER RD	
Linda Ryalls	1394 Walnut Dr.	
Dan Ryalls	1394 Walnut Dr	
Tina Retzer	1570 Walnut Dr	
CLIFFORD RETZER	1570 WALNUT DR	
BRIAN HARPER	1458 Capri Dr.	
Stephanie Brian	350 Bedal Lane	
Robert Judard	485 Chapman DR	

Name	Address	Signature
Joanne Carroll	1395 Walnut Drive, Campbell, CA	
Hal Carroll	1395 Walnut Drive, Campbell, CA	
Monica & Sean Conor	1473 Walnut Dr. Campbell	
Roy + Adrienne	1512 Walnut Dr.	
Denise Divittorio	1334 Dell C Ave	
THERESA BRANDT	1334-C DELL AVE	
JOHN ESPINDLA	1334-C DELL AVE	
James Dang	1441 Walnut	
Melanie Elling	1476 Walnut	
William Elling	1476 Walnut	
GUS ELFAR	1264 WALNUT DR	
Deena Elfar	1264 walnut DR	
Signatures to be submitted at Planning Commission meeting 9/9/14		

Attachment F: STACC DAAP Team Members

STACC DAAP Committee

	DAAP Team	email address	phone
	DAAPteam@staccna.org		
	Dave Brady	Dbpromo1@aol.com	(408) 866-1101
	Joanne Carroll	vicepresident@staccna.org	(408) 398-5991
	Rebecca Campos	rebecca835@comcast.net	(408) 828-5728
	Julia Dederer	julia_dederer@yahoo.com	(650) 274-3595
	Maggie Desmond	area7captain@staccna.org	(408) 507-7616
	Ellen Paige Dorsa	grils46@comcast.net	(408) 378-2113
	Gus Elfar	Gus13@att.net	(408) 857-5978
	Melanie Elling	melanie.elling@comcast.net	(408) 628-0624
	Gina Henley	ghenley5@yahoo.com	(408) 429-9164
	Tim Janke	tim@janke.org	(408) 472-1294
	Audrey & Peter Kiehtreiber	info@staccna.org	(408) 410-6528
	Susan M. Landry	environmental.architect@yahoo.com	(408) 644-6936
	Lalit Merani	lalit.merani@yahoo.com	(408) 799-0302
	Sharon Nelson	sharonnelson2@gmail.com	(408) 374-1058
	Bruce & Hsiu-Ling Peat	bruceg1939@sbcglobal.net	
	Pete Peterson	petes.peterson@gmail.com	(408) 374-7912
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	Barbara Robinson	bjr908@gmail.com	(408) 370-1532
	Linda Ryalls	dldryalls@sbcglobal.net	
	Michael Tehranian	mteh123@yahoo.com	(408) 781-7993
	Nahid Tehranian	nahhid2000@yahoo.com	(408) 628-0441
	Al Lowder	captal44@aol.com	(408) 761-1932
	Lisa Myers	lisa@letsgobirding.com	(408) 656-7524
	Dennis Scherzer	dcsasia@earthlink.net	
	Karen Sweetland	ksweetland@aol.com	(408) 866-7082

COMMENT LETTER # B03

From: Audrey Kiehtreiber [mailto:info@staccna.org]
Sent: Tuesday, July 28, 2015 1:13 PM
To: Corinne Shinn
Cc: Paul Kermoyan
Subject: Public Comment Petition on DAAP PLN2012-207

Hi Paul & Corinne

Here is a petition, we are still collecting signatures but this is what we have so far. For tonights meeting we understand it will be a "desk item", but we request that it be added to the public comment on the DAAP permanent record. Please send me an email acknowledging receipt. **B03-01**

Thanks as usual.

TO: Campbell City Council,
Planning Commission

STACC (San Tomas Area Community Coalition) Date 7-28-2015 Page 7

The City of Campbell has proposed the DAAP, the largest development plan in the history of Campbell. They expect it to create unacceptable levels of increased traffic at all major intersections from Hamilton down to Blossom Hill Blvd.

We petition the City of Campbell to create a new Alternative Plan with reduced intensity of development; to remove DAAP-WEST from the DAAP plan entirely and to work with the community to create a new plan for the East part of the STANP, the San Tomas Area Neighborhood Plan - Winchester Commercial Corridor (STANP-WCC).

B03-02

Attachment 1

#	Print Name	Address	Signature	email address
1	Betty Myers	1420 Juanita Wy, Cpl.	Betty Myers	[redacted]
2	Jeff Myers	1420 Juanita wy. Campbell	Jeff Myers	
3	Yvie Myers	1420 Juanita way	Yvie Myers	
4	Claire Taggett	1360 Juanita Way, Campbell, CA		
5	David Dougherty	1326 Juanita Way Campbell		
6	Rosa T Vasapollo	1326 Juanita Way Campbell	Rosa T. Vasapollo	
7	Gregory F. Giraldo	1281 Juanita Way Campbell		
8	Kat Palu	1361 Burrows Rd.		
9	Jeff Long	1305 Juanita Way		
10	Gina Duarte	1335 Juanita Way	Gina Duarte	
11	Kat Whitney	1373 Juanita Way		
12	DEREK DEATON	1373 JUANITA Wy	Deaton	
14	Ken Campbell	1440 Juanita Wy		
15	Christine Campbell	1440 Juanita Wy	Christine Campbell	

TO: Campbell City Council,
Planning Commission

STACC (San Tomas Area Community Coalition) Date: 7-28-2015 Page: 2

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#	Print Name	Address	Signature	email address
1	LeeAnn Kuntz	206 El Cumbre Ave Campbell CA		[redacted]
2	FRANCESCO PERU	45 N 3rd Street		
3	MATT BOLIG	146 ROSE COURT		
4	Lynne Olds	800 Sunnypark Ct. Campbell	Lynne Olds	
5	JEFF Zullo	119 La Rinconada Dr. LG.		
6	Amy Zullo	" " "		
7	ROBERT KOVA	928 STEINWAY AVE.		
8	M. Beth MacGuguWong	928 Steinway Ave	M Beth MacGug-Wo	
9	Alan Johnson	1146 Steinway		
10	Clo Hampton	1146 Steinway		
11	Barbara Kahli	1160 Steinway Ave		
12		1162 Steinway		
14		1171 Steinway		
15	WILLIAM BELTRAN	1171 Steinway		

TO: Campbell City Council,
Planning Commission

Date: 7-28-2015 Page: 3

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#	Print Name	Address	Signature	email address
1	MANUEL CABARLOC	1390 CAPRI DR.		[redacted]
2	Jeanette Bruntz	1441 Capri Dr.		
3	Jordan Begemann	1441 Capri Dr.		
4	RICHARD BROMBERG	1347 CAPRI Dr.		
5	Jan Bromberg	1347 Capri Dr		
6	Debora Hendrickson	1597 Hack Ave		
7	FRANK DESMOND	1491 HACK		
8	PHILIP ENGLISH.	1511 HACK AVE.		
9	Kathleen Verdoia	1179 Audrey		
10	Al Verdoia	1179 Audrey Ave		
11	RICHARD SAKAI	1027 Audrey Ave		
12	JOHN S. PALMER	1019 AUDREY AVE.		
14	Monica Comer	1473 Walnut Dr.		
15	Carolyn Brichant	565 Chapman Dr.		

TO: Campbell City Council,
Planning Commission

Date: 7-28-2015 Page: 4

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#	Print Name	Address	Signature	email address
1	Samara Sazesh	1410 Walnut Dr.		[redacted]
2	Kevin magan	1410 walnut DR		
3	Tim Miller	1357 Munro Ave	Tim Miller	
4	Gail Miller	1357 Munro Ave	Gail Miller	
5	MONICA TISWORTH	3948 Buchnall Rd		
6	PATRICK HALLINAN	55 CHERRY LN		
7	David Kusa	470 W. HACIENDA AVE	David Kusa	
8	Stacy Renteria	470. W. Hacienda Ave.	Stacy Renteria	
9	JM Whorf	1300 DELL AV SUITE C		
10	Truman Roe	1375 Stevens Ct	Truman Roe	
11	JENNA ROE	"		
12	Laurie A Roe	1375 Stevens Ct	LA Roe	
14	Luke McDonald	645 Wendell Dr.		
15	~~Rick Luke~~ Rick McDonald	645 WENDELL dr		

TO: Campbell City Council,
Planning Commission

Date: 12-28-2015 Page: 5

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#	Print Name	Address	Signature	email address
1	SAEED MOHAMMADI	480 W. Hacienda Ave		
2	KEN JERCHA	1498 Vale Ave		
3	Leslie Jercha	1498 Vale Ave	Leslie Jercha	
4	RON YOSHIDA	1451 VALE AVE		
5	RICK CROWLEY	1426 WALNUT DR		
6	DAVID GOO	1060 Steinway Ave		
7	Lillian Young	1050 Steinway Ave		
8	Julie Baxter	1100 Steinway Ave.	Julie Baxter	
9	Ambreen Lathani	1116 Steinway Ave.		
10	Fiad	1116 Steinway Ave		
11	Larry Grafton	1136 Steinway Ave		
12	BOBBY TAYLOR	1131 STEINWAY AVE.		
14	RICHARD BRICHOOT	565 CHAPMAN DR		
15	[illegible]	595 Chapman DR		

[redacted]

TO: Campbell City Council,
Planning Commission

STACC (San Tomas Area Community Coalition) Date: 2-28-2015 Page: 6

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#	Print Name	Address	Signature	email address
1	Tracy Oatley	661 Chapman		[redacted]
2	PATRICIA NOACK	661 Chapman DR		
3	John Barber	660 Chapman DR		
4	Bryan Thompson	1251 Capri Dr		
5	TERESA Thompson	1251 Capri Dr.		
6	Fran Rovetto	1280 Capri Dr.		
7	Helen Prince	600 Wendell Dr		
8	Randy Harwick	1201 CAPRI DR.		
9	Danielle Lucero	"		
10	Coral Cox	620 Wendell Dr.		
11	[illegible]	1264 WALNUT		
12	Gaz v Nuttall	1471 WALNUT Dr		
14	Danielle	1495 Walnut Dr.		
15	Thanh Ha Nguyen	1495 Walnut Dr.		

TO: Campbell City Council,
Planning Commission

Date: 7-28-2015 Page: 7

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#	Print Name	Address	Signature	email address
1	Mark Richter	464 W Hacienda Ave		[redacted]
2	CAROL ZIMRING	456 W. Hacienda Ave		
3	AMARNATH RAGHUNATHAN	444 W Hacienda Ave		
4	PARIS SISONRA	442 W " "		
5	PREETHI PRASAD	444 W HACIENDA AVE		
6	Gary Yarberry	440 W. Hacienda		
7	Kevin Hoff	1561 Theresa		
8	KEVIN NGUYEN	1545 THERESA AVE.		
9	THUC NGUYEN	1545 THERESA AVE.		
10	BYRON PIPKIN	1529 THERESA AVE		
11	Mary Carter	1151 Theresa Ave		
12	Carolyn Workover	640 Wendell Dr		
14	CLYDE KENNEDY	1466 VALE AVE		
15	STEVE OROWE	1480 VALE AVE		

STACC coalition
Comm

TO: Campbell City Council,
Planning Commission

Date: 7-28-2015 Page: 8

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#	Print Name	Address	Signature	email address
1	Lori meiskey	1220 Capri Dr, Campbell		
2	Frank Hawley	1360 Capri Dr, Campbell		
3	Bill Baily	1434 CAPRI DR, Campbell		
4	Nancy Baily	1434 Capri Dr. Campbell CA		
5	James C. Biggers	1510 Capri Dr Campbell, CA		
6	Robert Hill	1560 Capri DR, Campbell		
7	JOHN H. KELLERBY	1521 CAPRI DR. CAMPBELL		
8	Nancy L. Biggers	1510 Capri Dr. Campbell, CA		
9	Dwight L. Goodwin	1056 Audrey ~~Ave~~ Campbell		
10	Henning MARAHRENS	1080 AUDREY AVE.		
11	Eva Moore	1080 Audrey Ave		
12	MENDY QUZILLOU	1102 AUDREY AVE.		
14	Aimee Peppers	1105 Audrey Ave		
15	C Hastings	1426 Walnut Dr		

[redacted]

TO: Campbell City Council,
Planning Commission

Date: 7-28-2015 Page: 9

The City of Campbell has proposed the DAAP, the largest development plan in the history of Campbell. They expect it to create unacceptable levels of increased traffic at all major intersections from Hamilton down to Blossom Hill Blvd.

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#	Print Name	Address	Signature	email address
1	John Richardson	1556 Theresa		[redacted]
2	David Whiteman	1508 Theresa Av.		
3		" "		
4	Sharon Sullivan	1456 Theresa Ave		
5	Richard Momia	1404 THERESA AVE	Richard Momia	
6	KRISTIN JACOBSON	787 Chapman Dr.	Kristin Jacobson	
7	Anita Campos	819 Chapman Dr	Anita Campos	
8	Sang NGUYEN	1288 VIRGINIA AVE		
9	RENE P. Nguyen	1280 VIRGINIA AVE		
10	Mimi Bowen	1377 Virginia Dr	Mimi Bowen	
11	Marci DeLurio	890 Steinway Ave.		
12	Mike DeLurio	890 Steinway Ave		
14	Chris Kuhn	960 Steinway Ave		
15	Jeanie Kuhn	960 Steinway Ave	Jeanie Kuhn	

TO: Campbell City Council, Planning Commission

STACC
San Tomas Community Coalition

Date: 7-28-2015 Page: 10

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#	Print Name	Address	Signature	email address
1	Doug Knapp	1301 Capri Drive		
2	Olivia Sto	1301 Capri Dr	Olivia Sto	
3	Cheryl Stanford	1351 Stevens Ct		
4	RUSSELL LEE	1351 STEVENS CT		
5	Laura Kleyle	1363 Capri Dr		
6	Alex Keyser	1367 Capri D		
7	PAIL WYSOCKI	1391 CAPRI DR	Phil Wysocki	
8	KEVIN T. IVANETICH	1409 CAPRI DR	K.T.	
9	Thomas	1457 Capri Dr		
10	Lydia LeBeau	1473 Capri Dr.	Lydia Le	
11	RYAN HENSEL	1505 CAPRI DRIVE		
12	Audrey Kiehtreiber	1509 Walnut Dr.		
14	Peter Kiehtreiber	1509 Walnut Dr.		
15	Diane Tyson Dane	1556		

[redacted]

TO: Campbell City Council,
Planning Commission

STACC

Date: 7-28-2015 Page: 11

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#	Print Name	Address	Signature	email address
1	JANET M. RINCK	661 W. PARR AVE	Janet M. Rinck	[redacted]
2	PAUL M RINCK	661 W. PARR AVE	Paul M R	
3	ELLEN DORSA	1573 WALNUT DR	Ellen Dorsa	
4	NGUYEN THANH HA	1495 WALNUT DR	Ng Thanh Ha	
5	NGUYEN MIEN	1495 walnut DR		
6	Theresa DeSoto	1441 Walnut Dr		
7	Linda Ryalls	1394 Walnut Dr	Linda Ryal	
8	Dan Ryalls	1394 Walnut Dr		
9	Michael Tehranian	509 Chapman Dr.	M. Teh	
10	nahid Tehranian	509 chapman Dr.	Nahid	
11	BRUCE G. PEAT	1263 Walnut Dr	Bruce G.	
12	HSIU-LING C PEAT	1263 WALNUT DR	Hsiu-Ling C	
14	SREERAM R. C.	548 W. HACIENDA AVE	Sreeram	
15	SAPNA RAI	548 W. HACIENDA AVE	Sapna Rai	

TO: Campbell City Council,
Planning Commission

STACC
(San Tomas Area Community Coalition)

Date: July 24, 2015 Page: 12

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#	Print Name	Address	Signature	email address
1	Joanne Carroll	1395 Walnut DR. Campbell, CA 95008	Joanne Carroll	[redacted]
2	arlene mcrea	621 W. Parr	[illegible]	
3	Jen DiVittorio	1512 Walnut Drive Campbell	Jennifer [illegible]	
4	Nam Soon Kim	1500 walnut Dr	Nam Soon Kim	
5	VON GOESLING	1384 WALNUT DR.	[illegible]	
6	JEANNE GOESLING	1384 WALNUT DR	[illegible]	
7	Kathleen Hughes	1411 Walnut Dr	[illegible]	
8	Shannon Hughes	1411 Walnut Dr.	[illegible]	
9	HAL CARROLL	1395 Walnut Dr	[illegible]	
10	Mitch Sterner	1312 Walnut Dr	[illegible]	
11	Jessica Alcalki	1221 Walnut Dr.	[illegible]	
12	David Lillo	490 W Hacienda	[illegible]	
14	MARJORIE E VIEIRA	484 HACIENDA AVE	Marjorie E Vieira	
15	DIANE YOUNG	482 W. HACIENDA AVE	Diane J. Young	

TO: Campbell City Council,
Planning Commission

STACC

Date: 7-28-2015 Page: 13

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#	Print Name	Address	Signature	email address
1	John B. Judkins	1290 Theresa Ave		[redacted]
2	Marylyn Scott	820 Virginia CT		
3	Lara Matheson	810 Virginia CT		
4	Daniel Aralli	1329 Virginia Ave		
5	FRAN CUCUZZA	1297 VIRGINIA AVE.		
6	LESLIE GRUNDY	1190 THERESA AVE		
7	RENEE RHOADES	1304 THERESA AVE		
8	Sharon Nelson	1265 Virginia Ave		
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TO: Campbell City Council,
Planning Commission

STACC (San Tomas Area Community Coalition) Date: 7-28-2015 Page: 14

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#	Print Name	Address	Signature	email address
1	Connie Chuang	1431 Juanita Way	[illegible]	[redacted]
2	Carolyn Crumpler	1409 Juanita Way	[illegible]	
3	Cara Colletti	1370 Juanita Way	[illegible]	
4	Marolyn Enborg	1425 Burrows Road	[illegible]	
5	Eugene Enborg	1425 Burrows Road	[illegible]	
6	Steve Enborg	"	[illegible]	
7	Marianne Velasco	1313 Estrellita Way	[illegible]	
8	Susanne Waher	1381 Estrellita Way	Campbell	
9	[illegible]	1340 Estrellita Way	[illegible]	
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TO: Campbell City Council,
Planning Commission

STACC (San Tomas Area Community Coalition) Date: 7-28-2015 Page: 15

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#	Print Name	Address	Signature	email address
1	Steve Schneider	660 W. Parr Ave. 95008	[illegible]	[redacted]
2	Faten Mansour	674 W Parr Av. 95008	[illegible]	
3	Rolf P. J Soltau	1566 Capri Dr	Rolf P J Soltau	
4	Carol Francis	1566 Capri Dr	Carol Francis	
5	Dana DeVita	671 Division St.	Dana DeVita	
6	Claire Wooters	665 Division St.	[illegible]	
7	NARUTO HAGURA	661 Division St.	[illegible]	
8	JUSTIN MCGOWAN	663 DIVISION ST.	[illegible]	
9	Ryan DeVita	671 DIVISION ST	[illegible]	
10	Beverly Lai	676 West Parr	[illegible]	
11	Roy DiVittorio	1512 Walnut Dr.	Roy DiVittorio	
12	Olivia DiVittorio	1512 Walnut Drive	Olivia DiVittorio	
14				
15				

TO: Campbell City Council,
Planning Commission

STACC (San Tomas Area Community Coalition) Date: 7-28-2015 Page: 15

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5	Dana DeVita	671 Division St.	Dana DeVita	
6	Claire Wooters	665 Division St.		
7	NARUTO HAGUPE	661 Division St.		
8	JUSTIN MCGOWAN	663 DIVISION ST.		
9	Ryan DeVita	671 DIVISION ST		
10	Beverly Lai	676 West Parr	Beverly	
11	Roy DiVittorio	1512 Walnut Dr.	Roy DiVittorio	
12	Olivia DiVittorio	1512 Walnut Drive	Olivia DiVittorio	
14				
15				

[redacted]

TO: Campbell City Council,
Planning Commission

Date: 7-28-2015 Page: 16

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#	Print Name	Address	Signature	email address
1	Charlesie A. Baker	635 Chapman Drive	Charlesie A. Baker	—
2	George P. Baker, Jr.	635 Chapman Dr.	George P. Baker, Jr.	—
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COMMENT LETTER # B04

San Tomas Area Community Coalition

P.O. Box 320663
Los Gatos CA 95032

408.410.6528 phone
info@staccna.org
http://staccna.org

City of Campbell
70 N. First Street
Campbell CA 95008

July 30, 2015

Attn: Mark Linder, City Manager
Paul Kermoyan, Director Community Development Department
Planning Commission
City Council Members

Subject: Limited time to give feedback on Draft Environmental Impact Report (DEIR)

Dear Mr. Kermoyan:

The Planning Commission sent out a letter dated July 17, 2015 that stated there would be a Public Hearing on July 28, 2015, to wit: "Notice is hereby given that the Planning Commission of the City of Campbell has set the time of 7:30 p.m., or shortly thereafter, on Tuesday, July 28, 2015, in City Hall Council Chambers, 70 North First Street, Campbell, CA, for a Public Hearing to receive public testimony and comment on the Draft Environmental Impact Report (DEIR) prepared for the City's Draft Dell Avenue Area Plan (DAAP)."

The community responded to this Notice of public hearing by showing up en masse (families with children, elderly citizens, and people with jobs) to give testimony/ feedback. Unfortunately the Commission scheduled three items on the agenda prior to this event. Two of these items took one hour to conclude, the third item - Barracuda Parking Lot proposals (known to be highly controversial) took two additional hours. At 11 p.m. the Commission took a seven minute break before starting the Public Hearing on this item. Unfortunately a number of members from the community couldn't stay. This included entire families with children, (some of whom had prepared statements), who were out past bedtimes, working residents who had to leave to get some sleep prior to work the next day, and elderly who did not have the stamina to remain due to the physically demanding conditions of an inadequately ventilated and cooled environment. **B04-01**

This did not allow ALL the citizens who showed up for the Public Hearing to give their testimony/feedback. It was not their fault that the hearing didn't start until after 11 p.m. This hearing should have been postponed to allow fair time for everyone to speak.

We therefore request that another Public Hearing be scheduled as soon as possible so they may give their testimony/feedback and that the deadline (August 10, 2015) for written feedback be extended 2-4 weeks so this may occur.

B04-01 cont.

Best regards,

Joanne Carroll

Joanne Carroll

Campbell Village Neighborhood Association

August 8th, 2015

Paul Kermoyan
Community Development Director
City of Campbell
70 North First Street
Campbell, CA 95008

RECEIVED
AUG 10 2015
CITY OF CAMPBELL
PLANNING DEPT.

Dear Mr. Kermoyan,

We, the Board of Directors of the Campbell Village Neighborhood Association (CVNA), are writing in response to the Dell Avenue Area Plan Environmental Impact Report (DAAP EIR), and the Dell Avenue Area Plan Public Review Draft (DAAP PRD), both dated June 22nd, 2015.

As you know, the scope of the DAAP is extraordinary. The current plan includes the addition of 20,000 square feet of net new retail space, 2.3 MILLION square feet of net new office space, and 300 new housing units. The neighborhood population is expected to rise from 10 to 736 individuals. The impact on the Dell Avenue area, our neighborhood, and the City of Campbell will be profound. B05-01

The documents provided by the City for our review comprise a total of 1,060 pages. Although we were not able to review the reports as thoroughly as we wished due to their length, our neighborhood association has three major concerns with these documents.

1) **Errors in the Map of the City of Campbell**
A major error can be found repeatedly in both the DAAP EIR and the DAAP PRD. It first appears Figure 3-2 in the DAAP EIR, and Figure 1-2 in the DAAP PRD. The EIR uses this map repeatedly throughout the report. This figure, purportedly a map of the City of Campbell, fails to include our 100+ acre neighborhood. Instead, this area, which encompasses >300 homes and 16 businesses, is labeled "Santa Clara County." Ironically, the DAAP covers 113 acres. We feel our neighborhood, which is almost equal in size to the DAAP, must be taken into consideration before an accurate city-wide EIR can be produced. B05-02

Such a serious error calls into question the attention to detail, the quality, and the usefulness of the entire DAAP EIR, and resulting PRD.

Our neighborhood, also known as Cambrian 36, worked closely with the Campbell City Council and staff from 2005 through May 2013 to be annexed into the City. As part of the annexation process, we agreed to pay a special neighborhood parcel tax to the City of Campbell to compensate the City for the fee San Jose requested from Campbell to allow the annexation. As citizens of Campbell, who voluntarily agreed to pay more in taxes than all other Campbell citizens, we feel our neighborhood should be included in any and all discussions affecting the City as a whole, and, in particular, any changes that may occur around and within our neighborhood. **B05-03**

Figure 1-2 and all subsequent maps in both documents have a second error. An area of San Jose dubbed "The Sliver" that stood between Cambrian 36 and the nearest Campbell streets to the north was detached from San Jose and annexed into Campbell at the time Cambrian 36 was annexed in 2013. The Sliver encompasses 3 streets and more than 100 homes. In all EIR and PRD maps The Sliver is shown as being a part of San Jose, and also was not taken into account during the development of these reports. **B05-04**

After The Sliver was annexed into Campbell these streets became a part of the Campbell Village Neighborhood Association.

Because our neighborhood is not included in the official City of Campbell maps, the documents do not take into account the fact that the intersection of Camden, San Tomas Expressway, and Highway 17 – which will be overwhelmed by the DAAP as currently written – makes up one of our neighborhood boundaries.

Our neighborhood already experiences cut through traffic to and from that area during commuter hours, as drivers use the residential streets of Curtner, Shamrock, Dallas, and Cambrian to travel between Winchester/Camden/17 to Bascom and Union Avenues and back again. The segment of Curtner Avenue that runs through the middle of our neighborhood, and is zoned "low residential," has turned into a significant thoroughfare for both Campbell and San Jose residents. The EIR makes no mention of how our neighborhood will be protected from additional overflow traffic because the EIR doesn't recognize our existence. **B05-05**

2) **Traffic On and Around the Camden/San Tomas/Highway 17 Intersection**
Twenty-six of the 54 pages of the Executive Summary of the DAAP EIR addresses the PREDICTED overwhelming traffic congestion the current DAAP will cause. Unfortunately, the issues of the entire Winchester/ San Tomas/ Dell/ White Oaks/ Camden/ Curtner/ Highway 17/ Sunnyoaks area is dealt with in a way that does NOT provide a good understanding of this area of Campbell. Even with the narrow focus that was applied, the EIR clearly states, "… the proposed Plan's impact would be significant and unavoidable." **B05-06**

In both the summary and the detailed pages of the EIR each intersection is examined as a separate and district entity, specifically, Intersections 3, 4, 5, and 7. (See Table 4.13-11, page

4.13-37 as just one example.) However, during commuter hours, this entire area is, essentially, one very slow-moving mass of vehicles. It is not possible to dissect each stop light out of this tangle, and address it as though it functioned alone, as described in Figure 4.13-2A, and then "mitigated" by the EIR. **B05-06 cont.**

Table 4.13-11 rates the Level of Service (LOS) of these four intersections at the PRESENT time during commuter hours as an **F, E, C+,** and **D,** respectively. Without mitigation AFTER development of the current DAAP, these intersections are anticipated to be rated as **F, F, C-,** and **F**.

We feel the traffic congestion in this area has been approached from too narrow an angle (one stop light at a time) and that the lack of including traffic information from our neighborhood makes all of the proposed mitigation efforts inadequate at best. The current DAAP will have a profound negative impact on the quality of life in Campbell Village. **B05-07**

Other traffic concerns that have not been addressed include, but are not limited to:

a) The ability of utility and emergency vehicles to enter and exit our neighborhood, given the increased flow through and around our neighborhood boundaries, **B05-08**

b) Mitigation of the current and predicted increase in cut-through traffic through our neighborhood, **B05-09**

c) Funding for ANY mitigation efforts has not been identified. Campbell does not assess a traffic impact fee, and we feel the City needs to carefully study the impact of adding traffic, housing, and other new development fees to our City guidelines before moving on with this mammoth project. **B05-10**

d) The addition of new stoplights has been proposed for some of the above-named streets. However, this improvement will not be implemented until the LOS is rated at a level of E or below, the current signalization improvement threshhold. Why is it necessary to wait until traffic is almost at a standstill before even BEGINNING a mitigation procedure, which will take years to finish? We know the problem will arise. The only question is when. Why should our neighborhood suffer through ever-worsening traffic until the LOS is one step above an F? **B05-11**

3) **On-Going Development and Revision of Pertinent City Documents**
Campbell's General Plan is currently being revised and updated. No one knows how commercial property, open and green spaces, traffic, parking, and many other issues will be evaluated or funded under the new guidelines. Whether or not Campbell will impose a Housing Impact and/or Traffic Impact Fee also needs to be addressed in the near future. **B05-12**

Further, our neighborhood will be developing a Neighborhood Master Plan with the Campbell Department of Public Works in Fall 2015.

The upcoming changes in the City of Campbell General Plan and production of a Neighborhood Master Plan for Campbell Village make it impossible to make informed decisions about the DAAP, which will not be finished for many years to come. **B05-13**

When these three problems are taken as a whole

1) Failure to recognize our neighborhood as a part of the City, and therefore failure to evaluate the EI of the DAAP on our neighborhood;

2) Inappropriate analysis of the complex traffic patterns around the Camden/San Tomas/Highway 17 area; and **B05-14**

3) The current development and revision of critical City documents

We feel the DAAP EIR and DAAP PRD inaccurately reflect the current state of the City of Campbell, and the impact the DAAP will have on our neighborhood.

We therefore request that further work be done before any decisions about the DAAP are made. We feel it is critical that NO decisions be made about traffic issues until both the General Plan and our Neighborhood Master Plan have been completed. In addition, no decisions should be made about the make-up of the DAAP until the General Plan and related topics have been completed. **B05-15**

Although outside the scope of the DAAP EIR, it is also critical to take into account the developments that are currently 'in the works' in and around Campbell, particularly the significant expansion of the Pruneyard and San Jose's extensive plans for the Union Avenue/Bascom Avenue (another corner of our neighborhood) and Union Avenue/Curtner Avenue commercial properties. **B05-16**

With the significant increase in both office and retail space these developments will bring will come additional traffic around and through our neighborhood that has not been included in the DAAP EIR. It also suggests that the City of Campbell must have strong assurances that a development project as large as currently proposed for the Dell Avenue area is filling a real current or reasonably anticipated future need before decisions are made. **B05-17**

As currently proposed, the DAAP will change the face of Campbell for generations to come. We feel it is unwise to proceed at the present time, given the flaws in the draft EIR. We can create a better EIR. We owe it to the future of Campbell to do so. **B05-18**

Thank you for taking our concerns into consideration.

Sincerely,

Lisa Harmer
CVNA President
865 Briarwood Way
Campbell, CA 95008

Chris Whittaker
CVNA Vice President
851 Sweetbriar Drive
Campbell, CA 95008

Michael Krisman
CVNA Director at Large
905 Sweetbriar Drive
Campbell, CA 95008

Anne Merritt Castleton
CVNA Information Technology/Communications
2212 Central Park Drive
Campbell, CA 95008

Randee McQueen
Secretary/Treasurer
906 Sweetbriar Drive
Campbell, CA 95008

B05-19

CC: Jeffrey Cristina, Mayor
Michael Kotowski, Vice Mayor
Jason Baker, Councilmember
Liz Gibbons, Councilmember
Paul Resnikoff, Councilmember
Mark Linder, City Manager

San Tomas Area Community Coalition

P.O. Box 320663
Los Gatos CA 95032

408.410.6528 phone
info@staccna.org
http://www.staccna.org

August 8, 2015

City of Campbell
70 N. First Street
Campbell CA 95008

Attn: Planning Commission
City Council
Paul Kermoyan, Director Community Development Department
Mark Linder, City Manager

Subj: Draft Dell Avenue Area Plan (DAAP) June 22, 2015 &
DAAP Public Review Draft Environmental Impact (DEIR) City of Campbell

The San Tomas Area Community Coalition (STACC) has reviewed the proposed Dell Avenue Area Plan (revised June 22, 2015) and the Public Draft of the DAAP Public Review Draft Environmental Impact for The City of Campbell, and are providing written comments during the Public Review Period that ends August 10th, 2015.

We are submitting comments on both the *Draft Dell Avenue Area Plan (DAAP) June 22, 2015* and the *DAAP Public Review Draft Environmental Impact (DEIR) City of Campbell*. This is in addition to individual letters sent by STACC members.

Due to mounting concern, the STACC neighborhood association, which represents approximately 1/3 of the City of Campbell, has formed a coalition with community and environmental organizations, pooling our resources, with the objective of seeking the protection of the STANP, the retention of local businesses, and the preservation and protection of the Los Gatos Creek Trail and the Santa Clara Valley Water District percolation ponds and aquifers. B06-01

Taking into account this mandate, local citizens recognized that staff and consultants preparing these documents failed to understand and incorporate the residents vision for the City of Campbell, in the design of the DAAP, most particularly in the DAAP-WEST.

STACC asks that the Planning Commission and City Council:

- Reject the DAAP as it does not reflect the desires of citizens, nor does it meet the standards as required in the STANP.
- Reject the DEIR as unsupportable due to the many Significant and Unavoidable (SU) and unmitigated impacts, in particular on the traffic, air quality, and habitat areas.
- Focus on preserving the City of Campbell's historic character and environment. The DAAP area need not be developed into a sterile concrete and glass reflection of other cities. It can be designed to more harmoniously fit into the character of City of Campbell.
- Set policy to prioritize preservation, conservation and recreation activities along the Los Gatos Creek Trail riparian and connecting bodies of water, both natural and man made, over commercial development.

B06-02

Open and natural spaces, once lost, cannot be reclaimed;

To help appreciate what the Los Gatos Creek Trail and the connected Percolation recharge pond area mean to local citizens,we point out that other surrounding communities are devoting significant effort and tax dollars to restore and maintain their portion of this valuable resource. Preservation of the herbaceous and forested riparian, freshwater modified streams and man made ponds, as well as non-native urban forest areas, is a priority for the Cities of San Jose and Los Gatos. Surely the City of Campbell can show at least as much care in maintaining the creek environment, which serves to replenish our water supplies and provides valuable recreational opportunities.

B06-03

STACC recommends that:

- A new plan should **Remove DAAP-West** from the DAAP as outlined in the DEIR alternative proposal *Section 1.3, Summary of Alternatives to the Proposed Plan ("**No Proposed Plan West**")*.
  We further recommend that a **new plan for this area be developed** through a separate effort, with public participation from residents of the community, as was done to create the STANP. A new plan for the San Tomas Area Neighborhood - Winchester Commercial Corridor (STANP-WCC).
- **Redesign** the DAAP, in cooperation with residents of the community, as was done to create the STANP in order to reduce the impact of the DAAP on neighboring communities and the natural and man made wildlife areas.

B06-04

STACC Comments:

•The *Draft Environmental Impact Report* for the Dell Avenue Area Plan has found that implementing the DAAP will result in unacceptable volumes of traffic on all surrounding major intersections and traffic exchanges; and that these increases are unavoidable and cannot be mitigated. Unmitigated traffic impact is unacceptable. Any plan must integrally contain realistic traffic mitigation efforts, including road widening. "Too bad" is not a valid approach. **B06-05**

•The DAAP encompasses and directly affects a unique geographical and geological location on a major watershed, in a groundwater recharge basin, along a riparian wildlife corridor, and within the Pacific Flyway Migration Corridor. Stewardship means developing and implementing major programs for the protection, rehabilitation, restoration, and enhancement of the basic natural systems and outstanding scenic features of the area, and the DAAP plan is completely lacking in this respect. **B06-06**

•We question the usefulness of a DAAP plan that has no commitments from light rail as to schedule, station placement, or bus feeders. While there are proposed light rail stations, funding for these is not yet in place and may never be provided. Thus, all of the assumptions made in the DEIR as to parking requirements and traffic are based on infrastructure which is not yet, and which may never, be in place. **B06-07**

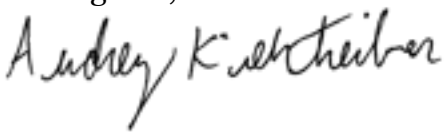
In Summary:

STACC acknowledges the time and expense that have been incurred in the preparation of the DAAP and DEIR. The DAAP fails to focus on the clear public preference for preserving, protecting and maintaining the City of Campbell's unique character as a small town, family friendly, small business welcoming community.

We understand that bringing in financial resources that allow us to continue to be a vibrant community for decades to come is critical to allow our city to prosper. What we need are plans for development that are respectful of the past, and reflect the values of the citizens who live, work and recreate in our beautiful City of Campbell.

The DAAP must be redone to achieve a viable plan for stewardship of the City of Campbell. **B06-08**

Best regards,



Audrey Kiehtreiber

President

Dell Avenue Area Plan - *City f Campbell - Public Review Draft - June 22, 2015*

B06-09

The following are comments specific to the *Public Draft - June 22, 2015, Dell Avenue Area Plan during the Public Review Period that ends August 10, 2015.*

General Comments and Request:

The City of Campbell is the smallest area (5..8 sq. miles) of all the surrounding cities. It is, at this time, the most densely populated city as well.

The DAAP project is the single largest Development Project within the City of Campbell. The magnitude of the proposed 2,000,000 plus square feet of New Building Space and introduce approximately 7500 employees to the area. This will have a significant and long term impact on our Community and Campbell's citizens.

B06-10

It is recognized that Campbell needs to manage its future tax base (residential, retail and commercial) so as to provide appropriate services (costs / spending) that the city will need. To achieve that development is required. This is not being refuted. It is the type of development and the ensuing choices that are under debate. Essentially, are we building another commercial haven or we building an innovative Land Use Concept that will allow for the history and character of Campbell to co-exist with the economic demands of the City.

We are not against planned and thoughtful growth, however the DAAP plan is substantially lacking in both categories and the DEIR illustrates many of the problems.

B06-11

The **traffic impacts** from this project and the surrounding City's projects are going to degrade the quality of traveling around Campbell. Increased traffic will impact the adjacent neighborhoods and businesses with massive traffic jams, parking issues and noise. The EIR traffic section 4.13 states that traffic on the Winchester corridor is currently unacceptable from Blossom Hill to Hamilton Blvd. How will the additional 7500 people get to work? Estimates for light rail are approximately 780 trips per day. This is less than 10%. The other 90% of those people will come in cars or buses, a small precent bicycling and fewer walking.

B06-12

We recommend a **SMART ALTERNATIVE** pulling together a true Multi-Use DAAP Community – that includes not only commercial and some retail but also includes residential. This would be great from the walkability standpoint. Although this will still impact the surrounding neighborhoods, this is more in line with the character of Campbell.

B06-13

The **Development Guidelines & Land Use Concept** needs to be updated to better reflect 'Peoplescapes' and Bikescapes' and not cars.

The **DAAP Update** needs to be sensitively innovative and cautiously creative in developing a New Land Use Concept or we will see a negative change in what is the meaning of our City, Campbell. The sense of place that is the spirit of Campbell is not represented in the assessments of the impact of this project. **B06-13 cont.**

Los Gatos 'Creek' is a significant natural resource adjacent to the DAAP. The DAAP's term 'Waterfront' needs to be changed to 'Creekside' to better reflect this local natural feature. Waterfront is deceiving, considering the adjacent percolation Ponds are drained and can be dry for long periods of time. Los Gatos Creek is not waterfront property, it is a percolation pond and includes a Riparian environment that is a sensitive environmental corridor.

The DAAP does not embrace the adjacent Riparian Environment. The Dell Area runs parallel to the very sensitive environmental of Los Gatos Creek Riparian Corridor with its associated Habitats. The SCVWD and County Parks' goals for this area need to be incorporated. **B06-14**

Embrace the natural resources and enhance the Riparian Vegetation along the banks of the Percolation Ponds. Increase the setbacks along the Creekside, setting back structures, to create bird safe designs.

Handicapped Considerations: The Plan is lacking references to handicapped considerations. We would like to see these included throughout the plan where appropriate. **B06-15**

Public Schools: There is no mention of sufficient schools to support the employees of the newly proposed commercial enterprises. The EIR states that the Campbell public elementary schools are at or near capacity. Schools should be included in the planning for DAAP. **B06-16**

Timeline: We would appreciate it if you would publish a schedule for the creation of the final documents (Both DAPP and EIR) as you did with the initial versions we saw in September 2014. **B06-17**

Return on Investment: The Plan also speaks of a cost to the city of Campbell of $12 million as our contribution to the DAAP construction. Assuming that the actual cost will be significantly higher once construction is underway, how long will it take to recoup those expenses and begin to show a positive revenue flow? **B06-18**

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1 Introduction

Page 2 - 1st paragraph — last line of paragraph

What is meant by the phrase 'Context-sensitive transition'? **B06-19**

Page 2 - 2nd paragraph — 1st sentence; Page 8 - Street Character - 1st Paragraph

There are conflicting statements. Page two states "…and, the area has excellent transportation access. ..." And yet page 8 says "…Winchester Boulevard is a minor arterial running along the western boundary…". B06-20

Please address this in the Plan.

Page 6 - Adoption Hearings - Advisory Committee

We would like to know who was on the advisory committee? B06-21

Page 8 - Street Character - 5th Paragraph - 2nd Sentence

There is a grammatical error. "Division Street provides has one through lane…" Delete either "provides" or " has one" for better clarity. B06-22

Page 9 - Los Gatos Creek Park

It should be noted that this park is open from dawn to dusk. What will visitors, employees use during the off hours for open space? There is insufficient Open Space identified in the plan for after hours visitors and customers. B06-23

Page 9 - Zoning - 1st Paragraph - 3rd sentence

There is an omission in the types of general commercial zoning on the West side of Winchester Blvd. The current Campbell Zoning map shows the Barracuda parcel changed from C-2 to P-D (Planned Development). B06-24

Page 9 - San Thomas Area Neighborhood Plan (STANP) - 1st Paragraph - 3rd sentence

The following text "Although some parcels in the DAAP are contained within the STANP boundaries, the STANP provides no specific policies regarding commercially zoned parcels or parcels directly fronting Winchester Boulevard, since the focus of the STANP is on preserving the existing residential character of the San Tomas neighborhood." B06-25

When the STANP was last amended in 2000, the neighborhood was accepting of the existing commercial parcels on Winchester, but there was the knowledge that these commercially zoned parcels would need to be addressed in the future.

Residents of the San Tomas Area would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be

more compatible with the spirit and intent of the San Tomas Neighborhood Plan. Please refer to STANP, page 17, Item 4. Here is the passage:

"The factors to be considered include, but are not limited to, the following:

- Compatibility with adjoining land uses
- Privacy Impacts
- Traffic
- Noise"

B06-25 cont.

Page 10 - Winchester Boulevards Master Plan - 1st Paragraph - 2nd sentence

The following text "Although the Master Plan does not include the DAAP area, it provides a precedent…" is unacceptable.

The commercially zoned parcels west of Winchester are part of the STANP and should be developed according to the guidelines under that plan.

B06-26

Page 10 - Guidelines and Standards for development Near Streams

There seems to be an omission of guidelines and standards for developing above our aquifers. Please include these in the next version.

B06-27

Page 10 - Plan Contents - Last bullet — 1st paragraph

The following text indicates that commercially zoned parcels west of Winchester Blvd should be under the control of the Winchester Boulevard Master Plan. "APPENDIX B: Winchester Blvd Master Plan Design Guidelines includes specific design guidelines from the Master Plan that are applicable to Plan Area parcels WEST of Winchester Blvd."

As stated above the commercially zoned parcels west of Winchester are part of the STANP and should be developed according to the guidelines under that plan.

B06-28

2 Vision

Page 11 - 2nd to last sentence

The sentence describes DAAP-West and how it will sensitively transition in scale to the San Tomas neighborhood to the West and yet the plans show anything but a sensitive transition.

The commercially zoned parcels to the west of Winchester belong to STANP and not the Winchester Master Plan. These parcels are part of the STANP and should be developed according to the guidelines under that plan.

B06-29

Page 13 - Environmental and Economic Sustainability

There seems to be an omission of guidelines and standards for developing above our aquifers. Please include these in the next version. B06-30

Page 14 - Context Sensitive Mixed-Use Residential Opportunities - 3rd paragraph — last sentence

This section assumes that the commercially zoned parcels west of Winchester Boulevard will be developed as mixed use residential opportunities.

The residences bordering these parcels do not want these parcels to be developed as per the proposed configuration. There is a lack of consideration to line of sight, noise abatement, and security to the neighboring properties just to name a few.

- Putting the alleyway between the buildings and neighboring homes with only a 6ft. fence will rob every adjoining home of privacy, security, quiet and safety. B06-31
- They will have to endure late night light and noise from the apartments, deliveries to businesses at all hours, garbage pickup twice a week (currently around 4AM despite many complaints to West Valley), the stench from the dumpsters, and easy access via the dumpsters for burglars to scale the fence into back yards.

These parcels are part of the STANP and should be developed according to the guidelines under that plan.

Page 19 -

The DAAP talks about activating the park and making it a lifestyle destination, enhancing it as set forward in the Los Gatos Creek County Park Master Plan 2002, page 10. Yet another goal of this same plan (section 3, Project Analysis, pp. 3-10) is never mentioned. This goal is to protect and enhance the park's natural quality and scenic character. When funding can be attained, the portion of the existing creek that has been dammed and ponded could be returned to a more natural configuration and habitat. One portion of the park's master plan has remained unchanged since 1974 (Los Gatos Creek County Park Master Plan Summary, pp. 1-2): Oka Ponds, on the east side of Los Gatos Creek, is designated as a zone for wildlife habitat, and should have limited amenities. B06-32

Page 20 - Employee Housing.

The Plan proposes 300 units to house approximately 726 residents. This is a trivial number when you consider that, according to the Plan, there will be approximately another 7394 employees? Where will these employees live? Only a small portion of the population would consider living in tiny apartments, being locked in twice a day by gridlock traffic breathing toxic air. B06-33

Although we agree that there should be housing available for employees of the businesses, there is no need to put them directly next to the businesses. Campbell is currently developing high-density housing along the transit corridor and has identified areas for 950+ additional units in the future. There is no need for putting high-density mixed use buildings in this plan. **B06-33 cont.**

Page 22

The DAAP states that buildings along the eastern border of the Plan Area will be designed to respect the "naturalistic" quality of the creek. Naturalistic means imitating nature, as if the creek is some sort of Disney creation, not a real natural feature. This erroneous thinking is even more evident in the DEIR, page 4.3-10, where it is stated that "… riparian corridors provide the best opportunity for plant and animal migration throughout the city. However, there are no such riparian corridors within or adjoining the Plan Area". Plainly, this statement is false. The percolation ponds actually extend opportunities for migrating and resident waterfowl. All of them are widely used by birds and other wildlife. In fact, draining the ponds during this drought period has likely exacted a negative toll on corridor users. Yet nowhere in The Plan is there any mention of bird-safe building standards, the likes of which have already been adopted by Sunnyvale, San Jose, San Francisco, and Oakland. These standards are designed to prevent the deaths of hundreds of birds every year. **B06-34**

Page 24 - Open Space

The Open Space defined in the plan is insufficient for the # of employees (>7,000) proposed for the commercial development area, new residents (>700), let alone guest, and visitors to the area. Open space should be redefined to include more than walkways, benches, and a bocci court. **B06-35**

Page 26 - Gateways and Character

We understand that Netflix is speaking with the Town of Los Gatos about redeveloping the commercially zoned parcels to the south of Knowles. It seems to me that there should be a statement in this section that speaks to coordination with Los Gatos on entryways, etc. A different look on each side of Knowles would not be appealing. **B06-36**

Page 33 - Transit Shuttles-Transit and Shuttles - 2nd paragraph - last sentence

We would like to reinforce the need for VTA bus routes along Dell Ave in order to ensure the reduction of traffic. There are commuters that can access VTA bus routes but don't have access to the VTA Light Rail routes. **B06-37**

Page 34 - Vehicle Circulation-Minimal Lane Widths - 1st paragraph; Vehicle Circulation-Intersection Improvements - 1st paragraph

There are conflicting statements regarding traffic: In the minimal lane width section you stated "…should be minimized to the extent feasible in order to accommodate…" but in the intersection improvement section you state that the "Intersections should be improved as necessary to accommodate increased traffic demand resulting from growth anticipated in the DAAP."

Minimizing lanes when you are anticipating increased traffic doesn't make sense. Minimizing lanes, and also combining bicyclists in these lanes is a recipe for traffic delays and possible increase in car/bicycle accidents.

B06-38

Page 34 - Parking Recommendations - 1st sentence

Referring to the statement "All new development in the Plan Area will adhere to City standards to ensure that adequate parking is provided."

How can the city consider continuing with the current parking standards when the residents are consistently battling with the Planning Commission and the City Council about parking issues in the community?

The current parking standards need to be revised to consider not only the company employees, but the volume of visitors to the area (visiting the high tech businesses, as well as the restaurants and businesses being introduced in the plan).

B06-39

3 Land Use & Development Standards

Page 39 - DAAP Districts - DAAP West District - both paragraphs

This section assumes that the commercially zoned parcels west of Winchester Boulevard will be developed as mixed use residential opportunities.

The residences bordering these parcels do not want these parcels to be developed as per the proposed configuration. There is a lack of consideration to line of sight, noise abatement, and security to the neighboring properties just to name a few. These parcels are part of the STANP and should be developed according to the guidelines under that plan.

B06-40

Page 41 - Business Services - Table 3-1 - Hotels

A Hotel is listed under the DAAP-West District. Nothing else in the Plan indicates that there will be a hotel in the DAAP-West District.

B06-41

These parcels are currently part of the STANP and NOT the Winchester Master Plan. These parcels are part of the STANP and should be developed according to the guidelines under that plan. **B06-42**

Page 41 - Public Facilities - Table 3-1 - Libraries

A library is listed under the DAAP-WestDistrict. Nothing else in the Plan indicates that there will be a hotel in the DAAP-West District. **B06-43**

It seems to me that the library downtown will suffice… especially since the City plans to renovate or build a new library/police/City Hall, etc., in the City Civic Center.

Page 42 - Footnotes - #(4) - Fitness Center

There is no fitness center indicated in the table There is consideration of lots of traffic/activity before and after peak Traffic Travel time frames adding increased demand for parking, bicycle and/or pedestrians. If this Fitness Center is going to located on the West side of Winchester - there will be additional parking, bicycles and/or pedestrians resulting in the residential neighborhood having to deal with those issues. **B06-44**

These parcels are part of the STANP and should be developed according to the guidelines under that plan.

Page 43 - Table 3-2 - Minimum and Maximum Height

These parcels are currently part of the STANP and NOT the Winchester Master Plan. These parcels are part of the STANP and should be developed according to the guidelines under that plan. **B06-45**

Page 43 - Table 3-2 - footnote "****"

"Density bonus may allow greater densities than 27 dwelling units per acre pursuant to Chapter 21.20 of the Campbell Municipal Code". This code refers to DENSITY BONUS AND OTHER INCENTIVES FOR AFFORDABLE RESIDENTIAL UNITS, SENIOR HOUSING AND CHILDCARE FACILITIES. **B06-46**

None of which have been identified in the DAAP-West plan.

The DAAP-West parcels are currently part of the STANP and should be developed according to the guidelines under that plan.

Page 43 - Table 3-2 - footnote "*****"

The statement is a vision of what could possibly occur in the future with the advent of VTA and alternative transportation to and from the area. **B06-47**

Parking is currently an issue in Campbell and the statement should be revised to ensure that there is sufficient parking for residents, employees, and visitors to the area in the event that additional alternate transportation is not available at time of development. Reduction in parking spaces should NOT be considered until alternate transportation is available. **B06-47 cont.**

Page 45 - Table 3-4 - Building and Site Standards - footnote "**"

The Parking Lot Landscaping indicates that there will be 25 square feet per parking space for parking areas over 25 spaces. The footnote states the parking areas less than 25 spaces are exempt from landscaping. **B06-48**

What will be the landscaping standards for parking areas less than 25 spaces?

Page 50 - Special DAAP-West Standards

Remove this section from the plan. These parcels are currently part of the STANP and NOT the Winchester Master Plan. These parcels are part of the STANP and should be developed according to the guidelines under that plan. **B06-49**

Page 51 - Development Incentives for Core Tech Uses - Building Height Bonus

Increasing maximum allowable height to 75 feet (5 stories) would cut off the adjacent residential view of the riparian corridor and the mountains. Please consider line of sight for the adjacent neighborhood. **B06-50**

Also, this height will impact the daily migration of some of the local wildlife to the creeks and trails. **B06-51**

We would like to see Campbell adopt the 'Story Pole Policy' that Los Gatos currently uses. Height poles and netting provide a visual representation of the building heights and dimensions and are a valuable tool to assist the neighboring residence and businesses to see and comment on the location and height of the buildings in relationship to their properties and their expectations of line of site, noise, privacy, and visual massing impact. **B06-52**

Page 51 - Development Incentives for Core Tech Uses - Definition of Publicly Accessible Open Space - Last bullet

Please consider adding trash receptacles, and maintenance of same to this bullet. **B06-53**

Page 52 - Administrative Use Permit Process - 2nd bullet

The first paragraph and first bullet discuss Administrative Use Permits. However the second bullet talks about the Community Development Department handout for Conditional Use Permit Applications. This is very confusing. Is it titled Conditional Use or Administrative Use permit? **B06-54**

4 Implementation

Page 65 - Utility Infrastructure Improvements - Wastewater - Last paragraph

This paragraph and the one following on the next page (66) with the comment of "… which will be allocated on a first-come, first serve basis. …" does not convince me there will be sufficient sewer capacity to handle the increased population in the new projects. The study referenced is dated September 25, 2013. There has been and will be considerable development in Campbell prior to this area development. **B06-55**

What will happen when and if there is insufficient sewage capacity for new development? There needs to be mitigations for this.

Page 66 - Stormwater - 2nd paragraph

This paragraph refers to a study that is 21 year old this September.

Currently some of our streets become small lakes and streams after a regular rain storm. What are the predictions and plans for when the area is hit with a STRONG El Nino as is predicted for this year? **B06-56**

There needs to be mitigations for this.

Page 67 - Developmental Impact Fees

We feel that these fees should be increased in order to provide funding to offset costs of improvements that will need to be done by the City. **B06-57**

Page 68 and 69 - Initial a Parking Management Plan - Paragraph begins and continues on the next page — last sentence

In reference to the statement "The program should seek to mitigate spillover parking in residential neighborhoods by reconsidering current on-street parking restrictions in the San Tomas Area to the west of the plan area." **B06-58**

The Plan mentions having the new companies hire either buses or shuttles to bring their employees in. Assuming the employees won't be picked up at their homes, where will

they park their cars so they can be bused/shuttled in? And, when they opt to drive anyway and run out of available parking, where will they go? The only option is west into the residential neighborhood.

