Dell Avenue Area Plan Final EIR

for the City of Campbell

PlaceWorks

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for the City of Campbell

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Table of Contents

1. INTRODUCTION 1-1

1.1 Purpose of the Environmental Impact Report 1-1
1.2 Environmental Review Process 1-1
1.3 Report Organization 1-2

2. EXECUTIVE SUMMARY 2-1

2.1 Environmental Procedures 2-2
2.2 Summary of Proposed Plan 2-5
2.3 Summary of Alternatives to the Proposed Plan 2-6
2.4 Areas of Controversy 2-7
2.5 Significant Impacts and Mitigation Measures 2-8

3. REVISIONS TO THE DRAFT EIR 3-1

3.1 Revisions to Chapter 1, Executive Summary 3-1
3.2 Revisions to Chapter 3, Project DEscription 3-1
3.3 Revisions to Chapter 4.2, Air Quality 3-4
3.4 Revisions to Chapter 4.3, Biological Resources 3-5
3.5 Revisions to Chapter 4.7, Hazards and hazardous Materials 3-7
3.6 Revisions to Chapter 4.8, Hydrology and Water Quality 3-8
3.7 Revisions to Chapter 4.9, Land Use and Planning 3-11
3.8 Revisions to Chapter 4.11, Population and Housing 3-14
3.9 Revisions to Chapter 4.12, Public Services and Recreation 3-14
3.10 Revisions to Chapter 4.13, TransporTation and Traffic 3-17
3.11 Revisions to Chapter 4.14, Utilities and Service Systems 3-17
3.12 Revisions to Chapter 5, Alternatives 3-19
3.13 Revisions to Chapter 6, CEQA-Mandated Sections 3-21

4. LIST OF COMMENTERS 4-1

4.1 Agencies and Service Providers 4-1
4.2 Organizations and Individuals 4-1
4.3 Public Hearings 4-2
4.4 Comments Received after Close of the Public Comment Period 4-2

TABLE OF CONTENTS

5. COMMENTS AND RESPONSES 5-1

5.1 Master Responses 5-1

APPENDICES
Appendix F: Draft EIR Comment Letters
Appendix G: San Tomas Expressway/State Route 17 Southbound Ramps Sensitivity Analysis
Appendix H: Cumulative Traffic Volumes
Appendix I: Revised LOS

LIST OF FIGURES

Figure 3-2 Local Context 3-2
Figure 3-3 General Plan Land Use 3-3

LIST OF TABLES

Table 1-1 Summary of Impacts and Mitigation Measures 2-10
Table 4.4.7-3 GeoTracker Sites for the Plan Area 3-7
Table 4.14-3 Current and Projected SJWC Water Supply – Including Conservation (AFY) 3-18
Table 5-1 Comments and Response Matrix 5-8

TABLE OF CONTENTS

1. Introduction

1.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

This document provides responses to comments received on the Draft Environmental Impact Report (Draft EIR) for the proposed Dell Avenue Area Plan. The Draft EIR identified significant impacts associated with the proposed Plan, and examined alternatives and recommended mitigation measures that could avoid or reduce potential impacts.

This document, together with the Draft EIR, will constitute the Final EIR if the City of Campbell City Council certifies it as complete and adequate under the California Environmental Quality Act (CEQA).

1.2 ENVIRONMENTAL REVIEW PROCESS

According to CEQA, lead agencies are required to consult with public agencies having jurisdiction over a proposed project, and to provide the general public with an opportunity to comment on the Draft EIR. This Final EIR has been prepared to respond to comments received on the Draft EIR. A Notice of Preparation of an EIR was issued by the City on July 16, 2014 for a required 30-day review period. The Draft EIR was made available for public review from Monday, June 22, 2015 through Monday, August 10, 2015. The Draft EIR was distributed to local, regional, and State agencies and the general public was advised of the availability of the Draft EIR. Copies of the Draft EIR were made available for review to interested parties at:

- City Hall at 70 N. First Street
- The City's website at http://www.cityofcampbell.com/492/Dell-Avenue-Area-Plan

The 45-day public comment period ended on August 10, 2015. Copies of all written comments received on the Draft EIR are contained in this document. These comments and responses to these comments are laid out in Chapter 5, Comments and Responses, of this Final EIR.

1.3 REPORT ORGANIZATION

This document is organized into the following chapters:

- **Chapter 1: Introduction**. This chapter discusses the use and organization of this Final EIR.
- **Chapter 2: Executive Summary.** This chapter is a summary of the findings of the Draft and the Final EIR. It has been reprinted from the Draft EIR.
- **Chapter 3: Revisions to the Draft EIR.** Additional corrections to the text and graphics of the Draft EIR are contained in this chapter. Double-underline text represents language that has been added to the EIR; text with ~~strikethrough~~ has been deleted from the EIR.
- **Chapter 4: List of Commenters**. Names of agencies and individuals who commented on the Draft EIR are included in this chapter.
- **Chapter 5: Comments and Responses.** This chapter lists the comments received from agencies and the public on the Draft EIR, and provides responses to those comments.

2. Executive Summary

This chapter presents a summary of the findings of the Draft and Final EIRs. This chapter has been reprinted from the Draft EIR with necessary changes made in this Final EIR in double-underline and ~~strikethrough~~.

This chapter presents an overview of the Draft Environmental Impact Report (Draft EIR) prepared for the proposed Dell Avenue Area Plan, herein referred to as "proposed Plan." This chapter also provides a summary of the alternatives to the proposed Plan, identifies issues to be resolved and areas of controversy, and summarizes the potential environmental impacts of the proposed Plan. For a complete description of the proposed Plan, see Chapter 3, Project Description, of ~~this~~ the Draft EIR. For a discussion of alternatives to the proposed Plan, see Chapter 5, Alternatives to the Proposed Plan, of ~~this~~ the Draft EIR.

~~This~~ The Draft EIR addresses the environmental effects associated with the implementation of the proposed Plan. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An EIR is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. Should an EIR identify a significant impact, the City Council may approve the EIR if it makes one or more of the following findings with respect to each significant impact:

- Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment;
- Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; or
- Specific economic, legal, social, technological, or other considerations make the mitigation measures or identified alternatives identified in the EIR infeasible.[1]

~~This~~ The Draft EIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Section 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.) to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. The City of Campbell, as the Lead Agency, has reviewed and revised, as necessary, all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel and review of all technical sub-consultant reports. Information for ~~this~~ the Draft EIR was obtained from on-site field observations; discussions with affected agencies; analysis

[1] California Environmental Quality Act California Public Resources Code Division 13, Section 21081.

of adopted plans and policies; review of available studies, reports, data, and similar literature in the public domain; and specialized environmental assessments (e.g., air quality, greenhouse gas emissions, noise, and transportation and traffic).

2.1 ENVIRONMENTAL PROCEDURES

~~This~~ The Draft EIR has been prepared to assess the environmental effects associated with implementation of the proposed Plan, as well as anticipated future discretionary actions and approvals. The main purposes of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons, such as overriding public benefits, for agency approval of projects with significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.
- To guide future decision-making on development projects within the Plan area.

An EIR is the most comprehensive form of environmental documentation identified in the statutes and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that have the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a Lead Agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the Lead Agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the Lead Agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

2.1.1 REPORT ORGANIZATION

~~This~~ The Draft EIR is organized into the following chapters:

- **Chapter 1: Executive Summary.** Summarizes environmental consequences that would result from implementation of the proposed Plan, describes recommended mitigation measures, and indicates the level of significance of environmental impacts before and after mitigation.
- **Chapter 2: Introduction.** Provides an overview describing the Draft EIR document.
- **Chapter 3: Project Description.** Describes the proposed Plan in detail, including the site location and characteristics, objectives, and the structural and technical elements of the proposed action.
- **Chapter 4: Environmental Evaluation.** Organized into 14 sub-chapters corresponding to the environmental resource categories identified in Appendix G of the CEQA Guidelines, this section provides a description of the physical environmental conditions in the vicinity of the proposed Plan as they existed at the time the Notice of Preparation was published, from both a local and regional perspective, as well as an analysis of the potential environmental impacts of the proposed Plan, and recommended mitigation measures, if required, to reduce their significance. The environmental setting included in each sub-chapter provides baseline physical conditions from which the Lead Agency determines the significance of environmental impacts resulting from the proposed Plan. Each sub-chapter also includes a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the proposed Plan; and the potential cumulative impacts associated with the proposed Plan.
- **Chapter 5: Alternatives to the Proposed Plan.** Considers three alternatives to the proposed Plan, including the CEQA-required "No Project" alternative, the Reduced Density Alternative, and the No Proposed Plan West Alternative.
- **Chapter 6: CEQA-Mandated Sections.** Discusses growth inducement, cumulative impacts, unavoidable significant effects, and significant irreversible changes as a result of the proposed Plan. Additionally, this chapter identifies possible significant effects of the proposed Plan that were determined not to be significant pursuant to CEQA Guidelines Section 15128.
- **Chapter 7: Organizations and Persons Consulted.** Lists the people and organizations that were consulted during the preparation of ~~this~~ the Draft EIR for the proposed Plan.
- **Appendices:** The appendices for ~~this~~ the Draft EIR contain the following supporting documents:
  - Appendix A: Notice of Preparation and Comment Letters
  - Appendix B: Air Quality and Greenhouse Gas Data
  - Appendix C: Noise Data
  - Appendix D: Traffic Data
  - Appendix E: Water Supply Assessment

2.1.2 TYPE AND PURPOSE OF ~~THIS~~ THE DRAFT EIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an EIR is to:

> *Inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

As described in the CEQA Guidelines, different types of EIRs are used for varying situations and intended uses. The Dell Avenue Area Plan EIR is a program EIR. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- Geographically.
- As logical parts in the chain of complicated actions.
- In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program.
- As individual activities carried out by the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

~~This~~ The EIR is intended to review potential environmental impacts associated with the adoption and implementation of the proposed Plan and associated General Plan, Zoning Ordinance, and STANP amendments, and to determine corresponding mitigation measures, as necessary. 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. Therefore, while subsequent environmental review may be tiered off ~~this~~ the EIR, ~~this~~ the EIR is not intended to address impacts of individual projects. Subsequent projects will be reviewed by the City for consistency with the proposed Plan, General Plan, Zoning Ordinance, and ~~this~~ the EIR, and subsequent project-level environmental review will be conducted as required by CEQA. Projects successive to ~~this~~ the EIR include, but are not limited to, the following:

- Approval and funding of major public projects and capital improvements.
- Issuance of permits and other approvals necessary for implementation of the proposed Plan.
- Development plan approvals, such as tentative maps, variances, conditional use permits, and other land use permits.
- Permit issuances and other approvals necessary for public and private development projects.
- Development agreement processes and approvals.

2.2 SUMMARY OF PROPOSED PLAN

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.

The following is a complete list of the Objectives identified in the proposed Plan:

- **A High-Tech and Innovation Oriented Business District**: Encourage the efficient use of land use through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. Ensure uses are compatible with and supportive of a high-tech office environment and discourage the continuance of existing uses that are not consistent with this character. Provide opportunities for small start-ups and incubator businesses within the larger workplace infrastructure. Rehabilitate and improve existing buildings and create avenues for independent cafes and restaurants to operate. Ensure that the notion of "technology" is apparent through stunning architecture and a memorable urban environment.
- **Enhanced Open Space and Improved Open Space Access**: Orient and design 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. Carefully create a central public space around the existing water recharge facility, pending study and coordination with the Santa Clara Valley Water District (SCVWD). Infuse the Plan Area with smaller, functional open spaces in new development that provide places to rest, recreate, and gather. Seek to protect and enhance the natural character of the creek by allowing solar access, creating landscaped building edges, and using appropriate building materials. Transition buildings downward in height as they approach the waterfront.
- **An Integrated Network of Multimodal Connections**: Enhance existing roadways with sidewalks and pedestrian amenities, and create new pedestrian, bicycle, and vehicular facilities to improve connectivity. Create clear, safe, and direct pathways to the proposed VTA light rail station, and integrate them into the larger pedestrian network.
- **Environmental and Economic Sustainability**: Encourage new development and public improvements that incorporate green design and stormwater management features to reduce stormwater runoff into existing streams and preserve existing infrastructure. Ensure new buildings incorporate sustainable features in their design, including appliances requiring limited water and energy usage and building design that takes advantage of solar access and incorporates reused materials where possible. Encourage new development that will attract strong and growing businesses to Campbell,

whose employees will contribute to the local economy, stimulate business, and strengthen the city's economic stance in the region.

- **Improved Design and Character**: Balance modern development styles with the small-town feel of Campbell. Incorporate and protect cherished amenities, including views and open spaces. Create memorable streets, gateways, nodes, plazas, and other new places for gathering and leisure activity. Consider special architectural elements and enhanced landscaping at key locations.
- **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.
- **Enhanced Lifestyle and Vitality**: Provide amenities and places of activity, commerce, and trade that support a high-tech workplace culture. Ensure these amenities, such as restaurants, cafes, workout and spa facilities, childcare, markets, bars, and recreational uses, are also beneficial to the wider community, bringing an after-work-hours energy to the area.
- **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.
- **Increased Private Investment**: Align policies, strategies, and City processes to remove barriers to private investment, leverage funding, and increase the support for positive change in the Plan Area.

These objectives would be accomplished by altering land use regulations in the Plan Area through implementation of a new land use concept, new development standards, and new design guidelines.

2.3 SUMMARY OF ALTERNATIVES TO THE PROPOSED PLAN

~~This~~ The Draft EIR analyzes alternatives to the proposed Plan that are designed to reduce the significant environmental impacts of the proposed Plan and feasibly attain the basic objectives of the proposed Plan. There is no set methodology for comparing the alternatives or determining an environmentally superior alternative under CEQA. Identification of the environmentally superior alternative involves weighing and balancing the environmental advantages and disadvantages of each alternative in comparison with the proposed project or plan. The following alternatives to the proposed Plan were considered and analyzed in detail:

- **No Project Alternative:** Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, under the No Project Alternative, the Plan Area would remain in its existing condition. Under the No Project

Alternative, the proposed Plan would not be adopted and future development in the Plan Area would continue to be subject to existing policies, regulations, development standards, and land use designations as per the City of Campbell's adopted General Plan and the San Tomas Neighborhood Area Plan. It is projected that this alternative would result in no new housing units and no immediate increases in office, commercial, or light industrial development. The No Project Alternative is required as part of the "reasonable range of alternatives," and the purpose of the No Project Alternative is to compare the impacts of implementing the proposed Plan to what would occur under continued implementation of existing land uses, development standards, and other policies and regulations.

- **Reduced Development Alternative:** Under the Reduced Development Alternative, development would occur consistent with the policies and overarching land use concept of the proposed Plan, with the exception that maximum floor-area ratios (FAR) allowed for new development would be reduced to 0.75 for the DAAP-Central and DAAP-Waterfront areas east of Winchester Boulevard. Under the Reduced Development Alternative, individual development would occur at intensity levels roughly half of what is assumed under the proposed Plan. The purpose of the Reduced Development Alternative is to explore how potential impacts may be lessened through reductions to both the eventual amount of office space developed and the number of jobs created in the Plan Area.
- **No Proposed Plan West:** Under the No DAAP-West Alternative, the DAAP would cover only areas east of Winchester Boulevard and areas west of Winchester Boulevard would be removed from the DAAP completely. As such, new development in areas west of Winchester Boulevard would occur consistent with the policies, development standards, and overarching land use concepts adopted under the City's General Plan. Office/retail uses to the east of Winchester would develop in a manner consistent with the proposed Plan. The purpose of the No DAAP-West Alternative is to explore how potential impacts may be lessened by preserving existing uses along the west side of Winchester Boulevard, rather than allowing their conversion to mixed-use residential/pedestrian-oriented retail.

Chapter 5, Alternatives to the proposed Plan, of ~~this~~ the Draft EIR, includes a complete discussion of these alternatives and of alternatives that were considered but not carried forward for detailed analysis.

2.4 AREAS OF CONTROVERSY

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. During this scoping period, the City received 24 comment letters from the following parties:

- Santa Clara Valley Transportation Authority
- Santa Clara Valley Water District
- California Department of Transportation
- County of Santa Clara Roads and Airport Department

- Four Business and/or Property Owners within the Plan Area (including one letter signed by more than 40 businesses)
- 18 Campbell Residents

The following areas of concern were identified through the scoping process as issues to be resolved and/or areas of controversy:

- Water supply and service.
- Traffic operations and congestion.
- Parking management.
- Bicycle and pedestrian circulation.
- Impacts to public services.
- Noise levels.
- Aesthetics and security.

In an additional effort to allow for adequate public comment, the City held a scoping meeting at the September 9, 2014 Campbell Planning Commission meeting. The purpose of this meeting was to receive comments from the public and Planning Commission on the preparation of ~~this~~ the Draft EIR. At this Planning Commission hearing, the public provided comment on issues related to noise, traffic, and land use compatibility.

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed Plan, the major issues to be resolved include decisions by the City of Campbell, as Lead Agency, related to:

- Whether ~~this~~ the Draft EIR adequately describes the environmental impacts of the proposed Plan.
- Whether the benefits of the proposed Plan override those environmental impacts that cannot feasibly be avoided or mitigated to a level of insignificance.
- Whether the proposed land use changes are compatible with the character of the existing area.
- Whether the identified goals, policies, or mitigation measures should be adopted or modified.
- Whether there are other mitigation measures that should be applied to the proposed Plan besides those Mitigation Measures identified in the Draft EIR.
- Whether there are any alternatives to the proposed Plan that would substantially lessen any of the significant impacts of the proposed Plan and achieve most of the basic objectives.

2.5 SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant impact on the environment is defined as a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air,

water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance." While the proposed Plan has the potential to generate significant environmental impacts in a number of areas, as described in Chapter 6.0, CEQA Mandated Sections, of ~~this~~ the Draft EIR, the proposed Plan would have no significant environmental impact on the following resources:

- Agricultural and Forestry Resources
- Mineral Resources

Because there is no potential for significant environmental impact to these resources as a result of the proposed Plan, impacts to these resources are not analyzed further in ~~this~~ the Draft EIR.

Table 1-1 summarizes the potential environmental impacts of the proposed Plan and identifies mitigation measures presented in ~~this~~ the Draft EIR to reduce those impacts to a level of insignificance. Table 1-1 is organized to correspond with the environmental issues discussed more completely in Section 4, Chapter 4.0 through 4.14, of ~~this~~ the Draft EIR. The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. The terms used to describe the significance of the environmental impact in Table 1-1 are:

- **No Impact**. No Impact indicates that the proposed Plan would not cause a direct impact on the environment. The No Impact findings described in Table 1-1 were determined because the Standard of Significance did not apply to the proposed Plan.
- **Less than Significant (LTS**). A Less than Significant impact falls below the CEQA Standard of Significance and would not cause a direct environmental impact.
- **Significant (S)**. A Significant impact indicates that the proposed Plan would have a direct impact on the environment that may or may not be able to be mitigated to a less than significant impact.
- **Significant and Unavoidable (SU).** A significant and unavoidable impact indicates that the proposed Plan would have a direct impact on the environment that cannot be mitigated to a less than significant level. As shown in Table 1-1, some significant impacts would be reduced to a less-than-significant level if the mitigation measures recommended in ~~this~~ the Draft EIR are implemented.

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
AESTHETICS			
AES-1. Implementation of the proposed Plan would not have a substantial adverse effect on a scenic vista.	LTS	N/A	N/A
AES-2. The proposed Plan would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.	No Impact	N/A	N/A
AES-3. The proposed Plan would not substantially degrade the existing visual character or quality of the site and its surroundings.	LTS	N/A	N/A
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.	LTS	N/A	N/A
AES-5. Implementation of the proposed Plan, in combination with past, present and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to aesthetics.	LTS	N/A	N/A
AIR QUALITY			
AIR-1. Implementation of the proposed Plan would not conflict with or obstruct implementation of the applicable air quality plan.	LTS	N/A	N/A
AIR-2. Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation.	S	AIR-2a: Applicant-provided appliances shall be Energy Star appliances (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the City of Campbell Building Division during plan check.	SU
		AIR-2b: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District's Commuter Benefits Program (California Government Code Section 65081). The program shall offer one of the following commuter benefit options, or what is available through similar benefits at the time a development is proposed:	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		▪ Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to $130 per month. ▪ Employer-provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to $75 per month. ▪ Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle, or vanpool service. ▪ Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips as the options above. The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the project site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall consider the following additional incentives for commuters as part of the CTR program: ▪ Preferential carpool parking. ▪ Flexible work schedules for carpools. ▪ Telecommute and/or flexible work hour programs. ▪ Car-sharing program (e.g., Zipcar). ▪ Bicycle end-trip facilities, including bike parking, showers, and lockers. The CTR program shall be prepared to the satisfaction of the ~~Planning Division Manager~~ Community Development Director prior to occupancy permits.	
		AIR-2c. As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's basic control measures for fugitive dust control, including:	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		▪ Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. ▪ Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer). ▪ Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust. ▪ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material. ▪ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. ▪ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). ▪ Limit vehicle traffic speeds on unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible.	
AIR-3. Implementation of the proposed Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).	S	AIR-3: Implement Mitigation Measures AIR-2a through AIR-2c.	SU
AIR-4. Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations	S	AIR-4: Applicants of residential and other sensitive land use projects (e.g., hospitals, nursing homes, and day care centers) within 1,000	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
of air pollution.		feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Campbell prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), $PM_{2.5}$ concentrations exceed 0.3 $\mu g/m^3$, or the appropriate non-cancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: ▪ Air intakes located away from high volume roadways and/or truck loading zones. ▪ Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized Maximum Efficiency Rating Value (MERV) filters. Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed Plan. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Planning Division.	
AIR-5. Implementation of the proposed Plan would not create or expose a substantial number of people to objectionable odors.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
AIR-6. Implementation of the proposed Plan would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.	S	AIR-6: Implement Mitigation Measures AIR-2a through AIR-2c.	SU
BIOLOGICAL RESOURCES			
BIO-1. The proposed Plan would have a substantial adverse effect, either directly, or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.	S	BIO-1: Prior to site preparation or construction on parcels containing mature trees and/or vegetated areas, a qualified biologist shall evaluate the need for and/or potentially conduct a survey. In the event that special-status species are found to be present on-site, a qualified biologist will make recommendations to reduce or avoid impacts to the special-species, as feasible, and these recommendations will be incorporated into project construction and/or operation. In particular, nests of raptors and other birds shall be protected when in active use, as required by the federal Migratory Bird Treaty Act and the California Department of Fish and Wildlife (CDFW) Code. If construction activities and any required tree removal occur during the breeding season (February 1 and August 31), a qualified biologist shall be required to conduct surveys prior to tree removal or construction activities. Preconstruction surveys are not required for tree removal or construction activities outside the nesting period. If construction would occur during the nesting season (February 1 to August 31), preconstruction surveys shall be conducted no more than 14 days prior to the start of tree removal or construction. Preconstruction surveys shall be repeated at 14-day intervals until construction has been initiated in the area after which surveys can be stopped. Locations of active nests containing viable eggs or young birds shall be documented and protective measures implemented under the direction of the qualified biologist until the nests no longer contain eggs or young birds. Protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance and proximity to existing development. In general, exclusion zones shall be a minimum of 300	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		feet for raptors and 75 feet for passerines and other birds. The active nest within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance and confirm nesting status. The radius of an exclusion zone may be increased by the qualified biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be reduced by the qualified biologist only in consultation with CDFW. The protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active.	
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.	S	BIO-2: Minimize, avoid, and compensate for impacts to riparian habitat by avoiding individual riparian trees during construction. If avoidance is not feasible obtain a 1602 Streambed Alteration Agreement from the CDFW for impacts to riparian habitat. In addition, mitigation for impacted riparian habitat will be needed and can be accomplished by planting three native riparian trees for every one removed. To reduce indirect impacts to riparian habitat, the City shall require the use of Best Management Practices (BMPs) to protect preserved waters of the US/State and to ensure that water quality standards are not compromised. These practices can include installing orange construction fencing buffers, straw waddles to keep fill from entering preserved/avoided riparian habitats and other waters, and other protective measures; and requiring a biological monitor be onsite during project construction to monitor the integrity of any preserved wetlands and other waters during mass grading or filling of the project site.	LTS
BIO-3. The proposed Plan would have a substantial or adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	S	BIO-3: To avoid impacts to wetlands and Waters of the US, a jurisdictional wetland delineation should be conducted and verified by the USACE. If the engineered channel is determined to be a Waters of the US, the City shall work with the Santa Clara Valley Water District (SCVWD) to obtain permission to construct a free spanning pedestrian crossing should be used to span the engineered channel. If this is infeasible and a culvert bridge is required that results in fill impacts to Waters of the US, a Section 404 permit	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		should be obtained from the USACE. To comply with the USACE "No Net Loss" policy, mitigation should be conducted to compensate for impacts to Waters of the US. This shall include conducting creek restoration activities in the engineered channel or along the adjacent Los Gatos Creek to provide a functional uplift in wetland functions and values, in cooperation with the SCVWD.	
BIO-4. The proposed Plan would not interfere substantially with the movement of any native, resident, or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	LTS	N/A	N/A
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.	S	BIO-5: Implement Mitigation Measure BIO-2.	LTS
BIO-6. The proposed Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan.	LTS	N/A	N/A
BIO-7. Implementation of the proposed Plan, in combination with past, present and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to biological resources.	LTS	N/A	N/A
CULTURAL RESOURCES			
CULT-1 The proposed Plan would not have the potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.	LTS	N/A	N/A
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.	S	CULT-2: If a potentially significant subsurface cultural resource is encountered during ground disturbing activities, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the Plan Area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance, in terms of CEQA criteria, by a qualified archeologist. If the resource is determined to be significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Campbell, NWIC, and State Historic Preservation Office (SHPO), if required.	
CULT-3. The proposed Plan would have the potential to directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.	S	CULT-3: If paleontological resources are encountered during grading or excavation, all construction activities within a 50-foot radius shall stop, the City shall be notified, and a qualified paleontologist shall inspect the findings within 24 hours of discovery. The paleontologist shall document the discovery, as needed, in accordance with the Society of Vertebrate Paleontology standards, evaluate the resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important. Possible mitigation under CEQA emphasizes preservation-in-place measures, including planning construction to avoid paleontological sites, incorporating sites into parks and other open spaces, covering sites with stable soil, and deeding the site into a permanent conservation easement. The project proponent shall submit the excavation plan to the City for review and approval and the project proponent shall implement the approved excavation plan.	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
CULT-4. The proposed Plan would not have the potential to disturb human remains, including those interred outside of formal cemeteries.	LTS	N/A	LTS
CULT-5. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to cultural resources.	LTS	N/A	N/A
GEOLOGY, SOILS, AND SEISMICITY			
GEO-1. Implementation of the proposed Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: surface rupture along a known active fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides.	LTS	N/A	N/A
GEO-2. Implementation of the proposed Plan would not result in substantial soil erosion or the loss of topsoil.	LTS	N/A	N/A
GEO-3. Implementation of the proposed Plan would not result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	LTS	N/A	N/A
GEO-4. Implementation of the proposed Plan would not create substantial risks to life or property as a result of its location on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial risks to life or property.	LTS	N/A	N/A
GEO-5. Implementation of the proposed Plan would not result in impacts associated with the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	LTS	N/A	N/A
GEO-6. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to geology and soils.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
GREENHOUSE GAS EMISSIONS			
GHG-1. Implementation of the proposed Plan would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment.	LTS	N/A	N/A
GHG-2. Implementation of the proposed Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	LTS	N/A	N/A
GHG-3. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to GHG emissions.	LTS	N/A	N/A
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1. Implementation of the proposed Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LTS	N/A	N/A
HAZ-2. Implementation of the proposed Plan would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	LTS	N/A	N/A
HAZ-3. Implementation of the proposed Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.	No Impact	N/A	N/A
HAZ-4. Implementation of the proposed Plan would not create a significant hazard to the public or the environment by being located on a site, which is included on a list of hazardous materials sites compiled pursuance to Government Code Section 65962.5.	LTS	N/A	N/A
HAZ-5. The proposed Plan is not located within an airport land use plan or within 2 miles of a public airport or public use airport.	No Impact	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
HAZ-6. The proposed Plan would not be within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the Plan Area.	No Impact	N/A	N/A
HAZ-7. Implementation of the proposed Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.	LTS	N/A	N/A
HAZ-8. Implementation of the proposed Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	No Impact	N/A	N/A
HAZ-9. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to hazards and hazardous materials.	LTS	N/A	N/A
HYDROLOGY AND WATER QUALITY			
HYD-1. Implementation of the proposed Plan would not violate any water quality standards or waste discharge requirements	LTS	N/A	N/A
HYD-2. The proposed Plan would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge.	LTS	N/A	N/A
HYD-3. The proposed Plan would not substantially alter the existing drainage pattern of the Plan Area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion, siltation, or flooding on- or off-site.	LTS	N/A	N/A
HYD-4. The proposed Plan would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
HYD-5. Implementation of the proposed Plan would not otherwise substantially degrade water quality.	LTS	N/A	N/A
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	N/A	N/A
HYD-7. The proposed Plan would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.	LTS	N/A	N/A
HYD-8. The proposed Plan would not be impacted by inundation as a result of a seiche, tsunami, or mudflow.	LTS	N/A	N/A
HYD-9. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to hydrology and water quality.	LTS	N/A	N/A
LAND USE AND PLANNING			
LAND-1. The proposed Plan would not physically divide an established community.	LTS	N/A	N/A
LAND-2. The proposed Plan would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.	LTS	N/A	N/A
LAND-3. The proposed Plan would not conflict with an applicable habitat conservation plan or natural community conservation plan.	LTS	N/A	N/A
LAND-4. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to land use and planning.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
NOISE			
NOISE-1. Implementation of the proposed Plan would not result in the exposure of persons to or generation of noise levels in excess of standards established in the General Plan or Municipal Code, or applicable standards of other agencies.	LTS	N/A	N/A
NOISE-2. Implementation of the proposed Plan could result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	S (Const. Vibration) LTS (Operations Vibration)	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. The construction vibration mitigation plan shall consider the following available controls to reduce construction noise levels as low as practical: ▪ During project review, City staff shall coordinate with the applicant and/or construction contractor to discuss alternative methods of construction for vibration-intense activities in close proximity to sensitive uses or existing structures. As part of this coordination, the applicant and/or construction contractor shall identify construction methods not involving vibration-intensive equipment or activities. For example, drilled foundation caisson holes that would produce less vibration than pile driving methods, or the use of non-explosive rock breaking methods. ▪ The applicant or constructor contractor shall implement reduced-vibration alternative methods identified during project review during subsequent excavation, grading, and construction for work conducted in close proximity to sensitive structures or uses. ▪ If at all possible, vibration-intense construction activities should take place during times when nearby sensitive receptors, such as schools, are at their lowest utilization/occupancy. ▪ During plan review and/or prior to the start of construction activities, the applicant and/or construction contractor shall	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		inspect and report on the current foundation and structural condition of the existing buildings in the immediate vicinity of the construction site. ▪ During construction, if any vibration levels cause cosmetic or structural damage to existing buildings in close proximity to a project site, the applicant shall immediately issue "stop-work" orders to the construction contractor to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building(s).	
NOISE-3. Implementation of the proposed Plan would not result in a substantial permanent increase in ambient noise levels in the Plan Area and vicinity above levels existing without implementation of the Plan.	LTS	N/A	N/A
NOISE-4. Implementation of the proposed Plan would not result in a substantial temporary or periodic increase in ambient noise levels in the Plan Area and vicinity above levels existing without implementation of the Plan.	LTS	N/A	N/A
NOISE-5. Implementation of the proposed Plan would not expose people residing or working in the vicinity of the Plan Area to excessive aircraft noise levels, for a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport.	No Impact	N/A	N/A
NOISE-6. Implementation of the proposed Plan would not expose people residing or working in the Plan Area to excessive noise levels, for a project within the vicinity of a private airstrip.	LTS	N/A	N/A
NOISE-7. Implementation of the proposed Plan would not contribute to cumulative noise impacts in the area.	LTS	N/A	N/A
POPULATION AND HOUSING			
POP-1. Implementation of the proposed Plan would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
businesses) or indirectly (for example, through extension of roads or other infrastructure).			
POP-2. Implementation of the proposed Plan would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	LTS	N/A	N/A
POP-3. Implementation of the proposed Plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	LTS	N/A	N/A
POP-4. Implementation of the proposed Plan would not contribute to cumulative population and housing impacts in the area.	LTS	N/A	N/A
PUBLIC SERVICES AND RECREATION			
PS-1. Implementation of the proposed Plan would not result in the provision of or need for new or physically altered fire protection facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A
PS-2. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to fire protection service.	LTS	N/A	N/A
PS-3. Implementation of the proposed Plan would not result in the provision of or need for new or physically altered police protection facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A
PS-4. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police protection services.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
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	N/A	N/A
PS-6. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to schools.	LTS	N/A	N/A
PS-7. The proposed Plan would not result in the provision of or need for new or physically altered library facilities.	LTS	N/A	N/A
PS-8. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to libraries.	LTS	N/A	N/A
PS-9. The proposed Plan would not result in the provision of or need for new or physically altered parks and recreation facilities.	LTS	N/A	N/A
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.	LTS	N/A	N/A
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	N/A	N/A
PS-12. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to parks and recreational facilities.	LTS	N/A	N/A
TRANSPORTATION AND TRAFFIC			
TRAF-1. Implementation of the proposed Plan would cause seven intersections to fall below the level of service standard.	S	TRAF-1a. Intersection Improvements – San Tomas Expressway/SR 17 SB Ramps. Under Existing and Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to provide two additional southbound right-turn lanes,	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		one additional eastbound right-turn lane and one additional westbound through lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This results in the following lane configuration: ▪ Southbound: two left-turn lanes, one shared through and left-turn lane, three right-turn lanes ▪ Eastbound: three through lanes, two right-turn lanes ▪ Westbound: two left-turn lanes, four through lanes If this mitigation measure is implemented then the proposed Plan's impact after mitigation would be less than significant. However, the amount of roadway widening required to achieve acceptable operations would require right-of-way acquisition and potential reconstruction of elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual project or plan. Additionally, it is noted 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.	
		TRAF-1b. Intersection Improvements – Camden Avenue/White Oaks Road-Curtner Avenue. Under Existing and Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to provide one additional northbound left-turn lane, a dedicated southbound through lane and a second eastbound right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations This would result in the following lane configuration: ▪ Northbound: three left-turn lanes, one through lane, one right-turn lane	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		▪ Southbound: one left-turn lane, one through lane, one right-turn lane ▪ Eastbound: one left-turn lane, three through lanes, two right-turn lanes ▪ Westbound: one left-turn lane, four through lanes, one shared through and right-turn lane Additionally, the signal phasing would need to be modified on the northbound and southbound approaches to provide protected left-turn phasing. With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require right-of-way acquisition, and potential reconstruction of the adjacent SR 17 elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted that this intersection directly connects to freeway on-ramps, and as such coordination and approval from Caltrans would likely be necessary prior to implementing modifications. Given these constraints and limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is significant and unavoidable.	
		TRAF-1c. Intersection Improvements – Winchester Boulevard/Hacienda Avenue. Under Existing and Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include a dedicated northbound right-turn lane, a second southbound left-turn lane and reconfiguration of the eastbound and westbound approaches as described below, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This would result in the following lane configuration: ▪ Northbound: one left-turn lane, two through lanes, and one right-turn lane ▪ Southbound: two left-turn lanes, two through lanes, one right-	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		turn lane ▪ Eastbound: two left-turn lanes, one shared through and right-turn lane ▪ Westbound: one left-turn lane, one through lane, two right-turn lanes With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications would be limited by the presence of the stormwater retention pond located on the southwest corner of the intersection, as well as the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Given these limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is significant and unavoidable.	
		TRAF-1d. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		TRAF-1e. Intersection Improvements – Hacienda Avenue/Dell Avenue. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection (which would roughly cost $400,000 per traffic signal) is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.	SU
		TRAF-1f. Intersection Improvements – Winchester Boulevard/Knowles Drive. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the westbound approach to have two left-turn lanes, a single through lane, and right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. The modification would result in the following lane configuration: ▪ Northbound: two left-turn lane, two through lanes, one right-turn lane ▪ Southbound: one left-turn lane, two though lanes, one right-turn lane ▪ Eastbound: one left-turn lane, one through lane, one right-turn lane ▪ Westbound: two left-turn lanes, one through lane, one right-turn lane	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Additionally, it is noted that portions of the intersection fall under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	
TRAF-2. Implementation of the proposed Plan would cause freeway segments to fall below the level of service standard.	S	TRAF-2. Freeway Operations. Implementation of the proposed Plan would result in 15 freeway mixed-flow segments and five HOV lane segments experiencing an unacceptable increase in volume. A typical mitigation measure would seek to widen the road to add travel lanes and capacity. However, impacts to freeways would remain significant and unavoidable because these roadways are under the jurisdiction of Caltrans, and depending on location, also VTA, City of San Jose, and/or the Town of Los Gatos, and not under the jurisdiction of the City of Campbell. In addition, freeway improvement projects, which add travel lanes are planned and funded on a regional scale and would be too costly for a single project to be expected to fund. Therefore, due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	SU
TRAF-3. Implementation of the proposed Plan would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment).	LTS	N/A	N/A
TRAF-4. Implementation of the proposed Plan would not result in inadequate emergency access.	LTS	N/A	N/A
TRAF-5. Implementation of the proposed Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
otherwise decrease the performance or safety of such facilities.			
TRAF-6. Implementation of the proposed Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks.	LTS	N/A	N/A
TRAF-7. Implementation of the proposed Plan would not result in a substantial under-supply of parking that would contribute to excessive vehicle circulation and congestion due to drivers searching for parking.	LTS	N/A	N/A
TRAF-8. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.	S	TRAF-8a. Intersection Improvements – San Tomas Expressway/SR 17 Southbound Ramps. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This is in addition to the modifications presented in Mitigation Measure TRAF-1a, as noted below. ▪ Southbound: two left-turn lanes, one shared through and left-turn lane, three right-turn lanes ▪ Eastbound: five through lanes, two right-turn lanes (two more through lanes than identified in Mitigation Measure TRAF-1a) ▪ Westbound: two left-turn lanes, five through lanes (one more through lane than identified in Mitigation Measure TRAF-1a) With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require right-of-way acquisition and potential reconstruction of elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted 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	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		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.	
		TRAF-8b. Intersection Improvements – Camden Avenue/White Oaks Road-Curtner Avenue. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This is in addition to modifications recommended in Mitigation Measure TRAF-1b, as noted below. ▪ Northbound: three left-turn lanes, one through lane, one right-turn lane ▪ Southbound: one left-turn lane, one through lane, two right-turn lane (one additional right-turn lane than identified in Mitigation Measure TRAF-1b) ▪ Eastbound: one left-turn lane, three through lanes, two right-turn lanes ▪ Westbound: one left-turn lane, four through lanes, one shared through, and right-turn lane Additionally, the signal phasing would need to be modified on the northbound and southbound approaches to provide protected left-turn phasing. If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, the amount of roadway widening required to achieve acceptable operations would require large areas of right-of-way acquisition, and potential reconstruction of adjacent SR 17 elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted that this intersection directly connects to freeway on-ramps, and as such coordination and approval from Caltrans would likely be necessary	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		prior to implementing modifications. Given these constraints and limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is potential significant and unavoidable.	
		TRAF-8c. Intersection Improvements – Winchester Boulevard/Hacienda Avenue. This is identical to Mitigation Measure TRAF-1c identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below. Modifying the intersection to include a dedicated northbound right-turn lane, a second southbound left-turn lane and reconfiguration of the eastbound and westbound approaches as described below, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This would result in the following lane configuration: ▪ Northbound: one left-turn lane, two through lanes. one right-turn lane ▪ Southbound: two left-turn lanes, two through lanes, one right-turn lane ▪ Eastbound: two left-turn lanes, one shared through. and right-turn lane ▪ Westbound: one left-turn lane, one through lane, two right-turn lanes With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the presence of the stormwater retention pond located on the southwest corner of the intersection, as well as the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Given these limits on feasibility, including physical constraints and the need for inter-jurisdictional approval from the Santa Clara Valley Water District, VTA, and the Union Pacific Railroad, the proposed Plan's impact is significant and unavoidable.	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		TRAF-8d. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-1d identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.	LTS
		TRAF-8e. Intersection Improvements – Hacienda Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-1e identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. However, because there is currently no funding mechanism in place for this improvement, the proposed Plan's impact on this intersection is significant and unavoidable.	
		TRAF-8f. Intersection Improvements – Winchester Boulevard/Knowles Drive. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. The improvements recommended to achieve acceptable operations are identical to what was identified in Mitigation Measure TRAF-1f, which is copied below for reference. Modifying the westbound approach to have two left-turn lanes, a single through lane and right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. The modification would result in the following lane configuration: ▪ Northbound: two left-turn lane, two through lanes, one right-turn lane ▪ Southbound: one left-turn lane, two though lanes, one right-turn lane ▪ Eastbound: one left-turn lane, one through lane, one right-turn lane ▪ Westbound: two left-turn lanes, one through lane, one right-turn lane With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		these modifications may be limited by the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Additionally, it is noted that portions of the intersection fall under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8g. Intersection Improvements – Winchester Boulevard/Lark Avenue. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the northern leg to have a dedicated receiving lane for the westbound right-turn movement. This would allow the westbound right-turn movement to be free-flowing, thereby decreasing the overall intersection delay. This is consistent with recommendations made in the Town of Los Gatos 2013 Albright Office Park EIR analysis. The receiving lane on the northern leg would need to be long enough to facilitate a merging maneuver into the continuous northbound through lanes. Based on correspondence with Town of Los Gatos staff, this improvement has been funded and is expected to be implemented in 2015-2016. With this modified intersection configuration, which is scheduled to be implemented independently of the proposed Plan, the proposed Plan's impact would be less than significant.	LTS
		TRAF-8h. Intersection Improvements – San Tomas Expressway/Hamilton Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations. Northbound: two left-turn lanes, four though lanes (one lane would be HOV only during the AM peak), one right-turn lane (one additional left-turn lane and through lane than the current configuration). ▪ Southbound: two left-turn lanes, four though lanes (one lane would be HOV only during the PM peak), one right-turn lane (one additional through lane than the current configuration).	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		▪ Eastbound: two left-turn lanes, three through lanes, one right-turn lane ▪ Westbound: two left-turn lanes, three through lanes, one right-turn lane If this mitigation measure is implemented then the proposed Plan's impact after mitigation would be less than significant. This would require roadway widening, including possible acquisition of right-of way. However, 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. Since the improvements would result in the addition of through lanes, it would be necessary that the improvements be implemented on a corridor basis, not just at the study intersection. Additionally, since San Tomas Expressway is a regional route that is expected to experience growth in traffic due to regional development, any improvements to the route are best considered, adopted, and implemented as part of a corridor-wide planning effort, and not practical for any one development project or plan to mitigate. Therefore, due to physical constraints, the need for inter-jurisdictional approvals, and the fact that improvements to the facility are best addressed on a regional planning basis, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8i. Intersection Improvements – San Tomas Expressway/Campbell Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations: ▪ Northbound: two left-turn lanes, four though lanes (one lane would be HOV only during the AM peak), one right-turn lane (this is one additional through lane over existing conditions) ▪ Southbound: two left-turn lanes, four though lanes (one lane would be HOV only during the PM peak), one right-turn (this is	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		one additional through lane over existing conditions) ▪ Eastbound: two left-turn lanes, two through lanes, one right-turn lane ▪ Westbound: two left-turn lanes, one through lane, one shared through and right-turn lane With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, 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. Since the improvements would result in the addition of through lanes, it would be necessary that the improvements be implemented on a corridor basis, not just at the study intersection. Additionally, since San Tomas Expressway is a regional route that is expected to experience growth in traffic due to regional development, any improvements to the route are best considered as part of a corridor-wide planning effort, and not practical for any one development plan to mitigate. Therefore, due to physical constraints, the need for inter-jurisdictional approvals and the fact that improvements to the facility are best addressed on a regional planning basis, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8j. Intersection Improvements – San Tomas Expressway/SR 17 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This is in addition to the modifications presented in Mitigation Measure TRAF-8a, as noted below. ▪ Southbound: two left-turn lanes, one shared through and left-turn lane, three right-turn lanes ▪ Eastbound: eight through lanes, two right-turn lanes (three more	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		through lanes than identified in Mitigation Measure TRAF-8a) ▪ Westbound: three left-turn lanes, six through lanes(one more left-turn lane and one more through lane than identified in Mitigation Measure TRAF-8a) If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require right-of-way acquisition, and potential reconstruction of elevated freeway structures. Additionally, widening of the scale proposed would need to be completed on a corridor-wide basis, not at an individual intersection. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project. Additionally, it is noted 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.	
		TRAF-8k. Intersection Improvements – Camden Avenue/White Oaks Road-Curtner Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. These modifications are in addition to what was identified in Mitigation Measure TRAF-8b for Background plus Plan conditions, as noted below. ▪ Northbound: three left-turn lanes, two through lanes, one right-turn lane (one additional dedicated left-turn lane and one additional dedicated through lane in addition to Mitigation Measure TRAF-8b) ▪ Southbound: one left-turn lane, one through lane, three right-turn lane (conversion to dedicated left-turn and through lanes, plus two addition right turn lanes compared to Mitigation	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Measure TRAF-8b) ▪ Eastbound: three left-turn lanes, four through lanes, one right-turn lane (two additional left-turn lanes compared to Mitigation Measure TRAF-8b) ▪ Westbound: two left-turn lane, six through lanes, one right-turn lane (one additional left-turn lane and one addition through lane compared to Mitigation Measure TRAF-8b) If this mitigation measure is implemented then the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require large amounts of right-of-way acquisition, and potential reconstruction of elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted that this intersection directly connects to freeway on-ramps, and as such, coordination and approval from Caltrans would likely be necessary prior to implementing modifications. Given these constraints and limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8l. Intersection Improvements – Winchester Boulevard/Sunnyoaks Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include a second eastbound left-turn lane, as well as the necessary traffic signal modifications would result in acceptable operations. This would result in the following lane configuration: ▪ Northbound: one left-turn lane, three through lanes, one right-turn lane ▪ Southbound: two through lanes, one right-turn lane ▪ Eastbound: two left-turn lanes, one right-turn lane With this mitigation measure, the intersection would operate	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		acceptably. However, widening would be restricted by that fact that there are developments on both sides of West Sunnyoaks Avenue, adjacent to the intersection, thereby requiring acquisition of right-of-way, private property, as well as reconfiguration of access, and potentially loss of buildings and/or parking spaces on these parcels. Because of these limitations, implementation of the mitigation measure is not considered to be feasible. Therefore, the proposed Plan's impact would be significant and unavoidable.	
		TRAF-8m. Intersection Improvements – Winchester Boulevard/Hacienda Avenue. This is identical to Mitigation Measure TRAF-1c identified under the Existing plus Plan scenario and Mitigation Measure TRAF-8c identified under the Background plus Plan scenario. For reference, the mitigation measure is repeated below. Modifying the intersection to include a dedicated northbound right-turn lane, a second southbound left-turn lane and reconfiguration of the eastbound and westbound approaches as described below, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This would result in the following lane configuration: ▪ Northbound: one left-turn lane, two through lanes, one right-turn lane ▪ Southbound: two left-turn lanes, two through lanes, one right-turn lane ▪ Eastbound: two left-turn lanes, one shared through and right-turn lane ▪ Westbound: one left-turn lane, one through lane, two right-turn lanes With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the presence of the stormwater retention pond located on the southwest corner of the intersection, as well as the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Given these	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		limits on feasibility, including physical constraints and the need for inter-jurisdictional approval from the Santa Clara Valley Water District, VTA, and the Union Pacific Railroad, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8n. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-8d identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.	LTS
		TRAF-8o. Intersection Improvements – Hacienda Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-8e identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.	
		TRAF-8p. Intersection Improvements – Bascom Avenue/Camden Avenue . Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations: ▪ Northbound: three left-turn lanes, two through lanes, one shared through and right-turn lane ▪ Southbound: two left-turn lanes, four through lanes, two right-turn lanes (this is an addition of one through lane and two right-turn lanes) ▪ Eastbound: two left-turn lanes, three through lanes, one right-turn lane (this is an addition of one through lane) ▪ Westbound: one left-turn lane, three through lanes, one right-turn lane (this is the addition of one right-turn lane) If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require large amounts of right-of-way acquisition, thereby	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		restricting the feasibility of implementing the recommended improvements. Additionally, these are regional routes and as such any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project. Additionally, it is noted this intersection is under the jurisdiction of the City of San Jose, therefore any modifications to the intersection would require coordination and approval from both the City of San Jose and the Santa Clara VTA. Given the limits on feasibility, including physical constraints, the fact that improvements would be best achieved through a regional planning process and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8q. Intersection Improvements – Winchester Boulevard/Knowles Drive. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. The improvements recommended to achieve acceptable operations are identical to what was identified in Mitigation Measure TRAF-8f, which is copied below for reference. Modifying the westbound approach to have two left-turn lanes, a single through lane and right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. The modification would result in the following lane configuration: ▪ Northbound: two left-turn lanes, two through lanes, one right-turn lane ▪ Southbound: one left-turn lane, two though lanes, one right-turn lane ▪ Eastbound: one left-turn lane, one through lane, one right-turn lane ▪ Westbound: two left-turn lanes, one through lane, one right-turn lane With this mitigation measure, the proposed Plan's impact after	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		mitigation would be less than significant. However, installation of these modifications may be limited by the railroad tracks located parallel to Winchester Boulevard to the east of the intersection. Additionally, portions of the intersection fall under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8r. Intersection Improvements – Winchester Boulevard/SR 85 Northbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Installation of a second northbound left-turn lane would result in acceptable operations. If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the need to acquire right-of-way. Additionally, portions of the intersection fall under the jurisdiction of Caltrans and the Town of Los Gatos, and would therefore require the two agencies' approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints, the need for right-of-way acquisition, and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	SU
		TRAF-8s. Intersection Improvements – Winchester Boulevard/SR 85 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations: ▪ Northbound: two through lanes ▪ Southbound: two though lanes ▪ Eastbound: two left-turn lanes and one right-turn lane (this is a second left-turn lane) If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However,	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		installation of these modifications may be limited by the need to acquire right-of-way. Additionally, portions of the intersection fall under the jurisdiction of Caltrans and the Town of Los Gatos, and would therefore require the two agencies' approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints, the need for right-of-way acquisition, and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8t. Intersection Improvements – Winchester Boulevard/ Wimbledon Drive. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations: ▪ Northbound: one left-turn lane and two through lanes ▪ Southbound: two through lanes and one right-turn lane (this is an addition of a right-turn lane) ▪ Eastbound: one left-turn lane and one right-turn lane (these are additional dedicated turn lanes) With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the intersection falls under the jurisdiction of the Town of Los Gatos and would, therefore, require the Town's approval to implement modifications. Therefore, it is recommended that the City of Campbell coordinate with the Town of Los Gatos to seek approval for this modification, and subsequently develop a mechanism to implement the modification. With the implementation of this mitigation measure, the proposed Plan's impact would be less than significant. However, due to limitations on feasibility and lack of funding mechanism, the proposed Plan's impact is significant and unavoidable.	SU
		TRAF-8u. Intersection Improvements – Winchester Boulevard/Lark Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. The improvements recommended to achieve acceptable operations are identical to what was identified in Mitigation Measure TRAF-8g, which is copied	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		below for reference. Modifying the northern leg to have a dedicated receiving lane for the westbound right-turn movement. This would allow the westbound right-turn movement to be free-flowing, thereby decreasing the overall intersection delay. This is consistent with recommendations made in the Albright Office Park EIR analysis. The receiving lane on the northern leg would need to be long enough to facilitate a merging maneuver into the continuous northbound through lanes. Based on correspondence with Town of Los Gatos staff, this improvement has been funded and is expected to be implemented in 2015-2016. With this modified intersection configuration, which is scheduled to be implemented independently of the proposed Plan, the proposed Plan's impact would be less than significant	
		TRAF-8v. Intersection Improvements – Lark Avenue/SR 17 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to add an additional eastbound shared through and right-turn lane would result in acceptable operations. This is consistent with mitigation measures presented in the North 40 Specific Plan EIR analysis. However, at the time of this analysis, funding for this improvement has not been identified, nor is there a scheduled timeline for implementation. If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. The intersection falls under the jurisdiction of the both Town of Los Gatos and Caltrans, and would therefore require both agencies' approvals to implement modifications. Therefore, it is recommended that the City of Campbell coordinate with the Town of Los Gatos and Caltrans to seek approval for this modification, and subsequently develop a funding mechanism to implement the modification. However, due to limitations on feasibility (i.e., lack of funding and unknown timing of the improvement), the proposed Plan's impact on this intersection is significant and unavoidable	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		TRAF-8w. Intersection Improvements – Winchester Boulevard/Daves Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations: ▪ Northbound: one left-turn lane, one through lane, one shared through and right-turn lane ▪ Southbound: one left-turn lane, one through lane, one right-turn lane ▪ Eastbound: one left-turn lane, one shared through and right-turn lane (currently there is a single lane for all movements) ▪ Westbound: one left-turn lane, one shared through and right-turn lane (currently there is a single lane for all movements) Additionally, the traffic signal phasing would need to be modified to provide protected phasing on the eastbound and westbound approaches. If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited due to the fact that the westbound approach is a private driveway and modifications would require the approval of the landowner. Installation of this improvement would be further limited by the fact that adjacent development would restrict the necessary roadway widening. Additionally, the intersection falls under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, because this improvement is not funded, and due to limitations on feasibility, including physical constraints, the need for private landowner approval, and the need for inter-jurisdictional approval, the proposed Plan's impact is significant and unavoidable.	SU
		TRAF-8x. Intersection Improvements – Blossom Hill Road/Santa Cruz Avenue-Winchester Boulevard. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		configuration, as well as the necessary receiving lanes and traffic signal modifications, would result in acceptable operations: ▪ Northbound: one left-turn lane, two through lanes, one right-turn lane (this would be an increase of one left-turn lane and one through lane) ▪ Southbound: one left-turn lane, one through lane, one right-turn lane (this would be an addition of one right-turn lane) ▪ Eastbound: single shared left-turn, through and right-turn lane ▪ Westbound: one shared left-turn and through lane, one right-turn lane If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the fact that adjacent buildings and private development would restrict the ability to widen the roadway without significant right-of-way acquisition. Additionally, the intersection falls under the jurisdiction of the Town of Los Gatos and would, therefore, require the Town's approval to implement modifications. Therefore, due to the lack of funding, limitations on feasibility, including physical constraints, and the need for right-of-way, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8y. Intersection Improvements – Saratoga Los Gatos Road/University Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to provide dedicated right-turn lanes on the northbound, ~~southbound,~~ and eastbound approaches, as well as the necessary traffic signal modifications, would result in acceptable operations. This would result in the following lane configuration: ▪ Northbound: one left-turn lane, one through lane, one right-turn lane ▪ Southbound: ~~one~~ two left-turn lane, one through lane, one right-turn lane ▪ Eastbound: one left-turn lane, two through lanes, one right-turn lane	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		▪ Westbound: one left-turn lane, two through lanes, one right-turn lane With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the intersection falls under the jurisdiction of the Town of Los Gatos and would, therefore, require the Town's approval to implement modifications. Additionally, implementation of the mitigation measure may require acquisition of right-of-way and reconfiguration of adjacent parcels. Therefore, due to the lack of funding, limitations on feasibility, including physical constraints, and the need for right-of-way, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8z. Transportation Demand Management. A partial mitigation measure to reduce impact on study facilities would be the implementation of a Transportation Demand Management (TDM) Program. A TDM would include measures to encourage reductions in vehicle trips. This may include, but not be limited to, subsidization of transit passes, carpool/vanpool matching services, preferential parking for carpool/vanpool vehicles, alternative work schedules, and enhanced pedestrian and bicycle facilities. Implementation of a TDM Program can result in an incremental decrease in traffic generated by a development. While this decrease in traffic may not be enough to reduce impacts to a less than significant level, any reductions in Plan-generated traffic would be beneficial to congestion, air quality, and health. Therefore, it is recommended that a TDM Program be implemented for the proposed Plan as a partial mitigation to reduce, but not fully alleviate, traffic-related impacts.	SU
UTILITIES AND SERVICE SYSTEMS			
UTIL-1. Implementation of the proposed Plan would have sufficient water supplies available to serve the Plan from existing entitlements and resources, and new or expanded entitlements are not needed.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
UTIL-2. Implementation of the proposed Plan would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	N/A	N/A
UTIL-3. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to water supply.	LTS	N/A	N/A
UTIL-4. Implementations of the proposed Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	LTS	N/A	N/A
UTIL-5. Implementation of the proposed Plan would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	LTS	N/A	N/A
UTIL-6. Implementation of the proposed Plan would not result in a determination by the wastewater treatment provider, which serves, or may serve the Plan, that it does not have adequate capacity to serve the Plan's projected demand in addition to the provider's existing commitments.	LTS	N/A	N/A
UTIL-7. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in a significant cumulative impacts with respect to wastewater treatment.	LTS	N/A	N/A
UTIL-8. Implementation of the proposed Plan would not require the construction of new storm drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	N/A	N/A
UTIL-9. Implementation of the proposed Plan would not contribute to cumulative stormwater impacts in the area.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
UTIL-10. The proposed Plan would be served by a landfill with sufficient permitted capacity to accommodate the Plan's solid waste disposal needs.	LTS	N/A	N/A
UTIL-11. The proposed Plan would comply with federal, State, and local statutes and regulations related to solid waste.	LTS	N/A	N/A
UTIL-12. The proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in less than significant impacts with respect to solid waste.	LTS	N/A	N/A
UTIL-13. Implementation of the proposed Plan would not result in a substantial increase in natural gas and electrical service demands, and would not require new energy supply facilities and transmission infrastructure or capacity enhancing alterations to existing facilities.	LTS	N/A	N/A

3. Revisions to the Draft EIR

This chapter presents changes to the Draft EIR that resulted from preparation of responses to comments on the Draft EIR, or were staff-directed changes including typographical corrections and clarifications. In each case, the Draft EIR page and location on the page is presented, followed by the textual, tabular, or graphical revision. Double Underline text represents language that has been added to the EIR; text with ~~strikethrough~~ has been deleted from the EIR.

None of the revisions constitutes significant changes to the analysis contained in the Draft EIR. As such, the Draft EIR does not need to be recirculated.

All changes to Draft EIR Table 1-1, Summary of Impacts and Mitigation Measures, are updated in Chapter 2 of this Final EIR.

3.1 REVISIONS TO CHAPTER 1, EXECUTIVE SUMMARY

The second bulleted paragraph on page 1-5 of the Draft EIR is hereby revised as follows:

Enhanced Open Space and Improved Open Space Access: Orient and design 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. Carefully create a central public space around the existing water recharge facility, pending study and coordination with the Santa Clara Valley Water District (SCVWD) and Santa Clara County Parks Department. Infuse the Plan Area with smaller, functional open spaces in new development that provide places to rest, recreate, and gather. Seek to protect and enhance the natural character of the creek by allowing solar access, creating landscaped building edges, and using appropriate building materials. Transition buildings downward in height as they approach the waterfront.

3.2 REVISIONS TO CHAPTER 3, PROJECT DESCRIPTION

Figure 3-2 of the Draft EIR is hereby revised to include the areas of Santa Clara County that have been annexed into the City of Campbell since 2013. Please see the revised Figure 3-2 on the following page.

Figure 3-3 of the Draft EIR is hereby revised to correct the zoning of the Barracuda site. Please see the revised Figure 3-3 on page 3-3.

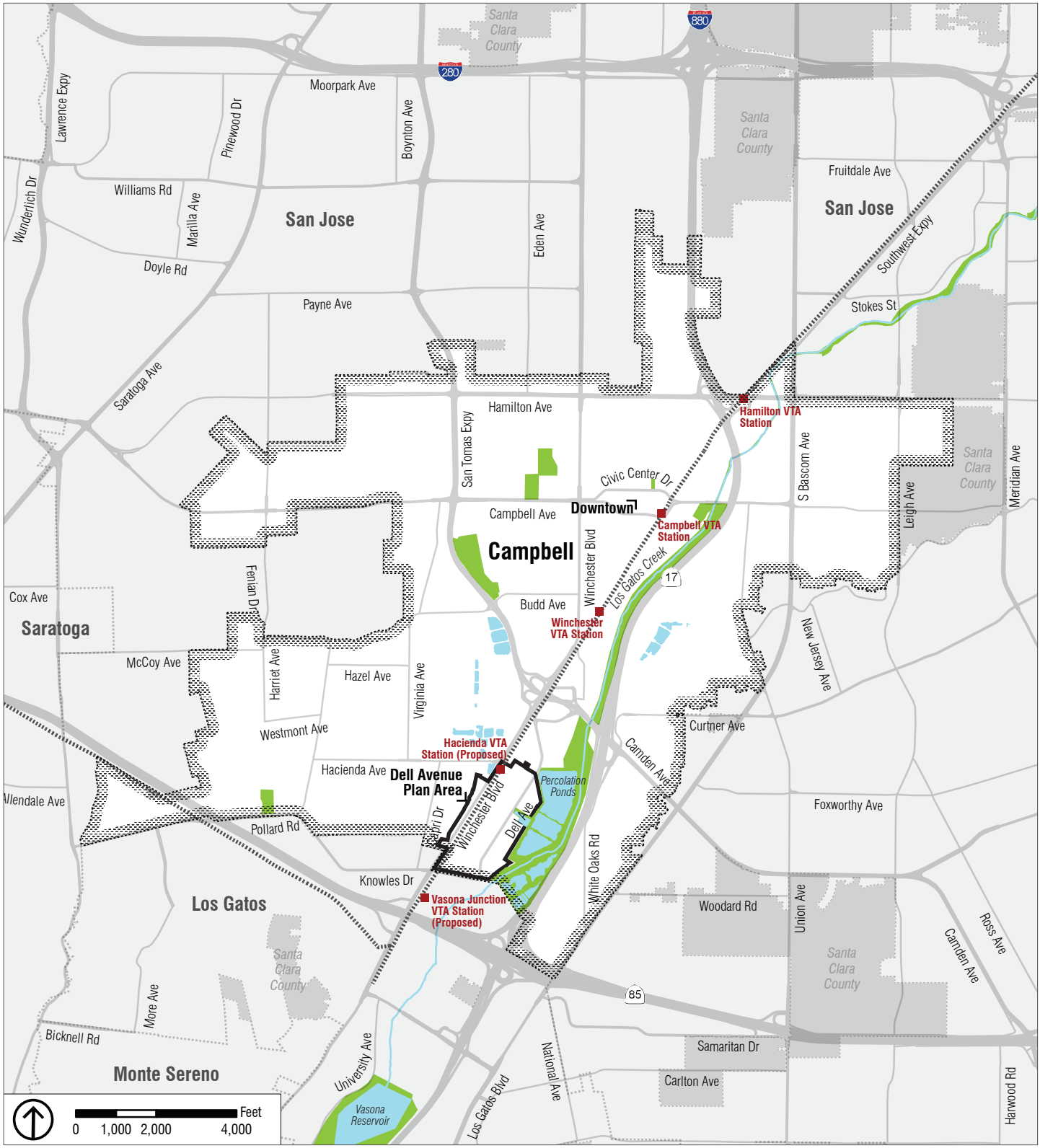
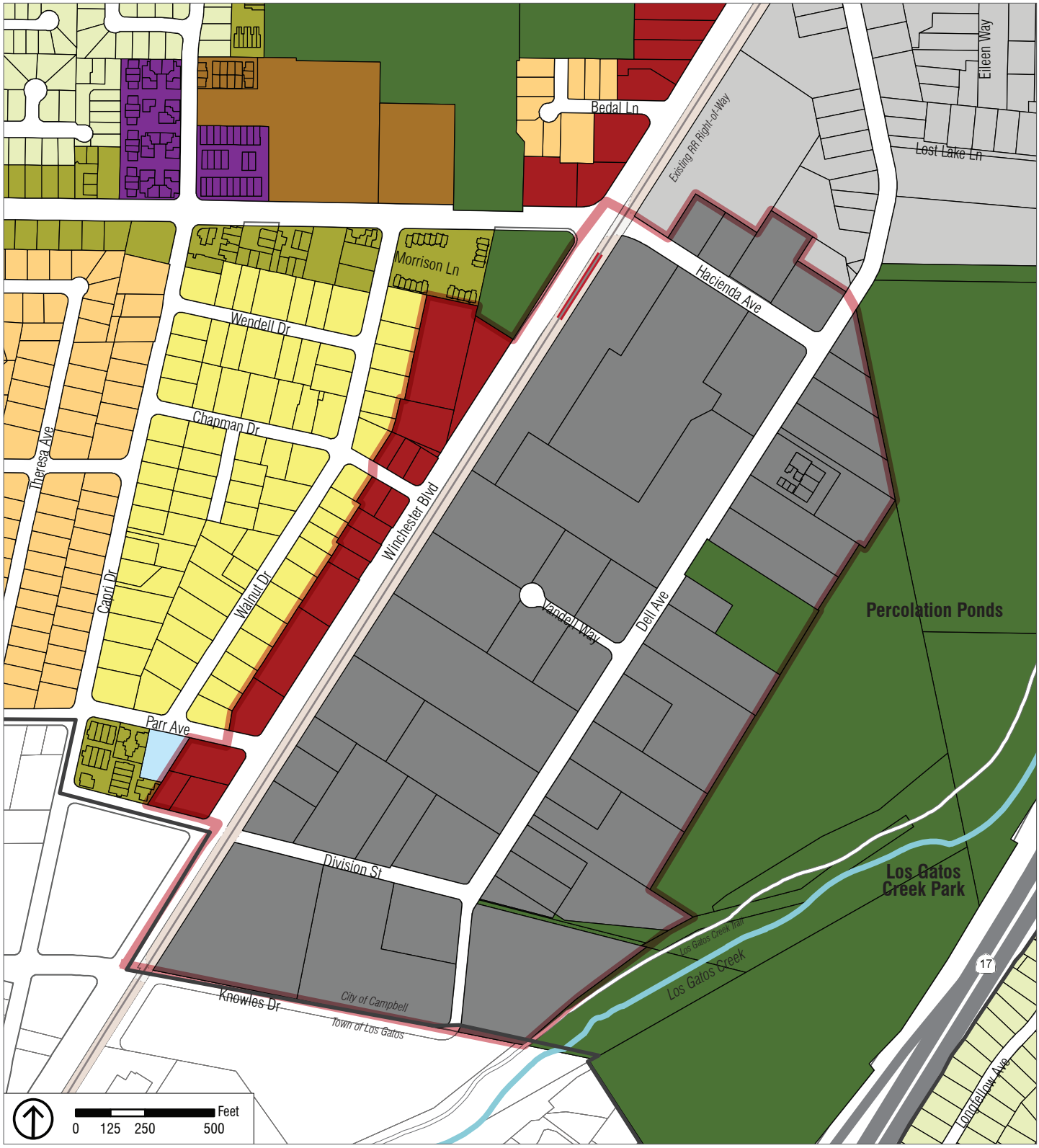


Figure 3-2
Local Context



Low Density Residential (< 3.5 units/acre)
Low Density Residential (< 4.5 units/acre)
Low Density Residential (<6 units/acre)
Low-Medium Density Residential (14-20 units/acre)
Medium Density Residential (14-20 units/acre)
High Density Residential (21-27 units/acre)
General Commercial
Light Industrial
Research & Development
Institutional
Open Space

Figure 3-3
General Plan Land Use

The last bulleted paragraph on page 3-6, continuing onto page 3-7, of the Draft EIR is hereby revised as follows:

Enhanced Open Space and Improved Open Space Access: Orient and design 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. Carefully create a central public space around the existing water recharge facility, pending study and coordination with the Santa Clara Valley Water District (SCVWD) and Santa Clara County Parks Department. Infuse the Plan Area with smaller, functional open spaces in new development that provide places to rest, recreate, and gather. Seek to protect and enhance the natural character of the creek by allowing solar access, creating landscaped building edges, and using appropriate building materials. Transition buildings downward in height as they approach the waterfront.

3.3 REVISIONS TO CHAPTER 4.2, AIR QUALITY

Table 4.2-7 on page 4.2-29, of the Draft EIR, is here by revised as follows:

TABLE 4.2-7 COMPARISON OF THE CHANGE IN SERVICE POPULATION AND VMT IN THE PLAN AREA

Category	Existing	Project	Change	Percent Change
Population	3,807	11,201	7,394	7260%
Employment	10	736	726	194%
Total Service Population (SP)	3,817	11,937	8,120	213%
VMT per Day	27,208,307	80,044,979	52,836,672	194%
VMT per SP per Day	19.6	18.4	-1.2	-6%
VMT per Person Per Day	19.6	19.6	<0.05	<0.1%

Notes: VMT is based on the CalEEMod Version 2013.2.2 and trip generation provided by W-Trans.

The last paragraph of Mitigation Measure AIR-2b on page 4.2-40, of the Draft EIR is here by revised as follow:

The CTR program shall be prepared to the satisfaction of the ~~Planning Division Manager~~ Community Development Director prior to occupancy permits.

3.4 REVISIONS TO CHAPTER 4.3, BIOLOGICAL RESOURCES

The last paragraph and second heading on page 4.3-5, continuing onto page 4.3-6, of the Draft EIR are hereby revised as follows:

Santa Clara Valley Water District Water Resources Protection Ordinance ~~Collaborative Guidelines and Standards for Land Use near Streams~~

On October 24, 2006, the SCVWD adopted the Water Resources Protection Ordinance (Ordinance 06-1). Beginning on February 28, 2007, this ordinance established the policy through which the SCVWD issues permits for modifications, entry, use, or access to SCVWD facilities or easements. Projects located on SCVWD property that would modify a SCVWD facility require a permit per the SCVWD's Water Resources Protection Ordinance.

The SCVWD has prepared the *Water Resources Protection Manual* to be used in administering the Water Resources protection Ordinance. The ordinance establishes requirements pertaining to the protection of riparian corridors, the protection of levees and pipelines, landscaping, streambeds and streambank stability, erosion prevention and repair measures, encroachments, erosion prevention and repair, grading, drainage and runoff, channelization, trails, septic systems, the protection of groundwater, and flooding. The *Water Resources Protection Manual* provides recommendations and design guidelines for complying with the ordinance.

Santa Clara Valley Water Resources Protection Collaborative Guidelines and Standards for Land Use near Streams

The~~is~~ SCVWD's Water Resources Protection Ordinance was adopted following the creation of the Guidelines and Standards for Land Use near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County (Guidelines and Standards) by the Santa Clara Valley Water Resources Protection Collaborative (Collaborative). The Collaborative includes the SCVWD and representatives from the County of Santa Clara, the 15 cities within the county, the Guadalupe-Coyote Resource Conservation District, the San Francisco Bay Regional Water Quality Control Board, and representatives of various community interests. The Collaborative members share the water and watershed resources protection goals of flood management, drinking water quality and adequate quantity, surface and groundwater quality and quantity, and habitat protection and enhancement throughout the county. In 2008, the City of Campbell adopted the Guidelines and Standards for Land Use near Streams per the City's resolution No. 10952.

The second paragraph on under Impact BIO-2 on page 4.3-18 of the Draft EIR is hereby revised as follows:

As discussed above, sensitive biological communities in the vicinity of the Plan Area are primarily riparian habitats. Even though no riparian habitats are located within the Plan Area, indirect impacts may occur as a result of future development of the proposed Plan, specifically the construction of two small pedestrian

crossings conceptually shown in the proposed Plan to cross the engineered channel outside of the Plan Area. The proposed pedestrian crossings would be located immediately outside of the eastern boundary of the Plan Area. ~~While the proposed Plan does not require the construction of t~~These crossings~~, they~~ are suggested to improve connections from Dell Avenue to the waterfront. Construction of these crossings could disturb potential riparian habitat located along the engineered channel.

The last bulleted paragraph under Section 3.6.1, Land Use Concept, on page 3-12 of the Draft EIR is hereby revised as follows:

Employee Housing: ~~Employee~~ Employers 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. High-density residential uses above ground-floor retail in mixed-use buildings should be supported in the Plan Area on the west side of Winchester Boulevard. This location responds to the current practice of encouraging mixed-use (commercial/residential) on Winchester Boulevard in the city. A variety of residential unit types should be encouraged, including for-sale condominiums and rental apartments. Varying unit sizes should also be encouraged and should include a significant percentage of studios and one-bedroom units to accommodate young singles and couples.

The second paragraph on under Impact BIO-6 on page 4.3-23 of the Draft EIR is hereby revised as follows:

As discussed above, two conceptual pedestrian crossings are shown in the proposed Plan. These bridges are located outside of the Plan Area, adjacent to the SCVWDs desilting ponds and partially within the SCVHP study area. ~~The proposed Plan does not require construction of these proposed pedestrian crossings and are only shown conceptually.~~ The pedestrian crossings, if constructed, would be built partially within the SCVHP study area and would thereby be subject to the SCVHP's permit process, mitigation requirements, and fee payment. Such construction projects would also be subject to separate, independent CEQA review in part to ensure their consistency with the SCVHP. Therefore, implementation of the proposed Plan would not conflict with the SCVHP and associated impact would be *less than significant*.

Mitigation Measure BIO-3 on page 4.3-27 of the Draft EIR is hereby revised as follows:

Mitigation Measure BIO-3: To avoid impacts to wetlands and Waters of the US, a jurisdictional wetland delineation should be conducted and verified by the USACE. If the engineered channel is determined to be a Waters of the US, the City shall work with the Santa Clara Valley Water District (SCVWD) to obtain permission to construct a free spanning pedestrian crossing should be used to span the engineered channel. If this is infeasible and a culvert bridge is required that results in fill impacts to Waters of the US, a Section 404 permit should be obtained from the USACE. To comply with the USACE "No Net Loss" policy, mitigation should be conducted to compensate for impacts to Waters of the US. This shall include conducting creek restoration activities in the engineered channel or along the adjacent Los Gatos Creek to provide a functional uplift in wetland functions and values, in cooperation with the SCVWD.

3.5 REVISIONS TO CHAPTER 4.7, HAZARDS AND HAZARDOUS MATERIALS

Table 4.7-3 and associated text on page 4.7-16, continuing onto page 4.6-17, of the Draft EIR is hereby revised as follows:

A search of the GeoTracker database on December 28, 2015~~August 16, 2014~~, revealed four~~three~~ listings within the Plan Area, as presented in Table 4.7-3.

TABLE 4.4.7-3 GEOTRACKER SITES FOR THE PLAN AREA

Project Name	Address	Type	Status
Deluxe Corporation	1551 Dell Avenue	Cleanup Program Site	Completed – Case Closed as of 5/18/2005
Warner-Lambert Company	1587 Dell Avenue	Cleanup Program Site	Completed – Case Closed as of 5/25/1999
K&K Manufacturing	1500 Dell Avenue	Cleanup Program Site	Open – Site Assessment as of 9/16/1990
Frank Foreign Car Service	3303 Winchester Boulevard	Cleanup Program Site	Open – Inactive as of 4/17/2009

Source: Source: State Water Resources Control Board, 2014. http://geotracker.waterboards.ca/gov.

All four~~three~~ GeoTracker sites are listed as "Cleanup Program Sites." The status of the Warner-Lambert Company site at 1587 Dell Avenue is "Completed – Case Closed," meaning the responsible party has satisfied all cleanup requirements and the site no longer presents a risk to human health or the environment. The status of Deluxe Corporation at 1551 Dell Avenue is the same, however, based on information available on the GeoTracker database, a deed restriction has been recorded with the County of Santa Clara, prohibiting the extraction of shallow groundwater on the subject site for any purpose. According to the RWQCB, this risk management measure needs to be implemented for an indefinite period of time to assure protection of human health and the environment.

The status of the third site at 1500 Dell Avenue is "Open – Site Assessment," as a result of former machine shop operations at the site. Previous soil and groundwater sampling was conducted during the decommissioning of a sub-slab wastewater drainage and clarifier system, in accordance with a closure plan approved by the SCCFD. Out of 33 soil samples collected, five contained residual TPH-d and –mo, exceeding Water Board Environmental Screening Levels (ESLs) for commercial/industrial uses. No TPH impacts to groundwater were detected in either the monitoring well or other grab samples collected at the site. In addition, no volatile organic compounds were detected at concentrations exceeding residential or commercial/industrial ESLs.

The status of the fourth site, at 3303 Winchester Boulevard, is "Open – Inactive." The contamination of concern is soil contamination from diesel. A leak at the site was reported on March 3, 1989, and on April

18, 1989 the status was changed to "Open – Site Assessment" prior to the status being changed to the current inactive status. The inactive status indicates that no regulatory oversight activities are being conducted by the Lead Agency.

RWQCB staff reviewed the data presented and concurred that the residual TPH is not a significant threat to groundwater, due in part to its low solubility and mobility. The RWQCB further concurred that the soil is likely beneath the foundation and any meaningful removal would require removal of the foundation. This being the case, the RWQCB agreed that the proposal to manage the impacted soil in-place is an appropriate remedial strategy until such time as the building is removed or the soil otherwise becomes accessible, allowing for further evaluation and possible removal of the impacted soil.

The search of the GeoTracker database also revealed that several sites with leaking underground storage tanks (LUSTs) were identified in the vicinity of the Plan Area. All were listed as "Completed-Case Closed," which means that the LUST is not expected to impact the properties on which it sits. The Plan Area also contains one permitted underground storage tank (UST).

3.6 REVISIONS TO CHAPTER 4.8, HYDROLOGY AND WATER QUALITY

The last full paragraph on page 4.8-5 of the Draft EIR is hereby revised as follows:

The SCVWD reviews plans for development projects near streams to ensure that the proposed storm drain systems and wastewater disposal systems will not adversely impact water quality in the streams. In addition, the SCVWD reviews projects for conformance to SCVWD flood control design criteria, stream maintenance and protection plans, and groundwater protection programs. As per the Water Resources Protection Ordinance, a permit must be obtained from SCVWD for any work proposed on SCVWD property, easements, or areas affecting SCVWD facilities. This would include work adjacent to the recharge ponds and work in the easement of the Page Distribution pipe, which is located within the Plan area (APN Parcel Nos. 424-33-121 and -119).

The following paragraph is hereby added to page 4.8-6 of the Draft EIR following the first paragraph:

As part of this program, the SCVWD also regulates stormwater infiltration devices (SWIDs) to protect groundwater quality. The SCVWD's guidelines for infiltration devices include required horizontal setbacks from drinking water wells, septic systems, underground storage tanks, and known contamination sites; vertical separation from seasonally high groundwater; and whether pretreatment prior to infiltration is required. If the guidelines are not met, SCVWD review and approval of the stormwater treatment plan is required.

The first full paragraph and heading on page 4.8-8 of the Draft EIR are hereby revised as follows:

Water Resources Protection Ordinance ~~Collaborative~~

On October 24, 2006, the SCVWD adopted the Water Resources Protection Ordinance (Ordinance 06-1). Beginning on February 28, 2007, this ordinance established the policy through which the SCVWD issues permits for modifications, entry, use, or access to SCVWD facilities or easements. Projects located on SCVWD property that would modify a SCVWD facility require a permit per the SCVWD's Water Resources Protection Ordinance.

The SCVWD has prepared the *Water Resources Protection Manual* to be used in administering the Water Resources protection Ordinance. The ordinance establishes requirements pertaining to the protection of riparian corridors, the protection of levees and pipelines, landscaping, streambeds and streambank stability, erosion prevention and repair measures, encroachments, erosion prevention and repair, grading, drainage and runoff, channelization, trails, septic systems, the protection of groundwater, and flooding. The *Water Resources Protection Manual* provides recommendations and design guidelines for complying with the ordinance.

Santa Clara Valley Water Resources Protection Collaborative Guidelines and Standards for Land Use near Streams

The~~is~~ SCVWD's Water Resources Protection Ordinance was adopted following the creation of the *Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County* (Guidelines and Standards) by the Santa Clara Valley Water Resources Protection Collaborative (Collaborative). The Collaborative includes the SCVWD and representatives from the County of Santa Clara, the 15 cities within the county, the Guadalupe-Coyote Resource Conservation District, the San Francisco Bay RWQCB, and representatives of various community interests. The Collaborative members share the water and watershed resources protection goals of flood management, drinking water quality and quantity, surface and groundwater quality and quantity, and habitat protection and enhancement throughout the county.

The last paragraph on page 4.8-15 of the Draft EIR is hereby revised as follows:

Groundwater levels within the Plan Area generally are 20 to 35 feet below ground surface (bgs). However, groundwater levels are influenced by the level of water in the groundwater recharge ponds. When the ponds are dry, groundwater levels may drop to greater than 40 feet bgs. If construction dewatering is necessary with the construction of subsurface garages, each new development project would be required to obtain Waste Discharge Requirements (WDRs) from the San Francisco Bay RWQCB and be subject to the monitoring and reporting requirements of that program. The City of Campbell also has guidelines for dewatering operations found in the brochure, *Earth-Moving and Dewatering Activities Best Management Practices*.

The second paragraph on page 4.8-17 of the Draft EIR is hereby revised as follows:

The Camden recharge ponds are located immediately east of the Plan Area and provide recreational opportunities for fishing, hiking, ~~board sailing, canoeing, kayaking,~~ and model boating activities (subject to inspection and registration to prevent the introduction of quagga and zebra mussels). The Page recharge ponds are located west of the Plan Area at the intersection of Winchester Boulevard and Hacienda Avenue ~~and currently are not available for public access~~. ~~However, the City has set aside funding to add landscaping around these ponds, create a "demonstration" pond, and provide pedestrian access to the southern pond through a joint use agreement. Also, the settling basin for the Page recharge ponds is located within the Plan Area at APN 424-33-025.~~ The pond south of Hacienda Avenue is open for public access; the ponds to the north are not open to the public. There ~~is~~ are distribution piping and open channels ~~that connect this facility to~~ associated with the Page recharge ponds that also are located within the Plan Area.

The second paragraph on page 4.8-27 of the Draft EIR is hereby revised as follows:

Buildout allowed by the proposed Plan could lead to an increased demand for water, which could lead to an increase in groundwater pumping. Water supply impacts are discussed in Chapter 4.14, Utilities and Service Systems, of this Draft EIR. As discussed in Chapter 4.14, the water retailer for the City of Campbell, San Jose Water Company, obtains its water from groundwater wells and purchases from SCVWD. The SCVWDs 2010 UWMP indicates that there is a sufficient supply of water through 2035 even for multiple dry years. ~~T~~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 SCVWD, groundwater levels have recently fallen due to drought conditions. Therefore, consideration of future demands and supplies of drinking water continue to be critically important, as discussed in further detail in Chapter 4.14. The SCVWD also operates and maintains an active groundwater recharge program with 18 major recharge systems, over 70 off-stream ponds with a combined surface area of more than 320 acres, and over 30 local creeks. Runoff is captured in the SCVWDs reservoirs and released into both in-stream and off-stream recharge ponds for percolation into the groundwater basin. In addition, imported water is delivered by the raw water conveyance system to streams and ponds. Therefore, overdraft of the Basin is not projected. SCVWD also levies groundwater extraction fees to water purveyors within the Basin, based on the amount of groundwater pumped, to ensure that all future demands for groundwater can be met.

The first paragraph on page 4.8-28 of the Draft EIR is hereby revised as follows:

The use of site design features required by provision C.3 of the MRP that encourage infiltration, and the proposed Plan Area development standards requiring at least 5 percent of the Plan Area to be publicly accessible open space for the DAAP-West District and 10 percent of the Plan Area to be publicly accessible open space for the DAAP-Waterfront and DAAP-Central Districts would reduce the impact of increased impervious surfaces on groundwater recharge. In addition, all stormwater infiltration devices will need to meet the setback requirements in Appendix A (Table A-1) of SCVURPPP's C.3 Handbook or receive SCVWD approval in order to protect groundwater quality. Both the San Jose Water Company and the SCVWDs Urban Water Management Plans state that there is a sufficient supply of water through 2035, even

during multiple dry years. Also, the SCVWD groundwater well ordinance that imposes standards for maintaining or destroying groundwater wells would minimize groundwater quality impacts. Therefore, implementation of the proposed Plan would have a *less-than-significant* impact with respect to groundwater supplies or groundwater recharge.

The last paragraph on page 4.8-29, continuing onto page 4.8-30, of the Draft EIR is hereby revised as follows:

As discussed previously, an increase in impervious surfaces with development allowed by the proposed Plan could result in an increase in stormwater runoff that could exceed the capacity of existing or planned stormwater drainage systems. The City's existing storm drainage system is designed to convey runoff from the 5-year storm event. The 5-year storm event in Campbell would result in 2.79 inches of rainfall in a 24-hour period and has a 1 in 5 or 20 percent chance of occurring in any given year. The City also collects fees from developers and subdividers to defray the costs of constructing additional storm drain facilities. In addition, the City coordinates with surrounding jurisdictions and Santa Clara County to provide regional storm drainage for the Santa Clara Valley area. The SCVWD maintains some of the larger creeks through which stormwater runoff is channeled, with ultimate discharge into San Francisco Bay. In summary, the City and Santa Clara County's coordination efforts to ensure there is adequate capacity for stormwater runoff and the requirement for developer fees to fund the design and implementation of new stormwater infrastructure will ensure that new development within the Plan Area would not exceed the capacity of the storm drain system.

3.7 REVISIONS TO CHAPTER 4.9, LAND USE AND PLANNING

The first full paragraph and heading on page 4.9-3 of the Draft EIR are hereby revised as follows:

Santa Clara Valley Water District Water Resources Protection Ordinance ~~Collaborative Guidelines and Standards for Land Use near Streams~~

On October 24, 2006, the SCVWD adopted the Water Resources Protection Ordinance (Ordinance 06-1). Beginning on February 28, 2007, this ordinance established the policy through which the SCVWD issues permits for modifications, entry, use, or access to SCVWD facilities or easements. Projects located on SCVWD property that would modify a SCVWD facility require a permit per the SCVWD's Water Resources Protection Ordinance.

The SCVWD has prepared the *Water Resources Protection Manual* to be used in administering the Water Resources protection Ordinance. The ordinance establishes requirements pertaining to the protection of riparian corridors, the protection of levees and pipelines, landscaping, streambeds and streambank stability, erosion prevention and repair measures, encroachments, erosion prevention and repair, grading, drainage and runoff, channelization, trails, septic systems, the protection of groundwater, and flooding. The *Water*

Resources Protection Manual provides recommendations and design guidelines for complying with the ordinance.

Santa Clara Valley Water Resources Protection Collaborative Guidelines and Standards for Land Use near Streams

The~~is~~ SCVWD's Water Resources Protection Ordinance was adopted following the creation of the *Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County* (Guidelines and Standards) by the Santa Clara Valley Water Resources Protection Collaborative (Collaborative). The Collaborative includes the SCVWD and representatives from the County of Santa Clara, the 15 cities within the county, the Guadalupe-Coyote Resource Conservation District, the San Francisco Bay Regional Water Quality Control Board, and representatives of various community interests. The Collaborative members share the water and watershed resources protection goals of flood management, drinking water quality and adequate quantity, surface and groundwater quality and quantity, and habitat protection and enhancement throughout the county. In 2008, the City of Campbell adopted the Guidelines and Standards for Land Use near Streams per the City's resolution No. 10952.

The third bulleted paragraph on page 4.9-13 is hereby revised as follows:

East of the Plan Area: This area includes the Camden ~~Hacienda~~ Percolation Ponds and Los Gatos Creek. On the east side of State Route 17 are single-family residential neighborhoods.

South of the Plan Area: Immediately south is a campus of low-density offices and adjacent to the campus to the south is a mix of office and multi-family residential uses. ~~Farther t~~To the ~~south across~~ east of the Los Gatos Creek, are single-family residential neighborhoods.

Then second-to-last paragraph on page 4.9-14 of the Draft EIR is hereby revised as follows:

The Plan Area as a whole, except for its western portion, is physically separated from surrounding neighborhoods by roadways and natural features, including the Camden ~~Hacienda~~ Percolation Ponds and Los Gatos Creek to the east, Hacienda Avenue to the north, and Knowles Drive to the south. The features serve as a physical barrier between the Plan Area and nearby areas, and the Plan Area would not create any new physical barriers within areas to the north, east, or south of the Plan Area.

The first full paragraph on page 4.9-16 of the Draft EIR is hereby revised as follows:

Further, implementation of the proposed Plan would enhance pedestrian, bicycle, and vehicle circulation throughout the Plan Area and surrounding vicinity by providing streetscape improvements and four new west-east connections from the Winchester Boulevard corridor to the water front and associated open space, as shown in Figure 3-6 ~~3-5~~ in Chapter 3, Project Description.

The impact statement for Impact LAND-2 on page 4.9-16 is hereby revised as follows:

LAND-2: The proposed Plan would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

The last two paragraphs on page 4.9-17 of the Draft EIR are hereby revised as follows:

The Santa Clara Valley Water Resources Protection Collaborative Guidelines and Standards for Land Use Near Streams set forth requirements and procedures for new development or redevelopment near streams, 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. As described in Chapter 3 of the Draft EIR, the proposed Plan envisions Core Tech Uses to be developed on these properties and encourages eating and drinking establishments to be developed near the waterfront. The proposed Plan also requires a 20-foot setback from property lines abutting the waterfront as well as a height restriction of 20 feet for structures located between 20 feet and 60 feet of a waterfront-facing parcel line. This proposed setback requirement is in line with the goal of the Guidelines and Standards, providing a buffer between the riparian area and urban development. In addition, the proposed Plan includes two conceptual pedestrian crossings that would connect the Plan Area to the Los Gatos Creek Trail. ~~Although the proposed Plan does not require the construction of these crossings, s~~Since the crossings are within the Streamside Protection Area, they would be subject to the Guidelines and Standards for Land Use Near Streams.

All development projects allowed by the proposed Plan within the Streamside Protection Area ~~would require an encroachment permit from SCVWD and~~ would be required to comply with the provisions of the Guidelines and Standards. This includes avoiding locating uses that may impact water quality near the Los Gatos Creek. Such uses include loading docks, trash enclosures, chemical storage areas, stationary noise producing mechanical equipment, new paved areas, or active recreational areas. Projects would also be required avoid light and glare impacts to the riparian corridor and use locally native plants for all landscaping.

The first paragraph on page 4.9-18 of the Draft EIR is hereby revised as follows:

Given that the proposed Plan includes setbacks and height restrictions for development near the waterfront and given that any development within the Streamside Protection Area would need to work with the ~~SCVWD through the issuance of an encroachment permit~~ Santa Clara Valley Water Resources Protection Collaborative to avoid conflicts with the Guidelines and Standards for Land Use Near Streams, the proposed Plan would not conflict with the Guidelines and Standards, and impacts would be less than significant.

The following section is hereby added to page 4.9-17 following the "Plan Bay Area" section:

Water Resources Protection Ordinance

Projects located on SCVWD property that would modify a SCVWD facility require a permit per the SCVWD's Water Resources Protection Ordinance. Proposed crossings would be on SCVWD property and would modify SCVWD facilities and would therefore require a permit.

Given that any improvements within SCVWD property would need to be reviewed by the SCVWD through the issuance of a permit under the Water Resources Protection Ordinance, the proposed Plan would not conflict with the Ordinance, and impacts would be less than significant.

3.8 REVISIONS TO CHAPTER 4.11, POPULATION AND HOUSING

The last sentence under the heading Regional Housing Needs Allocation on page 4.11-2 of the Draft EIR is hereby revised as follows:

As the regional planning agency, ABAG calculates the RHNA for individual jurisdictions within Santa Clara County, including Campbell.

3.9 REVISIONS TO CHAPTER 4.12, PUBLIC SERVICES AND RECREATION

The last policy listed in Table 4.12-3 on page 4.12-13 of the Draft EIR is hereby revised as follows:

Policy LUT-5.6 Industrial Impact. Reduce the impact ~~imapct~~ of existing industrial uses on adjacent residences, schools, and other sensitive ~~sensctive~~ uses.