One acceptable solution would be for the new businesses to provide (at their cost) restricted parking permits to all residential neighbors and pay for the additional police necessary to enforce the restrictions.

B06-58 cont.

A Design Guidelines

Page A1 - 4th Sentence

In reference to the statement "Residential development in the DAAP-West District should refer to the Winchester Boulevard Master Plan for design guidelines, which can be found as an excerpt in Appendix B of this plan." should be removed.

These commercially zoned parcels are currently part of the STANP and should be developed according to the guidelines under that plan.

B06-59

Page A2 - A. Site Design - Last sentence

In reference to the statement "Development projects in the DAAP-West should refer to the design guidelines in the Winchester Boulevard Master Plan." should be removed.

These commercially zoned parcels are currently part of the STANP and should be developed according to the guidelines under that plan.

B06-60

Page A3 - Placement and Framing

We would like to see Campbell adopt the 'Story Pole Policy' that Los Gatos currently uses. Height poles and netting provide a visual representation of the building heights and dimensions and are a valuable tool to assist the neighboring residence and businesses to see and comment on the location and height of the building in relationship to their properties and their expectations of line of site, noise, privacy, and visual massing impact.

B06-61

Page A4 - 1.a. Building Articulation and Massing - #2

What does "…reflect to human scale" mean? How will you calculate/determine if the building reflects human scale?

Mass combines with shape to define form. Mass refers to the size or physical bulk of a building, and can be understood as the actual size, or size relative to context. This is where scale comes into play in our perception of mass.

B06-62

Scale is not the same as size, but refers to relative size as perceived by the viewer. "Whenever the word scale is being used, something is being compared with something else." (Moore: 17) This relation is typically established between either familiar building elements (doors, stairs, handrails) or the human figure. Scale may be manipulated by the architect to make a building appear smaller or larger than its actual size. Multiple scales may exist within a single building façade, in order to achieve a higher level of visual complexity. **B06-62 cont.**

Page A5 - 1.b. Ground Floors and Entries

There seems to be an omission regarding handicapped considerations. Please include in next version. **B06-63**

Page A8 - Architectural Character - a. Material Palette - #3

How does one know what materials reflect the local character in the following sentence? "When used, materials should reflect the local character, and projects are encouraged to use local materials."

May we suggest that the buildings need to be more in character with the history of the town of Campbell as an orchard city and use materials such as natural brick which was commonly used in the old food processing plants, and which the City Planning Commission encourages. An example would be the Campbell Water Tower Plaza. **B06-64**

High tech businesses can be developed in beautiful building without the hard tech edge and the waterfront areas would integrate with the natural environment of the perc ponds and trails.

Page A8 - Architectural Character - a. Material Palette - #4

Generous use of glass paneling should have more restrictions. Glass reflects and generates heat outward increases the temperatures around the buildings. In addition, a high percentage of glass makes the internal offices hotter. Additional window coverings and increased air conditioning are needed to make the internal offices comfortable for the employees. Not energy efficient! **B06-65**

You mention outdoor views, but except for the Waterfront areas, all views will be the building next door.

Page A9 - Architectural Character - b. Simple Building Shapes and Forms - #2

What does narrow sight lines means in the following sentence? Building design and materials should incorporate crisp, narrow sight lines and precise horizontal and vertical alignments. **B06-66**

More glass? As stated above more glass is not in keeping with the character of Campbell and the adjacent neighborhood and businesses (Netflix). B06-66 cont.

Bird-Safe building standards need to be taken into consideration in the design of the architecture of the proposed commercial and multi-use buildings.

Page A10 - C. Circulation and Parking Design - Parking Location - a. Location - #5

Number 5 speaks to 'considering shared parking arrangements'. How will you calculate the # of people/hour/day in these instances? What will be the plan for this when:

- one property is under construction/completed and the adjacent property is not even in review?
- both properties have been reviewed and parking has been assessed for each, but one company doesn't need all the parking identified? B06-67
- both properties are being built but you don't know how many people will occupy the building?
- a building owner may choose to have permit parking.

What will be the standards or policies? Since you are recommending reduction in the amount of parking required - In what situations would you require shared parking?

Page A12 - C. Access Points

There seems to be an omission regarding handicapped considerations. Please include in next version. B06-68

Page A13 - D. Garage Design

There seems to be an omission regarding drainage considerations. Please include in next version. B06-69

Page A16 - D. Open Space and Landscape design — b. Active and Flexible

What has been defined in the plan is insufficient for the # of employees proposed for the commercial development area, let alone the guest, and visitors to the area. Open space should be redefined to include more than walkways, benches, and a bocci court. B06-70

B DAAP-West Design Guidelines (excepted from the Winchester Boulevard Master Plan).

This entire section should be removed from the plan.

The City's plan for DAAP-West deeply concerns us.

The proposed use for DAAP-West is a 30 – 40 foot high wall along Winchester, composed of ground floor commercial topped by two stories of high density housing, and a possible hotel. The impact of this development is ostensibly mitigated by a 24 – foot wide "neighborhood transition zone". This "transition zone" is nothing more than the required set back for a commercial alleyway serving businesses. There is no consideration for the residents that border these parcels. B06-71

The only way to preserve the quality of life in our neighborhood, and conserve whatever trust may exist between the San Tomas Area Neighborhood residents and the City of Campbell, is to set DAAP-West aside, and work with the San Tomas Area Neighborhood to create guidelines for these commercially zoned parcels.

Dell Avenue Area Plan Public Review Draft EIR for the City of Campbell

B06-72

After review of the Public Draft of the EIR for this project we are providing written comments during the Public Review Period that ends August 10th, 2015.

General Comments regarding the Draft EIR:

B06-73

1. There are many conflicting facts in the EIR and the DAAP Plan.

B06-74

2. Assumptions for managing people/car movement in the DAAP area is reliant on the VTA plans to be implemented. There is no provisions or analysis if the funding is not available and mitigations cannot be implemented.

B06-75

3. We would appreciate it if you would publish a schedule for the creation of the final documents (Both DAPP and EIR) as you did with the initial versions we saw in September 2014.

B06-76

In addition to the General Comments, we have the following specific comments on the following chapters in the report:

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1. EXECUTIVE SUMMARY

1.1 Environmental Procedures

B06-77

As stated on Page 1-4 of the EIR - A program-level EIR does not evaluate the impacts of specific, individual developments that may be allowed by the proposed Plan. Each future project will require environmental review, as required by CEQA, to secure the necessary discretionary development permits. … Subsequent projects will be reviewed by the City for consistency with the proposed Plan, General Plan, Zoning ordinances, and this EIR, …"

> As this document is a draft EIR, preparation of the final EIR - will there be another 45 day public review period culminating the final document being approved at a public hearing of the City Council.

B06-78

> We are assuming that this language is asserting that items noted for change in this EIR will have had prior approvals and public feedback will be considered prior to the final document being files with the City.

1.2 Summary of Proposed Plan

Page 1-5 - A High-Tech and Innovation Oriented Business District.

The Objectives are to guide the build-out of the DAAP. Unfortunately, the Proposed DAAP Development Standards, (DAAP pg's. 37 – 62) and the Land Use Concept (DEIR fig. 3-4) have not adequately addressed these Objectives, which means the Proposed Project is missing several required site features, that, when included, will modify the impacts and in turn, change the mitigation requirements. **B06-79**

Since the DEIR was not able to evaluate all of the required Site Features and potential Impacts, there needs to be additional study of Revised DAAP Development Standards & Land Use Concept before finalizing the EIR.

All Growth in Campbell needs to be comprehensively studied and consider the long term cumulative effects of not only its growth, but that of the surrounding Cities. The significant number of development projects along the Hwy 17 & Hwy 85 corridors include: The Pruneyard in Campbell; Expansion of Netflix and the North 40 Project in Los Gatos; Expansion of Samaritan Hospital and potential development of Cambrian Park Plaza in San Jose. **B06-80**

Collectively, the impacts to traffic alone will be extremely significant and will affect the quality of life in Campbell. **B06-81**

The current changes in Rules and Regulation for development adjacent to Riparian Creek Corridors and current guidelines by SCVWD and Santa Clara County Parks Department emphasize embracing these special corridors. The DAAP's Objectives (DEIR p. 1-5) discusses 'Innovation Oriented Business District' with 'enhanced Open Space & Public Access so that "development to interact with existing ponds and Creekside natural areas at Los Gatos Creek Park, Enhance existing trails and create new connections between the Plan Area and Los Gatos Creek Park." And further states "develop use through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking **B06-82**

- Why are we looking to "…develop intensities that support transit and walking." This is putting the cart before the horse. Transit should be in place in order to support development. **B06-83**
- Last sentence — "…stunning architecture and a memorable urban environment." conflicts with the City of Campbell General Plan Goals, Policies, and Strategies which state.

  Goal LUT-5 - "Preservation and enhancement of the quality of character and land use patterns that support the neighborhood concept." **B06-84**

  - Policy LUT-5.1 "Neighborhood Integrity: Recognize that the city is composed of…" "…each with its own individual character, and allow change consistent with and rein-

forcing positive neighborhood values, while protecting the integrity of the city's neighborhoods."

- Strategy LUT-5.3a "Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses."

  Theses statements are in conflict with the Improved Design and Character paragraph on that page. The Plan needs to balance modern development styles with the small-town feel of Campbell.

B06-84 cont.

Page 1-6 - Context-Sensitive Mixed Use Residential Opportunities:

These commercially zoned parcels are part of the San Tomas Area Neighborhood and should be developed according to their guidelines and not the Winchester Master Plan or the City General Plan.

B06-85

1.3 Summary of Alternatives to the Proposed Plan

Reduced Development Alternative: We are not opposed to development in the DAAP area, we just believe that it should be scaled down. The existing infrastructure (streets, transit, etc.) is currently not sufficient to support the number of people in the area. Increasing the number of employees and visitors to 5-7 thousand would strangle the area and would deter companies from moving to the area.

B06-86

No Proposed Plan West: We the residents of the San Tomas Area Neighborhood are very close in proximity to the proposed DAAP-West plan. Multi-use commercial and hotels in adjacent to single family homes with no more than a 6' fence and a 24' alleyway is unacceptable. We recommend that DAAP-West be removed from the plan and that the City work with representatives from the neighborhood to create guidelines for redevelopment of this area.

B06-87

1.4 Areas of Controversy

We feel that the San Tomas Neighborhood was not represented at the scoping meeting (September 9, 2014). As a matter of fact the majority of residents did not know about the imminent impact until the November and December timeframe, when the Plan was presented.

B06-88

1.5 Significant Impacts and Mitigation Measures

B06-89

Table 1-1 Summary Of Impacts And Mitigation Measure, page 1-10 Aesthetics

"AES-4. The proposed Plan would not create a new source of light or glare which would adversely affect day or nighttime views of the area." Less Than Significant (LTS)

B06-90

This is not Less than Significant. This designation should be Significant and have mitigations. The proposed plan WILL create a new source of light or glare which would adversely affect the adjacent Riparian Habitat.

If you continue with the DAAP-West development then lighting from the apartments/condominiums and lighting for the alleyway would impact the neighboring residential properties.

The current DAAP Land Use concept shows six locations for food and Drink business alone the eastern boundary of the project. This is immediately adjacent to the Riparian Habitat that is part of the Los Gatos Creek Corridor. The addition of 4-5 story buildings with lighting after dusk would have a negative impact to the area and the wildlife that exist in this habitat. **B06-91**

We recommend changing the Land Use Concept:

Relocate food and rink businesses away from DAAP's eastern boundary and increase the setback to at least 75 Ft minimum from SCVWD's property. **B06-92**

Refer to p 1-14, BIO-1 Mitigation Measures last sentence, which discusses 'Exclusion Zones' during nesting season as a min of 75 Ft. from the passerines and other birds. This sets a level of standard that could be used as guidelines to establish a setback to the food and drink businesses. **B06-93**

Air Quality

"AIR-2. Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation. Significant (S)"

The mitigation Measure AIR-2b large development projects to establish an Employee Trip Commute Reduction Program (CTR) which is to include 'Alternate Commuter Benefits' including alternative modes of transportation, such as bike and pedestrian routes. **B06-94**

For bicycle and pedestrian routes to be successful they need to be designed so the route is a safe and comfortable experience that people will enjoy. Walkways located away from vehicular traffic lanes and bike corridor's that are wide enough to accommodate a Class I or II Bike Lane create the best experience, encouraging people to be frequent users of these alternate modes of transportation.

The DAAP p. 56 provides street development standards for Dell Avenue, the only north/south street in the project area. The cross section for Dell calls for a Travel Lane with shared 'bike lane' markings. Which means there will be NO designated Bile Lanes. Bicyclists will be mixed in with vehicles. The text also described 'other larger vehicles will use Dell such as buses and shuttles'. How it this a 'safe and comfortable' experience that people will enjoy? **B06-95**

TRAF-5 also addresses Bicycle and Pedestrian circulation and does not adequately designate the impact of the CA State laws for buffers between vehicles and cyclists. Since 2013, the state of CA has a law that states that motorists are required too maintain a 3-foot buffer between themselves and bicyclists when they pass cyclists traveling in the same direction. If not enough space is available, the motorist must slow down and pass "when no danger is present to the bicyclist." This has not been address in the impacts to traffic. **B06-96**

The DEIR does not address how the projected bus and shuttle traffic will be impacted by the bicyclists who are required as part of the Development's Alternative Modes of Transportation (CTR) plan. Refer to TARF-8 below. **B06-97**

Please note that CTR programs have not worked in the past as experienced by Barracuda traffic and parking issues. This type of plan would have to be monitored heavily in order to ensure adherence to the plan. **B06-98**

P1-11 speaks of offering employees an incentive to carpool.

Barracuda Enterprises has already tried that and failed miserably. Their employees drove individual cars to Walnut Dr., parked and loaded into one car to drive into the Barracuda's parking lot.

Van-pooling, shuttles and buses sound great, but assuming riders aren't going to be picked up at their homes, where are they going to leave their cars. That's just trading one bad solution for another. **B06-99**

Even if the VTA actually builds the extension you want, it still doesn't solve the problem. People still have to get to a station somewhere and that means driving and parking. The Winchester station across from Safeway has a lovely little parking lot that fills up then massively spills over to the Safeway lot across the street.

"AIR-4. Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations of air pollution. Significant (S)"

Air pollution today in the DAAP area is already significant. Increasing in the number of people and cars into this area will only increase the issues. A LTS status after mitigation for car exhaust is not satisfactory. **B06-100**

p 1-12,13 Under Air3 &Air4 of table 1-1

In reference to this statement: "…cumulative considerable net increase of any criteria pollutant for which the project region is in non attainment standard".

The mitigation measure says that anyone within 1000 Ft of a roadway exceeding 10,000 cars per day should submit a health risk assessment to the City of Campbell. 1000 Ft west of Winchester covers at least through Theresa Ave. Why is it up to the residents to submit proof of health risk? That much pollution puts EVERYONE at risk (for asthma, emphysema, lung cancer, to name a few) whether they already have a medical condition or not. How many of us do you intend to sacrifice in the name of progress and increased revenue? **B06-101**

Biological Resources

BIO-2. The proposed Plan would have a substantial or adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Significant (S) **B06-102**

Minimize, avoid, and compensate for impacts to riparian habitat by avoiding individual riparian trees during construction To reduce indirect impacts to riparian habitat, the City shall require the use of Best Management Practices (BMPs)

Change Land Use Concept: Setback all Buildings along the DAAP's eastern boundary to be at least 75 Ft. minimum from SCVWD's property creating an open space Buffer that enhances the existing Riparian Habitat

B06-102 cont.

BIO-5. The proposed Plan would potentially have a substantial or adverse effect on the habitat value of riparian corridors and would therefore be in conflict with Policy CNR-3.1 of the Campbell General Plan

Goal CNR-3: Protect and maintain animal and plant species and supporting habitats within Campbell. Policy CNR-3.1: Riparian Corridor Preservation: Preserve the aesthetic and habitat value of riparian corridors. Strategy CNR-3.1a: Development Near Riparian Corridors: Cooperate with State, federal and local agencies to ensure that development does not cause significant adverse impacts to existing riparian corridors. Also, refer to BIO-2 above.

B06-103

Enhance the Riparian Habitat:

Install only native California Riparian plants within 75 Ft of SCVWD's property. Use seeds from this watershed.

Change Land Use Concept:

Setback all Buildings along the DAAP's eastern boundary to be at least 75 Ft. minimum from SCVWD's property creating an open space buffer that enhances the existing Riparian Habitat.

B06-104

Cultural Resources

" CULT-2. The proposed Plan would have the potential to cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5. Significant (S)"

We believe there are underground aquifers under the proposed Plan. We have contacted the San Jose Water District to identify their exact location and what impact of 5 story building construction would be on the aquifers. We will include specifics in the next version of this document.

The remediation for ensuring that these aquifers are not disturbed or effected by construction or day to day use is not listed in this table. Please address in the final.

B06-105

Geology, Soils and Seismicity

B06-106

Hazards and Hazardous Materials

"HAZ-3. Implementation of the proposed Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4-mile of an existing or proposed school. No Impact (NP)"

B06-107

There is currently a day-care directly across the street from the proposed Plan. Remediation needs to be identified for this hazard.

There is not an item in this section about incurring hazardous material during construction. It is commonly known that at least one of the existing buildings in the Plan has had hazardous material fires that were allowed to burn out and then paved over with cement.

Hydrology and Water Quality

"HYD-6. The proposed Plan would not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map, or place structures that would impede or redirect flood flows within a 100-year flood hazard area. (LTS)"

B06-108

Our current residential and commercial area is not a flood zone - Zone C. It has a potential for flooding caused by dam failure as shown in Dam Failure Inundation Map. The Lexington reservoir dam is not a well maintained dam.

Land Use and Planning

EIR Page 1-21 - Land Use and Planning

LAND-3 - The proposed Plan would not conflict with an applicable habitat conservation plan or natural community conservation plan.

B06-109

How does this compare to the Master Plan for Los Gatos Creek County Park by the County of Santa Clara and City of Campbell and the SWVWD dates October 2002? Section 4, page 4-6 talks about the concentrated human impact on an area with high habitat potential with birds and wildlife.

Please discuss mitigations for this in the EIR.

Noise

"NOISE-2. Implementation of the proposed Plan could result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels. (S - Construction).)"

"Mitigation - NOISE-2: For construction that would use vibration-intense equipment such as pile driving, rock blasting and vibratory rollers that would occur within 200 feet of existing residential, commercial, and school buildings, a construction vibration mitigation plan shall be developed in close coordination with Campbell City staff so that alternative construction techniques or scheduling approaches are undertaken."

B06-110

We would like to see the distance from existing residential, commercial, and schools to be expanded. Currently in the San Tomas Area Neighborhood there is a lot of sound carry-

over from the elementary school and Hacienda development. We would appreciate residences in the adjacent San Tomas Area Neighborhood to be notified when this type of heavy equipment will be used and a mitigation plan if the noise becomes a hindrance to the quality of life for the residences. **B06-110 cont.**

Population and Housing **B06-111**

Public Services and Recreation

"PS-5. The proposed Plan would not result in the provision of or need for new or physically altered school facilities, the construction or operation of which could cause significant environmental impacts. (LTS)" **B06-112**

Our schools are already at capacity and beyond. Additional population growth would necessitate the need for additional schools structures and infrastructure to be developed.

"PS-11. The proposed Plan would not include or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (LTS)" **B06-113**

And yet you are recommending the addition of open-space and recreational areas in the Plan. Both of these proposed items might adversely effect the environment.

Transportation and Traffic

The DEIR speaks of unmitigated traffic impact. This is unacceptable and DAAP must provide realistic traffic mitigation efforts or this plan is unsubstantiated. **B06-114**

TRAF-1. - TRAF-2. are classified Significant (S) and unacceptable. The remediations only brings the status to Significant and Unavoidable (SU). **B06-115**

The proposed plan is just too big for this area. We are not opposed to development in this area, but the size and the impact on the Cities infrastructure is too great to be successful. We recommend scaling down the plan in order to reduce the impact on the neighborhood.

TRAF-8. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.

The Traffic Analysis does not address Dell Ave and the problems with a shared bicycle/travel lane. The only thing addressed is the intersections, which also do not address traffic backing up on Dell.
Under Cumulative plus Plan Conditions, the following intersections are expected to operate unacceptably. **B06-116**

- TRAF-8d. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue
- TRAF-8e. Intersection Improvements – Hacienda Avenue/Dell Avenue
- TRAF-8n. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue

B06-116 cont.

- TRAF-8o. Intersection Improvements – Hacienda Avenue/Dell Avenue

TRAF-8v. Intersection Improvements – Lark Avenue/SR 17 Southbound Ramps – Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably.

B06-117

Lack of funding and unknown timing of the improvement), the proposed Plan's impact on this intersection is significant and unavoidable. This intersection falls under the jurisdiction of the both Town of Los Gatos and Caltrans, and would therefore require both agencies' approvals to implement modifications.

Utilities and Service Systems

B06-118

The following item was found on the SJ Water Co. website:

Ironically and unfortunately, the availability of imported water supply conveyed through the Delta has become more unreliable at a time when the region has become increasingly dependent upon this water source. The structural issue of the County's reliance on the Delta water supply is further challenged by the impacts of continued population growth, endangered species rulings, and multiyear droughts.

2. INTRODUCTION

B06-119

2.1 Proposed Action

2.2 EIR Scope

2.3 Environmental Review Process

B06-120

"Final EIR will then be prepared, incorporating all of the comments received, responses to the comments, and any changes to the Draft EIR that result from the comments received. The Final EIR will then be presented at a public hearing to the City Council of the City of Campbell for certification as the environmental document for the proposed Plan. "

Will the public have a 45 day opportunity to review the final EIR so that they can give appropriate feedback at the public hearing to the city?

3. PROJECT DESCRIPTION

B06-121

Figure 3-3 is incorrect — the finger off of Barracuda is zoned residential according to the Cities General Plan. Has this property ever gone through rezoning and lot consolidation with the barracuda parcel?

3.1 Overview

3.2 Location and Setting

B06-122

3.3 - What is this?

Where is this? If it doesn't exist renumber the document.

B06-123

3.4 Project Objectives

A High-Tech and Innovation Oriented Business District: Last sentence

"Ensure that the notion of 'technology' is apparent through stunning architecture and a memorable urban environment."

Would you please define what you mean by the "notion of technology" ?

B06124

Environmental and Economic Sustainability

Please include a statement about bird-friendly buildings to ensure that the 187 species of birds are not affected.

B06-125

Context-Sensitive Mixed-Use Residential Opportunities:

The commercially zoned parcels west of Winchester are part of the STANP and should be developed according to the guidelines under that plan.

Residents of the San Tomas Area would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be more compatible with the spirit and intent of the San Tomas Neighborhood Plan. Please refer to STANP, page 17, Item 4. Here is the passage:

"The factors to be considered include, but are not limited to, the following:

- Compatibility with adjoining land uses
- Privacy Impacts
- Traffic
- Noise"

B06-126

3.5 Planning Process

B06-127

3.6 Major Project Components

"**Employee Housing**: Includes options for employees to live close to their office. Since housing proximity is a key factor for tech companies looking to locate or expand in Silicon Valley, it is important that the Plan Area provide housing opportunities where appropriate."

B06-128

First sentence. Starts with "Employee" this doesn't make sense. Either eliminate the word or change it to Employers. B06-128 cont.

High-density residential uses above ground-floor retail in mixed-use buildings should be supported in the Plan Area to the east of Winchester Boulevard, not the West. B06-129

The residents of the San Tomas Area Neighborhood are opposed to the DAAP-West plan as proposed and would like to work the City in creating new developmental guidelines for these commercially zoned parcels. B06-130

3.7.1 Development Standards

DAAP-West: The DAAP-West District is intended to accommodate mixed-use buildings with ground floor retail spaces facing Winchester Boulevard and upper floor offices or apartments that transition appropriately to adjacent single-family neighborhoods to the West. B06-131

The residents of the San Tomas Area Neighborhood are opposed to the DAAP-West plan as proposed and would like to work the City in creating new developmental guidelines for these commercially zoned parcels.

DAAP-Central: B06-132

Multi-use housing should be considered for the area.

Table 3.1 Proposed FAR and Building Height Development Standards

Waterfront and Central Maximum Height : 60-foot base, 75-foot height bonus B06-133

Five story buildings do not fit into the adjacent areas. Los Gatos restricts buildings to no more than 4 stories. We would like to see the 75 foot-height bonus removed from this EIR.

3.7.1.3 Special DAAP-WEST Standards

Please remove this from the EIR. The residents of the San Tomas Area Neighborhood are opposed to the DAAP-West plan as proposed and would like to work the City in creating new developmental guidelines for these commercially zoned parcels. B06-134

3.7.1.5 Parking

The proposed Plan defers to the parking requirements within Section 21.28 of the Campbell Municipal Code as shown in Table 3-2. However, if new developments with a Core Tech Use designation can demonstrate through a parking study that parking demand can be reduced, the City may reduce parking requirements to as low as one parking space per 350 square feet of leasable floor area. B06-135

One of the biggest issues for Campbell is insufficient parking for businesses and high density housing. Unless you have foresight on parking needs for a specific business, we do not support reduction of parking requirements to as low as 1 space per 350 sq. foot leasable floor area. **B06-135 cont.**

3.7.2.1 PEDESTRIAN CIRCULATION - Page 3-15 diagram Bike routes &

3.7.2.2 BICYCLE CIRCULATION - Page 3-16

There is insufficient area dedicated to bicycle traffic in the plan and EIR. **B06-136**

Dell Avenue should be widened and a Class II bike lane should be designed (5 Ft wide along vehicular lane with a buffer, 1-way each side of the road) to ensure the safety of both employee and visitors coming into the area.

The current plan along the RR Tracks calls for a shared roadway with pedestrians and bicycles. This will not work. **B06-137**

The corridor along the RR tracks should be a Class I Bike Path - 12 Ft to 18 Ft wide with 2 Ft with shoulders, 2-way.

3.7.3 Build-out Projections

If implementation of the Plan is fully realized, future development could result in up to 726 new residents and 7,394 net new jobs. **B06-138**

The size of the development and the addition of these high numbers of additional people that will be in the area is way out of proportion to the neighboring areas. This project needs to be reduced in size.

Page 3-19 Table 3-3 speaks to the sq. feet.

This table does not indicate the existing hospital/medical buildings (Kaiser and Santa Clara Valley Heather Services). **B06-139**

Where do they fit into the existing types of businesses? If not in the types of buildings listed , then they need to be added to the EIR with appropriate totals.

3.7.4 3.8 Implementation

San Tomas Area Neighborhood Plan. Adoption of the proposed Plan would require an amendment to the San Tomas Area Neighborhood Plan (STANP) to exclude the parcels that overlap with the proposed Plan to ensure consistency between the two plans. This amendment will be adopted concurrently with the proposed Plan. **B06-140**

We would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be more compatible with the spirit and intent of the San Tomas Neighborhood Plan. Please refer to STANP, page 17, Item 4.

3.9 Intended Uses of the EIR and Project

B06-141

4. ENVIRONMENTAL EVALUATION

4.1 Aesthetics

Page 4.1-2 — …the goals of the San Tomas Area Neighborhood Plan (STANP) are to preserve and enhance the unique characteristics of the neighborhood and to ensure that new development and additions are compatible with the surrounding area.

Policy LUT-5: Preservation and enhancement of the quality character and land use patterns that support the neighborhood concept.

Goal 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.

B06-142

Goal LUT-17: Preserve the informal neighborhood character, low-density residential areas and reduce auto traffic.

Policy LUT-17.1b: Landscaping: Ensure that new developments provide new tree planting, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.

This is how to preserve the informal neighborhood character?

Strategy LUT-5.4b Residential Adjacent to Industrial: Amend Area Plans and Zoning Ordinances to ensure that conflicts between residential and industrial uses are minimized.

B06-143

Be sure to address traffic, noise, air quality, aesthetics, overflow parking, etc.

Strategy LUT-9.3k: Screening Guidelines: Create guidelines for ensuring that visual and noise impacts of storage, loading areas and mechanical equipment are minimized, which may include provisions for larger setbacks, screening, walls, substantial landscaping, acoustic materials, equipment usage and building modifications.

B06-144

How would this be accomplished in a 24 Ft wide alley if DAAP West was implemented. Alternative = NO DAAP West.

Page 4.1-5 - Streetscape Standards per the City's General Plan as Appendix A2:

The street cross-section drawing for Winchester Boulevard calls for a 10-foot wide sidewalk with a 4-foot tree well adjacent to a curb, as well as a 5 to 8-foot landscaping strip behind the sidewalk at a minimum.

B06-145

Buildings would need to be set back 15 -18 feet from Winchester. Haven't seen this done yet (e.g., Merrill Gardens) B06-145 cont.

AES-1 - AES-1 Scenic Vistas

Implementation of the proposed Plan would not have a substantial adverse effect on a scenic vista. B06-146

The proposed Plan would have a significant aesthetics impact if new or intensified development blocked views of areas that provide or contribute to such vistas.

The EIR currently includes a Southwest view, and a Near Field views along Los Gatos creek trail. There is not however an Eastern view. B06-147

Implementation of the Plan would impact the San Tomas Neighborhood's Eastern View including our morning welcome of the sunrise as well as our view of the East hills (neither were addressed in this EIR). Instead our views would become those of 75 Ft commercial buildings looming over us. No amount of stair-stepping or wedding-cake construction can mitigate the overpowering height of what is proposed. There is no way that this preserves or reinforces the aesthetics or the quality of life presently enjoyed within the San Tomas Neighborhood. B06-148

There needs to be an inclusion of an Eastern Vista to the EIR.

Page 4.1-10 — last paragraph

With regard to the following sentence: "Office buildings up to six stories in height would change the visual character of the area, but this change would be complementary to the existing and surrounding areas, as required by the goals and policies set forth in the proposed Plan." B06-149

The DAAP and most of the EIR indicates buildings (DAAP-Central and DAAP-Waterfront) of no more than 45, 60, or 75 Ft. These are 3-5 stories - NOT 6. This is contradictory to a number of references in both documents and should be made consistent — no more than 5 stories.

4.2 Air Quality

Page 4.2-17 Air Quality

The following statements conclude that the existing air quality is unacceptable at this time. "Some land uses are considered more sensitive to air pollution than others.… Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardiorespiratory diseases. Residential areas are also considered sensitive receptors to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any B06-150

pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools."

B06-150 cont.

The proposed project would result in a significant air quality impact if it would result in any of the following:

1. Conflict with or obstruct implementation of the applicable air quality plan.

2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation.

3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).

B06-151

The ABAG and City of Campbell statistics used for the study were from 2010. There has been a lot of high density construction done in Campbell as well as Los Gatos since then that would effect these numbers. Adding approximately 7000 more people in cars into the Plan area would have significant impact on the areas surrounding the proposed Plan. In addition, the new Netflix development on the South side of Highway 85 will also impact this area.

The only mitigation to this situation is to scale down the proposed Plan or rethink how to reduce the impact on air quality.

B06-152

4.3 Biological Resources

Page 4.3-10

Page 22 of the DAAP states that buildings along the eastern border of the Plan Area will be designed to respect the "naturalistic" quality of the creek. Naturalistic means imitating nature, as if the creek is some sort of Disney creation, not a real natural feature. This erroneous thinking is even more evident in the DEIR, page 4.3-10, where it is stated that "…riparian corridors provide the best opportunity for plant and animal migration throughout the city. However, there are no such riparian corridors within or adjoining the Plan Area."

B06-153

Plainly, this statement is false. The percolation ponds actually extend opportunities for migrating and resident waterfowl. All of them are widely used by birds and other wildlife. In fact, draining the ponds during this drought period has likely exacted a negative toll on corridor users. Yet nowhere in The Plan is there any mention of bird-safe building standards, the likes of which have already been adopted by Sunnyvale, San Jose, San Francisco, and Oakland. These standards are designed to prevent the deaths of hundreds of birds every year.

4.3-20 Strategy 9.1d:

"New Construction. Require new construction to utilize site preparation, grading, and foundation designs that provide erosion control to prevent sedimentation and contamination of streams. "

There has been no discussion on building design with regard to the underground aquifers/ground water. Replacing 2 story structures with 3-6 story structures will impact our aquifers/ground water if for no other reason than compaction. **B06-154**

There needs to be inclusion of how these new structures will be built without impacting these valuable aquifers/ground water.

As a matter of fact there has been very little discussion of the aquifers/ground water resources throughout the EIR. These need to be added.

4.4 Cultural Resources

B06-155

4.5 Geology, Soils, and Seismicity

4.6 Greenhouse Gas Emissions

How does car emissions equate to greenhouse gas emissions? Marked as Less than Significant **B06-156**

GHG-1, -2, -3 on Page 1-19 Summary Greenhouse Gas - LTS. Chart conflicts with Air Quality AIR-2 on page 1-10 Submission after mitigation is SU. **B06-157**

GHG-3 conflicts with TRAF-8 Because of lack of funding. **B06-158**

4.7 Hazards and Hazardous Materials

HAZ-9 Passed present or reasonably foreseeable projects. Less than Significant

We happen to know that an existing building has had magnesium fires in the past. The fire department was dispatched and the resolution was to allow the magnesium to burn through the foundations until it went out at which time the facilities poured concrete over the hole. **B06-159**

Our understanding that there are 4 Toxic Sites noted in the Dell Avenue Area. These can be identified on the CASGEM site.

Discussion of and mitigation for these types of construction findings should be included in the EIR.

4.8 Hydrology and Water Quality

Page 4.8-4 Water Conservation Act

There is a limited supply of water in the local aquifers. With the proposed increase in population, it is questionable whether there will be enough water to support the growth. It is ridiculous to think that the water company can import enough water from other areas as most of California is in a severe drought. Mitigations need to be included to address this. Conservation cannot be the only answer. **B06-160**

In addition there needs to be more detail about the underground aquifers in the Plan area. There are underground aquifers under the area. In addition there needs to be more detail about the them and how they will be protected during construction as well as compression issues from the density of the buildings. **B06-161**

The following item was found on the SJ Water Co. website:

> Ironically and unfortunately, the availability of imported water supply conveyed through the Delta has become more unreliable at a time when the region has become increasingly dependent upon this water source. The structural issue of the County's reliance on the Delta water supply is further challenged by the impacts of continued population growth, endangered species rulings, and multiyear droughts. **B06-162**

Page 4.8-17 - Groundwater Recharge

A Page Groundwater Recharge pond sits at the Southwest corner of Hacienda and Winchester. The DAAP DEIR, section 4.8-17, states that this pond is not open to the public, but the city has plans to change this. Planners, <u>this change occurred in 2007.</u> It was funded in part by the Santa Clara County Open Space Authority and was designed to be a place where bird lovers can "sit on the bench and watch the Canada Geese and goslings, as well as egrets, herons, ducks, and other native and migrating birds" (quoted from City of Campbell website). **B06-163**

The same paragraph of the DEIR states that the percolation ponds in the park offer opportunities for "…board sailing, canoeing, kayaking, and model boating activities". Not so. Watercraft have been prohibited in the ponds for several years due to the threat of invasion by highly destructive quagga and zebra mussels, and model boats require inspection and registration. **B06-164**

Please make these corrections to the EIR.

Please refer to
SCVWD Governance Policies of the Board (July 22, 2013)
Title: Natural Flood Protection (NFP)
Category: Ends
Policy No. E-3
3.1.2 Now reads: Preserve flood conveyance and structural integrity of stream banks, while minimizing impacts on the environment and protecting habitat values, and **when practical, integrating and maximizing environmental and habitat opportunities.**

B06-165

4.9 Land Use and Planning

Page 4.9-3-4 SCVWD Water Protection Ordinance (Ordinance 06-1).

"In 2008, City of Campbell adopted guidelines and standards for Land Use near streams per the City's revolution No 10952. Property adjacent to a stream or located within 50 feet of the top of the bank is considered Streamside Protection Area and are subject to Guidelines and Standards. Chapter 3 of the Guidelines addresses reparian corridor protection. The Los Gatos Creek and percolation ponds are part of a reparian corridor. Any building or paved areas must follow these guidelines. Guideline I.H., Light requires avoiding bright colors or glossy or glare-producing building finishes on structures facing the stream or reparian areas, keeping direct lighting away from riparian corridors, and maximizing distance from riparian corridors."

The lakeside portion of DAAP doesn't include any of these restrictions/guidelines in the plan. They should be included.

B06-166

Page 4.9-6 -Table 4.9.1 City of Campbell General Plan Goals, Policies , and Strategies….

Goal LUT-5 - "Preservation and enhancement of the quality of character and land use patterns that support the neighborhood concept."

- Policy LUT-5.1 "Neighborhood Integrity: Recognize that the city is composed of…" "…each with its own individual character, and allow change consistent with and reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods."
- Strategy LUT-5.3a "Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses."

If these are the guidelines that the city is using, then DAAP-West does not adhere to these goals, policies or strategies.

B06-167

Goal LUT-5 - "Preservation and enhancement of the quality of character and land use patterns that support the neighborhood concept."

B06-168

- Strategy LUT-5.5c - "Floor Area Ratio (FAR) Guidelines: Develop guidelines…" "… including a provision that allows higher FARs for larger parcels that encourage research & development used in Dell and McGlincey Lane neighborhoods.

  According to this EIR, the DAAP and DAAP-West supporting streets and intersections are already at an unacceptable level. Adding additional FARs would encourage more people and therefore making the area totally unappealing for businesses and visitors.

B06-168 cont.

Page 4.9-7 -Table 4.9.1 City of Campbell General Plan Goals, Policies , and Strategies….

Goal LUT-17 - "Preserve the informal neighborhood character, low-density residential areas and reduce auto traffic."

According to this EIR, the DAAP and DAAP-West supporting streets and intersections are already at an unacceptable level. Adding additional FARs would encourage more people and therefore making the area totally unappealing for businesses and visitors.

B06-169

In additional DAAP-West is adjacent to single family homes and the introduction of high density housing abutting up to these residences does not support low-density residential or protecting the integrity of the city's neighborhoods.

B06-170

Page 4.9-7 -Table 4.9.1 City of Campbell General Plan Goals, Policies , and Strategies….

Goal OSP-3 - "Ensure that new development provides and/or contributes toward additional open space, parks and recreational facilities."

- Strategy OSP-3.5 "Non-Residential Open Space: Require open space and/or recreational facilities in major non-residential projects."

  The DAAP Plan calls for one open space area that is beside the SCVWD's percolation system and open space walkway areas. It is approximately 2% of the entire area being developed. This is insufficient area allocation for the addition of approximately 5-7 thousand employees and visitors.

B06-171

Page 4.9-8 -Zoning Ordinance - C-2 (General Commercial)

Would Hotels fall into this Zoning Ordinance? This hotel needs to be moved to the DAAP-Central or DAAP-Waterfront.

B06-172

Page 4.9-10 -San Tomas Area Neighborhood Plan - 2nd sentence

"The Plan Area and the STANP overlap on the West side of Winchester roughly between Division Street and Hacienda Avenue."

The parcels on the West side of Winchester between Division Street and Hacienda Avenue are part of the STANP and not the Winchester Master Plan. We would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be more compatible with the spirit and intent of the San Tomas Neighborhood Plan. **B06-173**

Page 4.9-13 - Surrounding Land Use and Context - South of the Plan Area: — 2nd sentence

"Further to the South across the Los Gatos Creek, are single-family residential neighborhoods." **B06-174**

The first sentence is describing the office buildings across the street on Knowles and the Netflix residential complex. Further south of this is Highway 85, not the Los Gatos Creek.

Page 4.9-14 - 4.9.3 Environmental Impact Discussion - Land-1 The proposed Plan would not physically divide an established community.

Although the proposed development of DAAP-West would not physically divide the adjacent residential community, the proposed plan does not ensure compatibility with the adjacent residential community as stated in Strategy LUT-5.3a of the City of Campbell General Plan Goals, Policies , and Strategies. **B06-175**

Page 4.9-16 - 4.9.3 Environmental Impact Discussion - Land-1 The proposed Plan would not physically divide an established community — *continued*

"These required Standards include: First two bullet points."

These standards are a result of the DAAP-West plan and not requirements from the STANP. Since the parcels west of Winchester between Hacienda and Division are part of STANP, then they should be developed as per the STANP standards and guidelines. **B06-176**

DAAP-West should be considered to have a Significant Impact to Land Use, not *less-than-significant*.

Page 4.9-17 - Plan Bay Area

This entire section needs to be clarified. Specifically the following sentence. "Because the Plan Area proposed job-generating land uses near mixed-use housing and a proposed **B06-177**

light rail station, the proposed Plan is consistent with the goals of the Plan Bay Area by focusing on mixed-use and transit-oriented development…"

Are you referring to DAAP-West in the above phrase or other mixed-use development such as the proposed Netflix development of the properties south of Knowles as mixed-use? Why is it that the mixed use can't be developed on the East side of Winchester? There will be sufficient space to incorporate housing on top of the office buildings and or the lakeside developments. **B06-177 cont.**

Page 4.9-17 - Guidelines and Standards for Land Use Near Streams

1st sentence: "…and the plan area includes properties located within the Streamside Protection Area, which is a project that is within 50 feet from the top of a stream bank."

4th sentence: "The proposed Plan also requires a 20-foot setback from property lines abutting the waterfront…"

And … then the 5th sentence states "The proposed setback is in line with the goal of the Guidelines and Standard, providing a buffer between the riparian area and the urban development." **B06-178**

Who's Guidelines and Standards? What is the actual buffer required in these Guidelines and Standards?

Page 4.9-18 and 4.9-19 - City of Campbell General Plan

- Policy LUT-5.1 "Neighborhood Integrity: Recognize that the city is composed of…" "… each with its own individual character, and allow change consistent with and reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods."
- Strategy LUT-5.3a "Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses." **B06-179**
- GOAL LUT-17 "Preserve the informal neighborhood character, low density residential areas and reduce traffic

If these are the guidelines that the city is using, then DAAP and DAAP-West do not adhere to these goals, policies or strategies.

Page 4.9-21 - San Tomas Area Neighborhood Plan

1st paragraph, last 2 sentences.

"As described in Section 4.9.1.1, commercially zoned parcels are not subject to development standards set for in the STANP. (Footnote 16) This is because the STANP does not include standards for commercial uses and defaults to the Municipal Code standards in this case." **B06-180**

2nd paragraph, last 2 sentences.

"…, the proposed Plan includes an amendment to the STANP to exclude the parcels in the Plan Area that are also within the STANP to ensure consistency with the proposed Plan. Therefore, changing the General Plan Land Use and Zoning designations for these parcels would not conflict with the General Plan and Zoning Amendment Criteria established in the STANP as described in section 4.9.1.1."

3rd paragraph. B06-180 cont.

"Because the STANP would be amended concurrently with the proposed Plan to ensure consistency between the documents, the proposed Plan would not conflict with the STANP and the impact would be less then significant."

While technically correct, what we want to see happen is not the removal of the parcels from the STANP, but for the City to work with the community to develop a new plan for the San Tomas Area Neighborhood Winchester Commercial Corridor.

4.10 Noise

Page 4.10-7 - California Noise/Land Use Compatibility Matrix.

Last sentence of paragraph states "Since the City of Campbell has adopted less comprehensive standards, the State Guidelines are included as Table 4.10-4 for reference. And then there are descriptors for the Campbell General Plan and the Campbell Municipal Code." B06-181

It is unclear in this section which guidelines will be used. Who's guidelines will be used for development of commercial, mixed use and residential parcels in DAAP?

Page 4.10-10 Strategy CNR-10-1j Truck Traffic Limits:

Limit commercial, industrial and construction truck traffic in residential areas. "

The DAAP-West proposes a 24 foot alley between the multi-use buildings and the adjacent residences. This alleyway is supposed to be an access route for parking, trash receptacles and deliveries to the commercial businesses. Having truck traffic so close to the adjacent residences is in conflict with this strategy. B06-182

Page 4.10-34

With reference to this statement: "…the proposed plan is anticipated to generate 2,487 daily net vehicle trips, with 493 new trips over existing conditions, this increased traffic could result in higher ambient noise levels. Nice generated primarily by vehicular traffic. B06-183

If you add in the delivery truck and sanitation truck traffic anticipated in the DAAP-West are, this is unacceptable for the adjacent residential area. **B06-183 cont.**

4.11 Population and Housing

Page 4.11-2 - Regional Hosing Needs Allocation

B06-184

Last sentence has a typo in it. It should read "…within Santa Clara County, including Campbell."

This section does not discuss the potential removal of DAAP-West from the plan and therefore there would be 300 less housing units and the need for housing to be developed elsewhere in Campbell. **B06-185**

4.12 Public Services and Recreation

Fire

Page 4.12-6 - 4.12.1.4 Cumulative Impacts

This section does not include all the proposed development in Campbell or the surrounding areas. Shouldn't they all be included in the cumulative impact in order to assess Fire prevention and responsiveness?

According to Jennifer at Los Gatos Planning Department: **B06-186**

- The County courthouse is actually not in planning at this time.
- The property surrounding the County Courthouse is in planning (refer to 375 Knowles)
- The new Netflix complex on the west side of 85 is under construction
- Netflix has been speaking with the engineering group in Los Gatos about estimates of fees for possible development of properties at 110-180 Knowles drive.

Police

Page 4.12-9 - 4.12.2.2 Threshold of Significance

Clearly states: "The proposed Plan would have a significant impact to police protection services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services." **B06-187**

The City is currently planning on redevelopment of the City Hall and the Police Department. This is not mentioned in the EIR at all. Shouldn't this be considered as part of the Environmental Impact?

The City is currently understaffed for the number of Police officers and is in the process of hiring. Shouldn't this be considered in the Impact Report? What if the number of necessary Police officers is not hired? What will be the impact then? **B06-188**

Schools

Page 4.12-13 - Table 4.12.3

There are two spelling errors in Policy LUT-5.6 **B06-189**

'imapct' should be impact and 'sensetive' should be sensitive

Your report states: "Capri elementary is considered to be at or near capacity with approximately 689 students during the 2013-2014 school year."

We spoke to someone in the district that says that Capri Elementary School was at capacity in 2014-2015 and that there was an overflow that needed to be pushed to the other elementary school.

With the addition of at least two major high density housing complexes in Campbell already with more planned during the next 8 years, our two public elementary schools will be at capacity and unable to meet the neighborhood demands. The addition of the residences to the DAAP area will just exacerbate the issue and may necessitate additional building and therefore impacting the environment. This is not a Less than Significant issues and should have mitigations identified. **B06-190**

4.13 Transportation and Traffic

Page 4.13-14 - Vasona Light Rail Transit Extension

Second Paragraph - The anticipation of 870 daily boardings at the Vasona Junction Station indicates that a great number of people will be using the light rail. **B06-191**

Third Paragraph - indicates that there may or may not be a park-and-ride lot to accommodate 35 vehicles. Where, specifically, do you expect the remaining people to park?

Page 4.13-21 to 4.13-25 Levels of Service

Existing levels of service in the proposed Plan range from D-F. These are currently unacceptable to the Campbell residents and visitors. Proposing another 7000+ employees and visitors into the Plan area would create chaos and excessive delays in traffic. **B06-192**

Suggested mitigation for this would be to reduce the density of the Plan to reduce the density of the Plan and reduce the number of additional people.

Page 4.13-26 Collision Analysis

Major intersections within or relatively close to the Plan area already have higher than statewide average collision rates. There appears to be higher collisions rates at intersections with traffic lights. **B06-193**

According to CEQA Guidelines, the proposed plan would have a significant impact if certain criteria are met. Almost all of section 4.13.2.1- Significance Impact Criteria listed apply to today. **B06-194**

Suggested mitigation for this would be to reduce the density of the Plan to reduce the density of the Plan and reduce the number of additional people. **B06-195**

Section 4.13.3.1 Site Access

West District - first paragraph

We are confused by this paragraph. What is the West District? If it is DAAP-West then the assumption here that all access will be directly to Winchester does not match the DAAP Plan where access would be through the side streets to an alleyway. If is isn't DAAp-West what are they talking about? **B06-196**

Section 4.13.3.2 Project Trip Generation

Regarding this statement: "The Plan area is currently occupied by land uses including office, retail and service, and light industrial is incorrect. There is also a US Post Office, a Crossfit Gym, and two Health facilities (Kaiser and Santa Clara Valley Health Services). These additional services should be considered in the study as they do impact project trip estimates. **B06-197**

Pass-by Trips, p. 4.13-31 - The DEIR notes that the ITE Trip Generation Handbook "does not publish daily and AM peak hour pass-by reduction rates for a shopping center land use". In the absence of such guidance, the DEIR makes assumptions about both AM and average daily trip reduction rates but appears to provide no data, reference to data, nor discussion to explain on what those assumptions are based nor how they are derived. **B06-198**

Section 4.13.3.2 Traffic Infusion on residential Environment (Tire) Index

p. 4.13-32 - The DEIR discusses changes in the TIRE Index only for Hacienda Avenue. It is almost a certainty that drivers would cut through the adjacent San Tomas neighborhood to bypass the impacted intersections at Winchester/Hacienda and Winchester/Knowles. Residential streets that would be impacted include (but are not necessarily limited to) Chapman, Walnut, Capri, Theresa, Virginia, Steinway, Gay, Peggy, West Parr, Vale, Audrey and Burrows. **B06-199**

Hacienda excepted, the DEIR completely fails to provide any analysis of impacts to the TIRE indices for San Tomas neighborhood streets. **B06-199 cont.**

Third paragraph: "Currently Hacienda's Tire index is 3.6 - already heavy traffic." According to the table on Page 4.13-35 - there is a calculation of 26, 978 new trips from DAAP Central and Waterfront. Surely there will be more than 250 additional trips on Hacienda. **B06-200**

We would like to how they calculated the proposed trips east and westbound on Hacienda Avenue (~250 each way)

Section 4.13.4 Environmental Impact Discussion

Pages 4.13-36 to 4.13-43

All text and tables prove that implementation of the proposed Plan would cause all segments (Intersections, Freeways, Hazards) to fall below the level of service standard. **B06-201**

Suggested mitigation for this would be to reduce the density of the Plan to reduce the density of the Plan and reduce the number of additional people.

Page 4.13-48 - Parking Analysis

Parking Analysis, p. 4.13-48
The DEIR *assumes* 25% of the residential units in DAAP West would be studio or one bedroom units (and would therefore require fewer parking spaces), but appears to provide no data or reference to such data, nor discussion to explain on what this assumption is based nor how it was derived. **B06-202**

With Reference to this statement: "In addition, the proposed Plan contains a provision that would reduce the required number of parking spaces for … DAAP-Central and Waterfront Districts, to discourage the over-supply of parking which can lead to :higher number of auto trips, less walking, biking and transit use, and increased development costs."

The City is continuously battling with residents and businesses that there is insufficient parking already. We can understand that the City would like to reduce the number of cars, etc., but until there is a comprehensive public transportation structure in place, this will not happen. Comprehensive = transportation routes that take you to where you want to go in a timely manner. **B06-203**

This is not a less than significant without mitigation.

4.13.5 Cumulative Impact Discussion

Page 4.13-53 Background Conditions Traffic Operations, Intersection Levels of Service

Currently, under 'Background' conditions, only one of the studied intersections (San Tomas Expy/Hwy 17) is operating at an "unacceptable" Level of Service (LOS).

B06-204

Page 4.13-57 Cumulative plus Plan Conditions, p. 4.13-57

Cumulative impacts from growth and development in the surrounding areas and from other projects within Campbell are projected to deteriorate conditions to an unacceptable LOS at ten more intersections. Additional traffic impacts from the DAAP plan would reduce an additional **seven** intersections to unacceptable levels, making a total of **eighteen** intersections operating at an unacceptable LOS.

B06-205

Pages 4.13-69 - 4.13.79 Intersection Operations – Cumulative plus Plan Conditions

Due to lack of funding, the need for acquiring rights-of-way. potential reconstruction of elevated freeway structures, physical limitations imposed by retention ponds and railroad tracks, and the need to acquire approval from and coordinate with multiple agencies and jurisdictions, only two of the impacted intersections discussed in 4.13.5 are considered to be mitigable. **Sixteen** intersections would be impacted in a way that is "*significant and unavoidable*", reduced to operating at an 'unacceptable' LOS.

B06-206

4.13.6 Summary Of Significant Impacts And Mitigation Measures

Existing plus Plan Conditions, p 4.13-65

"Implementation of the proposed Plan would result in **15** freeway mixed-flow segments and **five** HOV Lane segments experiencing an unacceptable increase in volume" (emphasis added).

The DEIR provides the above analysis of impacts to freeway sections only in terms of Existing plus Plan Conditions. It *fails to provide any analysis* of impacts under Cumulative plus Plan Conditions (which would certainly be even worse).

B06-207

4.14 Utilities and Service Systems

As we all know there is just a limited amount of water. We are currently in a drought conditions and all citizens are required to reduce their water usage by at least 20%. The addition of 7000 employees and visitors to the area would definitely impact water usage. Purchasing water is not the best solution to mitigate the issue.

Recommended mitigation is to reduce the density of the Plan thereby reducing the additional number of people to the area.

B06-208

A major concern is how will the ground water/Aquifers be impacted by the shear weight of the buildings in the plan. Compression on the underground water table and aquifers would be substantial. **B06-209**

Impact of Compression should be added into the EIR.

Pages 4.14-2 — last paragraph

What was the outcome of the SJWCs response to the Cities request to determine if there would be sufficient water supply? **B06-210**

5. Alternatives to the Proposed Plan

5.8 Environmentally Superior Alternative

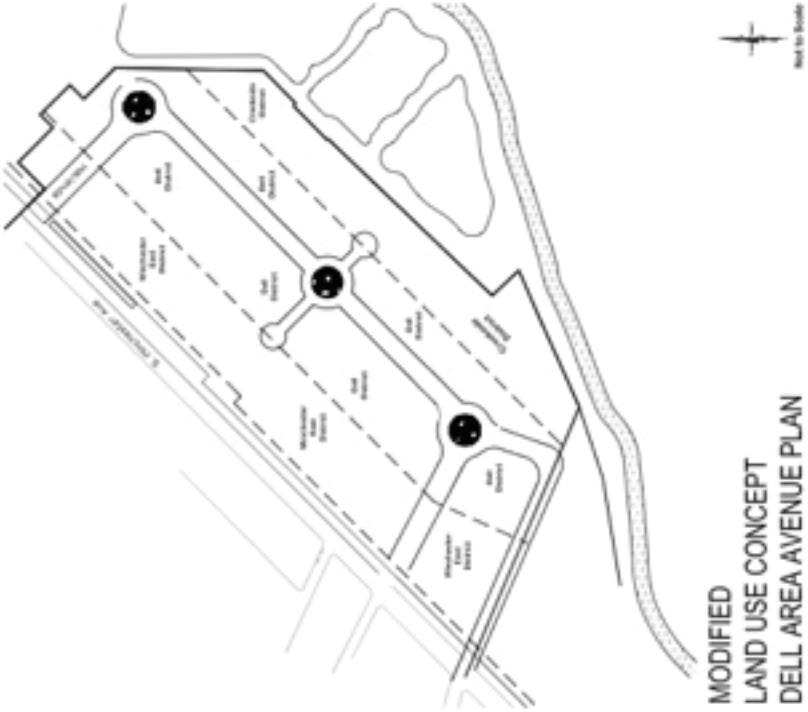
With regard to this statement: "Based on the analysis, which is summarized in Table 5-2, the No Project Alternative is the environmentally superior alternative."

We agree with this conclusion. However, we are not opposed to working with the City of Campbell in order to revise the development standards for the Dell Avenue Area to allow commercial growth that is reasonable for Campbell. **B06-211**

One of our residents has put together a sample of an alternative plan. Using a little creativity and involving the citizens in close proximity to the Plan area to develop the plan may fit the cities long term goals and objectives.

See Appendix A.

Appendix A - POSSIBLE MODIFIED LAND USE PLAN



B06-212

Modified ~ Table 3-1 Proposed FAR And Building Height Development Standards

Street ROW & Building Setbacks	Existing Street ROW	Modified ROW - Street, Bike Lanes & Sidewalks	Modified Street Width	Modified Bldg. Setback from ROW	Modified Distance Between Buildings	Modified Riparian Habitat Bldg. Setback
Dell Ave.	~~66 ft.~~	**110 ft.**	**72 ft.**	**15 ft.**	**140 ft.**	**100 ft.**
Hacienda Ave.	~~66 ft.~~	**110 ft.**	**72 ft.**	**15 ft.**	**140 ft.**	**-**
Division St.	~~50 ft.~~	**110 ft.**	**72 ft.**	**15 ft.**	**140 ft.**	**-**
Knowles Dr.	~~50 ft~~	**80 ft.**	**60 ft.**	**10 ft.**	**110 ft.**	**100 ft.**
Winchester Blvd.	N/A	**-**	**-**	**100 ft.**	**-**	**-**
Trail corridor Along RR Tracks	-	**Trail Only 25 ft.**	**-**	**10 ft.**	**-**	**-**
Percolation Pond's Boundary	-	**-**	**-**	**-**	**-**	**75 ft.**

B06-213

Building Heights & Number of Floors	Proposed ~~Central~~ District	Modified Winchester East District	Modified Dell District	Proposed ~~Water-front~~ District	Modified 'Creekside' District
Max. Height*	~~60 ft.~~	**45 ft.**	**65 ft.**	~~60 ft.~~	**45 ft.**
Max. Floors*	~~4~~	**3.5**	**4.5**	~~4~~	**3**
Bonus Height	~~75 ft.~~	**N/A**	**N/A**	~~75 ft.~~	**N/A**
Bonus Floors	~~5~~	**N/A**	**N/A**		
Maximum FAR	~~1.5~~	1.1	1.1	~~1.5~~	**.75**

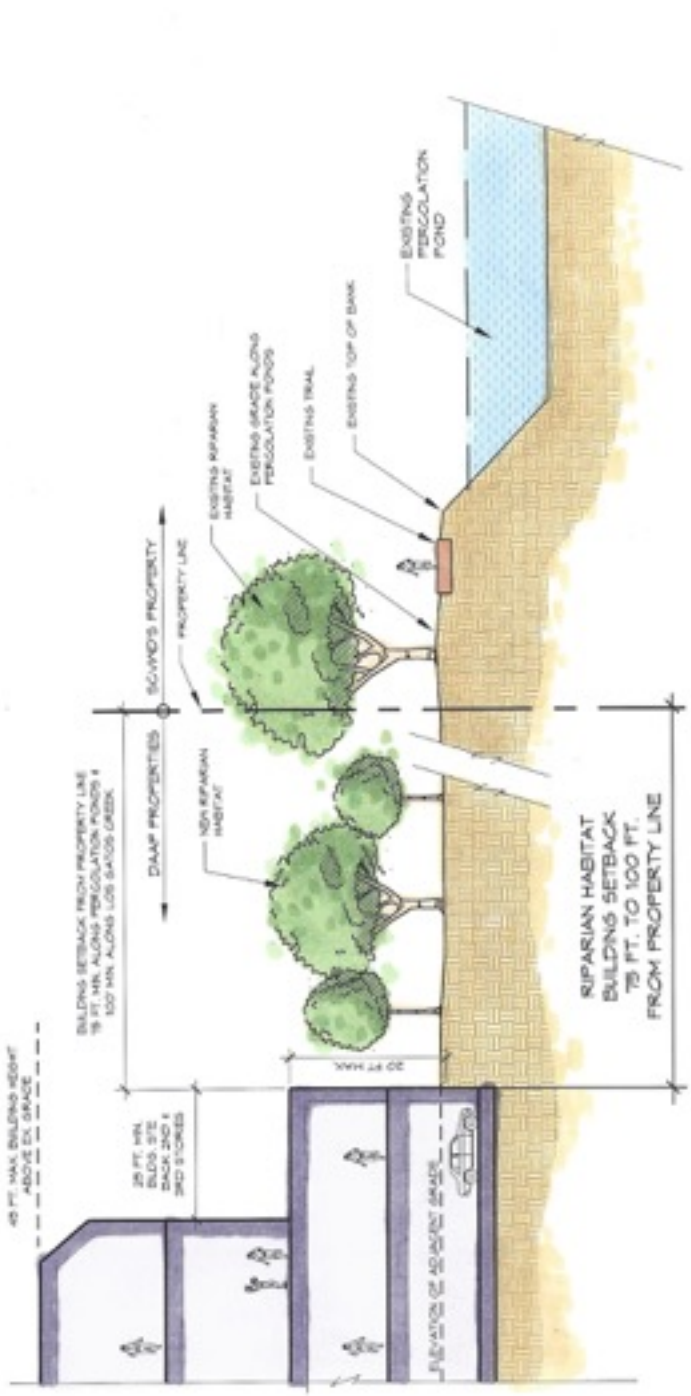
* Building height measured above street grade. Allows garage to have ½ of a floor below street grade.

Modified ~ Table 3-3 Proposed Buildout Projections

Business Type	Proposed Totals	Modified TOTALs
R&D Space	~~502.000 sf.~~	**350,000 sf.**
Office Space	~~3,002.000 sf.~~	**2,000,000 sf.**
Retail/Services Space	~~76,000 sf.~~	**50,0000 sf.**
TOTAL BLDG SF	3,580.000 sf	**2,400,000 sf**
		67% of Proposed

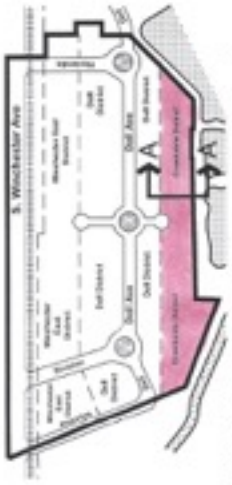
B06-214

Percentage of Site Coverage	Proposed	Modified Winchester East District	Revised Central District	Revised 'Creekside' District
Site Coverage	~~80%~~	60%	75%	60%



A Riparian Habitat Setback Zone along Eastern Boundary

Refer to DAAP page 46



KEY MAP with Location of Cross Section

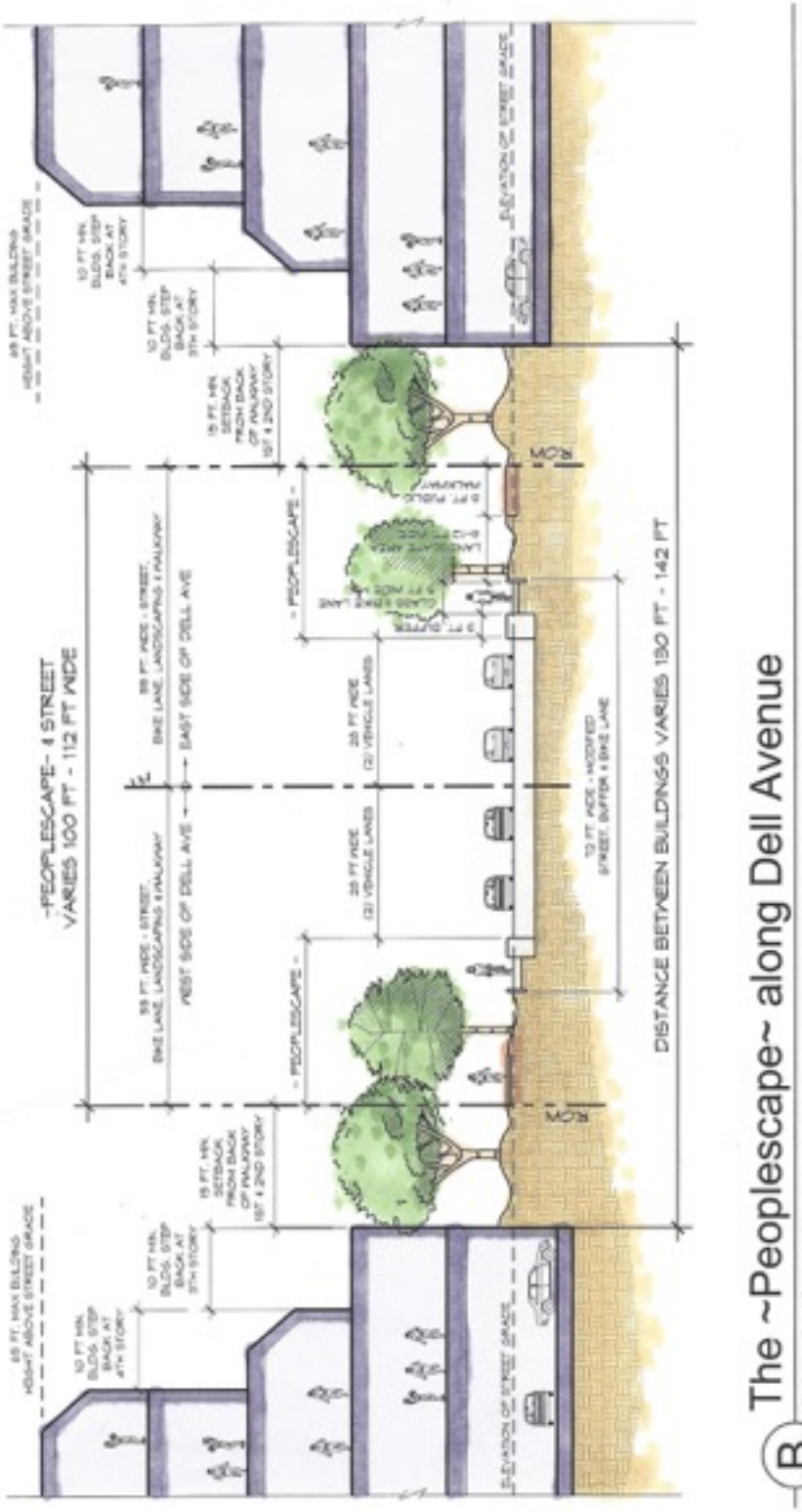
Modified Cross Section

Land Use & Development Standards

MODIFIED LAND USE CONCEPT

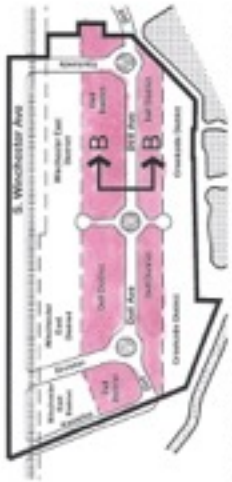
DEIR & DELL AVENUE AREA PLAN

B06-215



B The ~Peoplescape~ along Dell Avenue

Refer to DAAP page 56

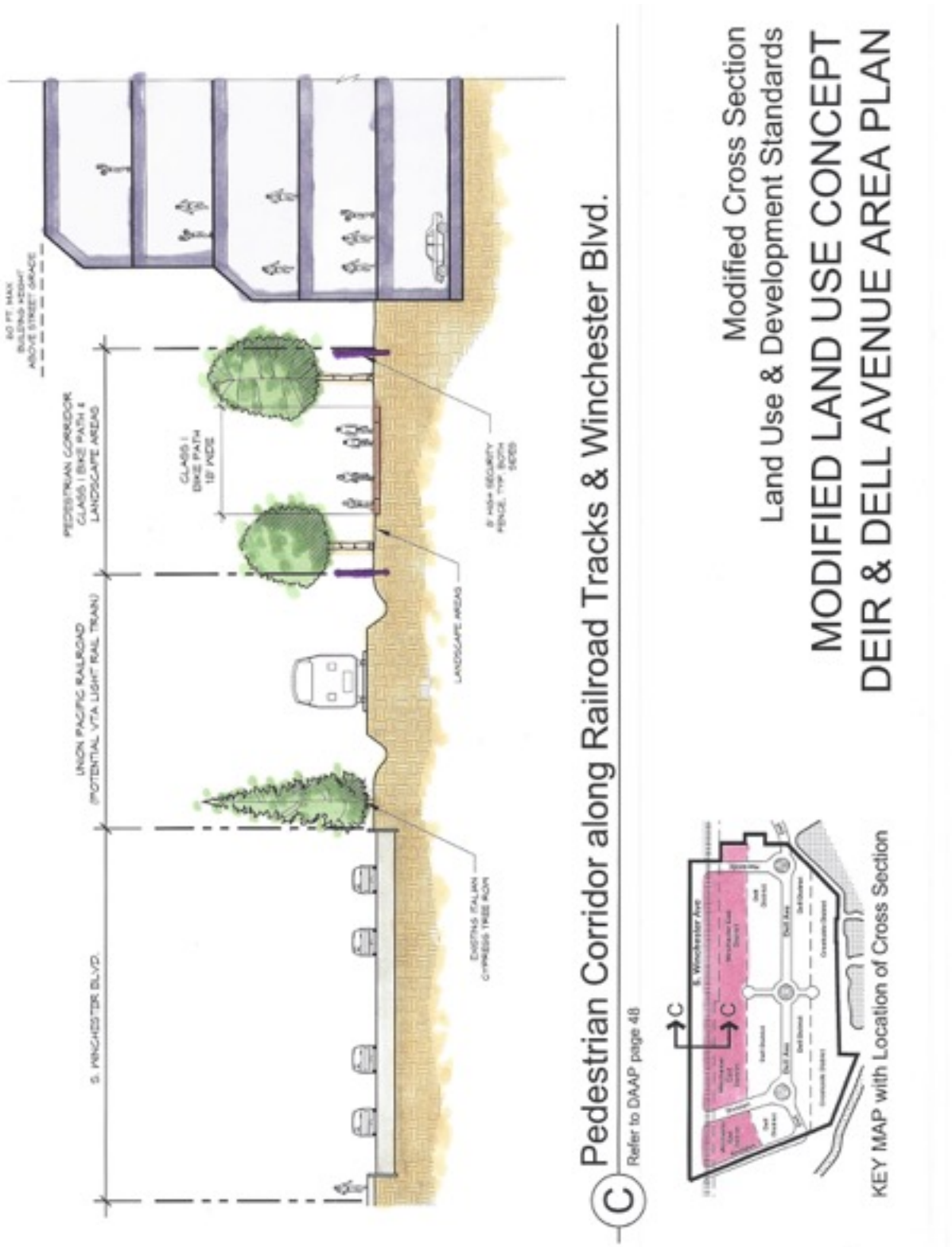


KEY MAP with Location of Cross Section

Modified Cross Section
Land Use & Development Standards

MODIFIED LAND USE CONCEPT
DEIR & DELL AVENUE AREA PLAN

B06-215 cont.


S. WINCHESTER BLVD.
UNION PACIFIC RAILROAD
(POTENTIAL VTA LIGHT RAIL TRAIN)
PEDESTRIAN CORRIDOR
CLASS I BIKE PATH &
LANDSCAPE AREAS
CLASS I
BIKE PATH
10' WIDE
LANDSCAPE AREAS
C
Pedestrian Corridor along Railroad Tracks & Winchester Blvd.
Refer to DAAP page 48
KEY MAP with Location of Cross Section
Modified Cross Section
Land Use & Development Standards
MODIFIED LAND USE CONCEPT
DEIR & DELL AVENUE AREA PLAN

B06-215 cont.

COMMENT LETTER # B07

From: Paula Parisi [mailto:pparisi@southbay.us]
Sent: Monday, August 10, 2015 3:23 PM
To: Paul Kermoyan
Subject: Dell Avenue Area Plan (SCH# 2014072042) - Comments to the Draft Environmental Impact Report

Dear Mr. Kermoyan,

Attached please find a letter prepared on behalf of the property owners, Dell Associates II, LLC regarding the above-referenced matter. I will have the original of this letter delivered to your office prior to 4 p.m. today.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,

Paula Parisi

On behalf of Dell Associates II

408-796-0028

B07-01

DELL ASSOCIATES II, LLC

August 10, 2015

VIA ELECTRONIC MAIL & HAND DELIVERY

Mr. Paul Kermoyan
Community Development Director
City of Campbell
70 N. First Street
Campbell, CA 95008

RE: Draft Environmental Impact Report for Dell Avenue Area Plan

Dear Mr. Kermoyan:

Dell Associates II, LLC ("Dell Associates") submits this letter as a formal comment on the Draft EIR (the "DEIR") for the proposed Dell Avenue Area Plan (the "Plan"). Dell Associates owns six buildings in the Plan area, at 490-590 Division Street and 1745 Dell Avenue. The six buildings are all one-story, multi-tenant buildings currently containing a total of 27 users, with individual tenancies ranging in size from 1,080 square feet to 26,921 square feet. These contain a variety of uses, including pharmaceutical research & development, general contracting offices, industrial equipment distributor, power supply manufacturing & distribution and custom cabinet manufacturer, all of which are allowed under the current CM – Controlled Manufacturing – zoning. In the six buildings we have approximately 150,000 square feet under lease. **B07-02**

We understand the City's desire to intensify uses in this area, and appreciate that increased density with taller buildings could ultimately be the appropriate land use in the Plan area. However, we believe that the Plan, and consequently the DEIR, is fundamentally misguided in the approach that is proposed to be taken. In the normal course of events, without such a Plan this kind of upgrading will occur naturally over time due to market forces if appropriate. If the market forces do not support the upgrading, then adopting the Plan will not cause it to happen. On the other hand, adopting the Plan in lieu of simply allowing for the upgrading to occur naturally through relaxed zoning requirements could have a number of deleterious effects, including traffic impacts and potential urban blight. Neither of these has been adequately analyzed in the DEIR, which needs to be revised in order to take into account the possible significant impacts of this misguided approach to urban redevelopment. **B07-03**

In our memorandum dated July 28, 2015, we made certain specific comments and asked questions regarding the DEIR. A copy of that memorandum is attached hereto and incorporated herein by this reference. **B07-04**

In addition, we would like to raise the following specific points concerning the inadequacy of the DEIR and its failure to comply with the California Environmental Quality Act ("CEQA"). **B07-05**

1690 Dell Avenue, Campbell, CA 95008-6901 - Tel: 408.379.0400 - Fax: 408.379.3229

The first problem concerns the traffic analysis and the complete lack of adequate mitigation measures for significant traffic impacts. The DEIR identifies approximately 27 traffic impacts that are deemed to be significant and unmitigatable. Thus, even with mitigations proposed in the DEIR, the impact will not be mitigated to a satisfactory level. For many of these, the fact is that there is simply no money available, no plan, and no reasonable expectation that the appropriate potential mitigating agency will undertake the mitigation that is recommended. In addition, there are approximately six traffic impacts for which mitigation is deemed to be adequate. **B07-06**

The DEIR contains no information regarding the expected phasing of the upgrading of the area, nor of the installation of the traffic improvements required for mitigation. The Plan contains no implementation schedule whatever, and there is no basis to reach any environmental conclusion regarding the onset or severity over time of particular traffic problems, nor when or how they are likely to be mitigated. Because of this extraordinarily high number of unmitigatable impacts, in order to approve the Plan, the City Council would have to adopt a Statement of Overriding Considerations providing that specific benefits of the project outweigh the significant unmitigated impacts. However, the analysis of the impacts is so sketchy given that there is no knowledge whatsoever of when they will occur, in what order, or for how many years, among other deficiencies, it will be impossible for the Council to meaningfully adopt such a Statement of Overriding Considerations. In short, when the impacts are not really understood and analyzed, there is no way to weigh the benefits of the project against the detrimental effects of these impacts. **B07-07**

A second respect in which the DEIR fails to comply with CEQA is its complete lack of analysis of the economic impact of this Plan. In particular, CEQA is clear that, to the extent a public project will potentially lead to urban blight and decay, that impact must be analyzed. Here the problem is that the Plan, rather than relying on market forces to achieve its result, attempts to achieve a forced upgrading by draconian means. It essentially states for the non-residential area that the only kind of use desired is "core tech" industry, and that virtually all of the present light industrial uses (including many in our buildings) will be "legal nonconforming" issues. The Plan will make it highly difficult to maintain these productive buildings. Currently, our buildings and other light industrial buildings in the area are well maintained, economically productive buildings. However, each time a light industrial tenant that does not fit the definition of "core tech" leaves, in effect we will require a use permit to replace that tenancy. As has been explained to us, if we cannot replace the tenant with *exactly* the same kind of tenant, then the space would not be "grandfathered" and could potentially remain empty. In essence, this is a forced devaluation of the existing buildings. These buildings will gradually, over a period of many years, become untenantable. This will predictably lead to urban blight and decay, which must be analyzed under CEQA. **B07-08**

Furthermore, the property owned by Dell Associates, among other properties within the Plan area, are properties that are known in the commercial real estate industry as "incubator" projects. These projects have for many years provided a breeding ground for small start-up technology companies. The Plan area is desirable to these companies because many have founders and CEO's who live in Campbell or the adjoining bedroom communities of Los Gatos, Saratoga and Cupertino. These small start-up companies often grow into the large technology companies Silicon Valley is known for. These are the very companies Campbell is trying to entice to the City of Campbell. By limiting the Dell Avenue Area to only **B07-09**

core tech office buildings of a scale proposed in the Plan, it eliminates the potential for these smaller start-up companies to have a place within the City of Campbell to "incubate" and grow. **B07-09 cont.**

In summary, as stated above, we are not against the concept of allowing for an upgrading of the area. This upgrading should occur through natural market forces, potentially aided by appropriate City zoning allowances. However, the existing uses should not be forced out unless there is a City plan to buy them out (which obviously will not occur). And since the DEIR fails adequately to analyze these predictable environmental consequences of the Plan, it is fatally defective. **B07-10**

Thank you for your attention to these comments. **B07-11**

Sincerely,

Paula Parisi
Dell Associates II, LLC

cc:
Jim Mair
Andrew L. Faber, Esq.

Date: July 28, 2015

To: The City of Campbell, Planning Commission

RE: Draft Environmental Impact Report for Dell Avenue Area Plan

From: Dell Associates II, LLC

Properties: 490 – 590 Division Street
1711 – 1745 Dell Avenue
Total Sq. ftg: 150,293
Product Type: 6 buildings of 1 story multi-tenant industrial
Current Zoning: CM - Controlled Manufacturing

Comments/Questions/Concerns with the Draft Environmental Impact Report ("DEIR") for the Dell Avenue Area Plan ("DAAP") : B07-12

- **Section 1.2 Summary of the Proposed Plan** states that it should "Provide a framework for which new high-tech development can exist harmoniously with existing businesses. Adapt land uses that are inclusive of and that accommodate businesses of traditional sectors and formats." Dell Associates ("Dell") does not believe the current plan provides a sufficient framework for existing businesses to exist harmoniously with the DAAP. B07-13
- **Section 1.4 Areas of Controversy** states that "The City issued a Notice of Preparation (NOP) of the EIR for the proposed Plan on July 16, 2014. Between July 16, 2014 and August 14, 2014, the City invited interested agencies and the public to submit comments on the scope and content of the environmental information to be included in the EIR". Dell never received the NOP or any requests to submit comments on the scope or content of the EIR. B07-14
- **Table 1-1 Summary of Impacts and Mitigation Measures, Page 1-21,**
  Land Use and Planning: Land-1: Dell does not believe that there is no truth to the statement "The proposed Plan would not physically divide an established community". There is significant objection to the proposed Plan by current businesses within the Plan area that refutes this statement. B07-15
  Land-2: The statement that "the proposed Plan would conflict with an applicable land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect" seems to state there is an issue with the proposed plan yet there is no mitigation measure. B07-16
  Public Services and Recreation, Page 1-24: PS-1 & PS-2 state that there is no need for new or physically altered fire protection facilities. Dell believes that the proposed Plan, which proposes multi-story office, where one-story buildings currently exist would require additional fire protection services. B07-17
  PS-3 & PS-4 state that there is no need for new or physically altered police protection facilities. Dell believes that the proposed Plan will directly impact the need for additional police services. B07-18
  PS-5 & PS-6 state that there is no need for new or altered school facilities. Dell believes that the proposed plan, which adds a significant number of new residential units would significantly impact the need for additional schools. B07-19

Transportation and Traffic, Pages 1-26 through 1-51: Dell believes that the cost of the traffic mitigation measures, along with the complication of the numerous multi-jurisdictional approvals necessary to accomplish the measures makes the proposed Plan unfeasible. B07-20

Utilities and Service Systems, Pages 1-51 through 1-53: Dell believes that given that the proposed plan will significantly increase the size of the business and residential population that the existing utilities and service systems will be significantly impacted; however the DEIR states there will be no impact or mitigation measures. Dell believes this has not been investigated properly and is unrealistic. B07-21

Dell believes the DEIR and the DAAP have been poorly drafted and designed. The proposed Plan is too broad in scope and definition and doesn't clearly address the impact the Plan will have on existing non-conforming businesses and existing non-conforming properties, resulting in a huge "unknown" for property owners of non-conforming properties. The Plan leaves too much control for future decisions on how existing non-conforming properties are handled with the City of Campbell planning officials, which could have a huge financial impact on building owners in the Dell Avenue area. Dell is willing to meet with the City of Campbell Planning Department to work on solutions to these concerns to make the proposed Plan more palatable to current property owners. Dell believes that the proposed Plan has a great deal of value, provided it is implemented correctly. B07-22

Dell Associates II can be reached by contacting either James D. Mair or Paula Parisi at (408) 379-0400. B07-23

Sincerely,

Paula Parisi

Paula Parisi
On behalf of Dell Associates II, LLC

COMMENT LETTER # B08

From: Barbara Holden [mailto:gcsparrow@comcast.net]
Sent: Monday, June 22, 2015 4:02 PM
To: Paul Kermoyan
Subject: Albright Project & DAAP

Dear Paul,
Your EIR pg 14.13-21
17. Winchester Blvd/Albright Way-Courtside Dr Future intersection

This intersection is built & the light will be turned on any day now. Along with the above, there are many intersections in this area for which the LOS seems very optimistically low. I am fairly certain that they do not agree with the LOS shown in the LG North 40 plan,
which in itself is too low I think. **B08-01**

Could I write a letter to the Campbell Planning Commission regarding this? Would it be heard?
Thank you **B08-02**

Barbara F. Holden
408 483 4152

To: City of Campbell Planning Department July 20, 2015
Re: Dell Avenue Area Plan (June 22, 2015) and related Draft Environmental Report

With great interest, I have studied the Dell Avenue Area Plan (June 22, 2015) and the related Public Review Draft EIR, particularly the Environmental Evaluation section 4.1 through 4.8. Plan writers state a desire to facilitate a built environment and transportation network sensitive to The Plan's surroundings (The Plan, Part 3, Land Use and Development, page 37), yet a number of omissions as well as outright misstatements in these documents lead me to believe that planners are poised to miss a golden opportunity to capitalize on the considerable singular assets this area has to offer: The Plan's unique geographical and geological location on a major watershed, in a groundwater recharge basin, along a riparian wildlife corridor, and within the Pacific Flyway Migratory Corridor; as well as the transition point between the San Tomas Neighborhood and Los Gatos Creek Park and Trail, and between the Winchester Corridor and neighboring Los Gatos. **B09-01**

Perhaps the most glaring omission is the failure to mention the ambitious project now underway on Hacienda Avenue, which will be a "gateway" to the planned Dell Avenue Area. Hacienda is becoming a "green street", thanks in part to its unique location in the groundwater recharge basin. This will give Campbell, rightfully, some bragging rights and the opportunity to extend this green theme to future development. **B09-02**

A Page Groundwater Recharge pond sits at the southwest corner of Hacienda and Winchester. The DAAP DEIR, section 4.8-17, states that this pond is not open to the public, but the city has plans to change this. Planners, <u>this change occurred in 2007.</u> It was funded in part by the Santa Clara County Open Space Authority and was designed to be a place where bird lovers can "sit on the bench and watch the Canada Geese and goslings, as well as egrets, herons, ducks, and other native and migrating birds" (quoted from City of Campbell website). The same paragraph of the DEIR states that the percolation ponds in the park offer opportunities for "…board sailing, canoeing, kayaking, and model boating activities". Not so. Watercraft have been prohibited in the ponds for several years due to the threat of invasion by highly destructive quagga and zebra mussels, and model boats require inspection and registration. **B09-03**

The DAAP, on page 19, talks about activating the park and making it a lifestyle destination, enhancing it as set forward in the Los Gatos Creek County Park Master Plan 2002, page 10. Yet another goal of this same plan (section 3, Project Analysis, pp. 3-10) is never mentioned. This goal is to protect and enhance the park's natural quality and scenic character. When funding can be attained, the portion of the existing creek that has been dammed and ponded could be returned to a more natural configuration and habitat. One portion of the park's master plan has remained unchanged since 1974 (Los Gatos Creek County Park Master Plan Summary, pp. 1-2): Oka Ponds, on the east side of Los Gatos Creek, is designated as a zone for wildlife habitat, and should have limited amenities. **B09-04**

Page 22 of the DAAP states that buildings along the eastern border of the Plan Area will be designed to respect the "naturalistic" quality of the creek. Naturalistic means imitating nature, as if the creek is some sort of Disney creation, not a real natural feature. This erroneous thinking is even more evident in the DEIR, page 4.3-10, where it is stated that "…riparian corridors provide the best opportunity for plant and animal migration **B09-05**

throughout the city. However, there are no such riparian corridors within or adjoining the Plan Area". Plainly, this statement is false. The percolation ponds actually extend opportunities for migrating and resident waterfowl. All of them are widely used by birds and other wildlife. In fact, draining the ponds during this drought period has likely exacted a negative toll on corridor users. Yet nowhere in The Plan is there any mention of bird-safe building standards, the likes of which have already been adopted by Sunnyvale, San Jose, San Francisco, and Oakland. These standards stand to prevent the deaths of hundreds of birds every year. **B09-05 cont.**

The City of Campbell would like to brand the Dell Avenue Area as a high tech mecca with a vibrant night life along "the waterfront". Consider these facts:

1. This is a highly visible area to hundreds of people from throughout Campbell, Silicon Valley, the Bay Area and beyond. They are not just commuters who use highway 85 or 17, or Winchester Blvd. They are walkers, bicyclists, runners, skaters, fishers, birders, nature photographers, wildlife chroniclers, creek restorers, dog park patrons, fly-casters, picnickers, and more. They come via the Los Gatos Creek Trail, San Tomas Expressway, Oka Road, and the Bascom Avenue area via the highway 17 pedestrian overpass. This is not a trivial branding opportunity. **B09-06**

2. By location, the Dell Avenue Area is a transition area in at least two respects. It lies between the San Tomas Neighborhood, embodying the "small town" character of Campbell that is mentioned so often throughout planning documents; and the Los Gatos Creek Trail and County Park, both of which close at sundown, with gates locked. It is the transition between the ambitious Winchester Corridor and the towns of Los Gatos and Monte Sereno, where there are no seven-story buildings and whose character is markedly different from the developing Corridor. **B09-07**

3. Campbell has already built the *entrée* to a grand green gateway and development: Hacienda Avenue and the enhanced Page Recharge pond. **B09-08**

I urge you to work <u>with</u> the character of the Dell Avenue Area and its unique geographical location. To create a vibrant nightlife next to a closed park and trail under the Pacific Flyway is a gross misfit. The Dell Avenue Area is not downtown Campbell, not should it aspire to be. It has other qualities that downtown Campbell does not. The Dell Avenue Area is not the Winchester Corridor, nor should it aspire to be. It has other qualities that the Winchester Corridor does not. Neither is the Dell Avenue Area Mountain View, nor Santa Clara, nor North San Jose, nor should it aspire to be. Creating an attractive and desirable high-tech development is NOT incompatible with a green design that capitalizes on, integrates with, and enhances the unique natural and community surroundings; it's being done in other parts of Silicon Valley. But it requires thoughtful, forward-looking planning by knowledgeable and forward-looking planners. We can do better. **B09-09**

Sincerely,
Sharon Nelson

Campbell resident, voter, and taxpayer since 1976

Ellen Dorsa
1573 Walnut Drive
Campbell, CA 95008

July 21, 2015

City of Campbell, Planning Commission
70 N. First Street
Campbell, CA 95008

Attn: Paul Kermoyan, Director Community Development Department

Subject: My Public Comments

RE: City of Campbell's EIR Draft - June 22, 2015 - Dell Avenue Area Plan

After reviewing the Public Draft - June 22, 2015, City of Campbell's EIR Draft, I am providing general comments.

This entire plan is of too massive a scale for the San Tomas Area Neighborhood and will significantly and negatively impact the quality of life of the residents.

The following comments are in reference to Section 1, Executive Summary tables. **B10-01**

Executive Summary

AIR QUALITY

The majority of the air quality issues are listed as Significant and, even after mitigating measures, are still Significant and Unavoidable. Which means "nothing works". **B10-02**

p 1-10 "Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation."

> Stand at any corner on Winchester (Hacienda, Knowles) at 5pm through an entire traffic light cycle and you will find the air is unfit to breathe & your eyes burn. This is today. When the new Netflix buildings are fully staffed and operational, the toxicity of the air will increase exponentially. And now you want to add DAAP into the mix? **B10-03**

p1-11 speaks of offering employees an incentive to carpool.

Barracuda Enterprises has already tried that and failed miserably. Their employees drove individual cars to Walnut Dr., parked and loaded into one car to drive into the Barracuda's parking lot.

Van-pooling, shuttles and buses sound great, but assuming riders aren't going to be picked up at their homes, where are they going to leave their cars. That's just trading one bad solution for another.

Even if the VTA actually builds the extension you want, it still doesn't solve the problem. People still have to get to a station somewhere and that means driving and parking. The Winchester station across from Safeway has a lovely little parking lot that fills up then massively spills over to the Safeway lot across the street.

B10-04

p 1-12,13 Under Air3 &Air4 of table 1-1 you talk of "…cumulative considerable net increase of any criteria pollutant for which the project region is in non attainment standard".

The mitigation measure says that anyone within 1000 ft of a roadway exceeding 10,000 cars per day should submit a health risk assessment to the City of Campbell. !000 ft west of Winchester covers at least through Theresa Ave. Why is it up to the residents to submit proof of health risk? That much pollution puts EVERYONE at risk (for asthma, emphysema, lung cancer, to name a few) whether they already have a medical condition or not. How many of us do you intend to sacrifice in the name of progress and increased revenue?

B10-05

TRAFFIC

All traffic issues are listed as Significant and Unavoidable

B10-06

p 1-26 "Implementation of proposed Plan would cause seven intersections to fall below the level of service standard".

One mitigating measure would entail widening roadways to accommodate more lanes. Another building overhead roadways. Clearly, you have proposed no practical mitigating measures.

B10-07

ALTERNATIVES

1. NO PROPOSED PLAN WEST Eliminate DAAP West altogether
I agree with this alternative. Removed the DAAP-West from the Plan. **B10-08**

and….

2. REDUCED DEVELOPMENT ALTERNATIVE
Follow the reduced plan option of reduction to 50%. If housing is deemed necessary, put it into the main DAAP area. Assuming all residents would work in the area, they could truly walk to work. This would be the only practical way to mitigate the traffic issues and thereby the air quality issues. **B10-09**

or…

3. SCRAP THE DAAP plan altogether and CHANGE THE REMODEL/BUILDING CODES in the Dell Area to allow the current businesses who want to expand to do so at their cost. That would allow them to stay in the area and provide increased revenue to the city. The city would NOT then have to incur untold millions in costs to create some mega-park. **B10-10**

Respectfully submitted,

B10-11

Ellen Dorsa

COMMENT LETTER # B11

From: Joanne Carroll [mailto:joacarro@gmail.com]
Sent: Wednesday, July 22, 2015 7:43 AM
To: Paul Kermoyan
Subject: Feedback on Draft Dell Avenue Area Plan (DAAP)

Paul:

I have attached my feedback on the newest Draft of DAAP.
This is only my preliminary and I may have another version for the Deadline Review Date of August 10, 2015.

Please let me know if you have trouble with the file.

Joanne Carroll

B11-01

Joanne Carroll
1395 Walnut Drive
Campbell, CA 95008

July 21, 2015

City of Campbell, Planning Commission
70 N. First Street
Campbell, CA 95008

Attn: Paul Kermoyan, Director Community Development Department

Subject: My Public Comments

RE: City of Campbell's Public Review Draft - June 22, 2015 - Dell Avenue Area Plan

After reviewing the Public Draft - June 22, 2015, Dell Avenue Area Plan I am providing written comments during the Public Review Period that ends August 8, 2015.

General Comments and Request

First, I would like to comment on what a difference this plan was from the initial plan we reviewed in November 2014. It was much more comprehensive.

Second, I found the Plan to be lacking references to handicapped considerations. I have identified a few in the following comments, but would like to see these included throughout the plan where appropriate. **B11-02**

Third, there is no mention of sufficient schools to support the employees of the newly proposed commercial enterprises. **B11-03**

Fourth, the images that were used to reflect the Plans intent do not reflect the character of Campbell or intent of the plan. **B11-04**

Fifth, the existing Plan needs to be scaled down in order to not impact the adjacent neighborhoods and businesses with massive traffic jams, parking issues and noise. **B11-05**

I would appreciate it if you would publish a schedule for the creation of the final documents (Both DAPP and EIR) as you did with the initial versions we saw in September 2014. **B11-06**

1 Introduction

Page 2 - 1st paragraph — last line of paragraph

What is meant by the phrase 'Context-sensitive transition'? **B11-07**

Page 2 - 2nd paragraph — 1st sentence; Page 8 - Street Character - 1st Paragraph

There are conflicting statements. Page two states "…and, the area has excellent transportation access. ..." And yet page 8 says "…Winchester Boulevard is a minor arterial running along the western boundary…".

You did not address this in the Plan. **B11-08**

Page 6 - Adoption Hearings - Advisory Committee

I would like to know who was on the advisory committee? B11-09

Page 8 - Street Character - 5th Paragraph - 2nd Sentence

There is a grammatical error. "Division Street provides has one through lane…" Delete either "provides" or " has one" for better clarity. B11-10

Page 9 - Los Gatos Creek Park

It should be noted that this park is open from dawn to dusk. What will visitors, employees use during the off hours for open space? There is insufficient Open Space identified in the plan for after hours visitors and customers. B11-11

Page 9 - Zoning - 1st Paragraph - 3rd sentence

There is an omission in the types of general commercial zoning on the West side of Winchester Blvd. The current Campbell Zoning map shows the Barracuda parcel changed from C-2 to P-D (Planned Development). B11-12

Page 9 - San Thomas Area Neighborhood Plan (STANP) - 1st Paragraph - 3rd sentence

The following text "Although some parcels in the DAAP are contained within the STANP boundaries, the STANP provides no specific policies regarding commercially zoned parcels or parcels directly fronting Winchester Boulevard, since the focus of the STANP is on preserving the existing residential character of the San Tomas neighborhood."

When the STANP was last amended in 2000, the neighborhood was accepting of the existing commercial parcels on Winchester, but there was the knowledge that these commercially zoned parcels would need to be addressed in the future.

Residents of the San Tomas Area would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be more compatible with the spirit and intent of the San Tomas Neighborhood Plan. Please refer to STANP, page 17, Item 4. Here is the passage: B11-13

"The factors to be considered include, but are not limited to, the following:

- Compatibility with adjoining land uses
- Privacy Impacts
- Traffic
- Noise"

Page 10 - Winchester Boulevards Master Plan - 1st Paragraph - 2nd sentence

The following text "Although the Master Plan does not include the DAAP area, it provides a precedent…" is unacceptable.

The commercially zoned parcels west of Winchester are part of the STANP and should be developed according to the guidelines under that plan. B11-14

Page 10 - Guidelines and Standards for development Near Streams

There seems to be an omission of guidelines and standards for developing above our aquifers. Please include these in the next version. **B11-15**

Page 10 - Plan Contents - Last bullet — 1st paragraph

The following text indicates that commercially zoned parcels west of Winchester Blvd should be under the control of the Winchester Boulevard Master Plan. "APPENDIX B: Winchester Blvd Master Plan Design Guidelines includes specific design guidelines from the Master Plan that are applicable to Plan Area parcels WEST of Winchester Blvd." **B11-16**

As stated above the commercially zoned parcels west of Winchester are part of the STANP and should be developed according to the guidelines under that plan.

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2 Vision

Page 11 - 2nd to last sentence

The sentence describes DAAP-West and how it will sensitively transition in scale to the San Tomas neighborhood to the West and yet the plans show anything but a sensitive transition. **B11-17**

The commercially zoned parcels to the west of Winchester belong to STANP and not the Winchester Master Plan. These parcels are part of the STANP and should be developed according to the guidelines under that plan.

Page 13 - Environmental and Economic Sustainability

There seems to be an omission of guidelines and standards for developing above our aquifers. Please include these in the next version. **B11-18**

Page 14 - Context Sensitive Mixed-Use Residential Opportunities - 3rd paragraph — last sentence

This section assumes that the commercially zoned parcels west of Winchester Boulevard will be developed as mixed use residential opportunities.

The residences bordering these parcels do not want these parcels to be developed as per the proposed configuration. There is a lack of consideration to line of sight, noise abatement, and security to the neighboring properties just to name a few. **B11-19**

These parcels are part of the STANP and should be developed according to the guidelines under that plan.

Page 20 - Employee Housing.

Although I agree that there should be housing available for employees of the business, there is no need to put them directly next to the businesses. Campbell is currently developing high-density housing along the transit corridor and has identified areas for 950+ additional units in the future. There is no need for putting high-density mixed use buildings in this plan. **B11-20**

Page 24 - Open Space

What has been defined in the plan is insufficient for the # of employees (>7,000) proposed for the commercial development area, new residents (>700), let alone guest, and visitors to the area. Open space should be redefined to include more than walkways, benches, and a bocci court. **B11-21**

Page 26 - Gateways and Character

It seems to me that there should be a statement in this section that speaks to coordination with Los Gatos on entryways, etc. A different look on each side of Knowles would not be appealing. **B11-22**

Page 33 - Transit Shuttles-Transit and Shuttles - 2nd paragraph - last sentence

I would like to reinforce the need for VTA bus routes along Dell Ave in order to ensure the reduction of traffic. There are commuters that can access VTA bus routes but don't have access to the VTA Light Rail routes. **B11-23**

Page 34 - Vehicle Circulation-Minimal Lane Widths - 1st paragraph; Vehicle Circulation-Intersection Improvements - 1st paragraph

You have conflicting statements regarding traffic: In the minimal lane width section you stated "…should be minimized to the extent feasible in order to accommodate…" but in the intersection improvement section you state that the "Intersections should be improved as necessary to accommodate increased traffic demand resulting from growth anticipated in the DAAP." **B11-24**

Minimizing lanes when you are anticipating increased traffic doesn't make sense.

Page 34 - Parking Recommendations - 1st sentence

Referring to the statement "All new development in the Plan Area will adhere to City standards to ensure that adequate parking is provided."

How can the city consider continuing with the current parking standards when the residents are consistently battling with the Planning commission and the City Council about parking issues in the community? **B11-25**

The current parking standards need to be revised to consider not only the company employees, but the volume of visitors to the area (visiting the high tech businesses, as well as the restaurants and businesses being introduced in the plan).

3 Land Use & Development Standards

Page 39 - DAAP Districts - DAAP West District - both paragraphs

This section assumes that the commercially zoned parcels west of Winchester Boulevard will be developed as mixed use residential opportunities. **B11-26**

The residences bordering these parcels do not want these parcels to be developed as per the proposed configuration. There is a lack of consideration to line of sight, noise abatement, and security to the neighboring properties just to name a few. These parcels are part of the STANP and should be developed according to the guidelines under that plan.

Page 41 - Business Services - Table 3-1 - Hotels

A Hotel is listed under the DAAP-WEST District. Nothing else in the Plan indicates that there will be a hotel in the DAAP-West District. **B11-27**

These parcels are currently part of the STANP and NOT the Winchester Master Plan. These parcels are part of the STANP and should be developed according to the guidelines under that plan. **B11-28**

Page 41 - Public Facilities - Table 3-1 - Libraries

A library is listed under the DAAP-WEST District. Nothing else in the Plan indicates that there will be a hotel in the DAAP-West District.

It seems to me that the library downtown will suffice… especially since the City plans to renovate or build a new library/police/City Hall, etc., in the City Civic Center. **B11-29**

Page 42 - Footnotes - #(4) - Fitness Center

There is no fitness center indicated in the table There is consideration of lots of traffic/ activity before and after peak Traffic Travel time frames adding increased demand for parking, bicycle and/or pedestrians. If this Fitness Center is going to located on the West side of Winchester - there will be additional parking, bicycles and/or pedestrians resulting in the residential neighborhood having to deal with those issues. **B11-30**

Page 43 - Table 3-2 - Minimum and Maximum Height

These parcels are currently part of the STANP and NOT the Winchester Master Plan. These parcels are part of the STANP and should be developed according to the guidelines under that plan. **B11-31**

Page 43 - Table 3-2 - footnote "**".**

"Density bonus may allow greater densities than 27 dwelling units per acre pursuant to Chapter 21.20 of the Campbell Municipal Code". This code refers to DENSITY BONUS AND OTHER INCENTIVES FOR AFFORDABLE RESIDENTIAL UNITS, SENIOR HOUSING AND CHILDCARE FACILITIES.

None of which have been identified in the DAAP-West plan.

The DAAP-West parcels are currently part of the STANP and should be developed according to the guidelines under that plan. **B11-32**

Page 43 - Table 3-2 - footnote "***".**

The statement is a vision of what could possibly occur in the future with the advent of VTA and alternative transportation to and from the area.

Parking is currently an issue in Campbell and the statement should be revised to ensure that there is sufficient parking for residents, employees, and visitors to the area in the event that additional alternate transportation is not available at time of development. Reduction in parking spaces should NOT be considered until alternate transportation is available. **B11-33**

Page 45 - Table 3-4 - Building and Site Standards - footnote "".**

The Parking Lot Landscaping indicates that there will be 25 square feet per parking space for parking areas over 25 spaces. The footnote states the parking areas less than 25 spaces are exempt from landscaping.

What will be the landscaping standards for parking areas less than 25 spaces? **B11-34**

Page 50 - Special DAAP-West Standards

Remove this section from the plan. These parcels are currently part of the STANP and NOT the Winchester Master Plan. These parcels are part of the STANP and should be developed according to the guidelines under that plan. **B11-35**

Page 51 - Development Incentives for Core Tech Uses - Building Height Bonus

Increasing maximum allowable height to 75 feet (5 stories) would cut off the adjacent residential view of the mountains. Please consider line of sight for the adjacent neighborhood. **B11-36**

Also, this height may impact the daily migration of some of the local wildlife to the creeks and trails. **B11-37**

I would like to see Campbell adopt the 'Story Pole Policy' that Los Gatos currently uses. Height poles and netting provide a visual representation of the building heights and dimensions and are a valuable tool to assist the neighboring residence and businesses to see and comment on the location and height of the buildings in relationship to their properties and their expectations of line of site, noise, privacy, and visual massing impact. **B11-38**

Page 51 - Development Incentives for Core Tech Uses - Definition of Publicly Accessible Open Space - Last bullet

Please consider adding trash receptacles, and maintenance of same to this bullet. **B11-39**

Page 52 - Administrative Use Permit Process - 2nd bullet

The first paragraph and first bullet discuss Administrative Use Permits. However the second bullet talks about the Community Development Department handout for Conditional Use Permit Applications. This is very confusing. Is it titled Conditional Use or Administrative Use permit? **B11-40**

---

4 Implementation

Page 65 - Utility Infrastructure Improvements - Wastewater - Last paragraph

This paragraph and the one following on the next page (66) with the comment of "…which will be allocated on a first-come, first serve basis. …" does not convince me there will be sufficient sewer capacity to handle the increased population in the new projects. The study referenced is dated September 25, 2013. There has been and will be considerable development in Campbell prior to this area development.

What will happen when and if there is insufficient sewage capacity for new development? **B11-41**

Page 66 - Stormwater - 2nd paragraph

This paragraph refers to a study that is 21 year old this September.

Currently some of our streets become small lakes and streams after a regular rain storm. What are the predictions and plans for when the area is hit with a STRONG El Nino as is predicted for this year? **B11-42**

Page 67 - Developmental Impact Fees

I feel that these fees should be increased in order to provide funding to offset costs of improvements that will need to be done by the City. B11-43

Page 68 and 69 - Initial a Parking Management Plan - Paragraph begins and continues on the next page — last sentence

In reference to the statement "The program should seek to mitigate spillover parking in residential neighborhoods by reconsidering current on-street parking restrictions in the San Tomas Area to the west of the plan area." B11-44

I agree that this needs to be done.

A Design Guidelines

Page A1 - 4th Sentence

In reference to the statement "Residential development in the DAAP-West District should refer to the Winchester Boulevard Master Plan for design guidelines, which can be found as an excerpt in Appendix B of this plan." should be removed. B11-45

These commercially zoned parcels are currently part of the STANP and should be developed according to the guidelines under that plan.

Page A2 - A. Site Design - Last sentence

In reference to the statement "Development projects in the DAAP-West should refer to the design guidelines in the Winchester Boulevard Master Plan." should be removed. B11-46

These commercially zoned parcels are currently part of the STANP and should be developed according to the guidelines under that plan.

Page A3 - Placement and Framing

I would like to see Campbell adopt the 'Story Pole Policy' that Los Gatos currently uses. Height poles and netting provide a visual representation of the building heights and dimensions and are a valuable tool to assist the neighboring residence and businesses to see and comment on the location and height of the building in relationship to their properties and their expectations of line of site, noise, privacy, and visual massing impact. B11-47

Page A4 - 1.a. Building Articulation and Massing - #2

What does "…reflect to human scale" mean? How will you calculate/determine if the building reflects human scale?

Mass combines with shape to define form. Mass refers to the size or physical bulk of a building, and can be understood as the actual size, or size relative to context. This is where scale comes into play in our perception of mass. B11-48

Scale is not the same as size, but refers to relative size as perceived by the viewer. "Whenever the word scale is being used, something is being compared with something else." (Moore: 17) This relation is typically established between either familiar building elements (doors, stairs, handrails) or the human figure. Scale may be manipulated by the

architect to make a building appear smaller or larger than its actual size. Multiple scales may exist within a single building façade, in order to achieve a higher level of visual complexity. B11-48 cont.

Page A5 - 1.b. Ground Floors and Entries

There seems to be an omission regarding handicapped considerations. Please include in next version. B11-49

Page A8 - Architectural Character - a. Material Palette - #3

How does one know what materials reflect the local character in the following sentence? "When used, materials should reflect the local character, and projects are encouraged to use local materials."

May I suggest that the buildings need to be more in character with the history of the town of Campbell as an orchard city and use materials such as natural brick which was commonly used in the old food processing plants, and which the City Planning Commission encourages. An example would be the Campbell Water Tower Plaza. B11-50

High tech businesses can be developed in beautiful building without the hard tech edge and the waterfront areas would integrate with the natural environment of the perc ponds and trails.

Page A8 - Architectural Character - a. Material Palette - #4

Generous use of glass paneling should have more restrictions. Glass reflects and generates heat outward increases the temperatures around the buildings. In addition, a high percentage of glass makes the internal offices hotter. Additional window coverings and increased air conditioning are needed to make the internal offices comfortable for the employees. Not energy efficient! B11-51

You mention outdoor views, but except for the Waterfront areas, all views will be the building next door.

Page A9 - Architectural Character - b. Simple Building Shapes and Forms - #2

What does narrow sight lines means in the following sentence? Building design and materials should incorporate crisp, narrow sight lines and precise horizontal and vertical alignments.

More glass? As stated above more glass is not in keeping with the character of Campbell and the adjacent neighborhood and businesses (Netflix). B11-52

Bird-Safe building standards need to be taken into consideration in the design of the architecture of the proposed commercial and multi-use buildings.

Page A10 - C. Circulation and Parking Design - Parking Location - a. Location - #5

Number 5 speaks to 'considering shared parking arrangements'. How will you calculate the # of people/hour/day in these instances? What will be the plan for this when: B11-53

- one property is under construction/completed and the adjacent property is not even in review?
- both properties have been reviewed and parking has been assessed for each, but one company doesn't need all the parking identified?

- both properties are being built but you don't know how many people will occupy the building?
- a building owner may choose to have permit parking.

What will be the standards or policies? Since you are recommending reduction in the amount of parking required - In what situations would you require shared parking?

B11-53 cont.

Page A12 - C. Access Points

There seems to be an omission regarding handicapped considerations. Please include in next version.

B11-54

Page A13 - D. Garage Design

There seems to be an omission regarding drainage considerations. Please include in next version.

B11-55

Page A16 - D. Open Space and Landscape design — b. Active and Flexible

What has been defined in the plan is insufficient for the # of employees proposed for the commercial development area, let alone the guest, and visitors to the area. Open space should be redefined to include more than walkways, benches, and a bocci court.

B11-56

B DAAP-West Design Guidelines (excepted from the Winchester Boulevard Master Plan).

This entire section should be removed from the plan.