The second full paragraph on page 4.12-25 of the Draft EIR is hereby revised as follows:

The City of Campbell categorizes each park into four separate categories: Community Parks, Neighborhood Parks, Passive Parks, and Special Open Space Facilities. Each type of park is characterized by scale, varying amenities, and the neighborhoods they serve. Campbell has five community parks, two neighborhood parks, four passive parks, and two special open space facilities. The city is also home to several regionally-owned and maintained facilities, which includes the Santa Clara County Parklands, Santa Clara Valley Water District groundwater recharge facilities, and lands owned by the Santa Clara County Open Space Authority. The Los Gatos Creek County Trail and Los Gatos Creek County Park together comprise more than 53 acres and are maintained by Santa Clara County. The Camden ~~Hacienda~~ Percolation Ponds, which are adjacent to the Plan Area, is one of six facilities owned and operated by the Santa Clara Valley Water District (SCVWD). Based

on a 1999 agreement, the City of Campbell and the Campbell Union School District jointly use open space areas within certain school sites and therefore some school sites are included in the recreation acreage. Table 4.12-8 lists existing parks and recreation facilities.

The text under the "Regional Parks, Open Space, and Recreational Facilities" heading in Table 4.12-8 on page 4.12-26, of the Draft EIR is hereby revised as follows:

TABLE 4.12-8 EXISTING PARKS AND RECREATION FACILITY ACREAGE

Name	Location	Useable Acreage
Community Parks		
Campbell Community Center	1 West Campbell Avenue	31.6
Campbell Park	Campbell Avenue and Gilman Avenue	3.2
Edith Morley Park	615 Campbell Technology Parkway	4.0
John D. Morgan Park	540 Rincon Avenue	24.0
Stojanovich Family Park	316 Union Avenue	1.3
Neighborhood Parks		
Jack Fischer Park	Abbott Avenue and Pollard Avenue	4.1
Virginia Park	460 Virginia Avenue	0.5
Passive Parks		
Ainsley Park	435 East Campbell Avenue	0.1
Gomes Park	2170 Winchester Boulevard	0.1
Hyde Park	90 S. First Street	0.3
Orchard City Green	70 N. First Street	0.8
Regional Parks, Open Space, and Recreational Facilities		
Los Gatos Creek County Trail		43.8
Los Gatos Creek County Park		9.0
Facilities Owned by Santa Clara Valley Water District and Leased to County Parks		
Santa Clara Valley Water District Groundwater Recharge Facilities		89.7

TABLE 4.12-8 EXISTING PARKS AND RECREATION FACILITY ACREAGE

Name	Location	Useable Acreage
School Sites		
Dover	1300 Sheffield Avenue	6.3
Campbell Middle School	295 Cherry Lane	6.1
Capri Elementary	850 Chapman Drive	4.3
Forest Hill Elementary	4450 McCoy Avenue	8.0
Rolling Hills Middle School	1585 More Avenue	12.9
Rosemary Elementary	401 W. Hamilton Avenue	8.0
Recreational Facilities		
Campbell Community Center	1 W. Campbell Avenue	
Total		258.10

The last paragraph on page 4.12-29, continuing onto page 4.12-30, of the Draft EIR is hereby revised as follows:

The proposed Plan would result in a significant impact if the Plan would include or necessitate the construction of new recreational facilities in order to meet unmet demand. As discussed above in impact discussion PS-9, the City currently meets its adopted standard of providing 4 acres of parkland per 1,000 residents, and would continue to meet this standard with development allowed by the proposed Plan. Therefore, new recreational facilities would not need to be constructed to serve development allowed by the proposed Plan. New development allowed by the proposed Plan may include the development of on-site open space to ensure a visually appealing environment and high-quality pedestrian-oriented setting. For instance, all development in the DAAP-Waterfront and DAAP-Central Districts, as shown on Figure 3-6, must provide 10 percent of the site area to publicly-accessible open space or pay an in-lieu fee. In addition, developers would be required to pay impact fees to mitigate potential impacts to existing parklands and recreation facilities, in compliance with Municipal Code Chapter 13.08. These requirements would help to offset or reduce potential impacts of new Plan Area users on existing recreational facilities. Therefore, potential impacts would be *less than significant*.

3.10 REVISIONS TO CHAPTER 4.13, TRANSPORTATION AND TRAFFIC

The last paragraph on page 4.13-7 of the Draft EIR is hereby revised as follows:

The Plan Area includes 28 key intersections as listed below. These intersections are the most likely to be impacted by the proposed Plan. Intersections that are a part of the CMP network are specifically identified. The locations of the study intersections ~~and the existing lane configurations and controls~~ are shown in Figure 4.13-1.

Mitigation Measure TRAF-8y on page 4.13-78, continuing onto page 4.13-79, of the Draft EIR is hereby revised as follows:

Mitigation Measure TRAF-8y: Intersection Improvements – Saratoga Los Gatos Road/University Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to provide dedicated right-turn lanes on the northbound, ~~southbound,~~ and eastbound approaches, as well as the necessary traffic signal modifications, would result in acceptable operations. This would result in the following lane configuration:

- Northbound: one left-turn lane, one through lane, one right-turn lane
- Southbound: two ~~one~~ left-turn lanes, one through ~~lane, one~~ -right-turn lane
- Eastbound: one left-turn lane, two through lanes, one right-turn lane
- Westbound: one left-turn lane, two through lanes, one right-turn lane

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the intersection falls under the jurisdiction of the Town of Los Gatos and would, therefore, require the Town's approval to implement modifications. Additionally, implementation of the mitigation measure may require acquisition of right-of-way and reconfiguration of adjacent parcels. Therefore, due to the lack of funding, limitations on feasibility, including physical constraints and the need for right-of-way, the proposed Plan's impact is *significant and unavoidable*.

3.11 REVISIONS TO CHAPTER 4.14, UTILITIES AND SERVICE SYSTEMS

The last full paragraph on page 4.14-6 of the Draft EIR is hereby revised as follows:

The SCVWD owns and operates three separate surface water treatment plants (Penitencia, Rinconada, and Santa Teresa water treatment plants) that are supplied by surface water from local runoff and imported water from the CVP~~,~~ and SWP~~, and San Francisco Public Utilities Commission (SFPUC)~~. Treated water is delivered to SJWC from the Rinconada treatment plant through a large-diameter high-pressure transmission pipeline.

The last full paragraph on page 4.14-8 of the Draft EIR is hereby revised as follows:

Table 4.14-3 shows the actual amount of water supplied to SJWCs system from each source in 2010 and projections until 2035, as reported in the 2010 UWMP. Projected surface water is based on a long-term average at SJWC. Groundwater and SCVWD Treated Water projections include SJWCs 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 recycled water from the South Bay Water Recycling Program.[9] The SCVWD's basic water supply ~~overall long-term~~ strategy with respect to ~~for~~ groundwater, as discussed in the 2012 ~~2003~~ SCVWD Water Master Plan~~Integrated Water Resource Planning Study (IWRP)~~,[10] is to maximize the amount of water available in the groundwater basins to protect against drought and emergencies.[11] SCVWD attempts to maximize use of treated local and imported water when available.

[10] Santa Clara Valley Water District (SCVWD), 2012~~2005~~. Water Supply and Infrastructure Master Plan ~~Integrated Water Resources Planning Study 2003, published December 2005.~~ ~~http://www.valleywater.org/Services/WaterSupplyPlanning.aspx~~.
[11] Santa Clara Valley Water District (SCVWD), 2014. Water Supply Planning, http://www.valleywater.org/Services/ WaterSupplyPlanning.aspx, accessed November 24, 2015~~August 23, 2014~~.

Table 4.14-3 on page 4.14-9 of the Draft EIR is hereby revised as follows:

TABLE 4.14-3 CURRENT AND PROJECTED SJWC WATER SUPPLY – INCLUDING CONSERVATION (AFY)

Source	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 Supply ~~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/Recycled	**137,952**	**149,565**	**155,044**	**158,354**	**161,740**	**165,058**

Note: afy = acre-feet per year.
Source: ~~Table 6 of~~ SJWC 2010 UWMP; Table 39, etc. Note: SJWC classifies conservation as an additional source of water, which offsets potable water demand.

The following paragraph is hereby added to page 4.14-11 of the Draft EIR following the bulleted list:

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, the SCVWD recommends[18] 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.

[18] SCVWD, 2015. Comments in response to the DEIR, from Colleen Haggerty, Associate Civil Engineer, Santa Clara Valley Water District, August 10, 2015.

3.12 REVISIONS TO CHAPTER 5, ALTERNATIVES

The last bulleted paragraph on page 5-11 of the Draft EIR is hereby revised as follows:

Enhanced Open Space and Improved Open Space Access: Orient and design 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. Carefully create a central public space around the existing water recharge facility, pending study and coordination with the Santa Clara Valley Water District (SCVWD) and Santa Clara County Parks Department. Infuse the Plan Area with smaller, functional open spaces in new development that provide places to rest, recreate, and gather. Seek to protect and enhance the natural character of the creek by allowing solar access, creating landscaped building edges, and using appropriate building materials. Transition buildings downward in height approach the waterfront.

The last paragraph on page 5-22, continuing onto page 5-23, of the Draft EIR is hereby revised as follows:

With regard to substantial adverse effects on riparian habitat or other sensitive natural communities, although the Plan Area is already mostly built out with urbanized land uses and does not itself include any riparian or sensitive habitat areas, future development in the Plan Area could have indirect impacts on such areas, including those that occur adjacent to the Plan Area, along Los Gatos Creek. Given that the total area of development and/or impervious surfaces is anticipated to be roughly equivalent under the proposed Plan or the No Project Alternative, the potential for indirect impacts would be roughly equivalent. The Campbell General Plan includes specific policies relating to the preservation of riparian corridors, development near riparian corridors, coordination with the SCVWD and County, and use of native plantings. Compliance with applicable local, State, and federal regulations would serve to reduce impacts to sensitive habitat. Additionally, Mitigation Measure BIO-2 would serve to further reduce potential indirect impacts by requiring native plantings be used to reduce potential for invasive species and runoff of fertilizers, pesticides, and herbicides. Additionally, as discussed in Section 4.8, Hydrology and Water Quality,

redevelopment under the proposed Plan would likely result in decreased stormwater and pollutant runoff relative to existing conditions, through implementation of vegetative swales and water-efficient landscaping required by other regulations. Therefore, neither the proposed Plan nor the No Project Alternative would cause significant impacts in this respect, resulting in roughly equivalent potential for indirect pollutant-related impacts to riparian and sensitive habitat.

The first full paragraph on page 5-23 of the Draft EIR is hereby revised as follows:

As discussed above, although implementation of the proposed Plan could have indirect effects on adjacent wetlands, such effects would be avoided or reduced through compliance with General Plan policies, including those related to runoff, drainage facilities, and construction practices, as well as through implementation of stormwater best management practices (BMPs) during construction and operation of new developments. As discussed in Section 4.8, Hydrology and Water Quality, the proposed Plan is not anticipated to result in significant impacts with respect of water quality, erosion, or siltation—any of which could have indirect impacts on wetlands. Nevertheless, outside of the Plan Area boundary, the proposed Plan incorporates recommended~~, though not required,~~ construction of new pedestrian crossings over the engineered channel adjacent to the Plan Area. The construction of these crossings could impact federally protected wetlands; however, the planning and construction of pedestrian crossings would be subject to relevant permit processes, mitigation requirements, and fee payments, and would also be subject to independent CEQA review. Since creation of these crossings could take place under the proposed Plan, impacts in this regard would be greater under the proposed Plan. Implementation of Mitigation Measures BIO-2 and BIO-3 under the proposed Plan would serve to reduce associated impacts to less than significant. Therefore, indirect impacts to wetlands would be similar under both the proposed Plan and the No Project Alternative. Neither the proposed Plan nor the No Project Alternative would be anticipated to interfere substantially with wildlife movements, corridors, or nursery sites. As discussed above, the Plan Area is highly urbanized, and there are no wildlife corridors or nursery sites within the Plan Area. Wildlife species common to urban and suburban habitat could be displaced where existing structures are demolished and landscaping is removed as part of future development, but these species are relatively abundant, and adapted to human disturbance. Although neither the proposed Plan nor the No Project Alternative is anticipated to result in significant impacts in this respect, the proposed Plan is more likely to result in development that would include new landscaping features that could provide wildlife habitat or movement corridors.

The first full paragraph on page 5-53 of the Draft EIR is hereby revised as follows:

With regard to substantial adverse effects on riparian habitat or other sensitive natural communities, although the Plan Area is already mostly built out with urbanized land uses and does not itself include any riparian or sensitive habitat areas, future development in the Plan Area could have indirect impacts on such areas, including those that occur adjacent to the Plan Area, along Los Gatos Creek. Given that the total area of development and/or impervious or disturbed surfaces is anticipated to be roughly equivalent under the proposed Plan or the Reduced Development Alternative, the potential for indirect impacts would be roughly equivalent. The Campbell General Plan includes specific policies relating to the preservation of

riparian corridors, development near riparian corridors, coordination with the SCVWD and County, and use of native plantings. Compliance with applicable local, State, and federal regulations would serve to reduce impacts to sensitive habitat. Additionally, Mitigation Measure BIO-2 would serve to further reduce potential indirect impacts by requiring native plantings be used to reduce potential for invasive species and runoff of fertilizers, pesticides, and herbicides. Additionally, as discussed in Section 4.8, Hydrology and Water Quality, redevelopment under the proposed Plan would likely result in decreased stormwater and pollutant runoff relative to existing conditions, through implementation of vegetative swales and water-efficient landscaping required by other regulations. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in roughly equivalent less than significant impacts in this respect.

The second full paragraph on page 5-84 of the Draft EIR is hereby revised as follows:

With regard to substantial adverse effects on riparian habitat or other sensitive natural communities, although the Plan Area is already mostly built out with urbanized land uses and does not itself include any riparian or sensitive habitat areas, future development in the Plan Area could have indirect impacts on such areas, including those that occur adjacent to the Plan Area, along Los Gatos Creek. Given that the total area of development and/or impervious or disturbed surfaces is anticipated to be roughly equivalent under the proposed Plan or the No DAAP-West Alternative, the potential for indirect impacts would be roughly equivalent. The Campbell General Plan includes specific policies relating to the preservation of riparian corridors, development near riparian corridors, coordination with the SCVWD and County, and use of native plantings. Compliance with applicable local, State, and federal regulations would serve to reduce impacts to sensitive habitat. Additionally, Mitigation Measure BIO-2 would serve to further reduce potential indirect impacts by requiring native plantings be used to reduce potential for invasive species and runoff of fertilizers, pesticides, and herbicides. Additionally, as discussed in Section 4.8, Hydrology and Water Quality, redevelopment under the proposed Plan would likely serve to decrease stormwater and pollutant runoff relative to existing conditions, through implementation of vegetative swales and water-efficient landscaping required by other regulations. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in roughly equivalent less than significant impacts in this respect.

3.13 REVISIONS TO CHAPTER 6, CEQA-MANDATED SECTIONS

The first bulleted paragraph on page 6-5 of the Draft EIR is hereby revised as follows:

Enhanced Open Space and Improved Open Space Access: Orient and design 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. Carefully create a central public space around the existing water recharge facility, pending study and coordination with the Santa Clara Valley Water District (SCVWD) and Santa Clara County Parks Department. Infuse the Plan Area with smaller, functional open spaces in new development that provide places to rest, recreate, and gather. Seek to protect and

enhance the natural character of the creek by allowing solar access, creating landscaped building edges, and using appropriate building materials. Transition buildings downward in height at approaches the waterfront.

4. List of Commenters

Comments on the Draft EIR were received from the following agencies, organizations, and individuals. Letters are arranged by category and by the date received. Each comment letter has been assigned a number, as indicated below.

4.1 AGENCIES AND SERVICE PROVIDERS

A01 Caltrans, June 25, 2015
A02 County of Santa Clara, Department of Environmental Health, June 6, 2015
A03 City of Campbell, Parks and Recreation Commission, July 28, 2015
A04 County of Santa Clara, Parks and Recreation Department, July 29, 2015
A05 Caltrans, August 5, 2015
A06 Office of Planning and Research, State Clearinghouse, August 6, 2015
A07 Town of Los Gatos, August 7, 2015
A08 Santa Clara Valley Transportation Authority, August 10, 2015
A09 County of Santa Clara, Roads and Airport Department, August 10, 2015
A10 Santa Clara Valley Water District, August 10, 2015

4.2 ORGANIZATIONS AND INDIVIDUALS

B01 San Tomas Area Community Coalition, July 21, 2015
B02 San Tomas Area Community Coalition, July 22, 2015
B03 San Tomas Area Community Coalition, July 28, 2015
B04 San Tomas Area Community Coalition, July 30, 2015
B05 Campbell Village Neighborhood Association, August 8, 2015
B06 San Tomas Area Community Coalition, August 8, 2015
B07 Dell Associates II, LLC, August 10, 2015
B08 Barbara Holden, June 22, 2015
B09 Sharon Nelson, July 20, 2015
B10 Ellen Dorsa, July 21, 2015
B11 Joanne Carroll, July 22, 2015
B12 Hal & Joanne Carroll, July 22, 2015
B13 Julia Dedeerer, July 22, 2015
B14 Susan Landry, July 22, 2015
B15 James Turner, July 22, 2015
B16 James Tuner, July 23, 2015

B17 Barbara Holden, July 24, 2015
B18 Michele Bracht, July 27, 2015
B19 Barbara Holden, July 27, 2015
B20 Regina Henley, July 27, 2015
B21 Susan Landry, July 27, 2015
B22 Michele Bracht, July 28, 2015
B23 Joe Hernandez, July 28, 2015
B24 Peter & Audrey Kiehtreiber, July 28, 2015
B25 Mike Tippets, July 28, 2015
B26 JoAnn Ash Fairbanks, July 28, 2015
B27 Terry Corbet, July 29, 2015
B28 Gus Elfar, August 05, 2015
B29 Ellen Dorsa, August 8, 2015
B30 Ellen Dorsa, August 8, 2015
B31 Hal & Joanne Carroll, August 9, 2015
B32 Linda Ryalls, August 9, 2015
B33 Russell Pfirrman, August 9, 2015
B34 Lalit Merani, August 10, 2015
B35 Natasha Keehn, August 10, 2015
B36 Dianne Bunting, August 10, 2015
B37 Karen Kane-Foempe, August 10, 2015
B38 Susan Landry, August 10, 2015

4.3 PUBLIC HEARINGS

C01 Planning Commission, July 28, 2015

4.4 COMMENTS RECEIVED AFTER CLOSE OF THE PUBLIC COMMENT PERIOD

D01 Lee Ann & Tom Kuntz, August 11, 2015
D02 Maggie Desmond, August 11, 2015
D03 Tracy Oakley & Patricia Noack, August 11, 2015
D04 William & Melanie Elling, August 11, 2015
D05 Rodney Asano, August 11, 2015
D06 Rebecca Campos, August 11, 2015
D07 Bay Area Air Quality Management District, August 11, 2015
D08 Lee Peterson, August 11, 2015

5. Comments and Responses

This chapter includes a reproduction of, and responses to, each letter received during the public review period. Comments are presented in their original format in Appendix F, along with annotations that identify each individual comment number.

Responses to those individual comments are provided in this chapter alongside the text of each corresponding comment. Letters follow the same order as listed in Chapter 4 of this Final EIR and are categorized by:

- State and Local Agencies
- Private Organizations
- Private Individuals

Letters are arranged by category and then by date received. Where the same comment has been made more than once and a particular response has already addressed the environmental issue raised by such comment, additional responses to that same issue may direct the reader to that other numbered comment and associated response. Where a response requires revisions to the Draft EIR, these revisions are shown in Chapter 3 of this Final EIR. Responses to individual comments are presented in Table 5-1.

Additionally, the following master four responses have been prepared to address comments that that were raised repeatedly and to allow for a more detailed response to issues of particular concern:

- Master Response 1: Comments Related to the Merits of the Proposed Dell Avenue Area Plan
- Master Response 2: Comments Related to Dell Avenue Area Plan – West
- Master Response 3: Speculation without Substantial Evidence
- Master Response 4: Comments Related to Quality of Life, Economics, or Financial Issues
- Master Response 5: Significant and Unavoidable Impacts

5.1 MASTER RESPONSES

The following master responses provide a more detailed response to some of the issues of particular concern or that were repeatedly raised in the comment letters received on the Draft EIR. Where appropriate, the responses in Table 5-1 refer the commenter to the some or all of the following master responses to address a particular concern.

5.1.1 MASTER RESPONSE 1: COMMENTS RELATED TO THE MERITS OF THE PROPOSED DELL AVENUE AREA PLAN

During the review period for the Draft EIR, members of the public submitted several comments that related to the details of the proposed Dell Avenue Area Plan itself, conveyed the commenter's opinion on the proposed Plan, or addressed the relative consequences or benefits of the proposed Plan (referred to here as "merits of the proposed Plan"), rather than the adequacy of the Draft EIR or the environmental issues, impacts, and mitigation measures addressed in the Draft EIR. It is important for a Lead Agency in its decision-making process to consider both the adequacy of the Draft EIR and the merits of the proposed Plan. However, a Lead Agency is only required by the California Environmental Quality Act (CEQA) to respond in its Final EIR to comments related to pertinent environmental issues and the adequacy of the Draft EIR.

Pursuant to CEQA Guidelines Section 15088, a lead agency is required to evaluate "comments on environmental issues" received on a Draft EIR. Similarly, pursuant to CEQA Guidelines Section 15132, a Final EIR must provide responses only to "significant environmental points raised in the review and consultation process." Accordingly, detailed responses are provided only for comments received on the Draft EIR that raise issues concerning the "environment." As defined in CEQA Section 21060.5, "environment means the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, objects of historic or aesthetic significance."

Section 15204 (Focus of Review) of the CEQA Guidelines helps the public and public agencies to focus their review of environmental documents and their comments to lead agencies. Case law has held that the lead agency is not obligated to undertake every suggestion given it, provided that the agency responds to significant environmental issues and makes a good faith effort at disclosure. Section 15204 of the CEQA Guidelines provides direction for parties reviewing and providing comment on a Draft EIR, as follows:

> In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated.

Section 15204 continues in relation to the role of the Lead Agency in responding to comments:

> CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

Pursuant to CEQA, the Draft EIR is a disclosure document that identifies the significant impacts of the project, but does not contain conclusions about the merits of the project, including whether the project is "too big," whether the project is right for the community, or whether the project should be approved. Those

decisions are made by the City of Campbell City Council, following consideration of the recommendations of the Planning Commission. Rather, the Draft EIR evaluates the size of the project in the context of applicable significance thresholds identified by the City. This evaluation includes an assessment of whether the size of the project would create a significant adverse effect on the physical environment.

Although comments related to the merits of the proposed Plan do not require responses in the Final EIR, they do provide important input to the decision-making process. Therefore, merit- and opinion-based comment letters are included in the Final EIR to be available to the decision-makers when considering whether to adopt the proposed Plan. However, written responses in Table 5-1 will focus on the environmental analysis.

5.1.2 MASTER RESPONSE 2: COMMENTS RELATED TO THE DELL AVENUE AREA PLAN – WEST

As shown on Figure 3-5 in Chapter 3, Project Description, of the Draft EIR, the proposed Plan is comprised of three districts, including Dell Avenue Area Plan – Waterfront (DAAP-Waterfront), Dell Avenue Area Plan – Central (DAAP-Central), and Dell Avenue Area Plan – West (DAAP-West). The San Tomas Area Neighborhood Plan (STANP) currently applies to land within the DAAP-West district, and adoption of the proposed Plan would require an amendment to the STANP to exclude the parcels that overlap with the proposed Plan to avoid inconsistencies between the two plans. As stated in Section 3.8, Implementation, in Chapter 3, Project Description, of the Draft EIR, this amendment would be adopted concurrently with the proposed Plan. Therefore, upon adoption of the proposed Plan, the parcels on the west side of Winchester Boulevard would no longer be included in the STANP, and would become part of the Dell Avenue Area Plan. Thus, these parcels would no longer be subject to the STANP guidelines. Under the proposed Plan, DAAP-West 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 proposed Plan proposes a number of measures to limit development and land use impacts to surrounding uses in the DAAP-West area. The following Draft EIR chapters contain specific environmental impact discussions regarding the Plan's proposed changes in DAAP-West: Chapter 4.1, Aesthetics; Chapter 4.8, Hydrology and Water Quality; and Chapter 4.9, Land Use and Planning.

During the review period for the Draft EIR, several comments were received calling for the exclusion of DAAP-West from the proposed Plan: however, they did not raise issues related to the adequacy of the Draft EIR analysis. As described above under Master Response 1, CEQA Guidelines state that lead agencies need only respond to comments related to significant environmental issues. Therefore, where commenters express opinions or raise issues related to the merits of the proposed Plan regarding DAAP-West, no further response is required under CEQA. However, where commenters raise environmental issues or concerns regarding the adequacy of the Draft EIR relating to DAAP-West, Table 5-1 provides responses to those comments.

5.1.3 MASTER RESPONSE 3: SPECULATION WITHOUT SUBSTANTIAL EVIDENCE

The conclusions in the Draft EIR were determined based on "substantial evidence" as defined in Section 15384 of the State CEQA Guidelines, and included in the Appendix of the Draft EIR as appropriate. Pursuant to Section 15384, "substantial evidence" means "…enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached." Further, CEQA Guidelines Section 15382 defines a "significant impact" as a "…substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project…" However, multiple comments assert or request that impacts identified as less than significant in the Draft EIR should be considered significant, or that the significance conclusions of the EIR should otherwise be revised. Of the comments asserting or requesting that impacts identified as less than significant should be considered significant, none of the commenters provide substantial evidence in support of their assertions regarding changing impact conclusions. The CEQA analysis included in the Draft EIR is based on the CEQA Appendix G Checklist, which establishes specific thresholds of significance for each environmental resource category included in Appendix G (i.e. Aesthetics, Air Quality, Biological Resources, etc.). Each impact conclusion in the Draft EIR is based on those thresholds that are specific to each of the environmental resources categories addressed in the environmental analysis.

CEQA Section 21082.2(a) requires that the Lead Agency "shall determine whether a project may have a significant effect on the environment based on substantial evidence in light of the whole record." CEQA Guidelines Section 15384(a) clarifies that:

> "Substantial evidence"… means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record before the lead agency. Argument, speculation, unsubstantiated opinion or narrative evidence which is clearly erroneous or inaccurate, or evidence of social or economic impacts which do not contribute to or are not caused by physical impacts on the environment, does not constitute substantial evidence.

CEQA Guidelines Section 15384(b) goes on to state that "substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion supported by facts." Where there are no facts available to substantiate a commenter's assertion that the physical environment could ultimately be significantly impacted as a direct result of the project, the City, acting as the Lead Agency, is not required to analyze that effect, nor to mitigate that effect. Section 15204(c) of the CEQA Guidelines advises reviewers that comments should be accompanied by factual support:

> Reviewers should explain the basis for their comments, and should submit data or references offering facts, reasonable assumptions based on facts, or expert opinions supported by facts in support of the

> comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

Under CEQA, the decision as to whether an environmental effect should be considered significant is reserved to the discretion of the Lead Agency based on substantial evidence in the record as a whole. The analysis of the Draft EIR is based on scientific and factual data, which has been reviewed by the Lead Agency and reflects its own independent judgement and conclusions. CEQA permits disagreements of opinion with respect to environmental issues addressed in an EIR. Section 15151 of the CEQA Guidelines states, "[d]isagreeement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts."

5.1.4 MASTER RESPONSE 4: COMMENTS RELATED TO QUALITY OF LIFE, ECONOMICS, OR FINANCIAL ISSUES

Multiple comments refer to issues related to quality of life, economic, or financial issues. For example, some of these comments express concerns about effects on local businesses, the local economy, or the enjoyability of the neighborhood with implementation of the proposed Plan.

Economic costs and benefits are outside the scope of environmental issues as defined by CEQA and need not be evaluated in an EIR. The EIR needs only to identify significant adverse changes in the physical environment that is/are likely to occur as a result of development of the proposed project (CEQA Guidelines Section 15382). CEQA Guidelines Section 15131 (Economic and Social Effects) discusses how economic and/or social information may be included in the EIR. Specifically, CEQA Guidelines Section 15131 states:

> Economic or social effect of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus on the analysis shall be on the physical changes … Economic or social effects of a project may be used to determine the significance of physical changes caused by the project.

Further, as stated in CEQA Guidelines Section 15382:

> An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant.

Consistent with the CEQA Guidelines Section 15131, Economic and Social Effects, the Draft EIR is not meant to address quality of life, and economic or financial issues, rather, the purpose of the Draft EIR

(consistent with CEQA requirements) is to fully analyze and mitigate the project's potentially significant physical impacts on the environment to the extent feasible.

Comments pertaining solely to economic or social effects of the proposed Project, without reference to environmental issues, are included in this Response to Comments Document, but detailed responses are not provided. However, decisionmakers will take these comments into account when considering project approval even if they do not relate to environmental issues or the adequacy of the EIR.

5.1.5 MASTER RESPONSE 5: SIGNIFICANT AND UNAVOIDABLE IMPACTS

Multiple comments noted the number of significant and unavoidable transportation impacts and included suggestions regarding ways to alleviate the effects of the Dell Avenue Area Plan (proposed Plan). Suggestions ranged from establishing a traffic impact fee program, contributing to regional fee programs, supporting transit, bicycling and pedestrian modes, identification of funding sources, working with other agencies on mutually beneficial projects, creation of a Transportation Demand Management (TDM) Plan, and creation of a Multimodal Improvement Plan (MIP).

The City of Campbell recognizes the scale of the proposed Plan in terms of its potential transportation impacts and is committed to working on several initiatives that would partially mitigate the effects of the proposed Plan. For example, the proposed Plan itself includes several transportation measures, including bicycle, pedestrian, transit and streetscape concepts, parking management measures, and potential funding sources such as developer impact fees, reimbursement agreements, assessment districts, and a community facilities district. In addition, the Draft EIR includes Mitigation Measure TRAF-8z, which includes implementation of a TDM Plan to include measures to encourage reductions in vehicle trips, such as subsidization of transit passes, carpool/vanpool matching services, preferential parking for carpool/vanpool vehicles, alternative work schedules, and enhanced pedestrian and bicycle facilities. Although the TDM Plan may not decrease traffic volumes enough to reduce impacts to a less-than-significant level, any reductions in Plan-generated traffic would be beneficial to congestion, air quality and health.

Also, DEIR Mitigation Measures TRAF-1c, TRAF-1d, TRAF-8c, TRAF-8d, TRAF-8n, and TRAF-8o include language that states: Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City would have to complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee.

To further the initiatives already included in the proposed Plan and Draft EIR, the City should use the impact fee program established under TRAF-1c, TRAF-1d, TRAF-8c, TRAF-8d, TRAF-8n and TRAF-8o to fund the preparation of a MIP. The MIP would encompass the elements noted in several comment letters and commit the City to a long-term transportation vision to address the needs of the DAAP.

Santa Clara Valley Transportation Authority (VTA) has established guidelines on the preparation of various levels of a MIP, from a mini plan for a single CMP location that is impacted to an areawide plan. For the proposed Plan, an areawide MIP is the recommend approach as there are several impacts, including some that extend beyond the City limits. MIPs are prepared by the local member agency (in this case, the City of Campbell) and need to be adopted by the member agency with a public noticing process, prior to submitting to VTA. Multimodal Improvement Plans include action items that address trip reduction and traffic congestion, more than one would see in just a TDM Plan. These may include bike, pedestrian, transit, TDM, vehicle capacity, and other action items.

A MIP is a more robust plan than a TDM Plan. In a MIP, the benefits of action items need to be quantified. The MIP must also include implementation schedules, cost estimates, funding mechanisms and responsibility, monitoring, and annual reporting requirements. Multimodal Improvement Plans and TDM Plans may also require inter-agency agreements (for example the City of Campbell and Los Gatos would agree to improve a certain intersection or roadway, or the City of Campbell and the County of Santa Clara would agree to implement a certain program). VTA typically would assist and guide in the MIP development, but it is the City's responsibility to prepare and adopt the MIP, including compliance with CEQA related to the adoption of the MIP.

While the proposed Plan is a long term program that would be implemented over many years by the City of Campbell, having a MIP would provide a vision to guide transportation decision making. However, until an MIP is developed so that it can be quantified and assessed, it cannot be certain whether the MIP would reduce transportation impacts to a less than significant level. Although it is unknown if the MIP would result in less-than-significant traffic impacts, the MIP would address a multitude of transportation issues that have been raised in the comment letters. Therefore, in the absence of an MIP or TDM plan and other factors such as jurisdictional boundaries, the traffic chapter identified significant and unavoidable impacts.

Although the traffic chapter identifies significant and unavoidable impacts, consistent with CEQA Guidelines Section 15093, when a lead agency approves a project that would result in significant and unavoidable impacts that are disclosed in the EIR, the agency must state in writing its reasons for supporting the approved action, including the views held by members of the public. This "statement of overriding considerations" must be supported by substantial information in the record, including the EIR. The City may approve the Plan even though the Plan would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that shows there is no feasible way to lessen or avoid the significant effect and specifically identifies how the expected benefits from the Plan outweigh reducing or avoiding the significant environmental impacts of the Plan.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A. Agencies and Service Providers		
A01	Brian L. Ashurst, J.D., Associate Transportation Planner, Department of Transportation, District 4	
A01-01	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. Thank you very much, Brian L. Ashurst, J.D. Associate Transportation Planner	Chapter 4.13 and Appendix D (Traffic Analysis Data) of the Draft EIR together comprise the full TIA. The information contained in these two sections includes required elements of a TIA per the VTA Guidelines for Transportation Impact Analysis (TIA), and is equivalent to, and the conclusions would be the same as conclusions from, a stand-alone TIA.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

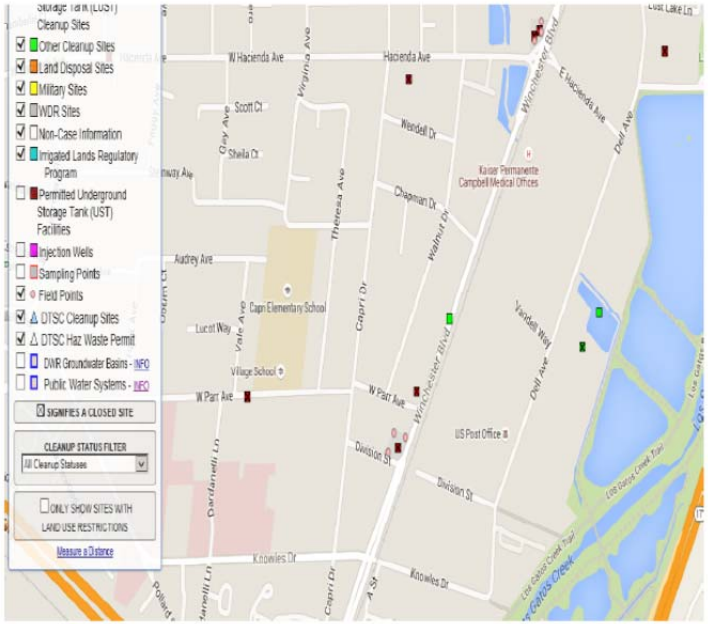
Comment #	Comment	Response
A02	Lani Lee, Senior Hazardous Materials Specialist Site Mitigation Program, County of Santa Clara Dept. of Environmental Health	
A02-01	Corinne – It appears that this is an overview plan that doesn't necessarily have specific construction at this point. There are several closed and two open contaminated cleanup sites located within the project area.  Information for these cases can be found on http://geotracker.waterboards.ca.gov/ Lani Lee Senior Hazardous Materials Specialist Site Mitigation Program	Table 4.7-3 and associated text on pages 4.7-16 and 4.7-17 of the Draft EIR have been revised accordingly.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A03	Scott Johnson, Chair, City of Campbell, Parks and Recreation Commission	
A03-01	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.	The comment serves as an introduction to the comments that follow and does not offer a specific comment on the analysis of the Draft EIR.
A03-02	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.	The comment refers to the merits of the proposed Plan and does not address the adequacy of the Draft EIR analysis. Please see Master Response 1. Further, as stated on page 24 and shown in Figure 2-3 of the proposed Plan under the heading Open Space Network, “A network of publicly accessible parks, plazas, and pedestrian paths constructed and maintained by private development will provide useable and functional open space in the Plan Area.” While the DAAP does not specifically call out for recreational facilities for youth groups, future development would be required to comply with existing regulations to maintain adequate parkland in the City. As described under Section 4.12.5.3 of the Draft EIR, the City of Campbell currently exceeds its adopted parkland ratio by providing 6.4 acres of parkland per 1,000 residents. The analysis also states that even with the additional growth proposed under the proposed Plan, the City would continue to meet its parkland ratio. Lastly, future development would continue to contribute park impact fees pursuant to General Plan Policy OSP-3.2, as well as be subject to other General Plan policies, such as Policy OSP-2.1 which ensures an adequate park standard ratio, and Policy OSP-3.5, which requires open space and/or recreational facilities to be included as part of major non-residential projects. Collectively, these measures would ensure that adequate recreational and open space is provided during implementation of the DAAP.
A03-03	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	The potential effects of the proposed Plan when combined with other projects are addressed in the cumulative discussion on page 4.12-30 of the Draft EIR, which states, "The City would require future development to fund park improvements and dedicate land through compliance with Municipal Code Chapter 13.08 and Title 20, which would help to ensure the provision of adequate parkland in compliance with the City standard of providing 4 acres per 1,000 residents. Although development allowed by the proposed Plan would

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	cumulatively increase the demand for park and recreational services in the city, compliance with the City's Municipal Code, along with applicable General Plan policies, would ensure that adequate parkland and recreational facilities are provided through in-lieu fees, maintenance fees, or parkland dedication in order to meet the City standards, which would offset or reduce potential impacts that future development would have on park and recreation services in the city. Potential future impacts to Santa Clara County Parks, as well as the Santa Clara County Open Space Authority, would be mitigated through the contribution of property taxes to ensure facilities at these locations are adequately maintained and sufficient to accommodate growth allowed by the proposed Plan."
A03-04	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.	The comment expresses concern regarding the use of parks from residents and employees, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. However, as described under Section 4.12.5.3 of the Draft EIR, the City of Campbell currently exceeds its adopted parkland ratio by providing 6.4 acres of parkland per 1,000 residents. The analysis also states that even with the additional growth under the proposed Plan, the City would continue to meet its parkland ratio. Further, future development would continue to contribute park impact fees pursuant to General Plan Policy OSP-3.2, as well as be subject to other General Plan policies, such as Policy OSP-2.1 which ensures an adequate park standard ratio, and Policy OSP-3.5, which requires open space and/or recreational facilities to be included as part of major non-residential projects. Collectively, these measures would ensure that adequate recreational and open space is provided during implementation of the proposed Plan.
A03-05	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. Significance Before Mitigation: Less than significant.	The comment reproduces text from the Draft EIR and does not address the adequacy of the Draft EIR.
A03-06	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?	The Draft EIR analysis does not necessarily account for access in terms of the routine maintenance and/or closures that may occur under normal operations of the park facilities, but rather analyzes access in terms of total available parkland and recreational space on a citywide basis. The parkland and recreational facilities are analyzed on a citywide basis because it is speculative to assume where future residents would go to engage in recreational activities, the

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		frequency of such activities, and when full buildout of the proposed Plan would actually occur. For those reasons, the analysis must take into account parks and recreational facilities at the citywide level. Regarding the question of the net increase required in the General Plan, as described on page 4.12-29 of the Draft EIR, the City currently meets its adopted standard of providing 4 acres of parkland per 1,000 residents, and would continue to meet this standard with development allowed by the proposed Plan. Therefore, new facilities would not need to be constructed to serve development allowed by the proposed Plan in order to meet this citywide standard. However, future development allowed by the proposed Plan would be required to comply with Municipal Code Chapter 13.08, Park Impact Fees and Parkland Dedication Developments, which requires developers to pay impact fees to maintain existing parks and recreation facilities, as well as comply with Municipal Code Title 20, Subdivisions and Land Development, which requires residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands. I believe the impact fees apply to residential only. The concern here is that a daytime population (employees) will not contribute to the mitigation through the use of impact fees. Regarding the question of the net gain in publicly-accessible park facilities, as stated on page 4.12-30 of the Draft EIR, all development in the DAAP-Waterfront and DAAP-Central Districts, must provide 10 percent of the site area to publicly-accessible open space or pay an in-lieu fee.
A03-07	• 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.	The commenter incorrectly applied the adopted standard of 4 acres of parkland per 1,000 residents by including the number of employees. The standard is per 1,000 *residents*; therefore, the addition of 726 new residents would require 2.904 acres of parkland at buildout [726 (new residents) / 1,000 = 0.726 x 4 (# of acres per 1,000 residents) = 2.904]. As described on page 4.12-28 of the Draft EIR, when applying the adopted standard correctly, implementation of the proposed Plan would result in the City of having a parkland ratio of 6.3 acres of parkland per 1,000 residents – which would exceed the adopted standard. Further, per Chapter 20.24 of the Campbell Municipal Code, payment of park impact fees in lieu of dedicating parkland may be sufficient, therefore future development may not necessarily be required to strictly provide physical parkland. Please see response to comment A03-06, which explains that new facilities would not need to be constructed to serve development allowed by the proposed Plan in order to

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		meet the citywide parkland standard. However, future development allowed by the proposed Plan would be required to pay impact fees to maintain existing parks and recreation facilities, and residential developments would be required to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands.
A03-08	**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.** **Significance Before Mitigation**: Less than significant.	The comment reproduces text from the Draft EIR and does not address the adequacy of the Draft EIR.
A03-09	**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.	Regarding parks and park facilities access, as described on page 4.12-28 of the Draft EIR, implementation of the proposed Plan would result in the City of having a parkland ratio of 6.3 acres of parkland per 1,000 residents – which would exceed the adopted standard of providing 4 acres of parkland per 1,000 residents. Further, future development allowed by the proposed Plan would be required to comply with Municipal Code Chapter 13.08, Park Impact Fees and Parkland Dedication Developments, which requires developers to pay impact fees to maintain existing parks and recreation facilities as a result of increased use from new residents.
A03-10	• 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?	Please see response to comments A03-04, A03-06, A03-07, and A03-09 regarding park access and maintenance related to wear and tear from increased use of existing parks and recreational facilities. Specifically, the Draft EIR analysis takes into account overall parkland and recreational facilities, which may include athletic fields; however, the analysis is not specifically required under CEQA to address impacts to any one category or type of recreational facility, such as athletic fields. Regarding how budgets will be adjusted to address facility renovations, please refer to Master Response 4, as the issue of budgeting is outside of the purview of CEQA. To the extent required by CEQA, payment of park impact mitigation fees would be required, as described in the aforementioned response to comments; however, how those fees are budgeted is not a CEQA-related issue.
A03-11	• 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.	Please see response to comments A03-04, A03-06, A03-07, A03-09, and A03-10 regarding park access and maintenance related to wear and tear from increased use of existing parks and recreational facilities.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A03-12	**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.** **Significance Before Mitigation:** Less than significant.	The comment reproduces text from the Draft EIR and does not address the adequacy of the Draft EIR.
A03-13	**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.	Please see response to comments A03-04, A03-06, A03-07, A03-09, and A03-10 regarding park access and maintenance related to wear and tear from increased use of existing parks and recreational facilities. Regarding illumination of existing and new facilities, any new parkland or recreational facilities related to implementation of the proposed Plan would be constructed to applicable development standards if and when park facilities are proposed, which could include installation of illumination features; however, the proposed Plan itself does not proposed any specific projects.
A03-14	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.	CEQA and the Draft EIR focuses on the potential need for the physical expansion of park and recreational facilities, rather than potential programming needs. Please see response to comments A03-04, A03-06, A03-07, A03-09, and A03-10 regarding park access and maintenance related to wear and tear from increased use of existing parks and recreational facilities.
A03-15	• 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.	Please see Response A03-14.
A03-16	• 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. 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?	Please see response to comments A03-04, A03-06, A03-07, A03-09, and A03-10 regarding park access and maintenance related to wear and tear from increased use of existing parks and recreational facilities. As described in Section 4.12.5.3 of the Draft EIR, payment of in-lieu fees and/or parkland dedication related to development under implementation of the proposed Plan would adequately ensure that a less-than-significant impact occur to parks and recreational facilities, therefore, mitigation measures were not required under CEQA. Further, as described on page 4.12-28, the City would continue to exceed their adopted parkland ratio of providing a minimum of 4 acres of parkland per 1,000 residents, thereby further supporting the less-than-significant finding.
A03-17	• 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.	The Draft EIR analysis does not necessarily account for impacts related to access in terms of the routine maintenance and/or closures that may occur under normal operations of the park facilities. As discussed under PS-11, the analysis is based on whether the potential impacts to existing parks would be such that it

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		would require expansion of or construction of new facilities, of which might have an adverse impact on the environment. However, as discussed on pages 4.12-29 and 4.12-30 of the Draft EIR, new facilities or expansion of existing facilities would not need to be constructed given that the City would exceed its adopted parkland ratio with implementation of the proposed Plan. As further discussed on those pages, future development would be subject to park impact fees, which among other things, could be used to maintain existing parks and recreational facilities.
A03-18	**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 respect to parks and recreational facilities.** **Significance Before Mitigation:** Less than significant.	The comment reproduces text from the Draft EIR and does not address the adequacy of the Draft EIR.
A03-19	**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?	Please see response to comments A03-04, A03-06, A03-07, A03-09, and A03-10 regarding park access and maintenance related to wear and tear from increased use of existing parks and recreational facilities.
A03-20	• 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.	As described on page 4.12-28 of the Draft EIR, implementation of the proposed Plan would result in the City of having a parkland ratio of 6.3 acres of parkland per 1,000 residents – which would exceed the adopted standard of providing 4 acres of parkland per 1,000 residents. Therefore, existing parkland would be able to sufficiently serve the additional residents and employees and adequately provide the minimum adopted standard of parkland. However, as further described in the Draft EIR, future projects would be required to either pay park impact mitigation fees, which could be used for maintenance of existing facilities, and/or dedicate an appropriate amount of land for parkland; however, in the absence of specific projects being proposed under the proposed Plan, it is unknown when and where future parks, if needed, would be placed. As projects are proposed under the proposed Plan, the city staff would determine when, if, and where additional parkland could be placed or if payment of impact fees would be sufficient.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A03-21	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.	The comment serves as a summary of the preceding comments. Please see response A03-01 through A03-20.
A03-22	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.	Please see Master Response 1.
A03-23	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 benefit is that often times corporate/commercial recreational facilities are situated in nonresidential 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. 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 suggestions of the commenter are noted. Please see response to comment A03-06, which explains that new facilities would not need to be constructed to serve development allowed by the proposed Plan in order to meet the citywide parkland standard. However, future development allowed by the proposed Plan would be required to pay impact fees to maintain existing parks and recreation facilities, and residential developments would be required to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands. In addition, all development in the DAAP-Waterfront and DAAP-Central Districts, must provide 10 percent of the site area to publicly-accessible open space or pay an in-lieu fee.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
A03-24	Thank you. Scott Johnson Chair Parks and Recreation Commission	The comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issues. No further response is required.
A04	Will Fourt, Park Planner, County of Santa Clara Parks & Rec. Department	
A04-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A04-02	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 Parle 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.	The comment does not address the adequacy of the Draft EIR. However, Please see response to comments A03-04, A03-06, A03-07, A03-09, and A03-10 regarding park access and maintenance related to wear and tear from increased use of existing parks and recreational facilities.
A04-03	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). 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.	The comment does not address the adequacy of the Draft EIR. However, Please see response to comments A03-04, A03-06, A03-07, A03-09, and A03-10 regarding park access and maintenance related to wear and tear from increased use of existing parks and recreational facilities.
A04-04	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 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	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.*	
A04-05	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 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	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A05	Patricia Maurice, District Branch Chief, Department of Transportation, District 4	
A05-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A05-02	*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	The comment does not address the adequacy of the Draft EIR.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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. *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.	
A05-03	*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.	The graphics showing the 2040 Cumulative were inadvertently left out of the Draft EIR, and are now included as Appendix H of this Final EIR. The traffic volumes for the 2040 Cumulative and 2040 Cumulative + Project Conditions were provided in Appendix D.
A05-04	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 (6:00a.m.- 9:00a.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. -9:00a.m.); and • Bascom Avenue SB diagonal on-ramp (3 :00 p.m. - 7:00 p.m.).	The State Route 17 ramp intersections at San Tomas Expressway and at Lark Avenue, as well as the SR 85 ramp intersections at Winchester Boulevard and Bascom Avenue, were analyzed, as shown on page 4.13-9 of the Draft EIR. Draft EIR Appendix D includes the analysis which shows the average queue by traffic movement. An analysis of queues specifically associated with ramp metering timing, storage capacity and queueing on the on-ramps themselves was not conducted. While the DEIR traffic analysis provides information about the number of additional vehicles accessing the studied ramp intersections, the on-ramp queues are also a function of the ramp metering timing patterns in addition to the storage capacity of each on-ramp. Therefore, it is speculative to conclude that additional traffic would necessarily impede the local streets accessing the on-ramps.
A05-05	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.	Please see Master Response 5, which notes a Multimodal Improvement Plan that would address potential impacts of increasing VMT, including funding mechanisms such as contributions to the regional fee program as well as supporting the use of transit and active transportation modes.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A05-06	***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 8S express lane.	Please see Master Response 5, which notes the use of cooperative agreements and funding mechanisms.
A05-07	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 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.	The comment expresses concern regarding the issue of the adequacy of mitigation because of jurisdictional boundaries, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Further, Master Response 5 addresses the issues of collaborations with other jurisdictions. Certain traffic-related impacts are identified in the Draft EIR as significant and unavoidable even though feasible mitigation measures are identified that would reduce the impacts to a less-than-significant level. Several commenters suggest that these significant and unavoidable findings are not appropriate. Pursuant to CEQA Section 21081(a)(2), the significant and unavoidable conclusion is appropriate in these cases because implementation of the identified mitigation measures is not within the responsibility and jurisdiction of the CEQA lead agency, i.e. the City of Campbell. For instance, Los Gatos or Santa Clara County. Because the freeway mainline segments are a State transportation facility under the jurisdiction of the State of California Department of Transportation (Caltrans), the City of Campbell cannot ensure implementation of the proposed mitigation measures. Thus, lacking any assurance that such mitigation measure can and will be implemented by Caltrans, the Draft EIR concludes that Impact TRAF-2, for example, is significant and unavoidable notwithstanding the City's commitment to continue to work with the agencies that have jurisdiction over implementation of Mitigation Measure TRAF-2 and other, similar measures outside the City's control. Pursuant to CEQA Guidelines Section 15126.4, "[m]itigation measures must be

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		fully enforceable through permit conditions, agreements, or other legally-binding instruments." (See also CEQA Section 21081.6(b).) Because the City lacks such legally-binding instruments to ensure that teh mitigation measures outside its responsibility and jurisdiction are fully enforceable, the City cannot guarantee implementation of such mitigation measures. Therefore, identifying impacts for which the identified mitigation measures outside the jurisdiction of Campbell as significant and unavoidable is appropriate.
A05-08	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.	Please see Master Response 5, which includes a Multimodal Improvement Plan that includes monitoring and implementation elements.
A05-09	*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 (VM1). 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.	The comment includes recommendations for adding housing to the Plan in order to achieve a better housing to jobs balance and to reduce vehicle trips, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the project review process.
A05-10	Transportation Demand Management (TDM) policies should include lower parking ratios; carsharing 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	Please see Master Response 5.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
A05-11	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.	The commenter's suggestions for the proposed Plan are noted. The comment does not address the adequacy of the Draft EIR.
A05-12	*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.	Please see Master Response 5.
A05-13	*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	Please see Master Response 1.
A05-14	Should you have any questions regarding this letter, please contact Brian Ashurst at (510) 286-5505 or brian.ashurst@dot.ca.gov.Sincerely,PATRICIA MAURICEDistrict Branch Chief Local Development - Intergovernmental Review c: Scott Morgan, State ClearinghouseRobert Swierk, Santa Clara Valley Transportation Authority (VTA) - electronic copyRobert Cunningham, Santa Clara Valley Transportation Authority (VTA) - electronic copy	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A06	Scott Morgan, Director, State Clearinghouse	
A06-01	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. 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	The comment does not address the adequacy of the Draft EIR.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
Attachment 1		The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
Attachment 2		The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
A07	Matt Morley, Director of Parks and Public Works, Town of Los Gatos	
A07-01	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. Sincerely, Matt Morley Director of Parks and Public Works Attachment	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A07-02	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:General Comments #5, #6, #7, #8, #16, #17, #18, #19, #22, #25Trip Distribution # 1 through #9Project Gateway (Winchester/Knowles) #1 through #5Study Intersections #1, #3, #4,	The comment serves as an introduction to the comments that follow. Please see response to comments A07-07 through A07-40.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	#5Study Freeway/Expressway Ramps #1 through #5	
A07-03	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.	Please see Master Response 5. Certain traffic-related impacts are identified in the Draft EIR as significant and unavoidable even though feasible mitigation measures are identified that would reduce the impacts to a less-than- significant level. Several commenters suggest that these significant and unavoidable findings are not appropriate. Pursuant to CEQA Section 21081(a)(2), the significant and unavoidable conclusion is appropriate in these cases because implementation of the identified mitigation measures is not within the responsibility and jurisdiction of the CEQA lead agency, i.e. the City of Campbell. For instance, in the Town of Los Gatos. Because the potentially impacted intersections under the jurisdiction of the Town of Los Gatos, the City of Campbell cannot ensure implementation of this proposed mitigation measure. Thus, lacking any assurance that such mitigation measure can and will be implemented by the Town of Los Gatos, the Draft EIR concludes that Impact TRAF-8, for example, is significant and unavoidable notwithstanding the City's commitment to continue to work with the agencies that have jurisdiction over implementation of Mitigation Measure TRAF-8t and other, similar measures outside the City's control. Pursuant to CEQA Guidelines Section 15126.4, "[m]itigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments." (See also CEQA Section 21081.6(b).) Because the City lacks such legally-binding instruments to ensure that teh mitigation measures outside its responsibility and jurisdiction are fully enforceable, the City cannot guarantee implementation of such mitigation measures. Therefore, identifying impacts for which the identified mitigation measures outside the jurisdiction of Campbell as significant and unavoidable is appropriate. The identification of these impacts requiring extra-jurisdictional mitigation as significant and unavoidable is also consistent with the findings required to be made by lead agencies for each of the significant environmental effects identified in an EIR pursuant to CEQA Guidelines Section 15091 and Public Resources Code Section 21081(a). One of these findings ("Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		and should be adopted by such other agency.") would be made by the City for each of the significant unavoidable impacts for which a mitigation measure would reduce the impact to a less-than-significant level, but the mitigation measure is not under the control of the City. The mitigation measures outside the responsibility and jurisdiction of the City require that the developer and/or the City fund, help fund, or construct the physical improvements, if and when the responsible jurisdictions grant necessary approvals for the mitigations. This requirement is incorporated into the Mitigation Monitoring and Reporting Program for the project. Some commenters have stated that because certain traffic impacts have been identified as significant and unavoidable, the City would have no obligation to mitigate these impacts. Such statements are incorrect. Lead agencies must identify feasible mitigation measures for all significant impacts per CEQA Sections 21002, 21002.1(a), 21081(a); and CEQA Sections 15091(a), 15021(a)(2), 15126.4(a). As required by CEQA Sections 21080(a) and (a)(1), "with respect to each significant effect," the lead agency must identify "[c]hanges or alterations [that] have been required in, or incorporated into, the project which will mitigate or avoid" the impact. The lead agency may then explain, if applicable, that implementation of the measures is not within its responsibility and jurisdiction and the measures "have been, or can and should be, adopted by that other agency" (CEQA Section 21081(a)(2)) and/or that the measures are infeasible (CEQA Section 20181(a)(3)). The lead agency may find that certain impacts remain significant despite mitigation, but conclude that overriding benefits outweigh these effects (CEQA Section 20181(b)); however, this finding does not relieve the lead agency of its obligations to identify feasible mitigation measures under CEQA Section 20181(a). If the proposed Project is approved, the City will work in good faith with the applicable jurisdictions to permit the identified physical improvements and fund (or identify funding mechanisms for) the estimated cost identified for each of the extra-jurisdictional mitigation measures identified in the Draft EIR. These funds will be submitted to the agency with jurisdiction over each improvement for use in constructing the improvement or an alternate improvement in the project vicinity that can be demonstrated, to the satisfaction of the City Director of Public

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		Works, to reduce the identified traffic-related impacts. In addition, the City will collaborate and coordinate with these other jurisdictions to construct and/or fund (or ensure the construction and/or funding of) the identified mitigations when the jurisdictions approve the measures. Where physical mitigation measures are feasible but outside of the City's jurisdiction, the City will continue to monitor the progress of implementing the mitigation measures and will continue to work with developers and the other agencies. In this way, the mitigation measures identified in the Draft EIR are designed to comply with the requirement of CEQA to mitigate significant impacts to the extent feasible.
A07-04	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-tum lane.	The comment is correct. When the analysis was conducted, there was one southbound left turn lane; in 2014 a second southbound left turn was added at this intersection. The change in lane configuration would not result in a change in findings for the Existing, Background and Background plus Plan Conditions analysis, as no significant impact was identified in the Draft EIR for these scenarios, and the change would add capacity to the southbound movement. Under the Cumulative plus Plan Conditions, the Draft EIR projected LOS E during the p.m. peak hour. With the updated lane configuration, the projected Cumulative plus Plan Conditions would still be LOS E and the impact would still be significant. Please see Chapter 3 of the Final EIR for revisions to Mitigation Measure TRAF-8y to reflect minor revisions to the wording, including Appendix I of this Final EIR for revised LOS calculations. The revisions to Mitigation Measure TRAF-8y do not constitute significant new or revised information such that it adds new information and therefore will not require circulation of the Draft EIR as a result of the revision.
A07-05	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.	The trip distribution to and from freeways and local streets for the currently proposed Plan was verified with City of Campbell staff prior to incorporation into the traffic analysis. The assumptions used in the transportation analysis were reviewed in light of the proposed Plan as currently proposed, and considered appropriate.
A07-06	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) DATE: May 28, 2014 General Comments	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A07-07	1. Due to the size and intensity of the proposed project, all aspects of potential	The Draft EIR uses criteria, based on the guidelines from the City of Campbell,

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	traffic impact should be considered and evaluated.	City of San Jose, Town of Los Gatos, and VTA, to evaluate all aspects of potential traffic impact and determine whether the proposed Project would result in a significant impact to the transportation system.
A07-08	2. The TIA should follow VTA's technical guidelines to scope and complete a transportation impact analysis, and identify feasible mitigations or improvements.	The Draft EIR transportation analysis followed VTA's technical guidelines and where possible identified feasible mitigation measures or improvements.
A07-09	3. Impacts to Los Gatos' facilities should be evaluated according to Los Gatos' transportation impact policy and thresholds.	Section 4.13.2.1 of the Draft EIR outlines the significance criteria used in the transportation impact analysis, including those applied for facilities in the Town of Los Gatos. Los Gatos' facilities were evaluated according to Los Gatos' transportation impact policy and thresholds as noted on DEIR page 4.13-28.
A07-10	4. Perform operational analysis such as queuing, storage capacity, and delay in addition to level of service analysis. Identify negative impact and feasible improvements.	Items such as average queue and delay are provided in the traffic impact output sheets in Draft EIR Appendix D. To assess the potential transportation impacts of the proposed Plan, the analysis was conducted in a manner consistent with VTA Guidelines for traffic impact studies. Thus, a separate queuing and storage capacity analysis was beyond the scope of work for the Draft EIR.
A07-11	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.	The transportation analysis identified feasible improvements where possible and identified which facilities are located in Los Gatos. Also, Master Response 5 includes development of a Multimodal Improvement Plan that would include items such as funding, cost sharing and inter-agency collaboration.
A07-12	6. Additional study intersections and freeway ramps are requested. See below.	Please see response to comment A07-39.
A07-13	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.	Several mainline freeway segments and ramp intersections are included in the Draft EIR transportation analysis.
A07-14	8. Considering the size and intensity of development and potential increase in vehicular, pedestrian and bicycle traffic, it should be necessary to perform a multi modal level of service analysis for Winchester Boulevard, Knowles Drive, and Dell Avenue near the project limits.	The Draft EIR transportation analysis includes the potential increase in vehicular, pedestrian and bicycle traffic. However, a multimodal level of service analysis was not conducted as part of the EIR. A multimodal level of service analysis is a type of calculation that is part of the 2010 Highway Capacity Manual, but has not been universally adopted as the industry standard method for calculating intersection impacts. At the time of the analysis, the VTA guidelines for transportation impact studies specified use of the 2000 Highway Capacity Manual, and this what was used in the Draft EIR analysis.
A07-15	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.	Traffic counts were completed late September 2013 and May 2014 on days when school was in session, or provided by local agencies where available.
A07-16	10. Contact Town of Los Gatos Traffic Engineer for current approved and pending project lists for inclusion in the background and cumulative analysis scenarios.	The Town of Los Gatos Traffic Engineer was contacted and information regarding Los Gatos' current approved and pending project lists was provided by the Town of Los Gatos Traffic Engineer.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A07-17	11. Contact City of San Jose for current approved and pending project lists for inclusion in the background and cumulative scenarios.	The City of San Jose was contacted and information regarding San Jose's current approved and pending project lists was provided by the City of San Jose.
A07-18	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.	Page 4.13-50 of the Draft EIR lists the projects included in the background conditions analysis, including the Samaritan Court Medical Office project. The cumulative analysis was based on growth factors, not adding individual projects, with the exception of the larger Albright and North 40 projects as they were not included in the VTA model projections that were used to develop the growth factors. Thus, each of the projects included in the background conditions were also included in the cumulative scenario via traffic growth rates applied to the analysis.
A07-19	13. Albright Project should not be added to cumulative scenarios again. It is already included in the background scenario.	The Albright project is in the background conditions list of projects. The cumulative analysis was not based on a list of projects with traffic added from each project, but rather it was based on a traffic growth factor, as determined through a review of the VTA model. However, the model growth factor did not include projects such as Albright and North 40, so in order to make sure that traffic from these developments was accounted for in cumulative scenario, they were added manually to the Cumulative Analysis. Thus, the traffic from the Albright development was not double counted, but only added in once under each analysis scenario.
A07-20	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.	In order to analyze the potential cumulative impacts of the proposed Plan, a comparison needs to be made between conditions with and without the proposed Plan only. The North 40 project, therefore, was included in the Cumulative No Project conditions.
A07-21	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.	The cumulative analysis was based on growth factors, not adding individual projects, with the exception of the Albright and North 40 projects as they were not included in the VTA model projections that were used to develop the growth factors.
A07-22	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.	A qualitative assessment was completed for transit service (Draft EIR page 4.13-46) including identification of nearby transit services and the potential transit mode share for the project. The trip generation projection also accounted for potential mode shifts associated with transit.
A07-23	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.	The Draft EIR analysis considered the Vasona LRT EIR with respect to potential trip reduction associated with the Vasona LRT. Discussion of the Vasona LRT project are in the Draft EIR on pages 4.13-14 and 4.13-46.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A07-24	18. The DAAP TIA should evaluate the potential impact to the access and circulation of the future light rail stations.	The Draft EIR analysis considered the Vasona LRT EIR with respect to potential trip reduction associated with the Vasona LRT. Discussion of the Vasona LRT project are in the Draft EIR on pages 4.13-14 and 4.13-46.
A07-25	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.	The Winchester/A Street/Knowles intersection (study intersection #14 in the Draft EIR transportation analysis) was evaluated. Recommended improvements are noted in Mitigation Measures TRAF-1f, TRAF-8f, and TRAF-8q.
A07-26	20. Due to the size and intensity of the proposed project, a strict TDM should be considered for all future uses in the DAAP.	Mitigation Measure TRAF-8z recommends a Transportation Demand Management (TDM) Plan as a partial mitigation measure to reduce impact on study facilities. In addition, please see Master Response 5.
A07-27	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.	Two of the 28 study intersections are unsignalized; East Sunnyoaks Avenue/Dell Avenue (#7) and Hacienda Avenue/Dell Avenue (#8). The analysis included running peak hour traffic signal warrants and recommendations for traffic signals at both intersections.
A07-28	22. Potential traffic impact to residential neighborhood should be evaluated such as West Parr and Capri.	The effect of adding Plan-related traffic on Hacienda Avenue, west of Winchester Boulevard, was evaluated in the Draft EIR based on the Traffic Infusion on Residential Environment (TIRE) index. Hacienda Avenue was considered the residential street that would most likely be impacted by the proposed Plan, and thus a TIRE Index Analysis was conducted on this street. Other streets may receive Plan-generated trips, to the extent noted in Figures 4.13-3a and 4.13-3b.
A07-29	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.	The trip generation summary presented in Section 4.13.3.2 of the Draft EIR was reviewed by City of Campbell staff prior to conducting the analysis and as noted on page 4.13-31 of the Draft EIR was found to be consistent with VTA guidelines.
A07-30	24. Safety analysis such as traffic collision analysis should be included in the TIA.	A collision analysis is Included in the Draft EIR on page 4.13-18 and Table 4.13-7.
A07-31	25. The construction traffic impact should be evaluated.	A construction period traffic analysis was not prepared as part of the Draft EIR. A construction traffic management plan, pursuant to City of Campbell requirements, would be prepared prior to construction. Typically, a construction traffic management plan includes duration of construction, hours of construction, designated truck routes, location of material storage and other elements.
A07-32	Trip Distribution Please send me trip distribution information for the following locations: 1. Winchester south of Knowles, Winchester north of Knowles, Knowles Drive	Table 4.13-10 of the Draft EIR provides the trip distribution assumptions used in the Draft EIR transportation analysis, which includes the locations noted in the comment and corresponding to locations of study intersections and roadway segments.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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. 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.	
A07-33	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.	The Draft EIR did not take 24-hour traffic counts at these locations. Traffic impact analysis is typically based on a.m. and p.m. peak hour traffic volumes, and therefore 24-hour traffic counts were not conducted for Winchester north and south of Knowles and Knowles east and west of Winchester. Intersections along Winchester Boulevard were evaluated based on a.m. and p.m. traffic conditions. Residential street impacts are based on 24-hour traffic counts, and thus the TIRE Index analysis on Hacienda Avenue was based on a 24-hour traffic volume estimate.
A07-34	2. Potential damage to roadway pavement caused by the construction traffic should be evaluated.	A construction period traffic analysis was not prepared as part of the Draft EIR. The comment has been passed on to the City of Campbell for consideration as part of the construction traffic management plan.
A07-35	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.	It is assumed that the comment refers to the Winchester Boulevard/Knowles Drive/A Street intersection. The analysis of this intersection considered the railway crossing and traffic from A Street entering Knowles Drive east of Winchester Boulevard. Currently there are only crosswalks on the west and south legs of the intersection.
A07-36	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.	The proposed Plan designated Knowles Drive as one of the gateways, with new sidewalks on the north side of Knowles Drive. Intersection improvements, including curb ramps, high-visibility crosswalks, curb extensions where feasible, special paving, and other features intended to improve pedestrian safety, are recommended for the Winchester Boulevard/Knowles Drive intersection. A Class III Bicycle Route, or a street that is specifically designated as a shared route for bicycles and vehicles, is envisioned for Knowles Drive, per the proposed Plan and the City of Campbell General Plan.
A07-37	5. Knowles/Winchester/A Street is the future access for Vasona Light Rail Station. Evaluate the potential traffic impact and propose mitigation if any.	The Draft EIR analyzes the Winchester Boulevard/Knowles Drive/A Street intersection. To be conservative, the cumulative analysis did not assume extension of the LRT as the funding of the project is not certain and the

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		difference in transportation impacts on roadways and study intersections is not projected to be much different with or without the light rail extension [Source: Draft Supplemental EIR Environmental Assessment, Vasona Corridor Light Rail Transit Extension Project (FTA and SCVTA, November 2012), Appendix G - Traffic Impact Analysis, Tables ES-1, ES-2, and ES-3 (prepared by Hexagon Transportation Consultants for David J. Powers & Associates, May 14, 2011.)] . Discussion of the Vasona LRT project is in the Draft EIR on pages 4.13-14 and 4.13-46. The analysis of this intersection considered the current railway crossing and traffic from A Street entering Knowles Drive east of Winchester Boulevard.
A07-38	Future Vasona Light Rail Station Evaluate the DAAP traffic impact to the future light rail access and circulation, specifically the following two intersections: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.	Both of these intersections were evaluated in the Draft EIR transportation analysis (study intersections #15 and #14 respectively). Parking for the Vasona LRT is discussed in the Draft EIR on pages 4.13-14 and 4.13-15, and page 4.13-48 includes an evaluation of the potential parking effects of the proposed Plan.
A07-39	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: 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.	The Draft EIR transportation analysis analyzed a total of 28 key intersections that were chosen as the most likely to be impacted by the proposed Plan. The list includes 15 study intersections in the Town of Los Gatos which can be seen on page 4.13-9 of the Draft EIR.
A07-40	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:	The ramp intersections numbered 1, 2, 3 and 4 referenced in the comment were analyzed in the Draft EIR (see Tables 4.13-11, 4.13-14, 4.13-15, 4.13-16 and 4.13-17 and in Appendix D. Draft EIR Appendix D includes the analysis which shows the average queue by traffic movement. An analysis of queues specifically associated with ramp metering timing, storage capacity and queueing on the on-

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	ramps themselves was not conducted. While the DEIR traffic analysis provides information about the number of additional vehicles accessing the studied ramp intersections, the on-ramp queues are also a function of the ramp metering timing patterns in addition to the storage capacity of each on-ramp. Therefore, it is speculative to conclude that additional traffic would necessarily result in negative impacts on the freeway/expressway on-ramps.
A08	Roy Molseed, Senior Environmental Planner, Santa Clara Valley Transportation Authority	
A08-01	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	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A08-02	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A08-03	<u>Land Use</u> 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)	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A08-04	Freeway Impacts and Mitigation MeasuresThe 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)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)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.	Please see Master Response 5.
A08-05	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. 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	Please see Master Response 5, including, but not limited to, the discussions of coordination with other agencies, such as the County, Caltrans and VTA, and creation of a Multimodal Improvement Plan.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
A08-06	Transportation Demand Management/Trip Reduction 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. 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	Please see Master Response 5 including, but not limited to, the discussions of coordination with other agencies, such as the VTA, and implementation of a Transportation Demand Management Plan.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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 AccommodationsGiven 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 A venue and Winchester Boulevard/Knowles Drive, could also benefit from safety improvements such as reduced curb radii, the removal of 'pork chop' right-tum islands, and the addition of high-visibility crosswalks.	The proposed Plan recommends intersection improvements, including curb ramps, high-visibility crosswalks, curb extensions where feasible, special paving, and other pedestrian safety features at the following intersections: Winchester Boulevard/ Hacienda Avenue, Winchester Boulevard/ Knowles Drive, Hacienda Avenue/ Dell Avenue, Division Street/Dell Avenue, and Knowles Drive/ Dell Avenue. In addition, the proposed Plan calls for new mid-block crossings with pedestrian bulb-outs adjacent to pedestrian pathways and other intermittent locations. Special safety features, such as in-ground lighting, signage, and other precautionary measures, are also recommended.
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.	The comment includes the requirements for VTAs CMP, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
A08-09	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	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
A08-10	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	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A09	Dawn Cameron, County Transportation Planner, County of Santa Clara - Roads & Airport Department	
A09-01	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	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A09-02	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A09-03	• 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.	The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR. Draft EIR Appendix D includes the intersection lane configurations and traffic control assumptions used in the transportation analysis. The analysis has been confirmed as representing accurate conditions as of the time the analysis was conducted.
A09-04	• 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	The comment is correct in that there was an input error for the LOS analysis of intersection #3 San Tomas Expressway/State Route 17 Southbound Ramps. The

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	signal timing cycle length was entered as 160 seconds rather than 180 seconds for the a.m. peak hour analysis. In addition, a different set of traffic counts was used in the Draft EIR analysis for all intersections, also accounting for some of the differences in Existing Conditions delay and LOS analysis. Because of the variation as noted in the comment, a sensitivity analysis was prepared to see if the County's data at the San Tomas Expressway/SR 17 SB Ramps intersections would yield a different conclusion. That sensitivity analysis is included as Appendix G to this Final EIR. Although application of the County's data would result in slightly different delay projections from those presented in the Draft EIR analysis, the changes were not enough to alter the Draft EIR findings and conclusion regarding impacts at this intersection, the significance of impact determination (it would still be significant), and the required mitigation measures (which would remain the same). Mitigation Measures TRAF-1a, TRAF-8a, and TRAF-8j would remain the same as noted in the Draft EIR.
A09-05	• 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.	Please see Master Response 5. Certain traffic-related impacts are identified in the Draft EIR as significant and unavoidable even though feasible mitigation measures are identified that would reduce the impacts to a less-than- significant level. Several commenters suggest that these significant and unavoidable findings are not appropriate. Pursuant to CEQA Section 21081(a)(2), the significant and unavoidable conclusion is appropriate in these cases because implementation of the identified mitigation measures is not within the responsibility and jurisdiction of the CEQA lead agency, i.e. the City of Campbell. For instance, in the County of Santa Clara. Because the potentially impacted intersections under the jurisdiction of the County of Santa Clara, the City of Campbell cannot ensure implementation of this proposed mitigation measure. Thus, lacking any assurance that such mitigation measure can and will be implemented by the County of Santa Clara, the Draft EIR concludes that Impact TRAF-1, for example, is significant and unavoidable notwithstanding the City's commitment to continue to work with the agencies that have jurisdiction over implementation of Mitigation Measure TRAF-1a and other, similar measures outside the City's control. Pursuant to CEQA Guidelines Section 15126.4, "[m]itigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments." (See also CEQA Section 21081.6(b).) Because the City lacks such legally-binding instruments to ensure that teh mitigation measures outside its

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		responsibility and jurisdiction are fully enforceable, the City cannot guarantee implementation of such mitigation measures. Therefore, identifying impacts for which the identified mitigation measures outside the jurisdiction of Campbell as significant and unavoidable is appropriate. The identification of these impacts requiring extra-jurisdictional mitigation as significant and unavoidable is also consistent with the findings required to be made by lead agencies for each of the significant environmental effects identified in an EIR pursuant to CEQA Guidelines Section 15091 and Public Resources Code Section 21081(a). One of these findings ("Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.") would be made by the City for each of the significant unavoidable impacts for which a mitigation measure would reduce the impact to a less-than-significant level, but the mitigation measure is not under the control of the City. The mitigation measures outside the responsibility and jurisdiction of the City require that the developer and/or the City fund, help fund, or construct the physical improvements, if and when the responsible jurisdictions grant necessary approvals for the mitigations. This requirement is incorporated into the Mitigation Monitoring and Reporting Program for the project. Some commenters have stated that because certain traffic impacts have been identified as significant and unavoidable, the City would have no obligation to mitigate these impacts. Such statements are incorrect. Lead agencies must identify feasible mitigation measures for all significant impacts per CEQA Sections 21002, 21002.1(a), 21081(a); and CEQA Sections 15091(a), 15021(a)(2), 15126.4(a). As required by CEQA Sections 21080(a) and (a)(1), "with respect to each significant effect," the lead agency must identify "[c]hanges or alterations [that] have been required in, or incorporated into, the project which will mitigate or avoid" the impact. The lead agency may then explain, if applicable, that implementation of the measures is not within its responsibility and jurisdiction and the measures "have been, or can and should be, adopted by that other agency" (CEQA Section 21081(a)(2)) and/or that the measures are infeasible (CEQA Section 20181(a)(3)). The lead agency may find that certain impacts

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		remain significant despite mitigation, but conclude that overriding benefits outweigh these effects (CEQA Section 20181(b)); however, this finding does not relieve the lead agency of its obligations to identify feasible mitigation measures under CEQA Section 20181(a). If the proposed Project is approved, the City will work in good faith with the applicable jurisdictions to permit the identified physical improvements and fund (or identify funding mechanisms for) the estimated cost identified for each of the extra-jurisdictional mitigation measures identified in the Draft EIR. These funds will be submitted to the agency with jurisdiction over each improvement for use in constructing the improvement or an alternate improvement in the project vicinity that can be demonstrated, to the satisfaction of the City Director of Public Works, to reduce the identified traffic-related impacts. In addition, the City will collaborate and coordinate with these other jurisdictions to construct and/or fund (or ensure the construction and/or funding of) the identified mitigations when the jurisdictions approve the measures. Where physical mitigation measures are feasible but outside of the City's jurisdiction, the City will continue to monitor the progress of implementing the mitigation measures and will continue to work with developers and the other agencies. In this way, the mitigation measures identified in the Draft EIR are designed to comply with the requirement of CEQA to mitigate significant impacts to the extent feasible.
A09-06	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, Dawn S. Cameron County Transportation Planner cc: MA, AP	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A10	Colleen Haggerty, Associate Civil Engineer, Santa Clara Valley Water District	
A10-01	Dear Mr. Kermoyan: The Santa Clara Valley Water District (District) has reviewed the Draft	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	issue. No further response is required.
A10-02	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.	As noted on page 3-6 of the Draft EIR, the creation of public space around the SCVWD's existing water recharge facility is pending based on study and coordination with the SCVWD. The comment does not address the adequacy of the Draft EIR.
A10-03	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.	As discussed on page 22 of the proposed Plan, the area along the Easter Plan Area boundary will include setbacks that respect the naturalistic quality of the creek. In the discussion of the "Central Open Space" around the SCVWD'S 1.7 desilting basin on p. 24, and Los Gatos Creek Park Promenade, on page 25 of the proposed Plan, it is acknowledged that creation of these facilities would need to preserve SCVWD's ability to maintain and operate the percolation facilities and the desilting pond, and that these facilities must not be designed in a manner that results in negative impacts on the pond's water quality.
A10-04	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 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.	Please see response to comment A10-03. The proposed Plan presents one potential concept which an enhanced gathering area could exist within the desilting basin parcel and adjacent property. This concept is provided by the Plan to illustrate how a central gathering space would benefit employees and residents. The proposed Plan does not provide recommendations, standards, or requirements for landscaping or setbacks, and acknowledges that any achievement of this concept would require “coordination between property owners, future developers, SCVWD, Santa Clara County Parks Department and City staff to ensure that the functionality of the desilting basin and maintenance access is not compromised…”
A10-05	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	Please see response to comment A10-03.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	the plan area can be developed to minimize conflicts and false expectations.	
A10-06	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.	The promenade envisioned by the Plan is essentially an upgrade to the existing multi-use pathway outside of the Plan Area and its implementation would depend on coordination between the City, County, and SCVWD. Active waterfront uses, if they occur, will only be on private property adjoining the Park, and are intended to provide a transition between the natural park uses and adjacent urban uses that already exist.
A10-07	The District has the following additional specific comments on the above documents:	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
A10-08	DEIR 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.	The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-09	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.	The proposed Plan acknowledges that future developers may not have the property control to create this path, and provides alternative means of complying with this requirement. Page 47 of the proposed Plan states, "New development must provide a multi-use path between Dell Avenue and the Los Gatos Creek Park if located within the Required Pathway Zone shown on Figure 3-4. [...] If a project does not control adequate area to construct a path, sufficient side setbacks should be provided and maintained such that the setback may later be used to facilitate the completion of a path. If a full path is later established at an alternative location within the Required Pathway Zone, the interior side setback area can be used for landscaping, parking or other purposes." Nevertheless, the text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-10	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.	Mitigation Measure BIO-2 requires construction in the Plan Area to minimize, avoid, and compensate riparian habitat to the extent possible. In addition to requiring the 3:1 replacement planting mentioned by the commenter, the Mitigation Measure also requires BMPs to protect water quality. The comment does not express a specific concern or inadequacy with this mitigation measure;

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		therefore, a more detailed response cannot be provided.
A10-11	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.	The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-12	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.	The comment is noted. Language has been added to the Draft EIR on page 4.8-5 to include the need for SCVWD Permits, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-13	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.	The comment is noted. Language has been added to the Draft EIR on page 4.8-6 that includes SCVWD's role in the regulation of SWIDs, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-14	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.	The comment is noted. The text in the Draft EIR has been modified on page 4.8-18 to clarify the status of the Page Ponds, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-15	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.	The proposed Plan has been revised to include compliance as a requirement. [Note to City: This is a Plan revision, not an EIR revision.]
A10-16	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.	The comment is noted. The text in the Draft EIR has been modified to include to SWID setback requirements, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-17	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.	The comment is noted. The text in the Draft EIR has been modified to clarify that the District does not own all of the creeks, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-18	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	The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
A10-19	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."	The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-20	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.	The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-21	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.	The comment is noted. The text in the Draft EIR has been modified accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-22	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.	The comment is noted. The text in the Draft EIR has been modified accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-23	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.	The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
A10-24	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.	The comment is noted.
A10-25	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	As noted on page 4.14-8 of the Draft EIR, "Table 4.14-3 shows the actual amount of water supplied to SJWCs system from each source in 2010 and projections

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	until 2035, as reported in the 2010 UWMP." The table adds recycled water and additional conservation measures onto actual water demand to arrive at the total water supply with conservation. This is consistent with the way in which information is presented in the SJWC 2010 UWMP. No change has been made to the Draft EIR.
A10-26	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.	The comment is noted.
A10-27	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.	The comment is noted. Potential water supply impacts are discussed on pages 4.14-12 through 4.14-15 of the Draft EIR, which find that impacts would be less than significant. Therefore, the EIR does not include mitigation measures related to water conservation.
A10-28	DAAP 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.	Please see Master Response 1. This language will be incorporated into the Final Draft proposed Plan. A memo itemizing changes to the Plan, including this one, will be submitted as part of the Final DAAP and EIR adoption hearings, where the hearing body will make the final recommendations on all changes to the proposed Plan and/or EIR. It should be noted that this change to DAAP language does not impact the analysis of the EIR.
A10-29	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.	Please see Master Response 1. This language will be incorporated into the Final Draft proposed Plan. A memo itemizing changes to the Plan, including this one, will be submitted as part of the Final DAAP and EIR adoption hearings, where the hearing body will make the final recommendations on all changes to the proposed Plan and/or EIR. It should be noted that this change to proposed Plan language does not impact the analysis of the EIR.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
A10-30	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.	Please see Master Response 1. As stated in response to comment A10-04, the proposed Plan presents one potential concept which an enhanced gathering area could exist within the desilting basin parcel and adjacent property. This concept is shown in Figure 2-3 to illustrate how a central gathering space would benefit employees and residents. At this moment, the proposed Plan does not provide specific recommendations, standards, or requirements for landscaping or setbacks, and acknowledges that any achievement of this concept would require "coordination between property owners, future developers, SCVWD, Santa Clara County Parks Department and City staff…" In order to provide clarity about where improvements are conceptually proposed, Figure 2-3 of the proposed Plan will be revised to show property lines. A memo itemizing changes to the Plan, including this one, will be submitted as part of the Final proposed Plan and EIR adoption hearings, where the hearing body will make the final recommendations on all changes to the proposed Plan and/or EIR. It should be noted that this change to the proposed Plan does not impact the analysis of the EIR.
A10-31	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 relying solely on the water in the ponds as they may be dry for months as is the current situation.	Please see Master Response 1.
A10-32	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.	Please see Master Response 1. The language will be changed in the Final Draft DAAP proposed Plan, to add that "if resurfaced, the materials must be done with materials that can withstand both daily passenger truck traffic and less regular heavy equipment use, and the maintenance of the surface will not be the responsibility of the SCVWD."
A10-33	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.	Please see Master Response 1. This language will be changed in the Final Draft proposed Plan, to remove the requirement and state that "New publicly accessible east-west pathways should be connected to existing access points to Los Gatos Creek Park. Additional publicly accessible and ADA compliant pedestrian access points are recommended by this Plan, but any new access or proposed crossing of the engineered ditch east of the Plan Area must be coordinated and approved by the SCVWD." A memo itemizing changes to the Plan, including this one, will be submitted as part of the Final proposed Plan and EIR adoption hearings, where the hearing body will make the final recommendations on all changes to the proposed Plan and/or EIR. It should be

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	noted that this change to proposed Plan language does not impact the analysis of the EIR.
A10-34	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.	Please see Master Response 1.
A10-35	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.	Please see Master Response 1. At this moment, the DAAP does not provide specific development recommendations, standards, or requirements. The proposed Plan states that any achievement of this concept would require "coordination between property owners, future developers, SCVWD, Santa Clara County Parks Department and City staff…" Any future development plans will be routed to SCVWD for review and comment.
A10-36	9. The design guidelines, page A 14, for pedestrian access notes pedestrian paths should be well-lit; however lighting on District property is not allowed.	Please see Master Response 1. This language will be changed in the Final Draft proposed Plan, to add language: "…with the exception of the Los Gatos Creek Park, where Lighting on SCVWD property is not allowed." A memo itemizing changes to the Plan, including this one, will be submitted as part of the Final proposed Plan and EIR adoption hearings, where the hearing body will make the final recommendations on all changes to the proposed Plan and/or EIR. It should be noted that this change to proposed Plan language does not impact the analysis of the EIR.
A10-37	10. Guidelines #3 and 6 for the promenade, page A 15, need to be modified to replace "should" with "must;" these items are not guidelines they are requirements.	Please see Master Response 1. This language will be changed in the Final Draft proposed Plan. A memo itemizing changes to the Plan, including this one, will be submitted as part of the Final proposed Plan and EIR adoption hearings, where the hearing body will make the final recommendations on all changes to the proposed Plan and/or EIR. It should be noted that this change to proposed Plan language does not impact the analysis of the EIR.
A10-38	11 . The landscaping guidelines, pages A 18-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	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
A10-39	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.	Please see Master Response 1.
A10-40	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 32972_57834ch08-10	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B. Organizations and Individuals		
B01	Audrey Kiehtreiber, San Tomas Area Community Coalition	
B01-01	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	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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 Thank you very much.	
B01-02	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.	As described in Chapters 4.2 and 4.6, the air quality and greenhouse emissions are based on the information available at this programmatic stage for a plan-level analysis and modeled using a Bay Area Air Quality Management District (BAAQMD)-approved model. Future discretionary projects would be required to conduct project-level environmental review, including site-specific air quality and greenhouse gas emissions modeling.
B01-03	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.	The comment does not address the adequacy of the Draft EIR.
B01-04	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.	This EIR evaluates the mix of land uses proposed by the Plan, as summarized in Chapter 3, Project t Description, of the Draft EIR.
B01-05	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 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	Please see Master Response 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	● …use landscaping to enhance the rural characteristics of the area."	
B01-06	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.	Please see Master Response 2.
B01-07	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.	The comment does not address the adequacy of the Draft EIR. No further response is required.
B01-08	<u>4. DEVELOPMENTS - IMPACT OF NEIGHBORING DEVELOPMENTS</u> 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.	The cumulative setting for this EIR is described in Chapter 4, Environmental Evaluation, of the Draft EIR. Specific projects considered in the cumulative impact analysis are summarized in Table 4-1. For some environmental topics (i.e., traffic, air quality, greenhouse gas emissions, and noise), a greater geographic extent is used for the cumulative analysis, and foreseeable development projects outside of the City of Campbell are taken into consideration.
B01-09	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.	Please see Master Response 1.
B01-10	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. *<u>Los Gatos court</u>* - development 4.4.2. *<u>40 Single Family homes, Capri & Knowles</u>* - development of new residential units.	As described in Chapter 4, Environmental Evaluation, of the Draft EIR, a cumulative impact consists of an impact created as a result of the combination of the project evaluated in the EIR, together with other past, present, and reasonably foreseeable projects causing related impacts. Further, the cumulative discussions in Chapters 4.1 through 4.14 of the Draft EIR explain the geographic scope of the area affected by each cumulative effect. Therefore, not every

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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	project listed may necessarily have an effect based on the CEQA threshold. For example, a cumulative project that affects aesthetics may not necessarily need to be considered for hydrology. Another example is that geological impacts are typically localized to specific sites or parcels, but a neighboring parcel may not necessarily be composed of a similar geologic structure. Therefore, although the list of cumulative projects included for the traffic analysis may be greater than the cumulative list of projects listed under Table 4-1 of the Draft EIR, it could be that the traffic impacts require analysis in a greater geographic scope, whereas other chapters' impacts are more localized. With respect to the list of projects in the comment, if the project was not included in the list provided by the lead agency (because it was deemed speculative or not yet a proposed project with an development application submitted to the City, or because it was already built and included in the existing traffic counts, or because it would not generate traffic in the near-term horizon), then it would not have been included in the near-term analysis. However, it would be accounted for in the cumulative longer-term analysis, either directly as in the case of the North 40 project in Los Gatos, or indirectly through the growth factors that are built into the travel forecast model to account for future traffic growth. Page 4.13-50 of the DEIR states that: Background Conditions represents a short-term analysis horizon, usually a 3-5 year horizon scenario. The Background scenario includes traffic that would be generated by planned and approved developments within the cities of Campbell, San Jose, and the Town of Los Gatos within the vicinity of the Plan Area. A list of these projects was provided by staff of the three cities, as summarized below: ▪ Bentley Silicon Valley (620 Blossom Hill Road) ▪ 146 Gemini Court housing project ▪ 550 Hubbell Way housing project ▪ Los Gatos Affordable Housing Overlay Zoning (Knowles Drive and Oak Lane projects) ▪ Moore Buick GMC Redevelopment (15500 Los Gatos Boulevard) ▪ 16212 Los Gatos Boulevard Redevelopment ▪ CVS (15600 Los Gatos Boulevard)

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		▪ Hillbrook School (300 Marchmont Drive) ▪ Twin Oaks Drive project ▪ 258 Union Avenue housing project ▪ Albright Way Office Development ▪ South Bay Honda Housing Project (16213 Los Gatos Boulevard) ▪ Swanson Ford Mixed Use Development (16005 Los Gatos Boulevard) ▪ Los Gatos Boulevard/Gateway Medical Office (15400 Los Gatos Boulevard) ▪ Placer Oaks Housing (Placer Oaks Avenue/Frank Avenue) ▪ Riviera Terrace Expansion (135 Riviera Drive) ▪ Highlands of Los Gatos Subdivision (15700 Shady Lane) ▪ Samaritan Medical Office Building (Samaritan Drive) Page 4.13-53 of the DEIR states that: Cumulative Conditions includes an analysis of projected traffic volumes for the horizon year of 2040, without the addition of the buildout of the proposed Plan. The VTA maintains a countywide travel demand forecasting model. This model was reviewed to develop growth factors for study intersections, which was applied to existing traffic volumes. Additionally, traffic volumes from the North 40 and Albright projects were added to the Cumulative scenario, as these are large development projects which have not yet been accounted for in the VTA's model.
B01-11	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?	See comment B01-10 above. The Netflix project was included in the Background scenario of the traffic analysis.
B01-12	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.	[Note to City: Anything you can say about the projects referenced by the commenter to explain why these were not included?]
B01-13	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?	There is no project currently proposed for the RV Cloud site.
B01-14	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	Proposed light rail expansion is described in Chapter 4.13, Transportation and Traffic, of the Draft EIR, on pages 4.13-14 to 4.13-15 and proposed connections to future light rail stations is addressed under TRAF-5 starting on page 4.13-44.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	● Sidewalk access	
B01-15	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.	The comment expresses concern regarding traffic impacts, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B01-16	*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.	The Draft EIR transportation analysis followed VTA's technical guidelines for preparation of traffic impact studies. The scope of work was reviewed and confirmed by City of Campbell staff prior to commencement of work. This included establishing the traffic analysis study periods (weekday a.m. and p.m. peak periods) and study locations. The Draft EIR transportation analysis analyzed a total of 28 key intersections that were chosen as the most likely to be impacted by the proposed Plan. The analysis included most of the intersections noted in the comment (see Figure 4.13-1 of the Draft EIR), with the exceptions of Dell Avenue at Vandell Way, Winchester Boulevard at Chapman Drive and Division Street, and Hacienda Avenue at Walnut Drive, Capri Drive and Virginia (although Hacienda Avenue was also analyzed in terms of potential residential street impacts.) Traffic counts were completed in late September 2013 and May 2014 on on-holiday days when school was in session, or provided by local agencies where available.
B01-17	*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?	The Draft EIR transportation analysis analyzed weekday a.m. and p.m. commute periods as these are the periods that would be most impacted by the proposed Plan. The a.m. peak hour may overlap with school drop-off periods, and the p.m. peak hour is typically after the afternoon school pick-up periods.
B01-18	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?	The Draft EIR transportation analysis analyzed existing and future (with and without the Plan) traffic increases under several scenarios, including the Existing Conditions, Near-Term Background Conditions and Cumulative Conditions. Staggered work schedules would spread out the traffic across more hours, and potentially reduce the traffic in any one hour.
B01-19	*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	It is speculative to forecast the effects on traffic of traffic calming, traffic control, or other measures that were not proposed as part of the proposed Plan. Items that were included or recommended in the proposed Plan were incorporated in