These commercially zoned parcels are currently part of the STANP and should be developed according to the guidelines under that plan in conjunction with representatives from the San Tomas neighborhood.

B11-57

Respectfully submitted,

Joanne Carroll

Hal & Joanne Carroll
1395 Walnut Drive
Campbell, CA 95008

July 22, 2015

City of Campbell, Planning Department
70 North First Street
Campbell, CA 95008

Attn: Paul Kermoyan, Community Development Director

Subj: My Public Comments
RE: Public Draft of the EIR for DAAP Project

After review of the Public Draft of the EIR for this project I am providing written comments during the Public Review Period that ends August 10, 2015. **B12-01**

General comments regarding the Draft EIR:

1. Assumptions for this entire plan rely on the VTA plans will be implemented. There is no provisions or analysis if the funding is not available and mitigations cannot be implemented. **B12-02**
2. We would appreciate it if you would publish a schedule for the creation of the final documents (Both DAPP and EIR) as you did with the initial versions we saw in September 2014. **B12-03**

In addition to our general comments, we have the following specific comments on the following chapters in the Report: **B12-04**

1. EXECUTIVE SUMMARY

1.1 Environmental Procedures

- As stated on Page 1-4 of the EIR - A program-level EIR does not evaluate the impacts of specific, individual developments that may be allowed by the proposed Plan. Each future project will require environmental review, as required by CEQA, to secure the necessary discretionary development permits. … Subsequent projects will be reviewed by the City for consistency with the proposed Plan, General Plan, Zoning ordinances, and this EIR, …" **B12-05**
  As this document is a draft EIR, preparation of the final EIR - will there be another 45 day public review period culminating the final document being approved at a public hearing of the City Council.
- We are assuming that this language is asserting that items noted for change in this EIR will have had prior approvals and public feedback will be considered prior to the final document being files with the City. **B12-06**

1.2 Summary of Proposed Plan

- **Page 1-5 - A High0Tech and Innovation Oriented Business District.**
  Why are we looking to "…develop intensities that support transit and walking." This is putting the cart before the horse. Transit should be in place in order to support development. **B12-07**

  Last sentence — "…stunning architecture and a memorable urban environment." conflicts with the City of Campbell General Plan Goals, Policies, and Strategies which state. **B12-08**

Goal LUT-5 - "Preservation and enhancement of the quality of character and land use patterns that support the neighborhood concept."

- Policy LUT-5.1 "Neighborhood Integrity: Recognize that the city is comprised of…" "…each with its own individual character, and allow change consistent with and reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods."
- Strategy LUT-5.3a "Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses."

  Theses statements are in conflict with the Improved Design and Character paragraph on that page. The Plan needs to balance modern development styles with the small-town feel of Campbell.

B12-08 cont.

- **Page 1-6 - Context-Sensitive Mixed Use Residential Opportunities:**

  These commercially zoned parcels are part of the San Tomas Area Neighborhood and should be developed according to their guidelines and not the Winchester Master Plan or the City General Plan.

B12-09

1.3 Summary of Alternatives to the Proposed Plan

Reduced Development Alternative: We are not opposed to development in the DAAP area, we just believe that it should be scaled down. The existing infrastructure (streets, transit, etc.) is currently not sufficient to support the number of people in the area. Increasing the number of employees and visitors to 5-7 thousand would strangle the area and would deter companies from coming to the area.

B12-10

No Proposed Plan West: Being residents of the San Tomas Area Neighborhood and one of the properties in very close proximity to the proposed DAAP-West plan we recommend that DAAP-West be removed from the plan and that the City work with representatives from the neighborhood to create guidelines for redevelopment of this area.

B12-11

Table 1-1 Summary Of Impacts And Mitigation Measure, page 1-10

Aesthetics

"AES-4. The proposed Plan would not create a new source of light or glare which would adversely affect day or nighttime views of the area." Less Than Significant (LTS)

This is not Less than Significant. Addition of 4-5 story building with lighting after dusk and before dawn would be an impact to the area and the wildlife that exist in the neighboring reparian corridor.

If you continue with the DAAP-West development then lighting from the apartments/condominiums and lighting for the alleyway would impact the neighboring residential properties.

B12-12

Air Quality

"AIR-2. Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation. Significant (S)"

CTR programs have not worked in the past as experienced by Barracuda. The plan would have to be monitored heavily in order to ensure adherence to the plan.

B12-13

"AIR-4. Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations of air pollution. Significant (S)"

B12-14

Air pollution today in the DAAP area is already significant. Increasing in the number of people and cars into this area will only increase the issues. A LTS status after mitigation for car exhaust is not satisfactory. **B12-14 cont.**

Cultural Resources

" CULT-2. The proposed Plan would have the potential to cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5. Significant (S)"

We believe there are underground aquifers under the proposed Plan. We have contacted the San Jose Water District to identify their exact location and what impact of 5 story building construction would be on the aquifers. We will include specifics in the next version of this document. **B12-15**

The remediation for ensuring that these aquifers are not disturbed or effected by construction or day to day use is not listed in this table. Please address in the final.

Hazards and Hazardous Materials

"HAZ-3. Implementation of the proposed Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4-mile of an existing or proposed school. No Impact (NP)" **B12-16**

There is currently a day-care directly across the street from the proposed Plan. Remediation needs to be identified for this hazard.

There is not an item in this section about incurring hazardous material during construction. It is commonly known that at least one of the existing buildings in the Plan has had hazardous material fires that were allowed to burn out and then paved over with cement. **B12-17**

Hydrology and Water Quality

"HYD-6. The proposed Plan would not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map, or place structures that would impede or redirect flood flows within a 100-year flood hazard area. (LTS)" **B12-18**

Our current residential and commercial area is not a flood zone - Zone C. It has a potential for flooding caused by dam failure as shown in Dam Failure Inundation Map. The Lexington reservoir dam is not a well maintained dam.

Noise

"NOISE-2. Implementation of the proposed Plan could result in the exposure of persons to or generation of excessive ground-borne vibration or groundborne noise levels. (S - Construction)."

"Mitigation - NOISE-2: For construction that would use vibration-intense equipment such as pile driving, rock blasting and vibratory rollers that would occur within 200 feet of existing residential, commercial, and school buildings, a construction vibration mitigation plan shall be developed in close coordination with Campbell City staff so that alternative construction techniques or scheduling approaches are undertaken." **B12-19**

We would like to see the distance from existing residential, commercial, and schools to be expanded. Currently in the San Tomas Area Neighborhood there is a lot of sound carry-over from the elementary school and Hacienda development. We would appreciate residences in the adjacent San Tomas Area Neighborhood to be notified when this type of heavy equipment will be used and a mitigation plan if the noise becomes a hindrance to the quality of life for the residences.

Public Services and Recreation

"PS-5. The proposed Plan would not result in the provision of or need for new or physically altered school facilities, the construction or operation of which could cause significant environmental impacts. (LTS)"

Our schools are already at capacity and beyond. Additional population growth would necessitate the need for additional schools structures and infrastructure to be developed.

B12-20

"PS-11. The proposed Plan would not include or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (LTS)"

And yet you are recommending the addition of open-space and recreational areas in the Plan. Both of these proposed items might adversely effect the environment.

B12-21

Transportation and Traffic

TRAF-1. - TRAF-2. are classified Significant (S) and unacceptable. The remediations only brings the status to Significant and Unavoidable (SU).

The proposed plan is just too big for this area. We are not opposed to development in this area, but the size and the impact on the Cities infrastructure is too great to be successful. We recommend scaling down the plan in order to reduce the impact on the neighborhood.

B12-22

2. INTRODUCTION

2.3 Environmental Review Process

"Final EIR will then be prepared, incorporating all of the comments received, responses to the comments, and any changes to the Draft EIR that result from the comments received. The Final EIR will then be presented at a public hearing to the City Council of the City of Campbell for certification as the environmental document for the proposed Plan. "

Will the public have a 45 day opportunity to review the final EIR so that they can give appropriate feedback at the public hearing to the city?

B12-23

3. PROJECT DESCRIPTION

3.4 Project Objectives

A High-Tech and Innovation Oriented Business District: Last sentence

"Ensure that the notion of "technology" is apparent through stunning architecture and a memorable urban environment."

Would you please define what you mean by the "notion of technology" ?

B12-24

Environmental and Economic Sustainability

Please include a statement about bird-friendly buildings to ensure that the 187 species of birds are not affected.

B12-25

Context-Sensitive Mixed-Use Residential Opportunities:

The commercially zoned parcels west of Winchester are part of the STANP and should be developed according to the guidelines under that plan.

B12-26

Residents of the San Tomas Area would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be more compatible with the spirit and intent of the San Tomas Neighborhood Plan. Please refer to STANP, page 17, Item 4. Here is the passage:

"The factors to be considered include, but are not limited to, the following:

- Compatibility with adjoining land uses
- Privacy Impacts
- Traffic
- Noise"

B12-26 cont.

3.6 Major Project Components

"**Employee Housing**: Employee include options for employees to live close to their office. Since housing proximity is a key factor for tech companies looking to locate or expand in Silicon Valley, it is important that the Plan Area provide housing opportunities where appropriate."

B12-27

First sentence. Starts with "Employee" this doesn't make sense. Either eliminate the word or change it to Employers.

High-density residential uses above ground-floor retail in mixed-use buildings should be supported in the Plan Area to the east of Winchester Boulevard, not the West.

B12-28

The residents of the San Tomas Area Neighborhood are opposed to the DAAP-West plan as proposed and would like to work the City in creating new developmental guidelines for these commercially zoned parcels.

B12-29

3.7.1 Development Standards

DAAP-West: The DAAP-West District is intended to accommodate mixed-use buildings with ground floor retail spaces facing Winchester Boulevard and upper floor offices or apartments that transition appropriately to adjacent single-family neighborhoods to the west.

The residents of the San Tomas Area Neighborhood are opposed to the DAAP-West plan as proposed and would like to work the City in creating new developmental guidelines for these commercially zoned parcels.

B12-30

DAAP-Central:

Multi-use housing should be considered for the area.

B12-31

Table 3.1 Proposed FAR and Building Height Development Standards

Waterfront and Central Maximum Height : 60-foot base, 75-foot height bonus

Five story buildings do not fit into the adjacent areas. Los Gatos restricts buildings to no more than 4 stories. We would like to see the 75 foot-height bonus removed from this EIR.

B12-32

3.7.1.3 SPECIAL DAAP-WEST STANDARDS

Please remove this from the EIR. The residents of the San Tomas Area Neighborhood are opposed to the DAAP-West plan as proposed and would like to work the City in creating new developmental guidelines for these commercially zoned parcels.

B12-33

3.7.1.5 Parking

The proposed Plan defers to the parking requirements within Section 21.28 of the Campbell Municipal Code as shown in Table 3-2. However, if new developments with a Core Tech Use designation can

B12-34

demonstrate through a parking study that parking demand can be reduced, the City may reduce parking requirements to as low as one parking space per 350 square feet of leasable floor area.

One of the biggest issues for Campbell is insufficient parking for businesses and high density housing. Unless you have foresight on parking needs for a specific business, we do not support reduction of parking requirements to as low as 1 space per 350 sq. foot leasable floor area.

B12-34 cont.

3.7.3 Build-out Projections

If implementation of the Plan is fully realized, future development could result in up to 726 new residents and 7,394 net new jobs.

The size of the development and the addition of these high numbers of additional people that will be in the area is way out of proportion to the neighboring areas. This project needs to be reduced in size.

B12-35

3.8 Implementation

San Tomas Area Neighborhood Plan. Adoption of the proposed Plan would require an amendment to the San Tomas Area Neighborhood Plan (STANP) to exclude the parcels that overlap with the proposed Plan to ensure consistency between the two plans. This amendment will be adopted concurrently with the proposed Plan.

We would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be more compatible with the spirit and intent of the San Tomas Neighborhood Plan. Please refer to STANP, page 17, Item 4.

B12-36

4. ENVIRONMENTAL EVALUATION

4.9 Land Use and Planning

Page 4.9-3-4 SCVWD Water Protection Ordinance (Ordinance 06-1).

"In 2008, City of Campbell adopted guidelines and standards for Land Use near streams per the City's revolution No 10952. Property adjacent to a stream or located within 50 feet of the top of the bank is considered Streamside Protection Area and are subject to Guidelines and Standards. Chapter 3 of the Guidelines addresses reparian corridor protection. The Los Gatos Creek and percolation ponds are part of a reparian corridor. Any building or paved areas must follow these guidelines. Guideline I.H., Light requires avoiding bright colors or glossy or glare-producing building finishes on structures facing the stream or reparian areas, keeping direct lighting away from riparian corridors, and maximizing distance from riparian corridors."

The lakeside portion of DAAP doesn't include any of these restrictions/guidelines in the plan. They should be included.

B12-37

Page 4.9-6 -Table 4.9.1 City of Campbell General Plan Goals, Policies , and Strategies….

Goal LUT-5 - "Preservation and enhancement of the quality of character and land use patterns that support the neighborhood concept."

- Policy LUT-5.1 "Neighborhood Integrity: Recognize that the city is comprised of…" "…each with its own individual character, and allow change consistent with and reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods."
- Strategy LUT-5.3a "Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses."

B12-38

If these are the guidelines that the city is using, then DAAP-West does not adhere to these goals, policies or strategies. **B12-38 cont.**

Goal LUT-5 - "Preservation and enhancement of the quality of character and land use patterns that support the neighborhood concept."

- Strategy LUT-5.5c - "Floor Area Ratio (FAR) Guidelines: Develop guidelines…" "…including a provision that allows higher FARs for larger parcels that encourage research & development used in Dell and McGliney Lane neighborhoods.

  According to this EIR, the DAAP and DAAP-West supporting streets and intersections are already at an unacceptable level. Adding additional FARs would encourage more people and therefore making the area totally unappealing for businesses and visitors. **B12-39**

Page 4.9-7 -Table 4.9.1 City of Campbell General Plan Goals, Policies , and Strategies….
Goal LUT-17 - "Preserve the informal neighborhood character, low-density residential areas and reduce auto traffic."

According to this EIR, the DAAP and DAAP-West supporting streets and intersections are already at an unacceptable level. Adding additional FARs would encourage more people and therefore making the area totally unappealing for businesses and visitors. **B12-40**

In additional DAAP-West is adjacent to single family homes and the introduction of high density housing abutting up to these residences does not support low-density residential or protecting the integrity of the city's neighborhoods. **B12-41**

Page 4.9-7 -Table 4.9.1 City of Campbell General Plan Goals, Policies , and Strategies….
Goal OSP-3 - "Ensure that new development provides and/or contributes toward additional open space, parks and recreational facilities."

- Strategy OSP-3.5 "Non-Residential Open Space: Require open space and/or recreational facilities in major non-residential projects."

  The DAAP Plan calls for one open space area that is beside the SCVWD's percolation system and open space walkway areas. It is approximately 2% of the entire area being developed. This is insufficient area allocation for the addition of approximately 5-7 thousand employees and visitors. **B12-42**

Page 4.9-8 -Zoning Ordinance - C-2 (General Commercial)

Would Hotels fall into this Zoning Ordinance? **B12-43**

Page 4.9-10 -San Tomas Area Neighborhood Plan - 2nd sentence

"The Plan Area and the STANP overlap on the West side of Winchester roughly between Division Street and Hacienda Avenue."

The parcels on the West side of Winchester between Division Street and Hacienda Avenue are part of the STANP and not the Winchester Master Plan. We would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be more compatible with the spirit and intent of the San Tomas Neighborhood Plan. **B12-44**

Page 4.9-13 - Surrounding Land Use and Context - South of the Plan Area: - 2nd sentence **B12-45**

"Further to the south across the Los Gatos Creek, are single-family residential neighborhoods."

The first sentence is describing the office buildings across the street on Knowles and the Netflix residential complex. Further south of this is Highway 85, not the Los Gatos Creek. **B12-45 cont.**

Page 4.9-14 - 4.9.3 Environmental Impact Discussion - Land-1 The proposed Plan would not physically divide an established community.

Although the proposed development of DAAP-West would not physically divide the adjacent residential community, the proposed plan does not ensure compatibility with the adjacent residential community as stated in Strategy LUT-5.3a of the City of Campbell General Plan Goals, Policies , and Strategies. **B12-46**

Page 4.9-16 - 4.9.3 Environmental Impact Discussion - Land-1 The proposed Plan would not physically divide an established community - *continued*

"These required Standards include: First two bullet points."

These standards are a result of the DAAP-West plan and not requirements from the STANP. Since the parcels west of Winchester between Hacienda and Division are part of STANP, then they should be developed as per the STANP standards and guidelines. **B12-47**

DAAP-West should be considered to have a Significant Impact to Land Use, not *less-than-significant*.

Page 4.9-17 - Plan Bay Area

This entire section needs to be clarified. Specifically the following sentence. "Because the Plan Area proposed job-generating land uses near mixed-use housing and a proposed light rail station, the proposed Plan is consistent with the goals of the Plan Bay Area by focusing on mixed-use and transit-oriented development…"

Are you referring to DAAP-West in the above phrase or other mixed-use development such as the proposed Netflix development of the properties south of Knowles as mixed-use? Why is it that the mixed use can't be developed on the East side of Winchester? There will be sufficient space to incorporate housing on top of the office buildings and or the lakeside developments. **B12-48**

Page 4.9-17 - Guidelines and Standards for Land Use Near Streams

1st sentence: "…and the plan area includes properties located within the Streamside Protection Area, which is a project that is within 50 feet from the top of a stream bank."

4th sentence: "The proposed Plan also requires a 20-foot setback from property lines abutting the waterfront…" **B12-49**

And … then the 5th sentence states "The proposed setback is in line with the goal of the Guidelines and Standard, providing a buffer between the riparian area and the urban development."

Who's Guidelines and Standards? What is the actual buffer required in these Guidelines and Standards?

Page 4.9-18 and 4.9-19 - City of Campbell General Plan

- Policy LUT-5.1 "Neighborhood Integrity: Recognize that the city is comprised of…" "…each with its own individual character, and allow change consistent with and reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods." **B12-50**

- Strategy LUT-5.3a "Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses."
- GOAL LUT-17 "Preserve the informal neighborhood character, low density residential areas and reduce traffic

If these are the guidelines that the city is using, then DAAP and DAAP-West do not adhere to these goals, policies or strategies.

B12-50 cont.

Page 4.9-21 - San Tomas Area Neighborhood Plan

- **1st paragraph, last 2 sentences.**
  "As described in Section 4.9.1.1, commercially zoned parcels are not subject to development standards set for in the STANP. (Footnote 16) This is because the STANP does not include standards for commercial uses and defaults to the Municipal Code standards in this case."
- **2nd paragraph, last 2 sentences.**
  "…, the proposed Plan includes an amendment to the STANP to exclude the parcels in the Plan Area that are also within the STANP to ensure consistency with the proposed Plan. Therefore, changing the General Plan Land Use and Zoning designations for these parcels would not conflict with the General Plan and Zoning Amendment Criteria established in the STANP as described in section 4.9.1.1."
- **3rd paragraph.**
  "Because the STANP would be amended concurrently with the proposed Plan to ensure consistency between the documents, the proposed Plan would not conflict with the STANP and the impact would be less then significant."

While technically correct, what I want to see happen is not the removal of the parcels from the STANP, but for the City to work with the community to develop a new plan for the San Tomas Area Neighborhood Winchester Commercial Corridor.

B12-51

4.10 Noise

Page 4.10-7 - California Noise/Land Use Compatibility Matrix. Last sentence of paragraph states "Since the City of Campbell has adopted less comprehensive standards, the State Guidelines are included as Table 4.10-4 for reference. And then there are descriptors for the Campbell General Plan and the Campbell Municipal Code.

It is unclear in this section which guidelines will be used. Who's guidelines will be used for development of commercial, mixed use and residential parcels in DAAP?

B12-52

Page 4.10-10 Strategy CNR-10-1j "Truck Traffic Limits: Limit commercial, industrial and construction truck traffic in residential areas. "

The DAAP-West proposes a 24 foot alley between the multi-use buildings and the adjacent residences. This alleyway is supposed to be an access route for parking, trash receptacles and deliveries to the commercial businesses. Having truck traffic so close to the adjacent residences is in conflict with this strategy.

B12-53

Page 4.10-34 states that "…the proposed plan is anticipated to generate 2,487 daily net vehicle trips, with 493 new trips over existing conditions, this increased traffic could result in higher ambient noise levels. Nice generated primarily by vehicular traffic.

B12-54

If you add in the delivery truck and sanitation truck traffic anticipated in the DAAP-West are, this is unacceptable for the adjacent residential area. **B12-54 cont.**

4.11 Population and Housing

Page 4.11-2 - Regional Hosing Needs Allocation **B12-55**

Last sentence has a typo in it. It should read "…within Santa Clara County, including Campbell."

This section does not discuss the potential removal of DAAP-West from the plan and therefore there would be 300 less housing units and the need for housing to be developed elsewhere in Campbell. **B12-56**

4.12 Public Services and Recreation

Fire

Page 4.12-6 - 4.12.1.4 Cumulative Impacts

This section does not include all the proposed development in Campbell or the surrounding areas. Shouldn't they all be included in the cumulative impact in order to assess Fire prevention and responsiveness?

According to Jennifer at Los Gatos Planning Department:

- The County courthouse is actually not in planning at this time.
- The property surrounding the County Courthouse is in planning (refer to 375 Knowles)
- The new Netflix complex on the west side of 85 is under construction
- Netflix has been speaking with the engineering group in Los Gatos about estimates of fees for possible development of properties at 110-180 Knowles drive.

B12-57

Police

Page 4.12-9 - 4.12.2.2 Threshold of Significance

Clearly states: "The proposed Plan would have a significant impact to police protection services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services." **B12-58**

The City is currently planning on redevelopment of the City Hall and the Police Department. This is not mentioned in the EIR at all. Shouldn't this be considered as part of the Environmental Impact?

The City is currently understaffed for the number of Police officers and is in the process of hiring. Shouldn't this be considered in the Impact Report? What if the number of necessary Police officers is not hired? What will be the impact then? **B12-59**

Schools

Page 4.12-13 - Table 4.12.3 **B12-60**

There are two spelling errors in Policy LUT-5.6

'imapct' should be impact and 'sensetive' should be sensitive

Your report states: "Capri elementary is considered to be at or near capacity with approximately 689 students during the 2013-2014 school year." **B12-61**

Since this school is going to take the brunt of the new residents in the Plan, there will be an impact to the school and may necessitate additional building and therefore impacting the environment. This is not a Less than Significant issues and should have a mitigation identified. **B12-61 cont.**

4.13 Transportation and Traffic

Page 4.13-14 - Vasona Light Rail Transit Extension

Second Paragraph - The anticipation of 870 daily boardings at the Vasona Junction Station indicates that a great number of people will be using the light rail.

Third Paragraph - indicates that there may or may not be a park-and-ride lot to accommodate 35 vehicles. Where, specifically, do you expect the remaining people to park? **B12-62**

We need more time and will continue to review the Transportation and Traffic Sections to identify specific feedback. Thank you for your consideration.

Respectfully submitted,

Hal & Joanne Carroll **B12-63**

COMMENT LETTER # B13

Dear Mr. Kermoyan 7/22/15

I am a resident of the St. Thomas neighborhood. This area is exemplary in its quality of life and sense of community, and has been a historic leader and champion of the exceptional lifestyle that we have come to treasure here in Campbell.

Recently, the City of Campbell issued the Dell Avenue Area Plan (DAAP) which includes discussion of plans for development along the west side of Winchester Boulevard, immediately adjacent to the St. Thomas neighborhood, and less than a block from my home. This area, west of Winchester, is referred to as "DAAP West". The City's plan for DAAP West deeply concerns me. **B13-01**

The proposed use for DAAP West is a 30 – 40 foot high wall along Winchester, composed of ground floor commercial topped by two stories of apartments. The impact of this development is ostensibly mitigated by a 24 – foot wide "neighborhood transition zone". This "transition zone" is nothing more than the required set back for a commercial alleyway serving businesses. There is no authentic consideration for the residents of the St. Thomas neighborhood. **B13-02**

I believe that the only way to preserve the quality of life in our neighborhood, and conserve whatever trust may exist between the St. Thomas neighborhood residents and the City of Campbell, it is essential to remove the DAAP West area from the DAAP plan. The proposed uses do not reflect our vision of residential neighborhood values, and imposition of them upon us without civic agreement sets the stage for municipal strife. **B13-03**

It would serve all concerned far better to set DAAP West aside, and then work with the St. Thomas neighborhood to create a broadly popular viable vision for our community. **B13-04**

Respectfully submitted,

Julia Dedeerer

DEDERER CONSULTING, INC
570 Chapman Drive
Campbell, CA 95008
Julia_dederer@yahoo.com **B13-05**

COMMENT LETTER # B14

From: Susan M. Landry [mailto:environmental.architect@yahoo.com]
Sent: Wednesday, July 22, 2015 12:25 PM
To: Paul Kermoyan
Subject: DAAP - DEIR

Hi Paul,

Is today at noon the deadline for submitting comments to the Planning Commission for next weeks mtg?

I have been trying to finish my comment letter, but I have some work I have to finish first and won't be able to send the DAAP - DEIR comments to you until tomorrow morning.

If I send them my comments to you tomorrow will the Commissioners still receive them before the weekend? Or not until the meeting on Tues? B14-01

My main points right now include:
*** There needs to be a 100' Setback from the Riparian Corridor.**
* The existing 20' setback does not adequately provide a buffer for the impact of the proposed Large Buildings on Los Gatos Creek's Riparian Corridor. B14-02
* Both the SCVWD and the County's Parks and Recreation Dept. comments should be considered by the Commissioners before making any decisions. B14-03

* **The impact to pedestrians and bicycles is not address along Dell Ave.**
***** Mitigation to increased traffic should include creating short internal walkway/trail loops for walking/biking.
* The circulation patterns for internal walking/biking loops should designed so someone can be complete the loop during lunch or a break. B14-04

*** Dell Ave only has a Class II Bike lane, with means no striped separation line or grade separation.**
* There should be a Class III trail/sidewalk along Dell Ave to create the short internal walking/biking loops described above. B14-05

Also want to address:
The Street layout needs to be modified so the layout has 'People Friendly' site features. B14-06

That's my start of the main topics to be addressed in the report.

Let me know if comments tomorrow will go out before the weekend or not until Tues.

Thank you for your time & consideration

Susan M. Landry
Environmental Architect

Designing Spaces Between the Natural and Built Environment ™

Trees were not consumed in the transmission of this email. Try this on your end too. B14-07

COMMENT LETTER # B15

From: James Turner [mailto:jim13t13@gmail.com]
Sent: Wednesday, July 22, 2015 3:45 PM
To: Paul Kermoyan
Subject: Dell Avenue Area Plan (DAAP): Environmental Impact Report (EIR) Questions

Paul,

I've gone thru part of the EIR to look for issues that might seriously impact the nearby residents (Hacienda, Sunnyoaks and Knowles neighborhoods) and have the following questions: **B15-01**

Traffic: In looking at table 4.13-16, it indicates during peak hours that numerous intersections, will be severely impacted by the DAAP. The following intersections will now be a grade of "F", "D- or lower" (all considered "deficient operation) or the delay substantially increased.

1. #6 - Winchester Blvd. and Hacienda Ave.
2. #5 - Winchester Blvd. and West Sunnyoaks Ave.
3. #8 - Hacienda Ave/Dell Avenue
4. #14 - Winchester Blvd/Knowles Dr.

The traffic at these intersections in the am and pm "rush hours" is already causing significant delays without the DAAP. I've looked for any upgrades the city or county would be making to offset this, <u>but the EIR indicates that there would not be any and rates them "SU" (Significant impact and Unavoidable).</u> The only "upgrade" would be a light at Dell/Hacienda. While this might increase traffic moving safely through this area, it won't have any impact on the real problems which are #6 - Winchester Blvd. and Hacienda Ave. and #14 - Winchester Blvd/Knowles Dr. My specific Questions: **B15-02**

1. Are there any plans for traffic improvements to the four areas I noted above. For example, adding lanes, adding right hand turn only lanes, etc? **B15-03**

2. If no to #1 (or no to major improvements to reduce the delays), does this mean that all the residents will just have to live with the effects of the DAAP? **B15-04**

3. In table 4.13-16 it notes that the #6 - Winchester Blvd. and Hacienda Ave. intersection will have a delay of 175.9 seconds (it also notes that delays over 120 seconds are an accurate representation). What is the actual delay estimated to be? Is this an additional delay than what we already have? The 4. #14 - Winchester Blvd/Knowles Dr. notes 217.7 seconds? What is the actual estimated for this intersection? **B15-05**

4. Did the EIR consider the huge increase in traffic that will come as the new NETFLIX buildings are completed near Hwy 85 and Winchester (they are adding another light on Winchester for this)? I don't see this addressed in the EIR. **B15-06**

5. Did the EIR consider the greatly increased traffic Southbound on Winchester Blvd. during the pm commute as commuters try to avoid Hwy 17 South which is also an "F" rating at this time (traffic stopped or barley moving)? This sometimes literally stops traffic on Winchester Southbound. Los Gatos has acknowledged this problem by trying to get the State to close the on-ramp to S 17 in downtown Los Gatos. I don't see this addressed in the EIR. **B15-07**

6. Significant delays at #6 - Winchester Blvd. and Hacienda Ave. would also severely impact the people who are coming from all over Campbell during the school year to drop off students at Capri Elementary School. Was this considered? don't see this addressed in the EIR. Was Capri Elementary School Management consulted? Was the district office? If so, what were their responses? **B15-08**

7. Does the City of Campbell (Planning) have a plan in place if the traffic in the area becomes overwhelming? A plan B? **B15-09**

In conclusion, it seems to me that the City of Campbell is considering this large upgrade to the area without doing the infrastructure upgrades that are needed. These upgrades should be done first and then the DAAP could be implemented. The alternative is to have a much reduced plan or have it in long-term phases that coincide with the infrastructure upgrades. I'm not against improving this area and making it an additional tax base for the city of Campbell. All of us in the Hacienda, Sunnyoaks and Knowles neighborhoods would like to be able to travel without major delays. We are counting on the Campbell Planning Commission and City of Campbell to implement changes that are in the best interests of the residents who live in these areas. For us, it is personal. **B15-10**

Appreciate a reply as soon as possible and thanks for considering these thoughts in your planning process. **B15-11**

Regards,

Jim Turner

From: James Turner [mailto:jim13t13@gmail.com]
Sent: Thursday, July 23, 2015 8:08 AM
To: Paul Kermoyan
Subject: Re: Dell Avenue Area Plan (DAAP): Environmental Impact Report (EIR) Questions

Thanks, Paul.

I made some errors in typing out the original email. Can you please correct the following in that email so it is makes sense and be correct?

3. ..."(it also notes that delays over 120 seconds are an accurate representation). ". The word "accurate" should have been "inaccurate". Without this change the question does not make sense.

6. Minor one here: The sentence starting "don't see..." should have been "I" don't see...

Thanks,

Jim

B16-01

From: Barbara Holden [mailto:gcsparrow@comcast.net]
Sent: Friday, July 24, 2015 1:11 PM
To: Paul Kermoyan
Subject: DAAP EIR comments

Dear Paul,

If you could forward my comments to the Planning Commissioners for next week's meeting, I would appreciate it. B17-01

Your DAAP EIR table 4.13-5 states

17. Winchester/Courtside Future Intersection. B17-02

This intersection is up and running and the traffic is a mess in there. At a minimum, the EIR writers need to go back out & do a traffic count.

I only found 2 common intersections in the N40 & DAAP EIRS :

SR-17 NB Ramps & Lark
LG Blvd & Lark

The DAAP EIR data does not agree with the N40 data for either of these.

N40:

Cumulative 2 Conditions								
12	SR-17 NB Ramps and Lark Avenue	AM	25.5	C	26.6	C	23.1	C
		PM	21.8	C+	23.8	C	22.0	C+
13	Highland Oaks Drive and Lark Avenue*†	AM	>200	F	15.6	B	20..8	C
		PM	50.3	F	16.7	B	24.0	C
23	Los Gatos Boulevard and Lark Avenue	AM	**66.9**	**E**	**84.6**	**F**	36.6	D+
		PM	48.1	D	**79.5**	**E-**	39.9	D

* Indicates an unsignalized intersection. **Bold** text indicates unacceptable LOS. † This analysis assumes that an eastbound left turn lane

B17-03

DAAP:

20. Lark Ave/SR 17 SB Ramps	27.1	C	31.2	C
21. Lark Ave/SR 17 NB Ramps	17.3	B	15.6	B
22. Lark Ave/Los Gatos Blvd*	31.9	C	31.1	C
23. Winchester Blvd/Davey Ave	27.4	C	20.4	C+

I think this inconsistency should be addressed.

Thank you. B17-04

Barbara F. Holden
408 483 4152

COMMENT LETTER # B18

-----Original Message-----
From: Michele Braucht [mailto:mlbtsb@hotmail.com]
Sent: Monday, July 27, 2015 12:06 PM
To: Paul Kermoyan
Subject: Dell Ave Project

Paul

Having scanned the EIR I have several questions/concerns that I would like addressed, as follows: **B18-01**

1. In light of the drought and timing of the EIR it seems prudent that all water related statements and conclusions be re-evaluated. This would range from the increase in end users of water, to the mitigation of the impact on air quality with the twice a day watering of construction sites. **B18-02**

2. Open space and recreation areas seem to have been determined to be a non- issue. However actual use of playground areas, community pools, soccer fields, the proximity of these facilities to allow walking or biking seems to have been considered adequate by the inclusion of the percolator ponds, creek trail, etc.. This maybe the legal approach, but as a resident it is a bit insulting. How about including an analysis of City owned and operated play structures to users, and Community gardens to the Campbell population? Why not play fields required over parking structures ? I understand that you will be collecting impact fees for future upgrades and or open space, but where is this open space, it appears that this a a good time and project for a large open space area along the creek, similar to the City of San Luis Obispo creek side area. **B18-03**

3. Fire services for all of Campbell seem to be primarily served by two stations with staffing for one operational engine each. This appears to leave the Dell area without the dedicated services of a Truck, so based on proposed building heights, fire response would have to come from outside of Campbell. Where is the nearest Truck stationed ? **B18-04**

4. Police services were also indicated to not be impacted by this development. However just based on location of the Station and the project area this seems illogical, and counter intuitive to the plan for the Civic Center upgrade. Have you considered the concept of a sub-station in the development, which could facilitate new service requirements, and foot patrol on the creek trail. Additionally, how have you addressed any delays in emergency service due to trains on the tracks? **B18-05**

5. Traffic impact/bike lanes/pedestrian walk ways. Based on the proposed solutions for mitigation, as a resident I would request that there be conditions placed on the project that it cannot be started prior to the ground breaking on the two new VTA stations , and the upgrades and additions to bike paths and walkways. Allowing the community as a whole to benefit from these improvements at the beginning of the project, not at some future unknown date. **B18-06**

6. It is extremely disheartening as a resident to read that the City's attitude toward our existing gross traffic congestion, often total gridlock, is that there is nothing we can do, because it is a multi-jurisdictional problem. Take the opportunity to work with your neighbors and bordering govt. agencies to create comprehensive solutions. How can you not include the Netflix expansion, **B18-07**

the Los Gatos North 40, Penny Lane, etc. in your overall plan. Why not make Campbell a positive leader in the solution?

Michele Braucht

B18-07 cont.

From: Barbara Holden [mailto:gcsparrow@comcast.net]
Sent: Monday, July 27, 2015 12:21 PM
To: Paul Kermoyan
Subject: one more thing

I apologize for overlooking table 4.13-6, cumulative traffic conditions, which does show predicted service at the new intersection
of Winchester & Courtside.

17. Winchester Blvd/Albright Way-Courtside Dr	12.7	B	23.7	C	18.1	B-	32.5	C-
18. Winchester Blvd/Wimbledon Dr	20.1	C+	**76.2**	**E-**	43.3	D	**116.0**	**F**

B19-01

Perhaps I misunderstand your EIR. Do the levels of service shown in 4-13.5 for the 2 following intersections include any traffic from the N40 development or the Albright development (I am guessing not)
DAAP:

21. Lark Ave/SR 17 NB Ramps	17.3	B	15.6	B
22. Lark Ave/Los Gatos Blvd*	31.9	C	31.1	C

B19-02

If not, then presumably Table 4.13-6 does include traffic from those 2 developments, as well as traffic from the DAAP.
However, your cumulative service

21. Lark Ave/SR 17 NB Ramps	22.1	C+	19.2	B-	23.8	C	19.5	B-
22. Lark Ave/Los Gatos Blvd*	74.3	E	70.3	E	75.9	E-	72.3	E

does NOT appear to include the N40 (and presumably neither the Albright) traffic, as you show 21 at level B-, and the
N40 with no DAAP shows it at C. So your EIR should show it at a D/E, or whatever you anticipate it to be once the DAAP
traffic hits it. (Have you looked at the Albright EIR by any chance to improve your figures? I am not sure how much of the traffic volume from that EIR the Town of Los Gatos included into the N40 EIR).

B19-03

N40:

Cumulative 2 Conditions								
12	SR-17 NB Ramps and Lark Avenue	AM	25.5	C	26.6	C	23.1	C
		PM	21.8	C+	23.8	C	22.0	C+
13	Highland Oaks Drive and Lark Avenue*†	AM	>200	F	15.6	B	20..8	C
		PM	50.3	F	16.7	B	24.0	C
23	Los Gatos Boulevard and Lark Avenue	AM	**66.9**	**E**	**84.6**	**F**	36.6	D+
		PM	48.1	D	**79.5**	**E-**	39.9	D

* Indicates an unsignalized intersection. **Bold** text indicates unacceptable LOS. † This analysis assumes that an eastbound left turn lane

B19-04

July 27, 2015

City of Campbell
ATTN: Paul Kermoyan
Planning Department
70 N. First Street
Campbell, CA 95008

RE: DELL AVENUE AREA PLAN (DAAP) PROJECT
PUBLIC REVIEW DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF CAMPBELL (DEIR)

Dear Mr. Kermoyan:

Below are my overall comments regarding the Draft EIR: **B20-01**

1. The Draft EIR drawings depicting the boundaries for DAAP WEST does not reflect the homeowners currently living in the proposed area and should be changed to make it more obvious to public. **B20-02**

2. Overflow traffic on the streets which run directly parallel to Winchester Blvd. is not addressed within the Draft EIR and there is no mitigation for this significant impact to existing residents in this neighborhood. **B20-03**

3. The Noise evaluation as it relates to the DAAP WEST is flawed as the Short Term and Long Term receptors which surround the DAAP WEST area was not adequately assessed or addressed in the noise impact evaluation. **B20-04**

4. The Draft EIR has not included existing traffic that currently overflows from Barracuda Networks into the proposed DAAP WEST and the impact thereof as a result of development of DAAP WEST **B20-05**

5. The Draft EIR does not address the current high areas of crimes within Campbell and the relation to placement of bars, restaurants, massage parlors, or other establishments that exacerbate those crimes. This scenario should be included within the Draft EIR and the development of DAAP WEST **B20-06**

CITY OF CAMPBELL GOALS

The Draft EIR outlines the City of Campbell has the desire the attract people to a "destination" by implanting high-tech companies, restaurants, bars, high density housing and parks in an **B20-07**

existing area that has been portrayed as outdated, and not compliant with existing business requirements.

The Dell Avenue Area Project would generate a new tax base for the City, by attracting these hi-technology companies and also comply with the Association of Bay Area Governments (a voluntary organization the City has joined) requirements. The vision is to also erect signs so one knows they have "arrived" to a special place, like Santana Row.

- Policy LUT-6.1: Entries to the City and Special Districts. Identify entries to the city and special districts (Downtown, San Tomas Neighborhood, and others) with special features.

However, the Draft EIR has pointed out several significant impacts that cannot be mitigated, as reflected below in Table 6-1

B20-07 cont.

TABLE 6-1 SIGNIFICANT AND UNAVOIDABLE IMPACTS OF THE PROPOSED PLAN

Air Quality	
AIR-2	Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation.
AIR-3	Implementation of the proposed Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the Plan region is in nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
AIR-6	Implementation of the proposed Plan would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.
Transportation and Traffic	
TRAF-1	Implementation of the proposed Plan would cause six intersections to fall below the level of service standard.
TRAF-2	Implementation of the proposed Plan would cause freeway segments to fall below the level of service standard.
TRAF-8	Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.

DAPP WEST DEVELOPMENT

B20-08

DAAP's main development will take place in the areas which ***are currently industrial and has no existing residential homes***. The DAAP will be bordered and contained by main streets and is planned to include ***new*** high-density residential units.

DAAP WEST encompasses the west side of Winchester Blvd. between Hacienda and Knowles Drive and intrudes into an existing, established neighborhood ***which is across a busy main street and railroad tracks*** from DAAP. **B20-08 cont.**

The DAAP WEST boundry.as outlined in the Draft EIR is flawed. Currently here are two residential homes that exist on Chapman Drive which are owner occupied. Even though the EIR mentions the residential units and it is marked in ONE drawing, it is not clear to the general public that development of DAAP WEST will encase those homes. Even Mr. Kermoyan of the Planning Department was unaware that there were residential homes in the DAAP WEST area at an initial meeting with the residents of the San Tomas Neighborhood . **B20-09**

The Draft EIR drawings depicting the boundaries should reflect any existing residents in DAAP WEST and should be changed to make it more apparent to public that this area is not strictly industrial.

Implementation of DAAP WEST with these unmitigated impacts will greatly diminish what Campbell is trying to accomplish and is very contradictory to Campbell's goal on keeping its small town feel, and the integrity of its neighborhoods. **B20-10**

Goal LUT-17 Preserve the informal neighborhood character, low-density residential areas and reduce auto traffic.

TRAFFIC IMPACT

In addressing just the traffic that the Draft EIR has determined as significantly impacted the below intersections also border the DAAP WEST area:

TRAF-1

6.	Winchester Blvd/Hacienda Ave	28.3	C	36	D+	**104.8**	**F**	**110.4**	**F**
7.	East Sunnyoaks Ave/Dell Ave	30.1	D	10.6	B	**98.6**	**F**	**426.4**	**F**
8.	Hacienda Ave/Dell Ave	13.5	B	21.3	C	**928**	**F**	**1733.6**	**F**
14.	Winchester Blvd/Knowles Dr	28.8	C	36.3	D+	53.5	D-	**154.2**	**F**

B20-11

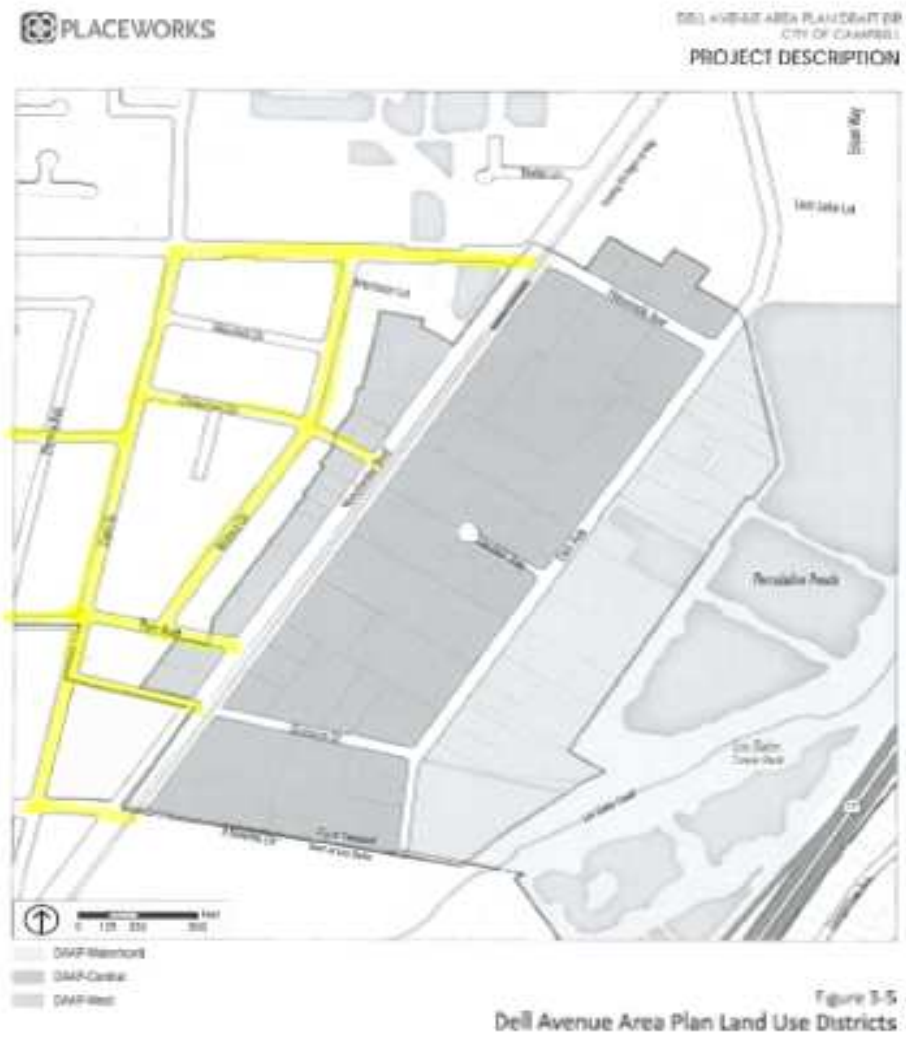
When traffic becomes congested on Winchester, drivers will often use the San Tomas Area as a detour. On Winchester, driving from the San Jose direction, drivers will turn right onto Hacienda and make a left on Walnut or Capri Drive and up to Knowles and make a left to get back onto Winchester. They also will turn right onto Chapman Drive and then left up Walnut or left up Capri Drive to bypass the traffic when it backs up at Knowles and Winchester.

B20-11 cont.

As traffic backs up on Winchester at Knowles coming from the Los Gatos, people will turn off on Knowles and drive down Capri. The traffic impact with the development of DAAP and DAAP WEST will significantly impact the San Tomas Neighborhood along its border on these streets highlighted below. As of July 7, 2015 a electronic speed indicator has been placed in the middle of Chapman Drive by the Campbell Police Department to alert drivers of their speed. The installation of the speed indicator supports the fact that traffic has become a already become problem in this area even without the development of DAAP WEST.

B20-12

B20-13



<u>The traffic impact to these streets that are parallel to Winchester Blvd. is not discussed within the EIR and there is no mitigation for this unavoidable and significant impact to existing residents in this neighborhood.</u>

NOISE

As described in Section 4.10, there were 2 short term noise receptors and 1 long term receptor that were placed to evaluate the current noise level for the EIR around the proposed DAAP WEST area.

The LT-1 (Draft EIR page 869) was placed within the current Dell Avenue development across Winchester Blvd. between Hacienda and Chapman Drive. The measurement was taken for a 24 hour period, Monday through Tuesday from August 18 – 19, 2014. The measurement was 68.1 dBA CNEL.

B20-14

The ST – 6 (Draft EIR page 866) was located at Walnut Drive and near the intersection with Hacienda (behind Barracuda Networks) and had a measurement of 50.5 dBL.

ST-8 (Draft EIR page 686) was located on Capri Drive and Hacienda and had a measurement of 53.7 dbl.

The Short term receptor measurements were only 15 minutes long and took place on Monday, August 18, 2014, between 3:45 pm and 4:00 pm., before evening and after morning rush hour time.

The acceptable compliance for noise from traffic is 60 dBA CNEL. The noise generated from LT-1 at 68.1 currently exceeds that standard. And, ST-6 and ST-8 are currently close to that compliance. While the Plan calls for NEW buildings to be built with sound mitigation, it does not mitigate the noise INCREASE that will come with the development of DAAP and DAAP WEST to the existing older residential homes. B20-15

With the addition of the Light Rail Extension at Hacienda and Winchester the noise will increase due to bells, announcements, the sound of the running light rail train and a park and ride at that station. B20-16

The evaluation of the Noise Impact to the DAAP WEST area is inadequately assessed and is flawed. One assessment of a 15 minute interval, during non-peak hours, and during a time of year (Summer) which has an inherent drop in traffic, cannot and does not provide or produce a clear assessment. B20-17

BUSINESS WITHIN DAAP WEST

The EIR outlines the current businesses that are in operation within the proposed DAAP WEST area. They consist of mainly auto repair shops, dry cleaners and other light industrial business, and one high technology company. Most of those businesses have hours of operations which are mainly Monday through Saturday, 7:00 am to 6: 00 pm. These existing businesses already B20-18

provide neighborhood serving uses, even though they are not high tech in nature and should be allowed to remain. There is already a high tech business (Barracuda Networks) currently in the proposed DAAP WEST plan.

- **Context-Sensitive Mixed-Use Residential Opportunities**: Support high-quality housing in mixed-use formats (retail and residential) on the west side of Winchester Boulevard, which will create an employment-to-housing synergy and enhance the overall character of the street. Encourage ground floor commercial along Winchester Boulevard to support high-tech industry, and provide neighborhood-serving uses that also cater to the needs of adjoining neighborhoods. Ensure that upper floor residential uses transition in scale toward the San Tomas neighborhood to the west.

- **Sensitivity to Existing Businesses**: Provide a framework for which new high-tech development can exist harmoniously with existing businesses. Adapt land uses that are inclusive of and that accommodate businesses of traditional sectors and formats. Protect and enhance the physical layout and functionality of existing businesses through protective design standards that are focused on better placemaking and quality of life for current and future employees.

***What would be the incentive for people in the DAAP development to traverse a busy street such as Winchester, try to find parking, and congregate on a busy main street if these are to be provided within the boundaries of the DAAP*?**

B20-18 cont.

BARRACUDA NETWORKS

Barracuda Networks is a large high-tech company which will stay in the DAAP WEST plan, because the City is hoping to attract this type of development. It is my opinion that the City is incorporating DAAP WEST into the DAAP Plan ***solely*** to entice Barracuda Networks to stay in Campbell by developing DAAP WEST for the purpose of housing and providing services accommodate Barracuda employees. DAAP WEST is directly next to Barracuda Networks. The future development for DAAP WEST is a narrow short strip of land.

The City Planning Department was present at a STNAP neighborhood meeting with Barracuda Networks to discuss the parking and traffic issues associated from lack of Barracuda's employee parking, and the issue of Barracuda opening a gateway behind their business into the residential neighborhood solely for its private parking needs. Barracuda Network's employees' parking is congesting residential streets, blocking resident's mail boxes which are located on the street, blocking residential driveways, employees loiter and smoke in front of residences, and leave empty cups, cans, cigarette butts and trash along the street where they park . The same problems associated with traffic and parking will only get worse with the inclusion of the DAAP WEST development. Barracuda has submitted plans to develop an extension of their parking lot and has planned an exit/entrance onto Chapman Drive even though they have two exits onto Winchester already. By putting two entrances onto Chapman Drive from the Barracuda campus, increased

B20-19

traffic will occur in the San Tomas Neighborhood. Adding development with the DAAP WEST will make it even worse.

The EIR has not included existing traffic problems that are currently present into the development of DAAP WEST and therefor no mitigation has been addressed.

B20-19 cont.

AUTO REPAIR SHOPS and OTHER BUSINESSES

If the DAAP WEST occurs, the vision is for bars, restaurants, places for people to meet and socialize. The development of DAAP WEST will eliminate the auto repair shops and other small businesses currently in place will create an unavoidable and significant impact to the adjacent neighborhood with:

1. Increased traffic and parking (as outlined above);
2. Bars and restaurants would generate increased noise with longer hours of operation than existing businesses do (as outlined above)
3. Create garbage receptacles behind the businesses in the newly created alley (aka "Setback") which will be located directly next to the existing residential homes on Walnut Drive
4. Loitering;
5. Crime and illicit acts associated with alcohol consumption;
6. People who smoke will have to go away from the entrance of establishments, it means they will end up in front of residences or in the alley (aka "Setback") behind the businesses right next to residences.

B20-20

The development of DAAP alone the result in significant impact due to for traffic congestion and poor air quality as outlined in the Draft EIR. Rather than develop the DAAP WEST area, a revitalization of the existing local businesses to make it visually more attractive could be a better alternative and it would aesthetically fit into the City's Plan.

B20-21

When decision makers in Campbell consider whether or not to approve the General Plan Amendment, Zoning Ordinance Amendment, and San Tomas Area Neighborhood Plan Amendment, required for the proposed Plan, pursuant to CEQA Guidelines Section 15021(d), the City would be required to adopt a Statement of Overriding Considerations to reflect the ultimate balancing of competing public objectives.

CRIME

In establishing DAAP WEST into high-density housing and retail, the Draft EIR has not taken into consideration of the crime element associated with that development. It's vision of DAAP WEST retail component is coffee houses, bars, restaurants, cafes, etc. where people can gather and socialize.

B20-22

As seen in other parts of Campbell, the increase in crime associated with placing bars, smoke shops, etc. next to a high density residential area is significantly increased. Particularly the area of Winchester Blvd. and Budd Ave., that houses a Safeway, a 420 shop, a bar, two restaurants and a liquor store, with high density residential behind it and a light rail station stop across the street has significant crime associated with it. The majority of these crimes are Disorder, Drugs, Liquor, Theft and Property Crime. By establishing the same environment in the DAAP WEST proposed area the City of Campbell will be creating a high risk to the neighborhood that surrounds it with the same element of crime.

The Draft EIR does not address the current high areas of crimes within Campbell and the relation to placement of bars, restaurants, massage parlors, or other establishments that enable those crimes. This scenario should be included within the EIR and the development of DAAP WEST.

B20-22 cont.

NO DAAP WEST DEVELOPMENT

The Draft EIR incorporated a "NO DAAP WEST" alternative to determine if the significant impacts would diminish. Even though the Significant Impacts for the DAAP itself cannot be mitigated, excluding the DAAP West from The Plan could potentially reduce these significant unavoidable impacts should DAAP go forward in a reduced plan.

B20-23

Regina Henley
645 Chapman Drive
Campbell, CA 95008

COMMENT LETTER # B21

From: Susan M. Landry [mailto:environmental.architect@yahoo.com]
Sent: Monday, July 27, 2015 11:00 AM
To: Paul Kermoyan; Web Distribution City Clerk
Subject: Planning Commission - My Comments of the DEIR & DAAP

Hi Paul,

Attached are my comments to be sent to the Planning Commission

Please forward them my comments.

Susan M. Landry
Environmental Architect

Designing Spaces Between the Natural and Built Environment ™

Trees were not consumed in the transmission of this email. Try this on your end too.

B21-01

Susan M. Landry
Environmental Architect
LA Lic. No. 3161

23rd Jul 2015

City of Campbell's
Draft Environmental Impact Report (DEIR)
For the Dell Avenue Area Plan (DAAP)

To: Campbell's Planning Commission Members
City of Campbell
City's Proj. No: SCH#2014072042

CC: Paul Kermoyan, Community Development Director

Subj: My Public Comments
RE: Dell Avenue Area Plan (DAAP) & Draft Environmental Impact Report (DEIR)

I am providing my initial comments to you as a Planning Commissioner prior to your Commission Meeting on July 28th. I have been reviewing the Public DEIR & DAPP and have some initial comments. While my final comments are not completed, I want to pass on my initial comments to you as follow. Please take my comments and suggestions into consideration prior to voting on the DEIR & DAAP. **B21-02**

Overall comments:

- The DAAP's large development will change 'Campbell'. How will be decided during this Approval Process.
- The DAAP project is the single largest Development Project within the City of Campbell. The magnitude of the proposed 2,000,000 plus square feet of New Building Space will have a significant and long term impact on our Community and Campbell's citizens. **B21-03**
- The Traffic Impacts from this project and the surrounding City's projects are going to degrade the quality of traveling around Campbell. **B21-04**
- The Development Guidelines & Land Use Concept needs to be updated to better reflect 'Peoplescapes' and Bikescapes' and not cars.
- The DAAP Update needs to be sensitively innovative and cautiously creative in developing a New Land Use Concept or we will see a negative change in what is the meaning of our City, Campbell. **B21-05**

- The sense of place that is the spirit of Campbell is not represented in the assessments of the impact of this project. **B21-06**
- Los Gatos 'Creek' is a significant natural resource adjacent to the DAAP. The DAAP's term 'Waterfront' needs to be changed to 'Creekside' to better reflect this local natural feature. Waterfront is deceiving, considering the adjacent percolation Ponds are drained and can be dry for long periods of time. **B21-07**
- The DAAP does not embrace the adjacent Riparian Environment. The Dell Area runs parallel to the very sensitive environmental of Los Gatos Creek Riparian Corridor with its associated Habitats. The SCVWD and County Parks' goals for this area need to be incorporated. **B21-08**
- Embrace the natural resources and enhance the Riparian Vegetation along the banks of the Percolation Ponds. Increase the setbacks along the Creekside, setting back structures, to create bird safe designs. **B21-09**

<u>My comment regarding the DEIR for the Dell Avenue Area Plan:</u>

First, p. 1-5 of the DEIR 's Executive Summary identifies the Objectives that are to guide the build-out of the DAAP. Unfortunately, the Proposed DAAP Development Standards, (DAAP pg's. 37 – 62) and the Land Use Concept (DEIR fig. 3-4) have not adequately addressed these Objectives, which means the Proposed Project is missing several required site features, that, when included, will modify the impacts and in turn, change the mitigation requirements. **B21-10**

Since the DEIR was not able to evaluate all of the required Site Features and potential Impacts, there needs to be additional study of Revised DAAP Development Standards & Land Use Concept before finalizing the EIR.

All Growth in Campbell needs to be comprehensively studies and consider the long term cumulative effects of not only its growth, but that of the surrounding Cities. The significant number of development projects along the Hwy 17 & Hwy 85 corridors include: The Pruneyard in Campbell; Expansion of Netflex and the North 40 Project in Los Gatos; Expansion of Samaritan Hospital and potential development of Cambrian Park Plaza in San Jose. **B21-11**

Collectively, the impacts to traffic alone will be extremely significant and will affect the quality of life in Campbell. **B21-11 cont.**

Second, current changes in Rules and Regulation for development adjacent to Riparian Creek Corridors and current guidelines by SCVWD and Santa Clara County Parks Department emphasize embracing these special corridors. The DAAP's Objectives (DEIR p. 1-5) discusses 'Innovation Oriented Business District' with 'enhanced Open Space & Public Access so that "development to interact with existing ponds and Creekside natural areas at Los Gatos Creek Park, Enhance existing trails and create new connections between the Plan Area and Los Gatos Creek Park." And further states "develop use through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking **B21-12**

Below are additional comments regarding the DEIR for the Dell Avenue Area Plan as they relate to the Executive Summary's Table 1-1 Summary of Impacts and Mitigation Measures: **B21-13**

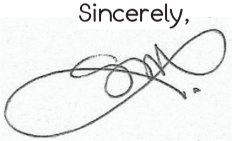
Significant Impact	Significance Before Mitigation	My Comments	
AES-4. The proposed Plan would not create a new source of light or glare which would adversely affect day or nighttime views of the area.	**DEIR's Designation:** LTS **Revised Designation:** **S**	The proposed Plan **WILL** create a new source of light or glare which would adversely affect the adjacent Riparian Habitat. The current DAAP Land Use Concept shows Six (6) locations for Food & Drink Businesses along the eastern boundary of the project. This is immediately adjacent to Riparian Habitat that is part of the Los Gatos Creek Corridor**. Lighting after dusk will have a negative impact** on the wildlife, birds, and animals living in the Riparian Habitat adjacent to the DAAP development. **Change Land Use Concept:** **Relocate Food & Drink businesses away from the DAAP's eastern boundary and to be at least 75 ft. min from SCVWD's property.** Refer to p. 1-14, BIO-1, Mitigation Measure's last sentience, which discusses 'Exclusion Zones' during nesting season as a min of 75' from a passerines and other birds. This sets a level of standard that could be used as the guideline to establish a setback to Food & Drink businesses.	**B21-14**
AIR-2. Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation.	**DEIR's Designation:** **S**	The Mitigation Measure AIR-2b Requires large development projects to establish an Employee Trip Commute Reduction Program which is to include 'Alternate Commuter Benefits' including **alternative modes of transportation, such as bike & pedestrian routes.** For Bicycle & Pedestrian Routes to be successful they need to be designed so the route is a safe and comfortable experience that people will enjoy. Walkways located away from vehicular traffic lanes and bike corridor's that are wide enough to accommodate a Class I or II Bike Lane create the best experience, encouraging people to be frequent users of these alternate modes of transportation. The DAAP p. 56 provides street development standards for Dell Avenue, the only north/south street in the project area. The cross section for Dell calls for a **Travel Lane with shared 'bike**	**B21-15**

TRAF-5. Implementation of the proposed Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise	**DEIR's Designation:** LTS **Revised Designation:** **S**	**lane' markings.** Which means there will be **NO designated Bike Lane**. Bicyclist will be mixed in with vehicles. The text also describes 'other larger vehicles will use Dell such as Buses and Shuttles. How is this a 'safe and comfortable' experience that people will enjoy? TRAF-5 also addresses Bicycle and Pedestrian circulation and does not adequately designate the impact of the CA State laws for buffers between vehicles and cyclists. Since 2013, The State of CA has a law that states that motorists are **required to maintain a 3-foot buffer between themselves and bicyclists when they pass cyclists traveling in the same direction**. If not enough space is available, the motorist must slow down and pass "when no danger is present to the bicyclist," This has not been addressed in the impacts to traffic. **The DEIR does not address how the projected Bus and Shuttle traffic will be impacted by the bicyclists who are required as part of the Development's Alternative Modes of Transportation Plan.** Refer to TRAF-8 below	B21-16
BIO-2. The proposed Plan would have a substantial or adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.	**DEIR's Designation:** **S**	BIO-2: Minimize, avoid, and compensate for impacts to riparian habitat by avoiding individual riparian trees during construction To reduce indirect impacts to riparian habitat, the City shall require the use of Best Management Practices (BMPs) **Change Land Use Concept:** **Setback all Buildings along the DAAP's eastern boundary to be at least 75 ft. min from SCVWD's property creating a open space Buffer that enhances the existing Riparian Habitat.**	B21-17
BIO-5. The proposed Plan would potentially have a substantial or adverse effect on the habitat value of riparian corridors and	**DEIR's Designation:** **S**	Goal CNR-3: Protect and maintain animal and plant species and supporting habitats within Campbell. Policy CNR-3.1: Riparian Corridor Preservation: Preserve the aesthetic and habitat value of riparian corridors. Strategy CNR-3.1a: Development Near Riparian Corridors: Cooperate with State, federal and local agencies **to ensure that development does not cause**	B21-18

would therefore be in conflict with Policy CNR-3.1 of the Campbell General Plan.		**significant adverse impacts to existing riparian corridors.** Also, Refer to BIO-2. **Enhance the Riparian Habitat:** **install only native California Riparian plants within 75' of SCVWD's property. Use seeds and from this watershed** **Change Land Use Concept:** **Setback all Buildings along the DAAP's eastern boundary to be at least 75 ft. min from SCVWD's property creating a open space Buffer that enhances the existing Riparian Habitat.**	**B21-18 cont.**
TRAF-8. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.	**DEIR's Designation:** **S**	**The Traffic Analysis does not address Dell Ave and the problems with a shared bicycle/travel lane.** The only thing addressed is the intersections, **which also do not address traffic backing up on Dell.** Under Cumulative plus Plan Conditions, these intersections are expected to operate unacceptably. TRAF-8d. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. TRAF-8e. Intersection Improvements – Hacienda Avenue/Dell Avenue. TRAF-8n. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. TRAF-8o. Intersection Improvements – Hacienda Avenue/Dell Avenue.	**B21-19**
TRAF-8. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.	**DEIR's Designation:** **S** **Revised Designation:** **S**	TRAF-8v. Intersection Improvements – Lark Avenue/SR 17 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. **Lack of funding and unknown timing of the improvement), the proposed Plan's impact on this intersection is significant and unavoidable** This intersection falls under the jurisdiction of the both Town of Los Gatos and Caltrans, and would therefore require both agencies' approvals to implement modifications.	**B21-20**

This letter and my comments are to be included in the Public Record for City of Campbell's Draft Environmental Impact Report for DAAP Project.

Sincerely,

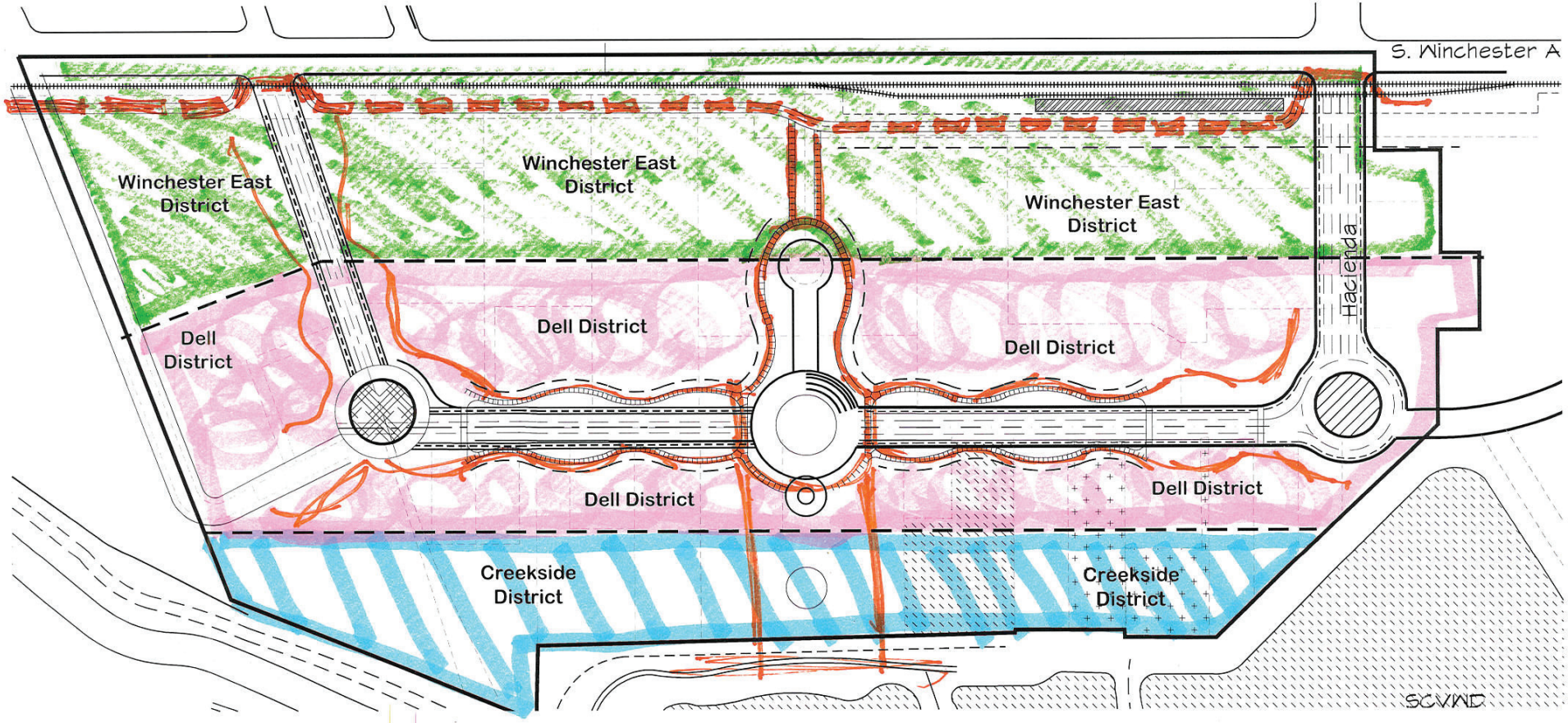


Susan M. Landry, Environmental Architect

Designing Spaces Between the Natural & Built Environment™

B21-21

B21-22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Hacienda
Dell District
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Dell District
Creekside District
Creekside District
SCVWD

COMMENT LETTER # B22

-----Original Message-----
From: Michele Braucht [mailto:mlbtsb@hotmail.com]
Sent: Tuesday, July 28, 2015 6:51 PM
To: Paul Kermoyan
Subject: Dell Ave Project

Paul

What is the process for getting a response ? **B22-01**

Paul

Having scanned the EIR I have several questions/concerns that I would like addressed, as follows: **B22-02**

1. In light of the drought and timing of the EIR it seems prudent that all water related statements and conclusions be re-evaluated. This would range from the increase in end users of water, to the mitigation of the impact on air quality with the twice a day watering of construction sites. **B22-03**

2. Open space and recreation areas seem to have been determined to be a non- issue. However actual use of playground areas, community pools, soccer fields, the proximity of these facilities to allow walking or biking seems to have been considered adequate by the inclusion of the percolator ponds, creek trail, etc.. This maybe the legal approach, but as a resident it is a bit insulting. How about including an analysis of City owned and operated play structures to users, and Community gardens to the Campbell population? Why not play fields required over parking structures ? I understand that you will be collecting impact fees for future upgrades and or open space, but where is this open space, it appears that this a a good time and project for a large open space area along the creek, similar to the City of San Luis Obispo creek side area. **B22-04**

3. Fire services for all of Campbell seem to be primarily served by two stations with staffing for one operational engine each. This appears to leave the Dell area without the dedicated services of a Truck, so based on proposed building heights, fire response would have to come from outside of Campbell. Where is the nearest Truck stationed ? **B22-05**

4. Police services were also indicated to not be impacted by this development. However just based on location of the Station and the project area this seems illogical, and counter intuitive to the plan for the Civic Center upgrade. Have you considered the concept of a sub-station in the development, which could facilitate new service requirements, and foot patrol on the creek trail. Additionally, how have you addressed any delays in emergency service due to trains on the tracks? **B22-06**

5. Traffic impact/bike lanes/pedestrian walk ways. Based on the proposed solutions for mitigation, as a resident I would request that there be conditions placed on the project that it cannot be started prior to the ground breaking on the two new VTA stations , and the upgrades and additions to bike paths and walkways. Allowing the community as a whole to benefit from these improvements at the beginning of the project, not at some future unknown date. **B22-07**

6. It is extremely disheartening as a resident to read that the City's attitude toward our existing gross traffic congestion, often total gridlock, is that there is nothing we can do, because it is a multi-jurisdictional problem. Take the opportunity to work with your neighbors and bordering govt. agencies to create comprehensive solutions. How can you not include the Netflix expansion, the Los Gatos North 40, Penny Lane, etc. in your overall plan. Why not make Campbell a positive leader in the solution?

Michele Braucht

B22-08

July 28, 2015

Honorable Planning Commissioners,

I will be unable to attend the Planning Commission meeting tonight but please consider my comments on Agenda Item No. 4 – Draft Environmental Impact Report prepared for the Dell Avenue Area Plan. B23-01

Consistent with the DEIR findings, I believe the DAAP, as currently drafted, will have a significant and negative impact in the area of **Transportation and Traffic**. B23-02

The Winchester corridor, in its current form, can not support the intensity of the proposed development based on the following reasons:

1. Increasing the Floor Area Ratio by more than 3x will significantly increase the number of employees/occupants and hence vehicle trips to and from Dell.

As an employee in high-tech, I have seen firsthand the changes in workplace configurations. Companies no longer have traditional offices or even cubicles. Instead, they are now using open floor plans with rows and rows of tables in order to maximize the floor space (see photo below). This growing trend will likely exceed the projections used in the DEIR. Since the DEIR has already identified a negative impact, this will only be worse. B23-03

2. <u>Adding an additional 2,292,000 net new office space will place an unmanageable burden on Winchester and the surrounding neighborhood streets</u>.

Today, access to the Dell area is accomplished via Knowles Drive to the south and Hacienda and Camden to the north. An increase in trips on the scale proposed will inevitably lead to vehicles looking for alternative routes…most likely thru surrounding residential neighborhoods. If these high tech employees use mobile apps like Waze (which I use daily), the app will sometimes suggest a route thru residential street as shortcuts to major streets. Imagine 7,394 new workers navigating thru the San Tomas neighborhood while children are walking to school. **B23-04**

Furthermore, access from the south will be even more difficult given the current and planned development by the Town of Los Gatos along Winchester and Lark. **B23-05**

While the current plan envisions light-rail and other mass transit options, I would submit that light-rail ridership is not at the levels originally projected when it was constructed. It would be wishful thinking again to bet that ridership will increase in the future to support this scale of development without a major change or data to support it. **B23-06**

The addition of DAAP-West to the plan will have a negative impact on **Land Use and Planning.** **B23-07**

Proposing high density housing adjacent to the San Tomas residential neighborhood will have a negative impact on that neighborhood and seems inconsistent with the current land use planning vis a vis the San Tomas Area Neighborhood Plan. **B23-08**

The San Tomas neighborhood accounts for 1 ½ square miles of the City's six square miles. It is a significant part of Campbell and its character. A negative impact on this area will impact Campbell. **B23-09**

I am supportive of the high level concept to re-imagine what the Dell Avenue area can be and how it can support businesses in the future but it has to be done thoughtfully, with full stakeholder participation and in keeping with the spirit of what makes Campbell special and unique. **B23-10**

As a result, I would encourage the Planning Commission to recommend some combination of Alternatives #2 and #3 – reducing the intensity of the development and removing the DAAP-West from the plan or exploring a different use for DAAP-West. **B23-11**

Respectfully submitted,

Joe Hernandez

Peter & Audrey Kiehtreiber

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Mobile 408.410.6528
cynics@cynic.org www.cynic.org

July 28, 2015

City Council & Planning Commission
City of Campbell
70 N. First Street
Campbell CA 95008

Paul Kermoyan, Director CDD

Dear Council Members, Planning Commission Members and Staff:

Comments from Audrey Kiehtreiber presented at the July 28, 2015 Public Hearing to receive public testimony and comment on **PLN2012-207** the **Draft Environmental Impact Report (DEIR)** prepared for the City's **Draft Dell Avenue Area Plan (DAAP)**.

Step back with me into the History of Campbell. Thirty five (35) years ago, recognizing that a plan was necessary in order to preserve the unique character of the San Tomas Area, Campbell City Staff and the community worked together to create the San Tomas Area Neighborhood Plan.

More than 30 meetings were held with residents and City staff working together to develop standards which would preserve the neighborhood and address concerns about increasing traffic. The creative process used to produce the San Tomas Area Neighborhood Plan serves as a model for other areas of the City. **B24-01**

This plan, created with extensive participation from the community, has withstood the test of time.

The DAAP was developed with multiple meetings with "stakeholders", businesses which are expected to profit from this plan, and with only one or two public meetings with residents of the City of Campbell.

When I compare the efforts made by City Staff 35 years ago to work with the community to create a lasting plan, and those of today, I cannot help but ask "What has happened?"

Waterfront

Now, on to particulars and some views of our desirable “Waterfront” vistas.

Oh, wait, sorry. That is someone **else's** seaside waterfront vista, as detailed in the DAAP.

B24-02

HERE is ours:

B24-03

B24-04

And here is what it looks like when there is no water in our Waterfront. Did I mention these ponds are man made percolation recharge systems designed to replenish our ground water which are drained, cleaned, and in times of drought stay empty for months at a time?

Do you really think the DAAP design for this area, which relies on the attractions of a waterfront environment, will be successful?

Where is the spirit of the City? Where is the guidance from it's elected officials and appointed representatives to work with the community? When did it become imperative for the citizenry to rise up and defend our businesses, our streets, our natural resources, and our neighborhoods from the city that should be helping us to keep it healthy?

B24-05

Don't you think it's time to stop treating us residents as adversaries, and instead treat us as partners? Work **with** us to design plans that we can support, that are respectful of our past and which will nurture our city for the future. After all, we did it 35 years ago. Shouldn't we be able to do it today?

Very truly yours,

B24-06

Audrey Kiehtreiber

COMMENT LETTER # B25

-----Original Message-----
From: Mike Tippets [mailto:mygreenview@verizon.net]
Sent: Tuesday, July 28, 2015 4:37 PM
To: Paul Kermoyan
Subject: Dell ave. redevelopment

Paul,
Per our conversation earlier today, I will reiterate my feelings regarding the city of Campbell's Plan to redevelop the area around dell and Winchester. My wife and I have owned a home on Capri drive for approaching 40 years and the quality of live living there has continued to decline Every time a redevelopment has occurred. Netflix, court side, hi way 85 have done nothing but Bring a decline in the quality of life for the residents of Campbell, true they are in the city of Los Gatos, but did you and your cohorts challenge any of the proposals before they became A reality? Probably not! Even though redevelopment agency's are a no no they and the people that thrive in them manage to return :like a cancer that's unstoppable. I don't know What else to call your group so redevelopment agency it is . **B25-01**
Your plan is to give big technology every thing they want at the expense of the residents of that Area.
Every light rail station has turned the surrounding area into a concrete jungle and the garbage That goes with it.
That area between dell and the freeway is home to not only animals but it is an important and Needed part of our water system. Here and you all thought it was for trails and graffiti artists How are you serving your constituents by killing the small local businesses and putting in Huge businesses staffed by people that are probably not even living here right now.
Your proposal for Winchester is to remove the businesses backing up to homes on walnut Is to put in 3 story work/lofts sound so quaint, but in reality it destroys the quality of life for the Poor people that back up to the single story wall of concrete now. **B25-02**
Have you given any consideration to the amount of traffic that will be bringing to that area? **B25-03**
With all the hard scape that will going in, where is the polluted run off going to go? O yea In the creek. **B25-04**
It is amazing that a group of people that were hired to look out for the interests of the people Of Campbell could be so callus, with no moral standards when it comes to how you consider Change.
As you surmise, I don't have a lot of respect for government that does not put the interests of The people that they are supposed to represent, why don't you fool us and don't mimic the Other towns like Cupertino (Apple) **B25-05**

I found out about you planning commission meeting to late to attend tonight, so I am asking That this be read during the public comment time and entered in the record Thanks Mike Tippets Sent from my iPad

Jo-Ann Ash Fairbanks
28 July 2015

D A A P - D R A F T E I R

General DEIR Feedback:

1. General Plan: The Planning Commission and the City Council should consider the current and future value of this process and document based on the fact that it is now in a "General Plan" review process. For example, there may be the inclusion of additional element(s) to the General Plan regarding sustaining natural resources. **B26-01**

2. Size of Document: At close to 1,000 pages this document is cumbersome and intimidating and making public comments difficult at best; feels more like a obstacle versus a tool. The CEQA recommendation of no more than 150 pages should be strived for in the next draft to reduce public overwhelm. It will be expanded in its worth by reducing its pages. **B26-02**

3. Thresholds of Significance: Unclear who sets these thresholds -- Campbell or the writer of the document. Needs clarification. Special attention needs to be paid to the areas where the writer of the document has decided an area to be Significant and Unavoidable (SU). This may point to a No Plan Alternative. **B26-03**

4. Campbell's Values: It's unclear where local values are applied or set out in the process of reviewing this document. Are the values applied the writers' perspective or Campbell's? For example, **B26-04**

(a) Does not address the environmental significance (whether significant or insignificant) of Campbell's stated Vision as related to this Area Plan.

(b) Does not address the environmental significance of this Plan on City-wide area plans, especially as related to Campbell's value of being a "connected city." **B26-05**

5. High-Tech Employment Center: It does not address the environmental significance of a High-Tech Employment Center on City-wide area plans. **B26-06**

(a) Of note, it does not address the environmental significance of the **life-cycle of the "high-tech" arena**, which by its very nature becomes obsolete with short cycles, months versus decades-long. How **B26-07**

does being tied to "high-tech" with this natural obsolescence serve the "long-view" of Campbell as a place to work, live, play, and the impact on its environmental and other resources. Mitigating measures to this unaddressed "fact" need to be included. **B26-07 cont.**

(b) Does not appear to address the environmental, social, and economic significance of a fairly large, for Campbell, "employment center" with its attendant impacts. What are the costs vs. benefits to Campbell of such a Center? Mitigating measures? **B26-08**

(c) Does not appear to address the demise of small local businesses in the DAAP nor offer mitigating measures for the loss to Campbell or the business owner. **B26-09**

6. Alternatives to the Proposed Plan: A No Project Alternative would allow for a re-think of Goals, related to the impact of Campbell tying itself to a High-Tech Employment Center (zone) with its attendant speed of obsolescence. The "current environment" may be more flexible in dealing with this Silicon Valley characteristic and could still address what some perceive as "underutilization." Perhaps we need to go slow to go fast. **B26-10**

Environmental Impacts:

A. Aesthetics: The "no impact, less than significant, no mitigation" opinion to trees is erroneous. This 113 acre site has many, many heritage and mature trees and their loss or a refusal to creatively weave buildings among them will substantially degrade the existing visual character and quality of the site and its surroundings. **B26-11**

B. Biological Resources: The "less than significant with mitigation/no mitigation" is erroneous. The numerous mature heritage trees on this site are a "special status species. " This is in opposition to Campbell's Tree Ordinance, and does in fact add to the cumulative effect of the continuing loss of Campbell's mature tree canopy. The Ordinance is not addressed. **B26-12**

C. Land Use and Planning: Does not address the impact of this area plan and connectedness to other City area plans, and may require an adjacent plan, the San Tomas Neighborhood Area Plan (STNAP) to be altered. Does not address specifically nor show the impact(s) and mitigating measures for those impacts. **B26-13**

D. Transportation and Traffic: Does not address the impact on the San Tomas Neighborhood Area Plan (STNAP) [TRAF-8m] (p.1-42) and the likely increased use of residential streets that are now and will increasingly be used to get into and out of the potential DAAP High-Tech Employment Center. There are no mitigating measures included for this current and future scenario. Mitigating measures should include moving traffic around not through residential areas. **B26-14**

E. Utilities and Service Systems: Water Supply - Does not address California's current and future drought situation. No mitigation offered. **B26-15**

Thank you for the opportunity to give feedback!

Jo-Ann Ash Fairbanks, Campbell resident. **B26-16**

COMMENT LETTER # B27

From: Terry Corbet [mailto:tcorbet@ix.netcom.com]
Sent: Wednesday, July 29, 2015 11:47 AM
To: Paul Kermoyan
Subject: Re: PowerPoint Presentation

01. I am confirming, with thanks for your professionalism and promptness, receipt of the PPT slides.

02. As I could not read from the projection on the screen, I am glad that I have what was actually there, as contrasted with what I imagined was there from my notes on your comments.

03. I will provide some written input, following, the suggested format, but I actually think that what I wanted to suggest probably falls outside the dimensions of the EIR/CEQA process you so nicely outlined.

B27-01

04. What I thought I heard you say, and what I thought was exactly the connection between last night's agenda items 3 and 4, is what I believe your office calls "The Winchester Blvd. Project." What I thought I would find was a bullet item in which one of the ways of mitigating the tremendous "Transportation and Traffic" impacts of DAAP was to remove any development related to "The Winchester Blvd. Project." Since I don't see such a bullet, perhaps I misheard your comment on that matter.

B27-02

05. My observations/comments/advice is that it was a mistake to allow the very important, very successful re-engineering of Winchester Blvd. over the past few years to terminate where it did. If the San Thomas folks feel and act as if they are left out of the city's plans, there are a number of tangible, factual ways in which that isolation could be measured which I will not add here [but would be happy to do so, if the people/departments responsible wish to engage]: the one which falls in your bailiwick is "The Winchester Blvd. Project."

For the city to act as if Winchester Blvd. ends before the Camden overpass, and that everything south of there is 'somewhere else' was a bad mistake. Yes, if you want to look at the city as laid out on your map of zones, you would be justified in wanting to more or less compartmentalize DAAP as being a plan for CM, but traffic lanes connect and dissect zone maps. Winchester Blvd. has to be planned, engineered, patrolled and managed as one continuous artery through the heart of our city.

Had that been done, I dare say some of the mounting traffic problems in the part of Campbell in which I live, would have been lessened. Had that been done, I dare say, the traffic flows that will take place into and out of the Barracuda site, would have been thoroughly vetted before bringing the latest parking proposal to a vote. Had that been done, I dare say that the consultants might have not decided to append DAAP West to the DAAP Core project in the way they did that so offended those Walnut Dr. folk who are now so set against any planned development as to jeopardize your whole vision, whole plan, not merely the part that they fear will deprive them of their view of the Santa Cruz Mtns -- which view, I am sure you have checked out, scarcely exists, but now looms large as life in their self-centered concerns about community.

B27-03

06. So, the reason that I suppose my recommendation will not have a place in the process which ends on Augutst 10th is that it cuts through the compartments by which such projects are managed [fully understanding that some of those provisions are mandated by statutory matters beyond your control]. As regards last night's agenda item relating to Barracuda's attempt to find a satisfactory arrangement with the STACC folks, asking you to look at a solution based on "The Winchester Blvd. Project" would have been the very 'thinking outside the box' that the committee seemed to seek. As regards last night's agenda item relating to DAAP, the only admissible discussion would have been to eliminate any proposed work within the scope of DAAP that might have been injected as a result of long-dormant action items that should have been embraced in a Winchester plan that extended all the way to Knowles. Compartmentalization of projects, compartmentatlization of planning, it seems, makes it impossible to "just do the right thing." The right thing, as your counterparts in the town of Los Gatos have been doing all the while, is to correctly re-engineer Winchester Blvd. in the way that they have managed to accomplish it throughout the soon-to-be-completed Albright Project. **B27-04**

Turn Chapman into a Cul-de-Sac? Why not West Parr and Division at the same time? Put in a pedestrian overpass at Chapman so people will be able to get to Smitty's to see if their exhaust pipe is fixed yet? That's what sort of mixed-use enterpise will long remain there as long as the Walnut homeowner's have their way. Maybe it should be an underpass so that instead of going to eat in Los Gatos, you could re-connect Division in order that the workers in DAAP Core will at least be able to get to and from the Liquor Store safely.

Regulate the traffic interchange of Chapman and Winchester with a light? Why not West Parr and Division at the same time? The members of the Planning Commission each acknowledged that he/she was not a qualified traffic analyst much less engineer, so how do we get to a meaningful plan for the traffic corridor which carriers more passenger miles at a higher average speed than any other part of the streets under the exclusive control of the City of Campbell? I believe that rather than simply removing "The Winchester Blvd. Project" from the purview of DAAP, the action item of highest urgency has to be the completion of that delayed work right up to the border of the town of Los Gatos. **B27-05**

Respectfully,

J. Terry Corbet
662 West Parr Avenue

P.S. For the record:

B27-06

A. I was in attendance at the first 'stakeholder' planning meetings for DAAP.
B. I favor a plan for the better utilization of the facilities generally in the scope outlined by DAAP and endorse the idea suggested by one planning commissioner that it is one of our "last best hopes" for remedying the need we have for a decent proportion of parks and recreation in our community.
C. I favor addressing the city's need for low-cost housing as a part of DAAP, and would be happy to see such 'mixed-use' replace the current commercial establishments.

D. I was in favor of letting Barracuda use the property they acquired on Waltnut Dr. to eliminate the need for parking on Walnut Dr.
E. As regards the revised plan, I recommend restricting their newly-acquired Chapmen properties to entrance only.

B27-06 cont.

COMMENT LETTER # B28

From: Gus [mailto:gus.elfar@gmail.com] **On Behalf Of** Gus
Sent: Wednesday, August 05, 2015 3:18 PM
To: Paul Kermoyan
Cc: joacarro@gmail.com
Subject: Draft Dell Avenue Area Plan (DAAP) June 22, 2015 & DAAP Public Review Draft Environmental Impact (DEIR) City of Campbell

Dear Paul:

As a resident on Walnut Drive I am concerned about the DAAP Plan and specifically the DAAP-West. **B28-01**

The DAAP plan is very aggressive for such a small City. The proposal would add too dense of commercial development, and too many additional people into the area which is currently laboring under heavy traffic and parking issues. Please consider revising this plan with reduced development and traffic issues. **B28-02**

The DAAP-West multi use commercial and housing plan should be removed. This proposed area backs up to my residence and I have great concern that the plan will not support privacy, and security for my property. In addition, there will be an increase of noise and pollution. **B28-03**

My understanding is that these commercially zoned parcels are part of the San Tomas Area Neighborhood and should be developed in conjunction with the residents of this neighborhood in order to ensure privacy, security, and a good quality of life. Please remove DAAp-West from the Plan. **B28-04**

Please confirm receipt of this email.

Thank you, **B28-05**

Gus Elfar

cell #408-857-5978

Ellen Dorsa
1573 Walnut Drive
Campbell, CA 95008

August 8, 2015

City of Campbell, Planning Commission
70 N. First Street
Campbell, CA 95008

Attn: Paul Kermoyan, Director Community Development Department

Subject: My Public Comments

RE: City of Campbell's DAAP Draft - June 22, 2015 - Dell Avenue Area Plan

This will be a **consolidation** of all my comments regarding the DAAP Draft - including all feedback already submitted in a letter dated July 21, 2015.

After reviewing the Public Draft - June 22, 2015, Dell Avenue Area Plan Draft, I am providing general comments. **B29-01**

General comments and questions

This entire project is much too massive for this area. How do 75ft tall buildings balance with the small-town feel of Campbell? This plan will do nothing but destroy the quality of life for a significant number of Campbell residents. **B29-02**

The Citizen Advisory Committee members who were used to initiate these plans were owners/CEOs of huge tech companies who admitted to having no intention of locating even a part of their operations here. Also noted, none of these stakeholders suggested putting this "High Tech Mecca" into their own neighborhoods. **B29-03**

The Plan says existing businesses are moving out because they cannot expand/grow. Do you have any solid commitments from other tech firms to move into this area? Why not change the building codes to allow existing businesses to expand as needed where they are already established and thriving? **B29-04**

The Plan mentions having the new companies hire either buses or shuttles to bring their employees in. Assuming the employees won't be picked up at their homes, where will they park their cars so they can be bused/shuttled in? And, when they opt to drive anyway and run out of available parking, where will they go? The only option is west into the residential neighborhood. **B29-05**

P.69 states “the Program should seek to mitigate spillover in residential neighborhoods by reconsidering current on-street parking restrictions in the San Tomas area to the west of the Plan Area”.

The only acceptable solution would be for the new businesses to provide (at their cost) restricted parking permits to all residential neighbors and pay for the additional police necessary to enforce the restrictions. **B29-06**

Los Gatos & Saratoga have managed to limit the majority of their building to 2 stories. Why should we have to put up with 5 stories/75 feet directly next to a residential neighborhood? **B29-07**

Section 2 talks of building mixed-use shops and apartments that will “sensitively transition in scale to the San Tomas neighborhood to the west” which is a single to 2 story residential neighborhood. 45 plus feet of apartment windows staring down on adjacent properties will result in total lack of privacy, peace and quiet. Putting the alleyway between the buildings and neighboring homes with only a 6ft. fence will rob every adjoining home of privacy, security, quiet and safety. They will have to endure late night light and noise from the apartments, deliveries to businesses at all hours, garbage pickup twice a week (currently around 4AM despite many complaints to West Valley), the stench from the dumpsters. And then there’s the loss of safety. Dumpsters lined up against the 6 ft fence will provide easy access into every back yard along the east side of Walnut Dr. Those residents will never be able to sleep with an open window without fear of being robbed or worse. **B29-08**

The Plan talks of creating somewhere around 7000 plus new jobs with “housing proximity as a key factor for tech companies” . DAAP-West is supposed to house these new workers. 300 units to house 726 residents is a joke. What about the other 7394 employees? Nobody but entry level techies would consider living in tiny apartments, being locked in twice a day by gridlock traffic and breathing toxic air. **B29-09**

And finally, how do 75 ft tall commercial buildings looming over a quiet residential neighborhood in any way balance with the small-town feel of Campbell? **B29-10**

The Plan also speaks of a cost to the city of Campbell of $12 million as our contribution to the DAAP construction. Assuming that the actual cost will be significantly higher once construction is underway and adding in the millions being spent on Placeworks’ documents, how long will it take to recoup those expenses and begin to show a positive revenue flow? **B29-11**

POSSIBLE SOLUTIONS:

Solution 1: Eliminate DAAP West altogether. Change DAAP to 3/4 office space & 1/4 mixed use and limit height to 4 stories. That eliminates the need for buses/shuttles & off-site parking lots. Employees truly could walk to work. **B29-12**

Solution 2: Look to McGlincey Ave. It's at least as large or larger than the Dell area. It's surrounded by Highway 17, commercial buildings & a few rental units. You could easily put up 5 stories without impinging on single family residential neighborhoods. There's better access to all freeways. And best, it's walkable to downtown Campbell & the Pruneyard. And it keeps taller buildings near downtown where historically they belong rather than in a predominately single to 2 story residential neighborhood. You can also get away with the current code of grossly under-providing parking because there won't be any existing neighbors to complain. **B29-13**

Solution 3: Eliminate both DAAP and DAAP West. Change the codes to allow the current tenants to expand as their businesses grow. **B29-14**

Respectfully submitted, **B29-15**

Ellen Dorsa

Ellen Dorsa
1573 Walnut Drive
Campbell, CA 95008

August 8, 2015

City of Campbell, Planning Commission
70 N. First Street
Campbell, CA 95008

Attn: Paul Kermoyan, Director Community Development Department

Subject: My Public Comments - Final Version

RE: City of Campbell's EIR Draft - June 22, 2015 - Dell Avenue Area Plan

This will be a **consolidation of all my comments** regarding the DEIR - including all feedback already submitted in a letter dated July 21, 2015.

After reviewing the Public Draft - June 22, 2015, City of Campbell's EIR Draft, I am providing general comments. **B30-01**

GENERAL COMMENTS

This entire plan is of too massive a scale for the San Tomas Area Neighborhood and will significantly and negatively impact the quality of life of the residents.

The following comments are in reference to Section 1, Executive Summary tables. **B30-02**

Executive Summary

AIR QUALITY

The majority of the air quality issues are listed as Significant and, even after mitigating measures, are still Significant and Unavoidable. Which means "nothing works". **B30-03**

p 1-10 "Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation."

> Stand at any corner on Winchester (Hacienda, Knowles) at 5pm through an entire traffic light cycle and you will find the air is unfit to breathe & your eyes burn. This is today. When the new Netflix buildings are fully staffed and operational, the toxicity of the air will increase exponentially. And now you want to add DAAP into the mix? **B30-04**

p1-11 speaks of offering employees an incentive to carpool.

> Barracuda Enterprises has already tried that and failed miserably. Their employees drove individual cars to Walnut Dr., parked and loaded into one car to drive into the Barracuda's parking lot. **B30-05**

Van-pooling, shuttles and buses sound great, but assuming riders aren't going to be picked up at their homes, where are they going to leave their cars. That's just trading one bad solution for another. **B30-05 cont.**

Even if the VTA actually builds the extension you want, it still doesn't solve the problem. People still have to get to a station somewhere and that means driving and parking. The Winchester station across from Safeway has a lovely little parking lot that fills up then massively spills over to the Safeway lot across the street. **B30-06**

p 1-12,13 Under Air3 &Air4 of table 1-1 you talk of "…cumulative considerable net increase of any criteria pollutant for which the project region is in non attainment standard".

The mitigation measure says that anyone within 1000 ft of a roadway exceeding 10,000 cars per day should submit a health risk assessment to the City of Campbell. !000 ft west of Winchester covers at least through Theresa Ave. Why is it up to the residents to submit proof of health risk? That much pollution puts EVERYONE at risk (for asthma, emphysema, lung cancer, to name a few) whether they already have a medical condition or not. How many of us do you intend to sacrifice in the name of progress and increased revenue? **B30-07**

TRAFFIC

All traffic issues are listed as Significant and Unavoidable **B30-08**

p 1-26 "Implementation of proposed Plan would cause seven intersections to fall below the level of service standard".

One mitigating measure would entail widening roadways to accommodate more lanes. Another building overhead roadways. Clearly, you have proposed no practical mitigating measures.

Traffic on Winchester is already at gridlock during commute hours. Netflix will be opening 2 new buildings soon which will greatly increase traffic. DAAP stands to increase that by up to 10,000 cars or 20,000 trips per day. Hoping to mitigate this by the use of light rail, buses or shuttles is a pipe dream because there is no effective mass transit in the South Bay. At the very least, workers will have to drive to some location to be picked up which will just create increased traffic & parking problems in other locations that probably already have their own issues. **B30-09**

Section 4 - AESTHETICS

Page 4.1-2

As pertains to the following quotes from the EIR

…the goals of the San Tomas Area Neighborhood Plan (STANP) are to preserve and enhance the unique characteristics of the neighborhood and to ensure that new development and additions are compatible with the surrounding area. **B30-10**

Policy LUT-5: Preservation and enhancement of the quality character and land use patterns that support the neighborhood concept.

Goal 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.
Goal LUT-17: Preserve the informal neighborhood character, low-density residential areas and reduce auto traffic.

Policy LUT-17.1b: Landscaping: Ensure that new developments provide new tree planting, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.

Is this all you are going to do to preserve the informal neighborhood character?

B30-10 cont.

Strategy LUT-5.4b Residential Adjacent to Industrial: Amend Area Plans and Zoning Ordinances to ensure that conflicts between residential and industrial uses are minimized.

Includes traffic, noise, air quality, aesthetics, overflow parking, etc. in the EIR.

B30-11

Strategy LUT-9.3k: Screening Guidelines: Create guidelines for ensuring that visual and noise impacts of storage, loading areas and mechanical equipment are minimized, which may include provisions for larger setbacks, screening, walls, substantial landscaping, acoustic materials, equipment usage and building modifications.

How would this be accomplished if a 24' wide alley in DAAP West was allowed. Alternative = NO DAAP West.

B30-12

Page 4.1-5
STREETSCAPE STANDARDS per the City's General Plan as Appendix A2: The street cross-section drawing for Winchester Boulevard calls for a 10-foot wide sidewalk with a 4-foot tree well adjacent to a curb, as well as a 5 to 8-foot landscaping strip behind the sidewalk at a minimum.

Buildings should be set back 15 -18 feet from Winchester. Haven't seen this done yet (ie: Merrill Gardens)

B30-13

AES-1 Implementation of the proposed Plan would not have a substantial adverse effect on a scenic vista.

The proposed Plan would have a significant aesthetics impact if intensified development blocked views of areas that provide or contribute to such vistas.

B30-14

Implementation of the Plan would block our morning welcome of the sunrise from the east as well as our view of the east hills (neither were addressed in this EIR).

B30-15

In addition, our views would become those of 75' commercial buildings looming over us. No amount of Stair-stepping or wedding-cake construction can mitigate the overpowering height of what is proposed.

B30-16

There is no way that this preserves or reinforces the aesthetics or the quality of life presently enjoyed within the San Tomas Neighborhood.

B30-17

An East Vista needs to be added to the EIR. B30-17 cont.

ALTERNATIVES

1. NO PROPOSED PLAN WEST Eliminate DAAP West altogether B30-18

I agree with this alternative. Removed the DAAP-West from the Plan.

and….

2. REDUCED DEVELOPMENT ALTERNATIVE B30-19

Follow the reduced plan option of reduction to 50%. If housing is deemed necessary, put it into the main DAAP area. Assuming all residents would work in the area, they could truly walk to work. This would be the only practical way to mitigate the traffic issues and thereby the air quality issues.

or…

3. SCRAP THE DAAP plan altogether and CHANGE THE REMODEL/BUILDING CODES in the Dell Area to allow the current businesses who want to expand to do so at their cost. That would allow them to stay in the area and provide increased revenue to the city. The city would NOT then have to incur untold millions in costs to create some mega-park. B30-20

Respectfully submitted, B30-21

Ellen Dorsa

Hal & Joanne Carroll

1395 Walnut Drive

Campbell, CA 95008

August 9, 2015

City of Campbell, Planning Department
70 North First Street
Campbell, CA 95008

Attn: Paul Kermoyan, Community Development Director

Subj: Our Public Comments - **Revised submission**
RE: Public Draft of the EIR for DAAP Project

After review of the Public Draft of the EIR for this project we are providing written comments during the Public Review Period that ends August 10, 2015. **This is a revised version of our previous letter dated July 22, 2015. Please disregard the previous letter.** B31-01

General comments regarding the Draft EIR:

1. Assumptions for this entire plan rely on the VTA plans will be implemented. There is no provisions or analysis if the funding is not available and mitigations cannot be implemented. B31-02
2. We would appreciate it if you would publish a schedule for the creation of the final documents (Both DAPP and EIR) as you did with the initial versions we saw in September 2014. B31-03

In addition to our general comments, we have the following specific comments on the following chapters in the Report: B31-04

1. EXECUTIVE SUMMARY

1.1 Environmental Procedures

- As stated on Page 1-4 of the EIR - "A program-level EIR does not evaluate the impacts of specific, individual developments that may be allowed by the proposed Plan. Each future project will require environmental review, as required by CEQA, to secure the necessary discretionary development permits. … Subsequent projects will be reviewed by the City for consistency with the proposed Plan, General Plan, Zoning ordinances, and this EIR, …" B31-05
  As this document is a draft EIR, preparation of the final EIR - will there be another 45 day public review period culminating the final document being approved at a public hearing of the City Council.
- We are assuming that this language is asserting that items noted for change in this EIR will have had prior approvals and public feedback will be considered prior to the final document being files with the City. B31-06

1.2 Summary of Proposed Plan

- **Page 1-5 - A High0Tech and Innovation Oriented Business District.** B31-07
  Why are we looking to "…develop intensities that support transit and walking." This is putting the cart before the horse. Transit should be in place in order to support development.

Last sentence — "…stunning architecture and a memorable urban environment." conflicts with the City of Campbell General Plan Goals, Policies, and Strategies which state.

Goal LUT-5 - "Preservation and enhancement of the quality of character and land use patterns that support the neighborhood concept."

- Policy LUT-5.1 "Neighborhood Integrity: Recognize that the city is composed of…" "…each with its own individual character, and allow change consistent with and reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods."
- Strategy LUT-5.3a "Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses."

  Theses statements are in conflict with the Improved Design and Character paragraph on that page. The Plan needs to balance modern development styles with the small-town feel of Campbell.

B31-08

- **Page 1-6 - Context-Sensitive Mixed Use Residential Opportunities:**

  These commercially zoned parcels are part of the San Tomas Area Neighborhood and should be developed according to their guidelines and not the Winchester Master Plan or the City General Plan.

B31-09

1.3 Summary of Alternatives to the Proposed Plan

Reduced Development Alternative:

We are not opposed to development in the DAAP area, we just believe that it should be scaled down. The existing infrastructure (streets, transit, etc.) is currently not sufficient to support the number of people in the area. Increasing the number of employees and visitors to 5-7 thousand would strangle the area and would deter companies from coming to the area.

B31-10

No Proposed Plan West:

Being residents of the San Tomas Area Neighborhood and one of the properties in very close proximity to the proposed DAAP-West plan we recommend that DAAP-West be removed from the plan and that the City work with representatives from the neighborhood to create guidelines for redevelopment of this area.

B31-11

Table 1-1 Summary Of Impacts And Mitigation Measure, page 1-10

Aesthetics

"AES-4. The proposed Plan would not create a new source of light or glare which would adversely affect day or nighttime views of the area." Less Than Significant (LTS)

This is not Less than Significant. Addition of 4-5 story building with lighting after dusk and before dawn would be an impact to the area and the wildlife that exist in the neighboring reparian corridor.

If you continue with the DAAP-West development then lighting from the apartments/condominiums and lighting for the alleyway would impact the neighboring residential properties.

B31-12

Air Quality

"AIR-2. Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation. Significant (S)" **B31-13**

CTR programs have not worked in the past as experienced by Barracuda. The plan would have to be monitored heavily in order to ensure adherence to the plan.

"AIR-4. Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations of air pollution. Significant (S)"

Air pollution today in the DAAP area is already significant. Increasing in the number of people and cars into this area will only increase the issues. A LTS status after mitigation for car exhaust is not satisfactory. **B31-14**

Cultural Resources

" CULT-2. The proposed Plan would have the potential to cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5. Significant (S)"

We believe there are underground aquifers under the proposed Plan. We have contacted the San Jose Water District to identify their exact location and what impact of 5 story building construction would be on the aquifers. We will include specifics in the next version of this document. **B31-15**

The remediation for ensuring that these aquifers are not disturbed or effected by construction or day to day use is not listed in this table. Please address in the final.

Hazards and Hazardous Materials

"HAZ-3. Implementation of the proposed Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1⁄4-mile of an existing or proposed school. No Impact (NP)" **B31-16**

There is currently a day-care directly across the street from the proposed Plan. Remediation needs to be identified for this hazard.

There is not an item in this section about incurring hazardous material during construction. It is commonly known that at least one of the existing buildings in the Plan has had hazardous material fires that were allowed to burn out and then paved over with cement. **B31-17**

Hydrology and Water Quality

"HYD-6. The proposed Plan would not place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map, or other flood hazard delineation map, or place structures that would impede or redirect flood flows within a 100-year flood hazard area. (LTS)" **B31-18**

Our current residential and commercial area is not a flood zone - Zone C. It has a potential for flooding caused by dam failure as shown in Dam Failure Inundation Map. The Lexington reservoir dam is not a well maintained dam.

Noise

"NOISE-2. Implementation of the proposed Plan could result in the exposure of persons to or generation of excessive ground-borne vibration or groundborne noise levels. (S - Construction)."

"Mitigation - NOISE-2: For construction that would use vibration-intense equipment such as pile driving, rock blasting and vibratory rollers that would occur within 200 feet of existing residential, commercial, and school buildings, a construction vibration mitigation plan shall be developed in close coordination with Campbell City staff so that alternative construction techniques or scheduling approaches are undertaken." **B31-19**

We would like to see the distance from existing residential, commercial, and schools to be expanded. Currently in the San Tomas Area Neighborhood there is a lot of sound carry-over from the elementary school and Hacienda development. We would appreciate residences in the adjacent San Tomas Area Neighborhood to be notified when this type of heavy equipment will be used and a mitigation plan if the noise becomes a hindrance to the quality of life for the residences.

Public Services and Recreation

"PS-5. The proposed Plan would not result in the provision of or need for new or physically altered school facilities, the construction or operation of which could cause significant environmental impacts. (LTS)" **B31-20**

Our schools are already at capacity and beyond. Additional population growth would necessitate the need for additional schools structures and infrastructure to be developed.

"PS-11. The proposed Plan would not include or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. (LTS)" **B31-21**

And yet you are recommending the addition of open-space and recreational areas in the Plan. Both of these proposed items might adversely effect the environment.

Transportation and Traffic

TRAF-1. - TRAF-2. are classified Significant (S) and unacceptable. The remediations only brings the status to Significant and Unavoidable (SU).

The proposed plan is just too big for this area. We are not opposed to development in this area, but the size and the impact on the Cities infrastructure is too great to be successful. We recommend scaling down the plan in order to reduce the impact on the neighborhood. **B31-22**

2. INTRODUCTION

2.3 Environmental Review Process

"Final EIR will then be prepared, incorporating all of the comments received, responses to the comments, and any changes to the Draft EIR that result from the comments received. The Final EIR will then be presented at a public hearing to the City Council of the City of Campbell for certification as the environmental document for the proposed Plan. " **B31-23**

Will the public have a 45 day opportunity to review the final EIR so that they can give appropriate feedback at the public hearing to the city?

3. PROJECT DESCRIPTION

3.4 Project Objectives

A High-Tech and Innovation Oriented Business District: Last sentence

B31-24

"Ensure that the notion of "technology" is apparent through stunning architecture and a memorable urban environment."

Would you please define what you mean by the "notion of technology" ?

Environmental and Economic Sustainability

B31-25

Please include a statement about bird-friendly buildings to ensure that the 187 species of birds are not affected.

Context-Sensitive Mixed-Use Residential Opportunities:

B31-26

The commercially zoned parcels west of Winchester are part of the STANP and should be developed according to the guidelines under that plan.

Residents of the San Tomas Area would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be more compatible with the spirit and intent of the San Tomas Neighborhood Plan. Please refer to STANP, page 17, Item 4. Here is the passage:

"The factors to be considered include, but are not limited to, the following:

- Compatibility with adjoining land uses
- Privacy Impacts
- Traffic
- Noise"

3.6 Major Project Components

B31-27

"**Employee Housing**: Employee include options for employees to live close to their office. Since housing proximity is a key factor for tech companies looking to locate or expand in Silicon Valley, it is important that the Plan Area provide housing opportunities where appropriate."

First sentence. Starts with "Employee" this doesn't make sense. Either eliminate the word or change it to Employers.

B31-28

High-density residential uses above ground-floor retail in mixed-use buildings should be supported in the Plan Area to the east of Winchester Boulevard, not the West.

B31-29

The residents of the San Tomas Area Neighborhood are opposed to the DAAP-West plan as proposed and would like to work the City in creating new developmental guidelines for these commercially zoned parcels.

3.7.1 Development Standards

DAAP-West:

The DAAP-West District is intended to accommodate mixed-use buildings with ground floor retail spaces facing Winchester Boulevard and upper floor offices or apartments that transition appropriately to adjacent single-family neighborhoods to the west. B31-30

The residents of the San Tomas Area Neighborhood are opposed to the DAAP-West plan as proposed and would like to work the City in creating new developmental guidelines for these commercially zoned parcels.