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	lights, stop signs, signage, permit parking, incoming companies policies?	the analysis, such as traffic signals on Dell Avenue. Also, intersection improvements, including curb ramps, high-visibility crosswalks, curb extensions where feasible, special paving, and other features intended to improve pedestrian safety, are recommended for the Winchester Boulevard/Knowles Drive intersection. A Class III Bicycle Route, or a street that is specifically designated as a shared route for bicycles and vehicles, is envisioned for Knowles Drive, per the proposed Plan and the City of Campbell General Plan.
B01-20	*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?	The proposed Plan does not envision Chapman Drive or Vandell Way extensions as they were not deemed necessary for the required proposed Plan circulation pattern (see Figure 2-1 of the proposed Plan, Vision Conceptual Diagram). The Draft EIR transportation analysis included the potential effects of the railway crossings (Draft EIR Section 4.13.3.1) as well as potential residential street impacts on Hacienda Avenue. The effect of adding Plan-related traffic on Hacienda Avenue, west of Winchester Boulevard, was evaluated based on the Traffic Infusion on Residential Environment (TIRE) index (see Section 4.13.3.3 of the Draft EIR) and it was concluded that the proposed Plan would have no impact on the TIRE index of Hacienda Avenue.
B01-21	*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?	The installation of these new light rail tracks would require the existing freight rail tracks to be relocated within the existing right-of-way. The VTA Winchester Station would no longer serve as the end of the line; the Vasona Junction Station would become the end of the line. The Vasona LRT Extension had a separate environmental analysis prepared to analyze and disclose the potential impacts of that project.
B01-22	*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)	The shutdown of the cross streets during railroad and light rail crossings would potentially lead to motorists, bicyclists and pedestrians having to wait for a train to pass before they would proceed through the intersection. The frequency of these events would be dependent on the train scheduling. A qualitative assessment was completed for transit service (Draft EIR page 4.13-46) including identification of nearby transit services and the potential transit mode share for the project. The trip generation projection accounted for potential mode shifts associated with transit, including potential trip reduction associated with the Vasona LRT. Discussion of the Vasona LRT project is in the Draft EIR on pages 4.13-14 and 4.13-46.
B01-23	*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.	The Draft EIR transportation analysis uses VTA travel model forecast data, which incorporates planned projects such as the Vasona LRT extension. VTA's current bus service near the Plan Area was assumed to continue to provide transit service for the Dell Avenue area for the immediate future. As the development allowed

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	5.8.1.2. The light rail extensions are delayed or cancelled.	under the proposed Plan occurs, the proposed Plan calls for the City to monitor demand and work with VTA to determine if a bus route providing direct access to the interior portions of the Plan Area along Dell Avenue should be established. If the light rail is not completed, then less people would take the train, to the extent that is forecast in terms of rail ridership. In the short term, in the absence of light rail or direct bus service, the proposed Plan encourages employers in the Plan Area to work together to establish a shuttle system that provides service to the Winchester Transit Center, where light rail service is currently provided. This is consistent with Campbell General Plan Strategy LUT-1.5e, which calls for the City to encourage major employers to develop shuttle services to connect employment areas with multimodal or regional transit facilities and business districts. Can LRT or bus ridership be estimated? If this can be quantified, the impacts to local intersections (LOS) may be reduced.
B01-24	*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.	The Draft EIR transportation analysis uses VTA travel model forecast data, which incorporates planned projects such as the Vasona LRT extension. VTA's current bus service near the Plan Area was assumed to continue to provide transit service for the Dell Avenue area for the immediate future. As the development allowed under the proposed Plan occurs, the proposed Plan calls for the City to monitor demand and work with VTA to determine if a bus route providing direct access to the interior portions of the Plan Area along Dell Avenue should be established. If the light rail is not completed, then less people would take the train, to the extent that is forecast in terms of rail ridership. At full buildout pf the proposed extension is expected to serve approximately 775 daily boardings at the Hacienda Station and 870 daily boardings at the Vasona Junction Station. In the short term, in the absence of light rail or direct bus service, the proposed Plan encourages employers in the Plan Area to work together to establish a shuttle system that provides service to the Winchester Transit Center, where light rail service is currently provided. This is consistent with Campbell General Plan Strategy LUT-1.5e, which calls for the City to encourage major employers to develop shuttle services to connect employment areas with multimodal or regional transit facilities and business districts.
B01-25	*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.	The proposed Plan includes pedestrian safety enhancements. For example, curb ramps, high-visibility crosswalks, curb extensions where feasible, special paving, and other features intended to improve pedestrian safety, are recommended in the proposed Plan for the Winchester Boulevard/Knowles Drive intersection. A

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	collision analysis, which includes pedestrian-related incidents, is included in the Draft EIR on page 4.13-18 and Table 4.13-7.
B01-26	*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.)	Corners and set back requirements are discussed in several elements of the proposed Plan under Built Character, Street Character, Street Standards, Corner Zones, and Vehicular Access. Setbacks are identified in Chapter 3, Project Description, of the Draft EIR.
B01-27	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?	Page 4.13-48 of the Draft EIR includes an evaluation of the potential parking effects of the proposed Plan. In addition, the proposed Plan TDM measures will include parking measures (see TRAF-7).
B01-28	*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?	Page 4.13-48 of the Draft EIR includes an evaluation of the potential parking effects of the proposed Plan. In addition, the proposed Plan TDM measures will include parking measures (see TRAF-7). A qualitative assessment was completed for transit service (Draft EIR page 4.13-46) including identification of nearby transit services and the potential transit mode share for the project. At full buildout the proposed extension is expected to serve approximately 775 daily boardings at the Hacienda Station and 870 daily boardings at the Vasona Junction Station.
B01-29	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.	Page 4.13-48 of the Draft EIR includes an evaluation of the potential parking effects of the proposed Plan. In addition, the proposed Plan TDM measures will include parking measures (see Impact TRAF-7). The parking ratio of 2.8 spaces/1,000 square feet is consistent with the Institute of Transportation Engineers Parking Generation rates for office uses in suburban locations. Also given the proposed Plan's proximity to transit services as well as opportunities for shared parking, the parking ratio of 2.8 spaces/1,000 square feet is considered appropriate.
B01-30	*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?	Proposed parking standards are consistent with the Zoning Code. The Plan also recommends that the City consider development of a Dell Avenue Parking Management Plan to explore in more detail the possibility of shared parking and other parking solutions.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B01-31	*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.	The proposed Plan includes standards for both surface and garage parking, but does not stipulate a specific number or location of garages. Given that the proposed Plan does not propose specific projects, site-specific potential environmental impacts related to parking structures cannot be determined since it would speculative to determine where exactly the structures would be located. However, future projects would be subject to separate project-level and site specific CEQA analysis, at which time would identify specific impacts related to the structure and its exact location. For a discussion of hydrology related to the proposed Plan, please refer to Chapter 4.8 of the Draft EIR.
B01-32	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.	Page 4.13-48 of the Draft EIR includes an evaluation of the potential parking effects of the proposed Plan. In addition, the proposed Plan TDM measures will include parking measures (see Impact TRAF-7).
B01-33	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 following Existing buildings along the trail are spread out and no more than 2 stories.	Please see Master Response 1.
B01-34	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?	The discussion of Impact AES-1 in Chapter 4.1, Aesthetics, of the Draft EIR includes an analysis of potential environmental impacts regarding scenic vistas, including open space; however, as described on page 4.1-8 of the Draft EIR, the General Plan does not designate any scenic vistas as protected. Although Southward views along Dell Avenue and Winchester Boulevard of the foothills and ridgelines of the Santa Cruz Mountains, and the near-field views from the Los Gatos Creek Trail and the roads immediately adjacent to Santa Clara County's percolation ponds and associated open space were considered scenic for purposes of the analysis, because the topography in the Plan Area is essentially flat and is largely developed, the views from many vantage points in the Plan Area are already obstructed under existing conditions. These existing obstructions include buildings, structures, and mature trees and vegetation. Further, future development would be subject to the City's Site and Architectural Review process in accordance with Chapter 21.42 of the Municipal Code to minimize the effects of increased building heights on existing views of the Santa Cruz Mountain range

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		and foothills. For those reasons, the Draft EIR concluded that a less-than-significant would occur with regards to potential impacts to scenic vistas. Regarding the commenter's request for additional information (i.e. types of berms, and retaining walls), as discussed under Section 2.2 of Chapter 2, Introduction, the Draft EIR is a program EIR pursuant to Section 15168 of the CEQA Guidelines. The EIR is intended to review the potential environmental impacts associated with the adoption and implementation of the proposed Plan and associated General Plan, Zoning Ordinance, and STANP amendments. Further, a program-level EIR does not evaluate the impacts of specific, individual developments that may be allowed by the proposed Plan. Accordingly, because the Draft EIR does not propose specific projects, it is speculative to assume specific detail, such as the types of berms or retaining walls that may or may not be included as a result of future development. Each future project will require environmental review, as required by CEQA, which will address impacts of the individual project (i.e. berms and retaining walls), as necessary.
B01-35	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?	The comment does not address the adequacy of the Draft EIR.
B01-36	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?	Please see Master Response 1. There are not gates at every access point. The trail is accessible 24 hours per day, but is officially open only from sunrise to sunset.
B01-37	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?	Please see Master Response 1. County Parks considers the trail to be between sunrise and sunset. No lighting is currently provided at night since the trail is supposed to be closed at night.
B01-38	*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.*	Please see Master Response 1.
B01-39	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.	As discussed in Section 4.7.1.2, Existing Conditions, and Summarized in Tables 4.7-2 and 4.7-3 of the Draft EIR, several sites in the Plan area and targeted for redevelopment are identified on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Some of these listed sites remain in need of evaluation and possible cleanup before planned development can occur. As stated under Impact HAZ-4 in the Draft EIR, the General Plan contains

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		strategies to address future development of identified hazardous materials sites, including Strategy HS-7.1b, Strategy HS-7.1e, Strategy HS-7.1g, and Strategy HS-8.1d, which would ensure that future development identify potential hazardous materials and comply with appropriate measures for the storage, use, handling, and transport of such hazardous materials.
B01-40	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?	As described in Section 4.7.1.1 of the Draft EIR, Regulatory Framework, both DTSC and the RWQCB, as well as the local agencies (Santa Clara County Department of Environmental Health and Santa Clara County Fire Department), have establish guidelines for evaluating hazardous materials sites. The specific scopes of these evaluation and any subsequent cleanup or removal actions are determined in consultation with the lead regulatory agency and subject to the approval and oversight of that agency. Establishment of site specific cleanup goals based on potential human health concerns and risk assessment are part of the process to facilitate restoration of contaminated properties. As discussed in Section 4.7.1.2 of the Draft EIR, Hazardous materials Sites, information relating to hazardous materials property evaluation and cleanups with agency oversight is available to the public at DTSCs online EnviroStor database and the SWRCBs online GeoTracker database.
B01-41	*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?	As described in Section 4.7.1.1 of the Draft EIR, Asbestos-Containing Materials Regulations, State-level agencies, in conjunction with the USEPA and OSHA, regulate removal, abatement, and transport procedures for ACMs. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, State and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Specifically, Bay Area Air Quality Management District (BAAQMD) Regulations 11, Rule 2, requires a written plan or notification of intent to demolish or renovate be provided to the District at least ten working days prior to commencement of demolition or renovation.
B01-42	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	The comment expresses concern regarding impacts to supporting agriculture in the context of donating fruit to charitable organizations, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	supports this thriving agricultural endeavor?	
B01-43	*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?	As described on page 4.3-16 of Chapter 4.3, Biological Resources, of the Draft EIR, suitable habitat for special-status species is absent in the Plan Area due to the extent of past disturbance or lack of essential habitat characteristics. Further as stated on that page, no special-status plant or animal species have been recently reported from within the actual limits of the Plan Area where future development would be allowed by the proposed Plan. Although there is a possibility that birds could nest in trees and other landscaping, the nests of most bird species are protected under the Migratory Bird Treaty Act (MBTA). As stated in the Draft EIR, the Peregrine was identified as a possibly nesting species in the Plan Area and that they would be protected under the MBTA, as well as the California Department of Fish and Wildlife Code when their nests are in active use (page 4.3-16 of the Draft EIR). Regarding the western pond turtle, as stated on page 4.3-5 of the Draft EIR, the western pond turtle is included for protection under the Santa Clara Valley Habitat Plan.
B01-44	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.	Potential environmental impacts related to wildlife are addressed in Chapter 4.3, Biological Resources, of the Draft EIR. Specifically, discussion BIO-1 addresses potential impacts to sensitive or special status species (i.e. plant and animal). As discussed, there was a potentially significant impact found; however, Mitigation Measure BIO-1 on 4.3-25 to 4.3-26 of the Draft EIR requires that a qualified biologist evaluate the need for a survey to determine the presence of special-status or protected species in the Plan Area prior to construction activities from future development.
B01-45	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.	Schools are discussed under Section 4.12.3 of Chapter 4.12, Public Services and Recreation, of the Draft EIR, starting on page 4.12-11. As described under PS-5, the proposed Plan is expected to generate 120 students for grades K through 6 that would attend Capri Elementary, and 30 students for grades 7 to 8 that would attend Rolling Hills Middle School, and 51 high school students. As discussed, the schools are currently at capacity and could require expansion or construction of new facilities to accommodate future growth, development impact fees and parcel taxes would contribute to the construction or expansion of schools, if and when needed. Pursuant to California Government Code Section 65995, payment of such impact fees are deemed adequate mitigation for impacts related to development and therefore, a less-than-significant impact was concluded.
B01-46	10.2. Under the terms of the proposed DAAP, the Handprints Preschool will be eliminated.	Redevelopment under the proposed Plan would occur subject to market forces. Adoption of the Plan would not directly result in the elimination of any specific

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		businesses or users. Please also see Master Response 3.
B01-47	10.3. See also Traffic and Parking for additional concerns.	The comment expresses concern regarding traffic and parking, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B01-48	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?	The comment expresses concern regarding services, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. For a discussion of the proposed Plan's potential environmental impact on Public Services, please refer to Chapter 4.12, Public Services and Recreation, of the Draft EIR.
B01-49	*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.	CEQA is intended to address the potential physical environmental impacts of a project, and not necessarily services that may or may not be needed to support such development. Future development would be required to comply with the most current California Building Codes, including but not limited to, the California Fire Code, Americans with Disabilities Act (ADA), and other codes applicable to all development that ensures access by all people. For example, page 4.13-26 of the Draft EIR states that sidewalks would be wide enough to accommodate pedestrians to ensure ADA accessibility.
B01-50	*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.	As described in Chapter 4.12 of the Draft EIR, the Santa Clara County Fire Department and City of Campbell Police Department have confirmed that existing facilities, equipment, and staffing levels would be adequate to accommodate growth allowed by the proposed Plan. Moreover, the potential for the proposed Plan to impair implementation of or physically interfere with, an adopted emergency response plan or emergency evacuation plan is evaluated in Chapter 4.7 of the Draft EIR. This analysis determined that a less-than-significant impact would result in this respect. Therefore, the requested analysis has been performed to the extent required by CEQA. Terrorist attacks and rodent infestations are not environmental issues within the purview of CEQA review.
B01-51	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.	The comment is noted. As discussed is Section 4.7.1.1, Regulatory Framework, the City of Campbell is responsible for coordinating agency response to disaster or other large-scale emergencies in the City with assistance from the Santa Clara County Office of Emergency Services. The City of Campbell establishes policy direction for emergency planning, mitigation, response, and recovery activities within the City.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B01-52	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.).	As described in Chapter 4.12 of the Draft EIR, Public Services, the City of Campbell Police Department has confirmed that existing facilities, equipment, and staffing levels would be adequate to accommodate growth allowed by the proposed Plan. The analysis shown in impact discussion PS-3 determined that a less-than-significant impact would result in this respect. This analysis recognizes that impacts to police protection services would be affected by both increases in the number of residents and visitors in the Plan area. Therefore, the requested analysis has been performed to the extent required by CEQA.
B01-53	*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?	The comment does not address the adequacy of the Draft EIR. No further response is required. Graffiti abatement is an enforcement related issue outside of the purview of CEQA.
B01-54	*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.	.The Draft EIR includes a discussion of fire protection and police protection services in Chapter 4.12, Public Services and Recreation, of the Draft EIR. For a discussion of fire protection service, please refer to the discussion starting on page 4.12-1 of the Draft EIR, and for a discussion of police protection services, please refer to page 4.12-7 of the Draft EIR.
B01-55	*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?	Redevelopment under the proposed Plan would occur subject to market forces. Adoption of the Plan would not directly result in the elimination of any specific businesses or users. Please also see Master Response 3
B01-56	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?	The comment does not address the adequacy of the Draft EIR.
B01-57	*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.	Section 4.13.3.2 of the Draft EIR includes a discussion of the project trip generation, including mode shares. Pages 4.13-13 and 4.13-14 of the Draft EIR include a discussion of transit services. At full buildout the proposed extension is expected to serve approximately 775 daily boardings at the Hacienda Station and 870 daily boardings at the Vasona Junction Station. The proposed Plan designates Knowles Drive as one of the gateways, with new sidewalks on the north side of Knowles Drive. Intersection improvements, including curb ramps, high-visibility crosswalks, curb extensions where feasible, special paving, and other features intended to improve pedestrian safety, are recommended for the Winchester Boulevard/Knowles Drive intersection. A Class III Bicycle Route, or a street that is specifically designated as a shared route for bicycles and vehicles, is envisioned for Knowles Drive, per the proposed Plan and the City of Campbell General Plan.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B01-58	***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.	Please see Master Response 3 and Master Response 4.
B01-59	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?	As noted in the EIR, Chapter 4.14, the agencies and entities responsible for utilities infrastructure (water, sewer, solid waste, electrical, gas) have short- and long-term planning and forecasting procedures to accommodate future capacity needs. Planning and forecasting procedures are performed in accordance with applicable laws and regulations, also as discussed in the referenced section of the EIR. Funding for infrastructure generally is addressed by Capital Improvement Program budgets supported by fees for service connection, usage and/or permits. For example, for sewer service, under the West Valley Sewer District Participation Program, also known as the Sewer Extension Revolving Fund, or SERF program, the District participates with the installer in the costs of extending the sewer, and recovers costs by collection of connection fees from benefiting property owners. Under the voluntary programs, the District designs and constructs the main and lateral sewers and recovers the costs from property owners when they connect to the system.
B01-60	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.	Chapter 4.14 of the Draft EIR discusses current and future water, sewer, solid waste and energy "capacity capabilities," with and without the proposed Plan. Telecommunications Services (cell phone towers, land line, fiber optic, etc.), Cable and Satellite are not specifically addressed in the EIR. The utilities impacts required to be addressed under CEQA are included in Appendix G of the CEQA Guidelines and Appendix F (Energy Conservation), and generally focus on wastewater, water supply, and waste management. Utilities such as telecommunications and satellite are outside of what is required under CEQA to be addressed.
B01-61	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.	Please see Master Response 4. The comment is also an introduction to the comments that follow. For responses to comments related to noise, traffic, parking, air pollution, and vistas, please refer to response to comments B01-62 through B01-67.
B01-62	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.	Project-related increases in traffic flows is accounted for in project's traffic study. By extension, the associated "permanent escalation of local noise levels" was analyzed and the results are discussed in Impact Item NOISE-3 (beginning on page 4.10-33 for On-Road Vehicle Noise). The numerical results of this assessment are provided in Table 4.10-8 which shows (local) segment increases of no more than +1.6 dB due to the Proposed Plan Implementation. Since this

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		increase is below the threshold for a significant impact, future traffic noise - although often higher than existing conditions - was found to be a less than significant environmental impact.
B01-63	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.	The Draft EIR does include an assessment of permanent increases in community noise levels (see the response to Comment B01-62 above). Given that the impact assessment concluded a less than significant impact for permanent noise level increases, there is no requirement for mitigation measures under the CEQA process. A succinct discussion of effects of noise is included in the EIR; starting on page 4.10-4. Recommendations for community-wide noise abatement are inherently and fundamentally included in the General Plan Noise Element Goals and Polices, which are presented in the EIR, starting on page 4.10-9. Such community-wide noise abatement is within the purview of the City planning department, rather than being a threshold of significance in a CEQA assessment.
B01-64	13.2.3. Demolition & Construction13.2.3.1. What is the communications plan to the surrounding community with regards to the planned demolition and construction?	Please see Master Response 1.
B01-65	*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.	Chapter 4.2, Air Quality, identifies air quality impacts associated with the increase in criteria air pollutant emissions generated by the proposed Plan in accordance with BAAQMD methodology. Chapter 4.2 identified average daily and annual criteria air pollution emission generated by the proposed Plan, which could contribute to the nonattainment designations of the Air Basin. As identified in Chapter 4.2, future development under the proposed Plan would result in a substantial long-term increase in criteria air pollutants over the 2040 buildout horizon or longer time frame and would be a significant and unavoidable impact of the proposed Plan.
B01-66	*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.	As discussed under impact discussion AES-1 in Section 4.1.3 of Chapter 4.1, Aesthetics, of the Draft EIR, the General Plan does not designate scenic vistas. Although Southward views along Dell Avenue and Winchester Boulevard of the foothills and ridgelines of the Santa Cruz Mountains, and the near-field views from the Los Gatos Creek Trail and the roads immediately adjacent to Santa Clara County's percolation ponds and associated open space were considered scenic for purposes of the analysis, because the topography in the Plan Area is essentially flat and is largely developed, the views from many vantage points in

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		the Plan Area are already obstructed under existing conditions. These existing obstructions include buildings, structures, and mature trees and vegetation. Further, future development would be subject to the City's Site and Architectural Review process in accordance with Chapter 21.42 of the Municipal Code to minimize the effects of increased building heights on existing views of the Santa Cruz Mountain range and foothills. For those reasons, the Draft EIR found a less-than-significant would occur with regards to potential impacts to scenic vistas.
B01-67	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.	As discussed under impact discussion AES-4 in Section 4.1.3 of Chapter 4.1, Aesthetics, of the Draft EIR, the Plan Area is currently developed with commercial, office, industrial, and residential uses, all of which are currently lighted. Although the Plan would allow for additional development, future development would be required to comply with the City's lighting design standards under Municipal Code Sections 21.16 and 21.18.09, which require outdoor lights to eliminate spillover illumination or glare onto adjoining properties and would not interfere with the normal operation or enjoyment of adjoining properties for both new residential and non-residential development. The Municipal Code also requires that lights be completely turned off or significantly dimmed at the close of business hours when exterior lighting is not essential for safety. Overall, the analysis concluded that compliance with the provisions of the Municipal Code would ensure that future development would not result in a significant impact with regards to nighttime light. Further, please see Master Response 3.
B01-68	*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.	The comment does not address the adequacy of the Draft EIR. No further response is required.
B01-69	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.	The comment expresses concern regarding privacy, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Further, the current zoning allows building heights of up to 75 feet with no increased setbacks to height ratios. The proposed Plan would establish such development restrictions and actually decrease potential impacts.
B01-70	*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.	As discussed in Chapter 4, Environmental Evaluation, under Cumulative Impact Analysis, CEQA Guidelines Section 15130 requires an EIR to discuss cumulative impact of a project when the project's incremental effect is "cumulatively considerable." The Draft EIR includes a Cumulative Impacts analysis in each of the Chapters 4.1 to 4.14 which address the cumulative impacts related to

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		implementation of the Plan as they relate to potential physical impacts on the environment. Please refer to Chapters 4.1 to 4.14 for the cumulative impact discussions. No further response is required.
B01-71	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.	This comment does not address the adequacy of the EIR. As stated under Section 2.3.1 of the Draft EIR, the Draft EIR was made available for public review for a 45-day comment period between June 22, 2015 and August 10, 2015. Consistent with CEQA Guidelines, the Final EIR will be presented at a public hearing to the City Council for certification.
Attachment 1		The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B02	Joanne Carroll and Audrey Kiehtreiber, San Tomas Area Community Coalition	
B02-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B02-02	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.	Pursuant to Section 15105 of the CEQA Guidelines, the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse. Consistent with these requirements, and as stated under Section 2.3.1 of Chapter 2, Introduction, of the Draft EIR, the Draft EIR was available for a 45-day comment period beginning on June 22, 2015 and ending on August 10, 2015.
B02-03	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. 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:	Please see Master Response 1 and Master Response 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	• *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. 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."*	
B02-04	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.	Please see Master Response 1.
B02-05	• Reject the DEIR as unsupportable due to the many Significant and Unavoidable (SU) and unmitigated impacts, in particular on the traffic and habitat areas.	Please see Master Response 3 and Master Response 5.
B02-06	• 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.	Please see Master Response 1.
B02-07	• 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.	Please see Master Response 1.
B02-08	• 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.	Please see Master Response 1.
B02-09	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	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	maintaining the creek environment, which serves to replenish our water supplies and provides valuable recreational opportunities.	
B02-10	*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*	The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B02-11	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").	Please see Master Response 2.
B02-12	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).	Please see Master Response 1.
B02-13	• 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.	Please see Master Response 1.
B02-14	*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.	Please see Master Response 1.
B02-15	*see Attachment C: Citizen Advisory Committee, May 20, 2014*	The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B02-16	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.	Please see Master Response 2. The area now known as DAAP-West has always been included as part of the proposed Plan process from the beginning, and specifically, was included as part of the existing conditions findings and visioning exercises that took place at the public meeting on December 4, 2013. Page 5 of the proposed Plan document shows photos of community members, City officials, and business owners, collaborating on a vision for the proposed Plan area, including areas west of Winchester Boulevard. Additionally, this area was analyzed in an Existing Conditions memo dated October 13, 2013. As the project progressed, a need to divide the proposed Plan area into smaller areas became clear in order to develop custom standards and guidelines that were appropriate to each area. The resulting subareas were DAAP-West, DAAP-

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		Central, and DAAP-Waterfront. These three districts cover the same area of the DAAP from the beginning. A copy of the presentation and map materials that were provided at the public meeting can be made available upon request.
B02-17	*see Attachment D: Community Meeting to Discuss the future long-range vision for Dell Avenue, December 4, 2013*	The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B02-18	*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. In fact, it was not until just prior to the September 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.	Please see Master Response 2. As stated in response to B02-16, the area now known as DAAP-West was included as part of the existing conditions findings and visioning exercises that took place at the public meeting on December 4, 2013. At the time of the meeting, the DAAP Plan Area was not delineated into three separate areas, which only became into existence in order to develop zoning regulations as part of the proposed Plan document. Rather, the initial meetings considered improvements to the proposed Plan area as a whole district. A copy of the presentation that was provided at the public meeting can be made available upon request. Furthermore, the area now known as DAAP-West was always included as part of the proposed Plan process from the beginning. This area was analyzed in an Existing Conditions memo dated October 13, 2013. This area underwent a public visioning exercise in a public meeting dated December 4, 2013. The NOP dated July 16, 2014 did not include a map or mention of the term "DAAP-West" because the City was still in the plan development stages at the time, and had not yet developed the proposed Plan's subareas and associated development standards.
B02-19	*see Attachment E: Summary of Community Comments to PLN2012-207 Environmental Impact Report of the Dell Avenue Area Plan*	The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B02-20	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.	The comment does not address the adequacy of the Draft EIR. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B02-21	*see Attachment F: STACC DAAP Team Members*	The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B02-22	•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.	Please see Master Response 5.
B02-23	•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.	Please see Master Response 1.
B02-24	•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.	The comment expresses concern regarding light rail stations, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B02-25	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.	As discussed under Section 2.2 of Chapter 2, Introduction, of the Draft EIR, a Notice of Preparation (NOP) was circulated for public input on July 16, 2014 to August 14, 2014. In addition to the NOP, the City held a scoping meeting at the September 9, 2014 Campbell Planning Commission meeting which provided an opportunity for public comment on the Draft EIR. Further, Pursuant to Section 15105 of the CEQA Guidelines, the public review period for a draft EIR shall not be less than 30 days nor should it be longer than 60 days except under unusual circumstances. When a draft EIR is submitted to the State Clearinghouse for review by state agencies, the public review period shall not be less than 45 days, unless a shorter period, not less than 30 days, is approved by the State Clearinghouse. Consistent with these requirements, and as stated under Section 2.3.1 of Chapter 2, Introduction, of the Draft EIR, the Draft EIR was available for a 45-day comment period beginning on June 22, 2015 and ending on August 10, 2015.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B02-26	Best regards,, Audrey Kiehtreiber President	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
	Attachment #1	The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B03	San Tomas Area Community Coalition Petition	
B03-01	Hi Paul & CorinneHere 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.Thanks as usual.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B03-02	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 DAAPWEST 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).	Please see Master Response 1 and Master Response 2.
Attachment 1		The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B04	Joanne Carroll, San Tomas Area Community Coalition	
B04-01	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)."	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
	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. Best regards, Joanne Carroll	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B05	Campbell Village Neighborhood Association	
B05-01	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	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Avenue area, our neighborhood, and the City of Campbell will be profound. 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.	
B05-02	1) Errors in the Map of the City of CampbellA 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.Such a serious error calls into question the attention to detail, the quality, and the usefulness of the entire DAAP EIR, and resulting PRD.	Figure 3-2 of the proposed Plan EIR has been revised to include the areas of Santa Clara County that have been annexed into the City of Campbell since 2013. Figure 1-2 of the proposed Plan will be revised to add these areas as well. For the proposed Plan, a memo itemizing changes to the Plan, including this one, will be submitted as part of the Final proposed Plan and EIR adoption hearings, where the hearing body will make the final recommendations on all changes to the proposed Plan and/or EIR. The original omission of these neighborhoods in the map do not reflect the EIR's inability to adequately analyze potential impacts to areas. The EIR explores potential environmental impacts, regardless of jurisdiction, within a coverage area appropriate to the subject of analysis. For instance, Chapter 4.13 Transportation and Traffic, studies major intersections that would service "Cambrian 36" and "The Sliver", and thus, adequately analyzes potential traffic impacts in these areas.
B05-03	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.	Please see Master Response 1.
B05-04	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.	Figure 1-2 of the proposed Plan and Figure 3-2 of the Draft EIR have been revised to include the areas of Santa Clara County that have been annexed into the City of Campbell since 2013. The original omission of these neighborhoods in the map does not reflect the EIR's inability to adequately analyze potential impacts to areas. The EIR explores potential environmental impacts, regardless of jurisdiction, within a coverage area appropriate to the subject of analysis. For instance, Chapter 4.13 Transportation and Traffic, studies major intersections that would service "Cambrian 36" and "The Sliver", and thus, adequately analyzes potential traffic impacts in these areas.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B05-05	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.	The Draft EIR analyzed the intersections of San Tomas Expressway/SR 17 SB Ramps and Camden Avenue/White Oaks Road-Curtner Avenue (numbers 3 and 4 respectively on the Draft EIR intersection analysis tables. Impacts were identified, and mitigation measures identified (see TRAF-1a, TRAF-8a, TRAF-8j, TRAF 1b, TRAF-8b, TRAF 8-k). In addition, see Master Response 5.
B05-06	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." 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 stoplight 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.	The Draft EIR transportation analysis followed VTA's technical guidelines for preparation of traffic impact studies. The intersection traffic analysis followed the established methodologies per the VTA guidelines, including the recognized standards for analysis and impact determination. The comment points out that the Draft EIR concluded there would be several intersections that would experience significant and unavoidable impacts; please see Master Response 5.
B05-07	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.	Transportation studies do not analyze each intersection, street or neighborhood that may receive project-generated traffic; the study intersections in the Draft EIR were chosen based on the VTA's technical guidelines for preparation of traffic impact studies as well as professional judgment regarding those intersections

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	that would most likely be potentially impacted by the proposed project. As such, the Draft EIR transportation analysis analyzed a total of 28 key intersections that were chosen as the most likely to be impacted by the proposed Plan. It is important to note that consideration was given to traffic that comes from local streets and neighborhoods in the form of vehicles from local streets that turn onto of off of Winchester Boulevard.
B05-08	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,	The comment expresses concern regarding utility and emergency vehicle access, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. For a discussion of the proposed Plan's potential impacts regarding the interference with and adopted emergency response plan or evacuation plan, please see the discussion on page 4.7-24 of the Draft EIR. Further, the discussion on page 4.13-43 of the Draft EIR addresses potential impacts related to emergency access.
B05-09	b) Mitigation of the current and predicted increase in cut-through traffic through our neighborhood,	The comment expresses concern regarding mitigation, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B05-10	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.	Please see Master Response 4 and Master Response 5.
B05-11	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?	The comment expresses concern regarding addition of new stoplights, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B05-12	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.	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B05-13	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.	Please see Master Response 1.
B05-14	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 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.	Please see Master Response 1 and Master Response 3.
B05-15	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.	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 Section 4.13.4 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.
B05-16	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 comer of our neighborhood) and Union Avenue/Curtner Avenue commercial properties.	As discussed in Chapter 4 of the Draft EIR, pursuant to CEQA Guidelines Section 15130, the Draft EIR included discussion of cumulative impacts. Table 4-1 of the Draft EIR shows the projects that were considered in combination with the proposed Plan.
B05-17	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.	Transportation studies do not analyze each intersection, street or neighborhood that may receive project-generated traffic; the study intersections in the Draft EIR were chosen based on the VTA's technical guidelines for preparation of traffic impact studies as well as professional judgment regarding those intersections that would most likely be potentially impacted by the proposed project. Consideration was given to traffic that comes from local streets and neighborhoods in the form of vehicles that turn onto of off of Winchester Boulevard. Please refer to Chapter 4.13, Transportation and Traffic, of the Draft EIR for an analysis of the traffic impacts regarding the proposed Plan. Specifically, Section 4.13.1.2 identifies the intersections that were included for analysis, and Figure 4.13-1 shows the locations of those study intersections.
B05-18	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	Please see Master Response 1, Master Response 3, and Master Response 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	the flaws in the draft EIR. We can create a better EIR. We owe it to the future of Campbell to do so.	
B05-19	Thank you for taking our concerns into consideration.Sincerely,Lisa HarmerCVNA President865 Briarwood WayCampbell, CA 95008Chris WhittakerChris WhittakerCVNA Vice President851 Sweetbriar DriveCampbell, CA 95008Michael KrismanCVNA Director at Large905 Sweetbriar DriveCampbell, CA 95008Anne Merritt CastletonCVNA Information Technology/Communications2212 Central Park DriveCampbell, CA 95008 Randee McQueen Secretary/Treasurer 906 Sweetbriar DriveCampbell, CA 95008CC: Jeffrey Cristina, Mayor Michael Kotowski, Vice Mayor Jason Baker, Councilmember Liz Gibbons, Councilmember Paul Resnikoff, Councilmember Mark Linder, City Manager	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06	Audrey Kiehtreiber, San Tomas Area Community Coalition	
B06-01	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. 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.	Please see Master Response 1 and Master Response 2. This comment also serves as an introduction to the comments that follow. Responses to the subsequent comments can be seen in response to comments B06-02 to B06-215.
B06-02	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.	Please see Master Response 1 and Master Response 5. Please refer to Draft EIR Chapters 4.2, 4.3, and 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to air quality,

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	• 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.	biological resources, and transportation and traffic.
B06-03	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.	The comment expresses concern regarding the loss of natural resources, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B06-04	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.	Please see Master Response 1 and Master Response 2.
B06-05	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,	Please see Master Response 5.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	including road widening. "Too bad" is not a valid approach.	
B06-06	•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.	The comment expresses concern regarding stewardship, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B06-07	•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.	The comment expresses concern regarding light rail stations, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B06-08	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. Best regards, Audrey Kiehtreiber President	Please see Master Response 1 and Master Response 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-09	**Dell Avenue Area Plan - City f Campbell - Public Review Draft - June 22, 2015** 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.*	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-10	**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. 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.	Please see Master Response 1 and Master Response 4.
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 percent bicycling and fewer walking.	The comment expresses concern regarding transportation modes of future residents, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Although it is expected that full buildout of the proposed Plan would result in a net increase of 7,394 jobs, it is speculative to determine the exact methods of transportation that each employee would utilize.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
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.	Please see Master Response 1.
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.	Please see Master Response 1.
B06-14	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. 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.	Please see Master Response 1.
B06-15	**Handicapped Considerations:** The Plan is lacking references to handicapped considerations. We would like to see these included throughout the plan where appropriate.	Please see Master Response 1.
B06-16	**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.	Potential impacts to school from employment growth in the Plan Area is addressed on page 4.12-15 of the Draft EIR, which states, "As described in Chapter 3, Project Description, of this Draft EIR, the proposed Plan is projected to result in a net increase of 7,394 jobs by the 2040 buildout horizon which could generate additional residents and students in Campbell. While a portion of these new employees would likely move to Campbell, it is anticipated that most of these people would be absorbed in the existing housing stock in Campbell which

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		is already part of the CUSD service area or would move into the residential component of the proposed Plan. Additionally, many of these new employees would choose to commute into Campbell from surrounding communities and any children living in these households would therefore attend schools in other areas."
B06-17	**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.	As discussed under Section 2.3.2 of Chapter 2, Introduction, of the Draft EIR, upon completion of the 45-day review period of the Draft EIR, the City of Campbell will review all written comments received and prepare responses for each comment. A 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. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR and the date of the public hearing before the City Council.
B06-18	**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?	Please see Master Response 1 and Master Response 4.
B06-19	**1 Introduction** **Page 2 - 1st paragraph — last line of paragraph** What is meant by the phrase 'Context-sensitive transition'?	Please see Master Response 1.
B06-20	**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…". Please address this in the Plan.	Please see Master Response 1.
B06-21	**Page 6 - Adoption Hearings - Advisory Committee** We would like to know who was on the advisory committee?	Please see Master Response 1. As described in the proposed Plan, an Advisory Committee was formed early in the process to provide guidance on what should be included in the Area Plan to promote the retention and attraction of high tech businesses to Dell Avenue. The Advisory Committee included a variety of select stakeholders and field experts, including a planning commissioner, property owners, high tech business owners, and regionally based high tech real estate professionals. The names of the advisory committee are available for review at the City.
B06-22	**Page 8 - Street Character - 5th Paragraph - 2nd Sentence** There is a grammatical error. "Division Street provides has one through lane…"	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Delete either "provides" or " has one" for better clarity.	
B06-23	**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.	Please see Master Response 1. Further, the Draft EIR analysis does not necessarily account for access in terms of the routine maintenance and/or closures that may occur under normal operations of the park facilities, but rather analyzes access in terms of total available parkland and recreational space on a citywide basis.
B06-24	**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).	Please see Master Response 1.
B06-25	**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: "The factors to be considered include, but are not limited to, the following: • Compatibility with adjoining land uses • Privacy Impacts • Traffic • Noise"	Please see Master Response 1.
B06-26	**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.	Please see Master Response 1 and Master Response 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	The commercially zoned parcels west of Winchester are part of the STANP and should be developed according to the guidelines under that plan.	
B06-27	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.	Please see Master Response 1. Please refer to Draft EIR Chapter 4.3 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to biological resources.
B06-28	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.	Please see Master Response 1 and Master Response 2.
B06-29	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.	Please see Master Response 1 and Master Response 2.
B06-30	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.	Please see Master Response 1.
B06-31	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	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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 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.	
B06-32	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.	Please see Master Response 1.
B06-33	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. 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.	Please see Master Response 1. The comment does not address the adequacy of the Draft EIR. Please refer to Draft EIR Chapter 4.11 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to population and housing.
B06-34	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	This comment expresses concern regarding statements made in the proposed Plan and Draft EIR, and the lack of bird-safe building standards, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Although there is a possibility that birds could nest in trees and other landscaping, the nests of most bird species are protected under

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	the Migratory Bird Treaty Act (MBTA). For example, as stated in the Draft EIR, the Peregrine was identified as a possibly nesting species in the Plan Area and that they would be protected under the MBTA, as well as the California Department of Fish and Wildlife Code when their nests are in active use (page 4.3-16 of the Draft EIR).
B06-35	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.	Please see Master Response 1. With respect to the assertion that the open space defined in the Plan is insufficient for the number of employees proposed, please refer to Chapter 4.12 of the Draft EIR. As described in impact discussion PS-9, PS-10, and PS-11, all parks and recreation impacts were determined to be less than significant. Further, regarding the question of open space, as stated on page 4.12-30 of the Draft EIR, all development in the DAAP-Waterfront and DAAP-Central Districts, must provide 10 percent of the site area to publicly-accessible open space or pay an in-lieu fee.
B06-36	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.	Please see Master Response 1.
B06-37	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.	Please see Master Response 1. The comment does not address the adequacy of the Draft EIR. Please see Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.
B06-38	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	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	traffic delays and possible increase in car/bicycle accidents.	
B06-39	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).	Please see Master Response 1. Please see Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.
B06-40	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.	Please see Master Response 2.
B06-41	Page 41 - Business Services - Table 3-1 - HotelsA 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.	Please see Master Response 1. Further, as shown on Table 3-1 of the proposed Plan, hotels could be allowed within the DAAP-West with a conditional use permit. Also, on page 18 of the proposed Plan, hotels are identified as a "service and support use" that accommodate business needs of Core Tech Uses.
B06-42	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.	Please see Master Response 2.
B06-43	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.	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-44	**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. These parcels are part of the STANP and should be developed according to the guidelines under that plan.	Please see Master Responses 1 and 2.
B06-45	**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.	Please see Master Response 2. Further, the STANP does not provide development standards for the commercial properties.
B06-46	**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.	Please see Master Responses 1 and 2.
B06-47	**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.	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic, including a discussion starting on page 4.13-48 of the Draft EIR regarding parking supply in the context of supply resulting in a potential impact to traffic impacts. However, as stated on page 4.13-48, shortage of parking itself is not considered an environmental impact under CEQA.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-48	**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?	Please see Master Response 1.
B06-49	**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.	Please see Master Response 2.
B06-50	**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.	Please see Master Response 1. Also, please refer to impact discussion AES-1 for discussion of potential environmental impacts relating to scenic vistas. The Draft EIR concludes that a less-than-significant impact would result with respect to the proposed Plan's potential to adversely affect scenic vistas.
B06-51	Also, this height will impact the daily migration of some of the local wildlife to the creeks and trails.	Please see the discussion of Impact BIO-4 in Chapter 4.3 of the Draft EIR for a discussion of potential impacts of the proposed Plan with respect to the movement of native, resident, or migratory wildlife. This discussion concludes that a less-than-significant impact would result with respect to the proposed Plan's potential to adversely affect wildlife movement.
B06-52	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.	The comment recommends that the City of Campbell adopt a policy requiring story poles for proposed developments, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process. The comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B06-53	**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.	Please see Master Response 1.
B06-54	**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?	The comment expresses concern regarding the clarity of some of the text in the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-55	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? There needs to be mitigations for this.	The maximum sewer flow from the proposed Plan, based on conservative assumptions that overestimate likely sewer flow from the proposed Plan, would readily be served by the existing excess capacity of the West Valley Sanitation District (WVSD). A Sewer System Management Plan (SSMP) has been prepared by WVSD, in accordance with requirements established by the San Francisco Bay - Regional Water Quality Control Board (RWQCB), documents how WVSD effectively operates, maintains, and manages its wastewater collection system. The SSMP is audited at least every two years, and the updated Plan was most recently adopted April 2015. The SSMP includes a Capacity Management element that discusses the capacity assurance plan for the District's collection system. The purpose of this element is to document the process used to assess the hydraulic capacity requirements for the District's collection system, discuss the results of the evaluation, and demonstrate that any deficiencies noted will be properly addressed through the District's Capital Improvement Program (CIP).
B06-56	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? There needs to be mitigations for this.	Please see Master Response 1. Please see Chapter 4.8. Hydrology and Water Quality, for a discussion of potential environmental impacts related to flooding. It is noted that flooding can occur in various areas of Campbell, particularly with strong El Nino conditions. However, the City has stringent flood protection regulations (Chapter 21.22 of the Municipal Code) and evaluates each new development project to ensure that the capacity of the existing storm drain system is not exceeded. In addition, the City collects fees from developers to defray the costs of constructing addition storm drain facilities. Development within the Plan Area would not require expansion of the existing storm drain system because the properties within the Plan Area are already developed and connected to the existing storm drain system. New development or redevelopment would be required to comply with the C.3 provisions of the MRP, which requires the installation of stormwater treatment measures to detain stormwater on-site, resulting in lower stormwater flows to the storm drain system as compared to existing conditions. Project applicants would also be required to submit a Stormwater Management Plan (SWMP) to the Public Works Department for approval to ensure that stormwater flows would not exceed the capacity of the existing storm drain system. Therefore, development within the Plan Area would not exacerbate or contribute to any flooding issues within the City.
B06-57	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.	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-58	**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." 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.	Please see Master Response 1.
B06-59	**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.	Please see Master Response 1 and Master Response 2.
B06-60	**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.	Please see Master Response 2.
B06-61	**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.	Please see response to comment B06-52.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-62	**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.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 somethingelse." (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.	Please see Master Response 1.
B06-63	**Page A5 - 1.b. Ground Floors and Entries** There seems to be an omission regarding handicapped considerations. Please include in next version.	Please see Master Response 1.
B06-64	**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. 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.	Please see Master Response 1.
B06-65	**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! You mention outdoor views, but except for the Waterfront areas, all views will	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	be the building next door.	
B06-66	**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). Bird-Safe building standards need to be taken into consideration in the design of the architecture of the proposed commercial and multi-use buildings.	Please see Master Response 1. Additionally, Chapter 4.3, Biological Resources, of the Draft EIR discusses potential impacts of the proposed Plan on birds in the area. All potential impacts discussed in Chapter 4.3 were determined to be less than significant with incorporation of mitigation measures described in the chapter.
B06-67	**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? • 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?	Please see Master Response 1.
B06-68	**Page A12 - C. Access Points** There seems to be an omission regarding handicapped considerations. Please include in next version.	Please see Master Response 1.
B06-69	**Page A13 - D. Garage Design** There seems to be an omission regarding drainage considerations. Please include in next version.	Please see Master Response 1.
B06-70	**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	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	space should be redefined to include more than walkways, benches, and a bocci court.	
B06-71	**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. 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.	Please see Master Responses 1 and 2.
B06-72	**Dell Avenue Area Plan Public Review Draft EIR for the City of Campbell** 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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-73	**General Comments regarding the Draft EIR:** 1. There are many conflicting facts in the EIR and the DAAP Plan.	Please see Master Response 3.
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.	Traffic related impacts were addressed in Chapter 4.13, Transportation and Traffic, in the Draft EIR. In addition, as discussed in Section 2.1 of Chapter 2, Introduction, of the Draft EIR, Section 15126.2 of the CEQA Guidelines requires that an EIR focus on the significant "direct and indirect" and "short-term and long-term" effects of a project. Therefore, analyzing the provisions or analysis of funding related to VTA plans would be speculative and not within the purview of CEQA.
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.	Please see response to comment B06-17.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-76	In addition to the General Comments, we have the following specific comments on the following chapters in the report:	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-77	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, …" 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.	As stated under Section 2.3.2 of Chapter 2, Introduction, of the Draft EIR, the Final EIR will be presented at a public hearing to the City Council for certification. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR and the date of the public hearing before 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.	As stated under Section 2.3.2 of Chapter 2, Introduction, of the Draft EIR, the Final EIR will be presented at a public hearing to the City Council for certification. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR and the date of the public hearing before the City Council. After the City Council certifies the Final EIR, it may consider approval of the proposed Plan or any of the alternatives analyzed in the EIR. Further, as stated under Section 2.2 of Chapter 2, Introduction, of the Draft EIR, the Draft EIR is a program level EIR pursuant to Section 15168 of the CEQA Guidelines. Under the program EIR approach, the Draft EIR will be used as a starting point for reviewing the potential environmental impacts of future projects or phases identified in the proposed Plan. Further, as a program-level EIR, it does not evaluate the impacts of specific, individual developments and each future project will require environmental review as required by CEQA and to secure the necessary permits. Certification of the EIR does not represent approval of individual projects, nor does certification in and of itself permit development.
B06-79	1.2 Summary of Proposed PlanPage 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 (DEIRfig. 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	The comment expresses general concern regarding the objectives and analysis of the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Further, please see Master Response 1 and Master Response 3.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	mitigation requirements.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.	
B06-80	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.	As discussed in Chapter 4, Environmental Evaluation, under Cumulative Impact Analysis, CEQA Guidelines Section 15130 requires an EIR to discuss cumulative impact of a project when the project's incremental effect is "cumulatively considerable." Used in context, cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The cumulative impact analysis in the Draft EIR relies on a list-based approach that considers past, present, and reasonably foreseeable future projects in the vicinity of the Plan Area that, when considered with the effects of the proposed Plan, may result in cumulative effects. A list of the cumulative projects considered is shown in Table 4-1 of Chapter 4 of the Draft EIR.
B06-81	Collectively, the impacts to traffic alone will be extremely significant and will affect the quality of life in Campbell.	Please see Master Response 5.
B06-82	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	The comment expresses concern regarding future development adjacent to the SCBWD and Santa Clara County lands, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B06-83	• 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.	The comment does not address the adequacy of the Draft EIR. No further response is required.
B06-84	• 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	Please see Master Response 1 and Master Response 3. Further, for a discussion regarding the potential environmental impacts of the proposed Plan regarding character, please refer to impact discussion AES-3 in Chapter 4.1, Aesthetics, of the Draft EIR.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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." These 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.	
B06-85	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.	Please see Master Response 2, which explains that adoption of the proposed Plan would require an amendment to the STANP to exclude the parcels that overlap with the proposed Plan to avoid inconsistencies between the two plans.
B06-86	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.	The opinion of the commenter is noted. The comment does not address the adequacy of the Draft EIR. Further, please see Master Response 1.
B06-87	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.	The opinion of the commenter is noted. The comment does not address the adequacy of the Draft EIR. Also, please see Master Response 2.
B06-88	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.	As discussed under Section 2.2 of Chapter 2, Introduction, of the Draft EIR, a Notice of Preparation (NOP) was circulated for public input on July 16, 2014 to August 14, 2014. In addition to the NOP, the City held a scoping meeting at the September 9, 2014 Campbell Planning Commission meeting which provided an opportunity for public comment on the Draft EIR. In compliance with Section 21080.4 of the California Public Resources Code, the City circulated the NOP of this Draft EIR to the Office of Planning and Research State Clearinghouse, interested agencies, including responsible agencies and trustee agencies, and persons on July 16, 2014. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-89	1.5 Significant Impacts and Mitigation Measures	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-90	Table 1-1 Summary Of Impacts And Mitigation Measure, page 1-10Aesthetics" 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. 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.	Please see Master Response 3.
B06-91	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.	This comment suggests that food and drink establishments and 4 to 5 story buildings adjacent to riparian habitat would have adverse impacts to the wildlife that exist in the riparian habitat. However, the comment does not specify how these light sources could negatively impact riparian species. Mitigation Measure BIO-2 would require the Project Applicant to "minimize, avoid, and compensate for impacts to riparian habitat by avoiding individual riparian trees during construction." Moreover Mitigation Measure BIO-2 calls for the City of Campbell to require the use of best management practices to protect preserved waters of the US/State and to ensure that water quality standards are not compromised. Additionally, as described in Chapter 4.1, Aesthetics, it was determined that implementation of the proposed Plan would result in a less-than-significant impact with respect to the potential for new sources of light and glare to adversely affect day or nighttime views of the area. Therefore, since it was determined that light and glare impacts would be less than significant and Mitigation Measure BIO-2 would reduce potential impacts to riparian habitat to a less-than-significant level, no changes to the existing analysis, or additional analysis is necessary as a result of this comment.
B06-92	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.	Please see Master Response 1.
B06-93	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.	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-94	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. 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.	Please refer to discussion TRAF-5 starting on page 4.13-44 of the Draft EIR addresses bicycle improvements in the proposed Plan area. Specifically, bicycle improvements within the Plan Area would be required to be consistent with the Countywide Bicycle Plan, as well as General Plan Strategy LUT-2.1h which calls for the City to encourage adequate and secure bicycle facilities. Further, the bicycle connections to the Plan Area would be strengthened by facilities along Winchester Boulevard and Dell Avenue, as well as connections leading to the Los Gatos Trail, which could include a combination of Class I, II, and III bicycle lanes. Further, the proposed Plan does not in and of itself proposed specific projects, therefore, the design of any future of any bicycle lanes has not been developed; however, if and when such bicycle lanes are proposed, they would be designed in accordance to applicable regulations, such as those in the Countywide Bicycle Plan and any General Plan policies or strategies related to bicycle routes.
B06-95	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?	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic. Also, Chapter 4.9, Land Use and Planning, of the Draft EIR, provides a discussion of the proposed DAAP's consistency related to land use connectivity and bicycle and pedestrian circulation under discussion LAND-1 starting on page 4.9-14.
B06-96	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.	The comment is correct regarding the three-foot separation required between motorists and bicyclists. Bicycle buffer zones are the buffered space around the bike lane that increase the space between bikes and cars or parked cars. These can be marked with painted strips and sometimes with images of bicycles on the pavement to denote the adjacent bike lane; however, this is a matter of law rather than design standard or plan policy, and not a potential traffic impact of the proposed Plan.
B06-97	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.	Draft EIR Pages 4.13-44 and 4.13-45 include a discussion of proposed bicycle and pedestrian facilities. Additional bicyclists, pedestrians and transit riders would reduce the number of vehicles making trips. The provision of facilities to accommodate bicyclists and pedestrians, as noted in the proposed Plan and the Draft EIR, would minimize the interference with bus and shuttle traffic.
B06-98	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.	The comment expresses concern regarding the use of Commuter Trip Reduction programs, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. As identified in Chapter 4.2

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		under Impact AIR-02, future development under the proposed Plan would result in a substantial long-term increase in criteria air pollutants over the 2040 buildout horizon or longer time frame and would be a significant and unavoidable impact of the proposed Plan. Mitigation Measure AIR-2b would require that large employers implement an employee commute trip reduction program (CTR). Employer-sponsored CTR program began in the 1970s with vanpools. In recent years, employers have expanded CTR programs to include private buses and shuttles. According to the California Air Resources Board, employer-sponsored CTR programs have shown effective in reducing vehicle miles traveled (VMT) In the Bay Area, employer-sponsored CTR programs are monitored by the Bay Area Air Quality Management District (BAAQMD). Large employers are required to register with the Commuter Benefits Program under BAAQMD Regulation 14, Rule 1. BAAQMD's enforcement program typically utilizes a cooperative working relationship with the regulated entities, in conjunction with graduated levels of enforcement actions, in order to maintain compliance with air quality regulations. In most cases, an enforcement action can be settled by taking prompt corrective actions and paying a monetary penalty. More information about BAAQMD's Commuter Benefits Program and how large employers can comply can be found here: https://commuterbenefits.511.org/. Additionally, the CTR program is required to be submitted to the City under Mitigation Measure AIR-2b.
B06-99	**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.	Please see Master Response 3. Further, as stated on page 1-10 and 1-11 of Chapter 1, Executive Summary, of the Draft EIR, the commuter trip reduction program (CTR) as part of Mitigation Measure AIR-2b, would be required to be prepared in conformance with the Bay Area Air Quality Districts Commuter Benefits Program and shall be prepared to the satisfaction of the Community Development Director prior to occupancy permits. Further, as stated under Section 2.2 of Chapter 2, Introduction, of the Draft EIR, the Draft EIR is a program-level Draft EIR and does not evaluate the impacts of specific, individual developments that may be allowed under the proposed Plan and each future project will require environmental review, as required by CEQA. Therefore, it is speculative to assume the nature of future development that would actually occur, thus cannot determine until future project-level CEQA review the appropriate CTR measures. Also, please see Chapter 3, Revisions to the Draft EIR, of this Final EIR for revised language to Mitigation Measure AIR-2b.
B06-100	"AIR-4. Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations of air pollution. Significant (S)"	Chapter 4.2, Air Quality, identifies air quality impacts associated with the increase in criteria air pollutant emissions generated by the proposed Plan in accordance with the Bay Area Air Quality Management District (BAAQMD) methodology.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	Chapter 4.2 identifies regional and localized impacts of the proposed Plan based on the program-level detail available. Localized air quality impacts from carbon monoxide (CO) hotspots generated by project-related vehicles was determined to be less than significant under AIR-4 based on BAAQMD methodology. In addition to this localized evaluation of CO hotspots, Chapter 4.2- evaluates the total average daily and annual criteria air pollution emission generated by the proposed Plan, which could contribute to the nonattainment designations of the Air Basin. As identified in Chapter 4.2 under Impact AIR-02, future development under the proposed Plan would result in a substantial long-term increase in criteria air pollutants over the 2040 buildout horizon or longer time frame and would be a significant and unavoidable impact of the proposed Plan.
B06-101	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?	The mitigation measure requires applicants of new projects that include sensitive land uses (e.g., residential, daycare centers) to evaluate potential health risks from locating new residents near existing sources of air pollution. The mitigation measure would ensure high quality indoor air quality for new residents within the Specific Plan. Existing residential land uses are not a part of the proposed Plan and are not subject to the mitigation requirements of the EIR.
B06-102	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) 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	The comment makes a recommendation for a 75 foot setbacks along the Plan Area's eastern boundary and includes text copied from the Draft EIR but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-103	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.	The comment reproduces text contained in the Draft EIR and does not address the adequacy of the Draft EIR. It should be noted that the potential impacts described would be reduced to a less-than-significant level with implementation of Mitigation Measure BIO-2, as described in section 4.3.5 of Chapter 4.3, Biological Resources.
B06-104	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.	Please see Master Response 1.
B06-105	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.	As discussed in impact discussion HYD-1 and HYD-5 of Chapter 4.8, Hydrology and Water Quality, of the Draft EIR, implementation of the proposed Plan would not violate any water quality standards or waste discharge requirements, nor would it substantially degrade water quality. As discussed, compliance with existing regulations intended to protect the water quality , such as C.3 provision and implementation of Best Managements Practices, would ensure that water supplies are not substantially degraded. There are shallow groundwater aquifers beneath the Plan area but these are not used for drinking water supply. The groundwater wells that supply drinking water to customers near Campbell have water levels that are at least 100 feet below ground surface. The SCVWD manages groundwater supplies to optimize water supply reliability and minimize subsidence. As discussed in more detail in response to comment B06-161, subsidence is caused by overdraft of the groundwater aquifer and not by the weight of buildings. Due to policies implemented by SCVWD, subsidence in Santa Clara Valley was essentially halted in 1970. Construction activities will have to account for expansive soils that may occur within the Plan area and will require geotechnical studies for proper compaction and the prevention of differential settlement. This is discussed in more detail in the Geology, Soils, and Seismicity section of the EIR. Also, please refer to Chapter 4.8, Hydrology and Water Quality,

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		of the Draft EIR for a discussion related to potential environmental impacts to aquifers. Specifically, impact discussion HYD-2 addresses potential environmental impacts related to aquifers as a result of implementation of the proposed Plan.
B06-106	Geology, Soils and Seismicity	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-107	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)" 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.	Campbell Union School District's Capri Elementary School and Village School, as well as two private day-care centers, are located just outside the Plan Area's western boundary. The proposed Plan would substantially affect existing or proposed schools if it would allow development that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste. Development allowed under the proposed Plan would allow land uses that could be reasonably expected to handle hazardous materials or generate hazardous emissions, as described under Impacts HAZ-1 and HAZ-2 in the Draft EIR. However, as discussed under Impacts HAZ-1 and HAZ-2, the storage, use, and handling of these materials would be subject to existing federal, State, and local regulations. Compliance with applicable federal, State, and local laws and regulations regarding storage, use, and handling of hazardous materials as described in Section 4.7.1.1, Regulatory Framework of the Draft EIR, and reiterated in Impacts HAZ-1 and HAZ-2, would ensure future development under the proposed does not emit hazardous emissions that would negatively impact and existing school site.
B06-108	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)" 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.	The potential for flooding as a result of dam inundation is discussed in HYD-7. A large portion of the City of Campbell is within the dam inundation zone of Lexington Reservoir. The reservoir falls under the jurisdiction of the Division of Safety of Dams and is inspected twice a year and is continuously monitored for seepage and settling. It has been seismically evaluated and determined to withstand the Maximum Credible Earthquake. There are no operating restrictions in terms of storage capacity and there have been no historical incidences of dam failures in Campbell or Santa Clara County. Therefore the probability of flooding due to a failure of Lexington Reservoir is less than significant.
B06-109	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.	As described on page 4.9-22 of the Draft EIR, implementation of the proposed Plan would not trigger construction of new buildings or structures within the SCVHP study area. However, outside of the Plan Area boundary, the proposed Plan suggests constructing new pedestrian crossings within the SCVHP study area. The construction of the pedestrian crossings would not be precluded by the HCP,

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	but the pedestrian crossings would be subject to the SCVHP's permit process, mitigation requirements, and fee payment. Mitigation measures for biological resource impacts are detailed in Chapter 4.3, Biological Resources, of the Draft EIR.
B06-110	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." 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.	Mitigation Measure NOISE-2 deals with prudent distances from construction activities for the prevention of undue vibration impacts. Other criteria, assessments, and conclusions (including potential buffer zone distances) would be appropriate for application to construction noise impacts (as discussed in Impact NOISE-4). In other words, one should not apply construction vibration buffer zone distances to construction noise issues, since they are completely different environmental effects. The request for notification of future construction activities is noted. Unfortunately, 'quality of life' is a purely subjective and overarching conceptual perception that differs from person to person and that cannot be readily quantified. As such, its use as an impact threshold under CEQA is precluded. Regarding quality of life, please see Master Response 4.
B06-111	Population and Housing	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-112	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.	Chapter 4.12, Public Services and Recreation, of the Draft EIR acknowledges that new school facilities may be required with implementation of the proposed Plan. Pages 4.12-16 to 4.12-17 of the Draft EIR identify the schools that may be over capacity with the proposed Plan. However, development allowed by the proposed Plan would be subject to a mitigation fee of $2.24 per square foot for residential development and $0.36 per square foot for commercial development to the Campbell Union School District, and $0.79 per square foot for residential development and $0.013 per square foot for commercial development to the

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		Campbell Union High School District, as well as parcel taxes. Page 4.12-16 of the Draft EIR explains, "The payment of school fees is deemed to fully mitigate the impacts of new development on school facilities, per California Government Code Section 65995, if and when new school facilities are required. Therefore, impacts [...] would be less than significant."
B06-113	"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.	The Draft EIR discussion of Impact PS-11 recognizes that the proposed Plan may include the development of on-site open space and that developers would be required to pay impact fees to mitigate potential impacts to existing parklands and recreation facilities, in compliance with Municipal Code Chapter 13.08. Proposed on-site open space is part of the Project Description that is analyzed throughout the Draft EIR. Impact PS-11 considers whether the proposed Plan would necessitate the construction of any recreational facilities in order to meet unmet demand as a result of the project. The text on page 4.12-29 of the Draft EIR has been revised for clarification, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
B06-114	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.	The comment expresses concern regarding mitigation measures, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Also, please see Master Response 5.
B06-115	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.	Please see Master Response 1 and Master Response 3. The comment expresses concern regarding the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B06-116	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. • 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	The issues associated with shared bicycle/travel lanes were discussed in terms of the functionality on page 31 of the proposed Plan. Potential traffic impacts on Dell Avenue were identified in the mitigation measures noted in the comment, which call for traffic signals at these two intersections. For both of these intersections, the mitigation measures note that "it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area." The ultimate geometry would take into consideration the mix of vehicles, pedestrians and bicyclists at each location, with the goal of providing safe and efficient movement through each intersection.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-117	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.	Please see Master Response 3 and Master Response 5.
B06-118	Utilities and Service Systems 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	The comment expresses concern regarding the region's water supply but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Please see discussion HYD-2 in Chapter 4.8, Hydrology and Water Quality, of the Draft EIR, for a discussion of groundwater supply, as well as Chapter 4.14, Utilities and Service Systems, under Section 4.14.1 for a discussion of overall water supply.
B06-119	2. INTRODUCTION 2.1 Proposed Action 2.2 EIR Scope	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-120	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?	As stated under Section 2.3.2 of Chapter 2, Introduction, of the Draft EIR, the Final EIR will be presented at a public hearing to the City Council for certification. Although Section 15088(b) of the CEQA Guidelines state that the lead agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report, CEQA does not require, nor does it mandate, a minimum public review period of a Final EIR. No further response is required.
B06-121	3. PROJECT DESCRIPTIONFigure 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?	Figure 3-3 of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
B06-122	3.1 Overview 3.2 Location and Setting	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-123	3.3 - What is this? Where is this? If it doesn't exist renumber the document.	The numbering for the headings in Chapter 3, Project Description, of the Draft EIR, were inadvertently misnumbered; however, the numbering of the headings do not change the content, details, or conclusions of the Draft EIR.
B06-124	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" ?	This project objective seeks to incorporate technology into the urban design environment of the Plan Area.
B06-125	Environmental and Economic Sustainability Please include a statement about bird-friendly buildings to ensure that the 187 species of birds are not affected.	The comment does not address the adequacy of the Draft EIR. No further response is required. The comment asks for a statement about bird-friendly buildings but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, it should be noted that the impact discussion on page 4.3-20 of the Draft EIR describes that a less-than-significant impact would result with respect to the potential for the Project to interfere substantially with the movement of any native, resident, or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B06-126	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"	Please see Master Responses 1 and 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-127	3.5 Planning Process	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-128	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." First sentence. Starts with "Employee" this doesn't make sense. Either eliminate the word or change it to Employers.	The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
B06-129	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.	Please see Master Response 1.
B06-130	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.	Please see Master Response 2.
B06-131	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.	Please see Master Response 2.
B06-132	DAAP-Central: Multi-use housing should be considered for the area.	Please see Master Response 1.
B06-133	Table 3.1 Proposed FAR and Building Height Development StandardsWaterfront and Central Maximum Height : 60-foot base, 75-foot height bonusFive 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.	The comment includes recommendations for suggested heights of buildings in the Plan Area, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process. Further, building heights of 75 feet would only be permitted under the following conditions: A publicly accessible open space (as

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		defined below), such as a programmed park, plaza, open space, amphitheater, or other outdoor amenity of 7,000 square feet or greater associated with a new Core Tech development project. Target locations and criteria for publicly accessible open spaces are provided below.- A waterfront-facing retail project built along the edge of Los Gatos Creek Park within the DAAP-Waterfront District and within the Waterfront Setback Zone as part of a larger Core Tech development project.- Renovation of an existing building (including single-story buildings) to accommodate a tech-oriented incubator space as part of a larger Core Tech development project.- Consolidation and development of two or more parcels under separate ownership for a Core Tech development project. Final development site shall result in a minimum increase of 50 percent of the size of the largestof the parcels being consolidated. In addition, the proposed Plan includes the following standards in the DAAP-Waterfront area to transition building heights:- No buildings shall be permitted within the 20-foot Waterfront Setback area.- Building heights shall be limited to a maximum of 20 feet when placed between 20 feet and 60 feet of the Waterfront Facing Parcel Line. Roof deck railings, flag poles, plantings, patio umbrellas or other similar structuresshall be allowed above the 20-foot maximum provided that no additional floor area is provided above the 20-foot maximum.- Building heights shall not exceed a 1:1 ratio of distance from the Waterfront Facing Parcel Line to building height.
B06-134	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.	Please see Master Response 2.
B06-135	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. 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.	This comment reproduces text from the Draft EIR, presents the opinion of the commenter, and comments on the merits of the proposed Plan. Please refer to Master Response 1. Further, the comment expresses concern regarding parking, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-136	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. 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 comment includes recommendations for transportation and circulation improvements regarding bicycle lanes, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B06-137	The current plan along the RR Tracks calls for a shared roadway with pedestrians and bicycles. This will not work. 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.	Please see Master Response 1 and Master Response 3.
B06-138	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.	The comment includes recommendations regarding the size of buildout as a result of implementation of the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B06-139	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). 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.	For the purposes of calculating buildout for the proposed Plan and Draft EIR, existing medical uses were assumed to be a mixture of 50 percent office and 50 percent Research & Development uses. This was due to insufficient data available at the single-business level. The data available at the time of the buildout calculations were linked to existing buildings, where each building would contain various different uses. However, medical uses can reasonably fall under office (doctor's office, physicians) or Research & Development (labs) uses based on physical layout and employment density.
B06-140	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. 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	Please see Master Response 1 and Master Response 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	STANP, page 17, Item 4.	
B06-141	3.9 Intended Uses of the EIR and Project	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-142	4. ENVIRONMENTAL EVALUATION4.1 AestheticsPage 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.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 comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-143	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. Be sure to address traffic, noise, air quality, aesthetics, overflow parking, etc.	The potential environmental impacts related to adoption and implementation of the proposed Plan pertaining to Traffic, Noise, Air Quality, and Aesthetics, are addressed in the Draft EIR in Chapters 4.13, 4.2, and 4.1, respectively. Parking impacts are addressed under impact discussion TRAF-7 of Chapter 4.13, Transportation and Traffic, of the Draft EIR. Please refer to those chapters for a discussion related to those topics.
B06-144	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 in a 24 Ft wide alley if DAAP West was implemented. Alternative = NO DAAP West.	Compatibility with single-family homes in this area is addressed on page 4.9-16 of the Draft EIR, which states, "the proposed Plan includes required design standards to reduce inconsistency and promote design that is complementary to and harmonious with adjacent properties and the surrounding area. These required standards include: - Parcels in the DAAP-West D strict that are adjacent to existing single-family residential uses are required to ensure transitions in development scale downward to the single-family residential development. No buildings are permitted within 24 feet of single-family residences. - Building heights in the DAAP-West District are required to follow a "wedding-cake" model, locating taller building elements along the street frontage.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-145	**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 would need to be set back 15 -18 feet from Winchester. Haven't seen this done yet (e.g., Merrill Gardens)	The comment expresses concern regarding building setbacks from Winchester Boulevard, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B06-146	**AES-1 - AES-1 Scenic Vistas** 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 new or intensified development blocked views of areas that provide or contribute to such vistas.	Please see response to comment B01-34 regarding scenic vistas. Also, please see Master Response 3.
B06-147	The EIR currently includes a Southwest view, and a Near Field views along Los Gatos creek trail. There is not however an Eastern view.	As discussed under impact discussion AES-1 in Section 4.1.3 of Chapter 4.1, Aesthetics, of the Draft EIR, the General Plan does not designate scenic vistas. Although Southward views along Dell Avenue and Winchester Boulevard of the foothills and ridgelines of the Santa Cruz Mountains, and the near-field views from the Los Gatos Creek Trail and the roads immediately adjacent to Santa Clara County's percolation ponds and associated open space were considered scenic for purposes of the analysis, because the topography is in the Plan Area is essentially flat and is largely developed, the views from many vantage points in the Plan Area are already obstructed under existing conditions. These existing obstructions include buildings, structures, and mature trees and vegetation. Further, future development would be subject to the City's Site and Architectural Review process in accordance with Chapter 21.42 of the Municipal Code to minimize the effects of increased building heights on existing views of the Santa Cruz Mountain range and foothills. For those reasons, the Draft EIR found a less-than-significant would occur with regards to potential impacts to scenic vistas. As stated, the City's General Plan has not established official scenic vistas and for purposes of the EIR analysis the views included for discussion related primarily to views of the Los Gatos creek trail and the Santa Cruz Mountains. However, eastern views from the Plan Area weren't determined to offer scenic visual qualities, such as the trail or Santa Cruz Mountains. In the absence of any officially designated or recognized scenic vistas or views by the City of Campbell General Plan, not all views need be considered in order to adequately address views in the Plan Area.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-148	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.There needs to be an inclusion of an Eastern Vista to the EIR.	As discussed under Impact AES-1 in Section 4.1.3 of Chapter 4.1, Aesthetics, of the Draft EIR, the General Plan does not designate scenic vistas. Although Southward views along Dell Avenue and Winchester Boulevard of the foothills and ridgelines of the Santa Cruz Mountains, and the near-field views from the Los Gatos Creek Trail and the roads immediately adjacent to Santa Clara County's percolation ponds and associated open space were considered scenic for purposes of the analysis, because the topography is in the Plan Area is essentially flat and is largely developed, the views from many vantage points in the Plan Area are already obstructed under existing conditions. These existing obstructions include buildings, structures, and mature trees and vegetation. Further, future development would be subject to the City's Site and Architectural Review process in accordance with Chapter 21.42 of the Municipal Code to minimize the effects of increased building heights on existing views of the Santa Cruz Mountain range and foothills. For those reasons, the Draft EIR found a less-than-significant would occur with regards to potential impacts to scenic vistas. Also, please see Master Response 3 and Master Response 4.
B06-149	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." 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.	While the Draft EIR may reference building height in stories, there is not a set or defined number of feet that equates to a "story." Assuming a typical "story" is generally considered to be anywhere from 8 feet to 12 feet in height, 6 stories would result in a height of no more than 75 feet. Further, as described under impact discussion of AES-1, the proposed Plan would allow new buildings of up to 45 feet (generally up to 5 stories)in height on the west side of Winchester Boulevard and up to 75 feet (generally up to 6 stories) in height along Dell Avenue (east of Winchester Boulevard). Therefore, regardless of the number of stories (i.e. 3, 4, 5, or 6 stories), future development would be required to adhere to the maximum allowed height in feet as specified (i.e. 45 feet or 75 feet depending on the area).
B06-150	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 pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools."	The statement cited from page 4.2-17 of Chapter 4.2, Air Quality, is text from Section 4.2.1.4, Existing Conditions, which identifies which population groups and land use types are more sensitive to the effects of air pollution. The National and California ambient air quality standards (AAQS) were adopted to protect the health and welfare of sensitive populations. The discussion of sensitive land uses does not conclude that existing air quality is unacceptable. However, Section 4.2.1.4 under "Attainment Status of the Air Basin" identifies that the Air Basin is currently designated as a nonattainment area for ozone, fine inhalable particulate matter, and coarse inhalable particulate matter under the California and/or National AAQS.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-151	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).	The commenter is correct, the three CEQA thresholds identified by the commenter were identified as a significant air quality impact for the proposed Plan.
B06-152	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.	The air quality and greenhouse gas emissions analysis is based on the buildout statistics for the proposed Plan. Under CEQA and BAAQMD methodology, the air quality and greenhouse gas emissions analyses isolate the impact of the proposed Project in order to evaluate cumulative impacts in the Air Basin. Air quality and greenhouse gas modeling is based on buildout, which would result in 736 residents and 11,201 employees within the Plan area.
B06-153	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." 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	This comment expresses concern regarding statements made in the proposed Plan and Draft EIR, and the lack of bird-safe building standards, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	standards are designed to prevent the deaths of hundreds of birds every year.	
B06-154	**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.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.	Replacing 2-story structures with 3- to 6-story structures will not cause compaction of the groundwater aquifers. Land subsidence is caused by overdraft of groundwater aquifers and drawdown of the groundwater table, which results in compression of the aquifer material. Subsidence was effectively halted in the Santa Clara Valley by 1969 and policies implemented by the SCVWD has resulted in a rise in groundwater levels over the past 40 years. There are several areas within the Draft EIR that discuss groundwater resources: Groundwater - Existing Conditions and HYD-2 in the Hydrology and Water Quality section and Groundwater in the Utilities & Service Systems section. In addition, there is a discussion in the Geology, Soils, and Seismicity section about how building design would be subject to geotechnical investigations to determine the load-bearing capacity of soils, with approvals required by the Building Division, to ensure that there are safeguards to prevent differential settlement and the compression of earth materials.
B06-155	**4.4 Cultural Resources** **4.5 Geology, Soils, and Seismicity**	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B06-156	**4.6 Greenhouse Gas Emissions** How does car emissions equate to greenhouse gas emissions? Marked as Less than Significant	Chapter 4.6, Greenhouse Gas Emissions, identifies impacts associated with the increase in greenhouse gas (GHG) emissions generated by the proposed Plan in accordance with the Bay Area Air Quality Management District (BAAQMD) methodology. As described under the methodology section, transportation-related GHG emissions are based on trip generation provided by W-Trans. GHG emissions would achieve BAAQMD's performance criteria and were a less than significant impact of the proposed Plan.
B06-157	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.	The Commenter is incorrect. Chapter 4.6 identifies less than significant impacts under GHG-1, GHG-2, and GHG-3, which is correctly translated into the summary Table 1-1, Summary of Impacts and Mitigation Measures, on page 1-19 for GHG emissions as "LTS" (less than significant).
B06-158	GHG-3 conflicts with TRAF-8 Because of lack of funding.	Intersection improvements required by Mitigation Measure TRAF-8 are proposed to achieve transportation-related levels of service (LOS) and are not correlated to the vehicle miles traveled (VMT) analysis and trip generation, which are based on land uses for the air quality and GHG emissions analysis.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-159	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. 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.	Please see response to comment B01-39, B01-40, and B01-41. The CASGEM (California Statewide Groundwater Elevation Monitoring) database provides current and historical groundwater elevation data for selective wells throughout the State. It is not a database that lists "Toxic" sites.
B06-160	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.	The issue of water supply is discussed in further detail in Chapter 4.14, Utilities and Services section of the EIR. A Water Supply Assessment was conducted for the Plan area, which indicates that there is sufficient water to meet the demands of the proposed Plan development, which represents only a 0.3 percent increase in system demand. This demand is within normal growth projections for the San Jose Water Company's system. Only about 30% of the water supplied by SJWC is obtained from groundwater and SCVWD levies groundwater extraction fees to ensure that overdraft of the aquifer does not occur and future demands for groundwater can be met.
B06-161	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.	Replacing 2 story structures with 3-6 story structures will not cause compaction of the groundwater aquifers. Land subsidence is caused by overdraft of groundwater aquifers and drawdown of the groundwater table, which results in compression of the aquifer material. Subsidence was effectively halted in the Santa Clara Valley by 1969 and policies implemented by the SCVWD has resulted in a rise in groundwater levels over the past 40 years. There are several areas within the Draft EIR that discuss groundwater resources: Groundwater - Existing Conditions and HYD-2 in the Hydrology and Water Quality section and Groundwater in the Utilities & Service Systems section. In addition, there is a discussion in the Geology, Soils, and Seismicity section about how building design would be subject to geotechnical investigations to determine the load-bearing capacity of soils, with approvals required by the Building Division, to ensure that there are safeguards to prevent differential settlement and the compression of earth materials.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-162	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.	The comment expresses concern regarding water supply reliability, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B06-163	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, this change occurred in 2007. 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 comment is noted and the text in the Draft EIR has been corrected to indicate that the South Page Groundwater Recharge Pond is open to the public.
B06-164	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. Please make these corrections to the EIR.	The text in the Draft EIR has been corrected to remove references to watercraft and the use of model boats has been edited to add the requirements for inspection and registration.
B06-165	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.**	The comment is noted. Changes were made to the text of the EIR based on Comment B06-163 and B06-164, as shown in Chapter 3, Revisions to the Draft EIR, of this Draft EIR.
B06-166	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	Please see Master Response 1. Also, page 4.9-17 of the Draft EIR addresses this concern as follows, "All development projects allowed by the proposed Plan within the Streamside Protection Area would require an encroachment permit from SCVWD and would be required to comply with the provisions of the

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	Guidelines and Standards. This includes avoiding locating uses that may impact water quality near the Los Gatos Creek. Such uses include loading docks, trash enclosures, chemical storage areas, stationary noise producing mechanical equipment, new paved areas, or active recreational areas. Projects would also be required avoid light and glare impacts to the riparian corridor and use locally native plants for all landscaping."
B06-167	**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.	As described on page 4.9-20 of the Draft EIR, to avoid conflicts with the General Plan, upon adoption of the proposed Plan, the General Plan would be amended to ensure consistency between the documents. Also, please see Master Response 2.
B06-168	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 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.	The comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Also, please see Master Response 3.
B06-169	**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."	The comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Also, please see Master Response 3.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B06-170	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.	Compatibility with single-family homes in this area is addressed on page 4.9-16 of the Draft EIR, which states, "the proposed Plan includes required design standards to reduce inconsistency and promote design that is complementary to and harmonious with adjacent properties and the surrounding area. These required standards include: ▪ Parcels in the DAAP-West District that are adjacent to existing single-family residential uses are required to ensure transitions in development scale downward to the single-family residential development. No buildings are permitted within 24 feet of single-family residences. ▪ Building heights in the DAAP-West District are required to follow a "wedding-cake" model, locating taller building elements along the street frontage.
B06-171	**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.	The comment expresses concern regarding open space, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. This comment cites General Plan policies contained in Table 4.9-1 of the Draft EIR and suggests that the area allocated for open space in the proposed Plan is insufficient. Since the comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue, it is a comment on the merits of the proposed Plan. Please refer to Master Response 1. While the commenter's assertion is related to the analysis contained in impact discussion LAND-2, the commenter does not provide substantial evidence to support the claim that the proposed Plan would be in conflict with the Campbell General Plan. Please see Master Response 3.
B06-172	**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.	The opinion of the commenter is noted. Hotels are a permitted use in the C-2 zoning district.
B06-173	**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	Please see Master Response 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B06-174	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." 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.	The commenter correctly states that Highway 85 is south of the Plan Area, however, Los Gatos Creek is also south of the Plan Area, as shown in Figure 3-5 of the Draft EIR. The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
B06-175	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.	Compatibility with single-family homes in this area is addressed on page 4.9-16 of the Draft EIR, which states, "the proposed Plan includes required design standards to reduce inconsistency and promote design that is complementary to and harmonious with adjacent properties and the surrounding area. These required standards include: ▪ Parcels in the DAAP-West District that are adjacent to existing single-family residential uses are required to ensure transitions in development scale downward to the single-family residential development. No buildings are permitted within 24 feet of single-family residences. ▪ Building heights in the DAAP-West District are required to follow a "wedding-cake" model, locating taller building elements along the street frontage."
B06-176	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.*	Please see Master Response 2.
B06-177	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 text referenced by the commenter is referring to proposed land uses within the Plan Area. The Plan proposes mixed-use development on the west side of Winchester Boulevard to enhance the character of Winchester Boulevard and provide a transition between the non-residential uses and residences to the west

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	of the Plan Area.
B06-178	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?	The text referenced by the commenter is referring to the Santa Clara Valley Water Resources Protection Collaborative's *Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County*, Standard II.B.1 of which establish a 20-foot setback from the top of the bank or property line for all new development and major redevelopment.
B06-179	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 mixeduse 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.	The opinion of the commenter is noted. The Draft EIR finds that the proposed Plan would be consistent with these policies. As described on page 4.9-20 of the Draft EIR, to avoid conflicts with the General Plan, upon adoption of the proposed Plan, the General Plan would be amended to ensure consistency between the documents.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-180	**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 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.	Please see Master Response 1, Master Response 2, and Master Response 3.
B06-181	**4.10 NoisePage 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?	The comment is referencing the portion of the Draft EIR Noise Section that deals with the overall regulatory framework (section 4.10.1.2). The actual development guidelines used in the environmental impact assessment are presented in Section 4.10.3. For the issue of land use compatibility with regard to future development within the Plan Area, the impact discussion is under item NOISE-1, with the particulars of the City's General Plan Goals and Policies being presented on page 4.10-24. The City's land use guidelines are used for this assessment, not the State guidelines.
B06-182	**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	The strategy states to limit (not eliminate or prohibit all) truck access, therefore, the proposed Plan would not be in conflict with the strategy. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	parking, trash receptacles and deliveries to the commercial businesses. Having truck traffic so close to the adjacent residences is in conflict with this strategy.	
B06-183	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. 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.	Project-related increases in traffic flows is accounted for in project's traffic study. By extension, the associated "permanent escalation of local noise levels" was analyzed and the results are discussed in Impact Item NOISE-3 (beginning on page 4.10-33 for On-Road Vehicle Noise). The numerical results of this assessment are provided in Table 4.10-8 which shows (local) segment increases of no more than +1.6 dB due to the Proposed Plan Implementation. Since this increase is below the threshold for a significant impact, future traffic noise - although often higher than existing conditions - was found to be a less than significant environmental impact. The paragraph immediately following the commenter-quoted sentences, states (in part): "Based on these projections, increased traffic associated with implementation of the proposed Plan itself would not result in increases to ambient noise levels of 3 dBA or greater. Even accounting for the cumulative impact of anticipated future growth, implementation of the proposed Plan would not result in increases of 3 dBA or greater that could result in noise levels that are unacceptable for surrounding land uses or in violation of other local exterior noise standards." The conclusion of impact item NOISE-3 states that overall, routine ongoing activities and operations of newly developed land uses and on-road vehicles in the Plan Area would not contribute to a substantial permanent increase to ambient noise levels, and the impact would be less than significant. The number of such trucking activities is very, very small in comparison with the overall, 24-flows on nearby streets. While the occasional delivery or sanitation truck may be distinctly audible or even annoying during any given pass-by, such momentary exclusions above the ambient conditions would be short-lived and would be a negligible increase in relation to the City's general community noise environments.
B06-184	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."	The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
B06-185	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.	Chapter 5, Alternatives to the Proposed Plan, of the Draft EIR, includes an analysis of the no DAAP-West Alternative under Section 5.7 of that Chapter. Please see that section for a discussion of the potential environmental impacts with the removal of DAAP-West from the proposed Plan.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-186	**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.	Chapter 4 of the Draft EIR includes an overview of the cumulative impacts analysis and the projects considered for cumulative impacts, as shown in Table 4-1 of the Draft EIR. As shown, the County Courthouse is included, as well as the Albright project in Los Gatos, and the North 40 mixed-use development. Consistent with CEQA Guidelines Section 15130, the cumulative impact analyses throughout the Draft EIR take into account past, present, and reasonably foreseeable projects in the vicinity of the Plan Area, which means that not all development need be considered.
B06-187	**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." 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 comment cites the threshold of significance for police protection services, asserts that the City of Campbell is currently planning on redevelopment of the City Hall and Police Department, and asks whether this should be considered in the analysis of the potential environmental impacts of the proposed Plan. Please refer to impact discussion PS-4 in Chapter 4.12, Public Services. In this discussion it is described that, "[a]lthough the construction of new police protection facilities would not be required under implementation of the proposed Plan, if the proposed Plan in combination with past, present, and reasonably foreseeable projects would result in the need for new or physically altered police protection facilities, subsequent, independent CEQA review would be required and impacts would need to [be] mitigated, when feasible." Therefore, while a redeveloped City Hall and Police Department were not explicitly considered, projects of this sort, with the potential to result in the need for new or physically altered police protection facilities which could cause significant environmental impacts, were considered. Based on the requirements of CEQA, it was determined that a less-than-significant impact would result in this respect.
B06-188	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?	The comment expresses concern regarding crime, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. To the extent required under CEQA, police protection impacts are addressed in Chapter 4.12, Public Services and Recreation, under Section 4.12.2. As stated, the Campbell Police Department confirmed that the

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		proposed Plan would not result in the need for expansion or addition of facilities to maintain adequate police protection services.
B06-189	Schools Page 4.12-13 - Table 4.12.3 There are two spelling errors in Policy LUT-5.6 'imapct' should be impact and 'sensetive' should be sensitive	The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
B06-190	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.	As discussed on page 4.12-16 of the Draft EIR, future development under the proposed Plan would be required to pay mitigation impact fees to offset the impacts to schools, which is deemed adequate mitigation under California Government Code Section 65995. Further, as stated in PS-5 of the Draft EIR, if and when school facilities are needing to expand, such development would be required to comply with CEQA
B06-191	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?	As stated on page 4.13-15, the Vasona Junction Station would include a park-and-ride lot, as well as two bus stops and that there would be parking spaces for 135 vehicles. It is speculative to assume where additional vehicles would park, and therefore, no further response is required. Further, the Draft EIR included a discussion starting on page 4.13-48 of the Draft EIR regarding parking supply in the context of supply resulting in a potential impact to traffic impacts. However, as stated on page 4.13-48, shortage of parking itself is not considered an environmental impact under CEQA.
B06-192	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.	Please see Master Response 3. The comment includes recommendations for scaling down the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-193	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.	Please see Master Response 3.
B06-194	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.	Please see Master Response 3.
B06-195	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.	Chapter 5, Alternatives, of the Draft EIR considers a Reduced Development Alternative.
B06-196	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?	The reference to West District is meant to reference the area known as DAAP-West. The boundaries of the reference are described in the second paragraph under the heading West District in Section 4.13.3.1 of Chapter 4.13, Transportation and Traffic, of the Draft EIR. Further, as shown Figure 3-5 in Chapter 3, Project Description, of the Draft EIR, the DAAP-West includes parcels west of Winchester Boulevard.
B06-197	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.	Traffic from all existing uses within the Plan area was taken into consideration as trips generated by these uses were included in the baseline traffic counts used to conduct the transportation analysis. Existing traffic counts can be seen on Table 4.13-5, and 4.13-6 of the Draft EIR.
B06-198	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.	Draft EIR Page 4.13-31 states the assumptions and reasoning. "ITE does not publish daily and AM peak hour pass-by reduction rates for a shopping center land use. In general, it is expected that the potential for pass-by trip reduction is less during the AM peak hour as compared to the PM peak hour, when traffic is highest on the adjacent streets. Based on this assumption, a 20 percent pass-by trip reduction rate was considered during the AM peak hour. Midday and early afternoon periods are expected to experience travel characteristics that are more similar to the PM peak hour than the AM peak hour; therefore, for overall daily traffic analysis, a pass-by rate of 25 percent was applied. These pass-by reductions were applied to retail trips after deducting internal capture trips."
B06-199	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	Draft EIR Table 4.13-10 provides the Plan's anticipated trip distribution pattern. Figures 4.13-3A and 4.13-3B provide the anticipated Plan-generated trips. Hacienda Avenue was considered the residential street that would most likely be impacted by the proposed Plan, and thus a TIRE Index analysis was conducted for this street. Other streets may receive Plan-generated trips, to the extent noted in Figures 4.13-3A and 4.13-3B.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	be impacted include (but are not necessarily limited to) Chapman, Walnut, Capri, Theresa, Virginia, Steinway, Gay, Peggy, West Parr, Vale, Audrey and Burrows. Hacienda excepted, the DEIR completely fails to provide any analysis of impacts to the TIRE indices for San Tomas neighborhood streets.	
B06-200	**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.We would like to how they calculated the proposed trips east and westbound on Hacienda Avenue (~250 each way)	Draft EIR Page 4.13-32 notes that implementation of the proposed Plan would result in 259 trips being added in the eastbound direction, and 248 trips in the westbound direction. Therefore, the proposed Plan would have no impact on the TIRE index of Hacienda Avenue. The number of trips was derived by calculating the trip generation of the proposed Plan and then applying those trips in and out of the Plan area to local regional roadways via the anticipated trip distribution pattern.
B06-201	**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. 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.	Chapter 5, Alternatives, of the Draft EIR considers a Reduced Development Alternative. Pages 5-70 through 5-73 of the Draft EIR describe the traffic impacts of the Reduced Development Alternative. Although the Reduced Development Alternative would result in improved traffic impacts, the alternative would not avoid all of the significant and unavoidable impacts of the proposed Plan and would overall represent a slight improvement over proposed Plan conditions.
B06-202	**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.	As stated in Chapter 3, Project Description, of the Draft EIR on page 3-12, future housing development is expected to result in a significant percentage of studios and one-bedroom units to accommodate young singles and couples. Young singles and couples are anticipated to be attracted to this housing close to the Tech and Core Tech jobs anticipated in future in the proposed Plan area. The reduced parking requirement for smaller units is consistent with City of Campbell parking requirements. The conservative assumption regarding 25% of the residential units in DAAP-West being studio or one bedroom was made so that the analysis reflected a mix of housing sizes.
B06-203	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	Please see Master Response 3. Also, shortage of parking itself is not considered an environmental impact under CEQA; however, the secondary effects that can result from an under-supply of parking, such as traffic congestion due to drivers searching for scarce available parking spaces, can result in impacts under CEQA. Because projects developed under the proposed Plan would be subject to the parking rates and requirements in the Municipal Code, and would be encouraged to incorporate the parking management strategies outlined in the proposed Plan, the impact with respect to parking would be less than significant. In addition,

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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. This is not a less than significant without mitigation.	several mitigation measures are proposed, ranging from physical improvements to Transportation Demand Management elements. Also, Transportation Master Response 1 addresses concerns regarding significant and unavoidable impacts.
B06-204	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).	The comment expresses concern regarding background conditions related to traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B06-205	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.	The comment expresses concern regarding traffic conditions, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B06-206	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.	Please see Master Response 5.
B06-207	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).	The Draft EIR followed VTA guidelines for transportation impact analysis, which specifies analysis of freeway segments under near-term project conditions only, and not for background or cumulative conditions.
B06-208	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	The comment includes recommendations for reducing the size of the Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process. Chapter 5, Alternatives to the Propose Plan, includes both an analysis of a reduced development and no DAAP-West Alternative.
B06-209	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.Impact of Compression should be added into the EIR.	Replacing 2 story structures with 3-6 story structures will not cause compaction of the groundwater aquifers. Land subsidence is caused by overdraft of groundwater aquifers and drawdown of the groundwater table, which results in compression of the aquifer material. Subsidence was effectively halted in the Santa Clara Valley by 1969 and policies implemented by the SCVWD has resulted in a rise in groundwater levels over the past 40 years. There are several areas within the Draft EIR that discuss groundwater resources: Groundwater - Existing Conditions and HYD-2 in the Hydrology and Water Quality section and Groundwater in the Utilities & Service Systems section. In addition, there is a discussion in the Geology, Soils, and Seismicity section about how building design would be subject to geotechnical investigations to determine the load-bearing capacity of soils, with approvals required by the Building Division, to ensure that there are safeguards to prevent differential settlement and the compression of earth materials.
B06-210	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?	Page 4.14-11 of the Draft EIR includes a discussion of the results of the Water Supply Assessment prepared by SJWC. As indicated in that discussion, the WSA determined that there will be sufficient water supply to serve the 2030 buildout that is projected from implementation of the proposed Plan.
B06-211	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. 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	The comment includes recommendations for alternatives to the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR. The comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	develop the plan may fit the cities long term goals and objectives. See Appendix A.	
B06-212	Appendix A – Possible Modified Land Use Plan	Please see Master Response 1. The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B06-213	**Modified ~ Table 3-1 Proposed FAR And Building Height Development Standards**	Please see Master Response 1.