DAAP-Central: B31-31

Multi-use housing should be considered for the area.

Table 3.1 Proposed FAR and Building Height Development Standards

Waterfront and Central Maximum Height : 60-foot base, 75-foot height bonus B31-32

Five story buildings do not fit into the adjacent areas. Los Gatos restricts buildings to no more than 4 stories. We would like to see the 75 foot-height bonus removed from this EIR.

3.7.1.3 SPECIAL DAAP-WEST STANDARDS

Please remove this from the EIR. The residents of the San Tomas Area Neighborhood are opposed to the DAAP-West plan as proposed and would like to work the City in creating new developmental guidelines for these commercially zoned parcels. B31-33

3.7.1.5 Parking

The proposed Plan defers to the parking requirements within Section 21.28 of the Campbell Municipal Code as shown in Table 3-2. However, if new developments with a Core Tech Use designation can demonstrate through a parking study that parking demand can be reduced, the City may reduce parking requirements to as low as one parking space per 350 square feet of leasable floor area. B31-34

One of the biggest issues for Campbell is insufficient parking for businesses and high density housing. Unless you have foresight on parking needs for a specific business, we do not support reduction of parking requirements to as low as 1 space per 350 sq. foot leasable floor area.

3.7.3 Build-out Projections

If implementation of the Plan is fully realized, future development could result in up to 726 new residents and 7,394 net new jobs. B31-35

The size of the development and the addition of these high numbers of additional people that will be in the area is way out of proportion to the neighboring areas. This project needs to be reduced in size.

3.8 Implementation

San Tomas Area Neighborhood Plan.

Adoption of the proposed Plan would require an amendment to the San Tomas Area Neighborhood Plan (STANP) to exclude the parcels that overlap with the proposed Plan to ensure consistency between the two plans. This amendment will be adopted concurrently with the proposed Plan. B31-36

We would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be more compatible with the spirit and intent of the San Tomas Neighborhood Plan. Please refer to STANP, page 17, Item 4.

4. ENVIRONMENTAL EVALUATION
4.9 Land Use and Planning

Page 4.9-3-4 SCVWD Water Protection Ordinance (Ordinance 06-1).

"In 2008, City of Campbell adopted guidelines and standards for Land Use near streams per the City's revolution No 10952. Property adjacent to a stream or located within 50 feet of the top of the bank is considered Streamside Protection Area and are subject to Guidelines and Standards. Chapter 3 of the Guidelines addresses reparian corridor protection. The Los Gatos Creek and percolation ponds are part of a reparian corridor. Any building or paved areas must follow these guidelines. Guideline I.H., Light requires avoiding bright colors or glossy or glare-producing building finishes on structures facing the stream or reparian areas, keeping direct lighting away from riparian corridors, and maximizing distance from riparian corridors." B31-37

The lakeside portion of DAAP doesn't include any of these restrictions/guidelines in the plan. They should be included.

Page 4.9-6 -Table 4.9.1 City of Campbell General Plan Goals, Policies , and Strategies….

Goal LUT-5 - "Preservation and enhancement of the quality of character and land use patterns that support the neighborhood concept."

- Policy LUT-5.1 "Neighborhood Integrity: Recognize that the city is comprised of…" "…each with its own individual character, and allow change consistent with and reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods." B31-38
- Strategy LUT-5.3a "Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses."

If these are the guidelines that the city is using, then DAAP-West does not adhere to these goals, policies or strategies.

Goal LUT-5 - "Preservation and enhancement of the quality of character and land use patterns that support the neighborhood concept."

- Strategy LUT-5.5c - "Floor Area Ratio (FAR) Guidelines: Develop guidelines…" "…including a provision that allows higher FARs for larger parcels that encourage research & development used in Dell and McGliney Lane neighborhoods. B31-39

According to this EIR, the DAAP and DAAP-West supporting streets and intersections are already at an unacceptable level. Adding additional FARs would encourage more people and therefore making the area totally unappealing for businesses and visitors.

Page 4.9-7 -Table 4.9.1 City of Campbell General Plan Goals, Policies , and Strategies….

Goal LUT-17 - "Preserve the informal neighborhood character, low-density residential areas and reduce auto traffic." B31-40

According to this EIR, the DAAP and DAAP-West supporting streets and intersections are already at an unacceptable level. Adding additional FARs would encourage more people and therefore making the area totally unappealing for businesses and visitors.

In additional DAAP-West is adjacent to single family homes and the introduction of high density housing abutting up to these residences does not support low-density residential or protecting the integrity of the city's neighborhoods. B31-41

Page 4.9-7 -Table 4.9.1 City of Campbell General Plan Goals, Policies , and Strategies….

Goal OSP-3 - "Ensure that new development provides and/or contributes toward additional open space, parks and recreational facilities."

- Strategy OSP-3.5 "Non-Residential Open Space: Require open space and/or recreational facilities in major non-residential projects." B31-42

The DAAP Plan calls for one open space area that is beside the SCVWD's percolation system and open space walkway areas. It is approximately 2% of the entire area being developed. This is insufficient area allocation for the addition of approximately 5-7 thousand employees and visitors.

Page 4.9-8 -Zoning Ordinance - C-2 (General Commercial)

Would Hotels fall into this Zoning Ordinance? B31-43

Page 4.9-10 -San Tomas Area Neighborhood Plan - 2nd sentence

"The Plan Area and the STANP overlap on the West side of Winchester roughly between Division Street and Hacienda Avenue." B31-44

The parcels on the West side of Winchester between Division Street and Hacienda Avenue are part of the STANP and not the Winchester Master Plan. We would like to see new guidelines developed, in cooperation with the city, for these commercially zoned parcels. These guidelines should be more compatible with the spirit and intent of the San Tomas Neighborhood Plan.

Page 4.9-13 - Surrounding Land Use and Context - South of the Plan Area: - 2nd sentence

"Further to the south across the Los Gatos Creek, are single-family residential neighborhoods." B31-45

The first sentence is describing the office buildings across the street on Knowles and the Netflix residential complex. Further south of this is Highway 85, not the Los Gatos Creek.

Page 4.9-14 - 4.9.3 Environmental Impact Discussion - Land-1 The proposed Plan would not physically divide an established community.

Although the proposed development of DAAP-West would not physically divide the adjacent residential community, the proposed plan does not ensure compatibility with the adjacent residential community as stated in Strategy LUT-5.3a of the City of Campbell General Plan Goals, Policies , and Strategies.

B31-46

Page 4.9-16 - 4.9.3 Environmental Impact Discussion - Land-1 The proposed Plan would not physically divide an established community - *continued*

"These required Standards include: First two bullet points."

These standards are a result of the DAAP-West plan and not requirements from the STANP. Since the parcels west of Winchester between Hacienda and Division are part of STANP, then they should be developed as per the STANP standards and guidelines.

DAAP-West should be considered to have a Significant Impact to Land Use, not *less-than-significant*.

B31-47

Page 4.9-17 - Plan Bay Area

This entire section needs to be clarified. Specifically the following sentence. "Because the Plan Area proposed job-generating land uses near mixed-use housing and a proposed light rail station, the proposed Plan is consistent with the goals of the Plan Bay Area by focusing on mixed-use and transit-oriented development…"

Are you referring to DAAP-West in the above phrase or other mixed-use development such as the proposed Netflix development of the properties south of Knowles as mixed-use? Why is it that the mixed use can't be developed on the East side of Winchester? There will be sufficient space to incorporate housing on top of the office buildings and or the lakeside developments.

B31-48

Page 4.9-17 - Guidelines and Standards for Land Use Near Streams

1st sentence: "…and the plan area includes properties located within the Streamside Protection Area, which is a project that is within 50 feet from the top of a stream bank."

4th sentence: "The proposed Plan also requires a 20-foot setback from property lines abutting the waterfront…"

And … then the 5th sentence states "The proposed setback is in line with the goal of the Guidelines and Standard, providing a buffer between the riparian area and the urban development."

Who's Guidelines and Standards? What is the actual buffer required in these Guidelines and Standards?

B31-49

Page 4.9-18 and 4.9-19 - City of Campbell General Plan

- Policy LUT-5.1 "Neighborhood Integrity: Recognize that the city is comprised of…" "…each with its own individual character, and allow change consistent with and reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods."
- Strategy LUT-5.3a "Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses."

B31-50

- GOAL LUT-17 "Preserve the informal neighborhood character, low density residential areas and reduce traffic

  If these are the guidelines that the city is using, then DAAP and DAAP-West do not adhere to these goals, policies or strategies.

B31-50 cont.

Page 4.9-21 - San Tomas Area Neighborhood Plan

- **1st paragraph, last 2 sentences.**
  "As described in Section 4.9.1.1, commercially zoned parcels are not subject to development standards set for in the STANP. (Footnote 16) This is because the STANP does not include standards for commercial uses and defaults to the Municipal Code standards in this case."
- **2nd paragraph, last 2 sentences.**
  "…, the proposed Plan includes an amendment to the STANP to exclude the parcels in the Plan Area that are also within the STANP to ensure consistency with the proposed Plan. Therefore, changing the General Plan Land Use and Zoning designations for these parcels would not conflict with the General Plan and Zoning Amendment Criteria established in the STANP as described in section 4.9.1.1."
- **3rd paragraph.**
  "Because the STANP would be amended concurrently with the proposed Plan to ensure consistency between the documents, the proposed Plan would not conflict with the STANP and the impact would be less then significant."

  While technically correct, what I want to see happen is not the removal of the parcels from the STANP, but for the City to work with the community to develop a new plan for the San Tomas Area Neighborhood Winchester Commercial Corridor.

B31-51

4.10 Noise

Page 4.10-7 - California Noise/Land Use Compatibility Matrix.

Last sentence of paragraph states "Since the City of Campbell has adopted less comprehensive standards, the State Guidelines are included as Table 4.10-4 for reference. And then there are descriptors for the Campbell General Plan and the Campbell Municipal Code.

It is unclear in this section which guidelines will be used. Who's guidelines will be used for development of commercial, mixed use and residential parcels in DAAP?

B31-52

Page 4.10-10 Strategy CNR-10-1j "Truck Traffic Limits: Limit commercial, industrial and construction truck traffic in residential areas."

The DAAP-West proposes a 24 foot alley between the multi-use buildings and the adjacent residences. This alleyway is supposed to be an access route for parking, trash receptacles and deliveries to the commercial businesses. Having truck traffic so close to the adjacent residences is in conflict with this strategy.

B31-53

Page 4.10-34 states that "…the proposed plan is anticipated to generate 2,487 daily net vehicle trips, with 493 new trips over existing conditions, this increased traffic could result in higher ambient noise levels. Nice generated primarily by vehicular traffic."

If you add in the delivery truck and sanitation truck traffic anticipated in the DAAP-West are, this is unacceptable for the adjacent residential area.

B31-54

4.11 Population and Housing

Page 4.11-2 - Regional Hosing Needs Allocation

Last sentence has a typo in it. It should read "…within Santa Clara County, including Campbell." B31-55

This section does not discuss the potential removal of DAAP-West from the plan and therefore there would be 300 less housing units and the need for housing to be developed elsewhere in Campbell. B31-56

4.12 Public Services and Recreation

Fire

Page 4.12-6 - 4.12.1.4 Cumulative Impacts

This section does not include all the proposed development in Campbell or the surrounding areas. Shouldn't they all be included in the cumulative impact in order to assess Fire prevention and responsiveness?

According to Jennifer at Los Gatos Planning Department: B31-57

- The County courthouse is actually not in planning at this time.
- The property surrounding the County Courthouse is in planning (refer to 375 Knowles)
- The new Netflix complex on the west side of 85 is under construction
- Netflix has been speaking with the engineering group in Los Gatos about estimates of fees for possible development of properties at 110-180 Knowles drive.

Police

Page 4.12-9 - 4.12.2.2 Threshold of Significance

Clearly states: "The proposed Plan would have a significant impact to police protection services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services." B31-58

The City is currently planning on redevelopment of the City Hall and the Police Department. This is not mentioned in the EIR at all. Shouldn't this be considered as part of the Environmental Impact?

The City is currently understaffed for the number of Police officers and is in the process of hiring. Shouldn't this be considered in the Impact Report? What if the number of necessary Police officers is not hired? What will be the impact then? B31-59

Schools

Page 4.12-13 - Table 4.12.3

There are two spelling errors in Policy LUT-5.6 B31-60

'imapct' should be impact and 'sensetive' should be sensitive

Your report states: "Capri elementary is considered to be at or near capacity with approximately 689 students during the 2013-2014 school year."

Since this school is going to take the brunt of the new residents in the Plan, there will be an impact to the school and may necessitate additional building and therefore impacting the environment. This is not a Less than Significant issues and should have a mitigation identified. B31-61

4.13 Transportation and Traffic

Page 4.13-14 - Vasona Light Rail Transit Extension

Second Paragraph - The anticipation of 870 daily boardings at the Vasona Junction Station indicates that a great number of people will be using the light rail.

Third Paragraph - indicates that there may or may not be a park-and-ride lot to accommodate 35 vehicles. Where, specifically, do you expect the remaining people to park?

B31-62

Page 4.13-21 to 4.13-25 Levels of Service

Existing levels of service in the proposed Plan range from D-F. These are currently unacceptable to the Campbell residents and visitors. Proposing another 7000+ employees and visitors into the Plan area would create chaos and excessive delays in traffic.

Suggested mitigation for this would be to reduce the density of the Plan to reduce the density of the Plan and reduce the number of additional people.

B31-63

Page 4.13-26 Collision Analysis

Major intersections within or relatively close to the Plan area already have higher than statewide average collision rates. There appears to be higher collisions rates at intersections with traffic lights.

According to CEQA Guidelines, the proposed plan would have a significant impact if certain criteria are met. Almost all of section 4.13.2.1- Significance Impact Criteria listed apply to today.

Suggested mitigation for this would be to reduce the density of the Plan to reduce the density of the Plan and reduce the number of additional people.

B31-64

Section 4.13.3.1 Site Access

West District - first paragraph

I am confused by this paragraph. What is the West District. If it is DAAP-West then the assumption here that all access will be directly to Winchester does not match the DAAP Plan where access would be through the side streets to an alleyway. If is isn't DAAp-West what are they talking about?

B31-65

Section 4.13.3.2 Project Trip Generation

Regarding this statement: "The Plan area is currently occupied by land uses including office, retail and service, and light industrial is incorrect. There is also a US Post Office, a Crossfit Gym, and two Health facilities (Kaiser and Santa Clara Valley Health Services). These additional services should be considered in the study as they do impact project trip estimates.

B31-66

Pass-by Trips, p. 4.13-31 - The DEIR notes that the ITE Trip Generation Handbook "does not publish daily and AM peak hour pass-by reduction rates for a shopping center land use". In the absence of such guidance, the DEIR makes assumptions about both AM and average daily trip

B31-67

reduction rates but appears to provide no data, reference to data, nor discussion to explain on what those assumptions are based nor how they are derived. **B31-67 cont.**

Section 4.13.3.2 Traffic Infusion on residential Environment (Tire) Index

p. 4.13-32 - The DEIR discusses changes in the TIRE Index only for Hacienda Avenue. It is almost a certainty that drivers would cut through the adjacent San Tomas neighborhood to bypass the impacted intersections at Winchester/Hacienda and Winchester/Knowles. Residential streets that would be impacted include (but are not necessarily limited to) Chapman, Walnut, Capri, Theresa, Virginia, Steinway, Gay, Peggy, West Parr, Vale, Audrey and Burrows. **B31-68**

Hacienda excepted, the DEIR completely fails to provide any analysis of impacts to the TIRE indices for San Tomas neighborhood streets.

Third paragraph: Currently Hacienda's Tire index is 3.6 - already heavy traffic. . According to the table on Page 4.13-35 - there is a calculation of 26, 978 new trips from DAAP Central and Waterfront. Surely there will be more than 250 additional trips on Hacienda. **B31-69**

We would like to how they calculated the proposed trips east and westbound on Hacienda Avenue (~250 each way)

Section 4.13.4 Environmental Impact Discussion
Pages 4.13-36 to 4.13-43

All text and tables prove that implementation of the proposed Plan would cause all segments (Intersections, Freeways, Hazards) to fall below the level of service standard. **B31-70**

Suggested mitigation for this would be to reduce the density of the Plan to reduce the density of the Plan and reduce the number of additional people.

Page 4.13-48 - Parking Analysis

Parking Analysis, p. 4.13-48

The DEIR *assumes* 25% of the residential units in DAAP West would be studio or one bedroom units (and would therefore require fewer parking spaces), but appears to provides no data or reference to such data, nor discussion to explain on what this assumption is based nor how it was derived. **B31-71**

With Reference to this statement: "In addition, the proposed Plan contains a provision that would reduce the required number of parking spaces for … DAAP-Central and Waterfront Districts, to discourage the over-supply of parking which can lead to :higher number of auto trips, less walking, biking and transit use, and increased development costs."

The City is continuously battling with residents and businesses that there is insufficient parking already. We can understand that the City would like to reduce the number of cars, etc., but until there is a comprehensive public transportation structure in place, this will not happen. Comprehensive = transportation routes that take you to where you want to go in a timely manner. **B31-72**

This is not a less than significant without mitigation.

4.13.5 Cumulative Impact Discussion

Page 4.13-53 Background Conditions Traffic Operations, Intersection Levels of Service B31-73

Currently, under 'Background' conditions, only one of the studied intersections (San Tomas Expy/ Hwy 17) is operating at an "unacceptable" Level of Service (LOS).

Page 4.13-57 Cumulative plus Plan Conditions, p. 4.13-57

Cumulative impacts from growth and development in the surrounding areas and from other projects within Campbell are projected to deteriorate conditions to an unacceptable LOS at ten more intersections. Additional traffic impacts from the DAAP plan would reduce an additional **seven** intersections to unacceptable levels, making a total of **eighteen** intersections operating at an unacceptable LOS. B31-74

Pages 4.13-69 - 4.13.79 Intersection Operations – Cumulative plus Plan Conditions

Due to lack of funding, the need for acquiring rights-of-way. potential reconstruction of elevated freeway structures, physical limitations imposed by retention ponds and railroad tracks, and the need to acquire approval from and coordinate with multiple agencies and jurisdictions, only two of the impacted intersections discussed in 4.13.5 are considered to be mitigable. **Sixteen** intersections would be impacted in a way that is "*significant and unavoidable*", reduced to operating at an 'unacceptable' LOS. B31-75

4.13.6 Summary Of Significant Impacts And Mitigation Measures

Existing plus Plan Conditions, p 4.13-65

"Implementation of the proposed Plan would result in **15** freeway mixed-flow segments and **five** HOV lane segments experiencing an unacceptable increase in volume" (emphasis added). B31-76

The DEIR provides the above analysis of impacts to freeway sections only in terms of Existing plus Plan Conditions. It *fails to provide any analysis* of impacts under Cumulative plus Plan Conditions (which would certainly be even worse).

4.14 Utilities and Service Systems

As we all know there is just a limited amount of water. We are currently in a drought conditions and all citizens are required to reduce their water usage by at least 20%. The addition of 7000 employees and visitors to the area would definitely impact water usage. Purchasing water is not the best solution to mitigate the issue. B31-77

Recommended mitigation is to reduce the density of the Plan thereby reducing the additional number of people to the area.

A major concern is how will the ground water/Aquifers be impacted by the shear weight of the buildings in the plan. Compression on the underground water table and aquifers would be substantial. B31-78

Impact of Compression should be added into the EIR.

Pages 4.14-2 - last paragraph

What was the outcome of the SJWCs response to the Cities request to determine if there would be sufficient water supply? B31-79

5. Alternatives to the Proposed Plan

5.8 Environmentally Superior Alternative

With regard to this statement: "Based on the analysis, which is summarized in Table 5-2, the No Project Alternative is the environmentally superior alternative." B31-80

We agree with this conclusion. However, we are not opposed to working with the City of Campbell in order to revise the development standards for the Dell Avenue Area to allow commercial growth that is reasonable for Campbell.

Respectfully submitted, B31-81

Hal & Joanne Carroll

COMMENT LETTER # B32

From: Linda Ryalls [mailto:Linda.Ryalls@varian.com]
Sent: Sunday, August 09, 2015 2:56 PM
To: Paul Kermoyan
Subject: Dell Avenue Plan (Delivery Receipt for this email requested)

I oppose the DAAP/DEIR plan. B32-01

The Dell Avenue Area Plan conflicts with the governing San Tomas Area Neighborhood Plan. The San Tomas plan "recognizes the unique qualities of the San Tomas Area and serves as a blueprint for the concrete steps to be taken to preserve the neighborhood." The plan was developed after extensive public participation. They had approximately 30 meeting including neighborhood workshops. It highlights factors that should be considered which include but are not limited to privacy impacts, traffic and noise. B32-02

The mixed use building on Winchester of 45 feet height/55 feet peak impacts our privacy, blocks our natural lighting, increases noise pollution and increases crime. The seven foot fence separating property lines is insufficient in discouraging "dash and grab". How will the increase in crime be dealt with by an already reduced police force? In regards to light rail expansion this will also bring new crime close to the community. Any mass transport system that doesn't require a checkpoint in paying will access new crime to new areas. B32-03

Regarding Fire, how will the fire stations deal with an emergency in our area? Traffic is at capacity already during the week without any modifications. Is there a new Disaster plan with the new development? B32-04 B32-05 B32-06

Traffic has not been adequately addressed. The traffic presently backs up on Winchester and Hacienda after 4:00 p.m. going towards Los Gatos. I came home from work on 85 and had to wait on the freeway to get onto the Winchester exit. God help us all if we have an earthquake and need medical help. B32-07

Currently, the businesses on Winchester close around six so we have no problem with noise or excess light. With the new mixed use there will be noise and most likely lights eliminating our bedrooms? B32-08

It is evident that the City of Campbell does not care about the citizens just the development.

Ryalls Family

1394 Walnut Drive, Campbell B32-09

COMMENT LETTER # B33

From: Russell Dp [mailto:russelldp279@gmail.com]
Sent: Sunday, August 09, 2015 9:40 PM
To: Paul Kermoyan
Subject: EIR Comments, DAAP

Mr. Paul Kermoyan

Community Development Director

City of Campbell

70 North First Street

Campbell, CA

RE: DAAP Draft EIR Comments

Dear Mr. Kermoyan, attached are my comments on the DAAP DRAFT EIR. I look forward to the continuing process for this project and responses to my issues. **B33-01**

Sincerely,

Russell Pfirrman

266 California St

Campbell

This review includes the following adjustments to Section 1.4 AREAS OF CONTROVERSY. They developed during this review. **B33-02**

I. Where is the business case that justifies such massive changes to a viable business area in the community? What period of time is required to offset the losses to business and City revenues to reach a breakeven point? What are the upfront costs to the City? What are the ongoing costs to the City? What is the rate of return on the City's investment over 10, 20 and 30 years? **B33-03**

II. Does the PLAN provide financially viable development of the area? **B33-04**

III. To limit the purpose of the PLAN to be only transition of an area to a non-descript "High Tech and Innovation" area abandons the potential to incentivize new business *to an area with a unique business and societal identity*, perhaps along the lines of a Net Zero campus or an area that focuses on new modes of transportation that reduces traffic congestion or etc..? The PLAN is predicated on Land Use not Economic Development. **B33-05**

IV. Opportunities for "Innovative" businesses to be *incentivized* to use the potential of redevelopment are missing. **B33-06**

V. The identified "Incentives" give the developer benefits of density and height for public improvements that are more simply and clearly specific requirements. There would be no question of the resulting development. **B33-07**

VI. Open Space is not defined and many concepts, particularly related to Paths, appear conflicting. **B33-08**

VII. Diagrams of Path landscape buffers of 2 ft. width results in an insufficient planting width (approx. 1'-4"). And there is no allowance for tree planting and required clearance. These diagrams also conflict with illustration on stormwater management techniques in planter areas. **B33-09**

VIII. The combined right-of-way width of the UPRR plus the LRT s plus the Multi-use path/platform plus stations may require more width than is currently available. How does the LRT platform layout/location (side or sides across and intersection or center) impact the PLAN. What happens if the station at Vasona/85 can't be built and this becomes the end of the line? **B33-10**

IX. Removal and relocation of internal streets has the unintended consequences of cost for relocation and new utilities; the layout of large parcels does not take into consideration requirement for public roadway access for all parcels; and removal of all existing structures in incumbent with relocation of streets and utilities. **B33-11**

X. The PLAN does not take into consideration the location of existing business that may be High Tech or Innovation businesses. **B33-12**

XI. A significant number of improvements appear to be on property owned by others. **B33-13**

XII. Many key aspects of the PLAN and resulting impacts are at the discretion of others and beyond the City's control. As such, a loss of critical plan element may lead to a domino failure of the PLAN. **B33-14**

AESTHETIC

1) AES-4: The PLAN will substantively increase the quantity of light and light level throughout the entire project area. In addition to street, pedestrian and safety lighting, there will be constant light from the business and entertainment activities. This will be extremely noticeable from Fall to Spring. The riparian environment and migration patterns will be altered by the 24/7 light and noise generated by this "Vibrant Area". **B33-15**
2) AES-5: The PLAN will result in cumulatively substantive degradation of the existing visual character and quality of the PLAN area and surrounding neighborhoods, community and City of Campbell due to the clustering, massing and close proximity of 75 ft high buildings. Even if portions are lower, they will be overwhelmed by the taller, large buildings assumed in the gross sf ft. **B33-16**
3) ASE-5: The Plan does not define, only suggest without location, pedestrian paths through the site. The percentage of required Open Space does not provide for large open areas. Open Areas are suggested and obtained only after City gives incentives. City loses its negotiation position by not requiring specific Open Space and Parks. There is no requirement for trees. **B33-17**
4) ASE-5: It is unclear, but there appears to be a conflict with what constitutes Open Space. Without a definition, sidewalks and Multi-Use paths and the Railway Multi-use Path may fulfill the entire Open Space requirement. Why is there not a SF/Employee requirement for Open Space for a starting point? Sidewalks and Paths ought not to count towards Open Space. **B33-18**

AIR QUALITY

5) AIR-2: Discussion of Construction-related mitigation does not address the impact on the Percolation Ponds or riparian ecology or aviary migration. **B33-19**
6) AIR-2: The PLAN and subsequent Environmental Assessment is not clear about the underlying assumption on percentage of modes used to reach the PLAN AREA. There is a requirement for businesses with over 50 employees, but what is the enforcement and what is the assumption of utilization? **B33-20**
7) AIR-2: What happens to the Environmental Assessment if the LRT extension does not occur or is delayed due to: A. Cost; B. Lack of Right-of-way for two-way LRT and/or UPRR mandated clearances: or technical limitations? **B33-21**
8) AIR-4: Assessment does not take into account the presence of an active Hospital within the PLAN AREA or the nearby medical offices/treatment facilities, existing and proposed new El Camino Hospital, the new Stanford Health Center across Winchester. **B33-22**
9) AIR-5: Assessment does not address the impact of the additional traffic – vehicular and public transit – on the quality of the air at the existing County Park. **B33-23**
10) AIR-5: Assessment excludes the significant impact of odor, wetland/riparian areas, maintenance activity associated with the Percolation Ponds. **B33-24**
11) AIR-5: Assessment excludes significant impact of the air quality reduction due to the project-generated Traffic increases on all surrounding intersections, County Highways and State Roads. Significant and Unavoidable determination indicated more trips and longer idling times at all identified intersections and roadways. **B33-25**

BIOLOGICAL RESOURES

12) BIO-2: Assessment does not acknowledge the significant impact on the primary and secondary goals of the SCVWD Percolation Ponds as previously stated by SCVWD. **B33-26**
13) BIO-2: Was the CDFW contact regarding the likelihood of an Alteration Agreement if one is required? What is the impact if required and not obtained? **B33-27**
14) BIO-2: The PLAN show construction of Hardscape within the Riparian edge of the SCVDW property. See illustration on page A15. How does project require improvements on private property (SCVWD)? Who pays for additional land if required and improvements? Who maintains? Illustration and PLAN does not incorporate SCVWD required fence separation and controlled access points? **B33-28**
15) BIO-2: Does SCVWD accept Promenade/multi-use path with landscaped shoulders as suitable for their maintenance requirements around the Percolation Ponds? **B33-29**
16) BIO-2: Were there preliminary discussion with USACE that indicated wetlands will be impacted and are the proposed methods suitable to both USACE and SCVWD? **B33-30**
17) BIO-4: What State or Federal agency determined there would be no migratory bird impact? The Percolation Ponds are recognized as a prime local birding venue. **B33-31**
18) Bio-6: Given the recent approval of the Percolation Ponds as a County Conservation Area, does the County concur that all the hardscape and vegetation landscape included in the PLAN will not have a significant impact? **B33-32**

GEOLOGY, SOILS and SEISMICITY

19) GEO-6: Are there any challenges for the soil stability in the event of an earthquake, given the characteristics of the percolation ponds presence and function for such a prolonged period and the network of associated underground pipes? **B33-33**

GREENHOUSE GAS EMISSIONS

20) GHG-1: The Assessment does not address the significant impact of the large increase in vehicular trips and idling time at severely impacted intersections and on nearby roadways. **B33-34**

HAZARDS AND HAZARDOUS MATERIALS

21) HAZ-1: The term “High Tech Uses” has not been defined. Many companies, such as Intel, use a range of highly volatile chemicals in their engineering and design. Same can be said for innovated business ideas such as electric cars. **B33-35**
22) HAZ-2: Are the approved High Tech businesses to be further defined and restricted? There will be a significant number of public on the Creek Trails, and adjacent properties such as housing proposed by Los Gatos **B33-36**
23) HAZ-3: Please confirm the local Elementary Schools are more than ¼ mile from the intersection of Winchester and Knowles, Winchester and West Parr, etc. **B33-37**
24) HAZ-9: The assessment does not address the significant risk of Hazardous Materials in the ground throughout the site due to lengthy history of past businesses in the PLAN AREA. **B33-38**
25) HAZ-9: The assessment does not address the significant potential for Asbestos and risks of removal with the demolition of most if not all the existing buildings. **B33-39**

HYDROLOGY AND WATER QUALITY

26) HYD-2: The assessment does not address the significant risk of negatively altering the Ground Water supply and recharge by reducing the open area on private property currently naturally recharging the ground water. The 20% Open Space proposed is substantively less than the current 50% (approximately) Open Area. **B33-40**

27) HYD-2: There is a larges underground piping network for the Peculation Ponds extending from Dell to across Winchester. This network and associated manholes are not located and will likely have a significant impact on development sites, potential roadways and parcelization opportunities. **B33-41**

28) HYD-4: The PLAN does not provide assumptions or calculations for change in hard-surface area that will no-longer naturally drain to the aquifers. The PLAN misses the opportunity to require on-site retention of all roof-related water to be used for on-site landscaping. The PLAN does not require collection and use of grey-water. **B33-42**

29) HYD-5: The Assessment does not address the elevation of the existing ground water table such that the proposed/recommended below-grade parking may be excessively costly to mitigate and/or damage the below grade percolation to the aquifers. **B33-43**

30) HYD-5: The Assessment does not recognize the change in potable water use due to the addition of automatic fire-suppression for the added 2,000,000 SF. **B33-44**

31) HYD-6: The PLAN does not address the potential flooding due to the collapse of the Lexington Dam, such as from an earthquake. **B33-45**

LAND USE AND PLANNING

32) LAND-1: The Plan will substantially divide the established community of business that provides local services and jobs to the surrounding and greater Campbell community. Many businesses are owned or operated by Campbell residents. Relocation will result in longer commutes. **B33-46**

33) LAND-3: The Plan does conflict with the SCVWD habitat conservation plan and possibly the County Conservation Plan. **B33-47**

34) LAND-4: The is no provision in the PLAN or assessment of the impact of the following: **B33-48**
    a. New location opportunities inside or outside Campbell for existing viable businesses
    b. Property left empty/unmaintained and business closed/relocated due to limitation of the PLAN's non-conforming use policies.
    c. Replacement of services and jobs lost during extended transition period.

NOISE

35) NOISE-2: Response refers only to construction activity. It does not address the potential impact of on-going activities because of the lack of definition of "High Tech and Innovative Businesses". B33-49

36) NOISE-3: The PLAN does result in significant increase in the ambient noise level for the following reasons.
    a. LRT movement.
    b. Additional bus activities and stops.
    c. LTR signals and bells from the numerous intersection crossings. As demonstrated in Downtown Campbell, intersection bells were eliminated due to major impact on quality of life in nearby residences. B33-50
    d. The increase of vehicle traffic on all streets including traffic cutting through residential streets.
    e. The increase in service vehicle noise related to the ground floor businesses along Winchester West backing against residences.
    f. Increase amount of asphalt paving when noise-quieting surface treatments/products are available, for example Stevens Creek in Cupertino.

POPULATION AND HOUSING

37) POP-4: By the inclusion of DAAP West housing, the PLAN acknowledges demand for housing will increase with the addition of 2000 jobs. Significantly, the affordability will not be a issue for high-paying High-Tech jobs. It will be a problem for blue-collar workers and service sector employees. According to the SVLG, for every High-Tech job, **10** mostly middle and low-wage jobs are created. Where will all these people live? The assessment does not acknowledge this population impact or the impact of limited affordable housing near employment centers that result in more long distance vehicular trips. B33-51

PUBLIC SERVICES AND HOUSING

38) PS-2: How can the addition of 2,000,000 SF of many 75 ft high, densely packed buildings and reduced public road access not require additional SCCFD apparatus and crews? B33-52

39) PS-2: Without definition, many High Tech businesses use volatile chemicals, stored on-site which may require special apparatus and training and associated on-going cost. B33-53

40) PS-4: How can the addition of:
    a. 2,000,000 SF of businesses with valuable contents,
    b. over 2,000 people and cars,
    c. additional housing, B33-54
    d. additional schools and
    e. additional traffic (defined as unacceptable) not generate a significant need for additional Campbell Police Department staff and equipment with associated cost

41) PS-6: Campbell school districts cross numerous city limits. Per the PLAN, many of the 2,000 new works and the associated support services workers will live in and around Campbell. How does this not generate a significant impact on already overcrowded schools? B33-55

42) PS-8: The Santa Clara County Library District has its business office and services department located in the PLAN area. How does the PLAN not severely impact Campbell and the District if they cannot remain and change their building as their needs dictate over time? How can they develop a revenue source in their extended property consistent with their mission statement? B33-56

43) PS-10: The Creek Trail and Park will be significantly impacted by the increased number of users (2-10,000) and by the physical changes identified in the PLAN. B33-57

44) PS-12: Existing Parks and recreation facilities are significantly impacted by the increased development in the PLAN area and the needs of the population the jobs generate. New community parks may will be required that exceed the proposed open areas. A new "JD Morgan Park" is likely need per City General Plan for Parks and Open Space. B33-58

TRANSPORTATION AND TRAFFIC

45) TRAF-1 thru 8.z: Much is missing from the Traffic Analysis and subsequent assessment of "Significant and Unavoidable". All variations for development intensity produce the same result. Why does the assessment accept Significant and Unavoidable? What about other options/scenarios such as:
    a. Identification and elimination of all viable, long term, established business including identified "Non-conforming" businesses. What's left and how can it be developed as a higher and better High Tech and Innovation property? Or,
    b. Work with property owners and businesses to identify the most opportunities for redevelopment?
    c. Revise the Zoning with a Zoning Overlay that allows High Tech and Innovation developments as the market dictates. B33-59

46) TRAF-1 thru 8.z: Traffic pattern assumptions miss alternative routes for access in and out of the site including:
    a. northbound 85 off at Bascom and through neighborhoods
    b. Old Camden/Dell (A-1 Tool Shed)
    c. Northbound 17 to Lark to Winchester
    d. Similar in reverse B33-60

47) TRAF-1 thru 8.z: Los Gatos –approved developments:
    a. New development in Los Gatos of the "Back 40".
    b. Los Gatos Housing Element land designation for south side of Knowles
    c. New El Camino Hospital
    d. New Pollard housing
    e. New Stanford Medical Center on Winchester B33-61

48) TRAF-1 thru 8.z: What if LRT not funded or not funded in a timely manner. What are the assumption for public transit and other modes of travel vis-à-vis Levels of Service? B33-62

49) TRAF-1 thru 8.z: The Traffic Analysis does not adequately discuss the potential new road and intersection at Winchester. How will turn movement in and out affect the traffic? B33-63

50) TRAF-1 thru 8.z: The Traffic Analysis does not adequately address the impact of LRT movement across intersections. Consideration such as station platform layout and location will alter the impact on traffic capacity and flow (Level of Service). B33-64

51) TRAF-1 thru 8.z: Additional RR crossing approval B33-65

52) TRAF-1 thru 8.z: Vasona LRT station at 85 and Netflix/Avalon requires a LRT crossing of UPRR tracks. This has been rejected by State regulators in the past. How would elimination of the Vasona/85 station impact the PLAN traffic assumptions? B33-66

53) TRAF-1 thru 8.z: The PLAN recommends a Nexus study for appropriate Traffic Impact Fee. What assumption has been included in the financial viability assumptions for the project? How will this change the impact of redevelopment? B33-67

54) TRAF-1 thru 8.z: Several components of the PLAN and mitigations in the Draft EIR include special studies and on-going monitoring efforts by the City. How are these costs determined and funded in the PLAN. B33-68

55) TRAF-3: The cross-lane traffic at Winchester/San Tomas Expressway/Sunny Oaks is already treacherous. Additional traffic and decreased road capacity will significantly exacerbate safety. Similarly for the Dell entry to Westbound San Tomas Expressway. B33-69

56) TRAF-4: Emergency Services will be significantly impacted by the blocked traffic lanes and log-jammed intersections. Neighborhoods such as both sides of White Oaks to Bascom and Hwy 17 will not have open ways in or out during the commute periods. B33-70

57) TRAF-4: Emergency Service on major roadways such as Hwy 17, Hwy 85 and San Tomas Expressway will be significantly impacted. Assistance in the case of accidents will be significantly delayed. Alternative routes will also be blocked. B33-71

58) TRAF-4: Neighborhood safety and nearby school safety will be significantly impacted by speeding cut-thru traffic. B33-72

59) TRAF-8: Will a Transportation Demand Management Plan govern development? B33-73

60) TRAF-8: As there are numerous "Significant and Unavoidable" impacts associated with the traffic generated by the PLAN, can the Campbell community and all relevant jurisdictions accept unmitigated conditions for any length of time? Caltrans has stated that the Cities must pay for improvement their projects generate. Where does that leave the implementation of the PLAN? B33-74

UTILITIES AND SERVICE SYSTEMS

61) UTIL-1: The PLAN references SJWC as the source of information on available potable water. Should this information come from the water supplier (SCVWD) rather than the wholesaler in the format of a formal letter? B33-75

62) UTIL-7 – Waste water treatment in the Santa Clara County is undergoing massive institutional and innovative changes to address the drought. There is no mention in the PLAN or the assessment of these fundamental changes, such as additional treatment of waste water to meet stands for ground water recharge. Is there an opportunity to incentivize a High Tech or Innovation company to come to Campbell to design and build systems to use grey water? B33-76

63) UTIL-9: In the catastrophic situation of drought, many alternatives water sources are being considered, including collection of roof drainage which might otherwise go into the Stormwater system. Neither the PLAN nor the assessment acknowledges the potential for High Tech and Innovative businesses that would address this situation. Is an opportunity being missed? B33-77

64) UTIL-13: While the stated purpose of the PLAN is to draw new High Tech and Innovation business to Campbell, the PLAN doesn't establish an innovation approach to energy consumption. For example, require all new buildings to be NetZero, or perhaps better yet, incentivize new technology to power the entire site from off the grid via something like solid oxide fuel cell technology (such as Bloom's Energy Server® manufactured in Sunnyvale). Each Bloom Energy Server provides 200kW of power, enough to meet the baseload needs of 160 average homes or an office building... day and night, in roughly the footprint of a standard parking space. Neither the PLAN nor the assessment addresses or acknowledges the environmental benefits of energy independence.

B33-78

COMMENT LETTER # B34

Lalit Merani

1284 Walnut Dr., Campbell, CA 95008
408.799.0302
lalit.merani@yahoo.com

8/10/2015

TO: Campbell's Planning Commission Members
City of Campbell
City's Proj. No: SCH#2014072042

CC: Paul Kermoyan, Community Development Director

SUBJ: My Public Comments

RE: Draft Dell Avenue Area Plan (DDAAP) & Draft Environmental Impact Report (DEIR)

I am providing my comments to you as a Planning Commission prior to your Commission Meeting on August 11th. I have reviewed the Public DDAAP and DEIR and have some comments. Please take my comments and suggestions into consideration prior to voting on the DDAAP and DEIR. **B34-01**

Comments:

1. The DAAP project is the single largest Development Project within the City of Campbell both in size (2 million+ sq.ft.) and time scale (over 25 years). This clearly implies that this is going to have a profound impact on the lives of people in Campbell both relatively distant and close to this mammoth project. **B34-02**
2. It is recognized that Campbell needs to manage its future tax base (residential, retail and commercial) so as to provide appropriate services (costs / spending) that the city will need. To achieve that development is required. This is not being refuted. It is the type of development and the ensuing choices that are under debate. Essentially, are we building another commercial haven or we building an innovative Land Use **B34-03**

Concept that will allow for the history and character of Campbell to co-exist with the economic demands of the City. B34-03 cont.

3. It is evident in the goals and objectives set forth in Pages 1-5 (specifically Page 2) showcase that the objectives were largely commercial development focused. B34-04
    a. The work session included largely folks from the real estate professionals. No residents of Campbell or at least nobody from the general community. The objectives reflect this bias. This set the stage. Why does this have to be a dense business-to-business ecosystem? Why can't it be a less dense (fluid with Campbell's surroundings, history and character) business-to-community ecosystem? B34-05
    b. The stakeholders meeting had no community representatives. They were largely business dominated. Further firmed up the commercial development bias. B34-06
    c. As a reaction to meeting some residential needs (walkability requirements), DAAP-West was conceived as an afterthought. Again, with no input from people impacted most by DAAP-West. B34-07
    d. Community Workshop did include community members but very little, if any representation from the areas in the immediate vicinity of DAAP and DAAP-West. B34-08
    e. This is also acknowledged on Page 5 in the paragraph on Scoping Meeting. B34-09
    f. As a result, a particular word comes to mind – **HASTE** (**H**urriedly **A**rchitected and **S**ystematically **T**argeted for **E**nterprises only) focused plan. The Advisory Committee continues to steer this project to this dense business vision which has a significant and long-term adverse impact on Campbell if we disregard input from individual citizen and community stakeholders. B34-10
    g. This **HASTE** seems to have built a plan that's leading to **WASTE** – putting great pressure on our **W**ater/**W**ildlife, **A**ir, open **S**pace, **T**raffic/**T**ransportation and **E**nvironment. B34-11
4. The point behind regurgitating this history is that we have locked the process into the current set of alternatives. B34-12
    a. Proposed Plan
    b. No Project Alternative – Does not address the tax base need.

c. Reduced Development Alternative – Does not expand the tax base enough
d. No DAAP-West Alternative – Introduced after certain citizens voiced heightened concern. Though there is not as much of a need of residential units in Campbell or more retail units, it might be of value to either the technology companies or the tax base.

B34-12 cont.

5. So we have in front of us an option of very dense commercial development with nominal multi-use development pushed across to DAAP-West to assuage certain stakeholders. Except for some section of DAAP-West (Barracuda campus) majority of the other areas are much smaller and would create significant challenges for intelligent mixed-use development. This development should be taken in accordance with the San Tomas Area Neighborhood Plan (STANP) and let the community participate in how DAAP-West develops in synergy with the City's broad goals and needs.

B34-13

6. **SMART ALTERNATIVE**: Why don't we instead consider pulling together a true Multi-Use DAAP Community – that includes not only commercial and some retail but also includes residential. This would be great from the walkability standpoint. Netflix has it in its current facility. Santana Row has it. North First Street in San Jose has it. This is essentially enhancing the Reduced Development Alternative to include residential. Referring to Table 5-1 on Page 555 of the DEIR, I believe a more transparent and inclusive conversation with community would enable a more desirable mix of office jobs (even pushing the FAR back up to 1 as long as it factors in residential units), retail jobs and residential units to increase walkability, cohesive living and allow for more intelligent land use.

B34-14

It is of great surprise to me this option: the **SMART** alternative – **S**ensibly/**S**ensitively and **M**ethodically **A**rchitected, **R**esource efficient and **T**astefully developed

B34-15

LT Merani

Warm regards,

Lalit Merani

COMMENT LETTER # B35

-----Original Message-----

From: russianvegan@yahoo.com [mailto:russianvegan@yahoo.com]

Sent: Monday, August 10, 2015 2:51 AM

To: Paul Kermoyan

Subject: Dell ave.plan

Dear Paulik,

I do not think that Dell Avenue industrial new building plan is a good idea. . We have many businesses already which profit Campbell city and we do not need any more. As a Campbell resident I would like to keep Campbell free of industrial businesses because Campbell is a small city which has a nice quiet family oriented Naibourhood . We want to keep authentic spirit of city Campbell and We do not want to destroy environment and spirit of it by brining more industrial businesses into our community. **B35-01**

Please respect it and not allow industrial business in Our Campbell city.

Sincerely,

Natasha Keehn

3851 Via Montalvo,

Campbell, CA 95008 **B35-02**

PS please respond by writing me back so I know you got my opinion. I really care.

COMMENT LETTER # B37

From: Dianne [mailto:diannebunting@netscape.net]
Sent: Monday, August 10, 2015 11:35 AM
To: Paul Kermoyan
Subject: Dell Avenue Project Input

Mr. Paul Kermoyan,

I am attaching a letter concerning the Dell Avenue Area Plan which is before the Planning Commission and will be hearing input tomorrow night. I want this letter submitted with the other input from the community. Could you please send an email reponse back to my email address to indicate this letter has been received and will be reviewed.

B37-01

Sincerely Yours,

Dianne Bunting

Campbell Resident and Property Owner

August 10, 2015

City of Campbell Planning Commission
70 N. First Street
Campbell, CA 95008
Attn: Paul Kermoyan, Director Community Development Department

Dear Mr. Kermoyan:

I am writing you to provide input related to the proposed project development of Dell Avenue and the surrounding area as described in the Dell Avenue Area Plan (DAAP). This development plan was brought to my attention two weeks ago. Even thou I am a long time resident of the City of Campbell, this is the first that I am hearing about the development plan. I have owned my property on Virginia Avenue since 1974 and live approximately three blocks from the proposed development area. I find it very strange that the City of Campbell, who has been reviewing proposals for this site since 2011, hasn't made any outreach to the surrounding area residents related to this project. **B37-02**

It is with great sadness that I reviewed the DAAP and saw what is being proposed for this plot of land. It is hard to begin expressing my deep concerns. The City of Campbell is a quaint community made up of primarily one and two story buildings. When I moved in there were still some small farm plots and there were horses that would be ridden down my street. Even though there has been a significant change to the density of housing, there has been special care to try to keep it a small town environment. That is what drew me here and why I still reside in Campbell after all of these years. **B37-03**

The DAAP proposes a very different environment. It would be made up of buildings that are up to five stories high in an area that is very small and only has two access roads into the area. There is no way to widen the streets entering and exiting the proposed building sites and they would be entering and exiting off of Winchester Boulevard. Anyone who lives in the area knows this is already a very busy thorough fair and with the additional proposed 7,000 people working and/or living in that congested area, it will only exacerbate an already difficult situation. **B37-04**

In the past, the City has tried to attract high tech companies in that area and they have been unsuccessful. Why they think that building big buildings will be attractive to high tech companies is confusing to me. Having worked in high tech for 30 years, other than the years I worked downtown for Adobe Systems, I have never worked in a building larger than two stories. The city of San Jose tried to attract high tech companies when they wooed Adobe downtown. But no other high tech companies ever moved downtown. I don't know why anyone thinks they will come to Campbell. High tech companies like to congregate around other high tech companies. **B37-05**

The idea of building apartments at the corner of Winchester and Hacienda seems ill advised. The corner at Winchester and Hacienda is two lanes. How does someone see all of this traffic maneuvering around the train tracks? The apartment complex will just bring more cars into the area. There is mention of the light rail coming to Hacienda but that is neither funded nor in the current plans. So all I can see is more cars with limited vehicle access. **B37-06**

The other area that I find especially troubling is the building of restaurants and stores in that area. It is mind boggling to me that someone would plan, restaurants, stores, a gym, apartments and five story buildings on a road that is basically a dead end or what I would describe as a round about. The pictures in the proposal aren't even pictures of the Dell area. Did the people who are proposing this plan ever visit the site? The plan seems to try to mislead investors into thinking this is a viable plan where someone could actually make money. **B37-07**

In addition to the size of the plan, I find it very troubling that the businesses who we, the residents, visit and support will be displaced. They have been the backbone of this community and this plan will remove their store fronts. I have also lived through the up and down times of the downtown businesses. I believe if you divert the night life to the Dell area, that you will negatively impact the businesses on Campbell Avenue and could easily destroy the downtown as was done when they diverted the traffic away from Campbell Avenue. If I were thinking about opening a business in the downtown area, I would find this proposal troubling at best. **B37-08**

If the plan was scaled down to two story buildings and no apartments, the local eateries could more than support the additional people working in that area. **B37-09**

In recap, I find the proposal to be too far of a reach. How about a smaller scale for the area plan to include two story structures, no apartments, no store fronts on the east side of Dell Avenue and keep with the rural feel of Campbell. The reason people move to Campbell is because it isn't San Jose, Mt. View, Santa Clara or Sunnyvale. It isn't a high tech hub but a place to live and raise a family where neighbors know neighbors. Please consider my input as well as the more formulated input from the neighbors and our neighborhood representatives. **B37-10**

My husband and I both share the same concerns as outlined in this letter.

Sincerely Yours,

B37-11

Dianne and Warren Bunting
1345 Virginia Avenue, Campbell, CA 95008

COMMENT LETTER # B37

From: Karen Kane-Foempe [mailto:karen_kanefoempe@yahoo.com]
Sent: Monday, August 10, 2015 3:31 PM
To: Paul Kermoyan
Cc: Audrey Kiehtreiber
Subject: Public Feedback Concerning DAAP/DEIR

Dear Paul:

I would like to make 2 statements regarding the DAAP/DEIR, one of a specific nature and one more general but perhaps even more important in nature. **B37-01**

1. Under no circumstances should a driveway in or out of the Barracuda Networks parking lot dump out onto either Walnut Drive or Chapman Drive. It makes much more sense for Barracuda employees to go in and come out on Winchester Boulevard. Walnut Drive is frequented by all of the neighborhood, both young and old, on a daily basis, at all times of the day and evening and has been used in this way for decades. Permitting access from Walnut will only increase the possibility of an accident and will divert traffic into the neighborhood. Let's leave the traffic on Winchester where it already exists. It goes without saying that to put a driveway on Chapman, across from a daycare center, makes no sense in any way shape or form. **B37-02** Also, the wall that exists between Barracuda and its neighbors on Walnut should be re-built with the gate closed and no parking allowed on the Walnut side of the fence. I feel sorry for the neighbors who have lived on the opposite corner and have to now look at and listen to the sights and sounds of what basically has become a parking lot. **B37-03**

2. Of greater concern is the change I see in the philosophy and way of doing things in Campbell. I have always told my non-Campbell friends how intelligently, creatively and thoughtfully the city has managed its growth. But now all I see is that we have sold out and become just like everyone other city, going for maximum density for maximum tax dollars meanwhile displacing smaller, family owned businesses for much bigger ones. Campbell as we have known it is nearing extinction, no longer unique, thoughtful and creative, no longer a slightly rural oasis in the midst of unbridled growth and development. I am not against development but do we have to go for maximum development at all costs????? What a shame and an embarrassment. I really thought we were different. **B37-04**

I ask all planning commission members to seriously put themselves in our shoes for a few minutes and ask yourselves if you would support this, as it currently exists, if it were in your own backyard. I would think not. **B37-05**

Respectfully submitted,

Karen Kane-Foempe

COMMENT LETTER # B38

From: Susan M. Landry [mailto:environmental.architect@yahoo.com]
Sent: Monday, August 10, 2015 12:12 AM
To: Paul Kermoyan; Web Distribution City Clerk
Subject: DEIR & DAAP - My Public Comments

Hi Paul.

Attached please find my comments on the DEIR & DAAP.

Susan M. Landry

Environmental Architect

Designing Spaces Between the Natural and Built Environment ™

Trees were not consumed in the transmission of this email. Try this on your end too.

B38-01

Susan M. Landry
Environmental Architect
LA Lic. No. 3161

10th Aug 2015

City of Campbell's
Draft Environmental Impact Report (DEIR)
For the Dell Avenue Area Plan (DAAP)

To: Paul Kermoyan, Community Development Director
City of Campbell
CC: City Clerk

RE: Dell Avenue Area Plan (DAAP) & Draft Environmental Impact Report (DEIR), City's Proj. No: SCH#2014072042

Subj: My Public Comments

Paul,
After review of the Public DEIR & DAPP during the Public Review Period that ends on August 10th 2015, I am providing my public comments as described in the Notice for this project. Please incorporate my following comments during the preparation of the Final DAAP & the EIR. **B38-02**

<u>My Overall comments:</u>

- The DAAP's large development will change 'Campbell'. How will be decided during this Approval Process.
- The DAAP project is the single largest Development Project within the City of Campbell. The magnitude of the proposed 2,000,000 plus square feet of New Building Space will have a significant and long term impact on our Community and Campbell's citizens. **B38-03**
- The Traffic Impacts from this project and the surrounding City's projects are going to degrade the quality of traveling around Campbell. **B38-04**
- The Development Guidelines & Land Use Concept needs to be updated to better reflect 'Peoplescapes' and Bikescapes' and not cars.
- The DAAP Update needs to be sensitively innovative and cautiously creative in developing a New Land Use Concept or we will see a negative change in what is the meaning of our City, Campbell. **B38-05**

- The sense of place that is the spirit of Campbell is not represented in the assessments of the impact of this project. **B38-06**
- Los Gatos 'Creek' is a significant natural resource adjacent to the DAAP. The DAAP's term 'Waterfront' needs to be changed to 'Creekside' to better reflect this local natural feature. Waterfront is deceiving, considering the adjacent percolation Ponds are drained and can be dry for long periods of time. **B38-07**
- The DAAP does not embrace the adjacent Riparian Environment. The Dell Area runs parallel to the very sensitive environment of Los Gatos Creek Riparian Corridor with its associated Habitat. The SCVWD and County Parks' goals for this area need to be incorporated. **B38-08**
- Embrace the natural resources and enhance the Riparian Vegetation along the banks of the Percolation Ponds. Increase the setbacks along the Creekside, setting back structures and integrate bird safe designs. **B38-09**

My comment regarding the DEIR for the Dell Avenue Area Plan:

First, p. 1-5 of the DEIR's Executive Summary identifies the Objectives that are to guide the build-out of the DAAP. Unfortunately, the Proposed DAAP Development Standards, (DAAP pg's. 37 – 62) and the Land Use Concept (DEIR fig. 3-4) have not adequately addressed these Objectives, which means the Proposed Project is missing several required site features, that, when included, will modify the impacts and in turn, change the mitigation requirements. **B38-10**

Since the DEIR was not able to evaluate all of the required Site Features and potential Impacts, there needs to be additional study to create Revised DAAP Development Standards & Land Use Concept before finalizing the EIR.