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.

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.~~	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.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B06-214	**Modified ~ Table 3-3 Proposed Buildout Projections**	Please see Master Response 1.

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

Percentage of Site Coverage	Proposed	Modified Winchester East District	Revised Central District	Revised 'Creekside' District
Site Coverage	~~80%~~	60%	75%	60%

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

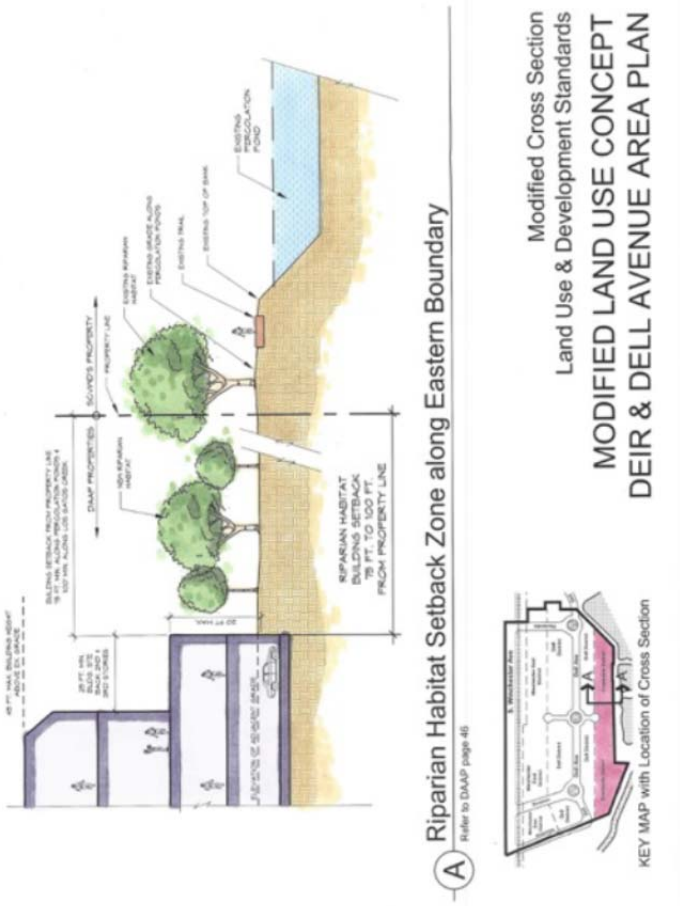
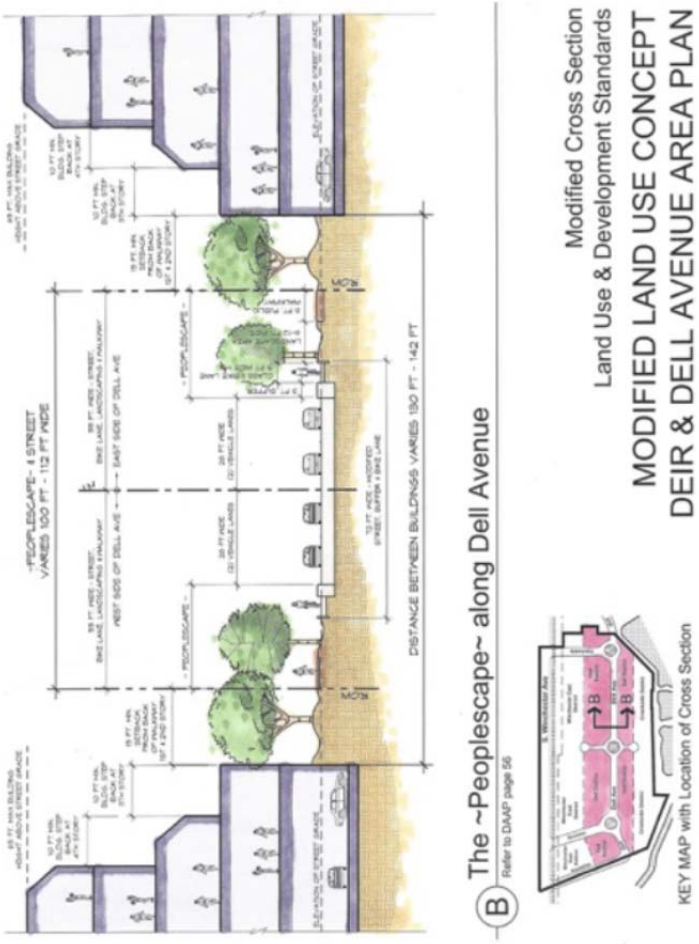
Comment #	Comment	Response
B06-215		Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

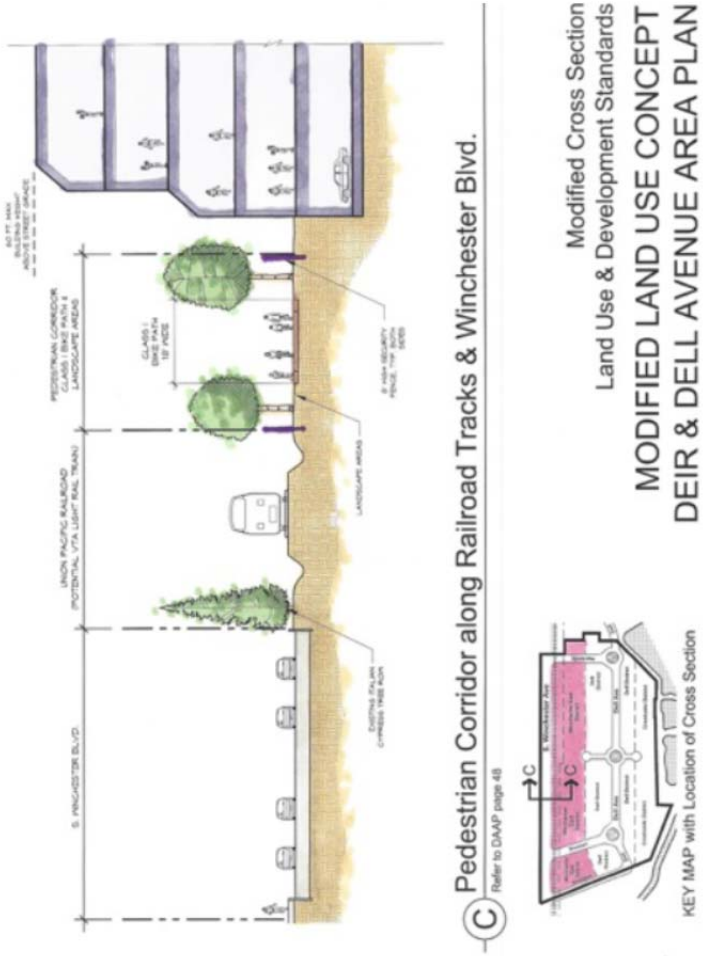
Comment #	Comment	Response
		

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B07	Paula Parisi, Dell Associates II, LLC	
B07-01	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	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B07-02	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, multitenant 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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B07-03	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	The commenter's opinions regarding the merits of the Plan are noted. The Draft EIR evaluates the Plan as proposed, as well as three project alternatives, including a No Project Alternative. The EIR does not evaluate an alternative with relaxing zoning standards in lieu of a plan. CEQA requires an EIR's alternatives analysis to evaluate "range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project" and an alternative that does not include a plan would not meet the basic objectives of the project.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B07-04	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.	The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B07-05	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").	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B07-06	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.	Please see Master Response 5.
B07-07	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.	As stated under Section 3.7.3 of Chapter 3, Project Description, of the Draft EIR, the proposed Plan has a buildout horizon to 2040. Further, as stated under Section 2.2 of Chapter 2, Introduction, of the Draft EIR, the Draft EIR is a program-level Draft EIR and does not evaluate the impacts of specific, individual developments that may be allowed under the proposed Plan and each future project will require environmental review, as required by CEQA. Therefore, because the EIR does not attempt to analyze specific projects, nor does it propose any specific projects, expected phasing would be speculative other than establishing a horizon year of 2040.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B07-08	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.	Please see Master Response 4.
B07-09	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 core tech office buildings of a scale proposed in the Plan, it eliminates the potential for these smaller startup companies to have a place within the City of Campbell to "incubate" and grow.	Please see Master Response 1 and Master Response 4.
B07-10	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.	The comment states that the Draft EIR does not adequately evaluate a consequence that existing uses may be forced out. Redevelopment in the Plan Area will occur over time based on market forces, and it would be speculative for the Draft EIR to predict the precise manner in which this redevelopment would occur.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B07-11	Thank you for your attention to these comments. cc: Jim Mair Andrew L. Faber, Esq.	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B07-12	Comments/Questions/Concerns with the Draft Environmental Impact Report ("DEIR") for the Dell Avenue Area Plan ("DAAP") :	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B07-13	• 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.	Please see Master Response 1. While the commenter references a section of the Draft EIR the comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B07-14	• 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.	As stated in Section 2.3.1 of Chapter 2, Introduction, of the Draft EIR, a Notice of Preparation (NOP) was circulated for 30-days in compliance with Section 21080.4 of the California Public Resources Code. Further, the Draft EIR was made available for public review for an initial 45-day comment period beginning on June 22, 2015 and ending on August 10, 2015, which provided an opportunity for the public and interested parties to comment on the Draft EIR. The City extended the standard comment period one additional day to accommodate a public hearing that took place on August 11, 2015. Further, the City held a scoping meeting at the September 9, 2014 Campbell Planning Commission meeting to receive comments from the public and Planning Commission on the preparation of the Draft EIR. All noticing was conducted in compliance with applicable regulations regarding appropriate notification.
B07-15	• 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.	The comment expresses concern regarding division of the existing community but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. As described on pages 4.9-14 through 4.9-16, the Plan does not propose any physical features that would divide the community, and would enhanced circulation.
B07-16	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.	The proposed Plan would not conflict with an applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The text of the Draft EIR has been revised accordingly, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B07-17	**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.	Please see Master Response 3.
B07-18	**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.	Please see Master Response 3.
B07-19	**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.	Please see Master Response 3.
B07-20	**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.	Please see Master Response 1 and Master Response 5.
B07-21	**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.	As noted in the Draft EIR, Chapter 4.14, the agencies and entities responsible for utilities infrastructure (water, sewer, solid waste, electrical, gas) perform short- and long-term planning and forecasting pursuant to applicable laws and regulations. These efforts are intended to ensure utilities and service systems can accommodate future capacity needs. As discussed in the EIR, in accordance with the existing and future capacities -- and capital improvement programs -- of the service providers, the impacts to utilities and service systems were determined to be less than significant. Also, please see Master Response 3.
B07-22	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 nonconforming 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.	Please see Master Response 1 for the portion of the comment regarding the proposed Plan. Additionally, the comment expresses concern regarding the drafting of the Draft EIR, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B07-23	Dell Associates II can be reached by contacting either James D. Mair or Paula Parisi at (408) 379-0400.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B08	Barbara Holden	
B08-01	Dear Paul, Your EIR pg 14.13-2117. Winchester Blvd/Albright Way-Courtside Dr Future intersectionThis 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.	The Draft EIR transportation analysis, including intersection LOS projections, was reviewed by several agencies, including the City of Campbell, Town of Los Gatos, Santa Clara County, the Valley Transportation Authority, and Caltrans, and has been confirmed. Also, please see response to comment B17-03 regarding the North 40 plan.
B08-02	Could I write a letter to the Campbell Planning Commission regarding this? Would it be heard? Thank you Barbara F. Holden 408 483 4152	This comment serves as a general remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the question raise a new environmental issue. No further response is required.
B09	Sharon Nelson	
B09-01	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.	The comment includes recommendations for suggested uses in the Plan Area, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B09-02	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	The Hacienda Avenue improvement project that has been completed is not in the proposed Plan Area. Only Hacienda Avenue east of Winchester Boulevard is in the proposed Plan Study Area. The proposed Plan planning process strongly considered the standards of the Hacienda Avenue improvement project and adapted some of its design into the proposed Plan's portion of Hacienda Avenue,

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	to future development.	such as bike lanes reduced travel lanes.
B09-03	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, this change occurred in 2007. 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.	The comment is noted and the text in the Draft EIR has been corrected to indicate that the South Page Groundwater Recharge Pond is open to the public. The text in the Draft EIR has been corrected to remove references to watercraft and the use of model boats has been edited to add the requirements for inspection and registration.
B09-04	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.	Please see Master Response 1.
B09-05	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". 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	This comment expresses concern regarding statements made in the proposed Plan and Draft EIR, and the lack of bird-safe building standards, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	prevent the deaths of hundreds of birds every year.	
B09-06	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.	Please see Master Response 1. The comment does not address the adequacy of the Draft EIR. Please refer to Draft EIR Chapter 4.1 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to aesthetics.
B09-07	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.	Please see Master Response 1. The comment does not address the adequacy of the Draft EIR. Please refer to Draft EIR Chapter 4.1 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to aesthetics.
B09-08	3. Campbell has already built the *entrée* to a grand green gateway and development: Hacienda Avenue and the enhanced Page Recharge pond.	Please see Master Response 1. The comment does not address the adequacy of the Draft EIR. Please refer to Draft EIR Chapter 4.1 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to aesthetics.
B09-09	I urge you to work with 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, nor 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	Please see Master Response 1 and Master Response 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	can do better. Sincerely, Sharon Nelson Campbell resident, voter, and taxpayer since 1976	
B10	Ellen Dorsa	
B10-01	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.	Please see Master Response 1, and Master Response 4.
B10-02	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".	Chapter 4.2, Air Quality, identifies air quality impacts associated with the increase in criteria air pollutant emissions generated by the proposed Plan in accordance with the Bay Area Air Quality Management District (BAAQMD) methodology. Mitigation Measures were incorporated to reduce the significant air quality impacts of the proposed Plan. During construction activities, construction contractors would be required to implement fugitive dust best management practices and use newer, cleaner construction equipment. During operation, new residential and non-residential development would be required to install energy-efficient appliances and large employers would be required to implement an employee trip commute reduction program. However, Chapter 4.2 identified average daily and annual criteria air pollution emission generated by the proposed Plan during construction and operation, which could contribute to the nonattainment designations of the Air Basin. As identified in Chapter 4.2, future development under the proposed Plan would result in a substantial long-term increase in criteria air pollutants over the 2040 buildout horizon or longer time frame and would be a significant and unavoidable impact of the proposed Plan.
B10-03	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	Chapter 4.2 identifies regional and localized impacts of the proposed Plan based on BAAQMD methodology for evaluating air quality impacts. Localized air quality impacts from carbon monoxide (CO) hotspots generated by project-related vehicles was determined to be less than significant under AIR-4 based on BAAQMD methodology. In addition to this localized evaluation of CO hotspots,

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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?	Chapter 4.2- evaluates the total average daily and annual criteria air pollution emission generated by the proposed Plan, which could contribute to the nonattainment designations of the Air Basin. As identified in Chapter 4.2 under Impact AIR-02, future development under the proposed Plan would result in a substantial long-term increase in criteria air pollutants over the 2040 buildout horizon or longer time frame and would be a significant and unavoidable impact of the proposed Plan.
B10-04	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. 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.	Please see response to comment B06-99.
B10-05	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?	Please refer to response to comment B06-101.
B10-06	TRAFFIC All traffic issues are listed as Significant and Unavoidable	Please see Master Response 5. Also, the comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B10-07	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.	The comment expresses concern regarding mitigation measures, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B10-08	ALTERNATIVES 1. NO PROPOSED PLAN WEST Eliminate DAAP West altogether I agree with this	Please see Master Response 2. The opinion of the commenter is noted. The comment does not address the adequacy of the Draft EIR.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	alternative. Removed the DAAP-West from the Plan. and….	
B10-09	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. or…	The opinion of the commenter is noted. The comment does not address the adequacy of the Draft EIR.
B10-10	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.	The opinion of the commenter is noted. The comment does not address the adequacy of the Draft EIR.
B10-11	Respectfully submitted, Ellen Dorsa	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B11	Joanne Carroll	
B11-01	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	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B11-02	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.	Please see response to comment B06-15.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B11-03	Third, there is no mention of sufficient schools to support the employees of the newly proposed commercial enterprises.	Please see response to comments B01-45 and B06-112 related to school impacts.
B11-04	Fourth, the images that were used to reflect the Plans intent do not reflect the character of Campbell or intent of the plan.	Please see Master Response 1.
B11-05	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.	Please see Master Response 1.
B11-06	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.	As stated in Section 2.3.2 of Chapter 2, Introduction, of the Draft EIR, upon completion of the 45-day review period, the City of Campbell will review all written comments received and prepare written responses for each comment. The Final EIR will then be presented at a public hearing to the City Council of the City of Campbell for certification. All future meetings will be noticed in accordance with applicable noticing regulations.
B11-07	1 Introduction Page 2 - 1st paragraph — last line of paragraph What is meant by the phrase 'Context-sensitive transition'?	Please see response to comment B06-19. This means development restrictions and standards to ensure new development will be designed to fit in with existing character.
B11-08	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.	Please see response to comment B06-20. This comment is noted. However, it does not appear that there is a conflict between these two statements. The first statement describes the proposed Plan area as having excellent transportation access, i.e., proximity to major highways and commuter rail. The second statement, which is in a different part of the Plan that focuses on existing conditions, merely states the fact that Winchester Boulevard is a minor arterial, a typical designation the cities use to categorize roads.
B11-09	Page 6 - Adoption Hearings - Advisory Committee I would like to know who was on the advisory committee?	Please see response to comment B06-21.
B11-10	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.	Please see response to comment B06-22. This grammatical error will be corrected in the Final Draft proposed Plan.
B11-11	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.	Please see response to comment B06-23.
B11-12	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	Please see response to comment B06-24.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	parcel changed from C-2 to P-D (Planned Development).	
B11-13	**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: "The factors to be considered include, but are not limited to, the following: • Compatibility with adjoining land uses • Privacy Impacts • Traffic • Noise"	Please see response to comment B06-25.
B11-14	**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.	Please see response to comment B06-26.
B11-15	**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.	Please see response to comment B06-27.
B11-16	**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	Please see response to comment B06-28.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B11-17	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.	Please see response to comment B06-29.
B11-18	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.	Please see response to comment B06-30.
B11-19	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. These parcels are part of the STANP and should be developed according to the guidelines under that plan.	Please see response to comment B06-31.
B11-20	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.	Please see response to comment B06-33.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B11-21	**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.	Please see response to comment B06-35.
B11-22	**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.	Please see response to comment B06-36.
B11-23	**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.	Please see response to comment B06-37.
B11-24	**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." Minimizing lanes when you are anticipating increased traffic doesn't make sense.	Please see response to comment B06-38.
B11-25	**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).	Please see response to comment B06-39.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B11-26	**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.	Please see response to comment B06-40.
B11-27	**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.	Please see response to comment B06-41.
B11-28	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.	Please see response to comment B06-42.
B11-29	**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.	Please see response to comment B06-43.
B11-30	**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.	Please see response to comment B06-44.
B11-31	**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.	Please see response to comment B06-45.
B11-32	**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	Please see response to comment B06-46.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B11-33	**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.	Please see response to comment B06-47.
B11-34	**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?	Please see response to comment B06-48.
B11-35	**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.	Please see response to comment B06-49.
B11-36	**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.	Please see response to comment B06-50.
B11-37	Also, this height may impact the daily migration of some of the local wildlife to the creeks and trails.	Please see response to comment B06-51.
B11-38	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.	Please see response to comment B06-52.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B11-39	**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.	Please see response to comment B06-53.
B11-40	**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?	Please see response to comment B06-54.
B11-41	**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?	Please see response to comment B06-55.
B11-42	**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?	Please refer to response to comment B06-56.
B11-43	**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.	Please see response to comment B06-57.
B11-44	**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." I agree that this needs to be done.	Please see response to comment B06-58.
B11-45	**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	Please see response to comment B06-59.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B11-46	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.	Please see response to comment B06-60.
B11-47	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.	Please see response to comment B06-52.
B11-48	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. 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.	Please see response to comment B06-62.
B11-49	Page A5 - 1.b. Ground Floors and Entries There seems to be an omission regarding handicapped considerations. Please include in next version.	Please see response to comment B06-63.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B11-50	**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. 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.	Please see response to comment B06-64.
B11-51	**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! You mention outdoor views, but except for the Waterfront areas, all views will be the building next door.	Please see response to comment B06-65.
B11-52	**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). Bird-Safe building standards need to be taken into consideration in the design of the architecture of the proposed commercial and multi-use buildings.	Please see response to comment B06-66.
B11-53	**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?	Please see response to comment B06-67.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	• 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?	
B11-54	Page A12 - C. Access Points There seems to be an omission regarding handicapped considerations. Please include in next version.	Please see response to comment B06-68.
B11-55	Page A13 - D. Garage Design There seems to be an omission regarding drainage considerations. Please include in next version.	Please see response to comment B06-69.
B11-56	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.	Please see response to comment B06-70.
B11-57	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. Respectfully submitted, Joanne Carroll	Please see response to comment B06-71.
B12	Hal and Joanne Carroll	
B12-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B12-02	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	Please see Master Response 4. Analyzing the provisions or analysis of funding related to VTA plans would be speculative and not within the purview of CEQA.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	cannot be implemented.	
B12-03	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.	Please refer to response to comment B06-17.
B12-04	In addition to our general comments, we have the following specific comments on the following chapters in the Report:	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B12-05	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, …" 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.	Please see response to comment B06-77.
B12-06	• 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.	Please see response to comment B06-78.
B12-07	1.2 Summary of Proposed Plan • Page 1-5 - A High-Tech 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.	Please see response to comment B06-83.
B12-08	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 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	Please see response to comment B06-84.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses." These 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.	
B12-09	• 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.	Please see response to comment B06-85.
B12-10	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.	Please see response to comment B06-86.
B12-11	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.	Please see response to comment B06-87.
B12-12	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.	Please see response to comment B06-90.
B12-13	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.	Please see response to comment B06-98.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B12-14	"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.	Please see response to comment B06-100.
B12-15	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.	Please see response to comment B06-105.
B12-16	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)" There is currently a day-care directly across the street from the proposed Plan. Remediation needs to be identified for this hazard.	Please see response to comment B06-107.
B12-17	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.	Please see response to comment B06-107.
B12-18	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)" 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.	Please see response to comment B06-108

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B12-19	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." 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.	Please see response to comment B06-110.
B12-20	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.	Please see response to comment B06-112.
B12-21	"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.	Please see response to comment B06-113.
B12-22	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	Please see response to comment B06-115.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	reduce the impact on the neighborhood.	
B12-23	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?	Please refer to response to comment B06-120.
B12-24	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" ?	Please see response to comment B06-124.
B12-25	Environmental and Economic Sustainability Please include a statement about bird-friendly buildings to ensure that the 187 species of birds are not affected.	Please see response to comment B06-125.
B12-26	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"	Please see response to comment B06-126.
B12-27	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."	Please see response to comment B06-128.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	First sentence. Starts with "Employee" this doesn't make sense. Either eliminate the word or change it to Employers.	
B12-28	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.	Please see response to comment B06-129.
B12-29	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.	Please see response to comment B06-130.
B12-30	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.	Please see response to comment B06-131.
B12-31	DAAP-Central: Multi-use housing should be considered for the area.	Please see response to comment B06-132.
B12-32	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.	Please see response to comment B06-133.
B12-33	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.	Please see response to comment B06-134.
B12-34	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. One of the biggest issues for Campbell is insufficient parking for	Please see response to comment B06-135.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B12-35	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.	Please see response to comment B06-138.
B12-36	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.	Please see response to comment B06-140.
B12-37	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.	Please see response to comment B06-166.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B12-38	**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." If these are the guidelines that the city is using, then DAAP-West does not adhere to these goals, policies or strategies.	Please see response to comment B06-167.
B12-39	**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.	Please see response to comment B06-168.
B12-40	**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.	Please see response to comment B06-169.
B12-41	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.	Please see response to comment B06-170.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B12-42	**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.	Please see response to comment B06-171.
B12-43	**Page 4.9-8 -Zoning Ordinance - C-2 (General Commercial)** Would Hotels fall into this Zoning Ordinance?	Please see response to comment B06-172.
B12-44	**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.	Please see response to comment B06-173.
B12-45	**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." 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.	Please see response to comment B06-174.
B12-46	**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.	Please see response to comment B06-175.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B12-47	**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*.	Please see response to comment B06-176.
B12-48	**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.	Please see response to comment B06-177.
B12-49	**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?	Please see response to comment B06-178.
B12-50	**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	Please see response to comment B06-179.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B12-51	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.	Please see response to comment B06-180.
B12-52	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?	Please see response to comment B06-181.
B12-53	Page 4.10-10 Strategy CNR-10-1j "Truck Traffic Limits: Limit commercial, industrial and construction truck traffic in residential areas. "	Please refer to response to comment B06-182.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B12-54	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.	Please see response to comment B06-183.
B12-55	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." 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.	Please see response to comment B06-184 and B06-185.
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?	Please see response to comment B06-186.
B12-57	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.	Please see response to comment B06-186.
B12-58	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	Please see response to comment B06-187.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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." 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?	
B12-59	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?	Please see response to comment B06-188.
B12-60	Schools Page 4.12-13 - Table 4.12.3 There are two spelling errors in Policy LUT-5.6 'imapct' should be impact and 'sensetive' should be sensitive	Please see response to comment B06-189.
B12-61	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.	Please see response to comment B06-190.
B12-62	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? We need more time and will continue to review the Transportation and Traffic Sections to identify specific feedback. Thank you for your consideration.	Please see response to comment B06-191.
B12-63	Respectfully submitted, Hal & Joanne Carroll Hal	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B13	Julia Dedeerer	
B13-01	Dear Mr. Kermoyan 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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B13-02	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.	Please see Response B06-170. The standard noted by the commenter is coupled with a standard for building to follow a "wedding-cake" model, locating taller building elements along the street frontage. Together, these two standards are considered adequate to provide a transition between building heights. The current zoning would allow 75 foot tall commercial buildings. The proposed DAAP-West provisions would lower the current height allowances and also increase the building's distance from the rear property lines. This comment is inaccurate because the property owners would use the area as surface parking and not an alley (or street). In terms of the "wall" that has been characterized along Winchester Blvd, all buildings would be designed to be architecturally pleasing and non-wall like.
B13-03	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.	Please see Master Responses 2 and 4.
B13-04	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.	Please see Master Response 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B13-05	Respectfully submitted, Julia Dedeerer DEDERER CONSULTING, INC 570 Chapman Drive Campbell, CA 95008 Julia_dederer@yahoo.com	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B14	Susan Landry	
B14-01	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?	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B14-02	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.	The comment does not address the adequacy of the Draft EIR. Please refer to Draft EIR Chapter 4.3 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to biological resources.
B14-03	* Both the SCVWD and the County's Parks and Recreation Dept. comments should be considered by the Commissioners before making any decisions.	The comment does not address the adequacy of the Draft EIR. No further response is required. Both the SCVWD (Comment Letter A10) and County Parks and Recreation Department (Comment Letter A04) provided comment letters, which were addressed above. Please refer to those comments and responses.
B14-04	*** 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.	Potential impacts related to the proposed Plan regarding hazards due to a design feature or incompatible uses are addressed in impact discussion TRAF-3 of the Draft EIR. As stated, as future projects are proposed under the Plan, review of those plans would occur at that time to ensure that the plans conform to applicable design standards, such as land widths and roadway geometric features, bicycle and pedestrian facilities, sight lines, street lighting, and other design elements necessary for the safety of vehicles, pedestrians, and bicyclists.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B14-05	*** 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.	The comment includes recommendations for bicycle lanes, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B14-06	Also want to address: The Street layout needs to be modified so the layout has 'People Friendly' site features.	Please see Master Response 1.
B14-07	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 & considerationSusan M. LandryEnvironmental ArchitectDesigning Spaces Between the Natural and Built Environment ™ Trees were not consumed in the transmission of this email. Try this on your end too.	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B15	James Turner	
B15-01	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:	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B15-02	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:	Please see Master Response 5.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B15-03	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?	The proposed Plan designates Knowles Drive as one of the gateways, with new sidewalks on the north side of Knowles Drive. Intersection improvements, including curb ramps, high-visibility crosswalks, curb extensions where feasible, special paving, and other features intended to improve pedestrian safety, are recommended for the Winchester Boulevard/Knowles Drive intersection. A Class III Bicycle Route, or a street that is specifically designated as a shared route for bicycles and vehicles, is envisioned for Knowles Drive, per the proposed Plan and the City of Campbell General Plan. Also, a traffic signal is proposed as a mitigation measure at the intersection of Hacienda Avenue and Del Avenue (Mitigation Measure TRAF- 8m).
B15-04	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?	The comment expresses concern regarding traffic improvements, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B15-05	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?	Table 4.13-16 of the Draft EIR states that "For calculated delays greater than 120 seconds, HCM methodology does not produce an accurate representation of actual conditions." The estimated delays at these intersections reported by the analysis software are shown on Table 4.13-16, as noted in the comment, and are shown only for comparison purposes. The actual value is not considered an accurate representation because of the limitations of the analysis equations, but the difference in delay from one scenario to another is used as a measure to determine impact significance as it represents the relative difference between scenarios. There are projected delay increases at these intersections compared to what already exists today.
B15-06	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.	The Draft EIR Background scenario includes traffic that would be generated by planned and approved developments within the cities of Campbell, San Jose, and the Town of Los Gatos within the vicinity of the Plan Area. A list of these projects was provided by staff of the three cities; see page 4.13-50 of the Draft EIR. The Draft EIR Cumulative Conditions includes an analysis of projected traffic volumes for the horizon year of 2040, without the addition of the buildout of the proposed Plan. The VTA maintains a countywide travel demand forecasting model. This model was reviewed to develop growth factors for study intersections, which was applied to existing traffic volumes. Any projects not explicitly identified in the list provided on page 4.13-50, such as any proposed Netflix buildings, would be accounted for in the cumulative analysis via the growth factors built into the model.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B15-07	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.	Traffic on southbound Winchester Boulevard was accounted for in the Draft EIR transportation analysis as several intersections on Winchester Boulevard were analyzed under each study scenario. The current and projected levels of congestion are reflected in the intersection analysis.
B15-08	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?	The intersection of Winchester Boulevard and Hacienda Avenue was analyzed under each study scenario. Capri Elementary School and the school district had the opportunity to review the Draft EIR analysis and findings; no comment letter was submitted from the school or school district .
B15-09	7. Does the City of Campbell (Planning) have a plan in place if the traffic in the area becomes overwhelming? A plan B?	Please see Master Response 1. To the extent required by CEQA to address potential environmental impacts related to Traffic and Transportation, including mitigation measures where impacts were found to be significant, please refer to Chapter 4.13, Transportation and Traffic, of the Draft EIR.
B15-10	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.	Please see Master Response 1. The comment does not address the adequacy of the Draft EIR. Please refer to Draft EIR Chapters 4.13 and 4.14 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic, and utilities and services.
B15-11	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. Appreciate a reply as soon as possible and thanks for considering these thoughts in your planning process. Regards, Jim Turner	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B16	James Turner	
B16-01	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	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B17	Barbara Holden	
B17-01	Dear Paul, If you could forward my comments to the Planning Commissioners for next week's meeting, I would appreciate it.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B17-02	Your DAAP EIR table 4.13-5 states17. Winchester/Courtside Future Intersection.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.	At the time of the existing conditions traffic counts used in the Draft EIR transportation analysis, this intersection was not yet in operation. The full intersection with the western approach is noted and analyzed under the Background (see intersection #17 in Tables 4.13-14 and 4.13-15) and Cumulative conditions (Tables 4.13-16 and 4.13-17).
B17-03	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: DAAP:	The North 40 Draft EIR (http://www.losgatosca.gov/DocumentCenter/Index/413) analyzed 31 study intersections, of which 18 are in common with the 28 intersections analyzed in the Draft EIR transportation analysis. Because of the difference in when the transportation studies for each project were prepared, there are likely differences in the baseline traffic counts and the assumptions used in the future year forecasts. Also, assumptions regarding the level of buildout for the proposed Plan are different in various reports. Therefore, it is possible that there are differing results between the two documents.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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 I think this inconsistency should be addressed. 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	
B17-04	Thank you. Barbara F. Holden 408 483 4152	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B18	Michelle Braucht	
B18-01	Paul Having scanned the EIR I have several questions/concerns that I would like addressed, as follows:	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B18-02	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.	As discussed under Section 4.14.1 Water Supply of Chapter 4.14, Utilities and Service Systems, of the Draft EIR, the analysis takes into consideration water supply and generation consistent with the local urban water management plan, which is the adopted plan that addresses water supply in the area. Further, the San Jose Water Company's water demand and supply projections to the year 2035 were considered, which is standard practice for analysis of water supply. In addition, the San Jose Water Company prepared a water supply assessment for the proposed Plan in accordance to the requirements of California Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221), in order to demonstrate whether water supplies are sufficient.
B18-03	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..	The comment includes recommendations for open space, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process. As stated on page 4.12-30 of the Draft EIR, all development in the DAAP-Waterfront and DAAP-Central Districts, must provide 10 percent of the site area to publicly-accessible open space or pay an in-lieu fee.
B18-04	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 ?	As discussed on Page 4.12-3 of the Draft EIR, two fire stations serve Campbell, including one at 485 W. Sunnyoaks Avenue, and one at 123 Union Avenue. As described, the Sunnyoaks Fire Station is located approximately 1 mile northwest of the Plan Area. There is also another nearby Fire Station – in Los Gatos on Winchester, just south of Lark Avenue that has a hook and ladder truck that could be used for taller structures.
B18-05	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?	Please see Master Response 3.
B18-06	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.	The comment includes recommendations for mitigations, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B18-07	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	Please see Master Response 5.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B19	Barbara Holden	
B19-01	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**	The comment does not address the adequacy of the Draft EIR. No further response is required.
B19-02	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 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.	Table 4.13-5 of the Draft EIR is the Existing Conditions intersection analysis, and does not include the Albright or North 40 projects. Table 4.13-6 is the Existing Conditions freeway segment analysis, and does not include the Albright or North 40 projects. For reference, the Draft EIR Background scenario includes traffic that would be generated by planned and approved developments within the cities of Campbell, San Jose, and the Town of Los Gatos within the vicinity of the Plan Area. A list of these projects, which includes the Albright Way office development, was provided by staff of the three cities; see page 4.13-50. Cumulative Conditions includes an analysis of projected traffic volumes for the horizon year of 2040, without the addition of the buildout of the proposed Plan. The VTA maintains a countywide travel demand forecasting model. This model was reviewed to develop growth factors for study intersections, which was applied to existing traffic volumes. Additionally, traffic volumes from the North 40 and Albright projects were added to the Cumulative scenario, as these are large development projects which have not yet been accounted for in the VTA's model. Because of the difference in when the transportation studies for each project (DAAP and North 40) were prepared, there are likely differences in the baseline traffic counts and the assumptions used in the future year forecasts. Also, assumptions regarding the level of buildout for the proposed Plan are different in various reports. Therefore, it is possible that there are differing results between the two documents.
B19-03	(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).	Please see Response B19-02. Also, because of the difference in when the transportation studies for each project were prepared, there are likely differences in the baseline traffic counts and the assumptions used in the future year forecasts. Also, assumptions regarding the level of buildout for the proposed Plan are different in various reports. Therefore, it is possible that there are differing results between the two documents.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B19-04	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	This table is a supplement to the above comments (B19-02 and B19-03).
B20	Regina Henley	
B20-01	Dear Mr. Kermoyan: Below are my overall comments regarding the Draft EIR:	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B20-02	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.	This comment does not specify the drawing or figure in question nor does the comment assert any errors associated with the figure in question. Additionally, the comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B20-03	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.	Transportation studies do not analyze each intersection, street or neighborhood that may receive project-generated traffic; the study intersections in the Draft EIR were chosen based on the VTA's technical guidelines for preparation of traffic impact studies as well as professional judgment regarding those intersections that would most likely be potentially impacted by the proposed project. Consideration was given to traffic that comes from local streets and neighborhoods in the form of vehicles that turn onto of off of Winchester Boulevard. The effect of adding Plan-related traffic on Hacienda Avenue, west of Winchester Boulevard, was evaluated based on the Traffic Infusion on Residential Environment (TIRE) index (see Section 4.13.3.3 of the Draft EIR) and concluded that the proposed Plan would have no impact on the TIRE index of Hacienda Avenue. Page 4.13-48 includes an evaluation of the potential parking effects of the proposed Plan. In addition, the proposed Plan TDM measures will include parking measures (see TRAF-7).
B20-04	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	The object of the ambient noise measurement survey was to document representative noise levels at a variety of locations during typical weekday

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	adequately assessed or addressed in the noise impact evaluation.	conditions under fair weather settings; consistent with industry standard practice. Neither the short-term, nor long-term ambient measurements can be reasonably expected to assess all possible environmental conditions during all possible meteorological and/or seasonal permutations and at all possible locations.Rather, the Draft EIR discusses the rationale for selecting each location and how the locations provided (a) a well-distributed geographical coverage of the Plan Area, (b) representative samplings of noise environments in or near potential redevelopment sites, typical characteristics of light-industrial, commercial, and residential land used, and (c) captured noise environments from the notable sources in the Plan Area (including traffic sources, commercial activities, rail operations, aircraft fly-overs, and mechanical/HVAC equipment). As such, it is maintained that the ambient survey adequately and properly describes a representative sampling of the existing conditions in and near the Plan Area.
B20-05	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	Traffic from all existing uses within the study area, including traffic generated by Barracuda Networks, was taken into consideration in the Draft EIR transportation analysis as trips generated by these uses were included in the baseline traffic counts used to conduct the transportation analysis. Issues associated with the driveways of Barracuda Networks were recently evaluated under a separate review by the City of Campbell; a parking lot expansion was approved with new driveways to Barracuda Networks.
B20-06	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	As stated in Section 2.2 of Chapter 2, Introduction, of the Draft EIR, the Draft EIR is intended to review potential environmental impacts associated with the adoption and implementation of the proposed Plan. Crime related issues are enforcement issues, and outside of the purview of what is required to be analyzed under CEQA.
B20-07	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 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 hitechnology 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.	The comment expresses concern regarding significant impacts concluded in the Draft EIR, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	However, the Draft EIR has pointed out several significant impacts that cannot be mitigated, as reflected below in Table 6-1 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.	
B20-08	DAPP WEST DEVELOPMENT 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.	Please see Master Response 2.
B20-09	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 . 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.	This comment does not specify the drawing or figure in question nor does the comment assert any errors associated with the figure in question. Additionally, the comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B20-10	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	Please see Master Responses 2 and 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	neighborhoods. *Goal LUT-17 Preserve the informal neighborhood character, low-density residential areas and reduce auto traffic.*	
B20-11	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 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. As traffic backs up on Winchester at Knowles coming from the Los Gatos, people will turn off on Knowles and drive down Capri.	The comment expresses concern regarding traffic patterns during times of congestion, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B20-12	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.	The comment expresses concern regarding traffic speeds, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

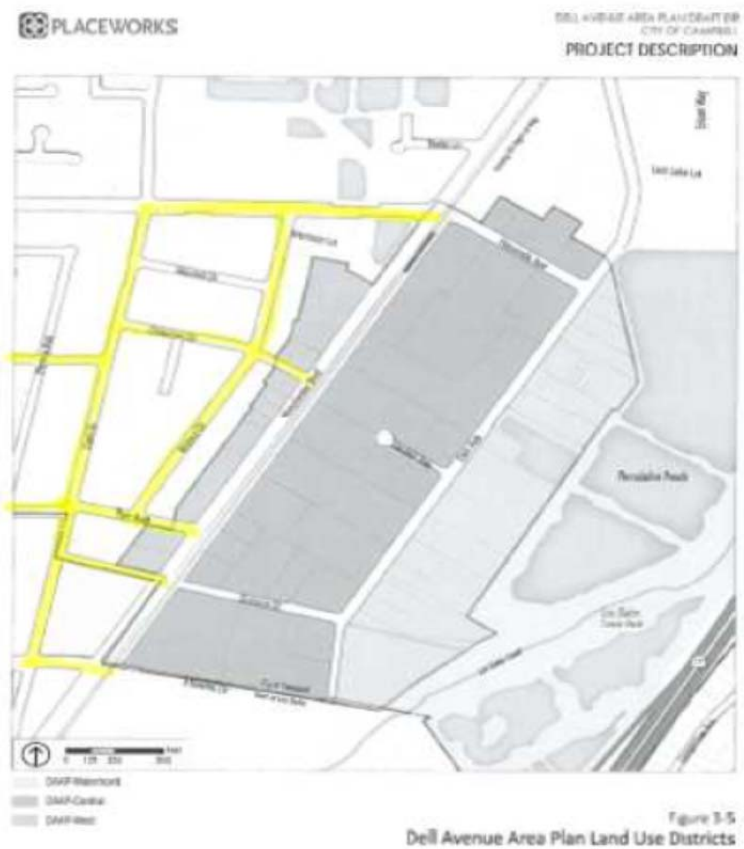
Comment #	Comment	Response
B20-13	 The traffic impact to these streets that are parallel to Winchester Blvd. is not discussed within the EIR and there is no mitigation for this unavoidable and significant impact to existing residents in this neighborhood.	Please see response to comment B20-03. Also, please see Master Response 5.
B20-14	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 commenter recounts some details of selected ambient noise measurement location results. The Short-Term measurements in this or any other Draft EIR are not intended to

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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. 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.	capture the worst-case conditions (such are during rush-hour traffic periods) at any given location. Rather, they are intended to document representative noise levels at a variety of locations during typical weekday conditions. Additionally, the diurnal pattern of rising and falling community noise levels are better captured via the Long-Term measurement locations; of which there were two such data sets within the Plan Area. See also the response to Comment B20-04 (above).
B20-15	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.	As noted by the commenter, the City of Campbell General Plan does include goals, policies, and strategies that are intended and designed to reasonably control noise intrusion and the minimization of noise exposure within the general community. The pertinent, noise-related goals, policies, and strategies were summarized in Draft EIR Table 4.10-5. Also, as noted, the Plan does reinforce the City's desire for new buildings to have an acoustical study performed so as to control noise from any given, proposed project onto the community, as well as to ensure community noise is compatible on a future land use. Increases in community noise levels as a result of the proposed Plan were discussed in impact assessment items NOISE-1 and NOISE-3 of the Draft EIR. In the former, the assessment concluded that all proposed development would be consistent with the goals, policies, and strategies of the City of Campbell General Plan. As such, future traffic noise was found to have a less than significant impact per NOISE-1. For the latter, noise level increases from project-related traffic were presented in Table 4.10-8 of the Draft EIR. That table shows that the largest increase on any roadway segment studied would be +1.6 dB and that all other segments would have between 0 and +1 dB of increase. All these future conditions are well below the threshold of audibility (i.e., +3 dB) that was

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		presented in Draft EIR Table 4.10-1 (and related text). It is also important to note that the City of Campbell has not established a definitive standard for significant increases in community noise levels. Therefore, future increases in traffic noise were also found to have a less than significant impact per NOISE-3.
B20-16	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.	VTA's planned extension of the Vasona Corridor light railway is intended to bring rail-oriented transit service to the Plan Area (with a station near the Hacienda Avenue/Winchester Boulevard intersection, as noted by the commenter). This was discussed in Draft EIR Chapter 3. However, the light railway extension is not part of the proposed Plan, so analyses of potential noise impacts from this rail source would not be within the purview of the current Draft EIR assessment. Additionally, increases in community noise levels as a result of the proposed Plan were discussed in impact assessment item NOISE-1 of the Draft EIR; including a discussion related to future rail transit noise. Specifically, the Draft EIR found that the implementation of the proposed Plan would not impede or otherwise affect City participation in planning efforts for Vasona Light Rail, including those to develop mitigations to reduce noise impacts on residents and businesses (per General Plan Strategy CNR-10.1k). Since implementation of the proposed Plan would comply with this rail-noise reduction strategy, the assessment concluded that future rail noise would have a less than significant impact per NOISE-1.
B20-17	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.	The object of the ambient noise measurement survey was to document representative noise levels at a variety of locations during typical weekday conditions under fair weather settings; consistent with industry standard practice. Neither the short-term, nor long-term ambient measurements can be reasonably expected to assess all possible environmental conditions during all possible meteorological and/or seasonal permutations and at all possible locations. Rather, the Draft EIR discusses the rationale for selecting each location and how the locations provided (a) a well-distributed geographical coverage of the Plan Area, (b) representative samplings of noise environments in or near potential redevelopment sites, typical characteristics of light-industrial, commercial, and residential land used, and (c) captured noise environments from the notable sources in the Plan Area (including traffic sources, commercial activities, rail operations, aircraft fly-overs, and mechanical/HVAC equipment). As such, it is maintained that the ambient survey adequately and properly describes a representative sampling of the existing conditions in and near the Plan Area. The commenter recounts some details of selected ambient noise measurement

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		location results. The Short-Term measurements in this or any other Draft EIR are not intended to capture the worst-case conditions (such are during rush-hour traffic periods) at any given location. Rather, they are intended to document representative noise levels at a variety of locations during typical weekday conditions. Additionally, the diurnal pattern of rising and falling community noise levels are better captured via the Long-Term measurement locations; of which there were two such data sets within the Plan Area. See also Response B20-04.
B20-18	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 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?*	The Plan proposes mixed-use development on the west side of Winchester Boulevard to enhance the character of Winchester Boulevard, to provide an opportunity to replace General Commercial residential with multi-family residential uses, to lower the current maximum height of 75 feet within the General Commercial Zone District to a maximum height of 45 feet, and provide a transition between the non-residential uses and residences to the west of the Plan Area.
B20-19	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	Please see Response B20-05.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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 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.	
B20-20	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;	Please see Master Response 2. Please refer to Chapter 4.13, Transportation and Traffic, of the Draft EIR for an analysis of the potential environmental impacts related to transportation and traffic. The other issues raised by the commenter (i.e. loitering, crime, and smoking) are issues related to enforcement and are outside of the purview of what is required to be analyzed under CEQA. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B20-21	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. 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.	Please see Master Response 1, Master Response 2, and Master Response 5.
B20-22	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. 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.	Please see Master Response 2. Crime issues are related to enforcement and are outside of the purview of what is required to be analyzed under CEQA. No further response is required. Further, the reference to the retail component uses identified by the commenter (i.e. coffee houses, bars, restaurants, cafes, etc.) are currently permitted and conditionally permitted under existing zoning regulations and the proposed zoning would limit what is currently permitted.
B20-23	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. Regina Henley 645 Chapman	The opinion of the commenter is noted. The comment does not address the adequacy of the Draft EIR. Please see Master Response 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Drive Campbell, CA 95008	
B21	Susan Landry	
B21-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B21-02	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B21-03	Overall comments: o The DAAP's large development will change 'Campbell'. How will be decided during this Approval Process. o 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.	Please see response to comment B06-10.
B21-04	o The Traffic Impacts from this project and the surrounding City's projects are going to degrade the quality of traveling around Campbell.	Please see response to comment B06-11.
B21-05	o The Development Guidelines & Land Use Concept needs to be updated to better reflect 'Peoplescapes' and Bikescapes' and not cars. o 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.	Please see response to comment B06-13.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B21-06	o The sense of place that is the spirit of Campbell is not represented in the assessments of the impact of this project.	Please see response to comment B06-13.
B21-07	o 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.	Please see response to comment B06-14.
B21-08	o 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.	Please see response to comment B06-14.
B21-09	o 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.	Please see response to comment B06-14.
B21-10	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.	Please see response to comment B06-79.
B21-11	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. Collectively, the impacts to traffic alone will be extremely significant and will affect the quality of life in Campbell.	Please see response to comment B06-79, B06-80, and B06-81.
B21-12	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,	Please see response to comment B06-82.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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	
B21-13	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:	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B21-14	<table><tr><th>Significant Impact</th><th>Significance Before Mitigation</th><th>My Comments</th></tr><tr><td>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.</td><td>DEIR's Designation: LTS Revised Designation: S</td><td>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.</td></tr></table> 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.	Please see Master Response 3.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B21-15	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 The Mitigation Measure AIR-2b Requires large development projects to establish an Employee Trip Commute Reduction Program which is to include 'Alternative Commuter Benefits' including alternative modes of transportation, such as bike 7 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 comment includes recommendations for bicycle and pedestrian route design, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B21-16	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 The DAAP p. 56 provides street development standards for Dell Avenue, the only north/south street in the project are. The cross section for Dell calls for a Travel Lane with shared 'bike 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	Figure 2-6 of the proposed Plan shows the proposed Class I, Class II, and Class III bicycle facilities in the Plan Area. As noted on page 31 of the Plan, Bicycle travel will be prioritized in the Dell Avenue area, as shown in Figure 2-6. Regional and local connections to the site will be strengthened by improved facilities on Winchester Boulevard and Dell Avenue, as well as connections and signage leading to Los Gatos Creek Trail. Additionally, the new north-south Railway Multi-use Path will provide unimpeded bicycle mobility through the site. East-west connections will focus on getting bicyclists through the Plan Area and to regional trails in the east. The comment is correct regarding the three-foot separation required between motorists and bicyclists. Bicycle buffer zones are the buffered space around the bike lane that increase the space between bikes and cars or parked cars. These can be marked with painted strips and sometimes with images of bicycles on the pavement to denote the adjacent bike lane; however, this is a matter of law rather than design standard or plan policy, and not a potential traffic impact of the proposed Plan. Draft EIR pages 4.13-44 and 4.13-45 include a discussion of proposed bicycle and pedestrian facilities. Additional bicyclists, pedestrians and transit riders would reduce the number of vehicles making trips. The provision of facilities to accommodate bicyclists and pedestrians, as noted in the proposed Plan and the Draft EIR, would minimize the interference with bus

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	impacts to traffic.The DEIR does not address how the projected Bus and Shuttle traffic will be impacted by the bicyclists who are not required as part of the Development's Alternative Modes of Transportation Plan. Refer to TRAF-8 below	and shuttle traffic.
B21-17	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. 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.	The comment makes a recommendation for a 75 foot setbacks along the Plan Area's eastern boundary and includes text copied from the Draft EIR but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process. The comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B21-18	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 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. 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 and from this watershed	The comment makes a recommendation for a 75 foot setback along the Plan Area's eastern boundary and installation of only California native plants within 75 feet of SCVWD's property. The comment includes text copied from the Draft EIR but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process. The comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B21-19	<table><tr><td>TRAF-8. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.</td><td>DEIR's Designation: S</td><td>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.</td></tr></table> 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 does 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.	The issues associated with shared bicycle/travel lanes were discussed in terms of the functionality on page 31 of the proposed Plan. Potential traffic impacts on Dell Avenue were identified in the mitigation measures noted in the comment, which call for traffic signals at these two intersections. For both of these intersections, the mitigation measures note that "it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area." The ultimate geometry would take into consideration the mix of vehicles, pedestrians and bicyclists at each location, with the goal of providing safe and efficient movement through each intersection.
B21-20	<table><tr><td>TRAF-8. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.</td><td>DEIR's Designation: S Revised Designation: S</td><td>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.</td></tr></table> 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 both Town of Los Gatos and Caltrans, and would therefore require both agencies' approvals to implement modifications.	The comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. As part of Mitigation Measure TRAF-8v, the Draft EIR notes that "it is recommended that the City of Campbell coordinate with the Town of Los Gatos and Caltrans to seek approval for this modification, and subsequently develop a funding mechanism to implement the modification. However, due to limitations on feasibility (i.e., lack of funding and unknown timing of the improvement), the proposed Plan's impact on this intersection is significant and unavoidable. In addition, please see Master Response 5.
B21-21	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[tm]	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

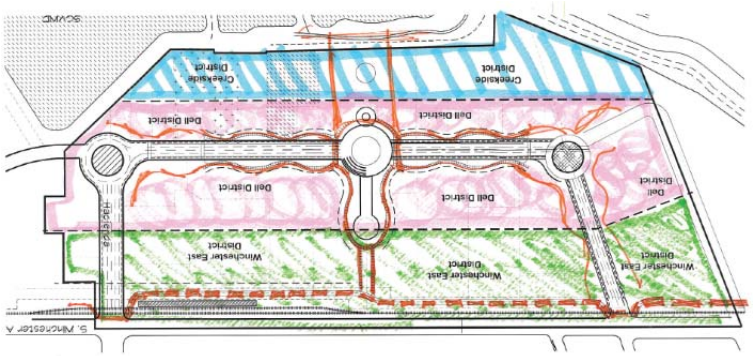
Comment #	Comment	Response
B21-22		The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B22	Michelle Braucht	
B22-01	Paul What is the process for getting a response ?	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B22-02	Paul Having scanned the EIR I have several questions/concerns that I would like addressed, as follows:	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B22-03	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.	The comment expresses concern regarding water supply, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Further, as discussed under Section 4.14.1 Water Supply of Chapter 4.14, Utilities and Service Systems, of the Draft EIR, the analysis takes into consideration water supply and generation consistent with the local urban water management plan, which is the adopted plan that addresses water supply in the area. Further, the San Jose Water Company's water demand and supply projections to the year 2035 were considered, which is standard practice for analysis of water supply. In addition, the San Jose Water Company prepared a water supply assessment for the proposed Plan in accordance to the requirements of California Senate Bill 610 (SB 610) and Senate Bill 221 (SB 221), in order to demonstrate whether water supplies are sufficient.
B22-04	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,	Please see response to comment B18-03.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B22-05	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 ?	Please see response to comment B18-04.
B22-06	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?	Please see response to comment B18-05.
B22-07	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.	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.
B22-08	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	Please see Master Response 5.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B23	Joe Hernandez	
B23-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B23-02	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.**	The comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B23-03	**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. 	The buildout assumptions used in the Draft EIR for proposed office development assume there would be 1 job per 300 square feet. As stated on page 3-18 of the Draft EIR, this represents an average of the anticipated density range. Furthermore, the 1 job per 300 square feet of office assumption takes into account total square footage of a given project, including meeting rooms, cafeterias, storage areas, amenity uses, etc. Therefore, these employment projections are considered to represent a fairly dense employee population since they are not based on net square footage.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B23-04	2. Adding an additional 2,292,000 net new office space will place an unmanageable burden on Winchester and the surrounding neighborhood streets. 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.	Please see Master Response 3.
B23-05	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.	The comment expresses concern regarding access from the south, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B23-06	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.	The comment expresses concern regarding light-rail ridership, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B23-07	The addition of DAAP-West to the plan will have a negative impact on **Land Use and Planning.**	Please see Master Response 2.
B23-08	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.	The comment expresses concern regarding negative impacts on the San Tomas neighborhood but does not specify a specific type of impact. Impacts to the San Tomas neighborhood and other nearby uses are considered throughout the Draft EIR. Regarding consistency with the STANP, please see Master Response 2.
B23-09	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.	The comment does not address the adequacy of the Draft EIR. No further response is required.
B23-10	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.	The comment does not address the adequacy of the Draft EIR. No further response is required.
B23-11	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.	The comment includes recommendations for alternatives to be adopted, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Respectfully submitted, Joe Hernandez	part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B24	Peter and Audrey Kiehtreiber	
B24-01	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. 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?"	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B24-02	**Waterfront** Now, on to particulars and some views of our desirable "Waterfront" vistas.	Please see Master Response 1. The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	 Oh, wait, sorry. That is someone **else's** seaside waterfront vista, as detailed in the DAAP.	

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B24-03	HERE is ours:	Please see Master Response 1. The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
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?	Please see Master Response 1. The comment does not address the adequacy of the Draft EIR. The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
B24-05	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? 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?	Please see Master Response 1.
B24-06	Very truly yours,	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Audrey Kiehtreiber	contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B25	Mike Tippets	
B25-01	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 .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.	Please see Master Responses 1 and 4.
B25-02	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.	Please see Master Responses 1 and 4.
B25-03	Have you given any consideration to the amount of traffic that will be bringing to that area?	Transportation and traffic issues related to the proposed Plan are addressed in Chapter 4.13 of the Draft EIR.
B25-04	With all the hard scape that will going in, where is the polluted run off going to go? O yea In the creek.	Stormwater runoff is addressed in Chapter 4.8, Hydrology and Water Quality, of the Draft EIR. Page 4.8-25 of the Draft EIR states, "With implementation of [proposed] development standards and requirements, it is probable that there would be a reduction in the amount of impervious surfaces and a resultant beneficial impact on water quality within the Plan Area as compared to existing conditions."
B25-05	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.	This comment serves as an closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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) 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	issue. No further response is required.
B26	Jo-Ann Ash Fairbanks	
B26-01	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.	The comment does not address the adequacy of the Draft EIR. No further response is required.
B26-02	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.	Pursuant to Section 15141 of the CEQA Guidelines, the text of Draft EIRs should normally be less than 150 pages and for proposals of unusual scope or complexity should normally be less than 300 pages. Although CEQA 15141 specifies page limits, the limits are mere guidelines and the overall pages of a Draft EIR need not necessarily be within these confines but rather be drafted in a manner that includes the appropriate amount of information and evidence to support the conclusions within.
B26-03	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.	As described in Chapter 1, Executive Summary, of the Draft EIR, the Draft EIR is organized into chapters corresponding to the environmental resource categories (thresholds) identified in Appendix G of the CEQA Guidelines. Regarding Significant and Unavoidable impacts, as stated in Section 6.3 Unavoidable Significant Impacts of Chapter 6, CEQA-Mandated Sections, of the Draft EIR, Section 15126.2(b) of the CEQA Guidelines requires that when significant unavoidable impacts are identified, their implications and the reasons why the project is being proposed despite these effects must be described. As such, significant and unavoidable impacts do not necessarily preclude a project or plan from approval; however, pursuant to CEQA Guidelines Section 15021(d), the City would be required to adopt a Statement of Overrding Considerations to reflect the ultimate balancing of competing public objectives.
B26-04	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'	The comment expresses concern regarding the environmental significance of Campbell's stated Vision, but does not provide sufficient detail or state a specific

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	perspective or Campbell's? For example, (a) Does not address the environmental significance (whether significant or insignificant) of Campbell's stated Vision as related to this Area Plan.	concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B26-05	(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."	Chapter 4.9, Land Use and Planning, of the Draft EIR evaluates the proposed Plan's consistency with the City of Campbell General Plan. Page 4.9-16 of the Draft EIR states: "In addition, the following goals, policies, and strategies from the General Plan would support the connectivity goals of the proposed Plan: - Goal LUT-11: A physically connected, efficient community with safe access and linkages throughout the city for a variety of transportation modes and users. - Policy LUT-11.1: Physically Connected Transportation Infrastructure. Strive to achieve physically connected transportation infrastructure. - Strategy LUT-11.1d: Bicycle and Pedestrian Connections in Development. Encourage new or redeveloping projects to provide logical bicycle and pedestrian connections on site, between parking areas, buildings, and street sidewalks and to existing or planned public right-of-way facilities and encourage pedestrian passages between street-front sidewalks and rear-lot parking areas. Ensure that the bicycle and pedestrian connections interface safely. - Strategy LUT-11.1e: Bicycle and Pedestrian Connections between Neighborhoods. Facilitate the construction of connected pedestrian and bicycle facilities (e.g., bridges, pathways, sidewalks and bike lanes) between and within neighborhoods that are attractive, well lit, comfortable, tree-lined, and safe, especially within ½-mile of major activity centers, schools, and parks."
B26-06	5. High-Tech Employment Center: It does not address the environmental significance of a High-Tech Employment Center on City-wide area plans.	The City of Campbell General Plan designates the Plan Area as Research and Development, which accommodates campus-like environments for corporate headquarters, research and development facilities, and offices. The proposed high tech employment uses are consistent with this designation.
B26-07	(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 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.	Please see Master Response 3.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B26-08	(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?	Environmental impacts associated with the employee projections of the proposed Plan are evaluated throughout the Draft EIR. Regarding the social and economic effects of the proposed Plan, please see Master Response 4.
B26-09	(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.	Please see Master Response 4.
B26-10	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.	The opinion of the commenter is noted. The comment does not address the adequacy of the Draft EIR.
B26-11	**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.	Please see Master Response 3.
B26-12	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.	This comment suggests that the City's tree preservation ordinance is not addressed, the proposed Project would be in opposition to the City's tree ordinance, and that the loss of these trees would contribute to the cumulative loss of mature trees. First, it should be noted that the proposed Plan is programmatic and does not contain specific development proposals. In the absence of specific development proposals it would be speculative to determine which trees in the Plan area may need to be removed. Nonetheless, as described in impact discussion BIO-5, "the removal of on-site trees, as well as the removal and planting of street trees, would be regulated by Chapter 21.32 of the City's Municipal Code." Since Chapter 21.32 does not prohibit the removal of protected trees, but rather sets out requirements for the handling of protected trees, including the requirement that a tree removal permit is obtained prior to removal of trees protected by the ordinance, the proposed Plan would not be in conflict with this section of the Municipal Code. Potential cumulative impacts to biological resources are discussed on pages 4.3-23 through 4.3-25 of the Draft EIR. It is noted in this discussion that any potential tree removal would be done in compliance with the City's Tree Protection Ordinance. Additionally, Mitigation Measure BIO-2 would require the project applicants of future potential projects permitted under the proposed Plan to plant three native riparian trees for every one removed. This is a more onerous requirement than the one to one

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		replacement ratio required by Chapter 21.32. Moreover, while mature trees would be lost, since replacement would be required, either by MM BIO-2 or Chapter 21.32 of the City's Municipal Code, this would not constitute a substantial contribution to this cumulative impact.
B26-13	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.	Chapter 4.9, Land Use and Planning, of the Draft EIR evaluates the proposed Plan's consistency with other plans, policies, and regulations applicable to the Plan Area.
B26-14	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.	Transportation studies do not analyze each intersection, street or neighborhood that may receive project-generated traffic; the study intersections in the Draft EIR were chosen based on the VTA's technical guidelines for preparation of traffic impact studies as well as professional judgment regarding those intersections that would most likely be potentially impacted by the proposed project. Consideration was given to traffic that comes from local streets and neighborhoods in the San Tomas Neighborhood Area Plan in the form of vehicles that turn onto of off of Winchester Boulevard.
B26-15	E. Utilities and Service Systems: Water Supply - Does not address California's current and future drought situation. No mitigation offered.	Please refer to response to comment B22-03.
B26-16	Thank you for the opportunity to give feedback! Jo-Ann Ash Fairbanks, Campbell resident.	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B27	Terry Corbet	
B27-01	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.	The comment does not address the adequacy of the Draft EIR.
B27-02	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	Please see Master Response 1 and Master Response 5. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B27-03	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.	Please see Master Response 1. Please refer to Draft EIR Chapters 4.1 and 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to aesthetics, and transportation and traffic.
B27-04	06. So, the reason that I suppose my recommendation will not have a place in the process which ends on August 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	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B27-05	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.	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.
B27-06	Respectfully, J. Terry Corbet 662 West Parr Avenue P.S. For the record: 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	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B28	Gus Elfar	
B28-01	Dear Paul:As a resident on Walnut Drive I am concerned about the DAAP Plan and specifically the DAAP-West.	The comment expresses concern regarding the proposed Plan and DAAP-West, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B28-02	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.	The comment does not address the adequacy of the Draft EIR. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.
B28-03	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.	Please see Master Response 2.
B28-04	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.	Please see Master Responses 2 and 4.
B28-05	Please confirm receipt of this email. Thank you, Gus Elfar cell #408-857-5978	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B29	Ellen Dorsa (DAAP)	
B29-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B29-02	**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.	The comment expresses concern regarding Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Please see Master Responses 1 and 4.
B29-03	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.	Please see Master Response 1.
B29-04	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?	Please see Master Response 1.
B29-05	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.	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.
B29-06	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.	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.
B29-07	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?	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B29-08	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.	Please see Master Response 1.
B29-09	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.	Please see Master Response 1.
B29-10	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?	Please see the discussion of Impact AES-3 in Chapter 4.1, Aesthetics, of the Draft EIR, for an analysis of the proposed Plan's potential environmental impacts related to the visual character of the area and its surroundings.
B29-11	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?	The comment does not address the adequacy of the Draft EIR.
B29-12	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 & offsite parking lots. Employees truly could walk to work.	The comment includes recommendations for changes to the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process. Further, see Master Response 1 and Master Response 2.
B29-13	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	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B29-14	Solution 3: Eliminate both DAAP and DAAP West. Change the codes to allow the current tenants to expand as their businesses grow.	Please see Master Response 1, and Master Response 2.
B29-15	Respectfully submitted, Ellen Dorsa	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B30	Ellen Dorsa (EIR)	
B30-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B30-02	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.	Please see response to comment B10-01.
B30-03	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".	Please see response to comment B10-02.
B30-04	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	Please see response to comment B10-03.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	operational, the toxicity of the air will increase exponentially. And now you want to add DAAP into the mix?	
B30-05	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.	Please see response to comment B06-99.
B30-06	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.	Please see response to comment B06-99.
B30-07	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?	Please see response to comments B06-101.
B30-08	TRAFFIC All traffic issues are listed as Significant and Unavoidable	Please see response to comment B10-06.
B30-09	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	Please see response to comment B10-07.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	create increased traffic & parking problems in other locations that probably already have their own issues.	
B30-10	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. 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?	The comment expresses concern regarding plan goals and policies but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B30-11	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.	Please see response to comment B06-143.
B30-12	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.	Please see response to comment B06-144.
B30-13	Page 4.1-5 STREETSCAPE STANDARDS per the City's General Plan as Appendix A2: The street crosssection 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	Please see response to comment B06-145.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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)**	
B30-14	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.	Please see response to comment B06-146.
B30-15	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).	Please see response to comment B06-148.
B30-16	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.	Please see response to comment B06-148.
B30-17	There is no way that this preserves or reinforces the aesthetics or the quality of life presently enjoyed within the San Tomas Neighborhood. An East Vista needs to be added to the EIR.	Please see response to comment B06-148.
B30-18	**ALTERNATIVES** 1. NO PROPOSED PLAN WEST Eliminate DAAP West altogether I agree with this alternative. Removed the DAAP-West from the Plan. and….	Please see response to comment B10-08.
B30-19	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. or…	Please see response to comment B10-09.
B30-20	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.	Please see response to comment B10-10.
B30-21	Respectfully submitted, Ellen Dorsa	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B31	Hal and Joanne Carroll	
B31-01	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.**	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B31-02	**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.	Please see response to comment B12-02.
B31-03	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.	Please see response to comment B06-17.
B31-04	In addition to our general comments, we have the following specific comments on the following chapters in the Report:	Please see response to comment B12-04.
B31-05	**1. EXECUTIVE SUMMARY1.1 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, …"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.	Please see response to comment B06-77.
B31-06	• 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.	Please see response to comment B06-78.
B31-07	**1.2 Summary of Proposed Plan** **• Page 1-5 - A High-Tech 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.	Please see response to comment B06-83.
B31-08	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."	Please see response to comment B06-84.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	- 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." These 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.	
B31-09	• 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.	Please see response to comment B06-85.
B31-10	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.	Please see response to comment B06-86.
B31-11	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.	Please see response to comment B06-87.
B31-12	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.	Please see response to comment B06-90.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B31-13	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.	Please refer to response to comment B06-98.
B31-14	"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.	Please see response to comment B06-100.
B31-15	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.	Please see response to comment B06-105.
B31-16	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)" There is currently a day-care directly across the street from the proposed Plan. Remediation needs to be identified for this hazard.	Please see response to comment B06-107.
B31-17	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	Please see response to comment B06-107.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	the Plan has had hazardous material fires that were allowed to burn out and then paved over with cement.	
B31-18	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)" 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.	Please see response to comment B06-108.
B31-19	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."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.	Please see response to comment B06-110.
B31-20	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.	Please see response to comment B06-112.
B31-21	"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)"	Please see response to comment B06-113.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B31-22	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.	Please see response to comment B06-115.
B31-23	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?	Please see response to comment B06-120.
B31-24	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" ?	Please see response to comment B06-124.
B31-25	Environmental and Economic Sustainability Please include a statement about bird-friendly buildings to ensure that the 187 species of birds are not affected.	Please see response to comment B06-125.
B31-26	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	Please see response to comment B06-126.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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"	
B31-27	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." First sentence. Starts with "Employee" this doesn't make sense. Either eliminate the word or change it to Employers.	Please see response to comment B06-128.
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.	Please see response to comment B06-129.
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.	Please see response to comment B06-130.
B31-30	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.	Please see response to comment B06-131.
B31-31	DAAP-Central: Multi-use housing should be considered for the area.	Please see response to comment B06-132.
B31-32	Table 3.1 Proposed FAR and Building Height Development StandardsWaterfront and Central Maximum Height : 60-foot base, 75-foot height bonusFive 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.	Please see response to comment B06-133.
B31-33	3.7.1.3 SPECIAL DAAP-WEST STANDARDS Please remove this from the EIR. The residents of the San Tomas Area	Please see response to comment B06-134.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B31-34	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. 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.	Please see response to comment B06-135.
B31-35	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.	Please see response to comment B06-138.
B31-36	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.	Please see response to comment B06-140.
B31-37	4. ENVIRONMENTAL EVALUATION4.9 Land Use and PlanningPage 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	Please see response to comment B06-166.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B31-38	**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." If these are the guidelines that the city is using, then DAAP-West does not adhere to these goals, policies or strategies.	Please see response to comment B06-167.
B31-39	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.	Please see response to comment B06-168.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B31-40	**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.	Please see response to comment B06-169.
B31-41	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.	Please see response to comment B06-170.
B31-42	**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.	Please see response to comment B06-171.
B31-43	**Page 4.9-8 -Zoning Ordinance - C-2 (General Commercial)** Would Hotels fall into this Zoning Ordinance?	Please see response to comment B06-172.
B31-44	**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.	Please see response to comment B06-173.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B31-45	**Page 4.9-13 - Surrounding Land Use and Context - South of the Plan Area: - 2ndsentence**"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.	Please see response to comment B06-174.
B31-46	**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.	Please see response to comment B06-175.
B31-47	**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.*	Please see response to comment B06-176.
B31-48	**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.	Please see response to comment B06-177.
B31-49	**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."	Please see response to comment B06-178.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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?	
B31-50	**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." - 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.	Please see response to comment B06-179.
B31-51	**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	Please see response to comment B06-180.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B31-52	**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?	Please see response to comment B06-181.
B31-53	**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.	Please see response to comment B06-182.
B31-54	**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.	Please see response to comment B06-183.
B31-55	**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."	Please see response to comment B06-184.
B31-56	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.	Please see response to comment B06-185.
B31-57	**4.12 Public Services and RecreationFirePage 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	Please see response to comment B06-186.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B31-58	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." 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?	Please see response to comment B06-187.
B31-59	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?	Please see response to comment B06-188.
B31-60	Schools Page 4.12-13 - Table 4.12.3 There are two spelling errors in Policy LUT-5.6 'imapct' should be impact and 'sensetive' should be sensitive	Please see response to comment B06-189.
B31-61	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.	Please see response to comment B06-190.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B31-62	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?	Please see response to comment B06-191.
B31-63	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.	Please see response to comment B06-192.
B31-64	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.	Please see response to comments B06-193, B06-194, and B06-195.
B31-65	Section 4.13.3.1 Site AccessWest District - first paragraphI 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?	Please see response to comment B06-196.
B31-66	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	Please see response to comment B06-197.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Valley Health Services). These additional services should be considered in the study as they do impact project trip estimates.	
B31-67	**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.	Please see response to comment B06-198.
B31-68	**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. Hacienda excepted, the DEIR completely fails to provide any analysis of impacts to the TIRE indices for San Tomas neighborhood streets.	Please see response to comment B06-199.
B31-69	**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. We would like to how they calculated the proposed trips east and westbound on Hacienda Avenue (~250 each way)	Please see response to comment B06-200.
B31-70	**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. 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.	Please see response to comment B06-201.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B31-71	**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.	Please see response to comment B06-202.
B31-72	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. This is not a less than significant without mitigation.	Please see response to comment B06-203.
B31-73	**4.13.5 Cumulative Impact DiscussionPage 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).	Please see response to comment B06-204.
B31-74	**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.	Please see response to comment B06-205.
B31-75	**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.	Please see response to comment B06-206.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B31-76	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).	Please see response to comment B06-207.
B31-77	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.	Please see response to comment B06-208.
B31-78	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. Impact of Compression should be added into the EIR.	Please see response to comment B06-209.
B31-79	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?	Please see response to comment B06-210.
B31-80	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.	Please see response to comment B06-211.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B31-81	Respectfully submitted, Hal & Joanne Carroll	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B32	Linda Ryalls	
B32-01	I oppose the DAAP/DEIR plan.	Please see Master Response 3.
B32-02	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.	Please see Master Response 3.
B32-03	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.	The comment expresses concern regarding crime, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B32-04	Regarding Fire, how will the fire stations deal with an emergency in our area?	The comment does not address the adequacy of the Draft EIR. No further response is required.
B32-05	Traffic is at capacity already during the week without any modifications.	The comment does not address the adequacy of the Draft EIR. No further response is required.
B32-06	Is there a new Disaster plan with the new development?	Please see Master Response 1.
B32-07	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.	The comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B32-08	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?	Potential light impacts are addressed in Chapter 4.1, Aesthetics, of the Draft EIR, and noise is addressed in Chapter 4.10, Noise, of the Draft EIR.
B32-09	It is evident that the City of Campbell does not care about the citizens just the development.	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Ryalls Family 1394 Walnut Drive, Campbell	issue. No further response is required.
B33	Russell Pfirrman	
B33-01	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. Sincerely, Russell Pfirrman 266 California St Campbell	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B33-02	This review includes the following adjustments to Section 1.4 AREAS OF CONTROVERSY. They developed during this review.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B33-03	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?	Please see Master Response 4.
B33-04	II. Does the PLAN provide financially viable development of the area?	Please see Master Response 4.
B33-05	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.	Please see Master Response 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B33-06	IV. Opportunities for "Innovative" businesses to be incentivized to use the potential of redevelopment are missing.	The commenter suggests that opportunities for innovative businesses to be incentivized to use the potential of redevelopment are missing from the list of areas of controversy. This list of areas of controversy are based on comments received on the NOP that was circulated from July 16, 2014 to August 14, 2014. Comments on the NOP are meant to be related to the scope and content of the environmental information to be included in the EIR. Since incentives for innovative businesses are not directly related to environmental issues regulated by CEQA, this was not included in the list of areas of controversy. Moreover, the comment does not address the adequacy of the Draft EIR. No further response is required.
B33-07	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.	Please see Master Response 1.
B33-08	VI. Open Space is not defined and many concepts, particularly related to Paths, appear conflicting.	Please see Master Response 1.
B33-09	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.	Please see Master Response 1.
B33-10	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?	Please see Master Response 1.
B33-11	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.	Please see Master Response 1.
B33-12	X. The PLAN does not take into consideration the location of existing business that may be High Tech or Innovation businesses.	Please see Master Response 1.
B33-13	XI. A significant number of improvements appear to be on property owned by others.	The comment expresses concern regarding improvements in the proposed Plan that appear to be on property owned by others, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Also, please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B33-14	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.	Please see Master Response 1.
B33-15	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".	As stated in impact discussion AES-4 of Chapter 4.1, Aesthetics, future development under the proposed Plan would be required to comply with the City's lighting design standards set forth in Municipal Code Sections 21.16 and 21.18.090. As discussed in that section of the Draft EIR, specifically the Municipal Code would require that outdoor lights would be placed to eliminate spillover illumination or glare onto adjoining properties and would not interfere with the normal operation or enjoyment of adjoining properties for both new residential and non-residential development. Further, in accordance with the Municipal Code, lights would be completely turned off or significantly dimmed at the close of business hours when the exterior lighting is not essential for security and safety. Accordingly, compliance with these measures would be adequately ensure that impacts related to light from future development would be less than significant.
B33-16	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.	Please see Master Response 3.
B33-17	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.	The comment expresses concern regarding open space, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B33-18	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.	The comment expresses concern regarding open space, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B33-19	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.	Chapter 4.2, Air Quality, identifies air quality impacts associated with the increase in criteria air pollutant emissions generated by the proposed Plan in accordance with the Bay Area Air Quality Management District (BAAQMD) methodology. Modification of the City's percolation ponds is not proposed as part of the proposed Plan and mitigation for biological resources would not increase the magnitude of air quality emissions identified in Chapter 4.2. Mitigation Measure

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		AIR-2c requires subsequent development project to reduce emissions by implementing fugitive dust control measures. Furthermore, an analysis of emissions generated from the construction of specific future projects under the proposed Plan would be required to evaluate emissions compared to BAAQMDs project-level significance thresholds during individual environmental review. However, due to the programmatic nature of the proposed Plan, no additional mitigation measures are available and the impact is considered significant and unavoidable.
B33-20	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?	As described under the methodology section in Chapter 4.2, transportation-related criteria air pollutant emissions are based on trip generation provided by W-Trans and modeled using the BAAQMD-approved California Emissions Estimator Model (CalEEMod). Carey – W-Trans should identify how they calculated trip reductions from other modes (walking and alternative transportation). As identified in Chapter 4.2 under Impact AIR-02, future development under the proposed Plan would result in a substantial long-term increase in criteria air pollutants over the 2040 buildout horizon or longer time frame and would be a significant and unavoidable impact of the proposed Plan. Mitigation Measure AIR-2b would require that large employers implement an employee commute trip reduction program (CTR). In the Bay Area, employer-sponsored CTR programs are monitored by BAAQMD. Large employers are required to register with the Commuter Benefits Program under BAAQMD Regulation 14, Rule 1. BAAQMD's enforcement program typically utilizes a cooperative working relationship with the regulated entities, in conjunction with graduated levels of enforcement actions, in order to maintain compliance with air quality regulations. In most cases, an enforcement action can be settled by taking prompt corrective actions and paying a monetary penalty. More information about BAAQMD's Commuter Benefits Program and how large employers can comply can be found here: https://commuterbenefits.511.org/. Additionally, the CTR program is required to be submitted to the City under Mitigation Measure AIR-2b. Emissions reductions from implementation of Mitigation Measure AIR-02 were not quantified; and therefore, the analysis in Chapter 4.2 is conservative and likely overestimates the proposed Plan's transportation sector emissions with implementation of Mitigation Measure AIR-2b.
B33-21	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?	Emissions reductions from extension of the Light Rail Transit (LRT) were not quantified; and therefore, the analysis in Chapter 4.2 is conservative and likely overestimates the proposed Plan's transportation sector emissions if the LRT

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		extension is implemented.
B33-22	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.	The air quality and greenhouse gas emissions analysis is based on the buildout statistics for the proposed Plan. Under CEQA and BAAQMD methodology, the air quality and greenhouse gas emissions analyses isolate the impact of the proposed Project in order to evaluate cumulative impacts in the Air Basin. Air quality and greenhouse gas modeling is based on buildout, which would result in 736 residents and 11,201 employees within the Plan area. Trips generated by the off-site land uses, including the hospital and related health facilities, are not part of the proposed Plan's emissions inventory. Further, modeling is based on BAAQMD CEQA Guidelines methodology and isolate the impacts of the project. Therefore, off-site emissions should not be included in the project-level/plan-level emissions inventories pursuant to BAAQMD methodology.
B33-23	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.	Chapter 4.2, Air Quality, identifies air quality impacts associated with the increase in criteria air pollutant emissions generated by the proposed Plan in accordance with BAAQMD methodology. Chapter 4.2 identifies regional and localized impacts of the proposed Plan based on the program-level detail available. Localized air quality impacts from carbon monoxide (CO) hotspots generated by project-related vehicles, which would include off-site impacts to the County Park, was determined to be less than significant under AIR-4 based on BAAQMD methodology. In addition to this localized evaluation of CO hotspots, Chapter 4.2-evaluates the total average daily and annual criteria air pollution emission generated by the proposed Plan, which could contribute to the nonattainment designations of the Air Basin, affecting air quality in the region, including the County Park. As identified in Chapter 4.2 under Impact AIR-02, future development under the proposed Plan would result in a substantial long-term increase in criteria air pollutants over the 2040 buildout horizon or longer time frame and would be a significant and unavoidable impact of the proposed Plan.
B33-24	10) AIR-5: Assessment excludes the significant impact of odor, wetland/riparian areas, maintenance activity associated with the Percolation Ponds.	Chapter 4.2, Impact AIR-5 describes potential odor impacts of the project, including odor impacts from proximity to the percolation ponds. Existing maintenance activities associate the percolation ponds are not associated with the proposed Plan. As identified under AIR-5, based on data compiled by BAAQMD, there have been no confirmed odor complaints within the City of Campbell in the last year. Therefore, no existing sources within the Plan Area are currently considered to generate nuisance odors that would impact the proposed Plan.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B33-25	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.	Please see Response B33-23. Impact AIR-4 evaluated localized impacts from congested intersections based on BAAQMD's methodology. No significant impacts were identified. In addition to this localized evaluation of CO hotspots, Chapter 4.2- evaluates the total average daily and annual criteria air pollution emission generated by the proposed Plan, which could contribute to the nonattainment designations of the Air Basin, affecting air quality in the region. As identified in Chapter 4.2 under Impact AIR-02, future development under the proposed Plan would result in a substantial long-term increase in criteria air pollutants over the 2040 buildout horizon or longer time frame and would be a significant and unavoidable impact of the proposed Plan.
B33-26	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.	This comment suggests that the analysis of the proposed Plan's impacts on 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 did not acknowledge a significant impact on the primary and secondary goals of the SCVWD Percolation Ponds. However, the comment does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. As described under BIO-2, a significant impact was identified, however, Mitigation Measure BIO-2 was determined to adequately mitigate potential impacts to effects on a riparian habitat or other sensitive natural community, as stated on page 4.3-26.
B33-27	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?	This comment asks whether CDFW was contacted to determine the likelihood that an Alteration Agreement would be required and asks what the impact would be if an Alteration Agreement was required but not obtained. The proposed Plan is programmatic in nature and does not contain specific development proposals. Mitigation Measure BIO-2 calls for the project applicants to "Minimize, avoid, and compensate for impacts to riparian habitat by avoiding individual riparian trees during construction." Moreover, this Mitigation Measure states that "if avoidance is not feasible obtain a 1602 Streambed Alteration Agreement from the CDFW for impacts to riparian habitat." Since this Mitigation Measure would be incorporated as a condition of approval for the proposed Plan, future potential projects permitted under the proposed Plan would be required to adhere to the requirements of this Mitigation Measure. If the applicant for a future potential project permitted under the proposed Plan violates a condition of approval, the City can revoke their permit in accordance with section 21.68.030 of the Campbell Municipal Code.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B33-28	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?	The comment expresses concern regarding certain components of the Project and presents questions about land use regulations, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process. The comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B33-29	15) BIO-2: Does SCVWD accept Promenade/multi-use path with landscaped shoulders as suitable for their maintenance requirements around the Percolation Ponds?	The comment asks whether SCVWD accepts the Promenade/multi-use path with landscaped shoulders as suitable for their maintenance requirements around the percolation ponds, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process. The comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process. Additionally, it should be noted that on page A15, the proposed Plan calls for applicants to coordinate with SCVWD when providing the promenade/multi-use path.
B33-30	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?	This comment asks whether USACE indicated that wetlands would be impacted by the proposed Plan and asks whether the proposed methods are suitable to both USACE and SCVWD. As described in Chapter 4.3, Biological Resources, Mitigation Measure BIO-3 calls for project applicants of future potential projects permitted under the proposed Plan to conduct a jurisdictional wetland delineation that is verified by the USACE. This Mitigation Measure goes on to state that if there are potential fill impacts to Waters of the US, a Section 404 permit should be obtained from the USACE. In addition, as described in impact discussion BIO-6, the SCVWD would continue to maintain the desilting ponds in accordance with the provisions of the SCVHP.
B33-31	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.	This comment asks what State or federal agency determined there would be no migratory bird impacts and notes that the percolation ponds are recognized as a prime local birding venue. CEQA does not require State or federal agencies to make determinations about potential impacts to migratory birds for plans like the proposed Plan. As described in impact discussion BIO-4, the Lead Agency determined, based on the evidence in the record, that a less-than-significant impact would result with respect to the proposed Plan's potential to interfere substantially with the movement of any native, resident, or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B33-32	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?	This comment notes the recent approval of the percolation ponds as a County Conservation Area but does not provide evidence to support this claim. Additionally, this comment asks whether the County agrees with the determination in the Draft EIR that all the hardscape and vegetation landscape included in the proposed Plan would not have a significant impact. Since the Plan area for the proposed Plan is within the city limit of Campbell, the City of Campbell is the Lead Agency for the Plan's EIR and concurrence with Santa Clara County is not required by CEQA.
B33-33	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?	The comment does not address the adequacy of the Draft EIR. No further response is required.
B33-34	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.	Please see Response B33-20. GHG emissions impacts of a project are global and no single project causes climate change. Therefore, GHG emissions impacts describe the proposed Plan's cumulative contribution to GHG emissions impacts. As described under the methodology section in Chapter 4.6, Greenhouse Gas Emissions, transportation-related GHG emissions are based on trip generation provided by W-Trans and modeled using CalEEMod.
B33-35	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.	The comment does not address the adequacy of the Draft EIR. No further response is required.
B33-36	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	The comment does not address the adequacy of the Draft EIR. No further response is required.
B33-37	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.	Please see response to comment B06-107. Also, as stated under Section 4.7.2.1. of Chapter 4.7, Hazards and Hazardous Materials, of the Draft EIR, the Plan Area is not located within ¼-mile of an existing or proposed school; therefore, the proposed Plan would have no impact regarding hazards or hazardous materials regarding proximity to an existing or proposed school. As stated on page 4.7-17 of the Draft EIR, the nearest school is Campbell Middle School, located at 295 Cherry Lane, roughly 1 mile to the north of the Plan Area, and Carlton Avenue School is located at 2421 Carlton Avenue, roughly 1 mile southeast of the Plan Area.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B33-38	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.	Please see response to comments B01-39 and B01-40.
B33-39	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.	Please see response to comments B01-41.
B33-40	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.	It is unclear how commenter's determination was made that currently 50% of the Plan area is open space. A review of aerial images of land within the Plan boundaries shows virtually the entire area covered with buildings or impervious surfaces. Setting aside 20% of the Plan area as open space in addition to the C.3 requirements for stormwater infiltration devices with new construction would result in an increase in potential groundwater recharge as compared to existing conditions.
B33-41	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	The City is aware of the underground piping and the easements have been identified in conjunction with SCVWD. Any future development in easements, on SCVWD property, or areas affecting SCVWD facilities the area will require permits obtained from SCVWD. Text has been added on page 4.8-5 of the hydrology section noting this requirement as well as the location of the Page Distribution pipeline.
B33-42	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.	Development within the Plan area would consist primarily of the redevelopment of existing properties and the Plan area currently is covered with almost 100% impervious surfaces (buildings, roads, and parking lots). Since buildout of the Plan area will take place over a period of 25 years, it is not known how individual developers will design their projects and what the change in hard surface areas will be. Therefore, calculations were not included. However, given the requirement for 20% open space and the C.3 stormwater requirements for the use of stormwater infiltration devices, there would be an increase in pervious surfaces as compared to existing conditions. The treatment of roof runoff through flow-through planters is one of the options available for stormwater control in the C.3 Stormwater Handbook and would be used with new development in the area. The SCVWD has implemented a laundry-to-landscape greywater rebate system for residents; however, the permit requirements and system design are more complex for commercial/industrial facilities. Nevertheless, new development within the Plan area will have the option to collect and use greywater in accordance with applicable health codes.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B33-43	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.	The comment is noted. The text has been added to the groundwater section of the Draft EIR under Existing Conditions to address the potential for construction dewatering and the requirements for that activity, as shown in Chapter 3, Revisions to the Draft EIR, of this Final EIR.
B33-44	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.	A Water Supply Assessment was prepared by San Jose Water Company for the Plan area, which indicates that there is sufficient water to meet the demand of the proposed development. The calculations to determine the water demand include the intended land use within the Plan area and building requirements. Automatic fire-suppression systems would not result in a significant water demand because they are not activated to release water unless a fire occurs, which would be a rare event.
B33-45	31) HYD-6: The PLAN does not address the potential flooding due to the collapse of the Lexington Dam, such as from an earthquake.	Please see response to comment B06-108.
B33-46	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.	Please see Master Response 4.
B33-47	33) LAND-3: The Plan does conflict with the SCVWD habitat conservation plan and possibly the County Conservation Plan.	Please see Master Response 3.
B33-48	34) LAND-4: The is no provision in the PLAN or assessment of the impact of the following: 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.	Please see Master Response 4.
B33-49	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".	The comment is incorrect. Following the construction-focused discussion in impact item NOISE-2, there is a sub-section entitled "Vibration Related to Operations" which contains (a) a summary of CoreTech And CoreTech Complimentary land uses, (b) discussion of the expected lack of notable vibration sources associated with these types of uses, and (c) the conclusion that on-going activities will have less than significant vibration impacts.
B33-50	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	It is believed that the commenter is postulating that the conclusions of Impact NOISE-3 are incorrect to the listed items a. through f.These are addressed individually as follows:a. VTA's planned extension of the Vasona Corridor light railway (LRT) is intended to bring rail-oriented transit service to the Plan Area