All Growth in Campbell needs to be comprehensively studied and must consider the long term cumulative effects of not only its growth, but that of the surrounding Cities. The significant number of development projects along the Hwy 17 & Hwy 85 corridors include: The Pruneyard in Campbell; Expansion of Netflex and the North 40 Project in Los Gatos; Expansion of Samaritan Hospital and potential development of Cambrian Park Plaza in **B38-11**

San Jose. Collectively, the impacts of the increased traffic alone will be extremely significant and will affect the quality of life in Campbell. **B38-11 cont.**

Second, current changes in Rules and Regulation for development adjacent to Riparian Habitat's along Creek Corridors and current guidelines by SCVWD and Santa Clara County Parks Department emphasize embracing these special corridors. The DAAP does not reflect this approach, with proposes only a 20 ft. building setback along the Percolation Ponds, instead of a 75 ft. to 100 ft. setback. **B38-12**

Third, The Land Use Concept & Development Standard does not implement the Objectives described in the DAAP. For instance, The DAAP's Objectives (DEIR p. 1-5) discusses 'Innovation Oriented Business District' with 'enhanced Open Space & Public Access so that "development to interact with existing ponds and Creekside natural areas at Los Gatos Creek Park, Enhance existing trails and create new connections between the Plan Area and Los Gatos Creek Park." And further states "develop use through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. These statements mean well, but are not translated into the Land Use Concept. As discussed below, under Table 3-1, various components of the plan are in conflict with this Project Objective. **B38-13**

My Comments on Figures and Maps

Table 3-1 Proposed FAR and Building Height Development Standards

Modifications need to be made to the Building Heights, FAR, street widths and setback standards. As currently proposed there are numerous 'Significant, Unavoidable' Impact that are NOT ACCEPTABLE. **B38-14**

The following information proposes necessary modifications that address the concerns I have raised throughout this letter. **B38-15**

Modified ~ DEIR Table 3-1 Proposed FAR and Building Height Development Standards

Street or Boundary	Existing Street ROW	Modified ROW Street, Bike Lanes, Landscaping & Walkways	Modified Street Width	Modified Bldg. Setback from ROW	Modified Distance Between Buildings	Modified Riparian Habitat Bldg. Setback
Dell Ave. (Refer to Section B)	~~66 ft.~~	100 ft. - 112 ft.	72 ft.	15 ft.	140 ft.	100 ft.
Hacienda Ave.	~~66 ft.~~	100 ft. - 112 ft.	72 ft.	15 ft.	140 ft.	-
Division St.	~~50 ft.~~	100 ft. - 112 ft.	72 ft.	15 ft.	140 ft.	-
Knowles Dr.	~~50 ft.~~	80 ft.	60 ft.	10 ft.	110 ft.	100 ft.
Winchester Blvd.	N/A	-	-	100 ft.	-	-
Trail corridor Along RR Tracks (Refer to Section C)	-	Trail Only 38 ft.	-	10 ft.	-	-
Eastern Boundary (Refer to Section A)	-	-	-	-	-	75 ft.

Building Heights & Number of Floors	Proposed ~~Central~~ District	Modified Winchester East District	Modified Dell District	Proposed ~~Waterfront~~ District	Modified 'Creekside' District
Max. Height*	~~60 ft.~~	60 ft.	65 ft.	~~60 ft.~~	45 ft.
Max. Floors*	~~4~~	4	4.5	~~4~~	3
Bonus Height	~~75 ft.~~	N/A	N/A	~~75 ft.~~	N/A
Bonus Floors	~~5~~	N/A	N/A		
Maximum FAR	~~1.5~~	1.1	1.1	~~1.5~~	.75

* Building height measured above street grade. Allows garage to have ½ of a floor below street grade.

B38-16

Modified ~ DEIR Table 3-3 Proposed Buildout Projections

Business Type	Proposed Buildout Totals	Modified Buildout Totals
R&D Space	~~502.000 sf.~~	350,000 sf.
Office Space	~~3,002.000 sf.~~	2,000,000 sf.
Retail/Services Space	~~76,000 sf.~~	50,0000 sf.
TOTAL BLDG SF	~~3,580.000 sf.~~	2,400,000 sf.
		67% of Proposed

Modified ~ DEIR Percentage of Site Coverage

	Proposed	Modified Winchester East District	Modified Dell District	Modified 'Creekside' District
Site Coverage	~~80%~~	60%	75%	60%

B38-17

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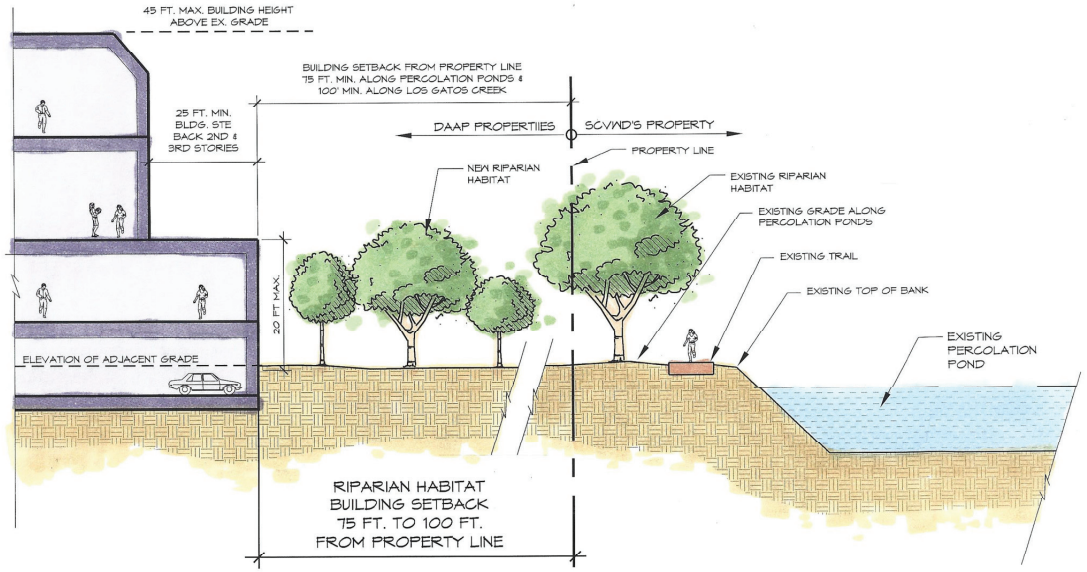
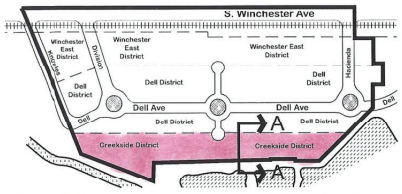


(A) Riparian Habitat Setback Zone along Eastern Boundary

Refer to DAAP page 46

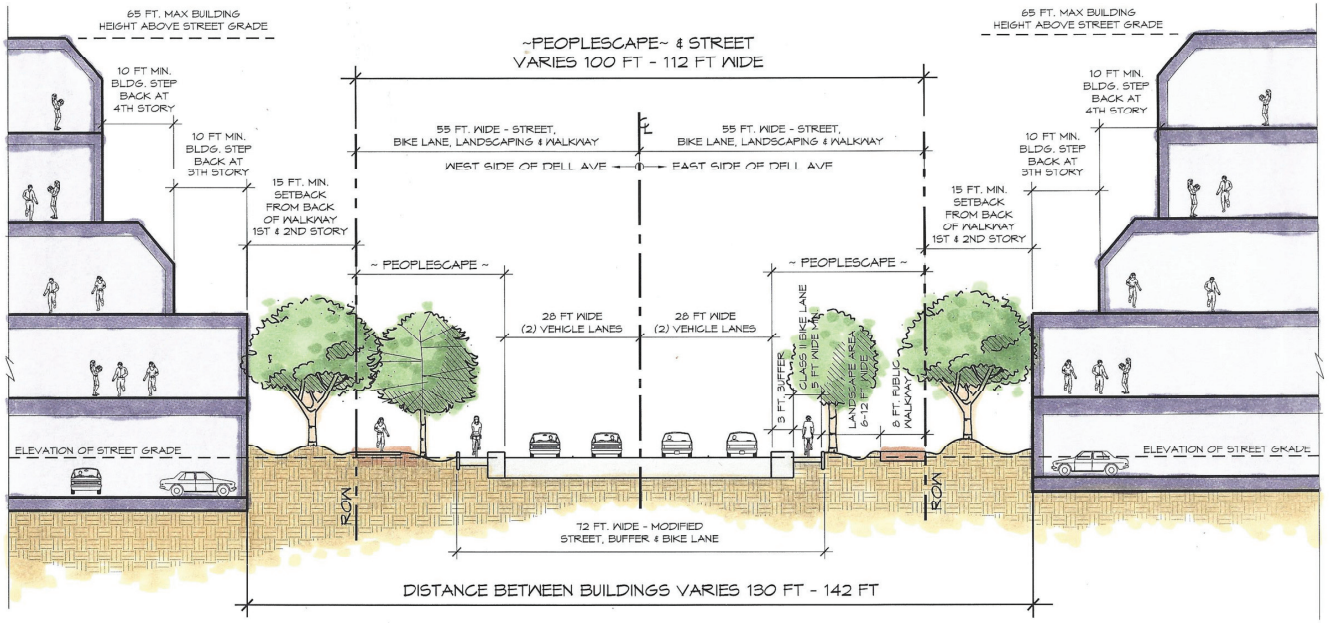
B38-18



KEY MAP with Location of Cross Section

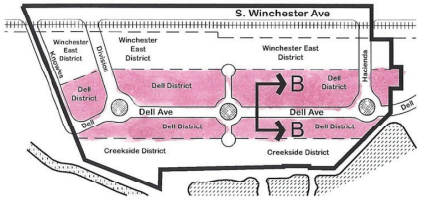
Modified Cross Section
Land Use & Development Standards

MODIFIED LAND USE CONCEPT
DEIR & DELL AVENUE AREA PLAN



(B) The ~Peoplescape~ along Dell Avenue

Refer to DAAP page 56



KEY MAP with Location of Cross Section

Modified Cross Section
Land Use & Development Standards

MODIFIED LAND USE CONCEPT
DEIR & DELL AVENUE AREA PLAN

B38-18 cont.

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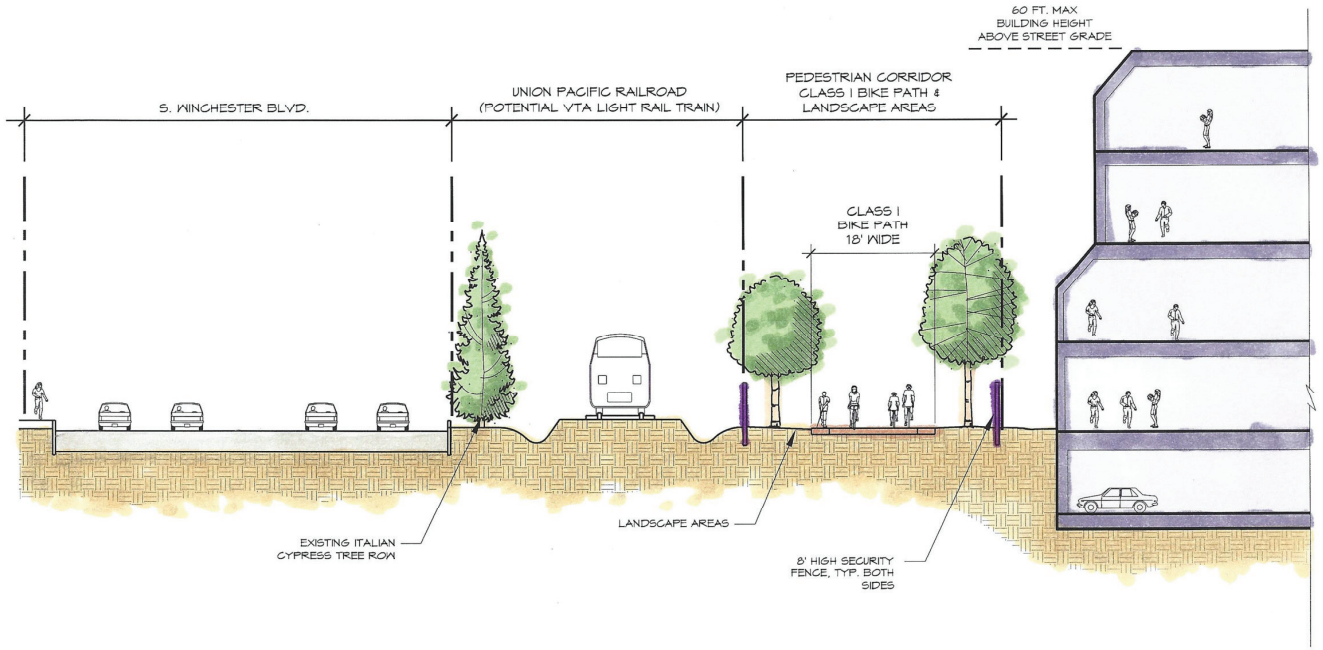
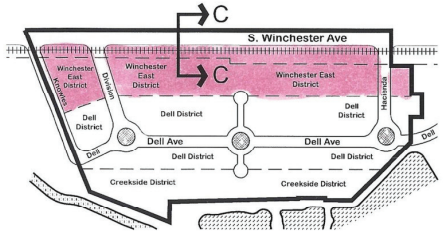


(C) Pedestrian Corridor along Railroad Tracks & Winchester Blvd.

Refer to DAAP page 48



KEY MAP with Location of Cross Section

Modified Cross Section
Land Use & Development Standards

MODIFIED LAND USE CONCEPT
DEIR & DELL AVENUE AREA PLAN

B38-18 cont.

My comments on the Executive Summary's Table 1-1 Summary of Impacts and Mitigation Measures:

Significant Impact	Significance Before Mitigation	My Comments
AES-4. The proposed Plan would not create a new source of light or glare which would adversely affect day or nighttime views of the area.	**DEIR's Designation:** LTS **Revised Designation:** **S**	The proposed Plan **WILL** create a new source of light or glare which would adversely affect the adjacent Riparian Habitat. The current DAAP Land Use Concept shows Six (6) locations for Food & Drink Businesses along the eastern boundary of the project. This is immediately adjacent to Riparian Habitat that is part of the Los Gatos Creek Corridor**. Lighting after dusk will have a negative impact** on the wildlife, birds, and animals living in the Riparian Habitat adjacent to the DAAP development. **Change Land Use Concept:** **Relocate Food & Drink businesses away from the DAAP's eastern boundary and to be at least 75 ft. min from SCVWD's property.** Refer to p. 1-14, BIO-1, Mitigation Measure's last sentience, which discusses 'Exclusion Zones' during nesting season as a min of 75' from passerines and other birds. This sets a level of standard that could be used as the guideline to establish a setback to Food & Drink businesses.
AIR-2. Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation.	**DEIR's Designation:** **S**	The Mitigation Measure AIR-2b Requires large development projects to establish an Employee Trip Commute Reduction Program which is to include 'Alternate Commuter Benefits' includes **alternative modes of transportation, such as bike & pedestrian routes.** For Bicycle & Pedestrian Routes to be successful they need to be designed so the route is a safe and comfortable experience that people will enjoy. Walkways located away from vehicular traffic lanes and bike corridor's that are wide enough to accommodate a Class I or II Bike Lane create the best experience, encouraging people to be frequent users of these alternate modes of transportation.

B38-19

B38-20

TRAF-5. Implementation of the proposed Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise	**DEIR's Designation:** LTS **Revised Designation:** **S**	The DAAP p. 56 provides street development standards for Dell Avenue, the only north/south street in the project area. The cross section for Dell calls for a **Travel Lane with shared 'bike lane' markings. This means there will be NO designated Bike Lane**. Bicyclist will be mixed in with vehicles. The text also describes 'other larger vehicles will use Dell such as Buses and Shuttles. How is this 'safe and comfortable' experience that people will enjoy? TRAF-5 also addresses Bicycle and Pedestrian circulation and does not adequately designate the impact of the CA State laws for buffers between vehicles and cyclists. Since 2013, The State of CA has a law that states that motorists are **required to maintain a 3-foot buffer between themselves and bicyclists when they pass cyclists traveling in the same direction**. If not enough space is available, the motorist must slow down and pass "when no danger is present to the bicyclist." This has not been addressed in the impacts to traffic. **The DEIR does not address how the projected Bus and Shuttle traffic will be impacted by the bicyclists who are required as part of the Development's Alternative Modes of Transportation Plan.** Refer to TRAF-8 below	**B38-21**
BIO-2. The proposed Plan would have a substantial or adverse effect on a riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.	**DEIR's Designation:** **S**	BIO-2: Minimize, avoid, and compensate for impacts to riparian habitat by avoiding individual riparian trees during construction To reduce indirect impacts to riparian habitat, the City shall require the use of Best Management Practices (BMPs) **Change Land Use Concept:** **Setback all Buildings along the DAAP's eastern boundary to be at least 75 ft. min from SCVWD's property creating an open space Buffer that enhances the existing Riparian Habitat.**	**B38-22**

BIO-5. The proposed Plan would potentially have a substantial or adverse effect on the habitat value of riparian corridors and would therefore be in conflict with Policy CNR-3.1 of the Campbell General Plan.	**DEIR's Designation:** **S**	Goal CNR-3: Protect and maintain animal and plant species and supporting habitats within Campbell. Policy CNR-3.1: Riparian Corridor Preservation: Preserve the aesthetic and habitat value of riparian corridors. Strategy CNR-3.1a: Development Near Riparian Corridors: Cooperate with State, federal and local agencies **to ensure that development does not cause significant adverse impacts to existing riparian corridors.** Also, Refer to BIO-2. **Enhance the Riparian Habitat:** **Install only native California Riparian plants within 75' of SCVWD's property. Use seeds from this watershed** **Change Land Use Concept:** **Setback all Buildings along the DAAP's eastern boundary to be at least 75 ft. min from SCVWD's property creating an open space Buffer that enhances the existing Riparian Habitat.**	**B38-23**
TRAF-8. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional Cumulatively considerable impacts.	**DEIR's Designation:** **S**	**The Traffic Analysis does not address Dell Ave and the problems with a shared bicycle/travel lane.** The only thing addressed is the intersections, **which also do not address traffic backing up on Dell.** Under Cumulative plus Plan Conditions, these intersections are expected to operate unacceptably. TRAF-8d. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. TRAF-8e. Intersection Improvements – Hacienda Avenue/Dell Avenue. TRAF-8n. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. TRAF-8o. Intersection Improvements – Hacienda Avenue/Dell Avenue.	**B38-24**

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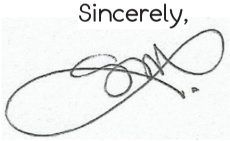
TRAF-8. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional Cumulatively considerable impacts.	**DEIR's Designation:** **S** **Revised Designation:** **S**	TRAF-8v. Intersection Improvements – Lark Avenue/SR 17 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. **Lack of funding and unknown timing of the improvement), the proposed Plan's impact on this intersection is significant and unavoidable** This intersection falls under the jurisdiction of the both Town of Los Gatos and Caltrans, and would therefore require both agencies' approvals to implement modifications.

B38-25

This letter and my comments are to be included in the Public Record for City of Campbell's Draft Environmental Impact Report for DAAP Project.

Sincerely,



Susan M. Landry, Environmental Architect

B38-26

Designing Spaces Between the Natural & Built Environment™

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Commissioners Bonhagen, Kendall, Young replied no.

Commissioner Rich said therefore it appears the Commission is at an impasse.

Director Paul Kermoyan suggested that one of the four "no" voters from the first motion make a follow up motion.

Motion: **Motion of Commissioner Kendall, seconded by Commissioner Rich, the Planning Commission CONTINUED TO A DATE UNCERTAIN the consideration of Modifications to a Planned Development Permit and a new Site and Architectural Review Permit (PLN2015-107), Tree Removal Permit and a Lot Line Merger on properties located at 3175 S. Winchester and 471/485 Chapman Drive, to allow the provision of additional traffic information and feedback from Public Works staff on the Chapman access issue, by the following roll call vote:**

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

Chair Finch called for a brief break and reconvened the meeting at 11:08 p.m.

***

Chair Finch read Agenda Item No. 4 into the record as follows:

4. **PLN2012-207** Public Hearing to receive public testimony and comment on the **Draft Environmental Impact Report (DEIR) prepared for the City's Draft Dell Avenue Area Plan (DAAP)**. The Draft Dell Avenue Area Plan itself will be brought forth for public hearing before the Planning Commission on a date not yet determined. Project Planner: *Paul Kermoyan, Community Development Director*

Mr. Paul Kermoyan, Community Development Director, presented the staff report and read an email received from Michael Tippets expressing concerns about and non-support for the DAAP.

Chair Finch advised that the Commission will be hearing comments and questions from the public on the Draft Environmental Impact Report (DEIR). That information will be forwarded on to the DAAP consultants who will prepare responses to each issue raised.

Chair Finch opened the Public Hearing for Agenda Item No. 4.

Tim Janke, Resident on Audrey Avenue:

- Reported that traffic numbers are egregious and read out a few examples from the report. C01-01
- Asked that the City consider less impactful options to the DAAP. The plan falls short and is not the way to go forward.
- Called it a "shoddy piece of work." C01-02

Sharon Nelson, Resident on Virginia Avenue:
- Reported that she read the plan and the draft EIR.
- Stated that it is an ambitious plan that lacks a coherent vision.
- Read a portion of the plan aloud.
- Stated that "we can do better."
- Concluded that the DAAP needs more thought and careful planning.

Susan Landry, Resident on Curtner Avenue:
- Said that she is directly impacted by the project.
- Distributed a map to the Commission that she created as an alternative that includes setbacks for a Riparian Corridor and other such important details.
- Pointed out that this will be the largest development area in Campbell and it is important to take the process seriously while still being "cautiously" creative.

Audrey Kiehtreiber, Resident on Walnut Drive:
- Explained that a lot of people from the STACC (San Tomas Area Community Coalition) have spent considerable time reading this material and writing responses.
- Reminded that the San Tomas Area Neighborhood Plan (STANP) was created 30 years ago with many community meetings and much input. In comparison, The DAAP had a few meetings with a limited group of stakeholders. C01-03
- Questioned referring the DAAP area as a "waterfront environment".
- Asked that the residents of STACC not be treated as adversaries.
- Stated that they helped draft the STANP 35 years ago and can do it again and help with the development of the DAAP.

Peter Kiehtreiber, Resident on Walnut Drive:
- Started by saying he endorses everything his wife just said.
- Said that the draft DAAP is seriously flawed and a bad plan.
- Added that he can understand the need in the community for a commercial development core.
- Questioned referring to the DAAP area as a "waterfront". There is no waterfront. Using that term here is "made up".
- Reminded that the area referenced as DAAP-West is actually located within the STANP area.
- Suggested that the DAAP-West component be removed altogether from the DAAP and that the rest of the plan be toned down or better yet restarted from scratch and try to make it less bad.

Joanne Carroll, Resident on Walnut Drive:
- Said that she too encourages a reduction in this DAAP development plan.

- Pointed out that it is proposing 2 million square feet of development and an addition of 7,500 people to the DAAP vicinity.
- Suggested perhaps reducing the plan to .75 with a 60-foot maximum height and half the density impacts to be more in line with Campbell.
- Concluded by supporting the complete elimination of the DAAP-West component to the plan.

Ellen Dorsa, Resident on Walnut Drive:
- Stated her agreement with what the other speakers have said thus far.
- Said that there is a quality of life concern as proposed.
- Stated that DAAP-West should serve to sensitively transition from commercial to residential uses. As proposed, they would lose peace and quiet as well as safety. There would be dumpsters located against six-foot high fences. It would violate the air quality standard. **C01-04**
- Suggested that the EIR address potential health impacts such as asthma, emphysema and lung cancer resulting from poor air quality. **C01-05**
- Said that 75 foot tall buildings would loom over the area. **C01-06**
- Suggested reducing the scope of the DAAP, eliminating the DAAP-West component and including representatives from STACC in the process.

Mitch Stermer, Resident on Walnut Drive:
- Asserted that the quality of life will change.
- Called the DAAP a very ambitious plan.
- Stated that some people will make a lot of money out of this area.
- Suggested the plan be scaled back and that the DAAP-West component is a very bad idea.
- Opined that this is a really strange project that doesn't have a core vision.

Wayne Prescott, Resident on Robway Avenue:
- Said that he is not directly impacted.
- Opined that the Draft EIR for the DAAP is more significant in what it doesn't say than in what it does say. **C01-07**
- Stated that people will be directly affected.
- Reported that he works as an appraiser and advised that 15 percent of the industrial properties on the east side of Winchester are under one ownership. They can benefit greatly from this plan.
- Agreed that this is a long-term project and he appreciates hearing Director Kermoyan's advice to the Commission to take their time moving forward with their review.

Lisa Myers, Resident on California Street:
- Said that she has lived in Campbell for 25 years and has had a business in Campbell for 30 years. She owns Let's Go Birdie.
- Explained that there are 165 known species living in the Percolation Pond Riparian Habitat. **C01-08**
- Predicted that this development will change and impact the bird world in the area that includes falcons, osprey and bald eagles. **C01-09**

- Pointed out that there are no orchards left now.
- Opined that Campbell is a wonderful town just as it is now.

Jo-Ann Fairbanks, Resident on Hacienda Avenue:
- Reminded that the City is beginning its General Plan review process and there may be additional elements added to that document.
- Pointed out that the size of the DEIR/DAAP document is too large to take in. **C01-10**
- Questioned who sets the thresholds. **C01-11**
- Said that the EIR does not address the impacts on the City as a whole from the addition of a high-tech center. **C01-12**
- Stated that there are life cycles within high tech areas and environmental, social and economic impacts. **C01-13**
- Said there is also risk of the demise of small businesses in the area.
- Listed environmental impacts as including: biological resources, the Campbell Tree Ordinance and the impact of the DAAP on the City's other area plans. **C01-14**

Lee Peterson, Resident on Audrey Avenue:
- Said that he has resided in the San Tomas neighborhood for 35 years, even before it was annexed into the City of Campbell.
- Added that he participated in the preparation of the STANP.,
- Stated that he was strongly opposed to the DAAP and is concerned that there was no participation by the nearby residential neighbors in the drafting of it.
- Said that the Draft DAAP lacks balance and needs a better visioning process including more focus groups. That did not happen here.
- Pointed out that the residents of the STANP have to live with the results of the DAAP's implementation.
- Advised that Campbell's percentage of park land per capita is the worst in the County. Although Park Dedication Fees are collected when residential construction occurs, it should also be collected when new commercial construction occurs. **C01-15**

Lisa Harmer, Resident on Briarwood:
- Advised that she resides in the former Cambrian 36 County Pocket that was annexed into Campbell.
- Stated her support for the previous comments made.
- Said that a major concern for her is the intersection at San Tomas Expressway and Highway 17 as well as the intersection of Curtner, Camden and San Tomas Expressway. **C01-16**
- Reported that while Curtner is a residential street, they experience a lot of spillover traffic. **C01-17**
- Stated her hope that the Planning Commission makes a fully researched and informed decision on the DAAP using the soon-to-be updated General Plan. She suggested waiting until this updated General Plan is ready for review.

Paula Parisi, Representative for Dell Associates II, LLC, 1690 Dell Avenue:
- Advised that she represents a commercial property owner, Dell Associates II, LLC, owners of 150,000 square feet of multi-tenant space at 490-590 Division Street and 1711-1745 Dell Avenue.

- Said that she has submitted written comments.
- Stated that Dell Associates believes that the DEIR and the DAAP are poorly drafted and designed. The scope is poor. **C01-18**
- Said that the draft DAAP results in huge unknowns for property owners in the area, specifically any non-conforming properties. There are huge financial impacts.
- Said that they are willing to meet with City representatives to make the draft DAAP more palatable to property owners.
- Handed over her written statement for inclusion in the record.

Leslie Takanoza, Resident on Steinway Avenue:
- Said that she came to Campbell 32 years ago when it was rural and beautiful.
- Added that she is a librarian.
- Stated that the DAAP is not a good idea as it has risks for aquafers and the water table. **C01-19**
- Admitted that this is the first meeting she's attended at the City but she felt strongly about this matter. **C01-20**
- Reported that she also has a high tech past and experienced three high tech industry that occurred shortly after huge growth.

Barbara Wally, Resident on Steinway Avenue:
- Said that she is a resident of Campbell and heard about this DAAP from within the community.
- Reminded that this is a nice residential community with no high rises.
- Stated that she fears the creation of another Santana Row type development that takes away from what Campbell stands for.

Fran Cucuzza, Resident of Virginia Avenue:
- Joked that she would likely die before this project gets finished.
- Stated that she agrees with what has been said by the other speakers.
- Suggested that what needs to be done is to get more community involvement.

Director Paul Kermoyan:
- Explained that there were just three CAC (Community Advisory Committee) meetings. There have been more general community meetings that that and there will be more.
- Assured that this is a process.

Fran Cucuzza asked if there could be changes to the composition of the CAC.

Director Paul Kermoyan said that there will be no additional CAC meetings. The CAC was just convened as a starting point of the DAAP project.

Eddie Gonzales, Small business owner on Dell Avenue:
- Asked where those in the service industry are supposed to go.
- Questioned just how they can serve Campbell residents if they are pushed out of Campbell.

Dave Keyson, Resident on Hacienda:
- Advised that he worked in high tech for 30 years and lives in Campbell because he doesn't want to live in high tech community.
- Stated that Campbell doesn't need to try and be another San Jose or Mountain View. It can just be Campbell.

Rita Wilson:
- Stated that while she is not directly impacted by the proposed DAAP, she is interested in it and finds it to be far too ambitious.
- Cautioned the City to take a closer look as the DAAP appears to allow overdevelopment to occur.
- Expressed her support for the previous speakers' comments.

Kathy Craig:
- Said that she owns properties on both Dell and Sunnyoaks Avenues.
- Added that they rent to small businesses and have since 1952.
- Cautioned that if small businesses are driven out of Campbell, Campbell residents will have to travel far to get needed services.
- Reminded that small business owners put their life savings on the line when developing their businesses.
- Reported that they have no vacancies in their properties.
- Assured that small businesses still want to be in this area.
- Suggested that the buildings of the DAAP project area be improved to look better but the draft DAAP is just too ambitious.

Chair Finch closed the Public Hearing for Agenda Item No. 4.

Chair Finch asked the members of the Commission to provide their individual comments at this time.

Commissioner Kendall:
- Said that she would like to see further development of alternatives. **C01-21**
- Stressed the need to identify mitigation of impacts from traffic and air quality. **C01-22**
- Said that there had been no mention of traffic from Dell to Camden/Hwy 880. **C01-23**
- Asked if alternative transportation methods have been considered in relation to the DAAP. Gave examples of scooter trips, low emission shuttles, flex work schedules, telecommuting and traffic offset with the added Light Rail Station. **C01-24**
- Said that if Alternative 1 is selected, there could be impact on having 75-foot high buildings on the DAAP-West component as currently zoned. **C01-25**
- Said that doing nothing impacts traffic and air quality. **C01-26**
- Questioned what impacts there could be to the percolation ponds if the setbacks are reduced. **C01-27**

Commissioner Bonhagen asked if the DAAP stops at Hacienda on the north.

Director Paul Kermoyan:

- Explained that the DAAP area is the only C-M (Controlled Manufacturing) zoned district in the City of Campbell.
- Added that an effort was made not to include M-1 (Light Industrial) zoned areas within the DAAP in order to save the smaller units so there is transition.

Commissioner Bonhagen:
- Said that he is a big-picture guy and traffic and air quality are the biggest concerns. **C01-28**
- Asked if there is a way to incorporate more help from those agencies that deal more with infrastructure in this process.
- Asked if there is a way to widen Winchester from San Tomas Expressway to Knowles?

Commissioner Rich:
- Said that the question is, "What do we want our identity to be in the community?"
- Stated that anything in the DAAP will impact air, traffic and other things. **C01-29**
- Asked how displacement of small businesses should/could be handled?
- Asked if less density has been considered to minimize impacts? Perhaps a happy medium to minimize impacts? **C01-30**

Commissioner Reynolds:
- Said that he wants to keep in mind that he may not see the DAAP come to fruition during his lifetime.
- Reminded that this is a long-term plan that will not displace any existing small businesses in the plan area.
- Said he often asks himself, "What do I want to leave for my children and grandchildren?"
- Questioned whether the DAAP could be modified to include the McGlincy Area so those two areas could work in concert together?
- Asked of the DAAP plan could be done in a manner where growth is tied to transportation expansion. **C01-31**
- Assured that he would have more questions moving forward.

Commissioner Young:
- Asked if the consultant took current climate conditions into consideration? For example, the current drought conditions. **C01-32**
- Questioned what impacts there might be from building atop the aqua filters. **C01-33**
- Said that he'd like to see increased open space in the DAAP-East portion.
- Added that he'd like to see the DAAP-West portion also increase its open space requirement and align with the Housing Element.
- Said he'd like to see a better description of the relationship between the DAAP-West component and its adjacent residential community (STANP).
- Reminded that change to the area will be gradual and not happen all at once.
- Asked if there might be issues by widening the sidewalks along Winchester.
- Asked if alternative materials to concrete might be considered for walkways.
- Asked about CO hot spots. **C01-34**

Commissioner Dodd:

- Said that the environmental information suggests no impacts on police services. C01-35
- Questioned that assertion given that a new restaurant would be operating along the creek with evening business hours. That is not there right now. C01-36
- Inquired whether some housing for employees could be developed as a part of that DAAP area. C01-37
- Asked if the consultant looked at the NetFlix development up the road in Los Gatos. C01-38
- Said he is surprised by the reduced speeds on Dell and Hacienda and said he didn't see a study on that. C01-39
- Asked how many accidents there could be when a bike lane is added. C01-40
- Said that the EIR mentioned no significant impacts to aesthetics. C01-41
- Pointed out that to him, seeing the sky itself is a part of his vista when sitting in his own backyard. That gave him pause. C01-42
- Suggested that the City identify "view corridors" in the General Plan Update.

Commissioner Dodd:
- Admitted that the 75-foot maximum height is what is getting to her.
- Said that it seems that one of the goals is to have residential uses nearby from where high-tech workers can cross Winchester back and forth in a convenient live-work lifestyle.
- Asked if it had been looked at as to who currently crosses Winchester to access restaurants on the other side of Winchester.

Chair Finch:
- Stated that the issue of impacts on aquafers is one that hits hard for her. C01-43
- Said that she hopes that El Nino is coming later this year but we don't know for sure that it will.
- Agreed that it is important to determine what identity the City wants for itself.
- Agreed it is important to determine where small business goes.
- Added that it is important to decide if the high tech arena is something Campbell really wants to create.
- Stressed the need to evaluate the effects on the community as a whole. The DAAP would impact the entire community and not just a localized impact on this immediate area. C01-44
- Said it is important to determine how far reaching impacts could be. C01-45
- Questioned what the impacts of removing the DAAP-West component from the plan could be. C01-46
- Wondered what sort of pedestrian movement there would/could be between DAAP-East and DAAP-West.

Director Paul Kermoyan:
- Said that the alternatives section already provides options.
- Stated that this evening has resulted in a very good conversation.
- Thanked all in attendance for their comments and participation.
- Said that staff would package up all the comments and questions and send them on to the consultant for response.
- Stated that the next step is plan review. That date has not yet been set.

COMMENT LETTER # D01

From: lakaseman@comcast.net [mailto:lakaseman@comcast.net]
Sent: Tuesday, August 11, 2015 11:18 AM
To: Paul Kermoyan
Subject: DAAP/DEIR Public Feedback

City Leaders of Campbell,

I'm writing today as a 25 year resident of Campbell. I'm very concerned over the ongoing agressive growth plans for this fine city. Many projects have already been approved, too many! We have yet to experience the impact of what has already been approved and this specific project is being touted by the San Jose Mercury as "Campbell Mecca". Is that really the impression we want this city to have? Have any of you been on Winchester between Campbell Ave and Knowles lately between the hours of 5-7? It's a parking lot. A project this size will bring the city's infrastructure to it's knees, will be disruptive to all residential neighborhoods along Winchester as frustrated commuters will be looking for alternative routes to major roadways. Winchester is not an Expressway but we'll be forced to become one.

D01-01

D01-02

I have concern over the businesses that are being ousted as part of this development, as someone brought up "what happens during the next valley downturn" it will happen, are we then going to fill vacant buildings with Home Churches that bring zero revenue to the city? These businesses have stood the test of time why are we disrupting what works. I hate the thought of kicking Kaiser out of Campbell.

D01-03

Has the Leadership of this City lost their sense of balance and respect for the fine citizens of this City and only concerned with Sacramento? Really? What do you as Leaders want to be known for.....turning Campbell into a High Tech Mecca? Think about that?

D01-03

Lee Ann and Tom Kuntz
206 El Caminito Ave
Campbell, CA

D01-03

Please respond so I will know this email has been rec'd!

COMMENT LETTER # D02

From: Desmond, Maggie [mailto:maggie.desmond@hogefenton.com]
Sent: Tuesday, August 11, 2015 11:32 AM
To: Paul Kermoyan
Cc: 'Maggie Desmond' (gomagster@gmail.com)
Subject: Comments on the DAAP

Dear Mr. Kermoyan:

Please see attached my comments on the DAAP. Please ensure my comments are made a part of the public record and provided to the consultant. Thank you.

Hard copy in the mail.

Maggie W. Desmond

D02-01

This email message has been delivered safely and archived online by Mimecast. For more information please visit http://www.mimecast.com

August 11, 2015

1491 Hack Avenue
Campbell, CA 95008

Paul Kermoyan
Community Development Director, City of Campbell
70 N. First Street
San Jose, CA 95008

Dear Mr. Kermoyan:

Please accept this correspondence as my comments on the draft EIR regarding the proposed Dell Area Plan. From the inception of the concept I have been opposed to the use of the land as a high technology employment center with retail, residential and high technology. **D02-02**

THE CONCEPT IS WRONG FOR THE IDENTIFIED AREA: The intensity, density, scope, use, and design of this particular project is inappropriate for the proposed 113 acres. I believe the draft EIR, especially in the areas of Air Quality and Transportation, clearly support the extreme and unconscionable consequences of such a build out. **D02-03**

I do not agree that it would be a positive concept for that piece of property to be designated as a high tech employment center supported by residential housing and mixed retail with heights and density currently unknown. This isn't about being a "NIMBY" - "not in my backyard", but more about NIMC "not in my City". For me the charm of Campbell remains the small town appeal. At all costs that should be retained.

A "Citizen Advisory Committee" was tasked to create a high tech plan for the Dell area. Those 12 men, Jeff Cristina, Paul Resnikoff, Scott Trobbe of Southbay Development, Tom Kawata, Allergan, Shawn Hardy, Hines VAF, Mark Patrosso, Kaiser Permanente - Team Manager, Michael Rocha, DA Yoder Commerical Real Estate and a Campbell resident, Ron Naymark, owner of property on Dell and Division Streets, Richard Lowenthal, Chargepoint CEO, Mike Thompson, Groupware CEO, and Jay Bechtel, Google - Real Estate and Construction Manager and Campbell resident, (see attached list of CAC members) under took to create the "vision" - of the high tech plan, the DAAP. **D02-04**

It is of note that the Notice of Public Hearing dated August 22, 2014, merely one year ago, states there is "No specific development project is being considered." See attached. How do we go from no specific development project to the DAAP in less than one year?

The original Notice of Public Hearing says the DAAP will be used as a visioning and regulatory document. The concept of the Dell property as a high tech center is faulty. If the DAAP is a visioning document then it is the wrong vision for this piece of property. This is a vision that is being thrust upon our city despite vigorous opposition not only from residents all over the city, but from small business owners in the area who will be displaced. The existing Dell area isn't a financially blighted area needing assistance, but rather an engaged light business community adjacent to the San Tomas

neighborhood resulting in a harmonious existence of light industrial and residential. The entire area contributes to the overall betterment of the City. The extreme change in Land Use proposed by this vision is inappropriate and in reality a nightmare. The configuration of the land does not lend itself to the purpose of a high technology park with the amenities described by the DAAP. D02-04 cont.

USING PROPERTY IN A FISCAL WAY INSTEAD OF ANALYZING THE BEST USE GIVEN THE PHYSICALITY OF THE LAND: This is clearly the fiscalization of a piece of property. The DAAP vision is flawed for many reasons but of utmost concern is the physical inaccessibility of the 113 acres. It is obstructed by the Los Gatos Creek and Highway 17 on the east running the entire length of the parcel. To the south the proposed development butts up against Highway 85 and Los Gatos. The north side is a conglomeration of roads maintained by inter-agencies including Union Pacific, City of San Jose, County of Santa Clara, Cal Trans, VTA, City of Campbell. To the north it becomes enmeshed in a cluster of issues at San Tomas Expressway, Highway 17, Camden, etc. That's one of the many intersections deemed Significant and Unavoidable. Too many intersections can't be fixed. Therefore the only somewhat viable ingress and egress is from the west off Winchester Blvd. D02-05

TRANSPORTATION ISSUES: The draft EIR repeatedly cites the Significant and Unavoidable issues incident to Air Quality and Traffic and Transportation issues incident to the proposed plan. It is unrealistic to have one street (Winchester Boulevard) be the only real ingress and egress to the DAAP area. The draft EIR states 6 if not 7 intersections are already insufficient to bear the **current** traffic. To deliberately increase the traffic burden on Winchester Boulevard with a development of this size and scope given the draft EIR transportation issues is unreasonable. The unique configuration of the proposed 113 acre parcel does not lend itself to the purpose the 12 men were charged to create. Future traffic issues are unsurmountable. D02-06

WATER ISSUES: The Santa Clara Water District in its August 14, 2014 letter to our Community Development Director stated:

"Visioning Process - The process for the visioning and development of the Plan Area and subsequent analysis of potential environmental impacts is not clear. In May 2014, the project consultant invited District Staff to comment on the conceptual land use diagram for the Plan Area. We (the Water District) provided comments and information on the District operation of the Camden Groundwater Recharge ponds and just recently discovered on the city's website the Draft Vision, Land Use and development standards (draft vision) that was presented to the City Council in February 2014. Strict comments relative to the proposed uses on and adjacent to the ponds do not appear to be reflected in the Draft Vision or the public record." D02-07

The letter from the water district to our city goes on further to say:

"Land Use - The draft Vision describes enhanced high tech urban uses around the ponds and the creek to include waterfront facing plazas and restaurants along with and improved paved promenade and landscaping around the ponds. **A high tech urban use may not be compatible with the function and operation of the groundwater recharge ponds or with their ancillary functions associated with passive recreation and wildlife habitat.** The waterfront plazas, restaurants and promenades along with amenities such as the proposed amphitheaters, ball fields and performance venues with

the Plan Area might be appropriate around an urban water feature created in anticipation of these functions **however the urban amenities described conflict with the purpose and operation of the recharge facilities, ...** the Area Plan should not rely on placement of amenities on District property used for important water supply infrastructure. " (Emphasis added) This letter is a part of the draft EIR. **D02-07 cont.**

That says to me that the basic conceptual plan for a high tech park at that location will interfere with our water resources.

I have a visceral reaction which says: "Hey, wait a minute. My front and back lawns are completely dry. I have sustained thousands of dollars of landscape damage due to the drought. I have had to cut back my use of water by 30%. How can we possibly invite a development of this nature here? We aren't sustaining what currently exists here so how can we encourage growth of this nature? " **D02-08**

It is partially the shortsightedness of previous planners and politicians that we find ourselves in the current drought situation -without adequate reservoirs, depleting ground aquifers, lack of foresight relative to desalinization efforts, and the encouragement of urban sprawl throughout the Santa Clara Valley. We can't plan for a future high tech development at Dell with the water uncertainties we are currently facing.

There are 15 percolation ponds located in or adjacent to the 113 acres proposed to be developed. The water district letter goes on to say: "[The purpose of the ponds] is to recharge groundwater so water can be extracted from the ground for drinking water purposes. During this current drought imported water supplies have been severely curtailed so the community must rely on stored water in the underground aquifers". **D02-09**

Fifteen (15) percolation ponds is more than in any other part of our city. It is absolutely critical that these water resources remain intact, protected, and not be interfered with by the largest, most aggressive development ever undertaken by the City of Campbell. The function of the percolation ponds for the betterment of the community must be placed above enrichment of the wallet even the future enrichment of our City. If we do not have water, we do not have a city.

The draft EIR reads "Due to a severe drought in the State of California ... As a result, the SJWC has been relying more heavily on groundwater which has caused the groundwater elevation to decline. However, the SJWC concludes that the groundwater elevation will rebound and that the groundwater basin will be replenished. Page 4.14-11 Water Supply Assessment SJWC 2015. Am I to assume that SJWC knows it is going to rain and solve our water problems? **D02-10**

If there is sufficient water to sustain the largest redevelopment in Campbell's history than how come I have dry lawns and have been required to cut back by 30%?

I ask that the consultant review the current reality of our water situation and the draft EIR be brought current and projected out for the build out of this project. Based on water and drought conditions, our city planners, after a thorough review of the draft EIR, should adopt the No Project Alternative. **D02-11**

ANALYSIS OF OTHER USES OF THE SAME LAND: I am puzzled as to why the property isn't being considered **D02-12**

as an extension of the Santa Clara County Park system to which it abuts. I would like the consultant to consider other, more suitable uses, for the 113 acres given the percolation ponds and the other natural resources. We should have choices about a development of this much property. D02-12 cont.

GENERAL PLAN REVIEW: Our city is currently undergoing a General Plan review. The proposed high tech park with residential enhancements and mixed use retail is the most aggressive redevelopment project ever considered in Campbell. Not only do I believe this is the wrong purpose for that piece of land, but I believe this project should be tabled until the General Plan has been updated. The General Plan review should consider the appropriateness of such a build out. The General Plan study will delve into this radical change in Land Use. The No Project Alternative should be adopted until the General Plan review has been completed and those results made available. Is the direction of our city going "urban" or will the small town flavor be retained? The General Plan review will address that question. D02-13

IDENTITY OF A COMMUNITY: A draft EIR of any kind, because it is a cut and dried analysis statement, cannot possibly incorporate a sense of identity or place. That identification concept should be left to the people who live in the town. Campbell is known for its safe, clean small town feel. A high tech park of this nature and amenities is not appropriate. Repeatedly you have been told the small town qualities are to be preserved and enhanced. The DAAP is diametrically opposite of what you have been told is sought for our small city. The proposed taller buildings, increased FAR, and large floor plates all contribute to a development which is inconsistent with what exists here now and is not the wishes of residents. What is proposed to be built is of greater density, height and floor ratio than what our neighboring city, Los Gatos, has done with Net Flix and Albright. Already the Albright development obstructs the scenic views to the south. The consultant should further study the scenic views impacted by the development. D02-14

UNCERTAINTY OF LIGHT RAIL: The plan relies heavily on the creation of two future VTA light rail stations. One at Hacienda and Winchester and another one at Knowles and Winchester. Please see attached correspondence dated November 6, 2014, from VTA Government and Community Relations employee, Ethan Winston. Mr. Winston says "This project is environmentally cleared but remains unfunded. The cost of construction and operation versus projected ridership is problematic and so going forward other projects with better cost benefit ratios are more likely to be funded." D02-15

Despite there being mutterings of activity the light rail extensions into Campbell remain without an identified funding source. Also see the July 6, 2015, email from Ethan Winston reiterating that "As of this time, no funding source for this project has been secured."

It would be foolhardy to approve this plan by relying on a light rail work/live concept until funding for light rail is absolutely secured. Tim Rubin, a VTA critic, has said the nearly empty trolleys that slowly shuttle by are reminders that the existing light rail system is one of the least successful in the nation by any standard. Fewer than 1 percent of the county's residents ride the trains daily, while it costs the rest of the region - taxpayers at large - 85 percent of the service. The transportation network that officials envisioned in the 1970's and 1980's wound up being twice the size, more expensive, less efficient and less popular that first thought. Further, Mr. Rubin, a transportation consultant based in Oakland, says "It [VTA] is an unmitigated disaster and a waste of taxpayer money. I think the original concept was very seriously flawed." Do we now commit to an expansive and inconsistent development relying on light rail to solve the massive transportation issues the development would create? Specific plans should not be made based on the possibility of a future bond issue passing and this leg of light rail getting funded. The consultant needs to provide more detail regarding the level of commitment to fund VTA for the two additional stations. How many of the readers of this correspondence actually use light rail from or to D02-16

the Winchester Station? The consultant needs to revisit the light rail viability. D02-16 cont.

LACK OF FINANCIAL COMMITMENT TO LIGHT RAIL BY LOS GATOS: Our neighbor to the south, Los Gatos, has incorporated into their 2020 General Plan Policy VLR-1.3 language which reads: "Future development shall contribute financially to support transit services that link the Vasona Light Rail with the rest of Los Gatos". See attached. In talking to personnel from Los Gatos Finance Dept., I was informed that zero (0) dollars have been collected from any developers in Los Gatos to ensure that light rail comes to Los Gatos. Despite the North 40, Albright, and other Los Gatos developments, no funds have been collected to aid with bringing light rail to Los Gatos - through Campbell. If light rail to Los Gatos isn't a priority of Los Gatos, then are the two Campbell stations even viable? D02-17

SAN TOMAS AREA PLAN: There is also the San Tomas Area Plan to be considered. That Plan establishes land use and transportation policies for the San Tomas Area. It establishes specific policies to preserve the unique character of the San Tomas Area and to enhance the quality of life for its residents. The San Tomas Area is one-third of the area in Campbell. D02-18

It is inconsistent to abut an area of rural character, that is one-third the size of the entire city, with a 113 acre development of the density, height, and variety of development proposed by the DAAP. Just because you can do it, doesn't mean you should. Sometimes less is more. Campbell is desirable because it is **not** Cupertino, Mountain View, Santa Clara or San Jose. We have always sought to preserve a rural quality of life and the San Tomas Area epitomizes that quality of life. Once that is gone, it will never be restored. People come to Campbell as a refuge from the high density/high tech environment which surrounds them. Not one resident who is a neighbor of the various Apple campuses says their quality of life improved because Apple became their neighbor. Is it the intention of Jay Bechtel to make the Dell area a Google campus? A high tech park, with residential, retail and a litany of other businesses operating 24/7 is simply not the look or feel of Campbell. Places like Los Altos, Saratoga, and Monte Sereno, continue to appreciate more rural values, why can't Campbell? D02-19

DRAFT EIR DOES NOT ADEQUATELY ADDRESS CUMULATIVE EFFECT OF BUILDING OUT BY NEIGHBORS: The draft EIR is void of sufficient data to determine the impact of the already underway North 40 development in Los Gatos as well as development of the former courthouse property, Albright, and Good Samaritan Hospital. There are insurmountable negative consequences related to the proposed building of the DAAP which the EIR does not address adequately. Further investigation by the consultants must offer current details of the impact of already started construction on traffic and air quality. D02-20

EDUCATING THE INCREASED NUMBERS OF CHILDREN: I have been told it is not within the purview of the city to discuss schools. However, the town of Los Gatos is receiving a new school built by the developer of the North 40 to educate the children in their 40 acres. Why can't that be part of what is required here? D02-21

In the southern area of Campbell the elementary school serving the needs of the children is Capri. Rolling Hills and Westmont High School would absorb the middle school and high school students. Capri, Rolling Hills and Westmont are within single digits of being at capacity and yet the draft EIR fails to adequately address educating the children. The draft EIR did not rely on current numbers instead they relied on projections and past history. The draft EIR does not adequately address educating the additional students which would be brought in by the Dell Plan. See draft EIR, Page 4.7-17 "Existing or Proposed Schools" is erroneous. The entirety of that paragraph is incorrect. The above 3 schools are closer than Campbell Middle School. A closer analysis of the impact of potential new residents (300 homes to be build) to existing schools and available methods to induce developers to bear the cost of another school in the district needs D02-22

to be addressed by the consultant. D02-22 cont.

CHALLENGES OF CO EXISTING WITH HIGH TECH: Current issues have been brought before you as a result of Barracuda's growth pains. Barracuda is a prime example of a high tech business failing to be a good neighbor. The area occupied by Barracuda is residential in character. They have operated there on the narrow commercial along Winchester. They have been there for about 8 years. Alternatively, most of the residents of the immediate area have been there for 20, 30, or 40 years. The operation of Barracuda's business is already in direct conflict with the neighborhood. For whatever reason high tech employers generally demonstrate a sense of "entitlement". The building of 113 acres of high technology, residential, and mixed use on property with only one, already overburdened road (Winchester) for ingress and egress, is an absolute invasion into the quality of life for the residents of Campbell. The current Dell area is perceived as an extension of my neighborhood area - the radical change in the land use is inconsistent with the physical existing land. D02-23

LACK OF CONSISTENCY WITH THE EXISTING AREA: The enormous change from single and two story to higher than 4 stories cannot be sustained. Does our City even possess the ability to fight fires or address other emergencies at the height of the proposed buildings? D02-24

The draft EIR affirms that the sought after development would be harmful to the City of Campbell. Campbell is already the most densely populated city by virtue of it only being 5.8 square miles in size. To dedicate 113 acres of the 5.8 square miles to the DAAP would be foolhardy.

To continue with this plan would leave our City susceptible to litigation. The concept of a high technology park at that particular location is not supported by either the people of Campbell, or the draft EIR. The No Project Alternative should be adopted.