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	major impact on quality of life in nearby residences.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.	(with a station near the Hacienda Avenue/Winchester Boulevard intersection). This was discussed in Draft EIR Chapter 3. However, the light railway extension is not part of the proposed Plan, so analyses of potential noise impacts from this rail source would not be within the purview of the current Draft EIR assessment.b. If the commenter is referring to bus activities associated with the Vasona Corridor, then please see response a. immediately above. If the commenter is referring to bus activities that are associated with the proposed Plan, then these were accounted for in the Plan's traffic study, as well as in the associated noise analyses (of traffic flows). These analyzed traffic flows were found to have less than significant noise impacts.c. For LRT noise impacts, please see response a. above. Additionally, 'quality of life' is a purely subjective and overarching conceptual perception that differs from person to person and that cannot be readily quantified. As such, its use as an impact threshold under CEQA is precluded.d. Traffic increases associated to the proposed Plan were accounted for in the Plan's traffic study, as well as in the associated noise analyses (of traffic flows). These analyzed traffic flows were found to have less than significant noise impacts.e. Please see Response B31-53.f. Since the Draft EIR concluded that traffic flows would have less than significant noise impacts, there is no impetus, under the CEQA process, to consider potential mitigation measures; one of which may include the commenter's noted quiet surface treatments.
B33-51	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.	CEQA looks at the physical impacts of a project, not necessarily the social impacts, therefore, it is speculative to assume where exactly people would live in terms of affordability. Please see Master Response 4.
B33-52	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?	The comment does not address the adequacy of the Draft EIR. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B33-53	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.	The comment expresses concern regarding hazardous materials, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Please see Chapter 4.7, Hazards and Hazardous Materials, of the Draft EIR, for a discussion regarding hazardous materials.
B33-54	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, 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	The comment expresses concern regarding housing, schools, and traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Please see Chapters 4.11, 4.12, and 4.13, respectively, of the Draft EIR, for discussion of these topics.
B33-55	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?	As stated under the schools discussion in Section 4.12.3 of the Draft EIR, payment of development fees are deemed adequate to mitigate for potential impacts to schools. Should schools need to be expanded in the future as a result of capacity issues, such expansion or development of new schools would be required to undergo project level CEQA review to identify specific environmental impacts at that time.
B33-56	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?	The library confirmed that the proposed Plan would not result in the need for expansion of the library facilities, as discussed in PS-7 on page 4.12-20 of the Draft EIR. No further response is required.
B33-57	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.	Please see Master Response 3.
B33-58	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.	Please see Master Response 3.
B33-59	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:	Please see Master Response 5. Further, the comment includes recommendations regarding alternatives to the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	consideration as part of the Project review process.
B33-60	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	The trip distribution patterns utilized in the Draft EIR transportation analysis were reviewed by City of Campbell staff. There were several trip assignment paths used in the analysis, which are the actual routes motorists use to access the trip distribution gateways. The analysis considered the most likely paths of travel taking into consideration travel times and route distance.
B33-61	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	The Draft EIR Background scenario includes traffic that would be generated by planned and approved developments within the cities of Campbell, San Jose, and the Town of Los Gatos within the vicinity of the Plan Area. A list of these projects, which includes the Albright Way office development, was provided by staff of the three cities; see page 4.13-50. Cumulative Conditions includes an analysis of projected traffic volumes for the horizon year of 2040, without the addition of the buildout of the proposed Plan. The VTA maintains a countywide travel demand forecasting model. This model was reviewed to develop growth factors for study intersections, which was applied to existing traffic volumes. Additionally, traffic volumes from the North 40 and Albright projects were added to the Cumulative scenario, as these are large development projects which have not yet been accounted for in the VTA's model.
B33-62	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?	The Draft EIR transportation analysis used VTA travel model forecast data, which incorporates planned projects such as the Vasona LRT extension. Changes in bus service and routes, and private transportation services, are not included in the analysis. VTA's current bus service near the Plan Area was assumed to continue to provide transit service for the Dell Avenue area for the immediate future. As the development allowed under the proposed Plan occurs, the proposed Plan calls for the City to monitor demand and work with VTA to determine if a bus route providing direct access to the interior portions of the Plan Area along Dell Avenue should be established. If the light rail is not completed, then less people would take the train, to the extent that is forecast in terms of rail ridership. At full buildout the proposed extension is expected to serve approximately 775 daily boardings at the Hacienda Station and 870 daily boardings at the Vasona Junction

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		Station. In the short term, in the absence of light rail or direct bus service, the proposed Plan encourages employers in the Plan Area to work together to establish a shuttle system that provides service to the Winchester Transit Center, where light rail service is currently provided. This is consistent with Campbell General Plan Strategy LUT-1.5e, which calls for the City to encourage major employers to develop shuttle services to connect employment areas with multimodal or regional transit facilities and business districts. Discussion of the Vasona LRT project is in the Draft EIR on pages 4.13-14 and 4.13-46.
B33-63	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?	Draft EIR Section 4.13.3.1 notes that the transportation analysis assumed that the West District would connect to Winchester Boulevard via full-access (all turning movements permitted) intersections at West Hacienda Avenue and Knowles Drive. Additional limited access (right-turn in and out only) driveways would be provided along Winchester Boulevard. To the west, the Plan Area would connect to West Hacienda Avenue, Chapman Drive, West Parr Avenue, Division Street and Knowles Drive. The existing full-access intersections at Winchester Boulevard/East Hacienda Avenue and WinchesterBoulevard/Knowles Drive would continue to provide access to the Plan Area. Additionally, access to San Tomas Expressway would continue to be provided via Dell Avenue and East Sunnyoaks Avenue. The proposed Plan includes an optional additional access point between Vandell Way and Division Street to Winchester Boulevard. This would require creation of a new at-grade railroad crossing, which would require approval from the Rail Crossings Engineering Branch (RCEB) of the California Public Utility Commission (CPUC), the State agency charged with railroad safety. Furthermore, providing a third signalized access point along Winchester Boulevard would have impacts to traffic operations along Winchester Boulevard as well as rail operations (freight and future LRT), and bicycle and pedestrian access. Because of this, the third access point on Winchester Boulevard was not included in this analysis.
B33-64	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).	The installation of these new light rail tracks would require the existing freight rail tracks to be relocated within the existing right-of-way. The VTA Winchester Station would no longer serve as the end of the line; the Vasona Junction Station would become the end of the line. The Vasona LRT Extension had a separate environmental analysis prepared to analysis and disclose the potential impacts of that project. The shutdown of the cross streets during railroad and light rail crossings would potentially lead to motorists, bicyclists and pedestrians having to wait for a train

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		to pass before they would proceed through the intersection. The frequency of these events would be dependent on the train scheduling. A qualitative assessment was completed for transit service (Draft EIR page 4.13-46) including identification of nearby transit services and the potential transit mode share for the project. The trip generation projection accounted for potential mode shifts associated with transit, including potential trip reduction associated with the Vasona LRT. Discussion of the Vasona LRT project is in the Draft EIR on pages 4.13-14 and 4.13-46.
B33-65	51) TRAF-1 thru 8.z: Additional RR crossing approval	Draft EIR Section 4.13.3.1 noted that additional railroad crossings would require approval from the Rail Crossings Engineering Branch (RCEB) of the California Public Utility Commission (CPUC), the State agency charged with railroad safety.
B33-66	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?	The Draft EIR transportation analysis used VTA travel model forecast data, which incorporates planned projects such as the Vasona LRT extension. If the light rail is not completed, then less people would take the train, to the extent that is forecast in terms of rail ridership. In the short term, in the absence of light rail or direct bus service, the proposed Plan encourages employers in the Plan Area to work together to establish a shuttle system that provides service to the Winchester Transit Center, where light rail service is currently provided. This is consistent with Campbell General Plan Strategy LUT-1.5e, which calls for the City to encourage major employers to develop shuttle services to connect employment areas with multimodal or regional transit facilities and business districts.
B33-67	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?	Please see Master Response 4 regarding financial issues and Master Response 5.
B33-68	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.	Please see Master Response 4 regarding financial issues and Master Response 5.
B33-69	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.	The comment is noted. The potential impacts of traffic generated by the proposed Plan at these locations is noted in the Draft EIR.
B33-70	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.	The potential impacts of traffic generated by the proposed Plan at key study intersections is noted in the Draft EIR. Because the proposed Plan is a program-level planning effort, it does not directly address project-level design features or building specifications. However, the General Plan includes a strategy (HS-1.1f) that “requires adequate access for emergency vehicles, including minimum street

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		width and vertical clearances", which would help facilitate emergency response. Any new streets or developments that would result from implementation of the proposed Plan would be subject to City engineering standards and the General Plan strategy described above. Ongoing implementation of the General Plan strategy and the City's engineering standards would result in adequate emergency access being provided in Campbell. Therefore, impacts associated with the implementation of the proposed Plan would be less than significant.
B33-71	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.	Please see Response B33-70.
B33-72	58) TRAF-4: Neighborhood safety and nearby school safety will be significantly impacted by speeding cut-thru traffic.	Speeding is not directly related to the proposed Plan or its potential impacts. However, page 34 of the proposed Plan discusses vehicular circulation, and notes that "travel lanes on Winchester Boulevard, Dell Avenue, Hacienda Street, Division Street, and Vandell Way should be minimized to the extent feasible in order to accommodate wider sidewalks, bike facilities, and traffic calming features. Minimal lane widths will also help to slow vehicular speeds."
B33-73	59) TRAF-8: Will a Transportation Demand Management Plan govern development	The Transportation Demand Management (TDM) Plan noted in Mitigation Measure TRAF-8z would govern trip reduction and alternative mode program elements, but does not call for development standards or land use changes.
B33-74	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?	Please see Master Response 5.
B33-75	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?	SCVWD is a wholesale water supplier to SJWC. SJWC is the retail water supplier to the City of Campbell, and the Plan Area. SJWC prepared a Water Supply Assessment (Appendix E of the EIR) for the proposed Plan in accordance with requirements of 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. SJWC works closely with SCVWD to manage its demands and imported water needs. After evaluating demands estimated for the proposed Plan Area, the SJWC concludes that sufficient water supply exists to serve the proposed Plan Area.
B33-76	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	The Draft EIR notes under Impact UTIL-2 that, in order for SJWC to meet projected supply, the SJWC 2010 Urban Water Management Plan (UWMP) identifies the need for construction of several future water facility projects,

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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?	including: Construction of desalination and water recycling projects. As further noted in the EIR, the SCVWD 2010 UWMP also identifies planned or potential new or expanded facilities. In early 2010, the SCVWD Board of Directors and the San Jose City Council executed a 40-year long-term agreement with the City of San Jose on the ownership of an advanced recycled water treatment facility, operation and maintenance of recycled water facilities, and future expansion that most effectively meets the needs of the community at large. However, new or expanded facilities are not anticipated to be necessary as a result of the proposed Plan. During the design of individual development projects with the Plan area, additional innovative water conserving features and/or grey water systems would be possible and encouraged.
B33-77	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?	Based on SCVWD's UWMP through year 2035 and conservation methods currently employed, the SJWC determined it is able to meet the needs of the Plan Area through at least 2035 for normal and single-dry years. The WSA prepared for the Plan also states 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 percent 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. The Plan proposes stormwater features, such as "stormwater planters" along Dell Avenue, to help manage rainwater runoff. During the design of individual projects with the Plan area, additional innovative water conserving features would be possible and encouraged.
B33-78	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.	The City's General Plan, adopted in 2001, contains various policies and strategies related to energy conservation, which are applicable to the proposed Plan (see Table 4.14-10 of the EIR). Proposed goals include "Ensure new buildings incorporate sustainable features in their design, including appliances requiring limited water and energy usage and building design that takes advantage of solar access and incorporates reused materials where possible. With the implementation of these General Plan Policies and compliance with the CALGreen Building Code and Campbell Green Building Policies, significant energy conservation and savings would be realized in the new development within the Plan Area. During the design of individual development projects with the Plan area, additional innovative energy conserving features would be possible and encouraged.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B34	Lalit Merani	
B34-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B34-02	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.	The comment expresses concern regarding the size of the proposed Plan at buildout, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
B34-03	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 Concept that will allow for the history and character of Campbell to co-exist with the economic demands of the City.	Please see Master Responses 1 and 4.
B34-04	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.	Please see Master Response 1.
B34-05	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?	Please see Master Response 1.
B34-06	b. The stakeholders meeting had no community representatives. They were largely business dominated. Further firmed up the commercial development bias.	Please see Master Response 1.
B34-07	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.	Please see Master Responses 1 and 2.
B34-08	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.	Please see Master Response 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B34-09	e. This is also acknowledged on Page 5 in the paragraph on Scoping Meeting.	Please see Master Response 1. In response to comments B34-05 through B34-10, the area now known as DAAP-West was included as part of the proposed Plan process from the beginning of the project. In the beginning stages of the project, the area west of Winchester Boulevard was included as the part of the entire project as sub-areas had not yet been identified. The proposed Plan area in total, including the parcels fronting the west side of Winchester Boulevard was analyzed in an Existing Conditions memo dated October 13, 2013. This area was also part of the focus of a public visioning exercise in a public meeting dated December 4, 2013. Specifically, the area now known as DAAP-West was included as part of the existing conditions findings and visioning exercises that took place at the public meeting on December 4, 2013. The City properly provided announcements and postings to advertise the workshop and invite the public to share their vision for the proposed Plan area. Several community members who attended the community meeting signed in as residents who lived in the neighborhoods west of Winchester Boulevard took part in the vision process. Page 5 of the proposed Plan shows photographs of business owners and residents alike engaging in discussions about the Plan Area as whole, as well as properties facing Winchester Avenue, or the area now known as DAAP-West. The resulting design guidelines and development standards that are found in the DAAP-West is a direct result of the collaboration between community members from the workshop, City staff, and property owners. Materials for this public meeting, including a copy of the presentation, the exercise maps, and sign-in sheets are available for the public upon request.
B34-10	f. As a result, a particular word comes to mind – HASTE (Hurriedly Architected and Systematically Targeted for Enterprises 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.	Please see Master Response 1.
B34-11	g. This HASTE seems to have built a plan that's leading to WASTE – putting great pressure on our Water/Wildlife, Air, open Space, Traffic/Transportation and Environment.	Please see Master Response 1.
B34-12	4. The point behind regurgitating this history is that we have locked the process into the current set of alternatives. a. Proposed Plan	The opinion of the commenter is noted. The comment does not address the adequacy of the Draft EIR.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B34-13	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.	Please see Master Responses 1 and 2.
B34-14	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.	The comment includes recommendations for alternatives to the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR. The comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B34-15	It is of great surprise to me this option: the SMART alternative – Sensibly/Sensitively and Methodically Architected, Resource efficient and Tastefully developed Warm regards, Lalit Merani	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B35	Natasha Keehn	
B35-01	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	Please see Master Responses 1 and 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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. Please respect it and not allow industrial business in Our Campbell city.	
B35-02	Sincerely, Natasha Keehn 3851 Via Montalvo, Campbell, CA 95008 PS please respond by writing me back so I know you got my opinion. I really care.	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B36	Diane Bunting	
B36-01	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. Sincerely Yours, Dianne Bunting Campbell Resident and Property Owner	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B36-02	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B36-03	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	Please see Master Responses 1 and 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B36-04	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.	Please see Master Response 1.
B36-05	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.	Please see Master Response 1.
B36-06	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.	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.
B36-07	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.	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B36-08	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.	Please see Master Response 1.
B36-09	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.	Please see Master Response 1.
B36-10	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.	Please see Master Response 1.
B36-11	My husband and I both share the same concerns as outlined in this letter. Sincerely Yours, Dianne and Warren Bunting 1345 Virginia Avenue, Campbell, CA 95008	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B37	Karen Kane-Foempe	
B37-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B37-02	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	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B37-03	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.	Please see Master Response 1. Please refer to Draft EIR Chapter 4.13 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to transportation and traffic.
B37-04	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.	Please see Master Responses 1 and 4.
B37-05	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.Respectfully submitted,Karen Kane-Foempe	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B38	Susan Landry	
B38-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B38-02	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B38-03	My Overall comments: o The DAAP's large development will change 'Campbell'. How will be decided during this Approval Process. o 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.	Please see response to comment B06-10.
B38-04	o The Traffic Impacts from this project and the surrounding City's projects are going to degrade the quality of traveling around Campbell.	Please see response to comment B06-11.
B38-05	o The Development Guidelines & Land Use Concept needs to be updated to better reflect 'Peoplescapes' and Bikescapes' and not cars. o 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.	Please see response to comment B06-13.
B38-06	o The sense of place that is the spirit of Campbell is not represented in the assessments of the impact of this project.	Please see response to comment B06-13.
B38-07	o 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.	Please see response to comment B06-14.
B38-08	o 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.	Please see response to comment B06-14.
B38-09	o 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.	Please see response to comment B06-14.
B38-10	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	Please see response to comments B06-79.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Proposed Project is missing several required site features, that, when included, will modify the impacts and in turn, change the mitigation requirements. 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.	
B38-11	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 San Jose. Collectively, the impacts of the increased traffic alone will be extremely significant and will affect the quality of life in Campbell.	Please see response to comments B06-80 and B06-81.
B38-12	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.	Please see response to comment B06-82.
B38-13	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.	Please see response to comment B06-82.
B38-14	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.	The comment expresses concern regarding building heights, FAR, street widths and setback standards, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B38-15	The following information proposes necessary modifications that address the concerns I have raised throughout this letter.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
B38-16	Modified ~ DEIR Table 3-1 Proposed FAR and Building Height Development Standards	Please see Master Response 1.

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.

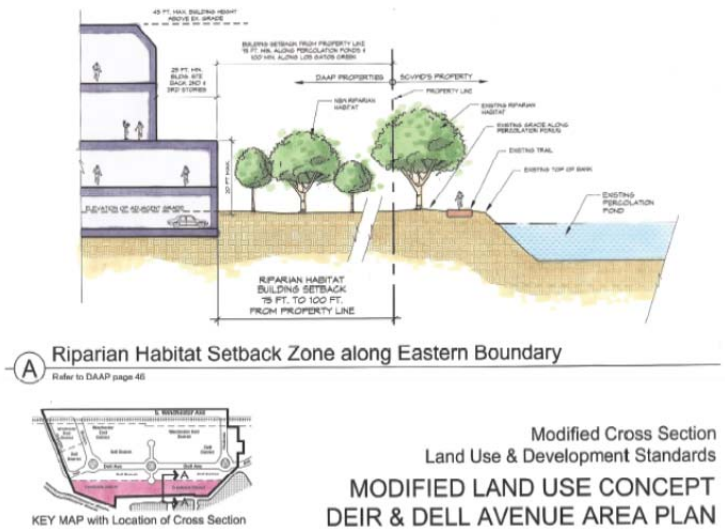
B38-17	Modified ~ DEIR Table 3-3 Proposed Buildout Projections			Please see Master Response 1.

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%

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
B38-18		Please see Master Response 1.

COMMENTS AND RESPONSES

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

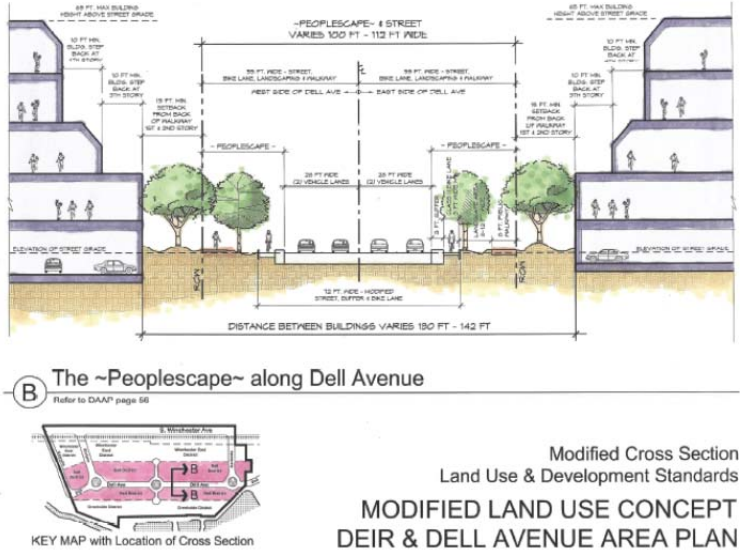
Comment #	Comment	Response
		

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

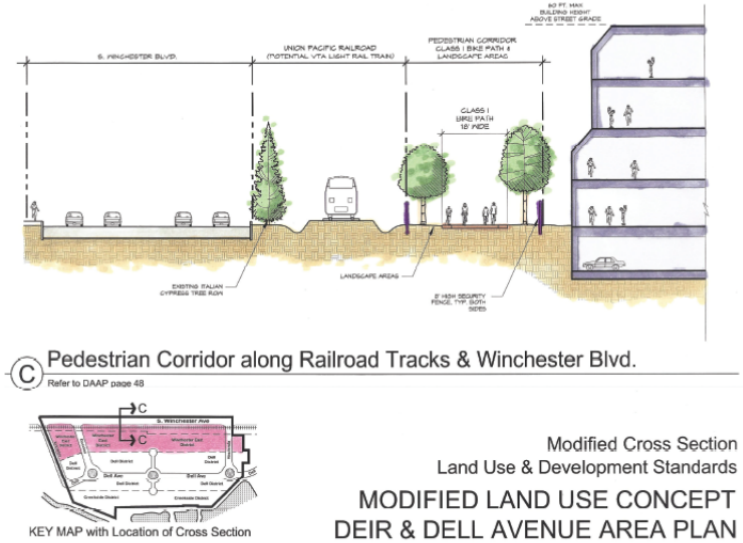
Comment #	Comment	Response
		
B38-19	My comments on the Executive Summary's Table 1-1 Summary of Impacts and Mitigation Measures: **Significant Impact:** AES-4. The proposed Plan would not create a new source of light or glare which would adversely affect day or nighttime views of the area. **Significance Before Mitigation:** DEIR's Designation: LTS; Revised Designation: S **My Comments:** 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. 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.	This comment suggests that food and drink establishments adjacent to riparian habitat would have adverse impacts to the wildlife that exist in the riparian habitat. However, the comment does not specify how these light sources could negatively impact riparian species. Mitigation Measure BIO-2 would require the Project Applicant to "minimize, avoid, and compensate for impacts to riparian habitat by avoiding individual riparian trees during construction." Moreover, Mitigation Measure BIO-2 calls for the City of Campbell to require the use of best management practices to protect preserved waters of the US/State and to ensure that water quality standards are not compromised. Additionally, as described in Chapter 4.1, Aesthetics, it was determined that implementation of the proposed Plan would result in a less-than-significant impact with respect to the potential for new sources of light and glare to adversely affect day or nighttime views of the area. Therefore, since it was determined that light and glare impacts would be less than significant and Mitigation Measure BIO-2 would reduce potential impacts to riparian habitat to a less-than-significant level, no changes to the existing analysis or additional analysis is necessary as a result of this comment.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
B38-20	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. The Mitigation Measure AIR-2b Requires large development projects to establish an Employee Trip Commute Reduction Program which is to include 'Alternative Commuter Benefits' including alternative modes of transportation, such as bike 7 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 comment includes recommendations for bicycle and pedestrian routes, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
B38-21	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 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	Please see response to comment B21-16.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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 not required as part of the Development's Alternative Modes of Transportation Plan.** Refer to TRAF-8 below	
B38-22	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.** 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.**	Please see response to comment B21-17.
B38-23	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. Goal CNR-3: Protect and maintain animal and plant species and supporting habitats within Campbell. Policy CNR-3.1: Riparian Corridor Preservation:	Please see response to comment B21-18.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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 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.	
B38-24	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. 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 does 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.	Please see response to comment B21-19.
B38-25	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. TRAF-8v. Intersection Improvements - Lark Avenue/SR 17 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is	Please see response to comment B21-20.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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 both Town of Los Gatos and Caltrans, and would therefore require both agencies' approvals to implement modifications.	
B38-26	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 ArchitectDesigning Spaces Between the Natural & Built Environment tm	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
C. Public Hearing Comments		
C01	Planning Commission Minutes	
C01-01	[Comment from Tim Janke, Resident on Audrey Avenue] • Reported that traffic numbers are egregious and read out a few examples from the report.	The comment expresses concern regarding traffic numbers, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Please see Master Response 3.
C01-02	[Comment from Tim Janke, Resident on Audrey Avenue] • Called it a "shoddy piece of work."	Please see Master Response 3.
C01-03	[Comment from Audrey Kiehtreiber, Resident on Walnut Drive] • 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.	The comment does not address the adequacy of the Draft EIR.
C01-04	[Comment from Ellen Dorsa, Resident on Walnut Drive] • 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.	Please see Master Response 1 with respect to the portion of the comment regarding the commenter's desire for the DAAP-West area to serve to sensitively transition from commercial to residential uses. Please see Master Response 3 with respect to the portion of the comment suggesting that an air quality violation would occur and that the Plan would result in noise and safety impacts. The portion of the comment suggesting that there would be dumpsters located against six foot high fences does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
C01-05	[Comment from Ellen Dorsa, Resident on Walnut Drive] • Suggested that the EIR address potential health impacts such as asthma, emphysema and lung cancer resulting from poor air quality.	Health impacts are addressed in Chapter 4.2, Air Quality, of the Draft EIR. Specifically, discussion AIR-4 addresses the potential to expose sensitive receptors to substantial pollutant concentrations.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
C01-06	[Comment from Ellen Dorsa, Resident on Walnut Drive] • Said that 75 foot tall buildings would loom over the area.	Please see Response B31-32.
C01-07	[Wayne Prescott, Resident on Robway Avenue] • Opined that the Draft EIR for the DAAP is more significant in what it doesn't say than in what it does say.	The comment does not address the adequacy of the Draft EIR.
C01-08	[Comment from Lisa Myers, Resident on California Street] • Explained that there are 165 known species living in the Percolation Pond Riparian Habitat.	The comment does not address the adequacy of the Draft EIR. No further response is required.
C01-09	[Comment from Lisa Myers, Resident on California Street] • Predicted that this development will change and impact the bird world in the area that includes falcons, osprey and bald eagles.	The comment does not address the adequacy of the Draft EIR. No further response is required. Please see discussion BIO-1 starting on page 4.3-17 of the Draft EIR for a discussion of potential impacts to special-status bird species.
C01-10	[Jo-Ann Fairbanks, Resident on Hacienda Avenue] • Pointed out that the size of the DEIR/DAAP document is too large to take in.	Please see response to comment B26-102.
C01-11	[Jo-Ann Fairbanks, Resident on Hacienda Avenue] • Questioned who sets the thresholds.	As described in Chapter 1, Executive Summary, of the Draft EIR, the EIR is organized into chapters corresponding to the environmental resource categories (thresholds) identified in Appendix G of the CEQA Guidelines.
C01-12	[Jo-Ann Fairbanks, Resident on Hacienda Avenue] • Said that the EIR does not address the impacts on the City as a whole from the addition of a high-tech center.	Please see response to comments B01-70, B06-80, and B26-06.
C01-13	[Jo-Ann Fairbanks, Resident on Hacienda Avenue] • Stated that there are life cycles within high tech areas and environmental, social and economic impacts.	Please see Master Response 4.
C01-14	[Jo-Ann Fairbanks, Resident on Hacienda Avenue] • Listed environmental impacts as including: biological resources, the Campbell Tree Ordinance and the impact of the DAAP on the City's other area plans.	The comment does not address the adequacy of the Draft EIR. No further response is required.
C01-15	[Comment from Lee Peterson, Resident on Audrey Avenue] • 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.	The comment does not address the adequacy of the Draft EIR. No further response is required. Further, as stated on page 4.12-24 of the Draft EIR, Chapter 20.24 of the Campbell Municipal Code only precludes commercial development from having to contribute park impact fees when the development does not include a residential component when the development is seeking a subdivision. However, also as also stated on page 4.12-24, Chapter 13.08 of the Municipal Code required development impact fees to acquire and maintain parks and recreational facilities. Per Section 13.08.030 of the Municipal Code, "…any developer who proposes to erect or construct any building or structure for which a building permit is required by the City, shall dedicate land, pay a fee in lieu thereof, or both, at the option of the City…"

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
C01-16	[Comment from Lisa Harmer, Resident on Briarwood] • 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.	The comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
C01-17	[Comment from Lisa Harmer, Resident on Briarwood]• Reported that while Curtner is a residential street, they experience a lot of spillover traffic.	The comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
C01-18	[Comment from Paula Parisi, Representative for Dell Associates II, LLC, 1690 Dell Avenue] • Stated that Dell Associates believes that the DEIR and the DAAP are poorly drafted and designed. The scope is poor.	Please see Master Responses 1 and 3.
C01-19	[Comment from Leslie Takanoza, Resident on Steinway Avenue] • Stated that the DAAP is not a good idea as it has risks for aquafers and the water table.	The comment expresses concern regarding potential water impacts but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
C01-20	[Comment from Leslie Takanoza, Resident on Steinway Avenue] • Admitted that this is the first meeting she's attended at the City but she felt strongly about this matter.	The comment does not address the adequacy of the Draft EIR.
C01-21	[Comment from Commissioner Kendall] • Said that she would like to see further development of alternatives.	Alternatives to the proposed Plan are evaluated in Chapter 5, Alternatives, of the Draft EIR.
C01-22	[Comment from Commissioner Kendall] • Stressed the need to identify mitigation of impacts from traffic and air quality.	The Draft EIR includes air quality (Chapter 4.2) and transportation (Chapter 4.13) mitigation to reduce the proposed Plan's significant impacts.
C01-23	[Comment from Commissioner Kendall] • Said that there had been no mention of traffic from Dell to Camden/Hwy 880.	Draft EIR Table 4.13-10 provides the Plan's anticipated trip distribution pattern. Draft EIR Figures 4.13-3A and 4.13-3B provide the anticipated Plan-generated trips. Study intersections 3-8 include Plan-generated trips that would access the Camden/SR 17 interchange (SR 17 become I-880 north of I-280 in San Jose).
C01-24	[Comment from Commissioner Kendall] • 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.	The comment includes recommendations for alternative transportation methods, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. While no response is required as a part of the CEQA process, the comment is acknowledged and will be forwarded to the decision-making bodies for their consideration as part of the Project review process.
C01-25	[Comment from Commissioner Kendall] • 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.	The opinion of the commenter is noted. The comment does not address the adequacy of the Draft EIR.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
C01-26	[Comment from Commissioner Kendall] • Said that doing nothing impacts traffic and air quality.	The statement made by the Commissioner is not a question on the project-specific traffic and air quality impacts of the proposed Plan or the analysis in the EIR. Rather the statement is that there are existing air quality and traffic impacts.
C01-27	[Comment from Commissioner Kendall] • Questioned what impacts there could be to the percolation ponds if the setbacks are reduced.	Chapter 4.8, Hydrology and Water Quality, of the Draft EIR evaluates potential water quality impacts. The impact discussion is based on the proposed Plan as proposed and does not evaluate a reduction in setbacks.
C01-28	[Comment from Commissioner Bonhagen] • Said that he is a big-picture guy and traffic and air quality are the biggest concerns.	The statement made by the Commissioner is not a question on the project-specific traffic and air quality impacts of the proposed Plan or the analysis in the EIR. The Commissioner's statement that they are concerned about traffic and air quality impacts of the proposed Plan is noted.
C01-29	[Comment from Commissioner Rich] • Stated that anything in the DAAP will impact air, traffic and other things.	The statement made by the Commissioner is not a question on the project-specific traffic and air quality impacts of the proposed Plan or the analysis in the EIR. The Commissioner's statement that anything in the Plan Area would affect traffic and air quality impacts is noted. The Bay Area Air Quality Management District (BAAQMD) significance thresholds for criteria air pollutants are applicable for all project sizes; therefore, larger projects have a higher potential to exceed the significance criteria and result in significant impacts.
C01-30	[Comment from Commissioner Rich] • Asked if less density has been considered to minimize impacts? Perhaps a happy medium to minimize impacts?	Chapter 5, Alternatives, of the Draft EIR considers a Reduced Development Alternative. As shown in Table 5-2 of the Draft EIR, this alternative would result in slightly reduced impacts for several environmental resource categories when compared to the proposed Plan.
C01-31	[Comment from Commissioner Reynolds] • Asked of the DAAP plan could be done in a manner where growth is tied to transportation expansion.	Please see Master Response 1.
C01-32	[Comment from Commissioner Young] • Asked if the consultant took current climate conditions into consideration? For example, the current drought conditions.	Chapter 4.14, Utilities and Service Systems, analyzes water supply impacts and reflects drought contingency planning.
C01-33	[Comment from Commissioner Young] • Questioned what impacts there might be from building atop the aqua filters.	It is assumed that this question was incorrectly translated and should state "impacts from building atop the aquifers". This is addressed in further detail in the Response to Comments B12-15 and B06-154.
C01-34	[Comment from Commissioner Young] • Asked about CO hot spots.	A qualitative evaluation is included in Chapter 4.2, Air Quality, under Impact AIR-4, regarding carbon monoxide (CO) hotspots, which is based on the latest guidance available from BAAQMD. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., bridges and tunnels)—in order to generate a significant CO impact. Based on the traffic analysis conducted

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		as part of this environmental analysis, described in Chapter 4.13, Transportation and Traffic, the proposed Plan would not increase traffic volumes at affected intersections by this magnitude. Therefore, the proposed Plan would not have the potential to substantially increase CO hotspots at intersections in the Plan Area and vicinity and CO hotspots was identified as a less than significant impact of the proposed Plan.
C01-35	[Comment from Commissioner Dodd]• Said that the environmental information suggests no impacts on police services.	Please see Master Response 3.
C01-36	[Comment from Commissioner Dodd] • Questioned that assertion given that a new restaurant would be operating along the creek with evening business hours. That is not there right now.	Please see Master Response 3. Additionally, Impact discussion PS-3, on pages 4.12-9 through 4.12-10, explains that, "[t]he General Plan includes policies and strategies that ensure adequate police protection services are available for the residents of Campbell." Based on this as well as confirmation by the Campbell Police Department, it was determined that a less-than-significant impact would result with respect to the proposed Plan's impact on police protection services.
C01-37	[Comment from Commissioner Dodd] • Inquired whether some housing for employees could be developed as a part of that DAAP area.	Please see Master Response 1.
C01-38	[Comment from Commissioner Dodd] • Asked if the consultant looked at the NetFlix development up the road in Los Gatos.	As shown in Table 4-1 of Chapter 4, Environmental Evaluation, of the Draft EIR, the NetFlix development was considered under cumulative impacts, as indicated under the Commercial/Office heading with the title "Albright" in Table 4-1, which indicates the project being on Albright Way.
C01-39	[Comment from Commissioner Dodd] • Said he is surprised by the reduced speeds on Dell and Hacienda and said he didn't see a study on that.	The comment expresses concern regarding traffic speeds, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
C01-40	[Comment from Commissioner Dodd] • Asked how many accidents there could be when a bike lane is added.	The comment expresses concern regarding traffic accidents, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
C01-41	[Comment from Commissioner Dodd] • Said that the EIR mentioned no significant impacts to aesthetics.	The comment expresses concern regarding conclusions in the aesthetics chapter of the Draft EIR, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
C01-42	[Comment from Commissioner Dodd] • 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.	The comment expresses concern regarding scenic vistas, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
C01-43	[Comment from Commissioner Finch] • Stated that the issue of impacts on aquafers is one that hits hard for her.	The comment expresses concern regarding potential water impacts but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
C01-44	[Comment from Commissioner Finch] • 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.	Please see Master Response 1 and Master Response 3.
C01-45	[Comment from Commissioner Finch] • Said it is important to determine how far reaching impacts could be.	Please see Master Response 3.
C01-46	[Comment from Commissioner Finch] • Questioned what the impacts of removing the DAAP-West component from the plan could be.	Chapter 5, Alternatives, of the Draft EIR evaluates a No DAAP-West Alternative.
D. Comments Received After the Close of the Public Comment Period		
D01	Lee Ann & Tom Kuntz	
D01-01	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".	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D01-02	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.	The comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
D01-03	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.	Please see Master Response 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D01-04	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?	The comment does not address the adequacy of the Draft EIR.
D01-05	Lee Ann and Tom Kuntz 206 El Caminito Ave Campbell, CA Please respond so I will know this email has been rec'd!	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D02	Maggie Desmond	
D02-01	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. DesmondThis email message has been delivered safely and archived online by Mimecast. For more information please visit http://www.mimecast.com	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D02-02	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D02-03	<u>THE CONCEPT IS WRONG FOR THE IDENTIFIED AREA:</u> 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.	The comment expresses concern regarding intensity and density of the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Also, please see Master Response 1.
D02-04	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,	Please see Master Responses 1 and 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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. 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.	
D02-05	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	Please see Master Responses 1 and 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	off Winchester Blvd.	
D02-06	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.	Please see Master Response 5.
D02-07	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."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.	Please see response to comments for Comment Letter A10 which addresses comments provided by the Santa Clara Valley Water District and their comments related to the proposed Plan and/or Draft EIR.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D02-08	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? "	The comment expresses concern regarding water quality, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
D02-09	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". 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 comment expresses concern regarding water issues, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Please refer to Chapter 4.8, Hydrology and Water Quality, and Section 4.14.1 of Chapter 4.14, Utilities and Service Systems, for discussions related to water quality and supply and potential environmental impacts regarding implementation of the proposed Plan.
D02-10	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? If there is sufficient water to sustain the largest redevelopment in Campbell's	The comment expresses concern regarding water issues, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Please refer to Chapter 4.8, Hydrology and Water Quality, and Section 4.14.1 of Chapter 4.14, Utilities and Service Systems, for discussions related to water quality and supply and potential environmental impacts regarding implementation of the proposed Plan.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	history than how come I have dry lawns and have been required to cut back by 30%?	
D02-11	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.	The comment expresses concern regarding water issues, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Please refer to Chapter 4.8, Hydrology and Water Quality, and Section 4.14.1 of Chapter 4.14, Utilities and Service Systems, for discussions related to water quality and supply and potential environmental impacts regarding implementation of the proposed Plan.
D02-12	ANALYSIS OF OTHER USES OF THE SAME LAND: I am puzzled as to why the property isn't being considered 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.	Please see Master Response 1.
D02-13	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.	Please see Master Response 1.
D02-14	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	The comment expresses concern regarding compatibility and views, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Please see Chapter 4.1, Aesthetics, of the Draft EIR, for a discussion regarding potential environmental impacts related to scenic views, and compatibility with existing character.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Albright. Already the Albright development obstructs the scenic views to the south. The consultant should further study the scenic views impacted by the development.	
D02-15	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." 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."	Please see Master Response 1. Also, please see response to comment B12-02.
D02-16	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 the Winchester Station? The consultant needs to revisit the light rail viability.	The comment expresses concern regarding the proposed Plan, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D02-17	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?	Please see Master Response 1.
D02-18	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.	Please see Master Response 1.
D02-19	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?	Please see Master Response 1 and Master Response 4. Further, consistent with the CEQA Guidelines Section 15131, Economic and Social Effects, the Draft EIR is not meant to address quality of life, and economic or financial issues, rather, the purpose of CEQA and the Draft EIR is to fully analyze and mitigate the project's potentially significant physical impacts on the environment to the extent feasible. Furthermore, predicting the project's physical impacts on the environment without firm evidence based on facts to support the analysis would require a level of speculation that is inappropriate for an EIR. No further response is required.
D02-20	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.	Please see Master Response 3.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	Further investigation by the consultants must offer current details of the impact of already started construction on traffic and air quality.	
D02-21	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?	The comment does not address the adequacy of the Draft EIR. No further response is required.
D02-22	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 to be addressed by the consultant.	Please see Master Response 3. Also, please see response to comment B01-45.
D02-23	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.	The comment expresses concern regarding high-tech uses but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. The opinion of the commenter is noted.
D02-24	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?	The comment does not address the adequacy of the Draft EIR. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D02-25	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, Maggie Desmond cc: City Council The Campbell Press The Campbell Express Next Door Scott Herhold, SJ Mercury News	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D02-26		The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.

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 1		The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
Attachment 2		The attachment to the comment is acknowledged for the record and will be forwarded to the decision-making bodies as part of the Final EIR for their consideration in reviewing the project.
D03	Tracy Oakley and Patricia Noack	
D03-01	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. We do appreciate the extension but are unable to attend tonight.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	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.	
D03-02	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.	The comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
D03-03	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.	Please see Master Response 1. The comment does not address the adequacy of the Draft EIR. Please refer to Draft EIR Chapter 4.8 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to hydrology and water quality.
D03-04	The increase in Emergency vehicles and services is another burden.	The comment does not address the adequacy of the Draft EIR. No further response is required.
D03-05	School capacity was brought up by a local teacher who says they are over 120% now, so where will the kids go?	The comment does not address the adequacy of the Draft EIR. No further response is required.
D03-06	Park clean up personnel need to be added to clean up after people.	Please see Master Response 1. The comment does not address the adequacy of the Draft EIR. Please refer to Draft EIR Chapter 4.12 for discussion of the potential environmental impacts regarding implementation of the proposed plan with respect to public services and recreation.
D03-07	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.	The comment expresses concern regarding traffic, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
D03-08	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.	Please see Master Response 1.
D03-09	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.	Please see Master Response 1 and Master Response 4.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D03-10	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.	Please see Master Response 1.
D03-11	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.	Please see Master Responses 1 and 4.
D03-12	Tracy K Oakley Patricia M. Noack -- Thanks, Tracy "If life gives you melons, you may have dyslexia." - from a friend.	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D04	William and Melanie Elling	
D04-01	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. Thank you in advance for your consideration in this matter, Willilam and Melanie Elling Walnut Drive Resident	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D04-02	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D04-03	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.	Please see Master Response 2.
D04-04	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?	The comment does not address the adequacy of the Draft EIR. No further response is required.
D04-05	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.	The comment expresses concern regarding traffic and water, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. Traffic impacts are addressed in Chapter 4.13, Transportation and Traffic, of the Draft EIR, and water supply is addressed in Chapter 4.8, Hydrology and Water Quality under impact discussion HYD-2, and also impact discussion UTIL-1 through UTIL-3 in Chapter 4.14, Utilities and Service Systems, of the Draft EIR.
D04-06	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-addicts 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?**	Please see Master Responses 1, 2, and 4.
D04-07	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.	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D04-08	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.Kind regards,William and Melanie Elling	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D05	Rodney Asano III	
D05-01	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D05-02	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.	Please see Master Response 2.
D05-03	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.	Please see Master Responses 1 and 4.
D05-04	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	Please see Master Response 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	of poor community relations. 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.	
D05-05	Thank you for your time and consideration, Rodney Asano III 1546 Walnut Dr. Campbell, CA. 95008 — Sent from Mailbox	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D06	Rebecca Campos	
D06-01	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. Rebecca Campos 835 Chapman Drive Anita Campos 819 Chapman Drive	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D06-02	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:	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D06-03	• 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	Please see Master Response 2.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	DAAP Plan. Any future ideas must include neighborhood representation.	
D06-04	• 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.	The comment expresses concern regarding percolation ponds, but does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue.
D06-05	• 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.	Please see Master Response 5.
D06-06	• The Development guidelines and Land Use Concept needs to be updated to better reflect "peoplescapes" and "bikescapes", and not just cars.	Please see Master Response 1.
D06-07	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.	Please see Master Response 2.
D06-08	Anita Campos 819 Chapman Drive Rebecca Campos 835 Chapman Drive	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D07	Jean Roggenkamp, Deputy Air Pollution Control Officer , Bay Area Air Quality Management District	
D07-01	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	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required. AQ RESPONSE: Responses to the Bay Area Air Quality Management District's (BAAQMD) August 10th, 2015 comment letter on the proposed Project are provided in response to Comments D7-1 through D7-5.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D07-02	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.	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required. AQ RESPONSE: BAAQMD's understanding of the proposed Project land use statistics is correct. Responses to the BAAQMD's comments are provided below.
D07-03	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.	Chapter 4.2 of the Draft EIR evaluates consistency of the proposed Plan with the BAAQMD 2010 Clean Air Plan. One of the metrics considered during this consistency analysis is an evaluation of the project's efficiency with regard to transportation, measured in vehicle miles traveled (VMT). BAAQMD suggests that the methodology explicitly requires an evaluation of only the proposed Plan's population to determine how efficient the proposed Project is from a transportation perspective. However, the City disagrees because if only the population is considered, this would be a very one-sided approach to planning and would not consider the whole picture with regard to coordinating land use and transportation and associated criteria air pollutant and greenhouse gas (GHG) emissions in the greater Bay Area. The Association of Bay Area Government's (ABAG)/Metropolitan Transportation Commissions' (MTC) Plan Bay Area considers both where people live and where people work to improve the overall mobility of the Bay Area to reduce trips and vehicle miles traveled. Trips in the regional model are based on an origin-destination approach and consider trip by trip purpose. For employment-generating land uses, the regional model disaggregates trips into specific industry-sectors (i.e., type of commercial, office, warehouse, retail) in order to determine trip lengths by trip purpose and the origin and end of a trip. The regional emissions forecasts conducted by BAAQMD as part of the 2010 Clean Air Plan and BAAQMD's Climate Protection Program consider on-road mobile source emissions based on data provided by these regional agencies. Consequently, both the population and employment generating land uses are critical to determining the transportation efficiency of the Bay Area in BAAQMD's regional plans. Furthermore, the consistency analysis for criteria air pollutants should be internally consistent with the approach taken for the proposed Plan's GHG emissions analysis. BAAQMD's CEQA Guidelines efficiency metric is based on service population, rather than just per capita emissions, for similar reasons as identified above—VMT is not just based on

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
		where someone lives but also where they work or where services are provided (e.g., retail stores, schools, day care, etc.). Lastly, the Governor's Office of Planning and Research (OPR) is considering alternative metrics to the transportation level of service (LOS) under Senate Bill 743. One of the metrics being considered is VMT efficiency. OPR proposed to define transportation efficiency as follows. "A transportation analysis for a land use project should measure transportation efficiency, rather than the total amount of VMT generated. Therefore, a VMT metric used for trip- or tour-based assessments should include a denominator. Typical denominators include per capita for residential, per employee for office, and per trip for other uses. Per person-trip is another option that could be used for all land use types." (see Appendix C of OPR's SB 743 Guidelines Discussion Draft)Consequently, OPR current recommendation includes evaluating both population and employment when considering transportation efficiency, which is consistent with the City's approach. Here is an example to further highlight why this approach is logical: If this were a proposed Plan for a business park without any residential land uses, how would you conduct the consistency analysis using BAAQMD's per capita approach if the denominator is zero? Under this scenario, there would not be a way to evaluate how much more efficient the project is than evaluated in the Bay Area 2010 Clean Air Plan.Consequently, there is clear justification for use of a VMT efficiency metric that considers both population and employees. Land use agencies should consider both ends of the trip (i.e., where people live in relation to where they. Also, please see Chapter 3, Revisions to the Draft EIR, of the Final EIR. Table 4.2-7 has been revised to the show the VMT of the population (without employment). As shown, the change between existing and project VMT would have no significant change.
D07-04	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;	BAAQMD has requested inclusion of the additional measures to reduce the potential significant air quality impacts of the proposed Plan. At the request of BAAQMD, these measures have been incorporated into the Specific Plan.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
	• Require on-site solar generation, hot water heating, electric heat pumps, and cool roofs; and • Make energy efficiency reductions at least 25% beyond Title 24 on all new development.	
D07-05	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, 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	This comment serves as a closing remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D08	Lee Peterson	
D08-01	Gentlemen, Attached are my comments on the DAAP Proposal. Sincerely, Lee Peterson 1156 Audrey Ave. Campbell, Ca petes.peterson@gmail.com	This comment serves as an opening remark and does not state a specific concern or question regarding the sufficiency of the analysis or mitigation measures contained in the Draft EIR, nor does the comment raise a new environmental issue. No further response is required.
D08-02	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?	Please see Master Response 1.
D08-03	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	Please see Master Response 5.
D08-04	Why is this necessary? The City needs to re-evaluate its vision and goals.	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D08-05	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".	Please see Master Response 1.
D08-06	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.	The comment does not address the adequacy of the Draft EIR. No further response is required.
D08-07	3) The DAAP will create a barrier to residents access to the Los Gatos Creek Trail.	The commenter does not describe the way in which the Plan would, in the opinion of the commenter, create a barrier to accessing the Los Gatos Creek Trail. Page 4.9-16 of the Draft EIR (as revised in Chapter 3 of this Final EIR) states, "[...] implementation of the proposed Plan would enhance pedestrian, bicycle, and vehicle circulation throughout the Plan Area and surrounding vicinity by providing streetscape improvements and four new west-east connections from the Winchester Boulevard corridor to the water front and associated open space, as shown in Figure 3-6 in Chapter 3, Project Description."
D08-08	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.	The comment does not address the adequacy of the Draft EIR. No further response is required.
D08-09	5) Campbell does not need to increase the maximum building height. It already allows the highest buildings in the area.	The comment does not address the adequacy of the Draft EIR. No further response is required.
D08-10	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.	Please see Master Response 1.
D08-11	I recommend scrapping the DAAP and starting with a new vision that is in the residents best interest and not outside city interests. Sincerely, Lee Peterson	Please see Master Response 1.

TABLE 5-1 COMMENTS AND RESPONSE MATRIX

Comment #	Comment	Response
D08-12	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.	Please see Master Response 1.
D08-13	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 , 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 visioning process, focus groups, or an advisory committee can be used to identify issues and involve the community before the process is designed. ♦ The process should be designed to meet the needs of your community	Please see Master Response 1.

Dell Avenue Area Plan Final EIR

for the City of Campbell

PlaceWorks

August, 2016

Dell Avenue Area Plan Public Review Draft EIR

for the City of Campbell

PlaceWorks

June 22, 2015 | Public Review Draft

June 22, 2015 | Public Review Draft

Dell Avenue Area Plan Public Review Draft EIR

for the City of Campbell

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In association with:

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Table of Contents

1. EXECUTIVE SUMMARY 1-1

1.1 Environmental Procedures 1-2
1.2 Summary of Proposed Plan 1-4
1.3 Summary of Alternatives to the Proposed Plan 1-6
1.4 Areas of Controversy 1-7
1.5 Significant Impacts and Mitigation Measures 1-8

2. INTRODUCTION 2-1

2.1 Proposed Action 2-1
2.2 EIR Scope 2-2
2.3 Environmental Review Process 2-4

3. PROJECT DESCRIPTION 3-1

3.1 Overview 3-1
3.2 Location and Setting 3-1
3.4 Project Objectives 3-6
3.5 Planning Process 3-8
3.6 Major Project Components 3-9
3.8 Implementation 3-19
3.9 Intended Uses of the EIR and Project 3-20

4. ENVIRONMENTAL EVALUATION 4-1

4.1 Aesthetics 4.1-1
4.2 Air Quality 4.2-1
4.3 Biological Resources 4.3-1
4.4 Cultural Resources 4.4-1
4.5 Geology, Soils, and Seismicity 4.5-1
4.6 Greenhouse Gas Emissions 4.6-1
4.7 Hazards and Hazardous Materials 4.7-1
4.8 Hydrology and Water Quality 4.8-1
4.9 Land Use and Planning 4.9-1
4.10 Noise 4.10-1
4.11 Population and Housing 4.11-1
4.12 Public Services and Recreation 4.12-1

TABLE OF CONTENTS

4.13 Transportation and Traffic 4.13-1
4.14 Utilities and Service Systems 4.14-1

5. ALTERNATIVES TO THE PROPOSED PLAN 5-1

5.1 Purpose 5-2
5.2 Potentially Significant Impacts 5-3
5.3 Project Objectives 5-11
5.4 Selection of a Reasonable Range of Alternatives 5-13
5.5 No Project Alternative 5-16
5.6 Reduced Development Alternative 5-47
5.7 No DAAP-West Alternative 5-78
5.8 Environmentally Superior Alternative 5-107

6. CEQA-MANDATED SECTIONS 6-1

6.1 Impacts Found Not to be Significant 6-1
6.2 Growth Inducement 6-2
6.3 Unavoidable Significant Impacts 6-3

7. ORGANIZATIONS AND PERSONS CONSULTED 7-1

7.1 Lead Agency 7-1
7.2 Agencies Consulted 7-1
7.3 Report Preparers 7-2

APPENDICES

Appendix A: NOP and Comment Letteres
Appendix B: Air Quality and Greenhouse Gas Modeling Data
Appendix C: Noise Modeling Data
Appendix D: Traffic Analysis Data
Appendix E: Water Supply Assessment

LIST OF FIGURES

Figure 3-1 Regional Location 3-3
Figure 3-2 Local Context 3-4
Figure 3-3 General Plan Land Use 3-5
Figure 3-4 Dell Avenue Area Plan Land Use Concept 3-10
Figure 3-5 Dell Avenue Area Plan Land Use Districts 3-11
Figure 3-6 Dell Avenue Area Plan Conceptual Circulation System 3-16
Figure 4.2-1 BAAQMD Community Air Risk Evaluation (CARE) Program Impacted Communities Proximate to Campbell 4.2-13
Figure 4.2-2 Sources of Toxic Air Contaminants Proximate to the Dell Avenue Area Plan 4.2-36
Figure 4.3-1 Special-Status Plant and Animal Species 4.3-13
Figure 4.4-1 Historic Resource Inventory Map 4.4-10
Figure 4.5-1 Geologic Map, Campbell, California 4.5-6
Figure 4.5-2 Soil Types 4.5-8
Figure 4.5-3 Earthquakes and Faults in the San Francisco Bay Area 4.5-11
Figure 4.5-4 Bay Area Earthquake Probabilities 4.5-12
Figure 4.5-5 Liquefaction Probability for M7.8 San Andreas Fault Earthquake Scenario, Santa Clara County, California 4.5-14
Figure 4.7-1 Very High Fire Hazard Severity Zones in Local Responsibility Areas 4.7-18
Figure 4.7-2 Fire Hazard Severity Zones in State Responsibility Areas 4.7-19
Figure 4.8-1 Watersheds 4.8-13
Figure 4.8-2 Groundwater Subbasins 4.8-16
Figure 4.8-3 FEMA 100-Year Floodplain Map 4.8-20
Figure 4.8-4 Dam Inundation Zones 4.8-22
Figure 4.9-1 Zoning Map 4.9-12
Figure 4.9-2 Existing Land Uses in the Plan Area 4.9-15
Figure 4.10-1 Noise Monitoring Locations 4.10-18
Figure 4.13-1 Study Area 4.13-8
Figure 4.13-2A Existing Traffic Volumes 4.13-19
Figure 4.13-2B Existing Traffic Volumes 4.13-20
Figure 4.13-3A Plan-Generated Traffic Volumes 4.13-33
Figure 4.13-3B Plan-Generated Traffic Volumes 4.13-34
Figure 4.13-4A Background Traffic Volumes 4.13-51
Figure 4.13-4B Background Traffic Volumes 4.13-52
Figure 4.14-1 Planned WVSD Upgrades 4.14-20

LIST OF TABLES

Table 1-1 Summary of Impacts and Mitigation Measures 1-10
Table 3-1 Proposed FAR and Building Height Development Standards 3-13
Table 3-2 Parking Requirements....3-15
Table 3-3 Buildout Projections....3-19
Table 4-1 Cumulative Projects....4-3
Table 4.1-1 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Aesthetics.... 4.1-3
Table 4.2-1 Ambient Air Quality Standards for Criteria Pollutants.... 4.2-10
Table 4.2-2 City of Campbell General Plan Policies Pertaining to Air Quality 4.2-16
Table 4.2-3 Attainment Status of Criteria Pollutants in the San Francisco Bay Area Air Basin 4.2-17
Table 4.2-4 Ambient Air Quality Monitoring Summary 4.2-18
Table 4.2-5 Criteria Air Pollutant emissions Generated by Existing Land Uses within the Plan Area 4.2-18
Table 4.2-6 Control Measures from the 2010 Bay Area Clean Air Plan 4.2-25
Table 4.2-7 Comparison of the Change in Service Population and VMT in the Plan Area 4.2-29
Table 4.2-8 Criteria Air Pollutant Emissions Forecast for the Proposed Plan.... 4.2-31
Table 4.2-9 Estimate of Construction Emissions Associated with the Proposed Plan.... 4.2-31
Table 4.2-10 CARB Recommendations for Siting New Sensitive Land Uses 4.2-35
Table 4.2-11 BAAQMD Odor Screening Distances 4.2-38
Table 4.3-1 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Biological Resources 4.3-7
Table 4.3-2 Special-Status Plant Species Known or Suspected to Occur in Plan Vicinity.. 4.3-12
Table 4.3-3 Special-Status Animal Species Known or Suspected to Occur in Plan Vicinity 4.3-15
Table 4.3-4 City of Campbell General Plan Policies Pertaining to Biological Resources – Consistency Table 4.3-22
Table 4.4-1 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Cultural Resources.... 4.4-5
Table 4.5-1 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Geology, Soils, and Seismicity.... 4.5-3
Table 4.6-1 GHG Emissions and their Relative Global Warming Potential Compared to CO_2.... 4.6-3
Table 4.6-2 Summary of Climate Change Risks to California 4.6-7
Table 4.6-3 Scoping Plan GHG Reduction Measures and Reductions toward 2020 Target.... 4.6-11
Table 4.6-4 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Greenhouse Gas Emissions.... 4.6-17
Table 4.6-5 GHG Emissions Generated by Existing Land Uses within the Plan Area 4.6-18

TABLE OF CONTENTS

Table 4.6-6 Dell Avenue Area Plan GHG Emissions Forecast 4.6-22
Table 4.7-1 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Hazards and Hazardous Materials 4.7-12
Table 4.7-2 EnviroStor Cleanup Program Sites for the DAAP Area 4.7-15
Table 4.7-3 GeoTracker Sites for the Plan Area 4.7-16
Table 4.8-1 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Hydrology and Water Quality 4.8-10
Table 4.8-2 Designated Beneficial Uses of Surface Waters Near Plan Area 4.8-18
Table 4.9-1 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Land Use and Planning 4.9-6
Table 4.10-1 Change in Apparent Loudness 4.10-3
Table 4.10-2 Typical Noise Levels 4.10-4
Table 4.10-3 Human Reaction to Typical Vibration Levels 4.10-6
Table 4.10-4 State of California Land Use Compatibility Guidelines for Community Noise Environments 4.10-8
Table 4.10-5 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Noise 4.10-10
Table 4.10-6 Summary of Noise Monitoring Results 4.10-17
Table 4.10-7 Groundborne Vibration Levels for Construction Equipment 4.10-30
Table 4.10-8 Existing and Projected Roadway Traffic Volumes and Resulting Noise Level Increases 4.10-35
Table 4.10-9 Equipment Noise Emission Levels for Common Construction Equipment 4.10-36
Table 4.11-1 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Population and Housing 4.11-3
Table 4.11-2 City of Campbell General Plan Goals, Policies, and Programs Pertaining to Population and Housing 4.11-4
Table 4.11-3 ABAG Projections 2013 Population, Households, and Employment Forecasts for Campbell 4.11-6
Table 4.12-1 City of Campbell General Plan Policies Pertaining to Fire Services 4.12-2
Table 4.12-2 City of Campbell General Plan Policies Pertaining to Police Services 4.12-8
Table 4.12-3 City of Campbell General Plan Policies Pertaining To Schools 4.12-13
Table 4.12-4 Campbell Union School District Enrollment Trends: Years 2006-2014 ..... 4.12-13
Table 4.12-5 Current Capacity and Enrollment for the CUHSD 4.12-15
Table 4.12-6 City of Campbell General Plan Policies and Strategies Pertaining to Libraries 4.12-18
Table 4.12-7 City of Campbell General Plan Policies Pertaining to Parks and Recreation 4.12-23
Table 4.12-8 Existing Parks and Recreation Facility Acreage 4.12-26
Table 4.13-1 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Transportation and Traffic 4.13-6
Table 4.13-2 Signalized Intersection Level of Service Criteria 4.13-16
Table 4.13-3 All-Way Stop-Controlled Intersection Level of Service Criteria 4.13-16

TABLE OF CONTENTS

Table 4.13-4 Freeway Segment Level of Service (Santa Clara County) 4.13-17
Table 4.13-5 Existing Peak Hour Intersection Levels of Service 4.13-21
Table 4.13-6 Existing Freeway Levels of Service 4.13-22
Table 4.13-7 Collision Analysis 4.13-26
Table 4.13-8 Dell Avenue Area Plan Land Use 4.13-30
Table 4.13-9 Trip Generation 4.13-35
Table 4.13-10 Trip Distribution 4.13-36
Table 4.13-11 Existing and Existing plus Plan Peak Hour Intersection Levels of Service 4.13-37
Table 4.13-12 Existing Plus Plan Freeway Levels of Service 4.13-39
Table 4.13-13 City Required Parking by District 4.13-49
Table 4.13-14 Background Peak Hour Intersection Levels of Service 4.13-54
Table 4.13-15 Background and Background plus Plan Peak Hour Intersection Levels of Service 4.13-55
Table 4.13-16 Cumulative and Cumulative plus Plan Peak Hour Intersection Levels of Service 4.13-58
Table 4.13-17 Intersection Impact Summary 4.13-59
Table 4.14-1 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Water Supply and quality 4.14-5
Table 4.14-2 SJWC Total Demand (AFY) 4.14-8
Table 4.14-3 Current and Projected SJWC Water Supply – Including Conservation (AFY) 4.14-9
Table 4.14-4 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Wastewater Collection and Treatment 4.14-18
Table 4.14-5 Water Demand for Existing Land use and Proposed Plan by 2040 (CalEEMod) 4.14-21
Table 4.14-7 City of Campbell General Plan Goals , Policies , and Strategies Pertaining to Stormwater 4.14-30
Table 4.14-8 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Solid Waste 4.14-35
Table 4.14-9 Landfills Existing Daily Capacity and Estimated Closure Date 4.14-38
Table 4.14-10 City of Campbell General Plan Goals, Policies, and Strategies Pertaining to Energy 4.14-45
Table 5-1 Comparison of Proposed Plan and Alternative Buildout Projections (Net New Development) 5-15
Table 5-2 Comparison of Proposed Alternative Impacts 5-16
Table 5-3 Comparison of Proposed Plan and Alternative Intersection Impacts 5-41
Table 6-1 Significant and Unavoidable Impacts of the Proposed Plan 6-4

1. Executive Summary

This chapter presents an overview of the Draft Environmental Impact Report (Draft EIR) prepared for the proposed Dell Avenue Area Plan, herein referred to as "proposed Plan."This chapter also provides a summary of the alternatives to the proposed Plan, identifies issues to be resolved and areas of controversy, and summarizes the potential environmental impacts of the proposed Plan. For a complete description of the proposed Plan, see Chapter 3, Project Description, of this Draft EIR. For a discussion of alternatives to the proposed Plan, see Chapter 5, Alternatives to the Proposed Plan, of this Draft EIR.

This Draft EIR addresses the environmental effects associated with the implementation of the proposed Plan. The California Environmental Quality Act (CEQA) requires that local government agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An EIR is a public document designed to provide the public and local and State governmental agency decision-makers with an analysis of potential environmental consequences to support informed decision-making. Should an EIR identify a significant impact, the City Council may approve the EIR if it makes one or more of the following findings with respect to each significant impact:

- Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment;
- Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency; or
- Specific economic, legal, social, technological, or other considerations make the mitigation measures or identified alternatives identified in the EIR infeasible.[1]

This Draft EIR has been prepared pursuant to the requirements of CEQA (California Public Resources Code, Division 13, Section 21000, et seq.) and the State CEQA Guidelines (Title 14 of the California Code of Regulations, Division 6, Chapter 3, Section 15000, et seq.) to determine if approval of the identified discretionary actions and related subsequent development could have a significant impact on the environment. The City of Campbell, as the Lead Agency, has reviewed and revised, as necessary, all submitted drafts, technical studies, and reports to reflect its own independent judgment, including reliance on applicable City technical personnel and review of all technical sub-consultant reports. Information for this Draft EIR was obtained from on-site field observations; discussions with affected agencies; analysis of adopted plans and policies; review of available studies, reports, data, and similar literature in the public domain; and specialized environmental assessments (e.g., air quality, greenhouse gas emissions, noise, and transportation and traffic).

[1] California Environmental Quality Act California Public Resources Code Division 13, Section 21081.

1.1 ENVIRONMENTAL PROCEDURES

This Draft EIR has been prepared to assess the environmental effects associated with implementation of the proposed Plan, as well as anticipated future discretionary actions and approvals. The main purposes of this document as established by CEQA are:

- To disclose to decision-makers and the public the significant environmental effects of proposed activities.
- To identify ways to avoid or reduce environmental damage.
- To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
- To disclose to the public reasons, such as overriding public benefits, for agency approval of projects with significant environmental effects.
- To foster interagency coordination in the review of projects.
- To enhance public participation in the planning process.
- To guide future decision-making on development projects within the Plan area.

An EIR is the most comprehensive form of environmental documentation identified in the statutes and in the CEQA Guidelines. It provides the information needed to assess the environmental consequences of a proposed project, to the extent feasible. EIRs are intended to provide an objective, factually supported, full-disclosure analysis of the environmental consequences associated with a proposed project that have the potential to result in significant, adverse environmental impacts. An EIR is also one of various decision-making tools used by a Lead Agency to consider the merits and disadvantages of a project that is subject to its discretionary authority. Prior to approving a proposed project, the Lead Agency must consider the information contained in the EIR, determine whether the EIR was properly prepared in accordance with CEQA and the CEQA Guidelines, determine that it reflects the independent judgment of the Lead Agency, adopt findings concerning the project's significant environmental impacts and alternatives, and adopt a Statement of Overriding Considerations if the proposed project would result in significant impacts that cannot be avoided.

1.1.1 REPORT ORGANIZATION

This Draft EIR is organized into the following chapters:

- **Chapter 1: Executive Summary.** Summarizes environmental consequences that would result from implementation of the proposed Plan, describes recommended mitigation measures, and indicates the level of significance of environmental impacts before and after mitigation.
- **Chapter 2: Introduction.** Provides an overview describing the Draft EIR document.

- **Chapter 3: Project Description.** Describes the proposed Plan in detail, including the site location and characteristics, objectives, and the structural and technical elements of the proposed action.
- **Chapter 4: Environmental Evaluation.** Organized into 14 sub-chapters corresponding to the environmental resource categories identified in Appendix G of the CEQA Guidelines, this section provides a description of the physical environmental conditions in the vicinity of the proposed Plan as they existed at the time the Notice of Preparation was published, from both a local and regional perspective, as well as an analysis of the potential environmental impacts of the proposed Plan, and recommended mitigation measures, if required, to reduce their significance. The environmental setting included in each sub-chapter provides baseline physical conditions from which the Lead Agency determines the significance of environmental impacts resulting from the proposed Plan. Each sub-chapter also includes a description of the thresholds used to determine if a significant impact would occur; the methodology to identify and evaluate the potential impacts of the proposed Plan; and the potential cumulative impacts associated with the proposed Plan.
- **Chapter 5: Alternatives to the Proposed Plan.** Considers three alternatives to the proposed Plan, including the CEQA-required "No Project" alternative, the Reduced Density Alternative, and the No Proposed Plan West Alternative.
- **Chapter 6: CEQA-Mandated Sections.** Discusses growth inducement, cumulative impacts, unavoidable significant effects, and significant irreversible changes as a result of the proposed Plan. Additionally, this chapter identifies possible significant effects of the proposed Plan that were determined not to be significant pursuant to CEQA Guidelines Section 15128.
- **Chapter 7: Organizations and Persons Consulted.** Lists the people and organizations that were consulted during the preparation of this Draft EIR for the proposed Plan.
- **Appendices:** The appendices for this Draft EIR contain the following supporting documents:
  - Appendix A: Notice of Preparation and Comment Letters
  - Appendix B: Air Quality and Greenhouse Gas Data
  - Appendix C: Noise Data
  - Appendix D: Traffic Data
  - Appendix E: Water Supply Assessment

1.1.2 TYPE AND PURPOSE OF THIS DRAFT EIR

According to Section 15121(a) of the CEQA Guidelines, the purpose of an EIR is to:

> *Inform public agency decision makers and the public generally of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.*

As described in the CEQA Guidelines, different types of EIRs are used for varying situations and intended uses. The Dell Avenue Area Plan EIR is a program EIR. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:

- Geographically.
- As logical parts in the chain of complicated actions.
- In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program.
- As individual activities carried out by the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

This EIR is intended to review potential environmental impacts associated with the adoption and implementation of the proposed Plan and associated General Plan, Zoning Ordinance, and STANP amendments, and to determine corresponding mitigation measures, as necessary. 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. Therefore, while subsequent environmental review may be tiered off this EIR, this EIR is not intended to address impacts of individual projects. Subsequent projects will be reviewed by the City for consistency with the proposed Plan, General Plan, Zoning Ordinance, and this EIR, and subsequent project-level environmental review will be conducted as required by CEQA. Projects successive to this EIR include, but are not limited to, the following:

- Approval and funding of major public projects and capital improvements.
- Issuance of permits and other approvals necessary for implementation of the proposed Plan.
- Development plan approvals, such as tentative maps, variances, conditional use permits, and other land use permits.
- Permit issuances and other approvals necessary for public and private development projects.
- Development agreement processes and approvals.

1.2 SUMMARY OF PROPOSED PLAN

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.

The following is a complete list of the Objectives identified in the proposed Plan:

- **A High-Tech and Innovation Oriented Business District**: Encourage the efficient use of land use through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. Ensure uses are compatible with and supportive of a high-tech office environment and discourage the continuance of existing uses that are not consistent with this character. Provide opportunities for small start-ups and incubator businesses within the larger workplace infrastructure. Rehabilitate and improve existing buildings and create avenues for independent cafes and restaurants to operate. Ensure that the notion of "technology" is apparent through stunning architecture and a memorable urban environment.
- **Enhanced Open Space and Improved Open Space Access**: Orient and design 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. Carefully create a central public space around the existing water recharge facility, pending study and coordination with the Santa Clara Valley Water District (SCVWD). Infuse the Plan Area with smaller, functional open spaces in new development that provide places to rest, recreate, and gather. Seek to protect and enhance the natural character of the creek by allowing solar access, creating landscaped building edges, and using appropriate building materials. Transition buildings downward in height as they approach the waterfront.
- **An Integrated Network of Multimodal Connections**: Enhance existing roadways with sidewalks and pedestrian amenities, and create new pedestrian, bicycle, and vehicular facilities to improve connectivity. Create clear, safe, and direct pathways to the proposed VTA light rail station, and integrate them into the larger pedestrian network.
- **Environmental and Economic Sustainability**: Encourage new development and public improvements that incorporate green design and stormwater management features to reduce stormwater runoff into existing streams and preserve existing infrastructure. Ensure new buildings incorporate sustainable features in their design, including appliances requiring limited water and energy usage and building design that takes advantage of solar access and incorporates reused materials where possible. Encourage new development that will attract strong and growing businesses to Campbell, whose employees will contribute to the local economy, stimulate business, and strengthen the city's economic stance in the region.
- **Improved Design and Character**: Balance modern development styles with the small-town feel of Campbell. Incorporate and protect cherished amenities, including views and open spaces. Create memorable streets, gateways, nodes, plazas, and other new places for gathering and leisure activity. Consider special architectural elements and enhanced landscaping at key locations.
- **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.

- **Enhanced Lifestyle and Vitality**: Provide amenities and places of activity, commerce, and trade that support a high-tech workplace culture. Ensure these amenities, such as restaurants, cafes, workout and spa facilities, childcare, markets, bars, and recreational uses, are also beneficial to the wider community, bringing an after-work-hours energy to the area.
- **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.
- **Increased Private Investment**: Align policies, strategies, and City processes to remove barriers to private investment, leverage funding, and increase the support for positive change in the Plan Area.

These objectives would be accomplished by altering land use regulations in the Plan Area through implementation of a new land use concept, new development standards, and new design guidelines.

1.3 SUMMARY OF ALTERNATIVES TO THE PROPOSED PLAN

This Draft EIR analyzes alternatives to the proposed Plan that are designed to reduce the significant environmental impacts of the proposed Plan and feasibly attain the basic objectives of the proposed Plan. There is no set methodology for comparing the alternatives or determining an environmentally superior alternative under CEQA. Identification of the environmentally superior alternative involves weighing and balancing the environmental advantages and disadvantages of each alternative in comparison with the proposed project or plan. The following alternatives to the proposed Plan were considered and analyzed in detail:

- **No Project Alternative:** Consistent with Section 15126.6(e)(2) of the CEQA Guidelines, under the No Project Alternative, the Plan Area would remain in its existing condition. Under the No Project Alternative, the proposed Plan would not be adopted and future development in the Plan Area would continue to be subject to existing policies, regulations, development standards, and land use designations as per the City of Campbell's adopted General Plan and the San Tomas Neighborhood Area Plan. It is projected that this alternative would result in no new housing units and no immediate increases in office, commercial, or light industrial development. The No Project Alternative is required as part of the "reasonable range of alternatives," and the purpose of the No Project Alternative is to compare the impacts of implementing the proposed Plan to what would occur under continued implementation of existing land uses, development standards, and other policies and regulations.

- **Reduced Development Alternative:** Under the Reduced Development Alternative, development would occur consistent with the policies and overarching land use concept of the proposed Plan, with the exception that maximum floor-area ratios (FAR) allowed for new development would be reduced to 0.75 for the DAAP-Central and DAAP-Waterfront areas east of Winchester Boulevard. Under the Reduced Development Alternative, individual development would occur at intensity levels roughly half of what is assumed under the proposed Plan. The purpose of the Reduced Development Alternative is to explore how potential impacts may be lessened through reductions to both the eventual amount of office space developed and the number of jobs created in the Plan Area.
- **No Proposed Plan West:** Under the No DAAP-West Alternative, the DAAP would cover only areas east of Winchester Boulevard and areas west of Winchester Boulevard would be removed from the DAAP completely. As such, new development in areas west of Winchester Boulevard would occur consistent with the policies, development standards, and overarching land use concepts adopted under the City's General Plan. Office/retail uses to the east of Winchester would develop in a manner consistent with the proposed Plan. The purpose of the No DAAP-West Alternative is to explore how potential impacts may be lessened by preserving existing uses along the west side of Winchester Boulevard, rather than allowing their conversion to mixed-use residential/pedestrian-oriented retail.

Chapter 5, Alternatives to the proposed Plan, of this Draft EIR, includes a complete discussion of these alternatives and of alternatives that were considered but not carried forward for detailed analysis.

1.4 AREAS OF CONTROVERSY

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. During this scoping period, the City received 24 comment letters from the following parties:

- Santa Clara Valley Transportation Authority
- Santa Clara Valley Water District
- California Department of Transportation
- County of Santa Clara Roads and Airport Department
- Four Business and/or Property Owners within the Plan Area (including one letter signed by more than 40 businesses)
- 18 Campbell Residents

The following areas of concern were identified through the scoping process as issues to be resolved and/or areas of controversy:

- Water supply and service.
- Traffic operations and congestion.
- Parking management.
- Bicycle and pedestrian circulation.

- Impacts to public services.
- Noise levels.
- Aesthetics and security.

In an additional effort to allow for adequate public comment, the City held a scoping meeting at the September 9, 2014 Campbell Planning Commission meeting. The purpose of this meeting was to receive comments from the public and Planning Commission on the preparation of this Draft EIR. At this Planning Commission hearing, the public provided comment on issues related to noise, traffic, and land use compatibility.

Section 15123(b)(3) of the CEQA Guidelines requires that an EIR identify issues to be resolved, including the choice among alternatives and whether or how to mitigate significant impacts. With regard to the proposed Plan, the major issues to be resolved include decisions by the City of Campbell, as Lead Agency, related to:

- Whether this Draft EIR adequately describes the environmental impacts of the proposed Plan.
- Whether the benefits of the proposed Plan override those environmental impacts that cannot feasibly be avoided or mitigated to a level of insignificance.
- Whether the proposed land use changes are compatible with the character of the existing area.
- Whether the identified goals, policies, or mitigation measures should be adopted or modified.
- Whether there are other mitigation measures that should be applied to the proposed Plan besides those Mitigation Measures identified in the Draft EIR.
- Whether there are any alternatives to the proposed Plan that would substantially lessen any of the significant impacts of the proposed Plan and achieve most of the basic objectives.

1.5 SIGNIFICANT IMPACTS AND MITIGATION MEASURES

Under CEQA, a significant impact on the environment is defined as a "substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance." While the proposed Plan has the potential to generate significant environmental impacts in a number of areas, as described in Chapter 6.0, CEQA Mandated Sections, of this Draft EIR, the proposed Plan would have no significant environmental impact on the following resources:

- Agricultural and Forestry Resources
- Mineral Resources

Because there is no potential for significant environmental impact to these resources as a result of the proposed Plan, impacts to these resources are not analyzed further in this Draft EIR.

Table 1-1 summarizes the potential environmental impacts of the proposed Plan and identifies mitigation measures presented in this Draft EIR to reduce those impacts to a level of insignificance. Table 1-1 is organized to correspond with the environmental issues discussed more completely in Section 4, Chapter 4.0 through 4.14, of this Draft EIR. The table is arranged in four columns: 1) environmental impacts; 2) significance prior to mitigation; 3) mitigation measures; and 4) significance after mitigation. The terms used to describe the significance of the environmental impact in Table 1-1 are:

- **No Impact**. No Impact indicates that the proposed Plan would not cause a direct impact on the environment. The No Impact findings described in Table 1-1 were determined because the Standard of Significance did not apply to the proposed Plan.
- **Less than Significant (LTS**). A Less than Significant impact falls below the CEQA Standard of Significance and would not cause a direct environmental impact.
- **Significant (S)**. A Significant impact indicates that the proposed Plan would have a direct impact on the environment that may or may not be able to be mitigated to a less than significant impact.

Significant and Unavoidable (SU). A significant and unavoidable impact indicates that the proposed Plan would have a direct impact on the environment that cannot be mitigated to a less than significant level. As shown in Table 1-1, some significant impacts would be reduced to a less-than-significant level if the mitigation measures recommended in this Draft EIR are implemented.

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
AESTHETICS			
AES-1. Implementation of the proposed Plan would not have a substantial adverse effect on a scenic vista.	LTS	N/A	N/A
AES-2. The proposed Plan would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.	No Impact	N/A	N/A
AES-3. The proposed Plan would not substantially degrade the existing visual character or quality of the site and its surroundings.	LTS	N/A	N/A
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.	LTS	N/A	N/A
AES-5. Implementation of the proposed Plan, in combination with past, present and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to aesthetics.	LTS	N/A	N/A
AIR QUALITY			
AIR-1. Implementation of the proposed Plan would not conflict with or obstruct implementation of the applicable air quality plan.	LTS	N/A	N/A
AIR-2. Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation.	S	AIR-2a: Applicant-provided appliances shall be Energy Star appliances (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the City of Campbell Building Division during plan check.	SU
		AIR-2b: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District's Commuter Benefits Program (California Government Code Section 65081). The program shall offer one of the following commuter benefit options, or what is available through similar benefits at the time a development is proposed:	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		▪ Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to $130 per month. ▪ Employer-provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to $75 per month. ▪ Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle, or vanpool service. ▪ Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips as the options above. The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the project site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The project applicant shall consider the following additional incentives for commuters as part of the CTR program: ▪ Preferential carpool parking. ▪ Flexible work schedules for carpools. ▪ Telecommute and/or flexible work hour programs. ▪ Car-sharing program (e.g., Zipcar). ▪ Bicycle end-trip facilities, including bike parking, showers, and lockers. The CTR program shall be prepared to the satisfaction of the Planning Division Manager prior to occupancy permits.	
		AIR-2c. As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's basic control measures for fugitive dust control, including:	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		▪ Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible. ▪ Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites. ▪ Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer). ▪ Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust. ▪ Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material. ▪ Hydroseed or apply non-toxic soil stabilizers to inactive construction areas. ▪ Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). ▪ Limit vehicle traffic speeds on unpaved roads to 15 mph. ▪ Replant vegetation in disturbed areas as quickly as possible.	
AIR-3. Implementation of the proposed Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).	S	AIR-3: Implement Mitigation Measures AIR-2a through AIR-2c.	SU
AIR-4. Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations	S	AIR-4: Applicants of residential and other sensitive land use projects (e.g., hospitals, nursing homes, and day care centers) within 1,000	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
of air pollution.		feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Campbell prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), $PM_{2.5}$ concentrations exceed 0.3 µg/m^3, or the appropriate non-cancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to: ▪ Air intakes located away from high volume roadways and/or truck loading zones. ▪ Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized Maximum Efficiency Rating Value (MERV) filters. Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed Plan. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Planning Division.	
AIR-5. Implementation of the proposed Plan would not create or expose a substantial number of people to objectionable odors.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
AIR-6. Implementation of the proposed Plan would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.	S	AIR-6: Implement Mitigation Measures AIR-2a through AIR-2c.	SU
BIOLOGICAL RESOURCES			
BIO-1. The proposed Plan would have a substantial adverse effect, either directly, or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.	S	BIO-1: Prior to site preparation or construction on parcels containing mature trees and/or vegetated areas, a qualified biologist shall evaluate the need for and/or potentially conduct a survey. In the event that special-status species are found to be present on-site, a qualified biologist will make recommendations to reduce or avoid impacts to the special-species, as feasible, and these recommendations will be incorporated into project construction and/or operation. In particular, nests of raptors and other birds shall be protected when in active use, as required by the federal Migratory Bird Treaty Act and the California Department of Fish and Wildlife (CDFW) Code. If construction activities and any required tree removal occur during the breeding season (February 1 and August 31), a qualified biologist shall be required to conduct surveys prior to tree removal or construction activities. Preconstruction surveys are not required for tree removal or construction activities outside the nesting period. If construction would occur during the nesting season (February 1 to August 31), preconstruction surveys shall be conducted no more than 14 days prior to the start of tree removal or construction. Preconstruction surveys shall be repeated at 14-day intervals until construction has been initiated in the area after which surveys can be stopped. Locations of active nests containing viable eggs or young birds shall be documented and protective measures implemented under the direction of the qualified biologist until the nests no longer contain eggs or young birds. Protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance and proximity to existing development. In general, exclusion zones shall be a minimum of 300	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		feet for raptors and 75 feet for passerines and other birds. The active nest within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance and confirm nesting status. The radius of an exclusion zone may be increased by the qualified biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be reduced by the qualified biologist only in consultation with CDFW. The protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active.	
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.	S	BIO-2: Minimize, avoid, and compensate for impacts to riparian habitat by avoiding individual riparian trees during construction. If avoidance is not feasible obtain a 1602 Streambed Alteration Agreement from the CDFW for impacts to riparian habitat. In addition, mitigation for impacted riparian habitat will be needed and can be accomplished by planting three native riparian trees for every one removed. To reduce indirect impacts to riparian habitat, the City shall require the use of Best Management Practices (BMPs) to protect preserved waters of the US/State and to ensure that water quality standards are not compromised. These practices can include installing orange construction fencing buffers, straw waddles to keep fill from entering preserved/avoided riparian habitats and other waters, and other protective measures; and requiring a biological monitor be onsite during project construction to monitor the integrity of any preserved wetlands and other waters during mass grading or filling of the project site.	LTS
BIO-3. The proposed Plan would have a substantial or adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	S	BIO-3: To avoid impacts to wetlands and Waters of the US, a jurisdictional wetland delineation should be conducted and verified by the USACE. If the engineered channel is determined to be a Waters of the US, a free spanning pedestrian crossing should be used to span the engineered channel. If this is infeasible and a culvert bridge is required that results in fill impacts to Waters of the US, a Section 404 permit should be obtained from the USACE. To	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		comply with the USACE "No Net Loss" policy, mitigation should be conducted to compensate for impacts to Waters of the US. This shall include conducting creek restoration activities in the engineered channel or along the adjacent Los Gatos Creek to provide a functional uplift in wetland functions and values.	
BIO-4. The proposed Plan would not interfere substantially with the movement of any native, resident, or migratory wildlife corridors, or impede the use of native wildlife nursery sites.	LTS	N/A	N/A
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.	S	BIO-5: Implement Mitigation Measure BIO-2.	LTS
BIO-6. The proposed Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan.	LTS	N/A	N/A
BIO-7. Implementation of the proposed Plan, in combination with past, present and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to biological resources.	LTS	N/A	N/A
CULTURAL RESOURCES			
CULT-1 The proposed Plan would not have the potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.	LTS	N/A	N/A
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.	S	CULT-2: If a potentially significant subsurface cultural resource is encountered during ground disturbing activities, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All developers in the Plan Area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		evaluated for significance, in terms of CEQA criteria, by a qualified archeologist. If the resource is determined to be significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Campbell, NWIC, and State Historic Preservation Office (SHPO), if required.	
CULT-3. The proposed Plan would have the potential to directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.	S	CULT-3: If paleontological resources are encountered during grading or excavation, all construction activities within a 50-foot radius shall stop, the City shall be notified, and a qualified paleontologist shall inspect the findings within 24 hours of discovery. The paleontologist shall document the discovery, as needed, in accordance with the Society of Vertebrate Paleontology standards, evaluate the resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important. Possible mitigation under CEQA emphasizes preservation-in-place measures, including planning construction to avoid paleontological sites, incorporating sites into parks and other open spaces, covering sites with stable soil, and deeding the site into a permanent conservation easement. The project proponent shall submit the excavation plan to the City for review and approval and the project proponent shall implement the approved excavation plan.	LTS
CULT-4. The proposed Plan would not have the potential to disturb human remains, including those interred	LTS	N/A	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
outside of formal cemeteries.			
CULT-5. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to cultural resources.	LTS	N/A	N/A
GEOLOGY, SOILS, AND SEISMICITY			
GEO-1. Implementation of the proposed Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: surface rupture along a known active fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides.	LTS	N/A	N/A
GEO-2. Implementation of the proposed Plan would not result in substantial soil erosion or the loss of topsoil.	LTS	N/A	N/A
GEO-3. Implementation of the proposed Plan would not result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.	LTS	N/A	N/A
GEO-4. Implementation of the proposed Plan would not create substantial risks to life or property as a result of its location on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial risks to life or property.	LTS	N/A	N/A
GEO-5. Implementation of the proposed Plan would not result in impacts associated with the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	LTS	N/A	N/A
GEO-6. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to geology and soils.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
GREENHOUSE GAS EMISSIONS			
GHG-1. Implementation of the proposed Plan would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment.	LTS	N/A	N/A
GHG-2. Implementation of the proposed Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	LTS	N/A	N/A
GHG-3. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to GHG emissions.	LTS	N/A	N/A
HAZARDS AND HAZARDOUS MATERIALS			
HAZ-1. Implementation of the proposed Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LTS	N/A	N/A
HAZ-2. Implementation of the proposed Plan would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	LTS	N/A	N/A
HAZ-3. Implementation of the proposed Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.	No Impact	N/A	N/A
HAZ-4. Implementation of the proposed Plan would not create a significant hazard to the public or the environment by being located on a site, which is included on a list of hazardous materials sites compiled pursuance to Government Code Section 65962.5.	LTS	N/A	N/A
HAZ-5. The proposed Plan is not located within an airport land use plan or within 2 miles of a public airport or public	No Impact	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
use airport.			
HAZ-6. The proposed Plan would not be within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the Plan Area.	No Impact	N/A	N/A
HAZ-7. Implementation of the proposed Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.	LTS	N/A	N/A
HAZ-8. Implementation of the proposed Plan would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	No Impact	N/A	N/A
HAZ-9. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to hazards and hazardous materials.	LTS	N/A	N/A
HYDROLOGY AND WATER QUALITY			
HYD-1. Implementation of the proposed Plan would not violate any water quality standards or waste discharge requirements	LTS	N/A	N/A
HYD-2. The proposed Plan would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge.	LTS	N/A	N/A
HYD-3. The proposed Plan would not substantially alter the existing drainage pattern of the Plan Area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion, siltation, or flooding on- or off-site.	LTS	N/A	N/A
HYD-4. The proposed Plan would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
substantial additional sources of polluted runoff.			
HYD-5. Implementation of the proposed Plan would not otherwise substantially degrade water quality.	LTS	N/A	N/A
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	N/A	N/A
HYD-7. The proposed Plan would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.	LTS	N/A	N/A
HYD-8. The proposed Plan would not be impacted by inundation as a result of a seiche, tsunami, or mudflow.	LTS	N/A	N/A
HYD-9. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to hydrology and water quality.	LTS	N/A	N/A
LAND USE AND PLANNING			
LAND-1. The proposed Plan would not physically divide an established community.	LTS	N/A	N/A
LAND-2. 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.	LTS	N/A	N/A
LAND-3. The proposed Plan would not conflict with an applicable habitat conservation plan or natural community conservation plan.	LTS	N/A	N/A
LAND-4. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to land use and planning.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
NOISE			
NOISE-1. Implementation of the proposed Plan would not result in the exposure of persons to or generation of noise levels in excess of standards established in the General Plan or Municipal Code, or applicable standards of other agencies.	LTS	N/A	N/A
NOISE-2. Implementation of the proposed Plan could result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	S (Const. Vibration) LTS (Operations Vibration)	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. The construction vibration mitigation plan shall consider the following available controls to reduce construction noise levels as low as practical: ▪ During project review, City staff shall coordinate with the applicant and/or construction contractor to discuss alternative methods of construction for vibration-intense activities in close proximity to sensitive uses or existing structures. As part of this coordination, the applicant and/or construction contractor shall identify construction methods not involving vibration-intensive equipment or activities. For example, drilled foundation caisson holes that would produce less vibration than pile driving methods, or the use of non-explosive rock breaking methods. ▪ The applicant or constructor contractor shall implement reduced-vibration alternative methods identified during project review during subsequent excavation, grading, and construction for work conducted in close proximity to sensitive structures or uses. ▪ If at all possible, vibration-intense construction activities should take place during times when nearby sensitive receptors, such as schools, are at their lowest utilization/occupancy. ▪ During plan review and/or prior to the start of construction activities, the applicant and/or construction contractor shall	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		inspect and report on the current foundation and structural condition of the existing buildings in the immediate vicinity of the construction site. ▪ During construction, if any vibration levels cause cosmetic or structural damage to existing buildings in close proximity to a project site, the applicant shall immediately issue "stop-work" orders to the construction contractor to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building(s).	
NOISE-3. Implementation of the proposed Plan would not result in a substantial permanent increase in ambient noise levels in the Plan Area and vicinity above levels existing without implementation of the Plan.	LTS	N/A	N/A
NOISE-4. Implementation of the proposed Plan would not result in a substantial temporary or periodic increase in ambient noise levels in the Plan Area and vicinity above levels existing without implementation of the Plan.	LTS	N/A	N/A
NOISE-5. Implementation of the proposed Plan would not expose people residing or working in the vicinity of the Plan Area to excessive aircraft noise levels, for a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport.	No Impact	N/A	N/A
NOISE-6. Implementation of the proposed Plan would not expose people residing or working in the Plan Area to excessive noise levels, for a project within the vicinity of a private airstrip.	LTS	N/A	N/A
NOISE-7. Implementation of the proposed Plan would not contribute to cumulative noise impacts in the area.	LTS	N/A	N/A
POPULATION AND HOUSING			
POP-1. Implementation of the proposed Plan would not induce substantial unexpected population growth, or	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).			
POP-2. Implementation of the proposed Plan would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	LTS	N/A	N/A
POP-3. Implementation of the proposed Plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	LTS	N/A	N/A
POP-4. Implementation of the proposed Plan would not contribute to cumulative population and housing impacts in the area.	LTS	N/A	N/A
PUBLIC SERVICES AND RECREATION			
PS-1. Implementation of the proposed Plan would not result in the provision of or need for new or physically altered fire protection facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A
PS-2. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to fire protection service.	LTS	N/A	N/A
PS-3. Implementation of the proposed Plan would not result in the provision of or need for new or physically altered police protection facilities, the construction or operation of which could cause significant environmental impacts.	LTS	N/A	N/A
PS-4. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police protection	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
services.			
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	N/A	N/A
PS-6. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to schools.	LTS	N/A	N/A
PS-7. The proposed Plan would not result in the provision of or need for new or physically altered library facilities.	LTS	N/A	N/A
PS-8. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to libraries.	LTS	N/A	N/A
PS-9. The proposed Plan would not result in the provision of or need for new or physically altered parks and recreation facilities.	LTS	N/A	N/A
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.	LTS	N/A	N/A
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	N/A	N/A
PS-12. The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to parks and recreational facilities.	LTS	N/A	N/A
TRANSPORTATION AND TRAFFIC			

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TRAF-1. Implementation of the proposed Plan would cause seven intersections to fall below the level of service standard.	S	TRAF-1a. Intersection Improvements – San Tomas Expressway/SR 17 SB Ramps. Under Existing and Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to provide two additional southbound right-turn lanes, one additional eastbound right-turn lane and one additional westbound through lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This results in the following lane configuration: ▪ Southbound: two left-turn lanes, one shared through and left-turn lane, three right-turn lanes ▪ Eastbound: three through lanes, two right-turn lanes ▪ Westbound: two left-turn lanes, four through lanes If this mitigation measure is implemented then the proposed Plan's impact after mitigation would be less than significant. However, the amount of roadway widening required to achieve acceptable operations would require right-of-way acquisition and potential reconstruction of elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual project or plan. Additionally, it is noted 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.	SU
		TRAF-1b. Intersection Improvements – Camden Avenue/White Oaks Road-Curtner Avenue. Under Existing and Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to provide one additional northbound left-turn lane, a dedicated southbound through lane and a second eastbound right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		This would result in the following lane configuration: ▪ Northbound: three left-turn lanes, one through lane, one right-turn lane ▪ Southbound: one left-turn lane, one through lane, one right-turn lane ▪ Eastbound: one left-turn lane, three through lanes, two right-turn lanes ▪ Westbound: one left-turn lane, four through lanes, one shared through and right-turn lane Additionally, the signal phasing would need to be modified on the northbound and southbound approaches to provide protected left-turn phasing. With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require right-of-way acquisition, and potential reconstruction of the adjacent SR 17 elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted that this intersection directly connects to freeway on-ramps, and as such coordination and approval from Caltrans would likely be necessary prior to implementing modifications. Given these constraints and limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is significant and unavoidable.	
		TRAF-1c. Intersection Improvements – Winchester Boulevard/Hacienda Avenue. Under Existing and Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include a dedicated northbound right-turn lane, a second southbound left-turn lane and reconfiguration of the eastbound and westbound approaches as described below, as well as the necessary receiving lanes and traffic signal modifications	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		would result in acceptable operations. This would result in the following lane configuration: ▪ Northbound: one left-turn lane, two through lanes, and one right-turn lane ▪ Southbound: two left-turn lanes, two through lanes, one right-turn lane ▪ Eastbound: two left-turn lanes, one shared through and right-turn lane ▪ Westbound: one left-turn lane, one through lane, two right-turn lanes With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications would be limited by the presence of the stormwater retention pond located on the southwest corner of the intersection, as well as the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Given these limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is significant and unavoidable.	

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		TRAF-1d. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.	SU
		TRAF-1e. Intersection Improvements – Hacienda Avenue/Dell Avenue. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection (which would roughly cost $400,000 per traffic signal) is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.	
		TRAF-1f. Intersection Improvements – Winchester Boulevard/Knowles Drive. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the westbound approach to have two left-turn lanes, a single through lane, and right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. The modification would result in the following lane configuration: ▪ Northbound: two left-turn lane, two through lanes, one right-turn lane ▪ Southbound: one left-turn lane, two though lanes, one right-turn lane ▪ Eastbound: one left-turn lane, one through lane, one right-turn lane ▪ Westbound: two left-turn lanes, one through lane, one right-turn lane With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Additionally, it is noted that portions of the intersection fall under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TRAF-2. Implementation of the proposed Plan would cause freeway segments to fall below the level of service standard.	S	TRAF-2. Freeway Operations. Implementation of the proposed Plan would result in 15 freeway mixed-flow segments and five HOV lane segments experiencing an unacceptable increase in volume. A typical mitigation measure would seek to widen the road to add travel lanes and capacity. However, impacts to freeways would remain significant and unavoidable because these roadways are under the jurisdiction of Caltrans, and depending on location, also VTA, City of San Jose, and/or the Town of Los Gatos, and not under the jurisdiction of the City of Campbell. In addition, freeway improvement projects, which add travel lanes are planned and funded on a regional scale and would be too costly for a single project to be expected to fund. Therefore, due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	SU
TRAF-3. Implementation of the proposed Plan would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment).	LTS	N/A	N/A
TRAF-4. Implementation of the proposed Plan would not result in inadequate emergency access.	LTS	N/A	N/A
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 decrease the performance or safety of such facilities.	LTS	N/A	N/A
TRAF-6. Implementation of the proposed Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks.	LTS	N/A	N/A
TRAF-7. Implementation of the proposed Plan would not result in a substantial under-supply of parking that would contribute to excessive vehicle circulation and congestion due to drivers searching for parking.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
TRAF-8. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.	S	TRAF-8a. Intersection Improvements – San Tomas Expressway/SR 17 Southbound Ramps. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This is in addition to the modifications presented in Mitigation Measure TRAF-1a, as noted below. ▪ Southbound: two left-turn lanes, one shared through and left-turn lane, three right-turn lanes ▪ Eastbound: five through lanes, two right-turn lanes (two more through lanes than identified in Mitigation Measure TRAF-1a) ▪ Westbound: two left-turn lanes, five through lanes (one more through lane than identified in Mitigation Measure TRAF-1a) With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require right-of-way acquisition and potential reconstruction of elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted 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.	SU
		TRAF-8b. Intersection Improvements – Camden Avenue/White Oaks Road-Curtner Avenue. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This is in addition to modifications	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		recommended in Mitigation Measure TRAF-1b, as noted below. ▪ Northbound: three left-turn lanes, one through lane, one right-turn lane ▪ Southbound: one left-turn lane, one through lane, two right-turn lane (one additional right-turn lane than identified in Mitigation Measure TRAF-1b) ▪ Eastbound: one left-turn lane, three through lanes, two right-turn lanes ▪ Westbound: one left-turn lane, four through lanes, one shared through, and right-turn lane Additionally, the signal phasing would need to be modified on the northbound and southbound approaches to provide protected left-turn phasing. If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, the amount of roadway widening required to achieve acceptable operations would require large areas of right-of-way acquisition, and potential reconstruction of adjacent SR 17 elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted that this intersection directly connects to freeway on-ramps, and as such coordination and approval from Caltrans would likely be necessary prior to implementing modifications. Given these constraints and limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is potential significant and unavoidable.	
		TRAF-8c. Intersection Improvements – Winchester Boulevard/Hacienda Avenue. This is identical to Mitigation Measure TRAF-1c identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below. Modifying the intersection to include a dedicated northbound right-	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		turn lane, a second southbound left-turn lane and reconfiguration of the eastbound and westbound approaches as described below, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This would result in the following lane configuration: ▪ Northbound: one left-turn lane, two through lanes. one right-turn lane ▪ Southbound: two left-turn lanes, two through lanes, one right-turn lane ▪ Eastbound: two left-turn lanes, one shared through. and right-turn lane ▪ Westbound: one left-turn lane, one through lane, two right-turn lanes With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the presence of the stormwater retention pond located on the southwest corner of the intersection, as well as the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Given these limits on feasibility, including physical constraints and the need for inter-jurisdictional approval from the Santa Clara Valley Water District, VTA, and the Union Pacific Railroad, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8d. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-1d identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.	
		TRAF-8e. Intersection Improvements – Hacienda Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-1e identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. However, because there is	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		currently no funding mechanism in place for this improvement, the proposed Plan's impact on this intersection is significant and unavoidable.	
		TRAF-8f. Intersection Improvements – Winchester Boulevard/Knowles Drive. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. The improvements recommended to achieve acceptable operations are identical to what was identified in Mitigation Measure TRAF-1f, which is copied below for reference. Modifying the westbound approach to have two left-turn lanes, a single through lane and right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. The modification would result in the following lane configuration: ▪ Northbound: two left-turn lane, two through lanes, one right-turn lane ▪ Southbound: one left-turn lane, two though lanes, one right-turn lane ▪ Eastbound: one left-turn lane, one through lane, one right-turn lane ▪ Westbound: two left-turn lanes, one through lane, one right-turn lane With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Additionally, it is noted that portions of the intersection fall under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		TRAF-8g. Intersection Improvements – Winchester Boulevard/Lark Avenue. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the northern leg to have a dedicated receiving lane for the westbound right-turn movement. This would allow the westbound right-turn movement to be free-flowing, thereby decreasing the overall intersection delay. This is consistent with recommendations made in the Town of Los Gatos 2013 Albright Office Park EIR analysis. The receiving lane on the northern leg would need to be long enough to facilitate a merging maneuver into the continuous northbound through lanes. Based on correspondence with Town of Los Gatos staff, this improvement has been funded and is expected to be implemented in 2015-2016. With this modified intersection configuration, which is scheduled to be implemented independently of the proposed Plan, the proposed Plan's impact would be less than significant.	LTS
		TRAF-8h. Intersection Improvements – San Tomas Expressway/Hamilton Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations. Northbound: two left-turn lanes, four though lanes (one lane would be HOV only during the AM peak), one right-turn lane (one additional left-turn lane and through lane than the current configuration). ▪ Southbound: two left-turn lanes, four though lanes (one lane would be HOV only during the PM peak), one right-turn lane (one additional through lane than the current configuration). ▪ Eastbound: two left-turn lanes, three through lanes, one right-turn lane ▪ Westbound: two left-turn lanes, three through lanes, one right-turn lane If this mitigation measure is implemented then the proposed Plan's impact after mitigation would be less than significant. This would require roadway widening, including possible acquisition of right-of way. However, San Tomas Expressway is a County-operated route	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		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. Since the improvements would result in the addition of through lanes, it would be necessary that the improvements be implemented on a corridor basis, not just at the study intersection. Additionally, since San Tomas Expressway is a regional route that is expected to experience growth in traffic due to regional development, any improvements to the route are best considered, adopted, and implemented as part of a corridor-wide planning effort, and not practical for any one development project or plan to mitigate. Therefore, due to physical constraints, the need for inter-jurisdictional approvals, and the fact that improvements to the facility are best addressed on a regional planning basis, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8i. Intersection Improvements – San Tomas Expressway/Campbell Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations: ▪ Northbound: two left-turn lanes, four though lanes (one lane would be HOV only during the AM peak), one right-turn lane (this is one additional through lane over existing conditions) ▪ Southbound: two left-turn lanes, four though lanes (one lane would be HOV only during the PM peak), one right-turn (this is one additional through lane over existing conditions) ▪ Eastbound: two left-turn lanes, two through lanes, one right-turn lane ▪ Westbound: two left-turn lanes, one through lane, one shared through and right-turn lane With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, San Tomas	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		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. Since the improvements would result in the addition of through lanes, it would be necessary that the improvements be implemented on a corridor basis, not just at the study intersection. Additionally, since San Tomas Expressway is a regional route that is expected to experience growth in traffic due to regional development, any improvements to the route are best considered as part of a corridor-wide planning effort, and not practical for any one development plan to mitigate. Therefore, due to physical constraints, the need for inter-jurisdictional approvals and the fact that improvements to the facility are best addressed on a regional planning basis, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8j. Intersection Improvements – San Tomas Expressway/SR 17 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This is in addition to the modifications presented in Mitigation Measure TRAF-8a, as noted below. ▪ Southbound: two left-turn lanes, one shared through and left-turn lane, three right-turn lanes ▪ Eastbound: eight through lanes, two right-turn lanes (three more through lanes than identified in Mitigation Measure TRAF-8a) ▪ Westbound: three left-turn lanes, six through lanes(one more left-turn lane and one more through lane than identified in Mitigation Measure TRAF-8a) If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		would require right-of-way acquisition, and potential reconstruction of elevated freeway structures. Additionally, widening of the scale proposed would need to be completed on a corridor-wide basis, not at an individual intersection. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project. Additionally, it is noted 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.	
		TRAF-8k. Intersection Improvements – Camden Avenue/White Oaks Road-Curtner Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. These modifications are in addition to what was identified in Mitigation Measure TRAF-8b for Background plus Plan conditions, as noted below. ▪ Northbound: three left-turn lanes, two through lanes, one right-turn lane (one additional dedicated left-turn lane and one additional dedicated through lane in addition to Mitigation Measure TRAF-8b) ▪ Southbound: one left-turn lane, one through lane, three right-turn lane (conversion to dedicated left-turn and through lanes, plus two addition right turn lanes compared to Mitigation Measure TRAF-8b) ▪ Eastbound: three left-turn lanes, four through lanes, one right-turn lane (two additional left-turn lanes compared to Mitigation Measure TRAF-8b) ▪ Westbound: two left-turn lane, six through lanes, one right-turn lane (one additional left-turn lane and one addition through lane	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		compared to Mitigation Measure TRAF-8b) If this mitigation measure is implemented then the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require large amounts of right-of-way acquisition, and potential reconstruction of elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted that this intersection directly connects to freeway on-ramps, and as such, coordination and approval from Caltrans would likely be necessary prior to implementing modifications. Given these constraints and limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8l. Intersection Improvements – Winchester Boulevard/Sunnyoaks Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include a second eastbound left-turn lane, as well as the necessary traffic signal modifications would result in acceptable operations. This would result in the following lane configuration: ▪ Northbound: one left-turn lane, three through lanes, one right-turn lane ▪ Southbound: two through lanes, one right-turn lane ▪ Eastbound: two left-turn lanes, one right-turn lane With this mitigation measure, the intersection would operate acceptably. However, widening would be restricted by that fact that there are developments on both sides of West Sunnyoaks Avenue, adjacent to the intersection, thereby requiring acquisition of right-of-way, private property, as well as reconfiguration of access, and potentially loss of buildings and/or parking spaces on these parcels. Because of these limitations, implementation of the mitigation	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		measure is not considered to be feasible. Therefore, the proposed Plan's impact would be significant and unavoidable.	
		TRAF-8m. Intersection Improvements – Winchester Boulevard/Hacienda Avenue. This is identical to Mitigation Measure TRAF-1c identified under the Existing plus Plan scenario and Mitigation Measure TRAF-8c identified under the Background plus Plan scenario. For reference, the mitigation measure is repeated below. Modifying the intersection to include a dedicated northbound right-turn lane, a second southbound left-turn lane and reconfiguration of the eastbound and westbound approaches as described below, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This would result in the following lane configuration: ▪ Northbound: one left-turn lane, two through lanes, one right-turn lane ▪ Southbound: two left-turn lanes, two through lanes, one right-turn lane ▪ Eastbound: two left-turn lanes, one shared through and right-turn lane ▪ Westbound: one left-turn lane, one through lane, two right-turn lanes With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the presence of the stormwater retention pond located on the southwest corner of the intersection, as well as the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Given these limits on feasibility, including physical constraints and the need for inter-jurisdictional approval from the Santa Clara Valley Water District, VTA, and the Union Pacific Railroad, the proposed Plan's impact is significant and unavoidable.	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		TRAF-8n. Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-8d identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.	LTS
		TRAF-8o. Intersection Improvements – Hacienda Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-8e identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.	
		TRAF-8p. Intersection Improvements – Bascom Avenue/Camden Avenue . Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations: ▪ Northbound: three left-turn lanes, two through lanes, one shared through and right-turn lane ▪ Southbound: two left-turn lanes, four through lanes, two right-turn lanes (this is an addition of one through lane and two right-turn lanes) ▪ Eastbound: two left-turn lanes, three through lanes, one right-turn lane (this is an addition of one through lane) ▪ Westbound: one left-turn lane, three through lanes, one right-turn lane (this is the addition of one right-turn lane) If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require large amounts of right-of-way acquisition, thereby restricting the feasibility of implementing the recommended improvements. Additionally, these are regional routes and as such	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project. Additionally, it is noted this intersection is under the jurisdiction of the City of San Jose, therefore any modifications to the intersection would require coordination and approval from both the City of San Jose and the Santa Clara VTA. Given the limits on feasibility, including physical constraints, the fact that improvements would be best achieved through a regional planning process and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8q. Intersection Improvements – Winchester Boulevard/Knowles Drive. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. The improvements recommended to achieve acceptable operations are identical to what was identified in Mitigation Measure TRAF-8f, which is copied below for reference. Modifying the westbound approach to have two left-turn lanes, a single through lane and right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. The modification would result in the following lane configuration: ▪ Northbound: two left-turn lanes, two through lanes, one right-turn lane ▪ Southbound: one left-turn lane, two though lanes, one right-turn lane ▪ Eastbound: one left-turn lane, one through lane, one right-turn lane ▪ Westbound: two left-turn lanes, one through lane, one right-turn lane With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the railroad tracks located	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		parallel to Winchester Boulevard to the east of the intersection. Additionally, portions of the intersection fall under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8r. Intersection Improvements – Winchester Boulevard/SR 85 Northbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Installation of a second northbound left-turn lane would result in acceptable operations. If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the need to acquire right-of-way. Additionally, portions of the intersection fall under the jurisdiction of Caltrans and the Town of Los Gatos, and would therefore require the two agencies' approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints, the need for right-of-way acquisition, and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	SU
		TRAF-8s. Intersection Improvements – Winchester Boulevard/SR 85 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations: ▪ Northbound: two through lanes ▪ Southbound: two though lanes ▪ Eastbound: two left-turn lanes and one right-turn lane (this is a second left-turn lane) If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However,	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		installation of these modifications may be limited by the need to acquire right-of-way. Additionally, portions of the intersection fall under the jurisdiction of Caltrans and the Town of Los Gatos, and would therefore require the two agencies' approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints, the need for right-of-way acquisition, and the need for inter-jurisdictional approvals, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8t. Intersection Improvements – Winchester Boulevard/ Wimbledon Drive. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations: ▪ Northbound: one left-turn lane and two through lanes ▪ Southbound: two through lanes and one right-turn lane (this is an addition of a right-turn lane) ▪ Eastbound: one left-turn lane and one right-turn lane (these are additional dedicated turn lanes) With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the intersection falls under the jurisdiction of the Town of Los Gatos and would, therefore, require the Town's approval to implement modifications. Therefore, it is recommended that the City of Campbell coordinate with the Town of Los Gatos to seek approval for this modification, and subsequently develop a mechanism to implement the modification. With the implementation of this mitigation measure, the proposed Plan's impact would be less than significant. However, due to limitations on feasibility and lack of funding mechanism, the proposed Plan's impact is significant and unavoidable.	SU
		TRAF-8u. Intersection Improvements – Winchester Boulevard/Lark Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. The improvements recommended to achieve acceptable operations are identical to what was identified in Mitigation Measure TRAF-8g, which is copied	LTS

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		below for reference. Modifying the northern leg to have a dedicated receiving lane for the westbound right-turn movement. This would allow the westbound right-turn movement to be free-flowing, thereby decreasing the overall intersection delay. This is consistent with recommendations made in the Albright Office Park EIR analysis. The receiving lane on the northern leg would need to be long enough to facilitate a merging maneuver into the continuous northbound through lanes. Based on correspondence with Town of Los Gatos staff, this improvement has been funded and is expected to be implemented in 2015-2016. With this modified intersection configuration, which is scheduled to be implemented independently of the proposed Plan, the proposed Plan's impact would be less than significant	
		TRAF-8v. Intersection Improvements – Lark Avenue/SR 17 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to add an additional eastbound shared through and right-turn lane would result in acceptable operations. This is consistent with mitigation measures presented in the North 40 Specific Plan EIR analysis. However, at the time of this analysis, funding for this improvement has not been identified, nor is there a scheduled timeline for implementation. If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. The intersection falls under the jurisdiction of the both Town of Los Gatos and Caltrans, and would therefore require both agencies' approvals to implement modifications. Therefore, it is recommended that the City of Campbell coordinate with the Town of Los Gatos and Caltrans to seek approval for this modification, and subsequently develop a funding mechanism to implement the modification. However, due to limitations on feasibility (i.e., lack of funding and unknown timing of the improvement), the proposed Plan's impact on this intersection is significant and unavoidable	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		TRAF-8w. Intersection Improvements – Winchester Boulevard/Daves Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations: ▪ Northbound: one left-turn lane, one through lane, one shared through and right-turn lane ▪ Southbound: one left-turn lane, one through lane, one right-turn lane ▪ Eastbound: one left-turn lane, one shared through and right-turn lane (currently there is a single lane for all movements) ▪ Westbound: one left-turn lane, one shared through and right-turn lane (currently there is a single lane for all movements) Additionally, the traffic signal phasing would need to be modified to provide protected phasing on the eastbound and westbound approaches. If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited due to the fact that the westbound approach is a private driveway and modifications would require the approval of the landowner. Installation of this improvement would be further limited by the fact that adjacent development would restrict the necessary roadway widening. Additionally, the intersection falls under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, because this improvement is not funded, and due to limitations on feasibility, including physical constraints, the need for private landowner approval, and the need for inter-jurisdictional approval, the proposed Plan's impact is significant and unavoidable.	SU
		TRAF-8x. Intersection Improvements – Blossom Hill Road/Santa Cruz Avenue-Winchester Boulevard. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		configuration, as well as the necessary receiving lanes and traffic signal modifications, would result in acceptable operations: ▪ Northbound: one left-turn lane, two through lanes, one right-turn lane (this would be an increase of one left-turn lane and one through lane) ▪ Southbound: one left-turn lane, one through lane, one right-turn lane (this would be an addition of one right-turn lane) ▪ Eastbound: single shared left-turn, through and right-turn lane ▪ Westbound: one shared left-turn and through lane, one right-turn lane If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the fact that adjacent buildings and private development would restrict the ability to widen the roadway without significant right-of-way acquisition. Additionally, the intersection falls under the jurisdiction of the Town of Los Gatos and would, therefore, require the Town's approval to implement modifications. Therefore, due to the lack of funding, limitations on feasibility, including physical constraints, and the need for right-of-way, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8y. Intersection Improvements – Saratoga Los Gatos Road/University Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to provide dedicated right-turn lanes on the northbound, southbound, and eastbound approaches, as well as the necessary traffic signal modifications, would result in acceptable operations. This would result in the following lane configuration: ▪ Northbound: one left-turn lane, one through lane, one right-turn lane ▪ Southbound: one left-turn lane, one through lane, one right-turn lane ▪ Eastbound: one left-turn lane, two through lanes, one right-turn	SU

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		lane ▪ Westbound: one left-turn lane, two through lanes, one right-turn lane With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the intersection falls under the jurisdiction of the Town of Los Gatos and would, therefore, require the Town's approval to implement modifications. Additionally, implementation of the mitigation measure may require acquisition of right-of-way and reconfiguration of adjacent parcels. Therefore, due to the lack of funding, limitations on feasibility, including physical constraints, and the need for right-of-way, the proposed Plan's impact is significant and unavoidable.	
		TRAF-8z. Transportation Demand Management. A partial mitigation measure to reduce impact on study facilities would be the implementation of a Transportation Demand Management (TDM) Program. A TDM would include measures to encourage reductions in vehicle trips. This may include, but not be limited to, subsidization of transit passes, carpool/vanpool matching services, preferential parking for carpool/vanpool vehicles, alternative work schedules, and enhanced pedestrian and bicycle facilities. Implementation of a TDM Program can result in an incremental decrease in traffic generated by a development. While this decrease in traffic may not be enough to reduce impacts to a less than significant level, any reductions in Plan-generated traffic would be beneficial to congestion, air quality, and health. Therefore, it is recommended that a TDM Program be implemented for the proposed Plan as a partial mitigation to reduce, but not fully alleviate, traffic-related impacts.	SU
UTILITIES AND SERVICE SYSTEMS			
UTIL-1. Implementation of the proposed Plan would have sufficient water supplies available to serve the Plan from existing entitlements and resources, and new or expanded entitlements are not needed.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
UTIL-2. Implementation of the proposed Plan would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	N/A	N/A
UTIL-3. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to water supply.	LTS	N/A	N/A
UTIL-4. Implementations of the proposed Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	LTS	N/A	N/A
UTIL-5. Implementation of the proposed Plan would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	LTS	N/A	N/A
UTIL-6. Implementation of the proposed Plan would not result in a determination by the wastewater treatment provider, which serves, or may serve the Plan, that it does not have adequate capacity to serve the Plan's projected demand in addition to the provider's existing commitments.	LTS	N/A	N/A
UTIL-7. Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in a significant cumulative impacts with respect to wastewater treatment.	LTS	N/A	N/A
UTIL-8. Implementation of the proposed Plan would not require the construction of new storm drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.	LTS	N/A	N/A
UTIL-9. Implementation of the proposed Plan would not contribute to cumulative stormwater impacts in the area.	LTS	N/A	N/A

TABLE 1-1 SUMMARY OF IMPACTS AND MITIGATION MEASURES

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
UTIL-10. The proposed Plan would be served by a landfill with sufficient permitted capacity to accommodate the Plan's solid waste disposal needs.	LTS	N/A	N/A
UTIL-11. The proposed Plan would comply with federal, State, and local statutes and regulations related to solid waste.	LTS	N/A	N/A
UTIL-12. The proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in less than significant impacts with respect to solid waste.	LTS	N/A	N/A
UTIL-13. Implementation of the proposed Plan would not result in a substantial increase in natural gas and electrical service demands, and would not require new energy supply facilities and transmission infrastructure or capacity enhancing alterations to existing facilities.	LTS	N/A	N/A

2. Introduction

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, Chapter 14 California Code of Regulations, Section 15378[a], the Dell Avenue Area Plan is considered a "project" subject to environmental review as its implementation is "an action [undertaken by a public agency] which has the potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment."This Draft Environmental Impact Report (Draft EIR) provides an assessment of the potential environmental consequences of adopting and implementing the Dell Avenue Area Plan, herein referred to as the "proposed Plan." Additionally, this Draft EIR identifies mitigation measures and alternatives to the proposed Plan that would avoid or reduce significant impacts to the environment resulting from the proposed Plan. This Draft EIR compares the environmental impacts that may result from implementation of the proposed Plan with existing environmental conditions (i.e., baseline conditions) to determine whether significant impacts will occur, described in detail in each section of Chapter 4.0, Environmental Analysis, of this Draft EIR. The City of Campbell (City) is the Lead Agency for the proposed Plan. This Draft EIR is intended to inform the City's decision-makers, other responsible agencies, and the public-at-large of the nature of the proposed Plan and its effect on the environment. Responsible agencies include, the California Department of Transportation, California Department of Fish and Game, Native American Heritage Commission, Public Utilities Commission, Regional Water Quality Control Board, Department of Toxic Substances Control, Bay Area Air Quality Management District, San Francisco Bay Regional Water Quality Control Board, Metropolitan Transportation Commission, Association of Bay Area Governments, Santa Clara Valley Transportation Authority, Santa Clara Valley Water District, City of Los Gatos, City of San Jose, and Santa Clara County.

2.1 PROPOSED ACTION

The proposed action analyzed by this Draft EIR is the adoption and implementation of the proposed Plan and associated amendments to the City's General Plan, Zoning Ordinance, and San Tomas Area Neighborhood Plan. The proposed Plan contains land use, urban design, and circulation goals, policies, and actions to guide investment and land use development in the Plan Area throughout the 2040 buildout horizon. Section 15126.2 of the California Environmental Quality Act (CEQA) Guidelines requires that an EIR focus on the significant "direct and indirect" and "short-term and long-term" effects of a project. To ensure a conservative approach in analyzing environmental effects under CEQA, EIRs typically analyze what could be considered a worst-case scenario in order to capture as many significant environmental effects as could reasonably be expected as a result of implementation of the Plan. For a programmatic evaluation of a land use plan, this entails projecting buildout calculations to carry through the environmental review process. These projections reflect the estimated number of housing units, amount of commercial

development, and resident and employment populations that are reasonably foreseeable for the 25-year duration of the proposed Plan. The actual rate and amount of development will be dependent on market conditions and regulatory processes.

The associated amendments to the General Plan, Zoning Ordinance, and San Tomas Neighborhood Plan (STANP) would ensure that the City's land use and zoning designations, policies, and development standards identified in these documents are consistent with the proposed Plan. The proposed Plan and associated amendments to the General Plan, Zoning Ordinance, and STANP are described in more detail in Chapter 3, Project Description.

2.2 EIR SCOPE

This document is a program EIR, as described in Section 15168 of the CEQA Guidelines. A program EIR is appropriate when an agency proposes a series of actions that can be characterized as one large project and are related:

- Geographically;
- As logical parts in the chain of contemplated actions;
- In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or
- As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways.

Preparation of a program EIR, rather than a series of individual EIRs, allows a public agency to characterize the overall program—here, the proposed Plan—as the project that is proposed for approval. This process avoids preparation of multiple EIRs for activities within the program if the program EIR contains a specific and comprehensive evaluation of the effects of the proposed activity.

Under the program EIR approach, this EIR will be used as a starting point for reviewing the potential environmental impacts of future projects or phases identified in the proposed Plan. Whether additional environmental review for each project will be necessary, will depend on:

- Whether the planned characteristics of the project are substantially different from those defined in the program EIR;
- Whether the project would require additional mitigation measures; or
- Whether specific impacts were not evaluated in sufficient detail in the program EIR.

If any of these conditions apply, then additional environmental documentation will be required under CEQA.

This EIR is intended to review potential environmental impacts associated with the adoption and implementation of the proposed Plan and associated General Plan, Zoning Ordinance, and STANP amendments, and to determine corresponding mitigation measures, as necessary. As stated, 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. Therefore, while subsequent environmental review may be tiered off this EIR, this EIR is not intended to address impacts of individual projects. Subsequent projects will be reviewed by the City for consistency with the proposed Plan, General Plan, Zoning Ordinance, and this EIR, and subsequent project-level environmental review will be conducted as required by CEQA. Projects successive to this EIR include, but are not limited to, the following:

- Approval and funding of major public projects and capital improvements.
- Issuance of permits and other approvals necessary for implementation of the proposed Plan.
- Development plan approvals, such as tentative maps, variances, conditional use permits, and other land use permits.
- Permit issuances and other approvals necessary for public and private development projects.
- Development agreement processes and approvals.

This Draft EIR analyzes the potential environmental effects identified for the proposed Plan in (1) the Notice of Preparation (NOP) that was circulated for public review between July 16, 2014 and August 14, 2014, and (2) the comment letters received in response to the NOP. These comment letters are included in Appendix A of this Draft EIR and address the following concerns:

- Water supply and service.
- Traffic operations and congestion.
- Parking management.
- Bicycle and pedestrian circulation.
- Impacts to public services.
- Noise levels.
- Aesthetics and security.

In an additional effort to allow for adequate public comment, the City held a scoping meeting at the September 9, 2014 Campbell Planning Commission meeting. The purpose of this meeting was to receive comments from the public and Planning Commission on the preparation of this Draft EIR. At this Planning Commission hearing, the public provided comment on issues related to noise, traffic, and land use compatibility.

2.3 ENVIRONMENTAL REVIEW PROCESS

2.3.1 DRAFT EIR

Pursuant to State CEQA Guidelines Section 15063, the City of Campbell conducted an initial study of the proposed Plan and determined that approval and implementation of the proposed Plan could result in potentially significant environmental impacts. In compliance with Section 21080.4 of the California Public Resources Code, the City circulated an NOP of this Draft EIR to the Office of Planning and Research (OPR) State Clearinghouse, interested agencies, including responsible and trustee agencies, and persons on July 16, 2014 for a 30-day review period (see Appendix A).

This Draft EIR will be available for review by the public and interested parties, agencies, and organizations for a 45-day comment period beginning on June 22, 2015 and ending on August 10, 2015. During the comment period, the public is invited to submit written comments on the adequacy and accuracy of the Draft EIR to the City of Campbell Community Development Department. Written comments should be submitted to:

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

2.3.2 FINAL EIR

Upon completion of the 45-day review period, the City of Campbell will review all written comments received and prepare written responses for each comment. A 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. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR and the date of the public hearing before the City Council. Public input is encouraged at all public hearings before the City.

After the City Council certifies the Final EIR, it may consider approval of the proposed Plan or any of the alternatives analyzed in the EIR. For each of the significant effects on the environment identified in this EIR, the City Council must include as conditions of approval the measures specified in this Draft EIR that mitigate or avoid the significant effects on the environment. Alternately, the City Council may find that the mitigation measures are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency, or that specific economic, legal, social, technological, or other considerations make infeasible the mitigation measures or alternatives identified in the EIR. In the latter case, the City Council must find that these overriding considerations or other benefits of the project

outweigh the significant effects on the environment and that the significant impacts are therefore unavoidable.

2.3.3 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that the Lead Agency adopt a monitoring or reporting program for any project for which potentially significant impacts have been identified and findings have been made pursuant to Public Resources Code 21081. Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR. The Mitigation Monitoring Program for the proposed Plan will be completed as part of the Final EIR and adopted at the time of Plan approval.

3. Project Description

The City of Campbell has prepared this Draft Environmental Impact Report (Draft EIR) to provide a programmatic analysis of the potential environmental impacts associated with implementation of the Dell Avenue Area Plan, herein referred to as the "proposed Plan." This Draft EIR also provides an analysis of the amendments to the City's General Plan, Zoning Code, and San Tomas Area Neighborhood Plan (STANP) required to ensure consistency between the proposed Plan and these City planning documents. In compliance with the California Environmental Quality Act (CEQA), this chapter provides a detailed description of the proposed Plan, including the location and existing setting of the proposed Plan, the principal characteristics of the proposed Plan, the primary objectives, and the intended uses of the EIR.

3.1 OVERVIEW

The overall purpose of the proposed Plan is to retain existing businesses and promote the development of a high-tech office environment that provides community amenities. The proposed Plan encourages efficient uses of land by promoting development patterns that promote biking and walking, a mixture of uses, and connections for vehicles, bicyclists, and pedestrians. To achieve this, the proposed Plan defines permitted land uses and building regulations, identifies street and sidewalk improvements, and sets an overall policy framework for future development and public improvements in the Plan Area. The proposed Plan contains the following chapters:

- The **Introduction** chapter describes the purpose and intent of the Plan, the regional and local setting, planning concepts and context, the planning process, and Plan contents.
- The **Vision** chapter provides a vision statement, Plan goals, and urban design concept.
- The **Regulating Plan** chapter describes the permitted land uses, site design and building standards, development incentives, and open space and landscape requirements.
- The **Implementation** chapter describes the City-required actions, potential funding sources, and implementation strategies.

3.2 LOCATION AND SETTING

Regional Setting

The City of Campbell occupies more than 6 square miles in a valley nestled in the heart of Silicon Valley. It is approximately 50 miles south of San Francisco and 45 miles south of Oakland. Campbell is bounded on the north, west, and east by the cities of San Jose and Saratoga, and on the south by the Town of Los Gatos.

Campbell is bisected by the San Tomas Expressway and State Route 17 (SR 17), both running north-south through the city and connecting to Interstate 280 (I-280) and State Highway 85. Campbell is also connected to the region via the Santa Clara Valley Transportation Authority (VTA) light rail system. The City of Campbell is shown within its broader regional context in Figure 3-1.

Local Setting

As shown in Figure 3-2, 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 State Route 17. The Plan Area is generally bounded on the east by Hacienda Percolation Ponds and Los Gatos Creek, the north by Hacienda Avenue, the west by Winchester Boulevard, and the south by Knowles Drive. The Plan Area is proximate to and surrounded by a major citywide and regional transportation corridor in each direction. Winchester Boulevard is a major thoroughfare running north-south within the western edge of the Plan Area that connects the Plan Area directly to the Downtown and the rest of the city. Adjacent to Winchester Boulevard are the VTA-owned train tracks which would serve the proposed Vasona Corridor light rail extension and would bring VTA light rail service directly to the Plan Area, with a station near the Hacienda Avenue/Winchester Boulevard intersection planned for the long-term. The proposed Hacienda Station would connect the Plan Area to Downtown and other parts of the region directly by light rail.

3.2.2 EXISTING CONDITIONS

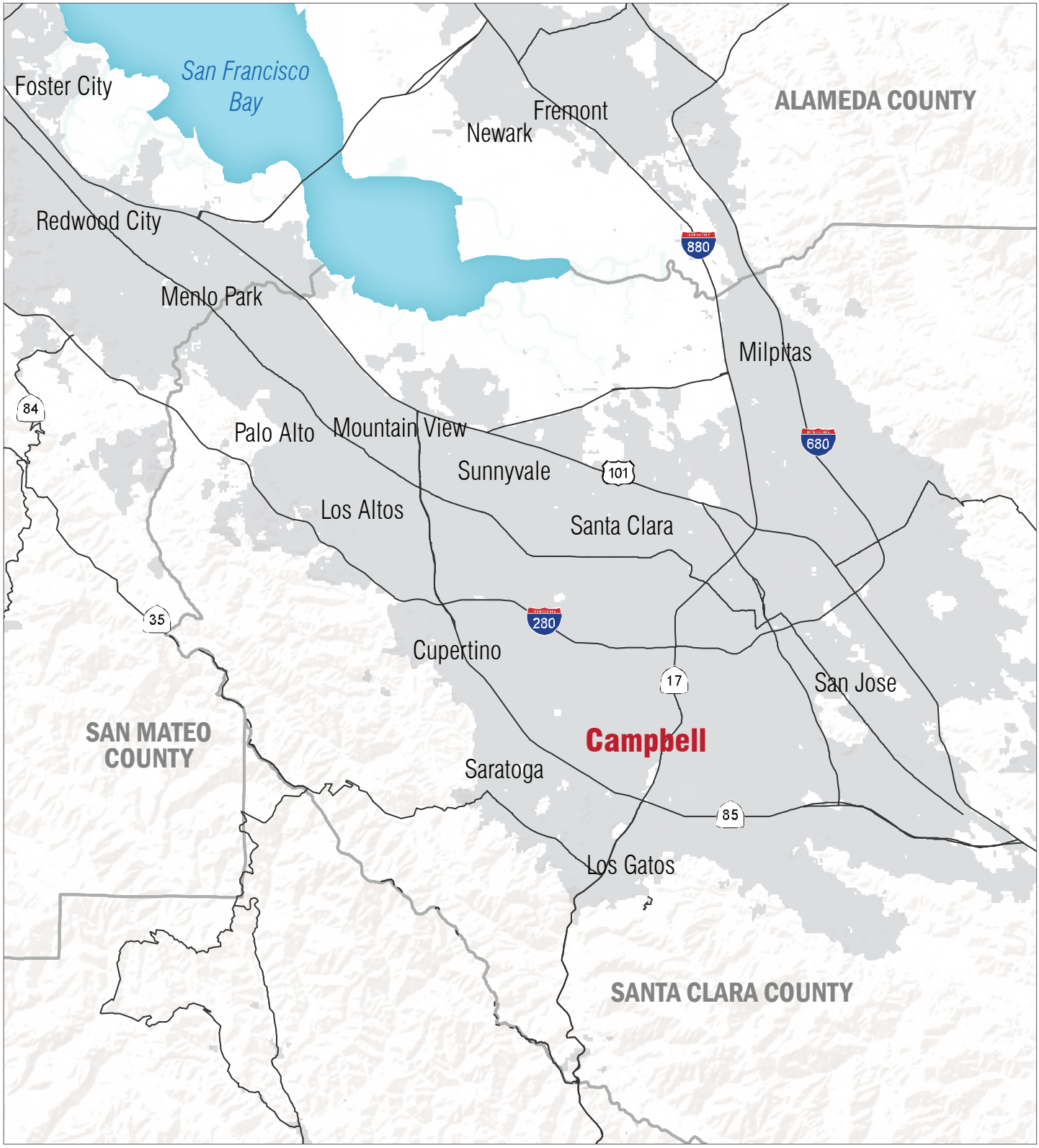
3.2.2.1 SITE CHARACTERISTICS

The Plan Area covers approximately 113 acres within the city limits. Accordingly, under existing conditions, the Plan Area is subject to the requirements and policies of the Campbell General Plan, Zoning Ordinance, STANP, and other applicable regulatory and policy documents. The Campbell General Plan Land Use Map designates the Plan Area Light Industrial, Research and Development, and General Commercial, as shown on Figure 3-3:[1]

City of Campbell General Plan

The City of Campbell General Plan, adopted in 2001, designates almost the entire Plan Area east of Winchester Boulevard as Research & Development, except for three parcels that are designated Open Space, as shown in Figure 3-3. The General Plan stipulates the Research & Development (R&D) designation as one that "accommodates campus-like environments for corporate headquarters, R&D facilities, and offices. The R&D designation accommodates uses such as incubator research facilities, testing, packaging, publishing, and printing."

[1] City of Campbell, 2001, Zoning Map.



Miles
0 1 2 4

Figure 3-1
Regional Location

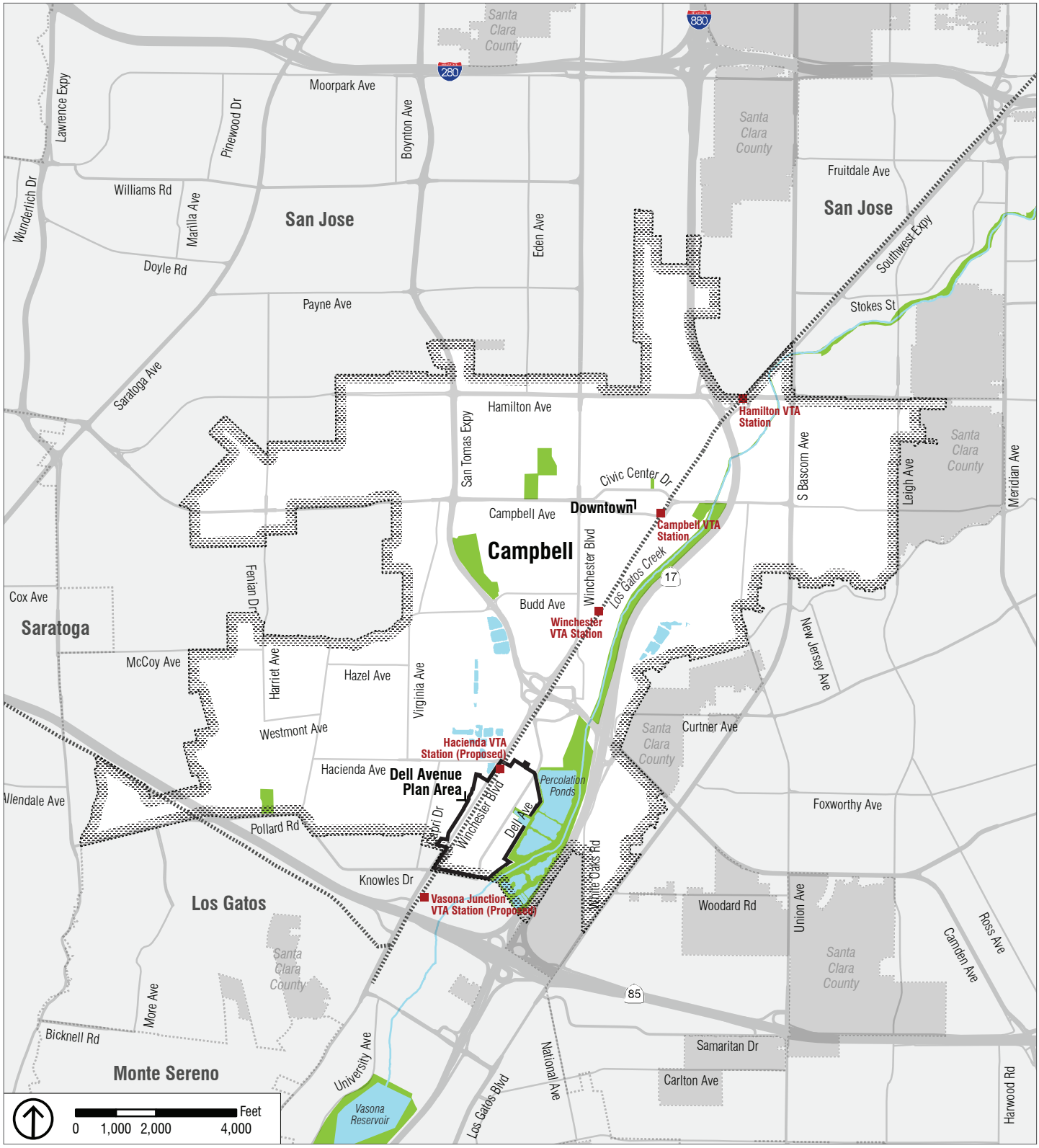
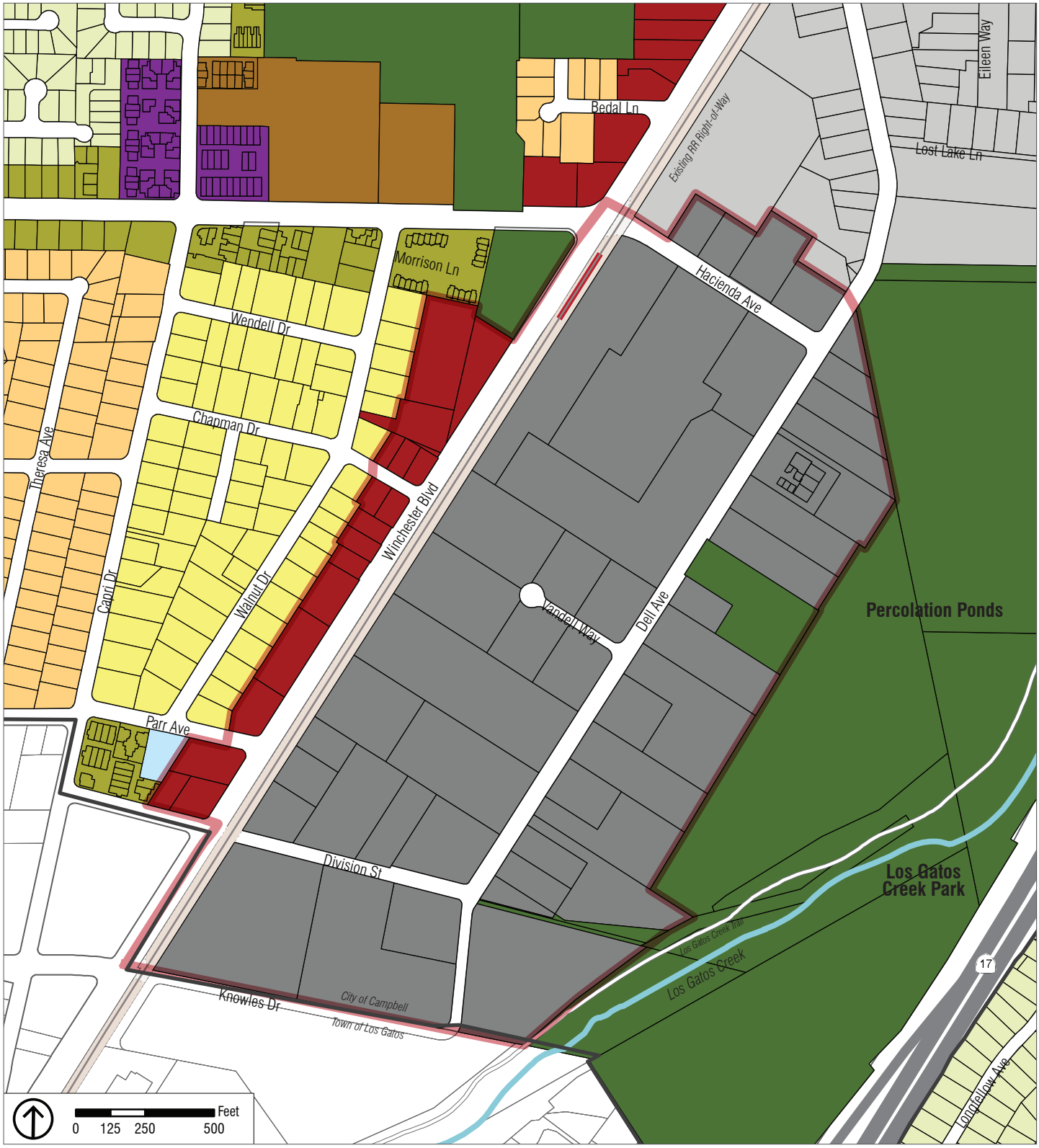


Figure 3-2
Local Context



Low Density Residential (< 3.5 units/acre)
Low Density Residential (< 4.5 units/acre)
Low Density Residential (<6 units/acre)
Low-Medium Density Residential (14-20 units/acre)
Medium Density Residential (14-20 units/acre)
High Density Residential (21-27 units/acre)
General Commercial
Light Industrial
Research & Development
Institutional
Open Space

Figure 3-3
General Plan Land Use

Parcels fronting the west side of Winchester Boulevard are almost entirely designated General Commercial, except for one parcel at the very north end, which is designated Open Space and is not included in the Plan Area. The General Plan defines the General Commercial designation as one that:

> "….permits commercial uses that need exposure to high volumes of automobile traffic or access to transit corridors. Most of the land in Campbell that is designated for General Commercial is located along both sides of Bascom and Hamilton Avenues and parts of Winchester Avenue. Commercial development in these areas is highly visible, hence the placement and scale of buildings is especially important to the community image. The building forms should typically frame the street, with parking lots either behind or under the building. Auto related uses, such as auto repair, are not allowed from locating in the General Commercial areas."

However, there are many automobile-related uses along Winchester Boulevard. The automobile-related uses are identified as conditionally permitted which are not considered to be the preferred "permitted" land uses anticipated by the General Plan along Winchester Boulevard.

The General Plan designates areas to the west of the Plan Area as a mix of Low Density Residential, Medium Density Residential, and High Density Residential. Areas to the north are designated Light Industrial, which is intended to foster manufacturing and processing land uses, as well as service commercial such as auto repair facilities. Areas to the east of the Plan Area are designated Open Space, preserving the City's percolation ponds and Los Gatos Creek. To the south, across Knowles Drive, is the Town of Los Gatos.

3.4 PROJECT OBJECTIVES

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. In order to ensure a successful business park, the proposed Plan stresses the importance of retaining existing businesses and accommodating new high-tech uses as well as uses that support and complement high-tech industry. The project objectives for the proposed Plan are described as follows:

- **A High-Tech and Innovation Oriented Business District**: Encourage the efficient use of land use through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. Ensure uses are compatible with and supportive of a high-tech office environment and discourage the continuance of existing uses that are not consistent with this character. Provide opportunities for small start-ups and incubator businesses within the larger workplace infrastructure. Rehabilitate and improve existing buildings and create avenues for independent cafes and restaurants to operate. Ensure that the notion of "technology" is apparent through stunning architecture and a memorable urban environment.
- **Enhanced Open Space and Improved Open Space Access**: Orient and design 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. Carefully create a central public space around the existing water recharge facility, pending study and coordination with the Santa

Clara Valley Water District (SCVWD). Infuse the Plan Area with smaller, functional open spaces in new development that provide places to rest, recreate, and gather. Seek to protect and enhance the natural character of the creek by allowing solar access, creating landscaped building edges, and using appropriate building materials. Transition buildings downward in height as they approach the waterfront.

- **An Integrated Network of Multimodal Connections**: Enhance existing roadways with sidewalks and pedestrian amenities, and create new pedestrian, bicycle, and vehicular facilities to improve connectivity. Create clear, safe, and direct pathways to the proposed VTA light rail station, and integrate them into the larger pedestrian network.
- **Environmental and Economic Sustainability**: Encourage new development and public improvements that incorporate green design and stormwater management features to reduce stormwater runoff into existing streams and preserve existing infrastructure. Ensure new buildings incorporate sustainable features in their design, including appliances requiring limited water and energy usage and building design that takes advantage of solar access and incorporates reused materials where possible. Encourage new development that will attract strong and growing businesses to Campbell, whose employees will contribute to the local economy, stimulate business, and strengthen the city's economic stance in the region.
- **Improved Design and Character**: Balance modern development styles with the small-town feel of Campbell. Incorporate and protect cherished amenities, including views and open spaces. Create memorable streets, gateways, nodes, plazas, and other new places for gathering and leisure activity. Consider special architectural elements and enhanced landscaping at key locations.
- **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.
- **Enhanced Lifestyle and Vitality**: Provide amenities and places of activity, commerce, and trade that support a high-tech workplace culture. Ensure these amenities, such as restaurants, cafes, workout and spa facilities, childcare, markets, bars, and recreational uses, are also beneficial to the wider community, bringing an after-work-hours energy to the area.
- **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.

Increased Private Investment: Align policies, strategies, and City processes to remove barriers to private investment, leverage funding, and increase the support for positive change in the Plan Area.

3.5 PLANNING PROCESS

The proposed Plan was developed using an interactive public engagement process, which included:

- **Stakeholder Interviews:** City staff and planning consultants hosted interviews with interested stakeholders as a first step to identifying key issues and establishing broad goals for the Plan Area. The stakeholders interviewed included property owners, businesses within the Plan Area, developers and investors, members of the Chamber of Commerce, and other interested parties.
- **Community Workshop:** The City hosted a community workshop in December of 2013 to report the existing conditions and findings, provide a general overview of the project's scope and purposes, and ultimately present and solicit input on the alternatives.
- **City Council Study Session:** The City and consultant team incorporated the feedback received at the community workshop into a preferred alternative, which was presented to the City Council in a special study session in February 2014, along with draft land use districts and development standards. The session provided the public with opportunity to give feedback on the project to date.
- **Citizen Advisory Committee**: To ensure that the proposed Plan forged a progressive vision for the future while balancing the needs of the community, a Citizen Advisory Committee (CAC) was formed to help guide the planning process. The committee met six times during the development of the proposed Plan and made sure that proposed concepts and recommendations were feasible and consistent with the vision of the community. CAC members included property owners, business owners, and other interested parties with experience and knowledge of pertinent development issues.
- **Notice of Preparation Process and Planning Commission Public Meeting**: On July 2, 2014, the City issued a Notice of Preparation (NOP) of an EIR for the proposed Project which began a 30-day public review period. This comment period allowed agencies and members of the public to suggest environmental issues which should be analyzed in the Draft EIR. The comments on the NOP focused on issues related to water supply and service, traffic operations and congestion, parking management, bicycle and pedestrian circulation, impacts to public services, noise levels, and aesthetics and security.

  In an additional effort to allow for adequate public comment, the City held a scoping meeting at the September 9, 2014 Campbell Planning Commission meeting. The purpose of this meeting was to receive comments from the public and Planning Commission on the preparation of this Draft EIR. At this Planning Commission hearing, the public provided comment on issues related to noise, traffic, and land use compatibility.

3.6 MAJOR PROJECT COMPONENTS

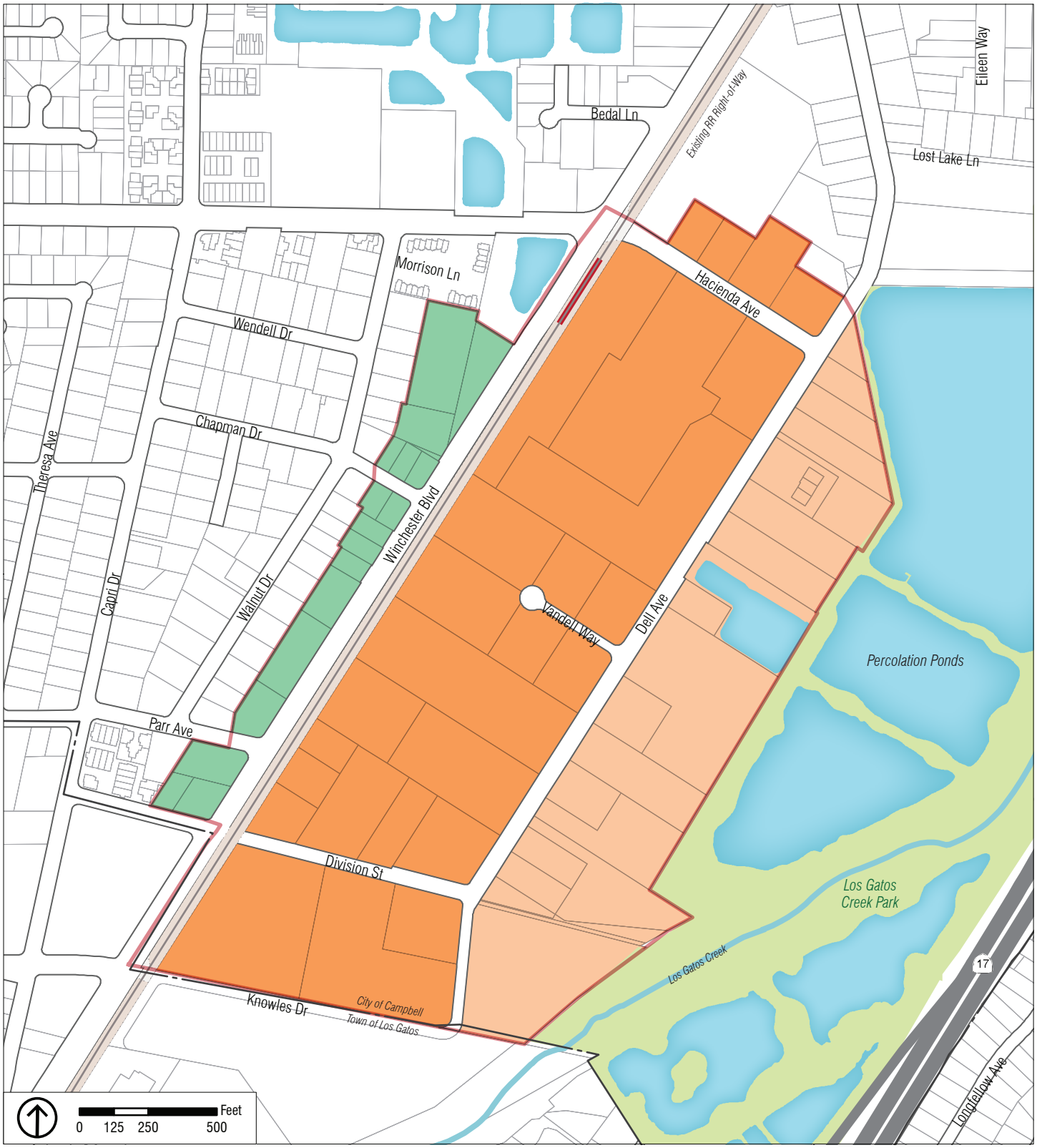
This section identifies the major land uses proposed in the Plan to meet the objectives identified above.

3.6.1 LAND USE CONCEPT

The proposed Plan's Land Use Concept is shown in Figure 3-4 and calls for a variety of land uses that support the Project Objectives listed above. The proposed Plan divides the Plan Area into three distinct Districts: DAAP-Waterfront, DAAP-Central, and DAAP-West, as shown in Figure 3-5. These Districts are described in Section 3.6.3, below. The proposed Plan identifies the authorized land uses in each District, including those that are subject to a conditional use permit or an administrative use permit. The proposed Plan Land Use Concepts include:

- **Core Tech Uses:** Core Tech Uses are professional offices geared directly toward the tech industry, and specifically those related to the innovation and product development for electronics, software, and web solutions for consumers and businesses. Additional Core Tech Uses include, mobile device and software development, social media companies and startups, data processing and web hosting, online retail, information systems, and research & development that is supportive of these uses.
- **Core Tech Complementary Uses:** Core Tech Complementary Uses are those that are not explicitly related to the tech industry, but that include professional offices with similar physical attributes to desired Core Tech Uses. Core Tech Complementary Uses are allowed on a limited basis so as to not overshadow the goal of retaining and attracting high-tech businesses and may include professional services, such as professional consultants, engineering and design firms, and financial, insurance and real estate services. Similarly, biotechnology, scientific labs, and healthcare facilities, along with technology component manufacturing or technology product assembly at a small scale, may also be appropriate on a limited basis.
- **Service and Support Uses**: Service and Support Uses are critical land uses that support the activities of Core Tech Uses and Core Tech Complementary Uses, but that are subservient to the foremost goal of retaining and attracting high tech businesses to the Plan Area. Service and Support Uses include the amenities necessary to support, attract, and retain both high-tech employers and employees by providing opportunities to efficiently attend to day-to-day personal and social needs close to their place of work. Service and Support Uses include restaurants, cafes and coffee shops, convenience stores (as ancillary uses at a limited scale), childcare facilities, salons, dry cleaners, bars, small retail shops, exercise facilities (as ancillary uses at a limited scale), and other similar uses. Service and Support Uses that accommodate business needs of Core Tech Uses must also be accommodated. These uses include printing and shipping services, hotels, travel agencies, and other uses serving critical business needs. Service and Support Uses should be located within larger Class A office buildings as independent tenants, or as ground floor uses below residential on the west side of Winchester Boulevard.

Figure 3-4
Dell Avenue Area Plan Land Use Concept



DAAP-Waterfront
DAAP-Central
DAAP-West

Figure 3-5
Dell Avenue Area Plan Land Use Districts

- **Waterfront Uses:** Waterfront Uses are specialized uses, such as food and drink establishments, which are encouraged for buildings fronting or oriented to the Los Gatos Creek Park areas. The DAAP envisions a lively and active waterfront edge populated by employees and visitors. Waterfront Uses should be located within larger Class A office buildings or in stand-alone buildings in proximity to and fronting the Park.
- **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. High-density residential uses above ground-floor retail in mixed-use buildings should be supported in the Plan Area on the west side of Winchester Boulevard. This location responds to the current practice of encouraging mixed-use (commercial/residential) on Winchester Boulevard in the city. A variety of residential unit types should be encouraged, including for-sale condominiums and rental apartments. Varying unit sizes should also be encouraged and should include a significant percentage of studios and one-bedroom units to accommodate young singles and couples.

3.7.1 DEVELOPMENT STANDARDS

The proposed Plan includes development standards that are used to regulate the form of new buildings and development in the Plan Area to ensure that all new development supports the Plan vision. Development standards are organized into three distinct Districts: DAAP-Waterfront, DAAP-Central, and DAAP-West, as shown in Figure 3-6. The Development Standards provide additional guidance and regulation for the land use concept shown in Figure 3-4 and are described in more detail in Table 3-1.

- **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.
- **DAAP-Central.** The DAAP-Central District is intended to primarily accommodate core tech uses in new Class A office buildings at maximum building heights that incorporate service and support uses within ground floor spaces. New development in this District is expected to contribute to the establishment of a multi-modal and publicly accessible circulation system that connects Winchester Boulevard and the future VTA light rail station with Dell Avenue and the Los Gatos Creek Park.
- **DAAP-Waterfront.** The DAAP-Waterfront District is intended to primarily accommodate core tech uses in new Class A office buildings that incorporate service and support uses within ground floor spaces, but transition in scale and intensity at the Plan Area's border with Los Gatos Creek Park. Additionally, the DAAP-Waterfront District is intended to accommodate new waterfront uses that orient toward Los Gatos Creek Park and serve as amenities for the wider Campbell community.

TABLE 3-1 PROPOSED FAR AND BUILDING HEIGHT DEVELOPMENT STANDARDS

	Waterfront	Central	West
Maximum Height	60-foot base, 75-foot height bonus	60-foot base, 75-foot height bonus	45 feet
Maximum FAR	1.5	1.5	1.5
Minimum Setbacks			
Dell Avenue	15 feet	15 feet	N/A
Hacienda	N/A	10 feet	N/A
Division Street	N/A	10 feet	5 feet
Knowles Drive	N/A	10 feet	N/A
Winchester Boulevard	N/A	N/A	5 feet
Parr Avenue	N/A	N/A	5 feet
Chapman Drive	N/A	N/A	5 feet

3.7.1.1 SPECIAL DAAP-WATERFRONT STANDARDS

Special Waterfront Transition Standards are required for development in the DAAP-Waterfront District to ensure appropriate transitions in scale and intensity adjacent to the Los Gatos Creek Park. The following specific standards apply:

- No structure is allowed within 20 feet of a parcel line.
- Buildings heights are limited to 20 feet when placed between 20 feet and 60 feet of the waterfront setback line. Roof deck railings, flagpoles, plantings, patio umbrellas, or other similar structures would be allowed above the 20-foot limit provided that no additional space above the 20-foot limit is allowed for providing additional floor area.
- Building heights are limited to 60 feet when placed between 60 feet and 75 feet of the waterfront-facing parcel line.
- Buildings may have a height of 75 feet when placed 75 feet or greater from the waterfront-facing parcel line and when granted additional allowable height up to 75 feet per a special development incentive. No building shall extend above 75 feet.
- New development must provide a pedestrian path between Dell Avenue and the Los Gatos Creek Park (as identified in Figure 3-6).

3.7.1.2 SPECIAL DAAP-CENTRAL STANDARDS

Special standards apply to all new development in the DAAP-Central District and include the following:

- New structures on properties adjacent to the rail right-of-way shall be set back a minimum of 15 feet from the parcel line.
- New development must provide a pedestrian path between the railroad right-of-way and Dell Avenue.

3.7.1.3 SPECIAL DAAP-WEST STANDARDS

All new development in the DAAP-West District that is adjacent to existing single-family residential uses shall adhere to special development standards to ensure adequate transition in development scale downward to the single-family residential development. Such requirements include the following:

- No buildings shall be permitted in the 24-foot residential setback area. The 24-foot neighborhood setback area can be developed with landscaping, rear yards, or paved surfaces for parking and access.
- Building heights shall follow a "wedding-cake" model, locating taller building elements along the street frontage. Future development must maintain a 2:1 ratio of distance from the residential setback line to building height.

3.7.1.4 LANDSCAPING

Implementation of the proposed Plan should include the following standards for landscaping for all new development within the Plan Area:

- In the DAAP-Central and DAAP-Waterfront Districts, 10 percent of the site must be publicly accessible open space (or developers must pay an in-lieu fee), 12 percent of the site must be landscaped, and parking lots must include 25 square feet of landscaping per parking space. As defined in the proposed Plan, publicly accessible open space is "programmed, usable, and accessible open spaces that are visually and architecturally distinct from a larger site design with a minimum dimension of 10,000 square feet."
- In the DAAP-West District, 5 percent of the site must be publicly-accessible open space (or developers must pay an in-lieu fee), 12 percent of the site must be landscaped, and parking lots must include 25 square feet of landscaping per parking space.

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.

TABLE 3-2 PARKING REQUIREMENTS

Land Use	City Land Use	Municipal Code
General Office	Professional Offices	1 space for each 225 sf gfa[a]
General Light Industrial	General Industrial	1 space for each 400 sf gfa
Shopping Center	Retail Stores	1 space for each 200 sf gfa
Apartment	Multi-Family dwellings	
	Studio or 1 Bedroom Units	2 covered spaces plus a half guest space per unit
	2+ Bedroom Units	2 covered spaces plus a half guest space per unit

a. sf gfa = square feet of gross floor area.

3.7.1.6 STREETSCAPE STANDARDS

Streetscape standards are applied to the areas of Winchester Boulevard, Dell Avenue from Division to Hacienda, Dell Avenue south of Division, Dell Avenue north off Hacienda, Hacienda Avenue, Knowles Drive, Division Street, Vandell Way, and include recommendations for any future private, but publicly accessible, access roads. The standards establish minimum requirements for lane, sidewalk, and setback widths, street trees, bicycle parking, and pedestrian improvements.

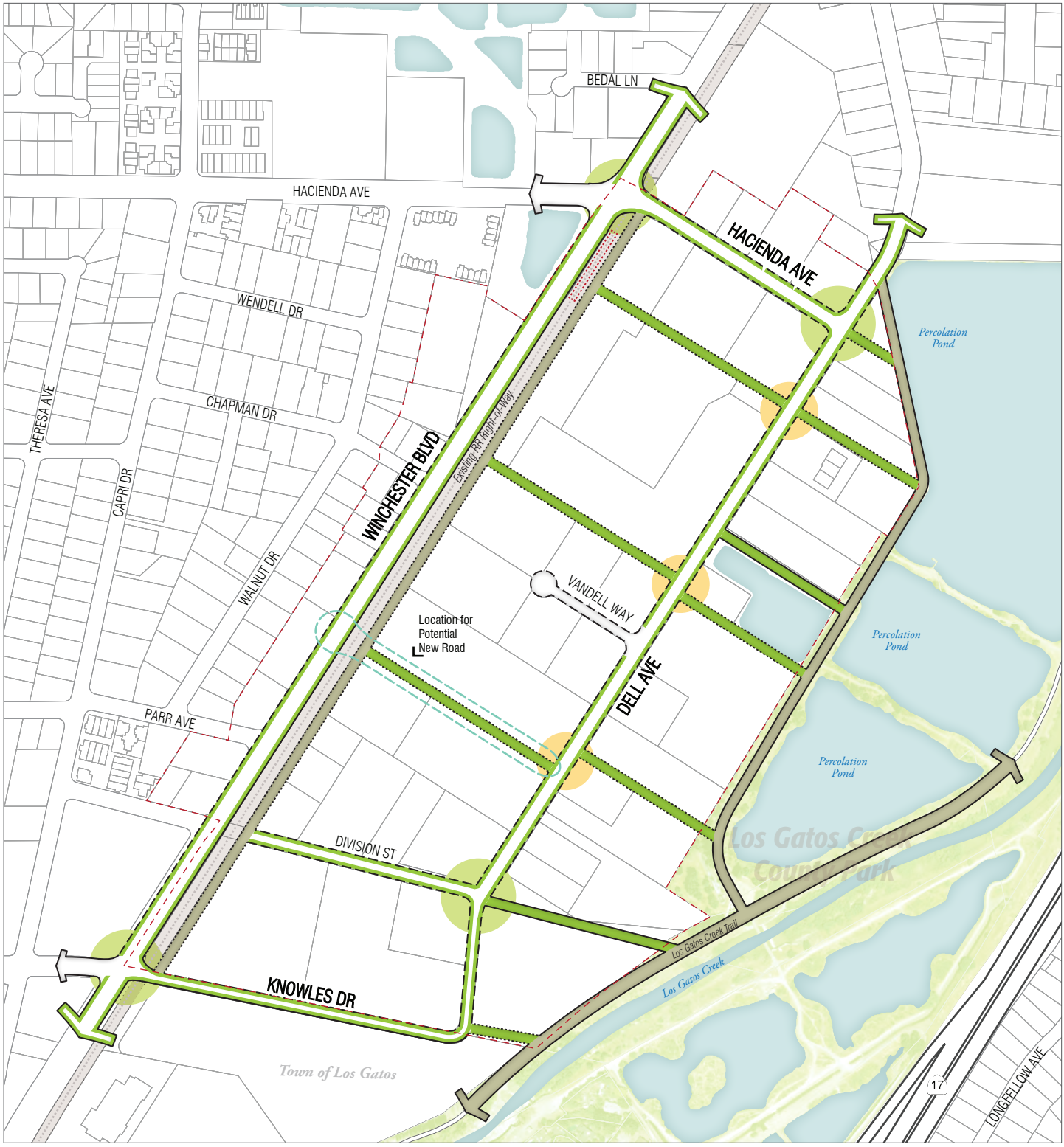
3.7.2 TRANSPORTATION AND CIRCULATION

The proposed Plan outlines several circulation improvements to the pedestrian, bicycle, and street network in the Plan Area to create a multi-modal network within the Plan Area. The transportation and circulation improvements are shown on Figure 3-6 and are described below.

3.7.2.1 PEDESTRIAN CIRCULATION

The proposed Plan includes a series of recommendations to improve the pedestrian environment, including:

- Widening sidewalks along Winchester Boulevard.
- Constructing new sidewalks along Hacienda Avenue, Dell Avenue, Vandell Way, Division Street, and the north side of Knowles Drive.
- Establishing a multi-use path along the east side of the railway.
- Installing a series of pedestrian pathways throughout the Plan Area, including adding two pedestrian crossings over an engineered channel that runs along a portion of the eastern Plan Area boundary (roughly between the Santa Clara Valley Water District settling basin for the Upper Page Distribution System and Division Street) to connect to the Los Gatos Creek Trail.



Plan Area
Existing/Improved Pedestrian Path
Proposed Pedestrian Path
Existing/Improved Multi-Use Trail
Proposed Multi-Use Trail
Widened/New Sidewalks
On-Street Bike Facilities
Intersection Improvements
New Mid-block Crossing

Figure 3-6
Dell Avenue Area Plan Conceptual Circulation System

- Improving pedestrian crossings by installing new ramps, crosswalks, bulbouts, special paving, and other features as feasible at the following intersections: Winchester Boulevard at Hacienda Avenue and at Knowles Drive, Hacienda Avenue at Dell Avenue, Division Street at Dell Avenue, and Knowles Drive at Dell Avenue.
- Installing lighting, landscaping, and signage/wayfinding infrastructure.
- Creating a multi-use path along the east side of the railway.

3.7.2.2 BICYCLE CIRCULATION

To enhance the bicycle infrastructure and connections within the Plan Area, the proposed Plan includes the following improvements:

- Improved Class I bicycle paths along east side of railroad tracks.
- Class II bicycle lanes along Winchester Boulevard and Hacienda Avenue. Class II bicycle lanes are on-street, striped, and signed bicycle lanes designated for the exclusive or semi-exclusive use of bicycles next to through travel by motor vehicles
- Class III bicycle routes on Dell Avenue, Knowles Drive, and Division Street. Class III bicycle routes are on-street, signed bicycle routes designated for shared use by bicyclists and motorists.
- Bicycle parking at key locations such as intersection bulbouts and gateway locations.

3.7.2.3 TRANSIT

The Santa Clara Valley Transportation Authority (VTA) has plans to extend its light rail service by building a new light rail station at the intersection of Hacienda Avenue and Winchester Boulevard. If this occurs, the proposed Plan's recommended and required pedestrian and bicycle circulation improvements would increase connectivity to the station.

3.7.2.4 VEHICULAR CIRCULATION

To improve vehicular circulation within the Plan Area and connectivity to surrounding areas, the proposed Plan proposes lane reconfiguration recommendations to accommodate wider sidewalks and bike facilities, and to reduce car speeds on Winchester Boulevard, Dell Avenue, Hacienda Street, Division Street, and Vandell Way. As shown on Figure 3-6, the proposed Plan also includes a conceptual location for a new street between Division and Hacienda Streets. This street is not considered as part of this environmental analysis since it is highly conceptual and creation of a new at-grade railroad crossing would require approval from the Rail Crossings Engineering Branch (RCEB) of the California Public Utility Commission (CPUC), the State agency charged with railroad safety, making its feasibility highly unlikely. If the City decides to pursue this improvement, additional environmental review would be required.

3.7.3 BUILDOUT PROJECTIONS

Section 15126.2 of CEQA Guidelines requires that an EIR focus on the significant "direct and indirect" and "short-term and long-term" effects of a project. To ensure a conservative approach in analyzing environmental effects under CEQA, EIRs typically analyze what could be considered a worst-case scenario in order to capture as many significant environmental effects as could reasonably be expected as a result of the project. For a programmatic evaluation of a land use plan, this entails projecting buildout calculations to carry through the environmental review process. These projections reflect the estimated number of housing units, amount of non-residential development, and resident and employment populations that are reasonably foreseeable throughout the 2040 buildout horizon of the proposed Plan. The actual rate and amount of development will be dependent on market conditions and regulatory processes.

The buildout projections for the proposed Plan are provided in Table 3-3. As shown in Table 3-3, the proposed Plan is anticipated to add 300 new housing units, 20,000 square feet of net new retail space, and 2,292,000 square feet of net new office space.

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 buildout projections provided in this section are based on a careful study of several opportunity sites in the Plan Area that are likely to redevelop throughout the 2040 buildout horizon. The buildout projections represent an estimate of the amount of new building square footage and residential unit counts that are provided for in the Plan. Several assumptions were made in order to estimate the amount of commercial and residential development that the Plan Area could support, including the following:

- For opportunity sites with an Employee Housing Use classification, it is assumed that the majority of new mixed-use development would be buildings with ground floor retail and residential units above.
- For residential sites located in the DAAP-West District, the maximum density is 27 dwelling units per acre.
- The average unit size for new residential units in the Plan Area is assumed to be 1,000 square feet.
- Floor area ratios (FARs) for new office development are assumed to be between 0.55 and 1.4 in the Plan Area.
- Residential population projections assume an average household size of 2.42 for the Plan Area.[2]
- Commercial job projections assume 1 job per 500 square feet of R&D, 1 job per 400 square feet of retail, and 1 job per 300 square feet of office.[3]

[2] ABAG Projections, 2013.

[3] The proposed Plan will allow a range of office types, including some that are more or less dense. The assumption of 1 job per 300 square feet is an average of the anticipated density range. Furthermore, the 1 job per 300 square feet of office assumption takes into account total square footage of a given project, including meeting rooms, cafeterias, storage areas, amenity uses, etc.

TABLE 3-3 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
Jobs	3,807	2,986	10,380	7,394	11,201
Population	10	0	726	726	736

Source: PlaceWorks, 2014.

3.7.4 DESIGN GUIDELINES

The proposed Plan includes Design Guidelines that are applicable for the DAAP-Central and DAAP-Waterfront Districts. The Design Guidelines provide additional guidance on building design, architecture, parking, pedestrian and bicycle access, and open space and landscape design. The Design Guidelines are meant to provide flexible guidance to architects and developers. Upon implementation of the proposed Plan, City staff will review projects for consistency with these Design Guidelines to ensure that projects follow the intent of the guidelines.

3.8 IMPLEMENTATION

Implementation of the proposed Plan would involve the following approvals:

- **General Plan Amendment.** The General Plan must be amended concurrently with the proposed Plan. General Plan Amendments will ensure that land use designations and other pertinent policies are consistent between the proposed Plan and the *City of Campbell General Plan, 2001*. Please see Section 4.9, Land Use and Planning, for a complete list of the General Plan land use designations and policies relevant to the proposed Project.
- **Zoning Ordinance Amendment.** Adoption of the proposed Plan requires an amendment to the City's Zoning Ordinance and map to create a new proposed Plan zoning classification, called "DAAP Zone." This "DAAP Zone" will stipulate in the City's Zoning Code that zoning regulations in the Plan Area are in the proposed Plan. Some requirements in the citywide Zoning Ordinance will continue to apply to new development in the Plan Area, but if there are any conflicts between these two documents, the proposed Plan takes precedence. This amendment will be adopted concurrently with the proposed Plan.

- **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.
- **Private Improvements and Developers.** Private developers would implement other improvements and development called for by the proposed Plan.

3.9 INTENDED USES OF THE EIR AND PROJECT

This EIR is intended to review potential environmental impacts associated with the adoption and implementation of the proposed Plan and associated General Plan, Zoning Ordinance, and STANP amendments, and to determine corresponding mitigation measures, as necessary. This EIR is a program-level EIR and 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. Therefore, while subsequent environmental review may be tiered off this EIR, this EIR is not intended to address impacts of individual projects. Subsequent projects will be reviewed by the City for consistency with the proposed Plan, General Plan, Zoning Ordinance, and this EIR, and subsequent project-level environmental review will be conducted as required by CEQA. Projects successive to this EIR include, but are not limited to, the following:

- Approval and funding of major public projects and capital improvements.
- Issuance of permits and other approvals necessary for implementation of the proposed Plan.
- Development plan approvals, such as tentative maps, variances, conditional use permits, and other land use permits.
- Permit issuances and other approvals necessary for public and private development projects.
- Development agreement processes and approvals.

4. Environmental Evaluation

This chapter evaluates the direct, indirect, and cumulative environmental impacts of the Dell Avenue Area Plan (proposed Plan) by examining the following environmental issue areas:

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

CHAPTER ORGANIZATION

This chapter consists of 14 analysis sections (Sections 4.1 through 4.14) that evaluate the environmental impacts of the proposed Plan. Each analysis section uses the same format and consists of the following subsections:

- The *Environmental Setting* section provides an overview of federal, State, regional, and local laws and regulations relevant to each environmental issue, together with a description of the existing environmental conditions, providing a baseline against which the impacts of the proposed Plan can be compared.
- The *Standards of Significance* section refers to the quantitative or qualitative standards or conditions used to compare the existing setting with and without the proposed Plan to determine whether the impact is significant. These standards are based primarily on the California Environmental Quality Act (CEQA) Guidelines, and may reflect established health standards, ecological tolerance standards, public service capacity standards, or guidelines established by agencies or experts.

- The *Impact Discussion* section gives an overview of the potential impacts of the proposed Plan and explains why impacts were found to be significant or less than significant prior to mitigation.
- The *Cumulative Impacts* section analyzes impacts that the proposed Plan may have when considered in addition to other past, present, and reasonably foreseeable projects. (See further discussion below.)
- The *Summary of Significant Impacts and Mitigation Measures* section lists impacts identified as potentially significant, as well as suggested measures that would mitigate each impact. In each case, the significance following mitigation is also explained.

CUMULATIVE IMPACT ANALYSIS

A cumulative impact consists of an impact created as a result of the combination of the project evaluated in the EIR, together with other past, present, and reasonably foreseeable projects causing related impacts. CEQA Guidelines Section 15130 requires an EIR to discuss cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." Used in this context, cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Where the incremental effect of a project is not "cumulatively considerable," a lead agency need not consider that effect significant, but must briefly describe its basis for concluding that the incremental effect is not cumulatively considerable. Where the cumulative impact caused by the project's incremental effect and the effects of other past, present, and reasonably foreseeable projects is not significant, the EIR must briefly indicate why the cumulative impact is not significant.

GEOGRAPHIC AREA FOR CUMULATIVE ANALYSIS

The cumulative discussions in Sections 4.1 through 4.14 explain the geographic scope of the area affected by each cumulative effect (e.g., immediate plan vicinity, city, county, watershed, or air basin). The geographic area considered for each cumulative impact depends upon the impact that is being analyzed. For example, in assessing aesthetic impacts, only development within the vicinity of the Plan Area would contribute to a cumulative visual effect because that is the only area in which the Plan Area is visible. In assessing macro-scale air quality impacts, on the other hand, all development within the San Francisco Bay Area Air Basin contributes to regional emissions of criteria pollutants, and basin-wide projections of emissions is the best tool for determining the cumulative effect.

CUMULATIVE PROJECTS CONSIDERED

CEQA Guidelines Section 15130 outlines two approaches to analyzing cumulative impacts. The first is the "list approach," which requires a listing of past, present, and reasonably anticipated future projects producing related or cumulative impacts. The second is "the projections-based approach," which uses the relevant growth projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions. A reasonable combination of the two approaches may also be used.

The cumulative impact analysis in this Draft EIR relies on a list-based approach that considers past, present, and reasonably foreseeable future projects in the vicinity of the Plan Area that, when considered with the effects of the proposed Plan, may result in cumulative effects. Specific projects considered in the cumulative impact analysis are summarized in Table 4-1. For some environmental topics (i.e., traffic, air quality, greenhouse gas emissions, and noise), a greater geographic extent is used for the cumulative analysis, and foreseeable development projects outside of the City of Campbell are taken into consideration.

TABLE 4-1 CUMULATIVE PROJECTS

Project Name	Location	Lot Size (Acres)	Commercial/ Office (SF)	Retail & Service (SF)	Residential Units
Residential					
County Courthouse	375 Knowles Ave	3.4			45 multi-family units
Commercial/Office					
Albright	Los Gatos, CA – corner of Winchester Boulevard and Highway 85	21.5	475,000		
Mixed-Use					
North 40	Los Gatos, CA - southeast corner of the intersection of Highways 85 and 17	40	394,000	269,000	150 hotel rooms 73 single-family units 291 multi-family units

Note: SF = square feet
Source: W-Trans, 2014.

4.1 AESTHETICS

This chapter describes the existing aesthetic character of the Plan Area and evaluates the potential environmental consequences on visual resources from future development that could occur by adopting and implementing the Dell Avenue Area Plan (proposed Plan).

4.1.1 ENVIRONMENTAL SETTING

4.1.1.1 REGULATORY FRAMEWORK

This section summarizes key State and local regulations related to aesthetics concerning the proposed Plan. There are no federal regulations pertaining to aesthetics that apply to the proposed Plan.

State Regulations

California Scenic Highway Program

The California Scenic Highway Program, administered by the California Department of Transportation (Caltrans), protects scenic State highway corridors from changes that would diminish the aesthetic value of lands adjacent to those highways.[1] State Routes 85 and 17 run closely by the Plan Area. However, neither the entire corridor of State Route 85 nor the section of the State Route 17 from which the Plan Area is visible is a designated State scenic corridor.[2]

California Building Code

The California Building Code (CBC), Part 2 of Title 24 in the California Code of Regulations (CCR), is based on the International Building Code and combines three types of building standards from three different origins:

- Building standards that have been adopted by State agencies without change from building standards contained in the International Building Code.
- Building standards that have been adopted from the International Building Code to meet California conditions.
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the International Building Code that have been adopted to address particular California concerns.

[1] Streets and Highways Code Section 260 et seq.

[2] California Department of Transportation website, Officially Designated State Scenic Highways, Santa Clara County, http://www.dot.ca.gov/hq/LandArch/scenic_highways/index.htm, accessed August 4, 2014.

The CBC includes standards for outdoor lighting that are intended to improve energy efficiency, and to reduce light pollution and glare by regulating light power and brightness, shielding, and sensor controls.

Local Regulations

General Plan

The City of Campbell General Plan, adopted on November 6, 2001, includes several goals and policies that relate to aesthetics. Specifically, the Land Use and Transportation Element includes goals and policies aimed at protecting and enhancing the City's physical and visual character. Table 4.1-1 lists goals and policies pertaining to urban form and visual character.

Gateways

The Community Design Element identifies primary locations for gateways and encourages creating a "sense of arrival" to the city or a district, including Downtown. Within the Plan Area, the intersections of Winchester Boulevard/Hacienda Avenue and Winchester Boulevard/Knowles Drive are identified as a District Entry and a City Entry, respectively.

Building Mass along Los Gatos Creek

The Community Design Element requires structures adjoining the Los Gatos Creek Trail be designed to enhance the views from the Trail and Highway 17. It suggests using the following techniques:

- Minimize the width of building elevations facing the trail (e.g., orient the side of the structure towards the trail).
- Provide movement and variation in building wall planes.
- Provide variation in roof elements.
- Step-back upper story elements away from the Creek Trail.
- Provide tree species with large, dense canopies to screen the structures.

San Tomas Area Neighborhood Plan

The General Plan includes a neighborhood plan and policies for the San Tomas Area, which encompasses 1.5 square miles in the southwest portion of the city, generally bounded by San Tomas Aquino Creek to the north, San Tomas Expressway and Winchester Boulevard to the east, and the city boundary to the south and west. Last amended in 2000, 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. Goal LUT-17 and associated policy and strategies of the General Plan reinforce goals and objectives of the STANP. In the Plan Area, the parcels west of Winchester Boulevard are within the STANP boundaries and are subject to the provisions of the STANP.

TABLE 4.1-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO AESTHETICS

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Goal LUT-4:	*A community that has a strong identity, community image and "sense of place."*
Policy LUT-4:	Campbell Community Design Study: Ensure projects comply with the recommendations of the Campbell Community Design Study.
Goal LUT-5	*Preservation and enhancement of the quality character and land use patterns that support the neighborhood concept.*
Policy LUT-5.1	Neighborhood Integrity: Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods.
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.
Strategy LUT-5.3b	Minimal Setbacks: Design commercial and office buildings city-wide to have minimal setbacks from the sidewalk except to allow for pedestrian oriented features such as plazas, recessed entryways, and wider sidewalks for outdoor cafes. Discourage parking areas between the public right-of-way and the front façade of the building.
Strategy LUT-5.3k	Auto Services: Restrict auto related uses to minor auto services (e.g., oil changers and auto parts stores) on major streets that define Campbell's image. These "image" streets are defined in the Streetscape Standards located in Appendix A.
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.
Strategy LUT-5.6a	Performance Standards: Develop performance standards to mitigate negative impacts on adjacent uses that surround industrial areas, including noise, light and vibration.
Strategy LUT-5.6b	Visual Barriers: Reduce the visual impact of excessive lighting and glare, mechanical equipment, trash enclosures, outdoor storage and loading docks.
Strategy LUT-5.6c	Provide landscaped buffers, sidewalks and equipment screening to provide a visual and noise-abating buffer between uses.
Policy LUT-5.7	Industrial Areas: Industrial development should have functional and safe vehicular and pedestrian circulation, good site and architectural design, be sensitive to surrounding uses, connect to public transit, and be energy efficient. New projects should contribute to the positive character of industrial areas and the overall image of the City.
Strategy LUT-5.7a	Industrial Design Guidelines: Develop Industrial Design Guidelines with specific policies including, but not limited to the following: ▪ Require varied, high-quality, finished construction materials such as glass, stucco, plaster, or brick. No exposed concrete block or flat sheet metal. ▪ Enhance the street frontage of a building with landscaping and an emphasis on the office portion of the building. ▪ Orient service activities such as loading docks to the rear of the site.
Strategy LUT-5.7c:	Screening: Screen the service portion of industrial buildings such as outdoor storage, trash enclosures and loading areas, especially those adjacent to roadways or public amenities, with extensive landscaping and architectural treatments.
Strategy LUT-5.7d	Auto Repair Facility Design: Promote the design of auto repair facilities that provide sufficient screened vehicle staging areas that are independent from the parking required for customers, employees and loading.
Goal LUT-6	*Strong and identifiable City boundaries that provide a sense of arrival into the City and its districts to reinforce Campbell's quality small town image.*
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.

TABLE 4.1-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO AESTHETICS

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Strategy LUT-6.1a	Identification Signs: Install city identification signs including distinctive landscaping and lighting or other markers at community gateways to signify entry.
Strategy LUT-6.1b	Landmark Gateway Buildings: Anchor gateway intersections with landmark buildings that incorporate distinctive architectural character. Orient landmark buildings to face and frame the corners of intersections.
Strategy LUT-6.1c	Gateway Intersections: Develop major gateway intersections such as Highway 17 / Hamilton Avenue and San Tomas Expressway / Winchester Boulevard with signage, lighting and abundant landscaping, using tall trees and under-planting.
Strategy LUT-7.2b	Public Improvements Design: Design public improvements to meet safety, accessibility and aesthetic guidelines. Consider adopting an "Art in Public Places" program.
Strategy LUT-7.2g	Landscaped and Tree Lined Streets: Provide attractive, user friendly, tree-lined streets and install creative landscaping in street improvement projects, where feasible.
Policy LUT-9.3	Design and Planning Compatibility: Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces and natural resources.
Strategy LUT-9.3d	Building Design: Design buildings to revitalize streets and public spaces by orienting the building to the street, including human scale details and massing that engages the pedestrian.
Strategy LUT-9.3e	Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.
Strategy LUT-9.3f	Development Orientation: Orient new development toward public and private amenities or open space, in particular: ▪ Orient front entrances, living/office area, and windows toward the amenity or open space. ▪ Orient high activity areas such as outdoor dining areas and plazas, and major pedestrian routes toward the amenity or open space.
Strategy LUT-9.3h	Art in Private Development: Consider implementing an “Art in Private Development” program to provide for the visual arts within commercial, industrial and multiple-family residential projects.
Strategy LUT-9.3j	Landmark Preservation: Encourage preservation of existing landmark features on buildings and on building sites.
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.
Strategy LUT-9.3m	Location of Service Areas: Locate parking areas, truck loading areas, drive-through lanes and drive-through windows away from streets, out of immediate public view, while minimizing land use conflicts and traffic impacts.
Strategy LUT-9.3n	Signs: Revise the Zoning Code or develop guidelines that ensure high quality, attractive signs that are appropriate for each Zoning District.
Strategy LUT-9.3p	Site Lighting Guidelines: Ensure that lighting does not create glare and overflow on adjacent properties by developing standards and guidelines that are incorporated into the Zoning Ordinance.
Goal LUT-10	Landscaping, natural resources and amenities that are visible and accessible to the public.
Policy LUT-10.1	Landscaping: Encourage the retention and planting of landscaping to enhance the natural and built environment.
Strategy LUT-10.1a	Natural Feature Retention: Encourage site design that incorporates or otherwise retains natural features such as mature trees, terrain, vegetation, wildlife and creeks.
Strategy LUT-10.1b	Landscape Standards: Revise the Landscape and Tree Protection Ordinance to require enhanced landscaping standards, including standards for providing a variety of species, sizes and adequate number of trees, shrubs and drought-tolerant planting.

TABLE 4.1-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO AESTHETICS

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Strategy LUT-10.1e	Parking Lot Screening: Plant landscaping or build decorative walls at the interior and perimeter of parking areas as a visual screen.
Policy LUT-10.2	Roadway Landscaping: Landscape public roadways to define the character of districts and neighborhoods.
Strategy LUT- 10.2a	Streetscape Standards: Implement Streetscape Standards with landscaped boulevard treatment on arterial streets, and implement the installation of street trees per the Standard Street Improvements.
Goal LUT-17	*Preserve the informal neighborhood character, low-density residential areas and reduce auto traffic.*
Strategy LUT-17.1b	Landscaping: Ensure that new developments provide new tree planting, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.

Source: City of Campbell General Plan, 2001.

Streetscape Standards[3]

The City of Campbell adopted Streetscape Standards on August 3, 1993 and included them in the City's General Plan as Appendix A2. The Streetscape Standards include design standards, implementation guides, and technical requirements for sidewalks and landscaping that apply to Hamilton Avenue, Bascom Avenue, Winchester Boulevard, and a portion of West Campbell Avenue. These standards are intended to be used in tandem with Chapter 21.26 of the Municipal Code. 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. It also requires street trees to be planted every 30 feet in the tree well. The Streetscape Standards require Chinese Pistache (*Pistacia chinensis*) as street trees for the section of Winchester Boulevard within the Plan Area.

City of Campbell Municipal Code

Besides the General Plan, the City of Campbell Municipal Code is the primary tool that shapes the form and character of physical development in the Plan Area. The following provisions from the Municipal Code help minimize visual impacts associated with new development projects in the Plan Area:

- **Site and Architectural Review**: Chapter 21.42 of the Municipal Code sets forth review procedures and standards for new development to ensure compliance with the required standards and design guidelines and to minimize potential visual impacts.
- **Landscaping Requirements**: Chapter 21.26 of the Municipal Code includes landscaping requirements that are intended to enhance aesthetics of development, ensure landscape buffers where necessary, preserve visual character throughout the city, and conserve water resources.

[3] City of Campbell, Streetscape Standards, August 3, 1993, http://www.ci.campbell.ca.us/DocumentCenter/View/168, accessed on August 4, 2014

- **Tree Protection Regulations**: Chapter 21.32 of the Municipal Code contains standards to protect and manage trees on private property and to enhance Campbell's small town quality and character.
- **Site Development Standard**: Chapter 21.18 of the Municipal Code establishes development standards related to aesthetics, including fencing, screening, lighting, and signage design.
- **General Performance Standards**: Chapter 21.16 of the Municipal Code provides performance standards to ensure that construction and operation of new or existing development does not cause negative impacts related to air quality, noise, vibration, light, glare, odor, water pollution, and site maintenance to the extent that they endanger the public health, safety, comfort, or welfare. Section 21.16.030 of the Municipal Code requires non-residential projects that need discretionary approval to submit plans and studies to the community development director to help determine potential impacts.