Very truly yours,

D02-25

Maggie Desmond

cc: City Council
The Campbell Press
The Campbell Express
Next Door
Scott Herhold, SJ Mercury News

Citizen Advisory Committee
May 20, 2014

NAME	TITLE	EMAIL
Jeff Cristina	Councilmember	jeffc@cityofcampbell.com
Paul Resnikoff	Planning Commissioner	planning@cityofcampbell.com
Scott Trobbe	Southbay Development	strobbe@southbay.us
Tom Kawata	Allergan	Kawata_tom@allergan.com
Shawn Hardy	Hines VAF	Shawn.hardy@hines.com
Mark Patrosso	Kaiser Permanente – Team Manager	Mark.patrosso@kp.org
Michael Rocha	DA Yoder Commercial Real Estate and a Campbell Resident	Michaelrocha1951@gmail.com
Ron Naymark	Owner of 1671 Dell Ave and 471 Division St	ronnaymark@gmail.com
Richard Lowenthal	Chargepoint CEO	richard.lowenthal@chargepoint.com
Mike Thompson	Groupware CEO	mike@gw-mail.com
Jay Bechtel	Google – Real Estate and Construction Manager and a Campbell Resident	JBechtel@google.com

D02-26

Attachment #1

CITY OF CAMPBELL
Community Development Department

August 22, 2014

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Planning Commission of the City of Campbell has set the time of 7:30 p.m., or shortly thereafter, on Tuesday, **September 9, 2014**, in the City Hall Council Chambers, 70 North First Street, Campbell, California, for a Public Hearing to receive public and Planning Commission comments on the preparation of an Environmental Impact Report (EIR) for the Dell Avenue Area Plan (DAAP) (Application PLN2012-207). These comments will be used to scope issue areas necessary for the environmental analysis. There is no specific development project being considered. Rather, the DAAP will be used as a visioning and regulatory document to provide development opportunities focused on high-tech industry within the Dell Avenue Area proper and mixed use development along Winchester Boulevard. Development opportunities contemplated within the DAAP are anticipated to increase the Floor Area Ratio from .4 to 1.5 and the building height from 45 feet to 75 feet (within the Dell Avenue Area proper) and 35 feet to 45 feet (along Winchester Boulevard). Please refer to other draft development standards in the following document http://www.cityofcampbell.com/DocumentCenter/View/2059.

Interested persons may appear and be heard at this hearing. Please be advised that if you challenge the nature of the above project in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this Notice, or in written correspondence delivered to the City of Campbell Planning Commission at, or prior to, the Public Hearing. Questions may be addressed to the Community Development Department at (408) 866-2140.

Plans and architectural drawings may be viewed at the Planning Division office during normal business hours (8:00 a.m. – 5:00 p.m.) and on the City's 'Public Notices' web page (http://www.cityofcampbell.com/501/Public-Notices) under 'Planning Commission'.

Decisions of the Planning Commission may be appealed to the City Council. Appeals must be submitted to the City Clerk in writing within 10 calendar days of an action by the Commission.

In compliance with the Americans with Disabilities Act, listening assistive devices are available for all meetings held in the Council Chambers. If you require accommodation, please contact the Community Development Department at (408) 866-2140, at least one week in advance of the meeting.

PLANNING COMMISSION
CITY OF CAMPBELL
PAUL KERMOYAN
SECRETARY

PLEASE NOTE: When calling about this Notice,
please refer to address: **Dell Avenue Area Plan EIR**

70 North First Street - Campbell, California 95008-1423 - TEL 408.866.2140 - FAX 408.871-5140 - TDD 408.866-2790

Attachment # 2

The current uses of these parcels range from orchards to underutilized residential property to manufacturing. The commonality of all of these parcels is their proximity to future mass transit and their capability to help the Town meet its housing goals. The Town is working to identify which types of housing are best suited for the area, and where new development should be constructed. This area also has easy access to both Highway 85 and Highway 17 and includes connections to several major arterials including Winchester and Los Gatos Boulevards and Lark Avenue. These large underdeveloped parcels may be suitable for other commercial or recreational uses. Throughout the process of preparing this Element, a basic planning philosophy has served as the foundation for designating land uses in the area: development should be community-, pedestrian- and transit-oriented, and designed and scaled to maintain a small-town character. This Element consists of goals, policies, and actions that apply specifically to the VLR area.

D. Goals, Policies, and Actions

Goal VLR-1	**To promote the construction of Vasona Light Rail and mass transit facilities.**

Policies

Policy VLR-1.1	Circulation planning for the Town shall recognize the potential for mass transit connections via the Vasona Light Rail.
Policy VLR-1.2	Coordinate and proactively participate with other communities and agencies to ensure that the proposed ~~mass transit facilities are~~ acceptable to the Town.
Policy VLR-1.3	Future development shall contribute financially to support transit services that link the Vasona Light Rail with the rest of Los Gatos.

354-6834 ok

354-6874 planning

Desmond, Maggie

From: Desmond, Maggie
Sent: Monday, July 06, 2015 3:40 PM
To: 'Winston, Ethan'
Subject: RE: Update please

Thank you.

Maggie W. Desmond

From: Winston, Ethan [mailto:Ethan.Winston@vta.org]
Sent: Monday, July 06, 2015 3:27 PM
To: Desmond, Maggie
Subject: RE: Update please

As of this time, no funding source for this project has been secured.

Ethan Winston
VTA Government and Community Relations
Desk: (408) 321-5978
Cell: (408) 464-7759

From: Desmond, Maggie [mailto:maggie.desmond@hogefenton.com]
Sent: Wednesday, July 01, 2015 3:02 PM
To: Winston, Ethan
Cc: 'Maggie Desmond' (gomagster@gmail.com)
Subject: Update please

Dear Mr. Winston:

Attached to this email is an email I received from you last November. Is there any change to the position you have stated in that email? That is, what is the current status of any extensions of VTA light rail from Winchester, South further into Campbell and thence into Los Gatos? If the position has changed from last fall, please elaborate on how and provide the identified funding source, if any.

Thank you.

Maggie W. Desmond

Desmond, Maggie

From: Winston, Ethan <Ethan.Winston@vta.org>
Sent: Thursday, November 06, 2014 3:02 PM
To: Desmond, Maggie
Subject: RE: Some questions ? / . . .

Hello,
This project is environmentally cleared but remains unfunded. The cost of construction and operation versus projected ridership is problematic and so going forward other projects with better cost/benefit ratios are more likely to be funded.

There are some aspects of the project that argue for it to be built however so it does remain on the books at this point although, as I noted, it does not have an identified funding source.

Ethan Winston
VTA Government and Community Relations
Desk: (408) 321-5978
Cell: (408) 464-7759
Fax: (408) 321-7537

From: Podrasky, Kathleen
Sent: Thursday, November 06, 2014 10:35 AM
To: 'Desmond, Maggie'
Cc: Winston, Ethan
Subject: RE: Some questions ? / . . .

Good Morning,

I'm referring you to my colleague, Ethan Winston, copied above. He can provide a project update for you.

Thank you.

From: Desmond, Maggie [mailto:MWD@hogefenton.com]
Sent: Wednesday, November 05, 2014 3:59 PM
To: Podrasky, Kathleen
Subject: Some questions ? / . . .

Ms. Podrasky:

I have some questions about light rail extending from the Winchester Station more South. Who would I address those questions to?

Maggie W. Desmond

COMMENT LETTER # D03

From: tko661gmail.com [mailto:tko661@gmail.com]
Sent: Tuesday, August 11, 2015 11:58 AM
To: Paul Kermoyan
Subject: DAAP planning

Hi Paul,
We have been to several of these planning events at the city hall in Campbell, but due to the late time of the comment section, we could not stay late for that. D03-01
We do appreciate the extension but are unable to attend tonight.
We live at 661 Chapman Drive and have been owners in Campbell since 1996. A lot has changed since then, some good, some raise big concerns for us.
Traffic on Winchester now matches the speeds on San Tomas Expressway at times. This is just too dangerous. How people can get that speed up with all of the added lights (a real burden on their own) is beyond me. I waited the other morning to turn left on to Winchester, at 9:45am, and counted 28 cars just one direction, before I could move. D03-02
Adding all of this housing capacity concerns me. We get notices almost every month about the aged Water infrastructure in the area and now we plan to add hundreds if not the equivalent of thousands (adding in business activities). We just don't have the water or the infrastructure coming to Campbell for this. We should be better citizens and having moratoriums on high rise buildings and such until the water crisis passes. We have let our lawns go, showered with buckets for 2 years now, and then we see the city taking on such a massive water intensive project. It's not fair. D03-03
The increase in Emergency vehicles and services is another burden. School capacity was brought up by a local teacher who says they are over 120% now, so where will the kids go? Park clean up personnel need to be added to clean up after people. D03-04 D03-05 D03-06
since Campbell routed traffic down Chapman due to the Hacienda work, Chapman people. and Walnut people, many with young kids, are dodging fast moving strange cars. D03-07
We have already experienced an outright burglary of a large Fed Ex box in the daylight, with all the people now seeing Chapman as an easy target. Security has been done by neighbors mostly and that was enough. not anymore. D03-08
The changes Campbell is making is taking us all down a high risk scenario, with high traffic, high pollution, pushing out old favorites of businesses, and changing the neighborhood dynamics. The friendly streets we all walk with our dogs and kids and bicycles are going to be lost as we just become another city, stamped out of concrete, looking and feeling like the rest of the unattractive communities. D03-09
I have seen nothing about it being self-sustaining. Where is the solar, gray water use, recycling and other California considerations any person should be doing. D03-10
Even losing Kaiser. While other medical building come to Campbell, we just blow them off.
Please use great caution and exercise extreme wisdom before we take a leap we can't retreat from. Anything over 3 levels high, will change us forever.
Thanks you for reading our concerns and I hope it helps show that while we understand that communities must grow, this plan is not going to make Campbell better. It makes us a postage stamp of other towns that just don't care about the protection of it's most valuable assets. People. D03-11

Tracy K Oakley
Patricia M. Noack

--
Thanks,
Tracy

"If life gives you melons, you may have dyslexia."
- from a friend.

D03-12

COMMENT LETTER # D04

From: melanie.elling@comcast.net [mailto:melanie.elling@comcast.net]
Sent: Tuesday, August 11, 2015 1:45 PM
To: Paul Kermoyan
Subject: Re: Resident Comments of DAAP - kindly confirm upon receipt of this email

Mr. Kermoyan,

Please review our attached letter with comments regarding the Dell Avenue Area Plan and the EIR as well. We
would like our comments to be included as part of the community responses to this plan. **D04-01**

Thank you in advance for your consideration in this matter,

Willilam and Melanie Elling
Walnut Drive Resident

August 7, 2015

Paul Kermoyan
Community Development Director
City of Campbell

Paul,

We want to express our concern and comments regarding the proposed plan for the Dell Avenue Area. As a family that resides on Walnut Drive with our backyard facing Winchester, our privacy, our safety, and our quality of life will be greatly impacted by the decisions the City of Campbell in the near future. It is with respect that we ask you to carefully consider our perspective in this matter. **D04-02**

DAAP West is not a necessary piece to this development. We want DAAP WEST removed from the Plan. Winchester is at maximum capacity already as stated in the Environmental Impact Report. Our current neighborhood simply cannot accommodate growth of this magnitude. We already have to wait in a line of multiple cars just to make a left on to Winchester in the morning and evening and it can sometimes take 9 minutes just waiting for the "nice driver" to stop to allow cars through the jam on Winchester. **D04-03**

Soon Netflix will bring additional capacity, development on Knowles will bring additional capacity and the Dell Avenue development will bring additional capacity – we are wondering when it will stop? With the current water crisis in California, it seems irresponsible to implement such a plan. People living in and around the area will be negatively impacted by the traffic and congestion for years to come. Winchester Boulevard appears to be a battle of who can build the largest and fastest without consideration of neighborhood habitat and capacity. PLEASE preserve what is left of the San Tomas Area neighborhood. We care about the San Tomas Area and the future of our community. **D04-04** **D04-05**

As a resident whose backyard facing Winchester, our safety and quality of life is being threatened. Suggesting that a six foot fence along the corridor of DAAP WEST will serve as a legitimate or sufficient barrier is INSANE. We are a family with two young children being faced with our home being put at risk. **Anyone can jump a 6 foot wall. No one can ignore the truth of whom and what will be hanging out in this proposed alley-** Smelly dumpsters, a few hundred additional cars, loitering, tagging, homeless, drug-dddicts throwing needles over into my yard, garbage trucks, late night drunks from a bar, a place to dump an old mattress? More traffic, more volume, more congestion in addition to ***several hundred eyes peering down into my house and yard*.** Without a sufficient buffer, we simply will not feel safe in our own yard. Honestly, ask yourself….**Would you want to live like that?** **D04-06**

A Construction zone of this magnitude **will damage** our local habitat. The Dell Avenue project, specifically DAAP West, threatens our right to privacy and it threatens the habitat of our wildlife that resides here too. At some point, we must make difficult decisions and just SAY "NO!" The current plan is **not** an appropriate approach to develop our neighborhood. We ask you to just say NO to this plan. **D04-07**

Thank you in advance for your consideration in this matter. We would kindly appreciate an email response to confirm that you have received our comments. **D04-08**

Kind regards,

William and Melanie Elling

COMMENT LETTER # D05

From: Rodney Asano III [mailto:asanors3@gmail.com]
Sent: Tuesday, August 11, 2015 5:50 PM
To: Paul Kermoyan
Subject: DAAP

August 11th, 2015

Rodney Asano III

1546 Walnut Dr.

Campbell Ca, 95008

To Whom it may concern,

My family has lived here since 1975. My home has been an excellent place to live for 40 years for many reasons. Campbell's past Commissioners have followed fair rules, have heard the people of the community and have produced fair compromises while encouraging slow growth. I have seen the Campbell City Commissioners be fair to Barracuda Networks by honoring and allowing a parking lot to be built on Chapman Dr. despite Barracuda's poor actions of being a good neighbor toward it's adjoining residential neighbors. Their actions have been in poor taste, ornery, and disrespectful to the local residential community. I am disappointed and discouraged. **D05-01**

After attending many meetings at City Hall pertaining to DAAP, I see the same events occurring. I understand that DAAP West falls under the rules and regulations of STANP . Yet, the Campbell's Commissioners are still considering going forward with DAAP West?!

If DAAP West is approved it would be a clear signal that we, the Campbell Community, have no representation in our local government. It would be clear that community voices are not heard and are just annoying static that are to be tolerated while decisions are made for the betterment of outside commercial businesses. **D05-02**

7500 hundred new jobs?! The outrageous and multiple impacts of this project on the local community has been stated ad nauseam by the local residents. All has been said. From traffic pollution, air pollution, noise pollution, and local garbage pick ups, this plan is wasteful, stinks, and is not constructed appropriately. **D05-03**

While actions stated above may have been without consequence in the recent past, today we live in a very different time. This very discussion and our actions are being recorded on the internet through many different channels be it in video, social media, or other chat groups. They will be here indefinitely for future residents to consider. They will either be proud and inspired that we worked together as professional, community-minded adults who found what is best for the community, or they will be disinterested in Campbell because it has a history of poor community relations. **D05-04**

I am asking that The Campbell Commissioners and City Council abide and honor STANP by getting rid of the DAAP West Project and scrutinize the main DAAP project with composure and compromise. It is the only way to serve Campbell and its residents as well as be on the right side of history. **D05-04 cont.**

Thank you for your time and consideration,

Rodney Asano III

1546 Walnut Dr.

Campbell, CA. 95008 **D05-05**

—
Sent from Mailbox

COMMENT LETTER # D06

-----Original Message-----
From: rebecca835@comcast.net [mailto:rebecca835@comcast.net]
Sent: Tuesday, August 11, 2015 2:07 PM
To: Paul Kermoyan
Cc: Anne Bybee; camposanita81@comcast.net
Subject: Comments/DAAP-DEIR

Dear Mr. Kermoyan and Ms. Bybee,

Please find comments from my mother, Anita Campos, and me, Rebecca Campos, regarding the DAAP proposal and DEIR. I would appreciate if you would acknowledge receipt of this email and attachment so I am assured it is part of the public record. Thank you very much for your time. **D06-01**

Rebecca Campos
835 Chapman Drive
Anita Campos
819 Chapman Drive

To: City of Campbell
From: Rebecca Campos 835 Chapman Drive and Anita Campos 819 Chapman Drive
Date: August 3, 2015
RE: DAAP and DEIR

Subject: Public Comments

We are life-long Campbell residents who have resided in the Fairlands tract since 1960 and have been involved in the Campbell community for as many years. We have seen many changes in our quaint neighborhood and accept that change is part of the evolution. We are not against planned and thoughtful growth, however the DAAP plan is substantially lacking in both categories and the DEIR illustrates many of the problems. Here are just some of our comments/suggestions: **D06-02**

- Eliminate DAAP West, there is nothing about this plan that enhances the neighborhood, the community, the region. Putting up mixed used housing on Winchester Blvd, that backs up into a neighborhood is reprehensible. Not only is it an insensitive plan for the San Tomas area, it will cause traffic problems that have not even been studied. It is a terrible idea and needs to be taken out of the DAAP Plan. Any future ideas must include neighborhood representation. **D06-03**

- Los Gatos Creek is not waterfront property, it is a percolation pond and includes a Riparian environment that is a sensitive environmental corridor. The County closes the perc ponds at dusk for a good reason and DAAP is not at all concerned with the havoc they would wreak with "waterfront" establishments. **D06-04**

- In the DEIR, they speak of unmitigated traffic impact, that is unacceptable and DAAP must provide realistic traffic mitigation efforts or this plan is unsubstantiated. **D06-05**

- The Development guidelines and Land Use Concept needs to be updated to better reflect "peoplescapes" and "bikescapes", and not just cars. **D06-06**

In the 1970's Dan Campos(dec.) was on the Planning Commission, Anita Campos was on the Civic Improvement Commission and Rebecca Campos was on the Youth Commission. We worked on getting those bike trails along Los Gatos Creek Trail and will continue to support good ideas that benefit our community. However, DAAP West is completely unacceptable and the DAAP Plan by itself needs serious modification. We will not support this plan as it has been presented and implore the city planners to come up with a better idea. **D06-07**

Anita Campos
819 Chapman Drive
Rebecca Campos
835 Chapman Drive **D06-08**

COMMENT LETTER # D07

From: Jennifer M. Langfield [mailto:jlangfield@baaqmd.gov]
Sent: Tuesday, August 11, 2015 3:43 PM
To: Paul Kermoyan
Subject: BAAQMD Comment Letter

Hi Paul,

Please find BAAQMD's comment letter on the DEIR of the Dell Avenue Area Plan in the City of Campbell.

Thank you,

Jen Langfield
Senior Environmental Planner
Bay Area Air Quality Management District
939 Ellis Street
San Francisco, CA 94109

Tel. 415-749-8619
Fax 415-749-4741

D07-01

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

ALAMEDA COUNTY
Tom Bates
Margaret Fujioka
Scott Haggerty
Nate Miley

CONTRA COSTA COUNTY
John Gioia
David Hudson
Karen Mitchoff
Mark Ross

MARIN COUNTY
Katie Rice

NAPA COUNTY
Brad Wagenknecht

SAN FRANCISCO COUNTY
John Avalos
Edwin M. Lee
Eric Mar
(Vice-Chair)

SAN MATEO COUNTY
David J. Canepa
Carole Groom
(Chair)

SANTA CLARA COUNTY
Cindy Chavez
Liz Kniss
(Secretary)
Jan Pepper
Rod G. Sinks

SOLANO COUNTY
James Spering

SONOMA COUNTY
Teresa Barrett
Shirlee Zane

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

August 10, 2015

Paul Kermoyan
Community Development Director
City of Campbell
70 N. First St.
Campbell, CA 95008

RE: DEIR for Draft Dell Avenue Area Plan

Dear Mr. Kermoyan,

Bay Area Air Quality Management District (Air District) staff reviewed the City of Campbell's (City) Draft Environmental Impact Report (DEIR) for the Draft Dell Avenue Area Plan (Plan). According to the DEIR, the Plan encompasses 113 acres in the southeast portion of the City along the western edge of Highway 17. The Plan would transform the area into a technology sector based employment district with 300 new housing units, 20,000 sf of retail, and 2,292,000 sf of office space resulting in 726 new residents and 7,394 net new jobs. **D07-02**

Air District staff has the following comments on the air quality analysis in the DEIR:

Regional Growth Projections for VMT and Population and Employment

One of the thresholds of significance used in the DEIR for Impact AIR-1 states that a project would be consistent with the 2010 Bay Area Clean Air Plan if ..."the project VMT or vehicle trip increase is less than or equal to the projected population increase." However, in the analysis on page 4.2-28, the methodology used to determine if the Plan will have significant impacts combines population and employment estimates for buildout of the Plan area to the estimated increase in vehicles miles traveled (VMT). The DEIR then concludes that because "VMT per capita" is decreasing with the Plan, impacts would be "less than significant." However, if the analysis included only the estimated population increase and not the estimated increase in employment as the significance criteria indicates, it would appear that VMT would increase greater than population. **D07-03**

Air District staff recommends that the City consider the following feasible mitigation measures to reduce the potentially significant air quality impacts associated with the Plan:

- Require employee trip commute reduction programs for all employees regardless of the size of the employer;
- Require parking for carpools and electric vehicles;
- Establish parking pricing strategies;
- Require that parking is paid for separately and is not included in the rent or sale of residential or commercial space;
- Provide safe access for pedestrians, cyclists, and transit users;
- Require EV charging stations for electric vehicles;
- Require on-site solar generation, hot water heating, electric heat pumps, and cool roofs; and

D07-04

D07-04 cont.

- Make energy efficiency reductions at least 25% beyond Title 24 on all new development.

Air District staff is available to assist the City in addressing these comments. If you have any questions, please contact Jennifer Langfield, Senior Planner, at (415) 749-8619 or jlangfield@baaqmd.gov.

Sincerely,

FOR J. ROGGENKAMP

D07-05

Jean Roggenkamp
Deputy Air Pollution Control Officer

cc: BAAQMD Director Cindy Chavez
BAAQMD Director Liz Kniss
BAAQMD Director Jan Pepper
BAAQMD Director Rod G. Sinks

COMMENT LETTER # D08

From: Peter Peterson [mailto:petes.peterson@gmail.com]
Sent: Tuesday, August 11, 2015 6:48 PM
To: Paul Kermoyan; Web Distribution City Clerk
Subject: DAAP, EIR Review Comments

Gentlemen,
Attached are my comments on the DAAP Proposal.
Sincerely,
Lee Peterson
1156 Audrey Ave.
Campbell, Ca
petes.peterson@gmail.com

D08-01

Lee Peterson
1156 Audrey Ave.
Campbell, California

City of Campbell,
70 North First Street
Campbell California 95008

Attention, Paul Kermoyan, Director Planning Department

Subject: Resident Comments on Dell Avenue Area Plan and Draft EIR for DAAP Proposal

Reference: Environmental Impact Report for Dell Avenue Area Plan

I am opposed to the Cities Dell Avenue Area Plan. Why were residents that will be most impacted by this plan not part of the Citizens Advisory Committee (CAC) that developed the Plan? **D08-02**

Campbell has a lot of needs, and it does not need the DAAP. Campbell has traffic issues, the DAAP will make traffic unacceptable in much of the city, with seven intersections being considered unacceptable per the EIR **D08-03**

Why is this necessary?

The City needs to re-evaluate its vision and goals. **D08-04**

I have the following comments:

1) The DAAP states that "the City worked to develop a vision for the area", but excluded residents from the initial and most relevant planning meetings in which the plan was developed. The General Plan Guidelines state that:
"Community members should be included in the general plan process as soon as possible". **D08-05**

2) What are the residents of Campbell getting in return for increases in Floor to Area Ratio's and building intensity increases? The FAR increases will result in windfall profits to developers and windfall traffic congestion to residents, such a deal. Developers win, residents lose, especially San Thomas neighborhood residents will lose. **D08-06**

3) The DAAP will create a barrier to residents access to the Los Gatos Creek Trail. **D08-07**

4) Campbell already has the highest Floor to Area ratio of any city in the area (Los Gatos, Saratoga, Cupertino) Campbell does not need to increase its FAR. This is a nice place to live, in large part because those other cities have protections for their neighborhoods, unlike Campbell, which has the highest density in the county. **D08-08**

5) Campbell does not need to increase the maximum building height. It already allows the highest buildings in the area. **D08-09**

In summary, the DAAP was created by and for businesses primarily owned by people that do not reside in the City of Campbell and who's only interest is to maximize their profits. They do not care about making this a better place for the residents and this is no way to successfully plan a city.
I recommend scrapping the DAAP and starting with a new vision that is in the residents best interest and not outside city interests. **D08-10**

Sincerely,

Lee Peterson **D08-11**

As a long time resident of Campbell,

This City initiated Dell Avenue Area Proposal would be an un-mitigated disaster for the residents of Campbell, should it ever be implemented. **D08-12**

Changes or modifications cannot fix this plan, as it's vision from the get go was wrong and did not include meaningful residential and neighborhood inputs at it's inception, contrary to State General Plan Guidelines that state:

The all business development and lack of residential membership on the committee_____ and the plans goal
"all geared toward accommodating development" ignores and does not address real residential concerns and exacerbates traffic gridlocks and does nothing for the cities dismal record and support for open spaces.
The plans results, should it ever be implemented, would,, per the Environmental Impact Report, cause no less than "seven intersections to operate unacceptably"

The goals and vision are wrong **D08-13**

, cannot that can be made to this plan that can be made to fix it, because its so called premise for vision for the future is flawed from the very beginning.

The initial

Community members should be included in the general plan process as soon as possible. A vision-

ing process, focus groups, or an advisory committee can be used to identify issues and involve the community before the process is designed.

D08-13 cont.

♦ The process should be designed to meet the needs of your community

APPENDIX G

SAN TOMAS EXPRESSWAY/ STATE ROUTE 17 SOUTHBOUND RAMPS SENSITIVITY ANALYSIS

AM Peak Hour - Existing Conditions
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	180	Critical Vol./Cap.(X):	0.914
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	39.8
Optimal Cycle:	189	Level Of Service:	D

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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			Include			Ovl			Ignore		
Min. Green:	0	0	0	43	43	43	0	102	102	35	137	0
Lanes:	0 0	0 0	0	2 1	0 0	1	0 0	4 0	1	2 0	3 0	0
Volume Module: >> Count Date: 30 Apr 2013 << 7:30 - 8:30 am												
Base Vol:	0	0	0	536	0	1012	0	1573	890	320	3177	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:	0	0	0	536	0	1012	0	1573	890	320	3177	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	536	0	455	0	1573	890	320	3177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	536	0	455	0	1573	890	320	3177	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	536	0	455	0	1573	890	320	3177	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.26	0.00	0.21	0.51	0.10	0.56	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	41.0	0.0	41.0	0.0	97.1	97.1	33.3	130	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	1.14	0.00	0.38	0.94	0.55	0.77	0.00
Delay/Veh:	0.0	0.0	0.0	63.6	0.0	163.4	0.0	25.3	57.8	70.9	17.1	0.0
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:	0.0	0.0	0.0	63.6	0.0	163.4	0.0	25.3	57.8	70.9	17.1	0.0
LOS by Move:	A	A	A	E	A	F	A	C	E+	E	B	A
HCM2kAvgQ:	0	0	0	10	0	39	0	13	55	10	38	0

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	162	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	70.2
Optimal Cycle:	172	Level Of Service:	E

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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			Include			Ovl			Ignore		
Min. Green:	0	0	0	28	28	28	0	83	83	52	111	0
Lanes:	0 0 0 0 0			2 1 0 0 1			0 0 4 0 1			2 0 3 0 0		
Volume Module: >> Count Date: 30 Apr 2013 << 4:30 - 5:30 pm												
Base Vol:	0	0	0	1118	3	492	0	2815	779	272	1571	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:	0	0	0	1118	3	492	0	2815	779	272	1571	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1118	3	221	0	2815	779	272	1571	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1118	3	221	0	2815	779	272	1571	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1118	3	221	0	2815	779	272	1571	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4937	13	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.13	0.00	0.37	0.45	0.09	0.28	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	26.4	26.4	26.4	0.0	78.2	78.2	49.0	127	0.0
Volume/Cap:	0.00	0.00	0.00	1.39	1.39	0.78	0.00	0.77	0.92	0.29	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	255.6	256	81.7	0.0	37.6	56.9	46.0	5.5	0.0
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:	0.0	0.0	0.0	255.6	256	81.7	0.0	37.6	56.9	46.0	5.5	0.0
LOS by Move:	A	A	A	F	F	F	A	D+	E+	D	A	A
HCM2kAvgQ:	0	0	0	39	39	14	0	31	44	6	8	0

Note: Queue reported is the number of cars per lane.

AM Peak - Existing plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	180	Critical Vol./Cap.(X):	1.173
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	88.7
Optimal Cycle:	189	Level Of Service:	F

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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			Include			Ovl			Ignore		
Min. Green:	0	0	0	43	43	43	0	102	102	35	137	0
Lanes:	0 0	0 0	0	2 1	0 0	1	0 0	4 0	1	2 0	3 0	0
Volume Module: >> Count Date: 30 Apr 2013 << 7:30 - 8:30 am												
Base Vol:	0	0	0	536	0	1012	0	1573	890	320	3177	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:	0	0	0	536	0	1012	0	1573	890	320	3177	0
Added Vol:	0	0	0	0	0	767	0	195	86	0	853	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	536	0	1779	0	1768	976	320	4030	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	536	0	801	0	1768	976	320	4030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	536	0	801	0	1768	976	320	4030	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	536	0	801	0	1768	976	320	4030	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.46	0.00	0.23	0.56	0.10	0.71	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	41.0	0.0	41.0	0.0	97.1	97.1	33.3	130	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	2.01	0.00	0.43	1.03	0.55	0.98	0.00
Delay/Veh:	0.0	0.0	0.0	63.6	0.0	536.6	0.0	26.2	81.7	70.9	33.5	0.0
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:	0.0	0.0	0.0	63.6	0.0	536.6	0.0	26.2	81.7	70.9	33.5	0.0
LOS by Move:	A	A	A	E	A	F	A	C	F	E	C-	A
HCM2kAvgQ:	0	0	0	10	0	102	0	15	69	10	77	0

Note: Queue reported is the number of cars per lane.

PM Peak - Existing plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	162	Critical Vol./Cap.(X):	1.083
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	113.2
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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:	Ignore			Ovl			Ovl			Ignore		
Min. Green:	0	0	0	28	28	28	0	83	83	52	111	0
Lanes:	0 0	0 0	0	2 1	0 0	1	0 0	4 0	1	2 0	3 0	0
Volume Module: >> Count Date: 30 Apr 2013 << 4:30 - 5:30 pm												
Base Vol:	0	0	0	1118	3	492	0	2815	779	272	1571	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:	0	0	0	1118	3	492	0	2815	779	272	1571	0
Added Vol:	0	0	0	0	0	185	0	1027	469	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1118	3	677	0	3842	1248	272	1774	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1118	3	305	0	3842	1248	272	1774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1118	3	305	0	3842	1248	272	1774	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1118	3	305	0	3842	1248	272	1774	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4937	13	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.17	0.00	0.51	0.71	0.09	0.31	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	26.4	26.4	26.4	0.0	78.2	78.2	49.0	127	0.0
Volume/Cap:	0.00	0.00	0.00	1.39	1.39	1.07	0.00	1.05	1.48	0.29	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	255.6	256	144.9	0.0	73.8	265.9	46.0	5.8	0.0
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:	0.0	0.0	0.0	255.6	256	144.9	0.0	73.8	265.9	46.0	5.8	0.0
LOS by Move:	A	A	A	F	F	F	A	E	F	D	A	A
HCM2kAvgQ:	0	0	0	39	39	24	0	60	122	6	9	0

Note: Queue reported is the number of cars per lane.

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AM Peak - Background plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	180	Critical Vol./Cap.(X):	1.286
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	89.4
Optimal Cycle:	189	Level Of Service:	F

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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			Include			Ovl			Ignore		
Min. Green:	0	0	0	43	43	43	0	102	102	35	137	0
Lanes:	0 0	0 0	0	2 1	0 0	1	0 0	4 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	748	0	1100	0	1546	1442	370	2940	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:	0	0	0	748	0	1100	0	1546	1442	370	2940	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	748	0	495	0	1546	1442	370	2940	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	748	0	495	0	1546	1442	370	2940	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	748	0	495	0	1546	1442	370	2940	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.28	0.00	0.20	0.82	0.12	0.52	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	41.0	0.0	41.0	0.0	97.1	97.1	33.3	130	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	1.24	0.00	0.38	1.53	0.63	0.71	0.00
Delay/Veh:	0.0	0.0	0.0	67.9	0.0	202.1	0.0	25.2	286.0	73.4	15.4	0.0
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:	0.0	0.0	0.0	67.9	0.0	202.1	0.0	25.2	286.0	73.4	15.4	0.0
LOS by Move:	A	A	A	E	A	F	A	C	F	E	B	A
HCM2kAvgQ:	0	0	0	16	0	45	0	12	153	12	32	0

Note: Queue reported is the number of cars per lane.

PM Peak - Background plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	162	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	71.7
Optimal Cycle:	172	Level Of Service:	E

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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			Include			Ovl			Ignore		
Min. Green:	0	0	0	28	28	28	0	83	83	52	111	10
Lanes:	0 0 0 0 0			2 1 0 0 1			0 0 4 0 1			2 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	1130	3	492	0	2859	790	272	1583	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:	0	0	0	1130	3	492	0	2859	790	272	1583	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1130	3	221	0	2859	790	272	1583	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1130	3	221	0	2859	790	272	1583	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1130	3	221	0	2859	790	272	1583	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4937	13	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.13	0.00	0.38	0.45	0.09	0.28	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	26.4	26.4	26.4	0.0	78.2	78.2	49.0	127	0.0
Volume/Cap:	0.00	0.00	0.00	1.41	1.41	0.78	0.00	0.78	0.94	0.29	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	262.2	262	81.7	0.0	38.0	59.3	46.0	5.6	0.0
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:	0.0	0.0	0.0	262.2	262	81.7	0.0	38.0	59.3	46.0	5.6	0.0
LOS by Move:	A	A	A	F	F	F	A	D+	E+	D	A	A
HCM2kAvgQ:	0	0	0	39	39	14	0	31	46	6	8	0

Note: Queue reported is the number of cars per lane.

AM Peak - Background plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	180	Critical Vol./Cap.(X):	1.544
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	133.7
Optimal Cycle:	189	Level Of Service:	F

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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			Include			Ovl			Ignore		
Min. Green:	0	0	0	43	43	43	0	102	102	35	137	0
Lanes:	0 0	0 0	0	2 1	0 0	1	0 0	4 0	1	2 0	3 0	0
Volume Module:												
Base Vol:	0	0	0	748	0	1100	0	1546	1442	370	2940	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:	0	0	0	748	0	1100	0	1546	1442	370	2940	0
Added Vol:	0	0	0	0	0	767	0	195	86	0	853	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	748	0	1867	0	1741	1528	370	3793	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	748	0	840	0	1741	1528	370	3793	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	748	0	840	0	1741	1528	370	3793	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	748	0	840	0	1741	1528	370	3793	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4950	0	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.48	0.00	0.23	0.87	0.12	0.67	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	41.0	0.0	41.0	0.0	97.1	97.1	33.3	130	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	2.11	0.00	0.42	1.62	0.63	0.92	0.00
Delay/Veh:	0.0	0.0	0.0	67.9	0.0	581.0	0.0	26.0	326.5	73.4	25.2	0.0
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:	0.0	0.0	0.0	67.9	0.0	581.0	0.0	26.0	326.5	73.4	25.2	0.0
LOS by Move:	A	A	A	E	A	F	A	C	F	E	C	A
HCM2kAvgQ:	0	0	0	16	0	110	0	14	169	12	62	0

Note: Queue reported is the number of cars per lane.

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PM Peak - Background plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	162	Critical Vol./Cap.(X):	1.092
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	116.9
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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			Include			Ovl			Ignore		
Min. Green:	0	0	0	28	28	28	0	83	83	52	111	10
Lanes:	0 0 0 0 0			2 1 0 0 1			0 0 4 0 1			2 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	1130	3	492	0	2859	790	272	1583	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:	0	0	0	1130	3	492	0	2859	790	272	1583	0
Added Vol:	0	0	0	0	0	185	0	1027	469	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1130	3	677	0	3886	1259	272	1786	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1130	3	305	0	3886	1259	272	1786	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1130	3	305	0	3886	1259	272	1786	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1130	3	305	0	3886	1259	272	1786	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4937	13	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.23	0.17	0.00	0.51	0.72	0.09	0.31	0.00
Crit Moves:				****					****	****		
Green Time:	0.0	0.0	0.0	26.4	26.4	26.4	0.0	78.2	78.2	49.0	127	0.0
Volume/Cap:	0.00	0.00	0.00	1.41	1.41	1.07	0.00	1.06	1.49	0.29	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	262.2	262	144.9	0.0	78.3	271.7	46.0	5.9	0.0
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:	0.0	0.0	0.0	262.2	262	144.9	0.0	78.3	271.7	46.0	5.9	0.0
LOS by Move:	A	A	A	F	F	F	A	E-	F	D	A	A
HCM2kAvgQ:	0	0	0	39	39	24	0	61	124	6	10	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA

AM Peak - Cumulative I plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	180	Critical Vol./Cap.(X):	1.772
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	161.9
Optimal Cycle:	189	Level Of Service:	F

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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			Include			Ovl			Ignore		
Min. Green:	0	0	0	43	43	43	0	102	102	35	137	0
Lanes:	0 0 0 0 0			2 1 0 0 1			0 0 4 0 1			2 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	1038	4	1527	0	2135	1981	514	4026	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:	0	0	0	1038	4	1527	0	2135	1981	514	4026	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1038	4	687	0	2135	1981	514	4026	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1038	4	687	0	2135	1981	514	4026	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1038	4	687	0	2135	1981	514	4026	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4931	19	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.39	0.00	0.28	1.13	0.16	0.71	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	41.0	41.0	41.0	0.0	97.1	97.1	33.3	130	0.0
Volume/Cap:	0.00	0.00	0.00	0.93	0.93	1.73	0.00	0.52	2.10	0.88	0.97	0.00
Delay/Veh:	0.0	0.0	0.0	84.1	84.1	410.1	0.0	28.0	541.0	89.5	33.3	0.0
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:	0.0	0.0	0.0	84.1	84.1	410.1	0.0	28.0	541.0	89.5	33.3	0.0
LOS by Move:	A	A	A	F	F	F	A	C	F	F	C-	A
HCM2kAvgQ:	0	0	0	26	26	81	0	19	255	20	77	0

Note: Queue reported is the number of cars per lane.

PM Peak - Cumulative I plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	162	Critical Vol./Cap.(X):	1.112
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	145.4
Optimal Cycle:	180	Level Of Service:	F

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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			Include			Ovl			Ignore		
Min. Green:	0	0	0	28	28	28	0	83	83	52	111	0
Lanes:	0 0 0 0 0			2 1 0 0 1			0 0 4 0 1			2 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	1552	4	683	0	3940	1084	378	2202	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:	0	0	0	1552	4	683	0	3940	1084	378	2202	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1552	4	307	0	3940	1084	378	2202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1552	4	307	0	3940	1084	378	2202	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1552	4	307	0	3940	1084	378	2202	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4937	13	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.31	0.18	0.00	0.52	0.62	0.12	0.39	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	26.4	26.4	26.4	0.0	78.2	78.2	49.0	127	0.0
Volume/Cap:	0.00	0.00	0.00	1.93	1.93	1.08	0.00	1.07	1.28	0.40	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	495.5	496	147.9	0.0	84.0	181.1	47.8	6.6	0.0
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:	0.0	0.0	0.0	495.5	496	147.9	0.0	84.0	181.1	47.8	6.6	0.0
LOS by Move:	A	A	A	F	F	F	A	F	F	D	A	A
HCM2kAvgQ:	0	0	0	66	66	24	0	63	93	9	13	0

Note: Queue reported is the number of cars per lane.

AM Peak - Cumulative I plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	180	Critical Vol./Cap.(X):	2.031
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	233.0
Optimal Cycle:	189	Level Of Service:	F

Street Name:	SR 17 SB Ramps						San Tomas Expwy					
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			Include			Ovl			Ignore		
Min. Green:	0	0	0	43	43	43	0	102	102	35	137	0
Lanes:	0 0 0 0 0			2 1 0 0 1			0 0 4 0 1			2 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	1038	4	1527	0	2135	1981	514	4026	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:	0	0	0	1038	4	1527	0	2135	1981	514	4026	0
Added Vol:	0	0	0	0	0	767	0	195	86	0	853	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1038	4	2294	0	2330	2067	514	4879	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1038	4	1032	0	2330	2067	514	4879	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1038	4	1032	0	2330	2067	514	4879	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1038	4	1032	0	2330	2067	514	4879	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4931	19	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.59	0.00	0.31	1.18	0.16	0.86	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	41.0	41.0	41.0	0.0	97.1	97.1	33.3	130	0.0
Volume/Cap:	0.00	0.00	0.00	0.93	0.93	2.59	0.00	0.57	2.19	0.88	1.18	0.00
Delay/Veh:	0.0	0.0	0.0	84.1	84.1	797.0	0.0	29.1	581.9	89.5	110	0.0
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:	0.0	0.0	0.0	84.1	84.1	797.0	0.0	29.1	581.9	89.5	110	0.0
LOS by Move:	A	A	A	F	F	F	A	C	F	F	F	A
HCM2kAvgQ:	0	0	0	26	26	147	0	22	272	20	122	0

Note: Queue reported is the number of cars per lane.

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PM Peak - Cumulative I plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 San Tomas Expwy/SR 17 SB Ramps

Cycle (sec):	162	Critical Vol./Cap.(X):	1.395
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	230.4
Optimal Cycle:	180	Level Of Service:	F

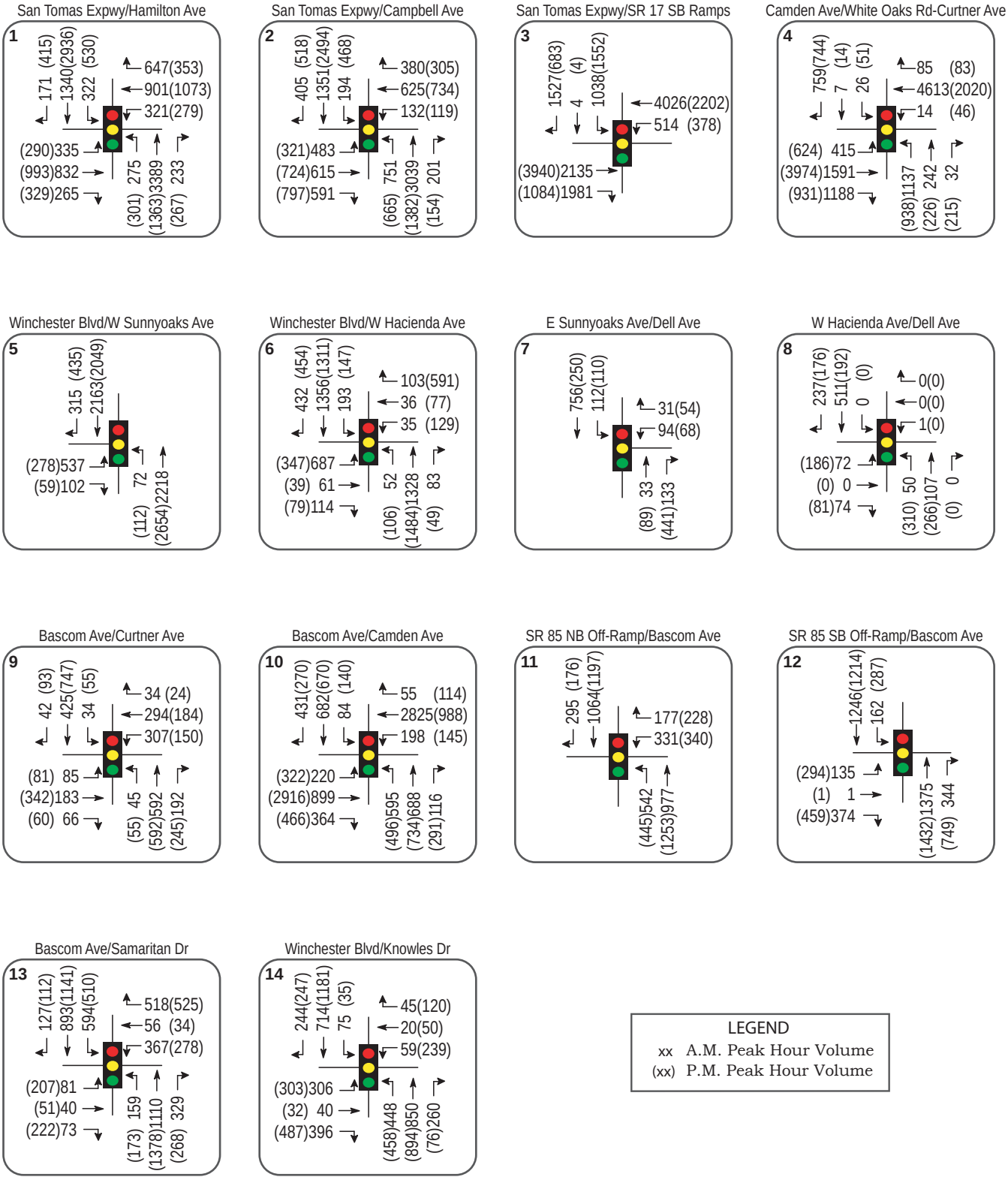
Street Name:	SR 17 SB Ramps						San Tomas Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	28	28	28	0	83	83	52	111	0
Lanes:	0 0 0 0 0			2 1 0 0 1			0 0 4 0 1			2 0 3 0 0		
Volume Module:												
Base Vol:	0	0	0	1552	4	683	0	3940	1084	378	2202	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:	0	0	0	1552	4	683	0	3940	1084	378	2202	0
Added Vol:	0	0	0	0	0	185	0	1027	469	0	203	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1552	4	868	0	4967	1553	378	2405	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.45	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1552	4	391	0	4967	1553	378	2405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1552	4	391	0	4967	1553	378	2405	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1552	4	391	0	4967	1553	378	2405	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.87	0.95	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.99	0.01	1.00	0.00	4.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	4937	13	1750	0	7600	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.31	0.22	0.00	0.65	0.89	0.12	0.42	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	26.4	26.4	26.4	0.0	78.2	78.2	49.0	127	0.0
Volume/Cap:	0.00	0.00	0.00	1.93	1.93	1.37	0.00	1.35	1.84	0.40	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	495.5	496	259.8	0.0	206	426.7	47.8	7.0	0.0
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:	0.0	0.0	0.0	495.5	496	259.8	0.0	206	426.7	47.8	7.0	0.0
LOS by Move:	A	A	A	F	F	F	A	F	F	D	A	A
HCM2kAvgQ:	0	0	0	66	66	38	0	103	179	9	15	0

Note: Queue reported is the number of cars per lane.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA

Appendix H

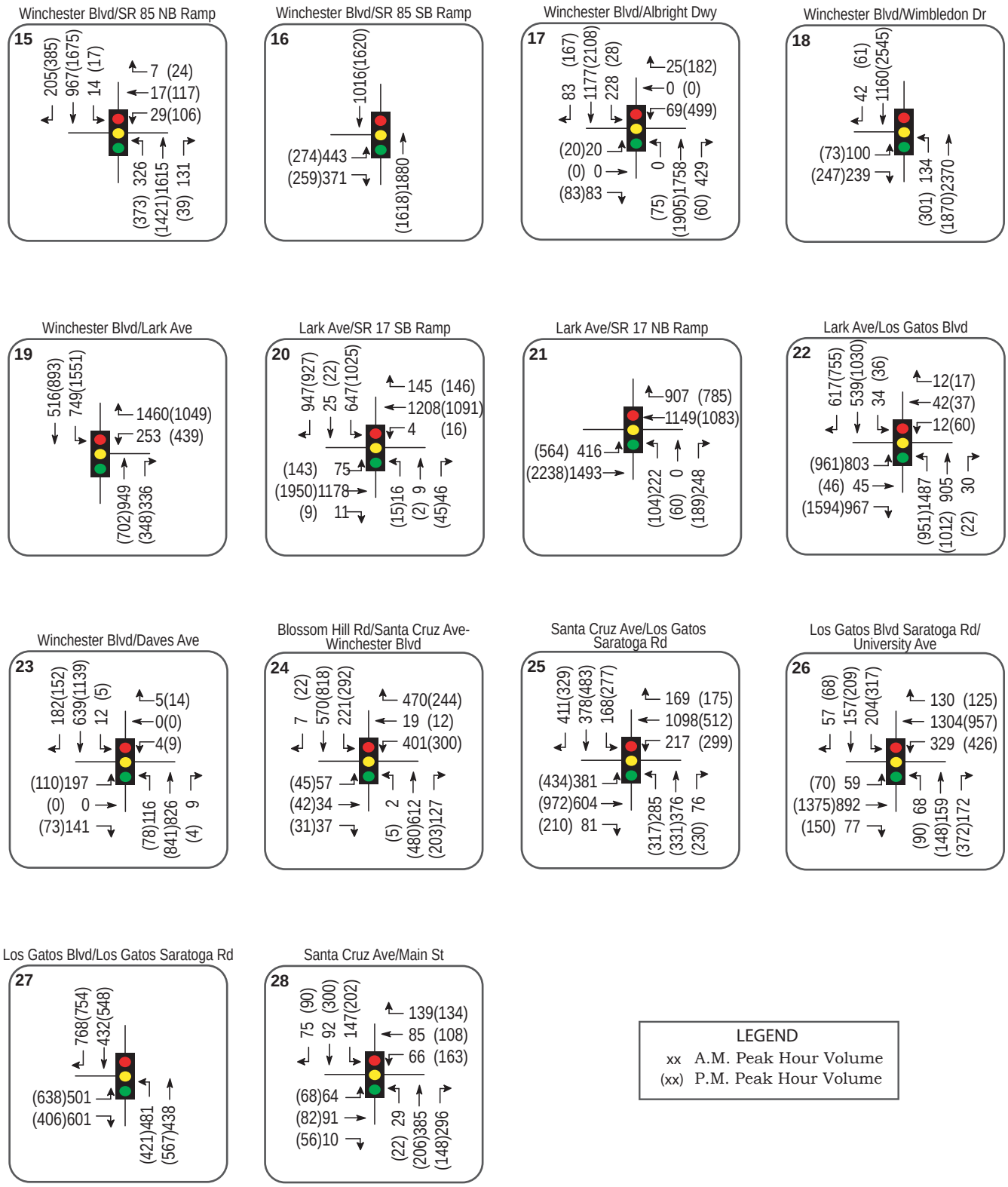
Cumulative Traffic Volumes



007cmp 2014.ai 8/14

Dell Avenue Area Plan EIR

Figure 4.13-5A – Cumulative Traffic Volumes



007cmp 2014.ai 8/14

Dell Avenue Area Plan EIR

Figure 4.13-5B – Cumulative Traffic Volumes

Appendix I

Revised LOS Data

Revised LOS per comment A07-04

PM Peak - Cumulative I plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

****

Intersection #26 Los Gatos Saratoga Rd/University Ave

****

Cycle (sec):	110	Critical Vol./Cap.(X):	1.085
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	64.6
Optimal Cycle:	180	Level Of Service:	E

****

Street Name:	University Ave						Los Gatos Saratoga Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1 0	0 1	0	2 0	0 1	0	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	90	175	372	317	311	68	70	1401	150	426	963	125
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:	90	175	372	317	311	68	70	1401	150	426	963	125
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:	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 Volume:	90	175	372	317	311	68	70	1401	150	426	963	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	175	372	317	311	68	70	1401	150	426	963	125
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:	90	175	372	317	311	68	70	1401	150	426	963	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	0.95	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.32	0.68	2.00	0.82	0.18	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1750	576	1224	3150	1477	323	1750	3342	358	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.30	0.10	0.21	0.21	0.04	0.42	0.42	0.24	0.25	0.07
Crit Moves:		****						****		****		
Green Time:	30.8	30.8	30.8	30.8	30.8	30.8	13.5	42.5	42.5	24.7	53.7	53.7
Volume/Cap:	0.18	1.08	1.08	0.36	0.75	0.75	0.33	1.08	1.08	1.08	0.52	0.15
Delay/Veh:	30.2	105	104.6	31.9	42.4	42.4	45.0	84.1	84.1	112.8	19.6	15.6
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:	30.2	105	104.6	31.9	42.4	42.4	45.0	84.1	84.1	112.8	19.6	15.6
LOS by Move:	C	F	F	C	D	D	D	F	F	F	B-	B
HCM2kAvgQ:	2	29	29	5	14	14	3	39	39	24	11	2

****

Note: Queue reported is the number of cars per lane.

****

Revised Mitigation TRAF 8Y
per comment A07-04

PM Peak - Cumulative I plus Project
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 Los Gatos Saratoga Rd/University Ave

Cycle (sec):	110	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	12 (Y+R=4.0 sec)	Average Delay (sec/veh):	40.6
Optimal Cycle:	130	Level Of Service:	D

Street Name:	University Ave						Los Gatos Saratoga Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	1 0	1 0	1	2 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	90	175	372	317	311	68	70	1401	150	426	963	125
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:	90	175	372	317	311	68	70	1401	150	426	963	125
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:	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 Volume:	90	175	372	317	311	68	70	1401	150	426	963	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	175	372	317	311	68	70	1401	150	426	963	125
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:	90	175	372	317	311	68	70	1401	150	426	963	125
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	0.82	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	3150	1477	323	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.21	0.10	0.21	0.21	0.04	0.37	0.09	0.24	0.25	0.07
Crit Moves:			****					****		****		
Green Time:	25.3	25.3	25.3	25.3	25.3	25.3	14.6	43.8	43.8	28.9	58.1	58.1
Volume/Cap:	0.22	0.40	0.93	0.44	0.92	0.92	0.30	0.93	0.22	0.93	0.48	0.14
Delay/Veh:	34.7	36.6	68.6	36.7	66.3	66.3	43.8	41.6	21.9	64.2	16.6	13.2
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:	34.7	36.6	68.6	36.7	66.3	66.3	43.8	41.6	21.9	64.2	16.6	13.2
LOS by Move:	C-	D+	E	D+	E	E	D	D	C+	E	B	B
HCM2kAvgQ:	3	5	17	6	17	17	3	27	4	19	10	2

Note: Queue reported is the number of cars per lane.

Dell Avenue Area Plan Public Review Draft EIR

for the City of Campbell

PlaceWorks

June 22, 2015 | Public Review Draft