4.1.1.2 EXISTING CONDITIONS

Visual Character

The Plan Area exhibits a distinctly light industrial character that feels unified in scale and function, except for the area west of Winchester Boulevard where a mix of building types, including strip malls, auto body shops, office buildings, and single-family homes exist. Since there are only a few streets in the Plan Area, some of which do not connect to each other or dead end, there are large blocks in the Plan Area. The east side of Winchester Boulevard in the Plan Area is comprised of three blocks of varying sizes and a small portion of a fourth block, based on the circulation pattern of a single loop that runs through the site. Winchester Boulevard, Hacienda Avenue, Dell Avenue, and Division Street form a large block with a length of over 2,000 feet (over one third of a mile). Facing this block to the east is another long block of over 2,000 feet, bounded by Dell Avenue and the edge of the Santa Clara County's percolation ponds. In the southwest portion of the Plan Area, Division Street, Dell Avenue, Winchester Boulevard, and Knowles Drive form a slightly smaller block of 1,100 feet in length.

Although comprised of several different small and large buildings of varying architecture, for the most part, buildings in the Plan Area are utilitarian in character, with construction and detail that emphasizes their industrial, research and development, and office use. Based on a visual assessment, it appears that many buildings were built in the 1960s and 1970s. Buildings are generally one- to two-stories tall, with 15-foot or more floor heights, and contain the minimum architectural features necessary to provide business function, such as doors, windows, and garages. The tall floor height accommodates trucking, loading, and shipping activities. Virtually all buildings are set back from the street and buffered by a landscaping strip or surface parking, are comprised of blocky rectilinear shapes, and have long stretches of blank walls. Most buildings lack additional architectural treatments, such as articulation, massing variation, roof detailing, and varied siting, such as building frontage along the street, that would generally create a more distinct visual interest. Furthermore, many buildings are emphasized horizontally rather than vertically; that is, they are delineated with lines or sections that are horizontal on the building.

There is a high proportion of surface asphalt parking lots to building footprints, and buildings are consistently separated from one another by parking lots of varying shapes and sizes. Whereas the majority of Plan Area buildings exhibit a light industrial or office park character, buildings fronting along Winchester Boulevard in the western edge of the Plan Area are typified by their use as auto-oriented and auto-serving businesses along a heavily traversed corridor. Because travel speeds are fast (with a speed limit of 40 miles per hour), coupled with a lack of pedestrian-scale amenities, businesses are geared towards automobile traffic. Most buildings are set back from the street by parking areas, and are single story, with a low average height of 10 to 15 feet. Many buildings are older auto services and body shops and contain a variety of signage printed directly on the building in large lettering or on large signage structures that abut the sidewalk. There are exceptions: a newer, two-story office building built close to the sidewalk occupies a large parcel close to the Hacienda Boulevard and Winchester Boulevard intersection; and a couple of single-story single-family homes fronting the Chapman Drive intersection.

Topography and Scenic Vistas

The City's General Plan has not established official scenic vistas in the city or required protecting such views. Scenic vistas are generally interpreted as long-range views of a specific scenic feature, such as open space lands, mountain ridges, or bodies of water. The Plan Area is located in the southwestern Santa Clara Valley, and potential scenic features in its viewsheds include the Santa Cruz Mountain Range to the west and the percolation ponds, Los Gatos Creek County Park, and the Los Gatos Creek and trail to the South.

The Plan Area is relatively flat and is largely built out, and therefore views of the scenic vistas are limited. In particular, the views of the percolation ponds are only visible from the Los Gatos Creek Trail and the sections of roads immediately adjacent to the ponds. Given the flat nature and low building heights of the Plan Area, glimpses of the Santa Cruz Mountain Range can be captured from portions of major north-south corridors, including Dell Avenue and Winchester Boulevard.

Light and Glare

Light pollution refers to all forms of unwanted light in the night sky, including glare, light trespass, sky glow, and over-lighting. Excessive light and glare can be visually disruptive to humans and nocturnal animal species, and often reflects an unnecessarily high level of energy consumption. Light pollution has the potential to become an issue of increasing concern as new development contributes additional outdoor lighting installed for safety and other reasons.

Existing sources of nighttime light in the Plan Area include those common to urban areas, such as street lights, parking lot lights, building lighting, vehicle headlamps, and interior lighting visible through windows.

4.1.2 STANDARDS OF SIGNIFICANCE

The proposed Plan would result in a significant aesthetic impact if it would result in any of the following:

1. Have a substantial adverse effect on a scenic vista.
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.
3. Substantially degrade the existing visual character or quality of the site and its surroundings.
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views of the area.

4.1.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to aesthetics.

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 future development or infrastructure projects allowed by the proposed Plan had a substantial adverse effect on a scenic vista if new or intensified development blocked views of areas that provide or contribute to such vistas.

As stated in Section 4.1.1, Environmental Setting, the current General Plan does not designate scenic vistas. For this analysis, the following views are considered to be scenic vistas:

- Southward views along Dell Avenue and Winchester Boulevard of the foothills and ridgelines of the Santa Cruz Mountains.
- Near-field views from the Los Gatos Creek Trail and the roads immediately adjacent to Santa Clara County's percolation ponds of the ponds and associated open space.

Development allowed by the proposed Plan has the potential to block the far-field views of the Santa Cruz Mountain Range and foothills from various vantage points because the Plan would allow new buildings of up to 45 feet in height on the west side of Winchester Boulevard and up to 75 feet in height along Dell Avenue. While the proposed height limit on the west side of Winchester Boulevard is lower than the existing maximum allowable height of 75 feet under existing regulations, the height limit along Dell Avenue is proposed to be higher than the existing maximum allowable height of 45 feet. However, since the topography in the Plan Area is essentially flat and is largely developed, the views from many vantage points in the Plan Area are already obstructed by existing conditions, such as buildings, structures, and mature trees or vegetation. Future development in all areas would be subject to the City's Site and Architectural

Review process, in accordance with Chapter 21.42 of the Municipal Code, to minimize the effects of increased building heights on existing views of the Santa Cruz Mountain Range and foothills.

Chapter 3 of the proposed Plan applies the following required design standards to all parcels within the DAAP-Waterfront District (the area that fronts the percolation ponds as shown in Figure 3-6) to avoid impacting views of Santa Clara County's percolation ponds and associated open space:

- No structure is allowed within 20 feet of the parcel line.
- Buildings are limited to 20 feet when placed between 20 feet and 60 feet of the waterfront setback line.
- Buildings are limited to 60 feet when placed between 60 feet and 75 feet of the waterfront-facing parcel line.

In addition, development allowed by the proposed Plan would be subject to existing General Plan goals and policies that seek to protect or enhance existing views and vistas within Campbell. In particular, the Community Design Element of the General Plan requires structures adjoining the Los Gatos Creek Trail be designed to enhance the views from the trail and Highway 17. Goal LUT-10 of the General Plan also requires landscaping, natural resources, and amenities to be visible and accessible to the public.

Consistency with the existing and proposed policies, combined with compliance with the City's Site and Architectural Review process, would ensure that future development under the proposed Plan would result in a less-than-significant impact to scenic vistas.

Significance Before Mitigation: Less than significant.

AES-2	**The proposed Plan would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.**

There are no State-designated scenic highways in the vicinity of the Plan Area. Therefore, no impact to scenic resources visible from a State Scenic Highway would occur with the implementation of the proposed Plan.

Significance Before Mitigation: No impact.

AES-3	**The proposed Plan would not substantially degrade the existing visual character or quality of the site and its surroundings.**

Future development allowed by the proposed Plan would degrade the visual character of the Plan Area if the form and appearance of new development would deteriorate the quality of the existing setting. The Plan Area is largely comprised of office and light industrial uses in buildings that are not architecturally notable.

Future development allowed by the proposed Plan would introduce building form and massing that is more intense than the current character of the area.

As described above, the area west of Winchester Boulevard is within the boundary of the San Tomas Area Neighborhood Plan, which calls for preserving the existing residential character. Along the west side of Winchester Boulevard, the proposed Plan would allow mixed-use buildings up to four stories in height on parcels adjacent to a residential neighborhood (the San Tomas Area neighborhood). This could cause visual incompatibility between new development and the existing single-family residential neighborhood. The proposed Plan, however, includes the following required setback policies and design standards to reduce visual inconsistency and promote design that is complementary to and harmonious with adjacent properties and the surrounding area:

- Buildings in the DAAP-Waterfront District, the district fronting the percolation ponds and views of Los Gatos Creek, are required to be 20 to 60 feet from the parcel line depending on the location of the parcel.
- Parcels in the DAAP-West District that are adjacent to existing single-family residential uses are required to ensure transitions in development scale downward to the single-family residential development. No buildings are permitted within 24 feet of single-family residences.
- Building heights in the DAAP-West District are required to follow a "wedding-cake" model, locating taller building elements along the street frontage.

In addition, the design standards in the proposed Plan would require all new development along Winchester Boulevard to be more visually pleasing to pedestrians than existing uses, most of which are auto-oriented and includes surface parking lots along the sidewalk. For example, new buildings would be required to include high-quality design, pedestrian-oriented frontages, and landscaping. The proposed Plan also includes required landscape standards in addition to the City's existing landscape requirements to promote appropriate setbacks and buffers, screen undesirable views, provide tree canopies in parking lots and sidewalks, and preserve existing trees. The required standards for each District include:

- DAAP-Waterfront and DAAP-Central Districts. Within the DAAP-Waterfront and DAAP-Central Districts, 10 percent of the site shall include publicly-accessible open space or the developer shall pay an in-lieu fee. In addition, 12 percent of the site shall include landscaped areas.
- DAAP-West District. Within the DAAP-West District, 5 percent of the site shall include publicly-accessible open space or the developer shall pay an in-lieu fee. In addition, 12 percent of the site shall include landscaped areas.

Similar to the west side of Winchester Boulevard, the proposed Plan would allow more intense development in the areas east of Winchester Boulevard. 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. In particular, the proposed Plan would

require setbacks from the waterfront-facing parcel line to preserve the natural character along this edge. All office development would be required to include high-quality materials and appropriate open space, and be broken into smaller masses to be compatible with adjacent buildings. Additionally, as described in Section 4.1.1 above, Chapter 21.42 of the Municipal Code requires that all development proposals go through the Site and Architectural Review process for the approval of designs to ensure a project is compatible with its surroundings. The Site and Architectural Review process would ensure compliance with the General Plan and consistency with the proposed Plan's design guidelines for architectural quality.

The General Plan goals and policies that seek to protect the existing visual character and the quality of the Plan Area include:

- Goal LUT-5: Preservation and enhancement of the quality character and land use patterns that support the neighborhood concept.
- Policy LUT-5.1: Neighborhood Integrity. Recognize that the City is composed of residential, industrial, and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods.
- 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.
- Policy LUT-9.3: Design and Planning Compatibility. Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces, and natural resources.
- Strategy LUT-5.3k: Auto Services. Restrict auto related uses to minor auto services (e.g., oil changers and auto parts stores) on major streets that define Campbell's image. These "image" streets are defined in the Streetscape Standards located in Appendix A.
- Strategy LUT-5.6c: Physical Buffers. Provide landscaped buffers, sidewalks, and equipment screening to provide a visual and noise-abating buffer between uses.
- Policy LUT-9.3: Design and Planning Compatibility. Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces, and natural resources.
- Strategy LUT-9.3d: Building Design. Design buildings to revitalize streets and public spaces by orienting the building to the street, including human scale details and massing that engages the pedestrian.
- Strategy LUT-9.3e: Building Materials. Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.
- Strategy LUT-10.1a: Natural Feature Retention. Encourage site design that incorporates or otherwise retains natural features such as mature trees, terrain, vegetation, wildlife, and creeks.

- Policy LUT-10.2: Roadway Landscaping. Landscape public roadways to define the character of districts and neighborhoods.

In addition the proposed Plan would encourage new development to include gateway features, including unique architectural quality and site landscaping features, at the intersections of Winchester Boulevard/Hacienda Avenue and Winchester Boulevard/Knowles Drive, in compliance with the General Plan's gateway goals and policies, which are listed below.

- Goal LUT-6: Strong and identifiable City boundaries that provide a sense of arrival into the City and its districts to reinforce Campbell's quality small town image.
- 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.
- Strategy LUT-6.1a: Identification Signs. Install city identification signs including distinctive landscaping and lighting or other markers at community gateways to signify entry.
- Strategy LUT-6.1b: Landmark Gateway Buildings. Anchor gateway intersections with landmark buildings that incorporate distinctive architectural character. Orient landmark buildings to face and frame the corners of intersections.
- Strategy LUT-6.1c: Gateway Intersections. Develop major gateway intersections such as Highway 17 / Hamilton Avenue and San Tomas Expressway / Winchester Boulevard with signage, lighting and abundant landscaping, using tall trees, and under-planting.

Existing policies and procedures, as well as additional policies and standards set forth in the proposed Plan, would ensure that the overall visual character and quality of the area would not be substantially degraded. Therefore, future development allowed by the proposed Plan would result in a less-than-significant impact to visual character.

Significance Before Mitigation: Less than significant.

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.**

Substantial light in the Plan Area would come mainly from commercial areas, safety lighting, street lights, and traffic on major arterials. Substantial glare in the Plan Area would come mainly from building materials and parked cars.

The Plan Area is currently developed with commercial, office, industrial, and limited residential land uses, which are lighted. Future development under the proposed Plan would add multi-family residential units, which would introduce 24-hour uses that could involve more nighttime lighting than currently exists in the Plan Area. Additionally, as described in the Design Guidelines component of the proposed Plan, open space

would be designed for day and nighttime use and would include sufficient lighting for safety and comfort. Nevertheless, new development would not add new sources of light pollution to the extent that it would adversely affect nighttime views. However, potential impacts from new lighting would be reduced by complying with the City's lighting design standards as set forth in Municipal Code Sections 21.16 and 21.18.090 as follows:

- Light or glare from mechanical or chemical processes, or from reflective materials used or stored on a site, shall be shielded or modified to prevent emission of light or glare beyond the property line for both new residential and non-residential development.
- Outdoor lights would be placed to eliminate spillover illumination or glare onto adjoining properties and would not interfere with the normal operation or enjoyment of adjoining properties for both new residential and non-residential development.
- Lights would be of the minimum illumination necessary for a given application and would be fully shielded or recessed for both new residential and non-residential development.
- Lights would be completely turned off or significantly dimmed at the close of business hours when the exterior lighting is not essential for security and safety.
- Permanently installed lighting would not blink, flash, or be of unusually high intensity or brightness for both new residential and non-residential development.[4]

Existing sources of glare within the Plan Area include glass and metal building materials and surface parking lots. The proposed Plan could introduce additional sources of glare from glass and metal used for new building materials, including windows and roofing materials, as well as glare from car windshields from cars located on surface parking lots. However, new development would be required to comply with the lighting and glare standards set forth in Sections 21.16 and 21.18.090 of the Municipal Code by shielding adjacent properties from glare and illumination and by controlling the intensity of illumination. Light or glare from mechanical or chemical processes, or from reflective materials used or stored on a site, would be shielded or modified to prevent emission of light or glare beyond property lines.[5] In addition, the proposed Plan's Design Guidelines call for new development to minimize the visual presence of parking through screening, such as low walls, fences, or landscaping and the inclusion of one tree for every eight parking stalls/spaces. Implementation of these Design Guidelines would soften the effects of glare when viewing surface parking from surrounding areas.

The following General Plan policies are intended to complement and support the Municipal Code in reducing or eliminating light pollution and glare impacts.

[4] City of Campbell, Campbell Municipal Code, Section 21.18.090, Lighting Design Standards.
[5] City of Campbell, Campbell Municipal Code, Section 21.16.060, Outdoor Light and Glare.

- Strategy LUT-5.6b: Visual Barriers. Reduce the visual impact of excessive lighting and glare, mechanical equipment, trash enclosures, outdoor storage and loading docks.
- Strategy LUT-9.3p: Site Lighting Guidelines. Ensure that lighting does not create glare and overflow on adjacent properties by developing standards and guidelines that are incorporated into the Zoning Ordinance.

Implementation of these policies, combined with compliance with the City's lighting and glare standards and compliance with the City's building permit review process, would ensure that light and glare associated with future development allowed by the proposed Plan would be minimized by assessing . Therefore, impacts from new sources of substantial light or glare would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.1.4 CUMULATIVE IMPACTS

AES-5	**Implementation of the proposed Plan, in combination with past, present and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to aesthetics.**

The methodology used for the cumulative impact analysis is described in Section 4, Environmental Analysis, of this Draft EIR. The cumulative setting for aesthetics include potential future development under the proposed Plan, combined with the effects of development on land adjacent the Plan Area.

As previously discussed, there are no State-designated scenic highways in the Plan Area or the area of cumulative effect that could be affected by future cumulative development. As such, there would be no cumulative impacts to visual resources along scenic highways.

Future development allowed by the proposed Plan, combined with other future development on land adjacent to the Plan Area , could contribute to aesthetic impacts in the surrounding area. These effects could combine to change the overall visual character of the area and introduce new sources of light and glare. As stated above, future development under the proposed Plan would have a less-than-significant impact on visual resources in the Plan Area. In addition, future development in the city would be required to conform to the City's development regulations and be reviewed against applicable General Plan policies and design standards for design quality and compatibility with adjacent land uses. As discussed above, the proposed Plan includes policies to ensure that future projects in the Plan Area are well designed, attractive, and compatible with surrounding uses. Therefore, the combination of past, present, and reasonably foreseeable projects would not result in a cumulatively considerable significant impact on scenic resources, visual character, or light and glare.

Significance Before Mitigation: Less than significant.

4.1.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant aesthetics impacts. Therefore, no mitigation measures are required.

4.2 AIR QUALITY

This section describes the existing air quality setting and evaluates the potential environmental impacts that could result from adopting and implementing the Dell Avenue Area Plan (proposed Plan). "Emissions" refers to the actual quantity of pollutant, measured in pounds per day or tons per year. "Concentrations" refers to the amount of pollutant material per volumetric unit of air. Concentrations are measured in parts per million (ppm), parts per billion (ppb), or micrograms per cubic meter ($\mu g/m^3$).

This section is based on the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) for plan-level review. The analysis contained herein focuses on air pollution from regional emissions and localized pollutant concentrations from buildout of the proposed Plan. Criteria air pollutant emissions modeling is in Appendix B, Air Quality and Greenhouse Gas Modeling.

4.2.1 ENVIRONMENTAL SETTING

California is divided geographically into 15 air basins for the purpose of managing the air resources of the State on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. The City of Campbell is in the San Francisco Bay Area Air Basin (SFBAAB or Air Basin). The discussion below identifies the natural factors in the Air Basin that affect air pollution. Air pollutants of concern are criteria air pollutants and toxic air contaminants (TACs). Federal, State, and local air districts have adopted laws and regulations intended to control and improve air quality. The regulatory framework that is potentially applicable to the proposed Plan is summarized below.

4.2.1.1 SAN FRANCISCO AIR BASIN

The BAAQMD is the regional air quality agency for the Air Basin, which comprises all of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, and Santa Clara counties; the southern portion of Sonoma County; and the southwestern portion of Solano County. Air quality in this area is determined by natural factors such as topography, meteorology, and climate, as well as by the presence of existing air pollution sources and ambient conditions.[1]

Meteorology

The Air Basin is characterized by complex terrain—coastal mountain ranges, inland valleys, and bays—that distort normal wind flow patterns. The Coast Range[2] splits in the Bay Area, creating a western coast gap, the Golden Gate, and an eastern coast gap, the Carquinez Strait, which allows air to flow in and out of the Bay Area and the Central Valley.

[1] This section describing the air basin is from Bay Area Air Quality Management District, 2010 (Revised 2011), Appendix C: Sample Air Quality Setting, in *California Environmental Quality Act Air Quality Guidelines*.

[2] The Coast Ranges traverses California's west coast from Humboldt County to Santa Barbara County.

The climate is dominated by the strength and location of a semi-permanent, subtropical high-pressure cell. During the summer, the Pacific high-pressure cell is centered over the northeastern Pacific Ocean, resulting in stable meteorological conditions and a steady northwesterly wind flow. Upwelling of cold ocean water from below the surface because of the northwesterly flow produces a band of cold water off the California coast.

The cool and moisture-laden air approaching the coast from the Pacific Ocean is further cooled by the presence of the cold-water band, resulting in condensation and the presence of fog and stratus clouds along the Northern California coast. In the winter, the Pacific high-pressure cell weakens and shifts southward, resulting in wind flow offshore, the absence of upwelling, and the occurrence of storms. Weak inversions coupled with moderate winds result in a low air pollution potential.

Wind Patterns

During the summer, winds flowing from the northwest are drawn inland through the Golden Gate and over the lower portions of the San Francisco Peninsula. Immediately south of Mount Tamalpais in Marin County, the northwesterly winds accelerate considerably and come more directly from the west as they stream through the Golden Gate. This channeling of wind through the Golden Gate produces a jet that sweeps eastward and splits when it meets the East Bay hills, to the northwest toward Richmond and to the southwest toward San Jose.

Wind speeds may be strong locally in areas where air is channeled through a narrow opening, such as the Carquinez Strait, the Golden Gate, or the San Bruno gap. For example, the average wind speed at San Francisco International Airport in July is about 17 knots (from 3:00 p.m. to 4:00 p.m.), compared with only 7 knots in San Jose and less than 6 knots at the Farallon Islands.

The sea breeze flows in from the coast to the Central Valley and begins developing at or near ground level along the coast in late morning or early afternoon. As the day progresses, the sea breeze layer deepens and increases in velocity while spreading inland. The depth of the sea breeze depends in large part on the height and strength of the inversion. Under normal atmospheric conditions, the air in the lower atmosphere is warmer than the air above it. An inversion is a change in the normal conditions that causes the temperature gradient to be reversed, or inverted. If the inversion is low and strong, and hence stable, the flow of the sea breeze will be inhibited, and stagnant conditions are likely to result.

In the winter, the Air Basin frequently experiences stormy conditions with moderate to strong winds, as well as periods of stagnation with very light winds. Winter stagnation episodes (i.e., conditions where there is little mixing, which occurs when there is a lack of or little wind) are characterized by nighttime drainage flows in coastal valleys. Drainage is a reversal of the usual daytime airflow patterns; air moves from the Central Valley toward the coast and back down toward the Bay from the smaller valleys in the Air Basin.

Temperature

Summertime temperatures in the Air Basin are determined in large part by the effect of differential heating between land and water surfaces. Because land tends to heat up and cool off more quickly than water, a large-scale gradient (differential) in temperature is often created between the coast and the Central Valley, and small-scale local gradients are often produced along the shorelines of the ocean and bays. The temperature gradient near the ocean is also exaggerated, especially in summer, because of the upwelling of cold water from the ocean bottom along the coast. On summer afternoons, the temperatures at the coast can be 35 degrees Fahrenheit cooler than temperatures 15 to 20 miles inland; at night, this contrast usually decreases to less than 10 degrees Fahrenheit.

In the winter, the relationship of minimum and maximum temperatures is reversed. During the daytime, the temperature contrast between the coast and inland areas is small, whereas at night the variation in temperature is large.

Precipitation

The Air Basin is characterized by moderately wet winters and dry summers. Winter rains (November through March) account for about 75 percent of the average annual rainfall. The amount of annual precipitation can vary greatly from one part of the Air Basin to another, even within short distances. In general, total annual rainfall can reach 40 inches in the mountains, but it is often less than 16 inches in sheltered valleys.

During rainy periods, ventilation (rapid horizontal movement of air and injection of cleaner air) and vertical mixing (an upward and downward movement of air) are usually high, and thus pollution levels tend to be low (i.e., air pollutants disperse more readily rather than accumulate under stagnant conditions). However, during the winter, frequent dry periods occur, when mixing and ventilation are low and pollutant levels build up.

Wind Circulation

Low wind speed contributes to the buildup of air pollution because it allows more pollutants to be emitted into the air mass per unit of time. Light winds occur most frequently during periods of low sun (fall, winter, and early morning) and at night. These are also periods when air pollutant emissions from some sources are at their peak, namely, commuter traffic (early morning) and wood-burning appliances (nighttime). The problem can be compounded in valleys, when weak flows carry the pollutants up-valley during the day, and cold air drainage flows move the air mass down-valley at night. Such restricted movement of trapped air provides little opportunity for ventilation and leads to buildup of pollutants to potentially unhealthy levels.

Inversions

As described above, an inversion is a layer of warmer air over a layer of cooler air. Inversions affect air quality conditions significantly because they influence the mixing depth (i.e., the vertical depth available for diluting air contaminants near the ground). There are two types of inversions that occur regularly in the Air Basin. Elevation inversions[3] are more common in the summer and fall, and radiation inversions[4] are more common during the winter. The highest air pollutant concentrations in the Air Basin generally occur during inversions.

4.2.1.2 AIR POLLUTANTS OF CONCERN

A substance in the air that can harm humans and the environment is known as an air pollutant. Pollutants can be in the form of solid particles, liquid droplets, or gases. In addition, they may be natural or human-caused. Pollutants can be classified as primary or secondary. Usually, primary pollutants are directly emitted from a process, such as ash from a volcanic eruption, carbon monoxide from a motor vehicle exhaust, or sulfur dioxide from a factory. Secondary pollutants are not emitted directly, but form in the air when primary pollutants react or interact.

Criteria Air Pollutants

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law. Primary air pollutants are carbon monoxide (CO), reactive organic gases (ROG), nitrogen oxides (NO_x), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb). Of these, CO, SO_2, NO_2, PM_{10}, and $PM_{2.5}$ are "criteria air pollutants," which means that ambient air quality standards (AAQS) have been established for them (AAQS are discussed further in Section 4.2.1.3). ROG and NO_x are criteria pollutant precursors that form secondary criteria air pollutants through chemical and photochemical reactions in the atmosphere. Ozone (O_3) and nitrogen dioxide (NO_2) are the principal secondary pollutants.

A description of each of the primary and secondary criteria air pollutants and their known health effects is presented below.

- **Carbon Monoxide (CO)** is a colorless, odorless, toxic gas produced by incomplete combustion of carbon substances, such as gasoline or diesel fuel. CO is a primary criteria air pollutant. CO concentrations tend to be the highest during winter mornings with little or no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, motor vehicles operating at slow speeds are the primary source of CO in the Air Basin. Emissions are highest during cold starts, hard acceleration, stop-and-go driving, and low speeds.

[3] When the air blows over elevated areas, it is heated as it is compressed into the side of the hill/mountain. When that air comes over the top, it is warmer than the cooler air of the valley.

[4] During the night, the ground cools off, radiating the heat to the sky.

New findings indicate that CO emissions per mile are lowest at about 45 miles per hour (mph) for the average light-duty motor vehicle and begin to increase again at higher speeds. When inhaled at high concentrations, CO combines with hemoglobin in the blood and reduces its oxygen-carrying capacity. This results in less oxygen reaching the brain, heart, and other body tissues. This is especially dangerous for people with cardiovascular diseases, chronic lung disease, or anemia, as well as for fetuses. Even healthy people exposed to high CO concentrations can experience headaches, dizziness, fatigue, unconsciousness, and death.[5] The Air Basin is designated under the California and National AAQS as being in attainment of CO criteria levels.[6]

- **Reactive Organic Gases (ROGs)** are compounds composed primarily of hydrogen and carbon atoms. Internal combustion in motor vehicles is the major source of ROGs. Other sources of ROGs are evaporative emissions from paints and solvents, the application of asphalt paving, and the use of household consumer products such as aerosols. Adverse effects on human health are not caused directly by ROGs, but by reactions of ROGs to form secondary pollutants such as O_3. There are no AAQS established for ROGs. However, because they contribute to the formation of O_3, BAAQMD has established a significance threshold for this pollutant.
- **Nitrogen Oxides (NO_X)** are a by-product of fuel combustion and contribute to the formation of O_3, PM_{10}, and $PM_{2.5}$. The two major components of NO_x are nitric oxide (NO) and nitrogen dioxide (NO_2). The principal component of NO_x produced by combustion is NO, but NO reacts with oxygen to form NO_2, creating the mixture of NO and NO_2 commonly called NO_x. NO_2 acts as an acute irritant and in equal concentrations is more injurious than NO. At atmospheric concentrations, however, NO_2 is only potentially irritating. There is some indication of a relationship between NO_2 and chronic pulmonary fibrosis. Some increase in bronchitis in children (two and three years old) has also been observed at concentrations below 0.3 ppm. NO_2 absorbs blue light; the result is a brownish-red cast to the atmosphere and reduced visibility. NO is a colorless, odorless gas formed from atmospheric nitrogen and oxygen when combustion takes place under high temperature and/or high pressure.[7] The Air Basin is designated an attainment area for NO_2 under the National and California AAQS.[8]
- **Sulfur Dioxide (SO_2)** is a colorless, pungent, irritating gas formed by the combustion of sulfurous fossil fuels. It results from burning high-sulfur-content fuel oils and coal and from chemical processes at chemical plants and refineries. Gasoline and natural gas have very low sulfur content and do not release significant quantities of SO_2. When SO_2 forms sulfates (SO_4) in the atmosphere, these pollutants are referred to collectively as sulfur oxides (SO_x). Thus, SO_2 is both a primary and secondary criteria air pollutant. At sufficiently high concentrations, SO_2 may irritate the upper respiratory tract. At lower

[5] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011), Appendix C: Sample Air Quality Setting, in *California Environmental Quality Act Air Quality Guidelines*.

[6] California Air Resources Board (CARB), 2014, Area Designations: Activities and Maps, http://www.arb.ca.gov/desig/adm/adm.htm, June.

[7] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in *California Environmental Quality Act Air Quality Guidelines*.

[8] California Air Resources Board (CARB), June 2014, Area Designations: Activities and Maps, http://www.arb.ca.gov/desig/adm/adm.htm.

concentrations and when combined with particulates, SO_2 may do greater harm by injuring lung tissue.[9] The Air Basin is designated an attainment area for SO_2 under the California and National AAQS.[10]

- **Suspended Particulate Matter (PM_{10} and $PM_{2.5}$)** consists of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists. Two forms of fine particulates are recognized and regulated. Inhalable coarse particles, or PM_{10}, have an aerodynamic diameter of 10 microns (10 millionths of a meter or 0.0004 inch) or less. Inhalable fine particles, or $PM_{2.5}$, have an aerodynamic diameter of 2.5 microns or less (2.5 millionths of a meter or 0.0001 inch).

  Some particulate matter, such as pollen, occurs naturally. In the Air Basin, most particulate matter is caused by combustion, factories, construction, grading, demolition, agricultural activities, and motor vehicles. Extended exposure to particulate matter can increase the risk of chronic respiratory disease. PM_{10} bypasses the body's natural filtration system more easily than larger particles and can lodge deep in the lungs. The US Environmental Protection Agency (EPA) scientific review concluded that $PM_{2.5}$ penetrates even more deeply into the lungs, which makes it more likely to contribute to health effects and at concentrations well below current PM_{10} standards. These health effects include premature death in people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, aggravated asthma, decreased lung function, and increased respiratory symptoms (e.g., irritation of the airways, coughing, or difficulty breathing). Motor vehicles are currently responsible for about half of the particulates in the Air Basin. Wood burning in fireplaces and stoves is another large source of fine particulates.[11]

  Both PM_{10} and $PM_{2.5}$ may adversely affect the human respiratory system, especially in people who are naturally sensitive or susceptible to breathing problems. These health effects include premature death and increased hospital admissions and emergency room visits (primarily the elderly and individuals with cardiopulmonary disease); increased respiratory symptoms and disease (children and individual with asthma); and alterations in lung tissue and structure and in respiratory tract defense mechanisms.[12] Emerging evidence indicates particulates that are even smaller—an aerodynamic diameter of 0.1 microns or less (0.1 millionths of a meter or 0.000004-inch)—known as ultrafine particulates (UFPs)—also have human health implications; UFPs' toxic components may initiate or facilitate biological processes that may lead to adverse effects to the heart, lungs, and other organs. However, the EPA and the California Air Resources Board (CARB) have yet to adopt AAQS to regulate these particulates. Diesel particulate matter (DPM) is also classified a carcinogen by CARB. The Air Basin is

[9] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in *California Environmental Quality Act Air Quality Guidelines*.

[10] California Air Resources Board (CARB), 2014. Area Designations: Activities and Maps, http://www.arb.ca.gov/desig/adm/adm.htm.

[11] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in *California Environmental Quality Act Air Quality Guidelines*.

[12] South Coast Air Quality Management District (SCAQMD), 2005. *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning*.

designated nonattainment under the California AAQS for PM_{10} and nonattainment under both the California and National AAQS for $PM_{2.5}$.[13,14]

- **Ozone (O_3)** is commonly referred to as "smog" and is a gas that is formed when ROGs and NO_x, both by-products of internal combustion engine exhaust, undergo photochemical reactions, which are reactions in the presence of sunlight. O_3 is a secondary criteria air pollutant. O_3 concentrations are generally highest during the summer months when direct sunlight, light winds, and warm temperatures create favorable conditions for its formation. O_3 poses a health threat to those who already suffer from respiratory diseases as well as to healthy people. O_3 levels usually build up during the day and peak in the afternoon. Short-term exposure can irritate the eyes and cause constriction of the airways. Besides causing shortness of breath, it can aggravate existing respiratory diseases such as asthma, bronchitis, and emphysema. Chronic exposure to high ozone levels can permanently damage lung tissue. O_3 can also damage plants, trees, and materials such as rubber and fabrics.[15] The Air Basin is designated nonattainment of the 1-hour California AAQS and 8-hour California and National AAQS for O_3.[16]
- **Lead (Pb)** is a metal found naturally in the environment as well as in manufactured products. The major sources of lead emissions have historically been mobile and industrial sources. As a result of the phase-out of leaded gasoline, metal processing is currently the primary source of lead emissions. The highest levels of lead in air are generally found near lead smelters. Other stationary sources are waste incinerators, utilities, and lead-acid battery manufacturers. Twenty years ago, mobile sources were the main contributor to ambient lead concentrations in the air. In the early 1970s, the EPA set national regulations to gradually reduce the lead content of gasoline. In 1975, unleaded gasoline was introduced for motor vehicles equipped with catalytic converters. The EPA banned the use of leaded gasoline in highway vehicles in December 1995. As a result, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically.[17] The Air Basin is designated in attainment of the California and National AAQS for lead.[18] Because emissions of lead are found only in projects that are permitted by BAAQMD, lead is not an air quality of concern for the proposed Plan.

[13] California Air Resources Board (CARB), 2014. Area Designations: Activities and Maps, http://www.arb.ca.gov/desig/adm/adm.htm.

[14] On January 9, 2013, the EPA issued a final rule to determine that the SFBAAB has attained the 24-hour $PM_{2.5}$ National AAQS. This action suspends federal State Implementation Plan planning requirements for the Bay Area. The SFBAAB will continue to be designated nonattainment for the National 24-hour $PM_{2.5}$ standard until such time as BAAQMD elects to submit a redesignation request and a maintenance plan to EPA and EPA approves the proposed redesignation.

[15] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in *California Environmental Quality Act Air Quality Guidelines*.

[16] California Air Resources Board (CARB), 2014. Area Designations: Activities and Maps, http://www.arb.ca.gov/desig/adm/adm.htm.

[17] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in *California Environmental Quality Act Air Quality Guidelines*.

[18] California Air Resources Board (CARB), 2014. Area Designations: Activities and Maps, http://www.arb.ca.gov/desig/adm/adm.htm.

Toxic Air Contaminants

Public exposure to TACs is a significant environmental health issue in California. In 1983, the California Legislature enacted a program to identify the health effects of TACs and to reduce exposure to these contaminants to protect the public health. The California Health and Safety Code define a TAC as "an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health." A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the federal Clean Air Act (42 US Code Section 7412[b]) is a TAC. Under State law, the California Environmental Protection Agency, acting through CARB, is authorized to identify a substance as a TAC if it is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through AB 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets up a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (i.e., a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 TACs that are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under this law, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High priority facilities are required to perform a health risk assessment, and if specific thresholds are exceeded, results must be communicated to the public through notices and public meetings.

As of the last update to the TAC list in December 1999, CARB had designated 244 compounds as TACs.[19] Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most significant being particulate matter from diesel-fueled engines.

In 1998, CARB identified DPM as a TAC. Previously, the individual chemical compounds in diesel exhaust were considered TACs. Almost all DPM is 10 microns or less in diameter. Because of their extremely small size, these particles can be inhaled and eventually trapped in the bronchial and alveolar regions of the lungs.

[19] California Air Resources Board (CARB), 1999. *Final Staff Report: Update to the Toxic Air Contaminant List*.

4.2.1.3 REGULATORY FRAMEWORK

This section describes the federal, State, and local regulations applicable to air quality.

Federal and State Regulations

Ambient Air Quality Standards

The Clean Air Act (CAA) was passed in 1963 by the US Congress and has been amended several times. The 1970 Clean Air Act amendments strengthened previous legislation and laid the foundation for the regulatory scheme of the 1970s and 1980s. In 1977, Congress again added several provisions, including nonattainment requirements for areas not meeting National AAQS and the Prevention of Significant Deterioration program. The 1990 amendments are the latest in a series of federal efforts to regulate the protection of air quality in the United States. The CAA allows states to adopt more stringent standards or to include other pollution species. The California Clean Air Act, signed into law in 1988, requires all areas of the State to achieve and maintain the California AAQS by the earliest practical date. The California AAQS tend to be more restrictive than the National AAQS.

The National and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect "sensitive receptors" most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

Both California and the federal government have established health-based AAQS for seven air pollutants, which are shown in Table 4.2-1. These pollutants are ozone (O_3), nitrogen dioxide (NO_2), carbon monoxide (CO), sulfur dioxide (SO_2), coarse inhalable particulate matter (PM_{10}), fine inhalable particulate matter ($PM_{2.5}$), and lead (Pb). In addition, the State has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

Regional Regulations

Bay Area Air Quality Management District

BAAQMD is the agency responsible for ensuring that the National and California AAQS are attained and maintained in the Air Basin. BAAQMD is responsible for:

- Adopting and enforcing rules and regulations concerning air pollutant sources.
- Issuing permits for stationary sources of air pollutants.
- Inspecting stationary sources of air pollutants.
- Responding to citizen complaints.

TABLE 4.2-1 AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Ozone (O_3)	1 hour	0.09 ppm	*	Motor vehicles, paints, coatings, and solvents.
	8 hours	0.070 ppm	0.075 ppm	
Carbon Monoxide (CO)	1 hour	20 ppm	35 ppm	Internal combustion engines, primarily gasoline-powered motor vehicles.
	8 hours	9.0 ppm	9 ppm	
Nitrogen Dioxide (NO_2)	Annual Average	0.030 ppm	0.053 ppm	Motor vehicles, petroleum-refining operations, industrial sources, aircraft, ships, and railroads.
	1 hour	0.18 ppm	0.100 ppm	
Sulfur Dioxide (SO_2)	Annual Arithmetic Mean	*	*[a]	Fuel combustion, chemical plants, sulfur recovery plants, and metal processing.
	1 hour	0.25 ppm	0.075 ppm	
	24 hours	0.04 ppm	*[a]	
Respirable Course Particulate Matter (PM_{10})	Annual Arithmetic Mean	20 µg/m^3	*	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	24 hours	50 µg/m^3	150 µg/m^3	
Respirable Fine Particulate Matter ($PM_{2.5}$)	Annual Arithmetic Mean	12 µg/m^3	12 µg/m^3	Dust and fume-producing construction, industrial, and agricultural operations, combustion, atmospheric photochemical reactions, and natural activities (e.g. wind-raised dust and ocean sprays).
	24 hours	*	35 µg/m^3	
Lead (Pb)	30-Day Average	1.5 µg/m^3	*	Present source: lead smelters, battery manufacturing & recycling facilities. Past source: combustion of leaded gasoline.
	Calendar Quarterly	*	1.5 µg/m^3	
	Rolling 3-Month Average	*	0.15 µg/m^3	
Sulfates (SO_4)	24 hours	25 µg/m^3	*	Industrial processes.
Visibility Reducing Particles	8 hours	ExCo =0.23/km visibility of 10≥ miles	*	Visibility-reducing particles consist of suspended particulate matter, which is a complex mixture of tiny particles that include dry solid fragments, solid cores with liquid coatings, and small droplets of liquid. These particles vary greatly in shape, size, and chemical composition, and can be made up of many different materials such as metals, soot, soil, dust, and salt.

TABLE 4.2-1 AMBIENT AIR QUALITY STANDARDS FOR CRITERIA POLLUTANTS

Pollutant	Averaging Time	California Standard	Federal Primary Standard	Major Pollutant Sources
Hydrogen Sulfide	1 hour	0.03 ppm	*	Hydrogen sulfide (H_2S) is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas, and can be emitted as the result of geothermal energy exploitation.
Vinyl Chloride	24-hour	0.01 ppm	*	Vinyl chloride (chloroethene), a chlorinated hydrocarbon, is a colorless gas with a mild, sweet odor. Most vinyl chloride is used to make polyvinyl chloride (PVC) plastic and vinyl products. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites, due to microbial breakdown of chlorinated solvents.

Notes: ppm: parts per million; $\mu g/m^3$: micrograms per cubic meter
* Standard has not been established for this pollutant/duration by this entity.
a. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked.
Source: California Air Resources Board, June 2013, Ambient Air Quality Standards, http://www.arb.ca.gov/research/aaqs/aaqs2.pdf.

- Monitoring ambient air quality and meteorological conditions.
- Awarding grants to reduce motor vehicle emissions.
- Conducting public education campaigns.
- Air quality management planning.

Air quality in the Air Basin has improved significantly since the BAAQMD was created in 1955.[20] The BAAQMD prepares air quality management plans (AQMPs) to attain ambient air quality standards in the Air Basin, ozone attainment plans for the National O_3 standard, and clean air plans for the California O_3 standard. The BAAQMD prepares these AQMPs in coordination with Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC). The most recent adopted comprehensive plan is the 2010 Bay Area Clean Air Plan, which was adopted by BAAQMD on September 15, 2010, and incorporates significant new scientific data, updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools.

BAAQMD 2010 Bay Area Clean Air Plan

The purpose of the 2010 Bay Area Clean Air Plan is to: 1) update the Bay Area 2005 Ozone Strategy in accordance with the requirements of the California Clean Air Act to implement all feasible measures to reduce O_3; 2) consider the impacts of O_3 control measures on PM, TAC, and greenhouse gases (GHGs) in a single, integrated plan; 3) review progress in improving air quality in recent years; and 4) establish emission

[20] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). Appendix C: Sample Air Quality Setting, in *California Environmental Quality Act Air Quality Guidelines*.

control measures in the 2009 to 2012 timeframe. The 2010 Bay Area Clean Air Plan also provides the framework for the Air Basin to achieve attainment of the California and National AAQS.

BAAQMD Community Air Risk Evaluation Program

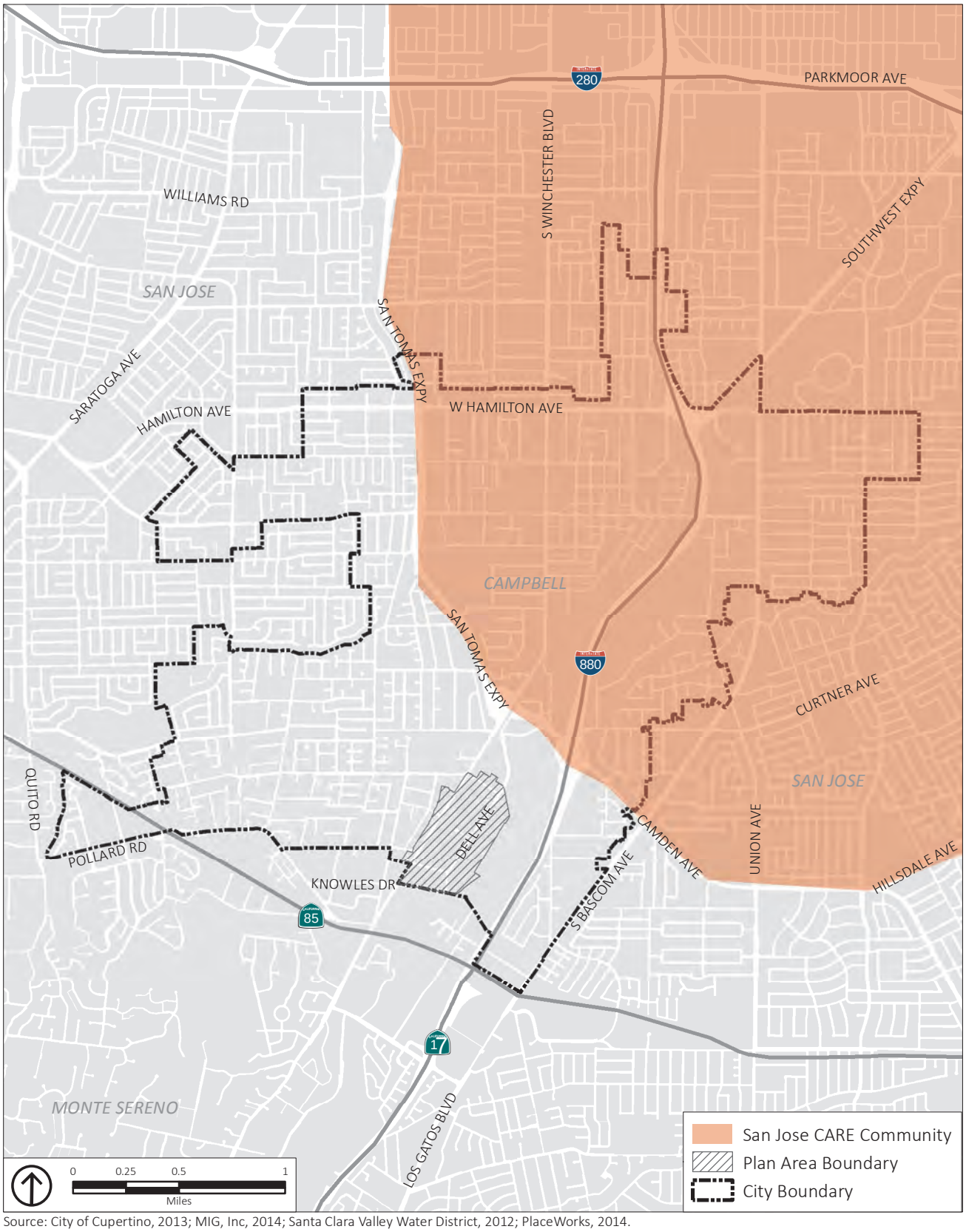
The BAAQMD Community Air Risk Evaluation (CARE) program was initiated in 2004 to evaluate and reduce health risks from outdoor TACs in the Bay Area. The latest report found that DPM accounted for approximately 85 percent of the cancer risk from airborne toxics. Carcinogenic compounds from gasoline-powered cars and light duty trucks were also significant contributors: 1,3-butadiene contributed 4 percent of the cancer risk–weighted emissions, and benzene contributed 3 percent. Collectively, five compounds—DPM, 1,3-butadiene, benzene, formaldehyde, and acetaldehyde—were found responsible for more than 90 percent of the cancer risk attributed to emissions. All of these compounds are associated with emissions from internal combustion engines. The most important sources of cancer risk–weighted emissions were combustion-related sources of DPM, including on-road mobile sources (31 percent), construction equipment (29 percent), and ships and harbor craft (13 percent). A 75 percent reduction in DPM was predicted between 2005 and 2015 when the inventory accounted for CARBs diesel regulations. Overall, cancer risk from TACs dropped by more than 50 percent between 2005 and 2015, when emissions inputs accounted for State diesel regulations and other reductions.[21]

Modeled cancer risks from TACs in 2005 were highest near sources of DPM—core urban areas, major roadways and freeways, and maritime shipping terminals. Peak modeled risks were found east of San Francisco, near West Oakland, and the Maritime Port of Oakland. BAAQMD identified seven impacted communities in the Bay Area:

- Western Contra Costa County and the cities of Richmond and San Pablo
- Western Alameda County along the Interstate 880 corridor and the cities of Berkeley, Alameda, Oakland, and Hayward
- San Jose
- Eastern side of San Francisco
- Concord
- Vallejo
- Pittsburgh and Antioch

San Jose is the closest impacted community to the Plan Area. Based on the Phase II boundaries, the Plan Area lies outside this impacted community, as illustrated in Figure 4.2-1.

[21] Bay Area Air Quality Management District (BAAQMD), April 2014. *Improving Air Quality & Health in Bay Area Communities, Community Air Risk Program (CARE) Retrospective & Path Forward (2004 – 2013).*



Source: City of Cupertino, 2013; MIG, Inc, 2014; Santa Clara Valley Water District, 2012; PlaceWorks, 2014.

Figure 4.2-1
BAAQMD Community Air Risk Evaluation (CARE) Program
Impacted Communities Proximate to Campbell

The major contributor to acute and chronic non-cancer health effects in the Air Basin is acrolein (C_3H_4O). Major sources of acrolein are on-road mobile sources and aircraft near freeways and commercial and military airports.[22] Currently CARB does not have certified emission factors or an analytical test method for acrolein. Since appropriate tools are not available to implement and enforce acrolein emission limits, the BAAQMD does not conduct health risk screening analysis for acrolein emissions.[23]

Santa Clara Valley Transportation Authority

The Santa Clara Valley Transportation Authority (VTA) is the congestion management agency for Santa Clara County. VTA is tasked with developing a comprehensive transportation improvement program among local jurisdictions that will reduce traffic congestion and improve land use decision-making and air quality. VTAs latest congestion management program (CMP) is the 2013 Congestion Management Program. VTAs countywide transportation model must be consistent with the regional transportation model developed by the MTC with ABAG data. The countywide transportation model is used to help evaluate cumulative transportation impacts of local land use decisions on the CMP system. In addition, VTAs updated CMP includes multi-modal performance standards and trip reduction and transportation demand management strategies consistent with the goal of reducing regional VMT in accordance with Senate Bill 375 (SB 375). Strategies identified in the 2013 CMP for Santa Clara County, where local jurisdictions are responsible agencies, include:[24]

- **Traffic Level of Service:** Monitor and submit report on the level of service (LOS) on CMP roadway network intersections using CMP software and procedures.
- **Transportation Model and Database:** Certify that member agency models are consistent with the CMP model.
- **Community Form and Impact Analysis:** Prepare a transportation impact analysis (TIA) for projects that generate 100 or more peak hour trips and submit to the CMP according to TIA Guidelines schedule.
- **Community Form and Impact Analysis:** Submit relevant conditions of approval to VTA for projects generating TIAs.
- **Community Form and Impact Analysis:** Prepare and submit land use monitoring data to the CMP on all land use projects approved from July 1 to June 30 of the previous year.
- **Community Form and Impact Analysis:** Submit an annual statement certifying that the member agency has complied with the CMP Land Use Impact Analysis Program.

[22] Bay Area Air Quality Management District (BAAQMD), 2006. *Community Air Risk Evaluation Program, Phase I Findings and Policy Recommendations Related to Toxic Air Contaminants in the San Francisco Bay Area*.

[23] Bay Area Air Quality Management District (BAAQMD), 2010. *Air Toxics NSR Program, Health Risk Screening Analysis Guidelines*.

[24] Santa Clara Valley Transportation Authority (VTA), 2013. 2013 Congestion Management Program, http://www.vta.org/sfc/servlet.shepherd/version/download/068A0000001Q7pt.

- **Monitoring and Conformance:** Outline the requirements and procedures established for conducting annual traffic LOS and land use monitoring efforts. Support the Traffic Level of Service and Community Form and Impact Analysis Elements.
- **Capital Improvement Program:** Develop a list of projects intended to maintain or improve the level of service on the designated system and to maintain transit performance standards.
- **Deficiency Plan:** Prepare deficiency plans for facilities that violate CMP traffic LOS standards or that are projected to violate LOS standards using the adopted deficiency plan requirements.
- **Deficiency Plan:** Submit a deficiency plan implementation status report as part of annual monitoring.

Local Regulations

Table 4.2-2 shows the Conservation and Natural Resources Element policies of the City's General Plan relevant to air quality and the proposed Plan.[25]

4.2.1.4 EXISTING CONDITIONS

Attainment Status of the Air Basin

Areas that meet AAQS are classified attainment areas, and areas that do not are classified nonattainment areas. Severity classifications for O_3 range from marginal, moderate, and serious to severe and extreme. Table 4.2-3 shows the attainment status for the Air Basin, which is currently designated a nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} AAQS.

Existing Ambient Air Quality

Existing Air Quality Trends

Existing levels of ambient air quality and historical trends and projections in the vicinity of the proposed Plan Area have been documented by measurements made by the BAAQMD. The Los Gatos Monitoring Station is the closest air quality monitoring station to the City of Campbell. This station monitors ozone only. Therefore, data was obtained from the next closest monitoring station in San Jose for CO, NO_2, PM_{10}, and $PM_{2.5}$. Data from these stations are summarized in Table 4.2-4. The State and federal O_3, federal $PM_{2.5}$, and State PM_{10} standards have been exceeded several times in the last 5 years. The State and federal CO and NO_2 standards have not been exceeded in the last 5 years.

[25] City of Campbell, 2011. *City of Campbell General Plan*, http://www.ci.campbell.ca.us/DocumentCenter/View/2052.

TABLE 4.2-2 CITY OF CAMPBELL GENERAL PLAN POLICIES PERTAINING TO AIR QUALITY

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Conservation and Natural Resources Element	
Policy CNR-11.1	Air Quality Impacts: Reduce adverse air quality impacts of City operations.
Policy CNR-11.2	Effects of Development on Air Quality: Use the City's development review process and the California Environmental Quality Act to evaluate and mitigate the local and cumulative effects of new development on air quality.
Policy CNR-11.3	Air Quality Improvement Programs: Support regional, State and federal programs to improve air quality.
Policy CNR-12.1	Energy Consumption: Reduce City government energy consumption.
Policy CNR-12.2	Advanced Energy Technology and Building Materials: Facilitate the use of advanced energy technology and building materials to create energy-efficient residences and buildings.
Policy CNR-12.3	Landscaping Requirements: Continue to enforce landscaping requirements that facilitate energy efficient use or conservation.
Land Use and Transportation Element	
Policy LUT-1.2	Regional Land Use and Transportation Planning: Promote integrated and coordinated regional land use and transportation planning.
Policy LUT-1.5	Land Use Planning and the Regional Transportation System: Support land use planning that complements the regional transportation system.
Policy LUT-2.1	Alternative Transportation: Encourage the use of alternative transportation such as ridesharing, public transit, walking, and bicycling to reduce reliance on automobile use.
Policy LUT-2.4	Jobs and Housing Balance: Maintain Campbell's balance of jobs and housing units to encourage residents to work in Campbell, and to limit the impact on the regional transportation system.
Policy LUT-9.1	Land Use Pattern: Establish a compatible land use pattern citywide.
Policy LUT-9.3	Design and Planning Compatibility: Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces and natural resources.
Policy LUT-11.1	Physically Connected Transportation Infrastructure: Strive to achieve physically connected transportation infrastructure.
Policy LUT-11.2	Services Within Walking Distance: Encourage neighborhood services within walking distance of residential uses.

Source: City of Campbell General Plan, 2001.

Existing Emissions

Existing land uses in the Plan Area are generally non-manufacturing light industrial and office uses (e.g., automobile services, printers, machine shops, building materials, medical and contracting offices, research and development, informational technology, and bio-technology) and service commercial (fitness centers, catering, and indoor farming). The Plan Area is a built-out environment. There are few, if any, vacant parcels or buildings. The west side of Winchester Boulevard consists mostly of auto-oriented service uses, with a few single-family residential parcels. A large parcel near the northern end of the Plan Area is the corporate

TABLE 4.2-3 ATTAINMENT STATUS OF CRITERIA POLLUTANTS IN THE SAN FRANCISCO BAY AREA AIR BASIN

Pollutant	State	Federal
Ozone – 1-hour	Nonattainment (serious)	Nonattainment
Ozone – 8-hour	Nonattainment	Classification revoked (2005)
PM_{10}	Nonattainment	Unclassified/Attainment
$PM_{2.5}$	Nonattainment	Nonattainment[a]
CO	Attainment	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Lead	Attainment	Attainment
Sulfates	Attainment	Unclassified/Attainment
All others	Unclassified/Attainment	Unclassified/Attainment

a. On January 9, 2013, the EPA issued a final rule to determine that the Air Basin has attained the 24-hour $PM_{2.5}$ National AAQS. This action suspends federal State Implementation Plan planning requirements for the Bay Area. The Air Basin will continue to be designated nonattainment for the National 24-hour $PM_{2.5}$ standard until such time as BAAQMD elects to submit a redesignation request and a maintenance plan to EPA and EPA approves the proposed redesignation.
Source: California Air Resources Board, June 2014, Area Designations: Activities and Maps, http://www.arb.ca.gov/desig/adm/adm.htm.

headquarters for a large information technology company. Criteria air pollutants generated by existing land uses in the Plan Area were modeled with California Division Estimator Model (CalEEMod) 2013.2.2 based on trip generation provided by W-Trans, and are shown in Table 4.2-5. In addition, emissions generated by permitted sources were compiled by BAAQMD and are included for informational purposes.

Sensitive Receptors

Some land uses are considered more sensitive to air pollution than others due to the types of population groups or activities involved. 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 pollutants present. Other sensitive receptors include retirement facilities, hospitals, and schools. Recreational land uses are considered moderately sensitive to air pollution. Although exposure periods are generally short, exercise places a high demand on respiratory functions, which can be impaired by air pollution. In addition, noticeable air pollution can detract from the enjoyment of recreational activities. Industrial, commercial, retail, and office areas are considered the least sensitive to air pollution. Exposure periods are relatively short and

TABLE 4.2-4 AMBIENT AIR QUALITY MONITORING SUMMARY

	Number of Days Thresholds Were Exceeded and Maximum Levels During Such Violations				
Pollutant/Standard	2009	2010	2011	2012	2013
Ozone (O_3)[a]					
State 1-Hour ≥ 0.09 ppm	3	2	0	0	0
State 8-hour ≥ 0.07 ppm	8	3	1	1	1
Federal 8-Hour > 0.075 ppm	4	2	0	0	0
Maximum 1-Hour Conc. (ppm)	0.102	0.109	0.091	0.085	0.087
Maximum 8-Hour Conc. (ppm)	0.082	0.087	0.075	0.073	0.075
Carbon Monoxide (CO)[b]					
State 8-Hour > 9.0 ppm	0	0	0	0	0
Federal 8-Hour ≥ 9.0 ppm	0	0	0	0	0
Maximum 8-Hour Conc. (ppm)	2.50	2.19	2.18	1.86	*
Nitrogen Dioxide (NO_2)[b]					
State 1-Hour ≥ 0.18 (ppm)	0	0	0	0	0
Maximum 1-Hour Conc. (ppb)	69.0	64.0	61.0	67.2	58.7
Coarse Particulates (PM_{10})[b]					
State 24-Hour > 50 µg/m^3	0	0	0	1	5
Federal 24-Hour > 150 µg/m^3	0	0	0	0	0
Maximum 24-Hour Conc. (µg/ m^3)	43.3	46.8	44.3	59.6	58.1
Fine Particulates ($PM_{2.5}$)[b]					
Federal 24-Hour > 35 µg/m^3	0	3	3	2	4
Maximum 24-Hour Conc. (µg/m^3)	35.0	41.5	50.5	38.4	57.7

Notes: ppm: parts per million; ppb: parts per billion; µg/m^3: or micrograms per cubic meter; * = insufficient data; NA = Not Available
a. Data from Los Gatos Monitoring Station.
b. Data from San Jose Jackson Street Monitoring Station.
Source: California Air Resources Board, 2014, Air Pollution Data Monitoring Cards (2009, 2010, 2011, 2012, and 2013), http://www.arb.ca.gov/adam/index.html, accessed August 18, 2014.

TABLE 4.2-5 CRITERIA AIR POLLUTANT EMISSIONS GENERATED BY EXISTING LAND USES WITHIN THE PLAN AREA

	Criteria Air Pollutants (Average Pounds/Day)			
Category[a]	ROG	NO_x	PM_{10}	$PM_{2.5}$
Area	38	<1	<1	<1
Energy	1	8	1	1
Mobile	67	143	81	23
Total	105	151	81	23
Tons per Year (tpy)	15 tpy	21 tpy	10 tpy	3 tpy
Permitted Sources[b]				
Permitted	1	2	<1	<1
Tons per Year (tpy)	0.2 tpy	0.4 tpy	<1 tpy	<1 tpy

a. CalEEMod 2013.2.2. Based on 2014 emission rates.
b. Kirk, Alison, Senior Environmental Planner, September 2014. Planning and Research Division, Air Quality Planning, Bay Area Air Quality Management District.
Sources: BAAQMD and CalEEMod 2013.2.

intermittent, as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

Sensitive land uses proximate to the Plan Area include the residential uses and the Capri Elementary School to the west of Winchester Boulevard. Other sensitive land uses include residential uses east of Highway 17.

4.2.2 STANDARDS OF SIGNIFICANCE

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).
4. Expose sensitive receptors to substantial pollutant concentrations.
5. Create objectionable odors affecting a substantial number of people.

4.2.2.1 BAAQMD SIGNIFICANCE CRITERIA

The BAAQMD CEQA Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines recommend procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and recommend thresholds of significance, mitigation measures, and background air quality information. They also recommend assessment methodologies for air toxics, odors, and GHG emissions. In June 2010, the BAAQMDs Board of Directors adopted CEQA thresholds of significance and an update of the CEQA Guidelines. In May 2011, the updated BAAQMD CEQA Air Quality Guidelines were amended to include a risk and hazards threshold for new receptors and modified procedures for assessing impacts related to risk and hazard impacts.

On March 5, 2012, the Alameda County Superior Court found that the BAAQMD had failed to comply with CEQA when it adopted the thresholds of significance in the BAAQMD CEQA Air Quality Guidelines. The court did not judge the validity of the thresholds, but found that their adoption was a project under CEQA. The court issued a writ of mandate ordering the BAAQMD to set aside the thresholds and cease dissemination of them until the BAAQMD complied with CEQA.

Following the court's order, the BAAQMD released revised CEQA Air Quality Guidelines in May of 2012 that set aside the significance thresholds, but provide guidance on calculating air pollution emissions,

obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures. The BAAQMD recognizes that lead agencies may rely on the previously recommended thresholds of significance in its 1999-adopted CEQA Guidelines. Because the Alameda County Superior Court did not address the merits of the science or evidence supporting BAAQMDs thresholds, the City finds, therefore, that despite the court ruling, and in light of the subsequent case history discussed below, the science and reasoning in the BAAQMD 2011 CEQA Air Quality Guidelines provide state-of-the-art guidance. For that reason, substantial evidence supports continued use of the BAAQMD 2011 CEQA Air Quality Guidelines.

On August 13, 2013, the First District Court of Appeal ordered the trial court to reverse the judgment and upheld the BAAQMDs CEQA Guidelines (*California Building Industry Association vs. Bay Area Air Quality Management District*, Case No. A135335 and A136212 [Court of Appeal, First District, August 13, 2013]). In addition to the City's independent determination that use of the BAAQMDs CEQA Guidelines is supported by substantial evidence, the appellate court found the guidelines to be valid for use in the CEQA environmental review process. On November 26, 2013, the California Supreme Court granted review on the issue of whether the TAC thresholds are consistent with CEQA—specifically, whether CEQA requires analysis of exposing project residents or users to existing environmental hazards.

Though current project applicants and local agencies are uncertain how the outcome of this case will affect evaluation of TACs in CEQA documents, local agencies still have a duty to evaluate impacts related to air quality. In addition, CEQA grants local agencies broad discretion to develop their own thresholds of significance or to rely on thresholds previously adopted or recommended by other public agencies or experts, so long as they are supported by substantial evidence. Accordingly, the City of Campbell is using the BAAQMDs 2011 thresholds to evaluate the potential effects of implementation of the proposed Plan on air quality.

AQMP Consistency

Under its plan-level review criteria, BAAQMD requires a consistency evaluation of a plan with its current air quality plan control measures. The current AQMP is the 2010 Bay Area Clean Air Plan. BAAQMD considers project consistency with the AQMP in accordance with the following:

- Does the project support the primary goals of the AQMP?
- Does the project include applicable control measures from the AQMP?
- Does the project disrupt or hinder implementation of any AQMP control measures?
- A comparison that the project VMT or vehicle trip increase is less than or equal to the projected population increase.

Local CO Hotspots

Congested intersections have the potential to create elevated concentrations of CO, referred to as CO hotspots. The significance criteria for CO hotspots are based on the California AAQS for CO, which are 9.0

ppm (8-hour average) and 20.0 ppm (1-hour average). BAAQMD does not require a quantitative evaluation of CO hotspots under plan-level review.[26] Also, with the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology, the Air Basin is in attainment of the California and National AAQS, and CO concentrations in the Air Basin have steadily declined. Because CO concentrations have improved, the BAAQMD does not require a CO hotspot analysis for project-level analyses if the following criteria are met:

- The project is consistent with an applicable congestion management program established by the County Congestion Management Agency for designated roads or highways, the regional transportation plan, and local congestion management agency plans.
- The project would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project traffic would not increase traffic volumes at affected intersection to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, below-grade roadway).[27]

Community Risk and Hazards

The BAAQMDs significance thresholds for local community risk and hazard impacts apply to both the siting of a new source and the siting of a new receptor.

Local community risk and hazard impacts are associated with TACs and $PM_{2.5}$ because emissions of these pollutants can have significant health impacts at the local level. Significant health impacts may occur when a project generates:

- An excess cancer risk level of more than 10 in 1 million, or a non-cancer (i.e. chronic or acute) hazard index greater than 1.0; or
- An incremental increase of greater than 0.3 micrograms per cubic meter ($\mu g/m^3$) annual average $PM_{2.5}$.[28]

For assessing community risk and hazards, sources within a 1,000-foot radius of a project site are considered. Sources are defined as freeways, high-volume roadways (with volume of 10,000 vehicles or more per day or 1,000 trucks per day), and permitted sources.[29] For a plan-level analysis, BAAQMD requires the following:

[26] Congested intersections have the potential to create CO hotspots.
[27] Bay Area Air Quality Management District (BAAQMD), 2011 Revised. *California Environmental Quality Act Air Quality Guidelines*.
[28] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011), *California Environmental Quality Act Air Quality Guidelines*.
[29] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). *California Environmental Quality Act Air Quality Guidelines*.

- Overlay zones around existing and planned sources of TACs,
- Overlay zones of at least 500 feet from all freeways and high volume roads.

For a plan-level analysis, a project must also identify goals, policies, and objectives to minimize potential impacts and create overlay zones for sources of TACs and receptors.[30]

Odors

BAAQMDs thresholds for odors are qualitative based on BAAQMDs Regulation 7, Odorous Substances. This rule places general limitations on odorous substances and specific emission limitations on certain odorous compounds. In addition, odors are also regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public; or which causes, or has a natural tendency to cause, injury or damage to business or property. Under BAAQMDs Rule 1-301, a facility that receives three or more violation notices within a 30-day period can be declared a public nuisance. BAAQMD has established odor screening thresholds for land uses that have the potential to generate substantial odor complaints, including wastewater treatment plants, landfills or transfer stations, composting facilities, confined animal facilities, food manufacturing, and chemical plants.[31] For a plan-level analysis, BAAQMD requires:

- Potential existing and planned location of odors sources to be identified.
- Policies to reduce odors.

4.2.3 ENVIRONMENTAL IMPACT DISCUSSION

Methodology

Criteria air pollutant emissions from operation of the proposed Plan were calculated using the CalEEMod, Version 2013.2.2. Transportation emissions are based on trip generation provided by W-Trans.

This section analyzes potential project-specific and cumulative impacts to air quality.

AIR-1	**Implementation of the proposed Plan would not conflict with or obstruct implementation of the applicable air quality plan.**

[30] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). *California Environmental Quality Act Air Quality Guidelines*.

[31] Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). *California Environmental Quality Act Air Quality Guidelines*.

As described in Section 4.2.2.2, BAAQMD requires a consistency evaluation of a plan with its current AQMP measures. The current AQMP is the 2010 Bay Area Clean Air Plan. BAAQMD considers project consistency with the AQMP in accordance with the following:

- Does the project support the primary goals of the AQMP?
- Does the project include applicable control measures from the AQMP?
- Does the project disrupt or hinder implementation of any AQMP control measures?
- A comparison that the project VMT or vehicle trip increase is less than or equal to the projected population increase.

2010 Bay Area Clean Air Plan Goals

The primary goals of the 2010 Bay Area Clean Air Plan are to attain the State and federal AAQS, reduce population exposure and protect public health in the Bay Area, and reduce GHG emissions and protect the climate.

Attain Air Quality Standards

BAAQMDs 2010 Bay Area Clean Air Plan strategy is based on regional population and employment projections in the Bay Area compiled by ABAG. These demographic projections are incorporated into MTC and ABAG Plan Bay Area, which is the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS). Plan Bay Area was adopted jointly by ABAG and MTC on July 18, 2013.[32] Demographic trends incorporated into Plan Bay Area determine VMT in the Bay Area, which BAAQMD uses to forecast future air quality trends. The SFBAAB is currently designated a nonattainment area for O_3, $PM_{2.5}$, and PM_{10} (State AAQS only).

Growth under the proposed Plan could occur incrementally throughout the proposed Plan's 2040 buildout horizon.. The anticipated growth from the proposed Plan is within the population and employment projections identified by ABAG for the City of Campbell, as discussed further in Section 4.12, *Population and Housing*, of this Draft EIR. Based on ABAG's 2013 projections, ABAG anticipates that Campbell's population would grow to 47,800 by 2040, an increase of 8,652 from the 2010 population of 39,148. The 726 new residents that could result from future development under the proposed Plan represent less than 9 percent of the total expected population growth for the city, and thus would not exceed ABAGs expected level. Similarly, ABAG projects Campbell's total jobs to increase to approximately 35,170, an increase of 7,850 from their anticipated 2010 jobs count of 27,320. The 7,394 new jobs that could result from implementation of the proposed Plan represent approximately 95 percent of the total expected employment growth for the city, and thus would not exceed ABAGs expected level. As identified in Section 4.12, the proposed Plan would not exceed the anticipated regional population and employment forecasts. If

[32] It should be noted that Bay Area Citizens filed a lawsuit against MTC and ABAG for the adoption of *Plan Bay Area*.

population and employment projections of the proposed Plan are consistent with the population and employment projections identified by ABAG, then emissions forecasts modeled by BAAQMD will consider the additional growth and associated emissions from the proposed Plan. Consequently, emissions resulting from implementation of the proposed Plan are included in BAAQMDs projections, and future development allowed by the Plan would not hinder BAAQMDs ability to attain the California or National AAQS. Accordingly, impacts would be less than significant.

Reduce Population Exposure and Protect Public Health

As identified in the discussion of community risk and hazards (see Impact AIR-4 below), new sensitive land uses (e.g., residential, day care centers) could be near major sources of TACs. Stationary sources within 1,000 feet of the Plan Area include four auto body repair and refinishing facilities, three gas stations, one dry cleaner, and 12 industrial uses. High-volume roadways with over 10,000 vehicles per day include Highway 17, Hacienda Avenue, and Winchester Boulevard. Adherence to BAAQMD regulations would ensure that new sources of TACs do not expose populations to significant health risk; however, siting of land uses near major sources of air pollution is outside the control of BAAQMD as BAAQMD has no jurisdiction over municipal land use decisions. Future projects within 1,000 feet of major sources of TACs would be required to ensure that they could achieve BAAQMDs performance standards (greater or equal to 10 in 1 million [10E-06] cancer risk, greater or equal to 0.3 $\mu g/m^3$ $PM_{2.5}$, or a non-cancer hazard index greater or equal to 1.0). Implementation of Mitigation Measure AIR-4, as described below, requires a site-specific health risk assessment to achieve the BAAQMD performance standards to reduce community risk and hazards to ensure these impacts are less than significant.

Reduce GHG Emissions and Protect the Climate

The GHG emissions impacts of the proposed Plan are discussed in Section 4.8, *Greenhouse Gas Emissions*, of this Draft EIR. As described in that section, design guidelines and implementation actions are incorporated into the proposed Plan with the goal of reducing VMT and associated GHG emissions. Future development allowed by the proposed Plan would be required to adhere to Statewide measures that have been adopted to achieve the GHG reduction targets of Assembly Bill 32. In addition, the proposed Plan is consistent with regional strategies for infill development identified by the MTC/ABAG in the Plan Bay Area. Consequently, the proposed Plan is consistent with the goal of the 2010 Bay Area Clean Air Plan to reduce GHG emissions and protect the climate, and the impact would be less than significant.

2010 Bay Area Clean Air Plan Control Measures

Table 4.2-6 identifies the control measures included in the 2010 Bay Area Clean Air Plan.

TABLE 4.2-6 CONTROL MEASURES FROM THE 2010 BAY AREA CLEAN AIR PLAN

Type	Measure Number / Title	Consistency
Stationary and Area Sources Control Measures	▪ SSM 1 – Metal Melting Facilities ▪ SSM 2 – Digital Printing ▪ SSM 3 – Livestock Waste ▪ SSM 4 – Natural Gas Processing and Distribution ▪ SSM 5 – Vacuum Trucks ▪ SSM 6 – General Particulate Matter Weight Rate Limitations ▪ SSM 7 – Open Burning ▪ SSM 8 – Coke Calcining ▪ SSM 9 – Cement Kilns ▪ SSM 10 – Refinery Boilers and Heaters ▪ SSM 11 – Residential Fan Type Furnaces ▪ SSM 12 – Space Heating ▪ SSM 13 – Dryers, Ovens, Kilns ▪ SSM 14 – Glass Furnaces ▪ SSM 15 – Greenhouse Gases in Permitting Energy Efficiency ▪ SSM 16 – Revise Regulation 2, Rule 2: New Source Review ▪ SSM 17 – Revise Regulation 2, Rule 5 New Source Review for Air Toxics ▪ SSM 18 – Revise Air Toxics "Hot Spot" Program	Stationary and area sources are regulated directly by BAAQMD. To implement the stationary and area source control measures, BAAQMD adopts/revises rules or regulations to implement the control measures and reduce emissions from stationary and area sources. Because BAAQMD is the implementing agency, new and existing sources of stationary and area sources within the Plan Area would be required to comply with these control measures in the 2010 Bay Area Clean Air Plan.
Mobile Source Control Measures	▪ MSM A-1 – Promote Clean, Fuel Efficient Light & Medium-Duty Vehicles ▪ MSM A-2 – Zero Emission Vehicle and Plug-in Hybrids ▪ MSM A-3 – Green Fleets (Light Medium & Heavy-Duty Vehicles) ▪ MSM A-4 – Replacement or Repair of High Emitting Vehicles ▪ MSM B-1 – HDV Fleet Modernization ▪ MSM B-2 – Low NOx Retrofits for In-Use Engines ▪ MSM B-3 – Efficient Drive Trains ▪ MSM C-1 – Construction and Farming Equipment ▪ MSM C-2 – Lawn & Garden Equipment ▪ MSM C-3 – Recreational Vessels	Mobile source control measures would reduce emissions by accelerating the replacement of older, dirtier vehicles and equipment through programs such as the BAAQMDs Vehicle Buy-Back and Smoking Vehicle Programs, and by promoting advanced technology vehicles that reduce emissions. The implementation of these measures relies heavily on incentive programs, such as the Carl Moyer Program and the Transportation Fund for Clean Air, to achieve voluntary emission reductions in advance of or in addition to CARB requirements. CARB has new regulations that require the replacement or retrofit of on-road trucks, construction equipment, and other specific, diesel-powered equipment. The proposed Plan would not hinder the ability of BAAQMD to implement these regional programs.

TABLE 4.2-6 CONTROL MEASURES FROM THE 2010 BAY AREA CLEAN AIR PLAN

Type	Measure Number / Title	Consistency
Transportation Control Measures	▪ TCM A-1 – Improve Local and Area-wide Bus Service ▪ TCM A-2 – Improve Local and Regional Rail Service ▪ TCM B-1 – Implement Freeway Performance Initiative ▪ TCM B-2 – Improve Transit Efficiency and Use ▪ TCM B-3 – Bay Area Express Land Network ▪ TCM B-4 – Goods Movement Improvements and Emission Reduction Strategies ▪ TCM C-1 – Support Voluntary Employer-Based Trip Reduction Program ▪ TCM C-2 – Implement Safe Routes to Schools and Safe Routes to Transit ▪ TCM C-3 – Promote Rideshare Service and Incentives ▪ TCM C-4 – Conduct Public Outreach and Education ▪ TCM C-5 – Promote Smart Driving/Speed Moderation ▪ TCM D-1 – Improve Bicycle Access and Facilities ▪ TCM D-2 – Improve Pedestrian Access and Facilities ▪ TCM D-3 – Support Local Land Use Strategies ▪ TCM E-1 – Value Pricing Strategies ▪ TCM E-2 – Parking Pricing and Management ▪ TCM E-3 – Implement Transportation Pricing Reform	Transportation control measures (TCM) are strategies to reduce vehicle trips, vehicle use, VMT, vehicle idling, and traffic congestion for the purpose of reducing motor vehicle emissions. Although most of the TCMs are implemented at the regional level—that is, by MTC or Caltrans—the 2010 Bay Area Clean Air Plan relies on local communities to assist with implementation of some measures. The proposed Plan would enhance existing roadways with sidewalks and pedestrian amenities, create new pedestrian, bicycle, and vehicle facilities to improve connectivity. In addition, the proposed Plan would create a clear, safe and direct pathway to the proposed VTA light rail station and integrate it into the larger pedestrian network.
Land Use and Local Impact Control Measures	▪ LUM 1 – Goods Movement ▪ LUM 2 – Indirect Source Review ▪ LUM 3 – Enhanced CEQA Program ▪ LUM 4 – Land Use Guidelines ▪ LUM 5 – Reduce Risk in Impacted Communities ▪ LUM 6 – Enhanced Air Quality Monitoring	The 2010 Bay Area Clean Air Plan also has land use measures to reduce air quality emissions and/or air quality exposure in the SFBAAB. One of the key principals of the proposed Plan is to encourage the efficient use of land through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. The Mixed-Use Corridor PDA in the City of Campbell was included in Plan Bay Area to encourage residential and employment growth and/or downtown center attractions combined with transit connectivity. VTAs proposed light rail would serve as focal points to increase the live-work-play balance within walking distance of a transit route that connects these types of land uses together.
Energy and Climate Control Measures	▪ ECM 1 – Energy Efficiency ▪ ECM 2 – Renewable Energy ▪ ECM 3 – Urban Heat Island Mitigation ▪ ECM 4 – Tree Planting	The 2010 Bay Area Clean Air Plan also includes measures to reduce energy use, water use, and waste generation. The Development Standards of the Dell Avenue proposed Plan require that tree and plant specifies be water efficient and meet the City's Water Efficient Landscape Ordinance (WELO) standards. In addition, per the Development Standards, for every eight surface parking stalls, one shade tree shall be provided in the paved area.

TABLE 4.2-6 CONTROL MEASURES FROM THE 2010 BAY AREA CLEAN AIR PLAN

Type	Measure Number / Title	Consistency
		Projects would also be required to comply with the California Green Building Standards Code and the current Building and Energy Efficiency Standards of Title 24 for energy efficiency.
Further Study Control Measures	▪ FSM 1 – Adhesives and Sealants ▪ FSM 2 – Reactivity in Coating and Solvents ▪ FSM 3 – Solvent Cleaning and Degreasing Operations ▪ FSM 4 – Emissions from Cooling Towers ▪ FSM 5 – Equipment Leaks ▪ FSM 6 – Wastewater from Coke Cutting ▪ FSM 7 – SO_2 from Refinery Processes ▪ FSM 8 – Reduce Emission from LPG, Propane, Butane, and other Pressurized Gases ▪ FSM 9 – Greenhouse Gas Mitigation in BACT and TBACT Determinations ▪ FSM 10 Further Reductions from Commercial Cooking Equipment ▪ FSM 11 – Magnet Source Rule ▪ FSM 12 – Wood Smoke ▪ FSM 13 – Energy Efficiency and Renewable Energy ▪ FSM 14 – Winery Fermentation ▪ FSM 15 – Composting Operations ▪ FSM 16 – Vanishing Oils and Rust Inhibitors ▪ FSM 17 – Ferry System Expansion ▪ FSM 18 – Greenhouse Gas Fee	The majority of the further study control measures apply to sources regulated directly by BAAQMD. Because BAAQMD is the implementing agency, new and existing sources of stationary and area sources in the Plan Area would be required to comply with these additional further study control measures in the 2010 Bay Area Clean Air Plan.

Source: Bay Area Air Quality Management District, 2011 Revised, *California Environmental Quality Act Air Quality Guidelines*.

Include Applicable Control Measures from the AQMP

One of the key principals of the proposed Plan is to encourage the efficient use of land through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. The proposed Plan would enhance existing roadways with sidewalks and pedestrian amenities and create new pedestrian, bicycle, and vehicle facilities to improve connectivity. In addition, the proposed Plan would create a clear, safe, and direct pathway to the proposed VTA light rail station and integrate it into the larger pedestrian network. The Plan Area would also include mixed use on the west side of Winchester Boulevard. As shown in Table 4.2-5, implementation of the proposed Plan would be consistent with the 2010 Bay Area Clean Air Plan, and the impacts due to inconsistency would be *less than significant*.

Disrupt or Hinder Implementation of any AQMP Control Measures

As identified in Table 4.2-6, the proposed Plan would not hinder BAAQMD from implementing the control measures in the 2010 Bay Area Clean Air Plan. Impacts are *less than significant*.

Regional Growth Projections for VMT and Population and Employment

Future development allowed by the proposed Plan would result in additional sources of criteria air pollutants. Growth accommodated within the Plan Area could occur throughout the 2040 buildout horizon. As a result, BAAQMDs approach to evaluating impacts from criteria air pollutants generated by a plan's long-term growth is done by comparing population and employment estimates to the VMT estimates. This is because BAAQMDs AQMP plans for growth in the SFBAAB are based on regional population and employment projections identified by ABAG and growth in VMT identified by VTA. Changes in regional, community-wide emissions in the Plan Area could affect the ability of BAAQMD to achieve the air quality goals in the AQMP. Consequently, air quality impacts for a plan-level analysis are based on consistency with the regional growth projections.

VMT estimates based on trip generation data provided by W-Trans and activity-based trip characteristics in CalEEMod Version 2013.2.2 were calculated for the proposed Plan. Table 4.2-7 compares the projected increase in service population with the projected increases in total VMT and per capita VMT.

Generally, land uses that reflect a more balanced jobs-housing ratio result in lower per capita VMT. As shown in this table, the proposed Plan would result in a 6 percent decrease in VMT per capita from existing conditions. Daily VMT in the Plan Area would increase at a lower rate (194 percent) than would the service population (213 percent) when compared to existing conditions. BAAQMDs AQMP requires that the VMT increase be less than or equal to the projected population increase from the proposed Plan (e.g., generate the same or less VMT per capita). In other words, BAAQMD requires that a proposed Plan be designed to ensure the same or lower VMT per capita compared to what is on the ground. Even though the proposed Plan would result in an increase in service population, the total VMT does not increase at the same rate, but rather a lower rate. As shown in Table 4.2-7, implementation of the proposed Plan would result in lower VMT per capita. Consequently, impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

TABLE 4.2-7 COMPARISON OF THE CHANGE IN SERVICE POPULATION AND VMT IN THE PLAN AREA

Category	Existing	Project	Change	Percent Change
Population	3,807	11,201	7,394	7260%
Employment	10	736	726	194%
Total Service Population (SP)	3,817	11,937	8,120	213%
VMT per Day	27,208,307	80,044,979	52,836,672	194%
VMT per SP per Day	19.6	18.4	-1.2	-6%

Notes: VMT is based on the CalEEMod Version 2013.2.2 and trip generation provided by W-Trans.

AIR-2 Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation.

BAAQMD has identified thresholds of significance for criteria pollutant emissions and criteria air pollutant precursors, including ROG, NO, $PM_{10,}$ and $PM_{2.5}$. Development projects below the significance thresholds are not expected to generate sufficient criteria pollutant emissions to violate any air quality standard or contribute substantially to an existing or projected air quality violation. According to BAAQMDs CEQA Guidelines, long-range plans, such as the proposed Plan, present unique challenges for assessing impacts. Due to the SFBAABs nonattainment status for ozone and PM and the cumulative impacts of growth on air quality, these plans almost always have significant, unavoidable adverse air quality impacts.

Operational Emissions

An inventory of criteria air pollutants was generated for the proposed Plan since enough information regarding the buildout of the proposed Plan is available to identify the magnitude of emissions from buildout of the proposed Plan. Table 4.2-8 identifies the emissions associated with buildout of the proposed Plan.

One of the primary goals of the proposed Plan is to encourage the efficient use of land through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. The proposed Plan would also create clear, safe, and direct pathways to the proposed VTA Vasona light rail station, and integrate them into the larger pedestrian network. Connections from new private development and public streets to Los Gatos Creek Park and the planned VTA light rail station would impact the way that employees and residents move throughout the area. Roads would be safely shared between cars, bicyclists, and pedestrians. Publicly accessible pathways would be provided through new development in a cohesive

pedestrian and bicycle system. Sidewalk widening on Winchester Boulevard along the west side of the street would extend the pedestrian realm and provide a safer and more comfortable environment for pedestrians, bus shelters, and other features. New sidewalks are also envisioned on Hacienda Avenue, Dell Avenue, Vandell Way, Division Street, and the north side of Knowles Drive. Employee housing would provide options for employees to live close to their office. New development and public improvements are also encouraged to incorporate green design, including appliances requiring limited water and energy usage and building design that takes advantage of solar access and incorporates reused materials where possible.

However, as shown in Table 4.2-8, buildout of the proposed Plan would generate a substantial increase in criteria air pollutant emissions that exceeds the BAAQMD regional significance thresholds (ROG, NO_x, and PM_{10}). Criteria air pollutant emissions would be generated from on-site area sources (e.g., landscaping fuel, consumer products), vehicle trips generated by implementation of the proposed Plan, and energy use (e.g., natural gas used for cooking and heating). This is considered a *significant* impact because emissions from the proposed Plan would exceed BAAQMD's significance thresholds.

Construction Emissions

BAAQMDs plan-level guidelines do not require an evaluation of construction emissions for plan-level projects. There is no proposed development under the proposed Plan at this time. Future development proposals under the proposed Plan would be subject to separate environmental review pursuant to CEQA in order to identify and mitigate potential air quality impacts. Because the details regarding future construction activities are not known at this time—including phasing of future individual projects, construction duration and phasing, and preliminary construction equipment—construction emissions are evaluated qualitatively in accordance with BAAQMDs plan-level guidance. However, an estimate of the potential magnitude in construction-related criteria air pollutant emissions is provided based on CalEEMod defaults and a 5-year development timeline as shown in Table 4.2-9. Subsequent environmental review of development projects would also be required to assess potential impacts under BAAQMDs project-level thresholds based on site-specific construction phasing and buildout characteristics.

Construction emissions associated with individual development projects under the proposed Plan would increase criteria air pollutants and TACs. BAAQMD has developed project-level thresholds for construction activities. Subsequent environmental review of future development projects would be required to assess potential impacts under BAAQMDs project-level thresholds. Construction emissions from buildout of future projects in the Plan Area would primarily be 1) exhaust emissions from off-road diesel-powered construction equipment; 2) dust generated by demolition, grading, earthmoving, and other construction activities; 3) exhaust emissions from on-road vehicles; and 4) off-gas emissions of ROGs from application of asphalt, paints, and coatings.

Existing federal, State, and local regulations, and policies and strategies of the proposed Plan described throughout this section protect local and regional air quality. Continued compliance with these regulations would reduce construction-related impacts. However, fugitive dust (PM_{10} and $PM_{2.5}$) levels downwind of

TABLE 4.2-8 CRITERIA AIR POLLUTANT EMISSIONS FORECAST FOR THE PROPOSED PLAN

	Criteria Air Pollutants (Average Pounds/Day)			
Category	ROG	NO_x	PM_{10}	$PM_{2.5}$
Existing				
Area	38	<1	<1	<1
Energy	1	8	1	1
Mobile	28	49	80	22
Total	66	57	81	23
Total Tons per Year (tpy)	11	8	10	3
Proposed Plan				
Area	116	<1	1	1
Energy	2	14	1	1
Mobile	77	137	224	62
Total	195	151	226	64
Change from Existing Land Uses	129	94	146	41
BAAQMD Average Daily Project-Level Threshold	54	54	82	54
Exceeds Average Daily Threshold	Yes	Yes	Yes	No
Total Tons per Year (tpy)	32	22	30	9
Change from 2013 Land Uses	21	14	20	6
BAAQMD Annual Project-Level Threshold	10 tpy	10 tpy	15 tpy	10 tpy
Exceeds Annual Threshold	Yes	Yes	Yes	No

Note: Emissions may not total to 100 percent due to rounding.
Source: CalEEMod 2013.2.2 Based on 2035 emission rates.

TABLE 4.2-9 ESTIMATE OF CONSTRUCTION EMISSIONS ASSOCIATED WITH THE PROPOSED PLAN

	Criteria Air Pollutants (average pounds/day)			
Category	ROG	NO_x	Exhaust PM_{10}	Exhaust $PM_{2.5}$
Average Daily Construction Emissions – All Phases	44	100	3	3
BAAQMD Average Daily Project-Level Threshold	54	54	82	54
Exceeds Average Daily Threshold	No	Yes	No	No

Note: Emissions may not total to 100 percent due to rounding.
Source: CalEEMod 2013.2.2. Construction assumptions were based on CalEEMod defaults, which are based on construction surveys conducted by South Coast Air Quality Management District of construction equipment and phasing for comparable projects.

actively disturbed areas during construction or overlapping construction activities could violate air quality standards or contribute substantially to an existing or projected air quality violation and expose sensitive receptors to elevated concentrations of pollutants during construction activities. Consequently, impacts are *significant*.

Significance Before Mitigation: Significant.

AIR-3	**Implementation of the proposed Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).**

This section analyzes potential impacts related to air quality that could occur from the buildout associated with the proposed Plan in combination with the regional growth in the air basin. The SFBAAB is currently designated a nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} AAQS. At a plan level, air quality impacts are measured by the potential for a project to exceed BAAQMDs significance criteria and contribute to the State and federal nonattainment designations in the SFBAAB. Any project that produces a significant regional air quality impact in an area that is in nonattainment adds to the cumulative impact. The proposed Plan's contribution to cumulative air quality impacts is identified under the discussions in Impacts AIR-1 and AIR-2. The analyses in these sections identify whether the proposed Plan would conflict with the 2010 Bay Area Clean Air Plan (Impact AIR-1) or generate a substantial increase in criteria air pollutants (Impact AIR-2). Although the proposed Plan would not conflict with the 2010 Bay Area Clean Air Plan, it would generate a substantial increase in criteria air pollutant emissions from construction and operational activities. Consequently, cumulative regional air quality impacts are also *significant*.

Significance Before Mitigation: Significant.

AIR-4	**Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations of air pollution.**

CO Hotspots

Areas of vehicle congestion have the potential to create pockets of CO, called hotspots. These pockets have the potential to exceed the State 1-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9.0 ppm. Because CO is produced in the greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized CO concentrations. Hotspots are typically produced at intersections, where traffic congestion is highest because vehicles queue for longer periods and are subject to reduced speeds.

One of the key principals of the proposed Plan is to encourage the efficient use of land through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. The proposed Plan would enhance existing roadways with sidewalks and pedestrian amenities, and create new pedestrian, bicycle, and vehicle facilities to improve connectivity. In addition, the proposed Plan would create a clear, safe, and direct pathway to the proposed VTA light rail station and integrate it into the larger pedestrian network. The proposed Plan would also create mixed-use on the west side of Winchester Boulevard. These objectives would ensure consistency with VTAs Congestion Management Program. In addition, the SFBAAB has been designated as achieving attainment under both the National and California AAQS for CO. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact.[33] Based on the traffic analysis conducted as part of this environmental analysis, described in Chapter 4.13, Transportation and Traffic, the proposed Plan would not increase traffic volumes at affected intersections by more than 44,000 vehicles per hour or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited. Trips associated with the proposed Plan would not exceed the screening criteria of the BAAQMD. Therefore, the proposed Plan would not have the potential to substantially increase CO hotspots at intersections in the Plan Area and vicinity. Localized air quality impacts related to mobile-source emissions would therefore be *less than significant*.

Toxic Air Contaminants

The proposed Plan would not create new major sources of TACs, that are more commonly associated with industrial manufacturing or warehousing. Non-residential (e.g., research and development and commercial and retail) land uses may generate small quantities of TACs (e.g., emergency generators, dry cleaners, and gasoline dispensing facilities). However, these small-quantity generators would require review by BAAQMD for permitted sources of air toxics, which would ensure health risks are below the BAAQMD thresholds.

However, the proposed Plan would introduce new sensitive land uses near existing sources of TACs. Regulation of land uses falls outside CARB jurisdiction (see Figure 4.2-2); however, CARB developed and approved the *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) to provide guidance regarding the siting of sensitive land uses in the vicinity of freeways, distribution centers, rail yards, ports, refineries, chrome-plating facilities, dry cleaners, and gasoline-dispensing facilities. This guidance document was developed to assess compatibility and associated health risks when placing sensitive receptors near existing pollution sources.

CARBs recommendations on the siting of new sensitive land uses were based on a compilation of recent studies that evaluated data on the adverse health effects ensuing from proximity to air pollution sources. The key observation in these studies is that proximity to air pollution sources substantially increases both exposure and the potential for adverse health effects. There are three carcinogenic TACs that constitute the

[33] Bay Area Air Quality Management District (BAAQMD), 2011 (Revised). *CEQA Air Quality Guidelines*.

majority of the known health risks from motor vehicle traffic: DPM from trucks, and benzene and 1,3-butadiene from passenger vehicles. Table 4.2-10 shows a summary of CARB recommendations for siting new sensitive land uses in the vicinity of air-pollutant sources. CARBs recommendations presented in Table 4.2-10 are based on data that show that localized air pollution exposures can be reduced by as much as 80 percent by following CARB minimum distance separations.

Figure 4.2-2 identifies stationary sources of TACs mapped by BAAQMD within 1,000 feet of the Plan Area, as well as a 500-foot screening area around high-volume roadways, as follows:

- Stationary sources within 1,000 feet of the Plan Area were identified using BAAQMDs Stationary Source Screening Analysis Tool. There are approximately 20 potential stationary sources in or near the Plan Area—four auto body repair and refinishing facilities, three gas stations, one dry cleaner, and 12 industrial uses.[34]
- High-volume roadways with over 10,000 vehicles per day were also mapped based on the traffic projections from the traffic analysis prepared by W-Trans.[35] High volume roadways in the Plan Area and within 1,000 feet of the Plan Area that carry 10,000 vehicles per day or more include:
  - **Freeway:** Highway 17.
  - **High Volume Roadways:** Hacienda Avenue and Winchester Boulevard.

Because these are screening distances, refined analysis of the effects from many of the high volume roadways would likely show much lower potential TAC exposure and smaller buffer zones. In compliance with CEQA, a refined analysis or site-specific health risk assessment would be conducted for all new sensitive sources that are sited within these areas to determine the actual health impact.

Future projects within 1,000 feet of major sources of TACs would need to ensure that they could achieve BAAQMDs performance standards (greater or equal to 10 in 1 million [10E-06] cancer risk, greater or equal to 0.3 $\mu g/m^3$ $PM_{2.5}$, or a non-cancer hazard index greater or equal to 1.0). Consequently, mitigation is needed to ensure that existing sources of emissions do not pose a health risk to sensitive receptors at new projects within the Plan Area. Therefore, impacts are *significant*.

Significance Before Mitigation: Significant.

AIR-5	**Implementation of the proposed Plan would not create or expose a substantial number of people to objectionable odors.**

Sources of objectionable odors may occur within the city. BAAQMDs Regulation 7, Odorous Substances, places general limitations on odorous substances and specific emission limitations on certain odorous

[34] Based on information provided by BAAQMD, The Cabinet Shoppe, Inc., and M & M Auto House are no longer in operation.
[35] W-Trans, 2014. *Dell Avenue Area Plan Traffic Analysis Results*.

TABLE 4.2-10 CARB RECOMMENDATIONS FOR SITING NEW SENSITIVE LAND USES

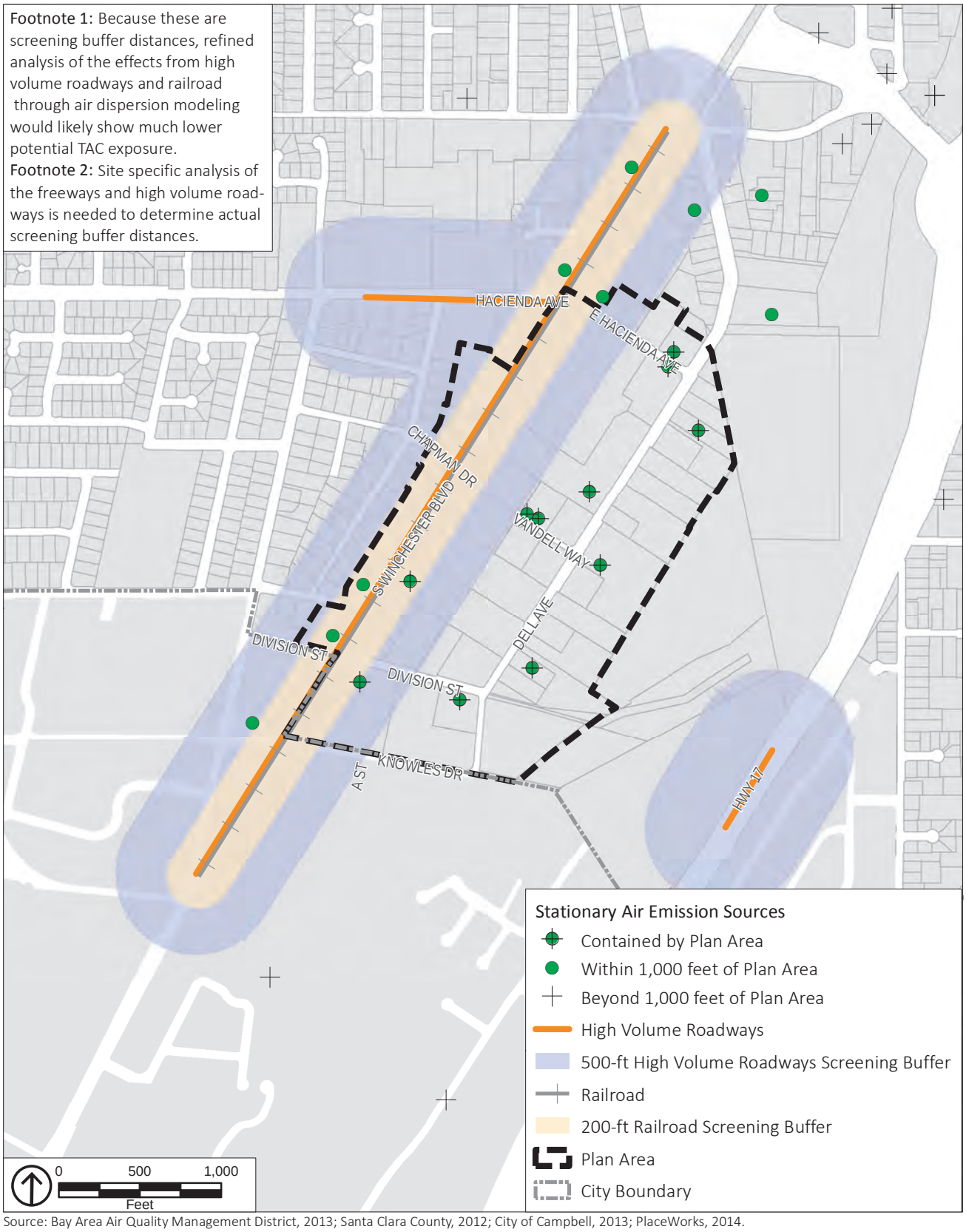
Source/Category	Advisory Recommendations
Freeways and High-Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units [TRUs] per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within 1 mile of a rail yard, consider possible siting limitations and mitigation approaches.
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or CARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.

Source: California Air Resources Board (CARB), May 2005, *Air Quality and Land Use Handbook: A Community Health Perspective*.

compounds. In addition, odors are regulated under BAAQMD Regulation 1, Rule 1-301, Public Nuisance, which states that "no person shall discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance or annoyance to any considerable number of persons or the public; or which endangers the comfort, repose, health or safety of any such persons or the public, or which causes, or has a natural tendency to cause, injury or damage to business or property." Under BAAQMDs Rule 1-301, a facility that receives three or more violation notices within a 30-day period can be declared a public nuisance.

There are two types of odor impacts: 1) siting sensitive receptors near nuisance odors, and 2) siting new sources of nuisance odors near sensitive receptors. Table 4.2-11 identifies screening distances from potential sources of objectionable odors in the SFBAAB. Odors from these types of land uses are regulated under BAAQMD Regulation 7, Odorous Substances.[36]

[36] While restaurants can generate odors, these sources are not identified by BAAQMD as nuisance odors since they typically do not generate significant odors that affect a substantial number of people. Larger restaurants that employ five or more people are subject to BAAQMD Regulation 7, Odorous Substances.



Source: Bay Area Air Quality Management District, 2013; Santa Clara County, 2012; City of Campbell, 2013; PlaceWorks, 2014.

Figure 4.2-2

Sources of Toxic Air Contaminants Proximate to the Dell Avenue Area Plan

Siting Receptors in Proximity to Odor Sources

Auto-repair uses within the Plan Area may generate odors from painting/coating operations. In addition, the Santa Clara Valley Water District's (SCVWDs) percolation ponds are proximate to the Plan Area. According to the SCVWD, percolation ponds may produce odors when SCVWD periodically drains the ponds.[37] BAAQMD was contacted to identify if any sources of odor within the city have received a confirmed odor complaint within the past year in order to evaluate whether a more detailed evaluation of a particular source within the Plan Area is necessary. A confirmed complaint means that the BAAQMD inspector was able to establish that a particular operation or combination of operations is the source of the odors by detecting the odors and tracing it to the source.[38] Based on data compiled by BAAQMD, there have been no confirmed odor complaints within the City of Campbell in the last year.[39] Therefore, no existing sources within the Plan Area are currently considered to generate nuisance odors. Buildout of the proposed Plan would result in conversion of the auto-repair facilities west of Winchester Boulevard to residential uses, which would further reduce the potential of odor complaints from painting/coating operations. Furthermore, BAAQMD Regulation 7, Odorous Substances, requires abatement of any nuisance generating an odor complaint. Therefore, because existing sources of odors are required to comply with BAAQMD Regulation 7, impacts to siting of new sensitive land uses would be *less than significant*.

Siting New Odor Sources

Implementation of the proposed Plan would not involve land uses that generate substantial odors such as from composting, green waste, and recycling operations; food processing; chemical manufacturing; and painting/coating operations. Minor odors may be generated from restaurants within the Plan Area; however, these uses do not typically generate substantial odors. BAAQMD requires operators of commercial charbroiler cooking operations to adhere to BAAQMD Regulation 6, Rule 2, Commercial Cooking Equipment. These types of facilities are required to install a catalytic oxidizer to reduce emissions. Furthermore, BAAQMD Regulation 7, Odorous Substances, requires abatement of any nuisance generating an odor complaint. Consequently, compliance with BAAQMD Regulation 7 would ensure that odor impacts are minimized and are *less than significant*.

Significance Before Mitigation: Less than significant

[37] Haggerty, Colleen, Associate Civil Engineer, Santa Clara Valley Water District, Community Projects Review Unit. Personal communication with City of Campbell, August 14, 2014.

[38] An unconfirmed complaint means that either the odor itself or the source of the odor could not be determined. An unconfirmed complaint is not considered indicative of an actual odor impact by BAAQMD. Bay Area Air Quality Management District (BAAQMD), 2010 (Revised 2011). *California Environmental Quality Act Air Quality Guidelines*.

[39] Reed, Rochelle, 2014. Bay Area Air Quality Management District, Public Records Section. Public Records Request – City of Campbell 2013.

TABLE 4.2-11 BAAQMD ODOR SCREENING DISTANCES

Land Use/Type of Operation	Screening Distance
Wastewater Treatment Plan	2 miles
Wastewater Pumping Facilities	1 mile
Sanitary Landfill	2 miles
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plan	2 miles
Chemical Manufacturing	2 miles
Fiberglass Manufacturing	1 mile
Painting/Coating Operations	1 mile
Rendering Plant	2 miles
Coffee Roaster	1 mile
Food Processing Facility	1 mile
Confined Animal Facility/Feed Lot/ Dairy	1 mile
Green Waste and Recycling Operations	1 mile
Metal Smelting Plants	2 miles

Source: Bay Area Air Quality Management District (BAAQMD), 2011, *California Environmental Quality Act Air Quality Guidelines*, Table 3-3, Odor Screening Distances, and associated Appendix D of these Guidelines.

4.2.4 CUMULATIVE IMPACTS

AIR-6 Implementation of the proposed Plan would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.

A project that exceeds the BAAQMD's significance criteria in the context of emissions from all other development projected within the entire SFBAAB would cumulatively contribute to impacts. As described under AIR-3, regional air quality impacts were identified as significant; therefore, in combination with past, present, and reasonably foreseeable projects, the proposed Plan would result in a significant cumulative

impact with respect to air quality, even with implementation of applicable regulations as well as Mitigation Measures described in Section 4.2.5 below. Therefore, the impact would be *significant*.

Significance Before Mitigation: Significant

4.2.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would result in the following significant impacts to 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.**

Operational Emissions

Mitigation Measure AIR-2a: Applicant-provided appliances shall be Energy Star appliances (e.g., dishwashers, refrigerators, clothes washers, and dryers). Installation of Energy Star appliances shall be verified by the City of Campbell Building Division during plan check.

Mitigation Measure AIR-2b: Applicants, or their designee, for large non-residential development projects (e.g., employers with 50 employees at work site) shall establish an employee trip commute reduction program (CTR), in conformance with the Bay Area Air Quality Management District's Commuter Benefits Program (California Government Code Section 65081). The program shall offer one of the following commuter benefit options, or what is available through similar benefits at the time a development is proposed:

- Pre-tax benefit: Allow employees to exclude their transit or vanpooling expenses from taxable income, up to $130 per month.
- Employer-provided subsidy: Provide a subsidy to reduce or cover employees' monthly transit or vanpool costs, up to $75 per month.
- Employer-provided transit: Provide a free or low-cost transit service for employees, such as a bus, shuttle, or vanpool service.
- Alternative commuter benefit: Provide an alternative commuter benefit that is as effective in reducing single-occupancy commute trips as the options above.

The employer shall also provide information about other commute options and connect commuters for carpooling, ridesharing, and other activities. The CTR program shall identify alternative modes of transportation to the project site, including transit schedules, bike and pedestrian routes, and carpool/vanpool availability. Information regarding these programs shall be readily available to employees and clients and shall be posted in a highly visible location and/or made available online. The

project applicant shall consider the following additional incentives for commuters as part of the CTR program:

- Preferential carpool parking.
- Flexible work schedules for carpools.
- Telecommute and/or flexible work hour programs.
- Car-sharing program (e.g., Zipcar).
- Bicycle end-trip facilities, including bike parking, showers, and lockers.

The CTR program shall be prepared to the satisfaction of the Planning Division Manager prior to occupancy permits.

Significance After Mitigation: Significant and unavoidable.

Future development under the proposed Plan would result in a substantial long-term increase in criteria air pollutants over the 2040 buildout horizon or longer time frame. Criteria air pollutant emissions would be generated from on-site area sources (e.g., fuel used for landscaping equipment, consumer products), vehicle trips generated by the project, and energy use (e.g., natural gas used for cooking and heating). Mitigation measures identified above would minimize emissions to the extent feasible; however, there are no additional measures available to mitigate this impact due to the level of growth forecast in the proposed Plan. Operational emissions from future development would be determined during project-level CEQA review. The total criteria air pollutant emissions from operation of future development projects under the proposed Plan would be substantial and would contribute to increases in concentrations of air pollutants, which could contribute to ongoing violations of air quality standards. The identification of this Plan-level impact does not preclude the finding of less-than-significant impacts for subsequent projects that comply with BAAQMD screening criteria or meet applicable thresholds of significance. However, due to the programmatic nature of the proposed Plan, no additional mitigating policies are available, and the impact is considered to be *significant and unavoidable.*

Construction Emissions

Mitigation Measure AIR-2c: As part of the City's development approval process, the City shall require applicants for future development projects to comply with the current Bay Area Air Quality Management District's basic control measures for fugitive dust control, including:

- Water all active construction areas at least twice daily, or as often as needed to control dust emissions. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- Pave, apply water twice daily or as often as necessary to control dust, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.

- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard (i.e. the minimum required space between the top of the load and the top of the trailer).
- Sweep daily (with water sweepers using reclaimed water if possible) or as often as needed all paved access roads, parking areas and staging areas at the construction site to control dust.
- Sweep public streets daily (with water sweepers using reclaimed water if possible) in the vicinity of the project site, or as often as needed, to keep streets free of visible soil material.
- Hydroseed or apply non-toxic soil stabilizers to inactive construction areas.
- Enclose, cover, water twice daily, or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).
- Limit vehicle traffic speeds on unpaved roads to 15 mph.
- Replant vegetation in disturbed areas as quickly as possible.

Significance After Mitigation: Significant and unavoidable.

While Mitigation Measure AIR-2c would require adherence to the current Bay Area Air Quality Management District's basic control measures for reducing fugitive dust and reduce fugitive emissions to less-than-significant levels, applicants for future development in the Plan Area could generate construction exhaust emissions in excess of the BAAQMD significance thresholds. An analysis of emissions generated from the construction of specific future projects under the proposed Plan would be required to evaluate emissions compared to BAAQMDs project-level significance thresholds during individual environmental review. The identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects that comply with BAAQMD screening criteria or meet applicable thresholds of significance. However, due to the programmatic nature of the proposed Plan, no additional mitigation measures are available and the impact is considered *significant and unavoidable*.

AIR-3	**Implementation of the proposed Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).**

Mitigation Measure AIR-3: Implement Mitigation Measures AIR-2a through AIR-2c.

Significance After Mitigation: Significant and unavoidable.

Criteria air pollutant emissions generated by land uses allowed by the proposed Plan would exceed the BAAQMD thresholds, as described above under Impact AIR-2. Air quality impacts identified in the

discussions of Impacts AIR-1 and AIR-2 constitute the proposed Plan's contribution to cumulative air quality impacts in the SFBAAB. Mitigation measures identified above to reduce Plan-related emissions would reduce impacts to the extent feasible. Due to the programmatic nature of the proposed Plan, no additional mitigation measures are available. Air pollutant emissions associated with the proposed Plan would result in a cumulatively considerable contribution to air quality impacts, and the Plan's impacts would be *significant and unavoidable*.

AIR-4	**Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations of air pollution.**

Toxic Air Contaminants

Mitigation Measure AIR-4: Applicants of residential and other sensitive land use projects (e.g., hospitals, nursing homes, and day care centers) within 1,000 feet of a major sources of TACs (e.g., warehouses, industrial areas, freeways, and roadways with traffic volumes over 10,000 vehicle per day), as measured from the property line of the project to the property line of the source/edge of the nearest travel lane, shall submit a health risk assessment (HRA) to the City of Campbell prior to future discretionary project approval. The HRA shall be prepared in accordance with policies and procedures of the State Office of Environmental Health Hazard Assessment (OEHHA) and the Bay Area Air Quality Management District. The latest OEHHA guidelines shall be used for the analysis, including age sensitivity factors, breathing rates, and body weights appropriate for children age 0 to 16 years. If the HRA shows that the incremental cancer risk exceeds ten in one million (10E-06), $PM_{2.5}$ concentrations exceed 0.3 $\mu g/m^3$, or the appropriate non-cancer hazard index exceeds 1.0, the applicant will be required to identify and demonstrate that mitigation measures are capable of reducing potential cancer and non-cancer risks to an acceptable level (i.e., below ten in one million or a hazard index of 1.0), including appropriate enforcement mechanisms. Measures to reduce risk may include but are not limited to:

- Air intakes located away from high volume roadways and/or truck loading zones.
- Heating, ventilation, and air conditioning systems of the buildings provided with appropriately sized Maximum Efficiency Rating Value (MERV) filters.

Mitigation measures identified in the HRA shall be identified as mitigation measures in the environmental document and/or incorporated into the site development plan as a component of the proposed Plan. The air intake design and MERV filter requirements shall be noted and/or reflected on all building plans submitted to the City and shall be verified by the City's Planning Division.

Significance After Mitigation: Less than significant.

Placement of new sensitive receptors near major sources of TACs and $PM_{2.5}$ could expose people to substantial pollutant concentrations. Mitigation Measure AIR-4 would ensure that placement of sensitive receptors near major sources of air pollution would achieve the incremental risk thresholds established by BAAQMD, and impacts would be *less than significant*.

AIR-6	**Implementation of the proposed Plan would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.**

Mitigation Measure AIR-6: Implement Mitigation Measures AIR-2a through AIR-2e.

Significance After Mitigation: Significant and unavoidable.

Criteria air pollutant emissions generated by land uses allowed by the proposed Plan would exceed the BAAQMD thresholds, as described above under Impact AIR-2. Air quality impacts identified in the discussions of Impacts AIR-1 and AIR-2 constitute the proposed Plan's contribution to cumulative air quality impacts in the SFBAAB. Mitigation measures identified above to reduce Plan-related emissions would reduce impacts to the extent feasible. At this time site plans are not available for individual projects that would be implemented as a result of the Dell Avenue Area Plan. Therefore, site-specific features that may be unique to a particular land use within the Dell Avenue Specific Plan are speculative and site-specific mitigation to reduce future project transportation and energy emissions cannot be formulated at this time. Likewise, construction timeframes and equipment for individual, site-specific projects are also not available. Due to the programmatic nature of the proposed Plan, no additional mitigation measures are available. Subsequent environmental review by the City of Campbell would ensure that air quality impacts are minimized based on site-specific/project-specific characteristics of the development proposal. Air pollutant emissions associated with the proposed Plan would result in a cumulatively considerable contribution to air quality impacts, and the Plan's impacts would be *significant and unavoidable*.

4.3 BIOLOGICAL RESOURCES

This chapter describes the regulatory framework and existing conditions in the Plan Area related to biological resources, and the potential impacts from implementation of the Dell Avenue Area Plan (proposed Plan) on biological resources.

4.3.1 ENVIRONMENTAL SETTING

4.3.1.1 REGULATORY FRAMEWORK

This section describes the federal, State, and local regulations that provide for the protection and management of sensitive biological resources.

Federal Regulations

The federal laws that regulate the treatment of biological resources include the Endangered Species Act, the Clean Water Act, and the Migratory Bird Treaty Act. The following sections outline the relevant principles of each.

Federal Endangered Species Act

The US Fish and Wildlife Service (USFWS) and National Oceanic and Atmospheric Administration, National Marine Fisheries Service (NOAA Fisheries) is responsible for implementation of the Federal Endangered Species Act (FESA) (16 United States Code [USC] Section 1531 *et seq.*). The Act protects fish and wildlife species that are listed as threatened or endangered, and their habitats. "Endangered" species, subspecies, or distinct population segments are those that are in danger of extinction through all or a significant portion of their range, and "threatened" species, subspecies, or distinct population segments are likely to become endangered in the near future.

If a listed species or its habitat is found to be affected by a project, then according to Section 7 of the FESA, all federal agencies are required to consult with USFWS and NOAA Fisheries. The purpose of consultation with USFWS and NOAA Fisheries is to ensure that the federal agencies' actions do not jeopardize the continued existence of a listed species, or destroy or adversely modify critical habitat for listed species.

Section 9 of the FESA prohibits the take of any fish or wildlife species listed as endangered, including the destruction of habitat that prevents the species' recovery. "Take" is defined as an action or attempt to hunt, harm, harass, pursue, shoot, wound, capture, kill, trap, or collect a species. Section 9 prohibitions also apply to threatened species unless a special rule has been defined with regard to taking at the time of listing.

Under Section 9 of the FESA, the take prohibition applies only to wildlife and fish species. However, Section 9 does prohibit the unlawful removal and reduction to possession, or malicious damage or destruction, of any endangered plant from federal land. Section 9 prohibits acts to remove, cut, dig up, damage, or destroy

an endangered plant species in non-federal areas in knowing violation of any State law or in the course of criminal trespass. Section 9 does not provide any protection for candidate species and species that are proposed or under petition for listing.

Federal Clean Water Act

The Federal Clean Water Act is administered by the US Environmental Protection Agency (US EPA) and the US Army Corps of Engineers (USACE). The USACE is responsible for regulating the discharge of fill material into waters of the United States, including lakes, rivers, streams, and their tributaries, as well as wetlands. Waters of the United States are defined in the Code of Federal Regulations (CFR) as waters susceptible to use in commerce, including interstate waters and wetlands, all other waters (intrastate waterbodies, including wetlands), and their tributaries (33 CFR 328.3). Wetlands are defined for regulatory purposes as areas "inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances support a prevalence of vegetation typically adapted for life in saturated soil conditions."

The discharge of dredged or fill material into waters of the US is subject to permitting under Section 404 (Discharges of Dredge or Fill Material). Section 401 (Certification) specifies additional requirements for permit review, particularly at the State level. Project proponents must obtain a permit from the USACE for all discharges of dredged or fill material into waters of the United States, including wetlands, before proceeding with a proposed action. USACE permits must be certified by the State Water Resources Control Board, discussed below, in order to be valid. Thus, certification from the Board should be requested at the same time an application is filed with the USACE.

Certification from the California Regional Water Quality Control Board is also required when a proposed activity may result in discharge into navigable waters, pursuant to Section 401 of the Clean Water Act and the US EPA 404(b)(1) Guidelines.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MTBA) (16 USC 703 et seq.) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. Moreover, the MBTA prohibits the take, possession, import, exports, transport, selling, purchase, barter, or offering for sale, purchase or barter, any migratory bird, their eggs, parts, nests, except as authorized under a valid permit (50 CFR 21.11).

State Regulations

The most relevant State laws regulating biological resources are the California Endangered Species Act, California Fish and Game Code, California Native Plant Protection Act, and Porter-Cologne Water Quality Control Act, each of which is described below.

California Endangered Species Act

The California Endangered Species Act (CESA) (California Fish and Game Code Section 2050 *et seq.*) establishes State policy to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The CESA mandates that State agencies should not approve projects that jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. For projects that would affect a species that is on the federal and State lists, compliance with the FESA satisfies the CESA if the California Department of Fish and Wildlife (CDFW) determines that the federal incidental take authorization is consistent with the CESA under California Fish and Game Code Section 2080.1. For projects that would result in the taking of a species that is only State listed, the project proponent must apply for a take permit under Section 2081(b).

California Fish and Game Code

Under the California Fish and Game Code, the CDFW provides protection from take for a variety of species. The CDFW also protects streams, water bodies, and riparian corridors through the Streambed Alteration Agreement process under Section 1601 to 1606 of the California Fish and Game Code. The California Fish and Game Code stipulates that it is "unlawful to substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake" without notifying the Department, incorporating necessary mitigation, and obtaining a Streambed Alteration Agreement. CDFWs jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation canopy cover.

California Fish and Game Code Sections 1600 through 1616 regulate development to avoid and mitigate impacts or modification to rivers, streams, or lakes. Modification is defined as diverting or obstructing the natural flow of, or substantially changing or using any material from, the bed, channel, or bank of, any river, stream, or lake.

California Fish and Game Code Section 3503.5 prohibits take, possession, or destruction of any raptor (bird of prey species in the orders Falconiformes and Strigiformes), including their nests or eggs. Violations of this law include destruction of active raptor nests as a result of tree removal and disturbance to nesting pairs by nearby human activity that causes nest abandonment and reproductive failure.

California Native Plant Protection Act

The California Native Plant Protection Act of 1977 prohibits importation of rare and endangered plants into California, take of rare and endangered plants, and sale of rare and endangered plants. The CESA defers to the California Native Plant Protection Act, which ensures that State-listed plant species are protected when State agencies are involved in projects subject to the California Environmental Quality Act (CEQA). In this case, plants listed as rare under the California Native Plant Protection Act are not protected under the CESA, but rather under CEQA.

The California Native Plant Society (CNPS) is a non-governmental conservation organization that has developed a list of plants of special concern in California. The following explains the designations for each plant species:[1]

- List 1A – Considered to be extinct
- List 1B – Considered rare, threatened, or endangered in California and elsewhere
- List 2 – Considered rare, threatened, or endangered in California, but is more common elsewhere
- List 3 – CNPS lacks necessary information to determine if it should be assigned to a list
- List 4 – Limited distribution in California

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act authorizes the Regional Water Quality Control Board (RWQCB) to regulate the discharge of waste that could affect the quality of the State's waters. The term "Waters of the State" is defined by the Porter-Cologne Act as "any surface water or groundwater, including saline waters, within the boundaries of the State." Projects that do not require a federal permit may still require review and approval by the RWQCB. The RWQCB focuses on ensuring that projects do not adversely affect the "beneficial uses" associated with waters of the State. In most cases, the RWQCB requires the integration of water quality control measures into projects that will require discharge into waters of the State. For most construction projects, the RWQCB requires the use of construction and post-construction Best Management Practices (BMPs).

Regional Regulations

Habitat Conservation Plan

The Santa Clara Valley Habitat Plan (SCVHP) was prepared by Santa Clara County and a number of participating local agencies (Local Partners) with the intent of providing a framework to protect, enhance, and restore natural resources in specific areas of the county, while improving and streamlining the environmental permitting process for impacts on threatened and endangered species. Participating entities include: the County of Santa Clara, City of San Jose, City of Morgan Hill, City of Gilroy, Santa Clara Valley Water District, and Santa Clara Valley Transportation Authority. The City of Campbell is not a participating Local Partner, but the Santa Clara Valley Water District's (SCVWDs) facilities within the city limits, including percolation ponds, the Los Gatos County Park, and Los Gatos Creek and Trails, are part of the SCVHPs study area. Within the Plan Area, the SCVWDs desilting ponds, located between Dell Avenue and the SCVWD percolation ponds, are under the SCVHPs jurisdiction, as shown in Figure 3-2 of Chapter 3, Project Description, of the Draft EIR.[2]

[1] California Native Plant Society, 2014. *The California Native Plant Society Ranking System,* http://www.cnps.org/cnps/rareplants/ranking.php, accessed December 10, 2014.

[2] Santa Clara Valley Habitat Agency Geobrowser, http://www.hcpmaps.com/habitat/, accessed on August 8, 2014.

Santa Clara Valley Habitat Plan

SCVHP was prepared by Santa Clara County and a number of participating local agencies (Local Partners) with the intent of providing a framework to protect, enhance, and restore natural resources in specific areas of the county, while improving and streamlining the environmental permitting process for impacts on threatened and endangered species. Participating entities include the County of Santa Clara, City of San Jose, City of Morgan Hill, City of Gilroy, Santa Clara Valley Water District, and Santa Clara Valley Transportation Authority.[3] In addition to restoring natural resources in specific areas in Santa Clara County, the SCVHP evaluates impacts to natural resources and provides comprehensive mitigation requirements that are effective for at-risk species and their supporting habitats. Further, the SCVHP includes conservation measure to protect 18 species that were identified as listed or that could become listed within the SCVHP study area. Species were selected based on their potential to be affected by covered activities, likelihood of occurrence within the study area, the adequacy of data for the species, and the species' current or foreseeable listing status.[4] Species covered under the SCVHP include: Bay checkerspot butterfly, California tiger salamander, California red-legged frog, foothill yellow-legged frog, western pond turtle, western burrowing owl, Least Bell's Vireo, tricolored blackbird, San Joaquin kit fox, Tiburon Indian paintbrush, Coyote ceanothus, Mount Hamilton thistle, Santa Clara Valley dudleya, fragrant fritillary, Loma Prieta hoita, smooth lessingia, Metcalf Canyon jewelflower, and most beautiful jewelflower.

The City of Campbell is not a participating Local Partner, but the Santa Clara Valley Water District's (SCVWDs) facilities within the city limits, including the percolation ponds, the Los Gatos County Park, and Los Gatos Creek and Trails, are part of the SCVHPs study area. Within the Plan Area, the SCVWDs desilting ponds located between Dell Avenue and the percolation ponds, are under the SCVWDs jurisdiction, as shown in Figure 3-2 of the Project Description.

Santa Clara Valley Water Resources Protection Collaborative Guidelines and Standards for Land Use near Streams

On October 24, 2006, the SCVWD adopted the Water Resources Protection Ordinance (Ordinance 06-1).[5] Beginning on February 28, 2007, this ordinance established the policy through which the SCVWD issues permits for modifications, entry, use, or access to SCVWD facilities or easements. This Ordinance was adopted following the creation of the Guidelines and Standards for Land Use near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County (Guidelines and Standards) by the Santa Clara Valley Water Resources Protection Collaborative (Collaborative). The Collaborative includes the SCVWD and representatives from the County of Santa Clara, the 15 cities within the county, the Guadalupe-Coyote Resource Conservation District, the San

[3] Santa Clara Valley Habitat Conservation Plan, 2012, Figure 1-1.

[4] Santa Clara Valley Habitat Plan, 2012, page ES-3.

[5] Santa Clara Valley Water District, 2006. Water Resource Protection Ordinance 06-1, http://www.valleywater.org/uploadedFiles/Programs/BusinessInformationPermits/Permits/Ordinance071213%281%29.pdf, accessed August 27, 2014.

Francisco Bay Regional Water Quality Control Board, and representatives of various community interests.[6] The Collaborative members share the water and watershed resources protection goals of flood management, drinking water quality and adequate quantity, surface and groundwater quality and quantity, and habitat protection and enhancement throughout the county. In 2008, the City of Campbell adopted the Guidelines and Standards for Land Use near Streams per the City's resolution No. 10952.

A property that is adjacent to a stream or located within 50 feet of the top of the bank is considered a Streamside Protection Area and is subject to the Guidelines and Standards. In the southeastern corner of the Plan Area, the properties abutting the Los Gatos Creek fall into the Streamside Protection Area.

Land use activities that are exempt from the Guidelines and Standards include:

- Less than 3 cubic yards of earthwork.
- Interior building construction and alterations.
- Erection of storage buildings not greater than 120 square feet.
- Replacement of sewer or water laterals.
- Re-roofing.
- Wood fences 6 feet and height or less.
- Exterior decks less or equal to 30 inches above grade (decks or pathways should not overhang or extend beyond the creek bank).

All other land use activities are subject to guidelines and standards described in Chapter 3 of the Guidelines and Standards. Chapter 3 addresses the following issues: riparian corridor protection, bank stability/streambed conditions, encroachments on the top of a bank, erosion prevention and repair, grading, outfalls, pump stations and site drainage, channelization, utility encroachments, trail construction, septic systems, trash control and removal, protection of water quality, groundwater protection, and flood protection. In particular, *Guideline I.G., Land Uses Next to Riparian Corridors/Streams*, requires avoiding loading docks, trash enclosures, chemical storage areas, stationary noise producing mechanical equipment, new paved areas, active recreational areas, agricultural growing areas, and grazing activities within riparian corridors. *Guideline I.H., Light*, requires avoiding bright colors and glossy or glare-producing building finishes on structures facing the stream or riparian areas and keeping direct lighting away from riparian corridor and maximize distance of lighting from riparian corridor. Chapter 4 of the Guidelines and Standards provides vegetation guidelines to protect native riparian plants, including establishing a buffer area between development and the border of the riparian zone where feasible.

[6] Santa Clara Valley Water Resources Protection Collaborative, 2007. Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County.

Local Regulations

City of Campbell General Plan

The City of Campbell outlines various goals and policies in its General Plan relevant to biological resources in the Plan Area. Many of these goals and implementation measures appear in the Open Space, Parks, and Recreation Element, as well as the Conservation and Natural Resources Element. These relevant goals and policies are listed in Table 4.3-1.

TABLE 4.3-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO BIOLOGICAL RESOURCES

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Open Space, Parks, and Public Facilities Element	
Goal OSP-9	*Properly functioning storm drainage system.*
Policy OSP-9.1	Drainage Facilities. Ensure that drainage facilities convey storm runoff without polluting local watercourses.
Conservation and Natural Resources Element	
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.
Goal CNR-4	*Healthy, attractive, and well-maintained trees in the City.*
Policy CNR-4.1	Plant additional trees to maintain and enhance the City's suburban forest.

Source: City of Campbell General Plan, 2001.

City of Campbell Municipal Code

Watercourses

The City of Campbell Municipal Code contains all ordinances for the City relevant to biological resources. Chapter 14.02 of Campbell's Municipal Code defines a "watercourse" as natural waterways and definite channels and depressions in the earth that carry water, even though such waterways may only carry water during rains and storms and may not carry stormwater during all times and seasons. Watercourses include facilities owned and operated by the Santa Clara Valley Water District.[7] The Municipal Code outlines various acts that aim to protect watercourses, and require the acquisition of a permit; unless a written permit has first been obtained from the City or designated agent, no person shall commit the following acts:

[7] City of Campbell, *Campbell California Code of Ordinances,* accessed July 28, 2014.

- Discharge into or connect any pipe or channel to a watercourse;
- Modify the natural flow of water in a watercourse;
- Carry out development within a setback designed in whole or in part to protect a watercourse;
- Deposit in, plant in, or remove any material from a watercourse, including its banks, except as required for necessary maintenance;
- Construct, alter, enlarge, connect to, change or remove any structure in a watercourse; or
- Place any loose or unconsolidated material along the side of or within a watercourse or so close to a side as to cause a diversion of the flow, or to cause a probability of such material being carried away by stormwater passing through such watercourse.

Tree Protection

The City also recognizes the aesthetic, environmental, and economic significance of its tree population in the Municipal Code. Chapter 21.32 establishes policies and standards to protect and manage trees on private property to ensure that development is compatible with and enhances the small town quality and character of Campbell.[8] For purposes of the ordinance, a tree is defined as a woody or perennial plant characterized by having a main stem or trunk or a multi-stemmed trunk system with a more or less definitely formed crown, and is usually over ten feet high at maturity.[9] The following types of trees are classified as protected trees and shall not be removed from private property without a tree removal permit:

- Heritage trees designated in compliance with Municipal Code section 21.32.130 (Heritage tree designations); and
- Any tree shown on an approved landscaping plan or required to be planted or retained as a condition of approval of a development application, building permit, or tree removal permit;
- Any tree or multi-trunk tree on a commercial, industrial, multi-family residential, or undeveloped single-family residential property in any zoning district, with at least one trunk measuring 12 inches or greater in diameter (thirty-eight inches or greater in circumference), measured 4 feet above the adjacent grade; or
- Any tree or multi-trunk tree on a developed single-family residential property, with at least one trunk measuring 12 inches or greater (38 inches or greater in circumference) of the following species: Oak (*Quercus*), Redwood (*Sequoia*), Cedar (*Cedrus*), or Ash (*Fraxinus*).

[8] City of Campbell, *Campbell California Code of Ordinances*, accessed July 28, 2014.
[9] City of Campbell, *Campbell California Code of Ordinances,* accessed July 28, 2014.

4.3.1.2 EXISTING CONDITIONS

The City of Campbell is bounded by the City of San Jose to the north, east, and west, and by the City of Los Gatos to the south. The Plan Area is located in a highly urbanized area in the southeast corner of the City of Campbell. As a result, the natural biological habitat has been substantially altered over the last century. Although native vegetation was altered long ago for agricultural purposes, the city provides habitat for species commonly associated with suburban areas. In general, environmental habitat areas in the City of Campbell can be found in either urbanized portions of the city, or along the city's creek system and percolations ponds.

Plant Communities

Urbanized Campbell

Ornamental landscaping has been planted throughout the city, including the Plan Area. Most species used in landscaping are non-native ornamentals, consisting of a wide variety of tree, shrub, groundcover, and turf species. In general, the city has seen a significant loss of native wildlife habitat due to replacement of natural communities, fragmentation of remaining open space areas, and intensive human disturbance. Nevertheless, trees and shrubs used for landscaping provide nest sites and cover for wildlife adapted to urbanized areas.

Creeks and Percolation Ponds

The City of Campbell is bisected by two creeks that meander in a north-south direction: the Los Gatos Creek and the San Tomas Aquino Creek. San Tomas Aquino Creek is located approximately 2 miles west of the Plan Area. Los Gatos Creek is located just west of Highway 17; a portion of the creek runs just outside of the Plan Area. Los Gatos Creek not only provides habitat for biological resources, but is important for wildlife movement in general. Los Gatos Creek supports some native vegetation typically associated with riparian corridors, including Sycamore trees (*Platanus recmosa*), willow (*Salix* spp.), and other ornamental trees and shrubs. Grasses include but are not limited to wild oats (*Avena* spp.), rigput brome (*Bromus diandrus),* and fescue (*Vulpia* spp.).[10]

The eastern edge of the Plan Area, west of the percolation ponds, includes an engineered channel, but it is unlikely that rare plants would occur here. However, the drainage may be considered waters of the US and State under Sections 401 and 404 of the CWA and may be considered a stream under Section 1600 of the CDFW code.

In addition, several percolation ponds located adjacent to the Plan Area are maintained by the SCVWD and recharge the regional groundwater basin. In general, the Plan Area has only limited wildlife habitat values due to the replacement of natural communities, fragmentation of remaining open space areas, and intensive

[10] City of Campbell, 2001. *Campbell General Plan Environmental Impact Report, July 2001*, page 134.

human disturbance. Nevertheless, trees and shrubs along the engineered channel and near the percolation ponds provide possible nesting substrate for birds and cover for wildlife adapted to developed areas.

Wildlife Species

In general, the Plan Area has only limited wildlife habitat values due to the replacement of natural communities, fragmentation of remaining open space areas, and intensive human disturbance. Nevertheless, trees and shrubs used for landscaping provide possible nesting substrate for birds and cover for wildlife adapted to developed areas. Typical native bird species include: mourning dove, scrub jay, northern mockingbird, American robin, northern flicker, brown towhee, and American kestrel. Introduced species include: rock dove, European starling, house finch, and house sparrow. Urban areas also provide habitat for several species of native mammals, such as the California ground squirrel, raccoon, and striped skunk, as well as the introduced eastern fox squirrel. Introduced pest species, such as the Norway rat, house mouse, and opossum could also occur in the Plan Area.

Wildlife species associated with the engineered channel and percolation ponds just outside of the Plan Area include the Pacific tree frog (*Hyla regilla)*, bullfrog *(Rana catesbeiana)*, and western toad (*Bufo boreas).* Birds found along these waterways include mallard *(Anas platyrhynchos),* American coot *(Fulica Americana),* and belted kingfisher (*Ceryle alcyon)*.[11]

Habitat Connectivity

The spatial arrangement of habitat and barriers affects the location, movement patterns, foraging dynamics, and persistence of plant and animal species.[12] The extent of urbanization limits opportunities for movement and dispersal of native wildlife and plant species through the city. Common urban features such as roadways, rail lines, fencing, buildings, and hardscape represent barriers to wildlife movement and dispersal. In general, 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.

Special Status Species and Communities

Special-status plants include those listed as "Endangered," "Threatened," or "Candidate for Listing" by the CDFW or USFWS; those included in the California Rare Plant Rank; or those considered special status in local or regional plans, policies, or regulations. Special-status animals include those listed as "Endangered," "Threatened," or "Candidate for Listing" by the CDFW or USFWS; those designated as "Watch List," "Species of Special Concern," or "Fully Protected" by the CDFW; or those considered "Birds of Conservation Concern" by the USFWS.

[11] City of Campbell, 2001. *Campbell General Plan Environmental Impact Report, July 2001*, page 134.

[12] Malcolm L. Hunter, 1999. *Maintaining Biodiversity in Forest Ecosystems.* Cambridge University Press, books.google.com, accessed July 28, 2012.

The California Natural Diversity Database (CNDDB) compiles inventories of known occurrences of rare plants and animals for a variety of purposes, including to provide data to government agencies and to assist in environmental review, such as that required by CEQA.[13] In general, the highly urbanized character of the Plan Area, coupled with the predominance of hardscape surfaces and ornamental plantings, offers limited potential for habitat that supports special-status species; however, a search of the CNDDB, together with other relevant information, indicates that some occurrences of plant and animal species with special status have been recorded or are suspected to occur within a 5-mile radius of the Plan Area, as shown in Figure 4.3-1.

Plant Species

Based on review of the CNDDB, as shown on Table 4.3-2, 13 special-status plant species are known to occur within a 5-mile radius of the Plan Area: Congdon's tarplant (*Centromadia parryi* ssp.*congdonii*), Indian Valley bush-mallow (*Malacothamnus aboriginum*), Loma prieta hoita (*Hoita strobilina*), San Francisco collinsia (*Collinsia multicolor*), Santa Clara dudleya (*Dudleya setchellii*), Santa Clara Red Ribbons (*Clarkia concinna ssp. automixa*), arcuate bush-mallow (*Malacothamnus arcuatus*), hairless popcornflower (*Plagiobothrys glaber*), most beautiful jewelflower (*Streptanthus albidus* ssp. *paramoenus*), robust spineflower (*Chorizanthe robusta* var. *robusta)*, saline clover (*Trifolium hydrophilum)*, smooth lessingia (*Lessingia micradenia* var. *glabrata*), and woodland woollythreads (*Monolopia gracilens*). The General Plan EIR lists the following four special-status plant species as occurring in the City of Campbell: alkai milkvetch (*Astragalus tener* var. *tener),* Congdon's tarplant (*Centromadia parryi* ssp. Congdonni), Contra Costa goldfields (*Lasthenia conjugens)*, and fragrant fritillary (*Fritillaria lilacea*). Of these four plant species, Congdon's Tarplant is the only species found within a 5-mile radius of the Plan Area. Table 4.3-2 provides information on the name, status, and known habitat of these special-status plant species. Due to the severe degradation of habitat for special-status plant species, it is unlikely that the species listed above could occur in the Plan Area.

Animal Species

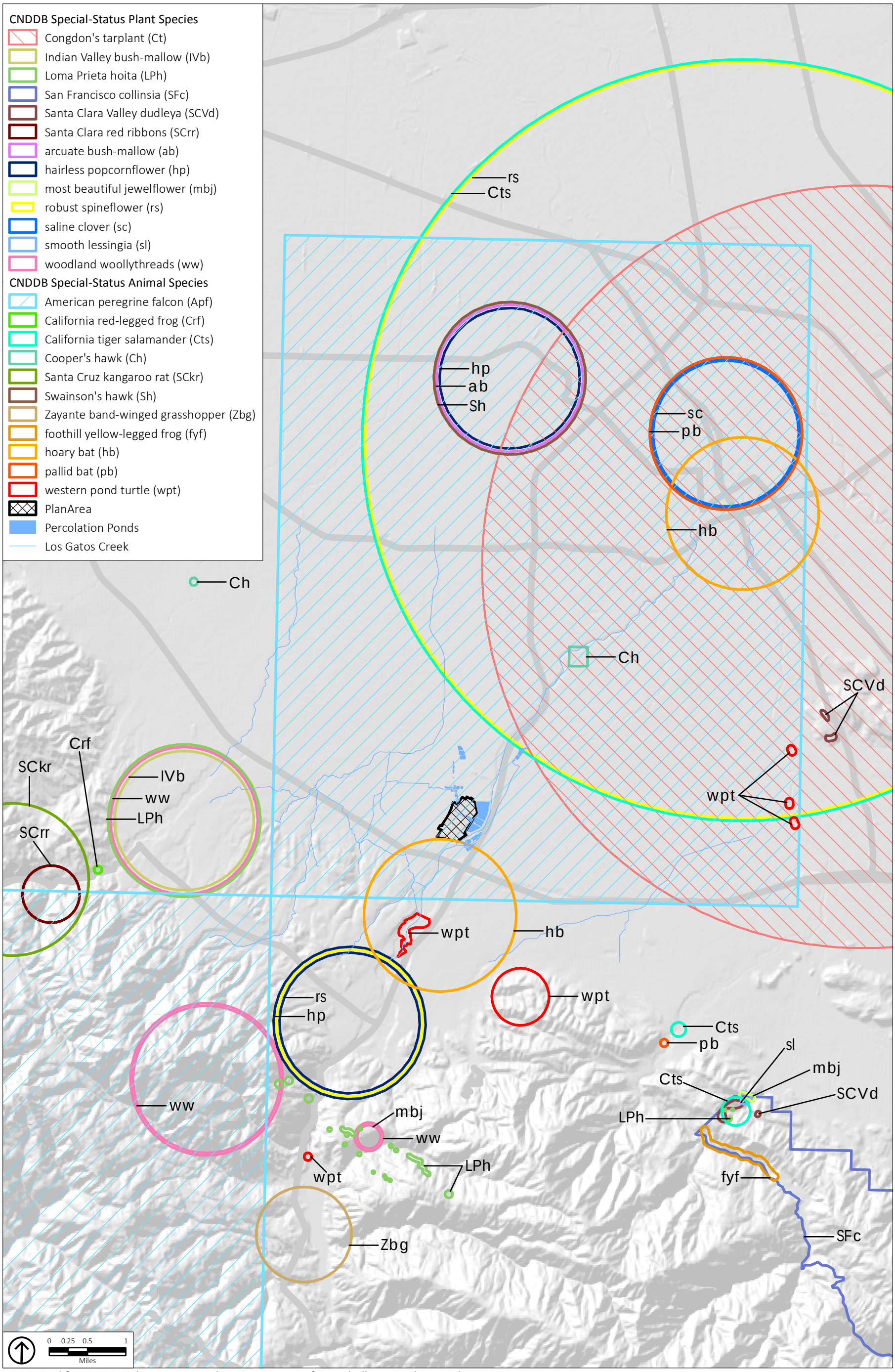
Based on a review of the CNDDB and as shown on Table 4.3-3, 11 special-status animal species are known to occur within a 5-mile radius of the Plan Area including: American peregrine falcon (*Falco peregrinus anatum*), California red-legged frog (*Rana draytonii*), California tiger salamander (*Ambystoma californiense*), Cooper's hawk (*Accipiter cooperi*), Santa Cruz kangaroo rat (*Dipodomys venustus venustus*), Swainson's hawk (*Buteo swainsoni*), Zayante band-winged grasshopper (*Trimerotropis infantilis*), foothill yellow-legged frog (*Rana boylii*), hoary bat (*Lasiurus cinereus*), pallid bat (*Antrozous pallidus*), and western pond turtle (*Emys marmorata*). Based on a records search of the CNDDB, five special-status wildlife species are potentially present in, or in the vicinity of, Los Gatos Creek: central California coho salmon (*Oncorhynchus kisutch*), central California coast steelhead (*O. mykisss irideus*), California red-legged frog (*Rana aurora*), western pond

[13] California Department of Fish and Wildlife, *California Natural Diversity Database*, http://www.dfg.ca.gov/biogeodata/cnddb/, accessed on July 29, 2014.

TABLE 4.3-2 SPECIAL-STATUS PLANT SPECIES KNOWN OR SUSPECTED TO OCCUR IN PLAN VICINITY

Species	Status State/Federal/ CNPS	Preferred Habitat
Congdons tarplant *Centramadia parryi* ssp. *congonii*	--/--/1B.1	Grassland. Elevation 3.2- 736 feet. Blooms June –November.
Indian Valley Bush Mallow *Malacothamnus Aboriginum*	--/--/1B.2	Montane Chapparal and lower Montane Coniferous Forest. Grow in minor rocky outcrops within relatively diverse chaparral flora.
Loma Prieta Hoita *Hoita Strobilina*	--/--/1B.1	Openings in chapparal or oak woodland, serpentine, or related Franciscan-formation substrata, and descending in gravelly creekbed draining from mountains into Santa Clara Valley. Blooms: May – October.
San Francisco Collinsia *Collinsia Multicolor*	--/--/1B.2	Shaded understory of coast live oak woodland or mixed forest in sheltered, canyon bottom settings. Blooms: March – May.
Santa Clara Dudleya *Dudleya Setchellii*	--/FE/1B.1	Limited to rocky outcrops within serpentine grasslands and oak woodlands between 300-900 feet in Greater Coyote Valley of Santa Clara County.
Santa Clara Red Ribbons *Clarkia concinna ssp. automixa*	--/--/4.3	Low-elevation mountains of the northern part of the state. Blooms: May-June.
Arcuate Bush Mallow *Malacothamnus arcuatus*	--/--/1B.2	Chapparal. Blooms: April – July.
Hairless Popcornflower *Plagyiobothrys glaber*	--/--/1A	Meadows and seeps with alkaline soils, coastal salt marshes and swamps.
Most Beautiful Jewelflower *Streptanthus albidus* ssp. *paramoenus*	--/--/1B.2	Grasslands dominated by native perennial grasses or in non-native grassland with relatively low cover between 360 to 3,280 feet.
Robust Spineflower *Chorizanthe robusta var. robusta*	--/FE/1B.1	Restricted to sandy soils along the coast and near-coastal areas in Santa Cruz County.
Saline Clover *Trifolium hydrophilum*	--/--/1B.2	Marshes and Swamps; valley and foothill grassland (mesic, alkaline); vernal pools. 0-300m Blooms: April – June.
Smooth Lessingia *Lessingia micradenia var. glabrata*	--/--/1B.2	Chaparral and Cismontane woodland. Blooms: July – November.
Woodland Woollythreads *Monolopia gracilens*	--/--/1B.2	Broadleafed upland forest, chaparral openings, cismontane woodland, and valley and foothill grassland with serpentine soils. 325-3940 feet. Blooms: March – May.

Status Explanations:
Designations
FE Listed as endangered by the federal government.
ST Listed as threatened under the California Endangered Species Act
CNPS Designations
List 1 CNPS Plant of highest priority.
List 1A CNPS Plants presumed extinct in California.
List 1B CNPS Plants rare and endangered in California and elsewhere.
R (Rarity)
1. Rare, but found in sufficient numbers and distributed widely enough that the potential or extinction or extirpation is low at this time.
2. Occurrence confined to several populations or to one extended population.
3. Occurrence limited to one or a few highly restricted populations, or present in such low numbers that it is seldom reported.
Source: California Natural Diversity Database, 2014.



Source: California Natural Diversity Database, 2008; City of Campbell, 2014; PlaceWorks, 2014.

Figure 4.3-1
Special-Status Plant and Animal Species

TABLE 4.3-3 SPECIAL-STATUS ANIMAL SPECIES KNOWN OR SUSPECTED TO OCCUR IN PLAN VICINITY

Species	Status State/Federal/ SRANK	Preferred Habitat
American Peregrine Falcon *Falco peregrinus anatum*	FPS/--/--	Nests in a depression or ledge near wetlands, lakes, rivers, or other water; on cliffs banks, dunes, mounds; also on manmade structures.
California Red-Legged Frog *Rana draytonii*	--/FT/S2S3	Lowlands and foothills in or near relatively permanent sources of deep water for breeding; nonbreeding frogs may be found in uplands within 300 feet of breeding ponds or at other wet/moist areas. Prefers but does not require dense shoreline vegetation.
California Tiger Salamander *Ambystoma californiense*	ST/FT/S2S3	Inhabits low-elevation grassland and oak savanna habitats. Breeds in winter and spring vernal pools and ponds and spends summer and fall in underground burrows in upland around pools.
Cooper's Hawk *Accipiter cooperi*	--/--/S3	Habitats near cliffs and almost always nest near water. Utilize open habitats for foraging. Non-breeding Falcons may also occur in open areas without cliffs. Artificial habitats may include towers, bridges, and buildings.
Santa Cruz Kangaroo Rat *Dipodomys venustus venustus*	--/--/S1	Habitats can only be found in Santa Cruz Sandhills.
Swainson's Hawk *Buteo swainsoni*	ST/--/S2	Open Grassland and agricultural landscapes.
Zayante Band-Winged Grasshopper *Trimerotropis infantilis*	FE/--/S1	Found exclusively in the Zayante Sandhills ecosystem.
Foothill Yellow Legged Frog *Rana boylii*	--/--/S2S3	Require shallow, flowing water in small to moderate-sized streams with at least some Cobble sized substrate.
Hoary Bat *Lasiurus cinereus*	--/--/S4	Prefers open habitats or habitat mosaics, with access to trees for cover and open areas or habitat edges for feeding. Roosts in dense foliage of medium to large trees. Feeds primarily on moths. Requires water.
Pallid Bat	--/--/S3	Prefers open, rocky habitats that can be very dry, but are near a water source. They do sometimes roost near humans but are sensitive to being disturbed.
Western Pond Turtle *Clemmys marmorata*	--/--/S3	Aquatic turtle of permanent or nearly permanent ponds, marshes, and irrigation ditches. Needs basking sites suitable upland for egg-laying, such as sandy banks or grassy, open fields on unshaded, south-facing slopes.

Status Explanations:
FE = Listed as endangered under the federal Endangered Species Act.
FT = Listed as threatened under the federal Endangered Species Act.
FPS = Listed as fully protected by CDFW
ST = Listed as threatened under the California Endangered Species Act.
CSC = Considered a California Special Concern species by CDFW.

SRANK = State Rank reflects (rarity and endangerment) of an element within the State of California. Ranks may be combined to indicate a range.
S1 Less than 6 Element Occurrences (EO) OR less than 1,000 individuals OR less than 2000 acres
S1.1 Very threatened
S1.2 Threatened
S1.3 No current threats known
S2 6 - 20 EOs OR 1,000 - 3,000 individuals OR 2,000 - 10,000 acres
S2.1 Very Threatened
S2.2 Threatened
S2.3 No current threats known
S3 21 - 100 EOs OR 3,000 - 10,000 individuals OR 10,000 - 50,000 acres
S3.1 Very Threatened
S3.2 Threatened

S3.3 No current threats known
S4 Apparently secure within California; this rank is clearly lower than S3 but factors exist to cause some concern; i.e., there is some threat, or somewhat narrow habitat. NO THREAT RANK
S5 Demonstrably secure to ineradicable in California. NO THREAT RANK
SH All sites as historical; the element has not been seen for at least 20 years, but suitable habitat still exists.
SX All sites are extirpated; this element is extinct in the wild.

turtle (*Clemmys marmorata*), Coopers hawk (*Accipter cooperi*), and burrowing owl (*Athene cunicularia*). However, the California red-legged frog is considered to be extinct within the floor of Santa Clara Valley.[14]

The City of Campbell lies within an area designated as Central California Coast Evolutionary Significant Unit (ESU) for the steelhead (*Oncorhynchus mykiss*). California coast steelhead were considered threatened in this ESU by the National Marine Fisheries Service (NMFS) on August 18, 1997.[15] The steelhead trout (*Oncorhynchus mykiss*) is a species of salmonoid that is native to fresh-water tributaries in California. The steelhead is an anadromous form of the coastal rainbow trout and typically migrates to marine waters after spending two years in fresh water. Steelhead typically spawn in deeper pools or pockets of tributaries that tend to persist through the dry season. Historically, streams within the Santa Clara Valley, including Los Gatos and San Tomas Aquino Creeks, have supported and may still support small runs of steelhead.

Suitable Habitat

In general, suitable habitat for special-status species is absent in the Plan Area due to the extent of past disturbance or lack of essential habitat characteristics. No special-status plant or animal species have been recently reported from within the actual limits of Plan Area where future development would be allowed by the proposed Plan. The Plan Area has already been improved with structures and paving, is heavily landscaped with non-native cover, and has been highly disturbed by human activities, limiting the likely presence of special-status plant or animal species.

There is a possibility that birds could nest in trees and other landscaping in the Plan Area. The nests of most bird species are protected under the MBTA when in active use and there is a remote possibility that one or more raptor species protected under the MBTA and CDFW Code could nest within the Plan Area, particularly if located near creek corridors or percolation ponds. These include the American Peregrine Falcon (*Falco peregrinus anatum*) and Cooper's hawk (*Accipiter cooperi*), which have reported CNDDB occurrences within the Plan Area vicinity (see Figure 4.3-1), together with more common raptors such as red-tailed hawk, great horned owl, and American kestrel, all of which are protected by the MBTA and CDFW Code when their nests are in active use.

[14] City of Campbell, 2001. *Campbell General Plan Environmental Impact Report, 2001*, page 135.
[15] City of Campbell, 2001. *Campbell General Plan Environmental Impact Report, 2001*, page 135.

4.3.2 STANDARDS OF SIGNIFICANCE

The proposed Plan would result in a significant impact to biological resources if it would result in any of the following:

1. Have a substantial adverse effect, either directly, or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.
2. Have a substantial or adverse effect on any 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.
3. Have a substantial or adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

4.3.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to biological resources.

BIO-1	**The proposed Plan would have a substantial adverse effect, either directly, or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.**

Development and land use activities allowed by the proposed Plan would occur in urbanized areas where special-status species are generally not expected to occur. The potential for occurrence of special-status species in developed areas is generally very remote in comparison to undeveloped lands with natural habitat that contain essential habitat characteristics for the range of species known to inhabit the City of Campbell.

However, some special-status bird species, such as Cooper's hawk, could utilize the remaining riparian corridors and heavily wooded areas for nesting, dispersal and other functions when they pass through

urbanized areas. More common birds protected under the MBTA may nest in trees and other landscaping in the Plan Area. Additionally, it is possible, albeit unlikely, that other special-status species could be present in the Plan Area. Therefore, since development permitted under the proposed Plan would have the potential to negatively impact nesting birds (and potentially other special status species) through alterations to their habitat, in the absence of adequate mitigation, a *significant* impact would result.

Significance Before Mitigation: Significant.

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.**

Impacts to riparian habitats and sensitive natural communities include indirect impacts that may occur. An indirect impact is a physical change in the environment, which is not immediately related to, but is caused by a project. For example, if development results in reducing the sizes of remaining habitats, the values and functions of that habitat would be reduced and indirect impacts would occur.

As discussed above, sensitive biological communities in the vicinity of the Plan Area are primarily riparian habitats. Even though no riparian habitats are located within the Plan Area, indirect impacts may occur as a result of future development of the proposed Plan, specifically the construction of two small pedestrian crossings conceptually shown in the proposed Plan to cross the engineered channel outside of the Plan Area. The proposed pedestrian crossings would be located immediately outside of the eastern boundary of the Plan Area. While the proposed Plan does not require the construction of these crossings, they are suggested to improve connections from Dell Avenue to the waterfront. Construction of these crossings could disturb potential riparian habitat located along the engineered channel.

Section 1600 et seq. of the California Fish and Game Code prohibits alterations of any stream or lake, including some intermittent and seasonal channels and many artificial or altered channels, without a written agreement from the CDFW. The CDFW jurisdiction generally extends beyond that of the USACE and is applied to some alterations, including vegetation removal, which do not involve fill or excavation. Permitted streambed alterations are generally limited to the period from May 15 through October 15, and mitigation is required for actions with the potential to degrade or remove wetland, riparian, or aquatic habitat or degrade water quality.

Consistency with the following current General Plan policies and strategies would minimize impacts to riparian habitat:

- 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.
- Strategy CNR-3.1b: Santa Clara Valley Water District Activities. Work with Santa Clara Valley Water District to restrict future fencing, piping and channelization of creeks when flood control and public safety can be achieved through measures that preserve the natural environment and habitat of riparian corridors.
- Strategy-3.1c: Native Species Planting. Encourage the Santa Clara Valley Water District and County Parks Department to plant and maintain native trees and plants and replace invasive, non-native species with native ones along creek corridors.

While compliance with federal, State, and local regulations described in Section 4.3.1.1 of this chapter would reduce potential impacts to sensitive natural communities that could result from future development under the proposed Plan, the potential loss of riparian habitat is considered a *significant* impact.

Significance Before Mitigation: Significant.

BIO-3	**The proposed Plan would have a substantial or adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.**

Development and land use activities allowed by the proposed Plan would occur in urbanized areas where jurisdictional waters are absent, with the exception of the proposed pedestrian crossings over the engineered channel. Direct impacts to wetlands and jurisdictional waters could occur if the proposed pedestrian crossings, described above, are constructed in the channel using culverted crossings.

Indirect impacts to wetlands and jurisdictional waters include: 1) an increase in the potential for sedimentation due to construction grading and ground disturbance, 2) an increase in the potential for erosion due to increased runoff volumes generated by impervious surfaces, and 3) an increase in the potential for water quality degradation due to increased levels in non-point pollutants. However, indirect impacts could be largely avoided through effective implementation of BMPs during construction and compliance with water quality controls. The indirect water quality-related issues are discussed further in Chapter 4.8, Hydrology and Water Quality. As discussed in Impact HYDRO-1, water quality impacts would be less than significant. In addition, consistency with the following General Plan policy and strategy would reduce potential impacts:

- Policy OSP-9.1: Drainage Facilities. Ensure that drainage facilities convey storm runoff without polluting local watercourses.

- 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.

Although consistency with applicable policies and implementation of stormwater BMPs would avoid indirect impacts from development allowed by the proposed Plan, the proposed pedestrian crossings over the engineered channels could impact wetlands and other jurisdictional waters, which is considered a *significant impact*.

Significance Before Mitigation: Significant.

BIO-4	**The proposed Plan would not interfere substantially with the movement of any native, resident, or migratory wildlife corridors, or impede the use of native wildlife nursery sites.**

Development and land use activities allowed by the proposed Plan would occur in urbanized areas where sensitive wildlife resources and important wildlife movement corridors are no longer present because of existing development. Wildlife species common to urban and suburban habitat could be displaced where existing structures are demolished and landscaping is removed as part of future development, but these species are relatively abundant, and adapted to human disturbance. In addition, future development allowed by the Plan would include setbacks and landscaping that would replace landscaping that has been removed. Proposed development standards for the Plan Area would require at least 5 percent of the site area to be publicly accessible open space for the DAAP-West District and 10 percent of the site to be publicly accessible open space for the DAAP-Waterfront and DAAP-Central Districts. If a Core Tech development project reaches the proposed allowable Height Bonus, the project must also include a park or open space amenity greater than 7,000 square feet. Also, all parking surface areas would be devoted to landscaping, with a focus on stormwater retention features, such as vegetative swales. With implementation of these development standards and requirements, it is probable that there would be a reduction in the amount of impervious surfaces and a resulting beneficial impact on water quality within the Plan Area as compared to existing conditions. Given the lack of wildlife movement in the Plan Area and future landscaping enhancements that would occur with development allowed by the proposed Plan, potential impacts on the movement of fish and wildlife, wildlife corridors, or wildlife nursery sites would be considered *less than significant*.

Significance Before Mitigation: Less than significant

BIO-5	**The proposed Plan would conflict with a local policy intended to protect biological resources.**

The Plan would have a significant impact if future development or infrastructure projects under the proposed Plan conflict with: applicable General Plan policies protecting biological resources; Chapter 14.02

of the Campbell Municipal Code, which specifies watercourse protection measures; or Chapter 21.32 of the Campbell Municipal Code, which establishes protection measures for heritage trees.

Due to the existing urbanized nature of the Plan Area and limited biological resources within it, the proposed Plan would not affect sensitive species and would generally conform to the relevant goals and policies of the City's General Plan. Table 4.3-4 provides an analysis of the proposed Plan's consistency with relevant General Plan Policies.

The proposed Plan would also be subject to Municipal Code Chapter 14.02 which aims to protect watercourses. The proposed Plan would be prohibited from the following:

- Discharging into or connecting any pipe or channel to a watercourse. As discussed in Section 4.8 of this DEIR, Hydrology and Water Quality, the proposed Plan is subject to the National Pollutant Discharge Elimination System (NPDES) Construction Permit requirements for implementation of individual Stormwater Pollution Prevention Plans, which outline erosion control, sediment control, wind erosion control, tracking control, non-stormwater management and waste management, and materials pollution control BMPs.
- Modifying the natural flow of water in a watercourse. The proposed Plan does not include any provisions that would modify the natural flow of water in a watercourse.
- Carrying out development within a setback designed in whole or in part to protect a watercourse. The proposed Plan a requires a 20-foot setback from property lines abutting the waterfront as well as a height restriction of 20 feet for structures located between 20 feet and 60 feet of a waterfront-facing parcel line.
- Depositing in, planting in, or removing any material from a watercourse, including its banks, except as required for necessary maintenance. The proposed Plan would comply with this provision.
- Constructing, altering, enlarging, connecting to, changing, or removing any structure in a watercourse. The proposed Plan does not include provisions to alter any structure in a watercourse.
- Placing any loose or unconsolidated material along the side of or within a watercourse or so close to a side as to cause a diversion of the flow, or to cause a probability of such material being carried away by stormwater passing through such watercourse. The proposed Plan would comply with this provision.

In addition, future development allowed by the proposed Plan may involve the removal of existing trees in the Plan Area. The removal of on-site trees, as well as the removal and planting of street trees, would be regulated by Chapter 21.32 of the City's Municipal Code. As discussed, Chapter 21.32 establishes policies and standards to protect and manage trees on private property to ensure that development is compatible with and enhances the small town quality and character of Campbell.[16] The Municipal Code protects

[16] City of Campbell, *Campbell California Code of Ordinances*, accessed July 28, 2014.

TABLE 4.3-4 CITY OF CAMPBELL GENERAL PLAN POLICIES PERTAINING TO BIOLOGICAL RESOURCES – CONSISTENCY TABLE

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text	Analysis of Consistency with Proposed Plan
Open Space, Parks, and Public Facilities Element		
		One of the Objectives of the proposed Plan calls for the incorporation of green design and environmentally friendly features in new public and private development to reduce stormwater runoff into existing streams and preserve existing infrastructure. Reducing overall stormwater runoff to existing streams would reduce pollution levels in local watercourses, assuming that the concentration of pollution in runoff remains consistent with existing conditions.
Policy OSP-9.1	Drainage Facilities. Ensure that drainage facilities convey stormwater runoff without polluting local watercourses.	In addition to the goal stated in the proposed Plan's Objectives, development permitted under the proposed Plan would continue to be subject to Chapter 14.02, Stormwater Pollution Control, of the Campbell Municipal Code. This chapter restricts all discharges into the municipal storm drain system or watercourses other than stormwater. Additionally, the chapter states that prohibited discharges are declared to constitute a public nuisance. Therefore, since development permitted under the proposed Plan would continue to be subject to Chapter 14.02 of the Campbell Municipal Code, the Plan would be consistent with this Policy of the Campbell General Plan.
Conservation and Natural Resources Element		
Policy CNR-3.1	Riparian Corridor Preservation. Preserve the aesthetic and habitat value of riparian corridors.	As shown above in the impact discussion for threshold BIO-2, a significant impact is anticipated as a result of the potential loss of riparian habitat. Therefore, without adequate mitigation, the proposed Plan would be inconsistent with this Policy and a significant impact would result.
Policy CNR-4.1	Plant additional trees to maintain and enhance the City's suburban forest.	Development permitted under the proposed Plan would continue to be subject to Chapter 21.32, Tree Protection Regulations, of the Campbell Municipal Code. According to section 21.32.010, the purpose of this chapter of the Campbell Municipal Code is to ensure that development is compatible with and enhances Campbell's small town quality and character. The chapter accomplishes this by regulating the removal and replacement of trees. Since development permitted under the proposed Plan would continue to be subject to Chapter 21.32 of the Campbell Municipal Code, the Plan would be consistent with this Policy of the Campbell General Plan.

Source: City of Campbell General Plan, 2001.

heritage trees, trees approved on an approved landscaping plan, a tree measuring 12 inches or greater in diameter, on a commercial, industrial, multi-family residential or undeveloped single-family residential property, or any Oak (*Quercus*), Redwood (*Sequoia*), Cedar (*Cedrus*), or Ash (*Fraxinus*) tree or multi-trunk tree with at least one trunk measuring 12 inches or greater on a developed single-family property.

Development and land use activities allowed by the proposed Plan would occur in urbanized areas where sensitive biological and wetland resources are generally considered to be absent. However, as shown above in Table 4.3-4, the proposed Plan would be in conflict with Policy CNR-3.1 of the Campbell General Plan. Therefore, without adequate mitigation, a *significant impact* would result.

Significance Before Mitigation: Significant.

BIO-6	**The proposed Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or state habitat conservation plan.**

As described above, the SCVHP study area encompasses a small portion of the Plan Area; the SCVWD's desilting ponds. The proposed Plan, however, would not allow new buildings or structures on the lot containing the SCVWD desilting ponds. In addition, the SCVWD would continue to maintain the desilting ponds in accordance with the provisions of the SCVHP. Therefore, implementation of the proposed Plan would not result in a significant impact to the desilting ponds.

As discussed above, two conceptual pedestrian crossings are shown in the proposed Plan. These bridges are located outside of the Plan Area, adjacent to the SCVWDs desilting ponds and partially within the SCVHP study area.[17] The proposed Plan does not require construction of these proposed pedestrian crossings and are only shown conceptually. The pedestrian crossings, if constructed, would be built partially within the SCVHP study area and would thereby be subject to the SCVHP's permit process, mitigation requirements, and fee payment. Such construction projects would also be subject to separate, independent CEQA review in part to ensure their consistency with the SCVHP. Therefore, implementation of the proposed Plan would not conflict with the SCVHP and associated impact would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.3.4 CUMULATIVE IMPACTS

BIO-7	**Implementation of the proposed Plan, in combination with past, present and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to biological resources.**

As discussed in Chapter 4.0, Environmental Evaluation, of this Draft EIR, this EIR takes into account growth projected by the proposed Plan within the Campbell city boundary and Sphere of Influence (SOI), in combination with impacts from projected growth in the rest of Santa Clara County and the surrounding

[17] See Figure 2-3 on page 24 of the proposed Plan.

region, as forecast by the Association of Bay Area of Governments (ABAG). The geographic scope of the cumulative analysis for biological resources considers the surrounding incorporated and unincorporated lands, and the region, including the County Courthouse, Albright, and North 40 projects in the Town of Los Gatos which would generate 869,000 square feet of commercial and 269,000 square feet of retail development along with 150 hotel rooms, 73 single-family homes, and 336 multi-family units. Cumulative impacts would occur if development or infrastructure projects allowed by the proposed Plan, together with other cumulative projects, would substantially and adversely affect a special-status species, a riparian habitat, or a federally protected wetland; substantially interfere with the movement of native resident fish or wildlife species, disturb wildlife corridors, or impede the use of native wildlife nursery sites; or conflict with local policies protecting biological resources or with an adopted habitat conservation plan.

Due to the urbanized nature of the Plan Area and limited biological resources within it, the proposed Plan would not have any biological resource impacts that would be cumulatively considerable. The Plan Area is extensively disturbed by urban uses. Any potential tree removal would be done in compliance with the City's Tree Protection Ordinance. Furthermore, impacts of the proposed Plan on migratory birds would be short-term from construction-associated redevelopment activities and the general nature of areas used by migratory birds would not be significantly changed (e.g. changing from an undeveloped to developed site). In addition, compliance with Mitigation Measure BIO-1 would ensure that no sensitive species are disturbed. Although the conceptual pedestrian crossings have the potential to disturb riparian and wetland habitat within a habitat conservation plan, these potential impacts can be mitigated by Mitigation Measures BIO-2, BIO-3, and BIO-5. Given the short-term nature of the proposed Plan's impact and its ability to be mitigated by Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-5, the proposed Plan would not contribute to a significant cumulative impact.

The potential impacts of proposed development on biological resources tend to be site-specific, and the overall cumulative effect would be dependent on the degree to which significant vegetation and wildlife resources are protected on a particular site. This includes preservation of well-developed native vegetation (native grasslands, oak woodlands, riparian woodland, etc.), populations of special-status plant or animal species, and wetland features (including freshwater seeps and tributary drainages). Further environmental review of specific cumulative development projects should serve to ensure that important biological resources are identified, protected, and properly managed, and to prevent any significant adverse development-related impacts, including development for the remaining undeveloped lands in the Plan Area and surrounding incorporated and unincorporated lands.

New development in the region, in conjunction with the proposed Plan, could result in further conversion of existing natural habitats to urban and suburban conditions, limiting the existing habitat values of the surrounding area. This could include further loss of wetlands and sensitive natural communities, reduction in essential habitat for special-status species, removal of mature native trees and other important wildlife habitat features, and obstruction of important wildlife movement corridors. Additional development may also contribute to degradation of the aquatic habitat in the creeks throughout the region, including the Plan Area.

Grading associated with construction activities generally increases erosion and sedimentation, and urban pollutants from new development would reduce water quality. However, most of the parcels within Plan Area are already developed and occur within urbanized areas, thus avoiding or diminishing effects on biological resources. With implementation of the Mitigation Measures BIO-1, BIO-2, BIO-3, and BIO-5 identified below, the proposed Plan would not make a significant contribution to cumulative impacts to biological resources. Therefore, the proposed Plan would result in a *less-than-significant* cumulative impact on biological resources.

Significance Before Mitigation: Less than significant.

4.3.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

BIO-1	**Implementation of the proposed Plan would have a substantial adverse effect, either directly or through habitat modifications, on a plant or animal population, or essential habitat, defined as a candidate, sensitive or special-status species.**

The following measure addresses the potential for impacts to special status species, especially the possible loss or abandonment of nests of birds protected under the federal MBTA and CDFG Code, and would reduce potential impacts to *less-than-significant* levels:

Mitigation Measure BIO-1: Prior to site preparation or construction on parcels containing mature trees and/or vegetated areas, a qualified biologist shall evaluate the need for and/or potentially conduct a survey. In the event that special-status species are found to be present on-site, a qualified biologist will make recommendations to reduce or avoid impacts to the special-species, as feasible, and these recommendations will be incorporated into project construction and/or operation. In particular, nests of raptors and other birds shall be protected when in active use, as required by the federal Migratory Bird Treaty Act and the California Department of Fish and Wildlife (CDFW) Code. If construction activities and any required tree removal occur during the breeding season (February 1 and August 31), a qualified biologist shall be required to conduct surveys prior to tree removal or construction activities. Preconstruction surveys are not required for tree removal or construction activities outside the nesting period. If construction would occur during the nesting season (February 1 to August 31), preconstruction surveys shall be conducted no more than 14 days prior to the start of tree removal or construction. Preconstruction surveys shall be repeated at 14-day intervals until construction has been initiated in the area after which surveys can be stopped. Locations of active nests containing viable eggs or young birds shall be documented and protective measures implemented under the direction of the qualified biologist until the nests no longer contain eggs or young birds. Protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a

qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance and proximity to existing development. In general, exclusion zones shall be a minimum of 300 feet for raptors and 75 feet for passerines and other birds. The active nest within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance and confirm nesting status. The radius of an exclusion zone may be increased by the qualified biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be reduced by the qualified biologist only in consultation with CDFW. The protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active.

Significance After Mitigation: Less than significant.

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.**

The following measure is recommended to address possible direct and indirect impacts on riparian habitats protected by the CDFW and USFW, and would reduce potential impacts to *less than significant* levels:

Mitigation Measure BIO-2: Minimize, avoid, and compensate for impacts to riparian habitat by avoiding individual riparian trees during construction. If avoidance is not feasible obtain a 1602 Streambed Alteration Agreement from the CDFW for impacts to riparian habitat. In addition, mitigation for impacted riparian habitat will be needed and can be accomplished by planting three native riparian trees for every one removed.

To reduce indirect impacts to riparian habitat, the City shall require the use of BMPs to protect preserved waters of the US/State and to ensure that water quality standards are not compromised. These practices can include installing orange construction fencing buffers, straw waddles to keep fill from entering preserved/avoided riparian habitats and other waters, and other protective measures; and requiring a biological monitor be onsite during project construction to monitor the integrity of any preserved wetlands and other waters during mass grading or filling of the project site.

Significance After Mitigation: Less than significant.

BIO-3	**The proposed Plan would not have a substantial or adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.**

The following measure is recommended to address possible adverse effects on federally protected wetlands as defined by Section 404 of the Clean Water Act, and would reduce potential impacts to *less than significant* levels:

Mitigation Measure BIO-3: To avoid impacts to wetlands and Waters of the US, a jurisdictional wetland delineation should be conducted and verified by the USACE. If the engineered channel is determined to be a Waters of the US, a free spanning pedestrian crossing should be used to span the engineered channel. If this is infeasible and a culvert bridge is required that results in fill impacts to Waters of the US, a Section 404 permit should be obtained from the USACE. To comply with the USACE "No Net Loss" policy, mitigation should be conducted to compensate for impacts to Waters of the US. This shall include conducting creek restoration activities in the engineered channel or along the adjacent Los Gatos Creek to provide a functional uplift in wetland functions and values.

Significance After Mitigation: Less than significant.

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.**

The following measure would address possible adverse effects on the habitat value of riparian corridors potentially affected by the proposed Plan which would result in a conflict between the proposed Plan and Policy CNR-3.1 of the Campbell General Plan. Implementation of the following Mitigation Measure would eliminate the conflict between the proposed Plan and General Plan Policy CNR-3.1.

Mitigation Measure BIO-5: Implement Mitigation Measure BIO-2.

Significance After Mitigation: Less than significant.

4.4 CULTURAL RESOURCES

This chapter describes existing cultural resources in the City of Campbell and evaluates the potential environmental consequences on cultural resources from future development that could occur by adopting and implementing the proposed Plan. Cultural resources include historically and architecturally significant resources, as well as archaeological and paleontological resources.

4.4.1 ENVIRONMENTAL SETTING

4.4.1.1 REGULATORY FRAMEWORK

This section summarizes the existing federal, State, and local policies and regulations that apply to cultural resources and the potential impacts from the implementation of the Dell Avenue Area Plan (proposed Plan) on cultural resources.

Federal Regulations

National Historic Preservation Act

The National Register of Historic Places (National Register) established by the National Historic Preservation Act (NHPA) of 1966, as amended, recognizes properties that are significant at local, State, and national levels. Officially, designated historical resources include districts, sites, buildings, structures, and objects.

Properties that are eligible for listing in the National Register are afforded the same protection given to properties that are listed in the National Register.

For a property to be eligible for listing in the National Register, it must be significant in American history, architecture, archaeology, engineering, or culture, and must retain integrity in terms of location, design, setting, materials, workmanship, feeling, and association. Resources less than 50 years in age, unless of exceptional importance, are not eligible for the National Register. Though a listing in the National Register does not prohibit demolition or alteration of a property, California Environmental Quality Act (CEQA) requires the evaluation of project effects on properties that are listed in the National Register.

American Indian Religious Freedom Act and Native American Graves and Repatriation Act

The American Indian Religious Freedom Act recognizes that Native American religious practices, sacred sites, and sacred objects have not been properly protected under other statutes. It establishes as national policy that traditional practices and beliefs, sites (including right of access), and the use of sacred objects shall be protected and preserved. Additionally, Native American remains are protected by the Native American Graves and Repatriation Act of 1990.

Paleontological Resources Preservation Act

The federal Paleontological Resources Preservation Act of 2002 codifies the generally accepted practice of limited vertebrate fossil collection and limited collection of other rare and scientifically significant fossils by qualified researchers. Researchers must obtain a permit from the appropriate State or federal agency and agree to donate any materials recovered to recognized public institutions, where they will remain accessible to the public and to other researchers.

State Regulations

California Environmental Quality Act

Public Resources Code Section 21083.2 provides for protection of unique archaeological resources. Preservation of unique archaeological sites is the preferred treatment (21083.2[b]); however, if sites are not be preserved in place, mitigation measures shall be required as provided in 21083.2(c).

Public Resources Code Section 21084.1 addresses the issue of historical resources, which includes prehistoric Native American resources, historical-era archaeological deposits, buildings, structures, objects, and districts. Historical resources are defined as resources that are listed in or determined to be eligible for listing in the California Register of Historical Resources. The Registry also includes resources included in a local register of historical resources or otherwise determined to be historically significant under Public Resources Code Section 5024.1.

Section 15064.5 of the CEQA Guidelines states that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. The CEQA Guidelines define four ways that a property can qualify as a historical resource for purposes of CEQA compliance:

- The resource is listed in or determined eligible for listing in the California Register of Historical Resources, as determined by the State Historical Resources Commission.
- The resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code, or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- The lead agency determines the resource to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, as supported by substantial evidence in light of the whole record.
- The lead agency determines that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1 (CEQA Guidelines Section 15064.5) which means, in part, that it may be eligible for the California Register.

In addition, Public Resources Code Section 21083.2 and Sections 15064.5(c), 15064(f), and 15126.4(b) of the CEQA Guidelines specify lead agency responsibilities to determine whether a project may have a significant effect on unique archaeological resources. If it can be demonstrated that a project will damage a unique archaeological resource, the lead agency may require reasonable efforts for the resources to be preserved in place or left in an undisturbed state. Preservation in place is the preferred approach to mitigation. The Public Resources Code also details required mitigation if unique archaeological resources are not preserved in place.

Sections 15064.5(d) and (e) of the CEQA Guidelines specify procedures to be used in the event of discovery of Native American human remains on non-federal land. Section 15064.5(d) addresses procedures when an Initial Study identifies the existence or probable likelihood of Native American human remains within a project area. Section 15064.5(e) provides guidance for accidental discovery of any human remains after a project is under way. These provisions protect such remains from disturbance, vandalism, and inadvertent destruction, as well as establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project. The provisions also establish the Native American Heritage Commission (NAHC) as the authority to identify the Most Likely Descendant (MLD) and mediate any disputes regarding disposition of such remains.

California Register of Historic Resources

The California Register of Historic Places (California Register) establishes a list of properties to be protected from substantial adverse change (Public Resources Code Section 5024.1). The office of Historic Preservation (OHP) advocates that all historical resources over 45 years old be recorded for inclusion in the OHP filing system, although the use of professional judgment is recommended in determining whether a resource warrants documentation.[1] A historical resource may be listed in the California Register if it meets any of the following criteria.

- It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
- It is associated with the lives of persons important to local, California, or national history.
- It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of a master; or possesses high artistic value.
- It has yielded, or may be likely to yield, information important in the pre-history or history of the local area, California, or the nation.

In addition to meeting one or more of the four criteria listed above, a property must possess "integrity," defined as the ability to convey its significance. Seven elements are considered key in considering a property's integrity: location, design, setting, materials, workmanship, feeling, and association.

[1] Office of Historic Preservation, 1995. *Instructions for Recording Historical Resources,* March, page 2.

The California Register includes properties that are listed or have been formally determined eligible for listing in the National Register, State Historical Landmarks, and eligible Points of Historical Interest. Other resources that may be eligible for the California Register, and which require nomination and approval for listing by the State Historic Resources Commission, include:

- Resources contributing to the significance of a local historic district;
- Individual historical resources;
- Historic resources identified in historic surveys conducted in accordance with OHP procedures;
- Historic resources or districts designated under a local ordinance consistent with the procedures of the State Historic Resources Commission; and
- Local landmarks or historic properties designated under local ordinance.

Additionally, for a resource to be eligible for the California Register of Historic Resources, it must retain sufficient integrity to be recognizable as a historical resource and to convey its significance.

Health and Safety Code Sections 7052 and 7050.5

Section 7052 of the Health and Safety Code states that the disinterment of remains known to be human, without authority of law, is a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a Native American. If determined to be Native American, the coroner must contact the NAHC.

California Historical Building Code

Part 8 of Title 24, the California Historical Building Code (CHBC), defined in Sections 18950 to 18961 of Division 13, Part 2.7 of Health and Safety Code, provides regulations and standards for the rehabilitation, preservation, restoration (including related reconstruction) or relocation of historical buildings, structures, and properties deemed by any level of government as having importance to the history, architecture, or culture of an area.

California State Senate Bill 18

Senate Bill (SB) 18, which went into effect January 1, 2005, set forth requirements for local governments (cities and counties) to consult with Native American tribes to aid in the protection of traditional tribal cultural places through local land use planning.[2] The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning for the purpose of protecting, or mitigating impacts to cultural places. The purpose of involving tribes at these early

[2] SB 18 amends Government Sections (GC) 65040.2, 65092, 65351 and 65560, while adding GC sections 65352.3, 65352.4 and 65562.5.

planning stages is to allow consideration of cultural places in the context of broad local land use policy prior to individual site-specific, project-level land use designations are made by a local government.

Public Resources Code Section 5097

Public Resources Code Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on non-federal public lands. The disposition of Native American burials fall within the jurisdiction of the NAHC, which prohibits willfully damaging any historical, archaeological, or vertebrate paleontological site or feature on public lands.

Local Regulations

City of Campbell General Plan

The City of Campbell's General Plan, adopted in November 2001, contains goals and policies related to the protection of cultural resources in its Cultural and Natural Resource Element. These policies require records review for development projects recognizing the potential for discovery of archaeological resources, and call for preservation and restoration of historically significant structures and sites, as shown in Table 4.4-1.

TABLE 4.4-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO CULTURAL RESOURCES

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Cultural and Natural Resource Element	
Goal CNR-1	*A high level of community participation in historic preservation efforts to build a strong sense of community identity.*
Policy CNR-1.1	Ensure that the City and its citizens preserve historic resources as much as possible.
Strategy CNR-1.1a	Maintain and update an inventory of historic resources for use in evaluating development proposals and determining if sites or buildings are of local, State, or federal significance.
Strategy CNR-1.1b	In accordance with CEQA and State Public Resources Code, require the discontinuation of all work in the immediate vicinity and the preparation of a resource mitigation plan and monitoring program by a licensed archaeologist if archaeological resources are found on any sites within the City.
Goal CNR-2	*Enhanced pride in the City's heritage.*
Policy CNR-2.1	Historic and Cultural Activities: Support historic and cultural activities and opportunities in the community.

Source: City of Campbell General Plan, 2001.

Campbell Municipal Code

Section 21.33 of Campbell's Municipal Code outlines its historic preservation policy, which establishes procedures for the designation of historical resources within the City. It also establishes procedures for the

designation, modification, alteration, demolition, or removal of landmark sites. The City of Campbell's historic preservation policy evaluates potential historic resources, which it defines as a building, structure, site, object, landscape, sign, district, or contributing member to a district that is significant in American history, architecture, engineering, archaeology, or culture and is designated under city, State, or national significance criteria. Criteria for designation as a historic resource are found within Campbell's Municipal Code Section 21.33.040 and generally include factors such as a relationship to historic eras, persons, notable historic events, and buildings that represent a rare architectural style or are associated with a notable artist, architect, or craftsman. Section 21.14.020, Historic Overlay/Combining Districts ("H" Overlay District), intends to identify, protect, and preserve the historic and/or cultural resources of the city and provides a means to preserve and enhance structures, properties, or areas of architectural, engineering, and historic significance. The "H" Overlay District must be used in accordance with the policies and principles of the General Plan, as well as the criteria of the historic preservation policy as specified above.

Historic Design Guidelines for Residential Buildings

The City of Campbell's Historic Design Guidelines for Residential Buildings apply to projects that propose to change or alter the exterior appearance of any building or structure located within a designated Historic District, designated landmark, or property listed on the City's Historic Resources Inventory List. The guidelines outline several principles for an owner or developer to follow in order to preserve or maintain their property. These not only include information on how to preserve and maintain the historic character of the property, but also offer compatible design features and examples of distinctive construction techniques and elements that characterize existing historic structures.

4.4.1.2 EXISTING CONDITIONS

This section provides an overview of the history of Campbell and resources of cultural significance that may be affected by implementation of the proposed Plan. Archeological evidence indicates that humans began to settle in the Campbell area at least 12,000 years ago. Prehistoric occupation of California is broken into three broad periods: the Paleoindian period (10,000 – 6,000 B.C.), the Archaic period (6,000 B.C. – A.D. 500), and the Emergent period (A.D. 500 – 1800). Early occupants depended mainly on big game and minimally processed plant foods for survival. Later, as trade networks became increasingly complex, and an economy based on clam disk bead money became more prevalent, inhabitants' social status became recognizably linked to wealth.

Linguistic evidence shows that descendants of the native groups who inhabited the area between the Carquinez Straight and the Monterey area were known as the Ohlone, and were often referred to by the name of their linguistic group, Costanoan. The Ohlone occupied a large territory in the South Bay, including the Plan Area. This ethnographic group settled in large permanent groupings of households, forming large villages and tribal territories known as 'tribelets.' The Ohlone lived in domed structures built of woven tule, ferns, and grass, and were often constructed near bayshores and valleys providing access to waterways, increasing their ability to distribute trade goods, as well as access plant and animal life. The customary way

of living of the Ohlone people disappeared by about 1810 due to disruption by introduced diseases, a declining birth rate and the impact of the California mission system established by the Spanish in the area, in 1777.[3]

The Plan Area lies within the Santa Clara Valley, which is comprised of recent alluvial deposits dating back to between 5,000 and 7,000 years ago, and consists of unconsolidated silts, sands, and gravels, which are known to contain archeological materials.[4]

Paleontological Resources

Archaeological resources may be considered to be either "unique archeological resources" or "historical resources" as defined by CEQA and described previously. CEQA Section 21083.2 defines a "unique archeological resource" as an archeological artifact, object, or site which can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it:

- Contains information needed to answer important scientific research questions, and there is a demonstrable public interest in that information;
- Has a special and particular quality, such as being the oldest of its type or the best available example of its type; and or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Paleontological resources, or fossils, are any evidence of past plant and animal life. Paleontological resources do not include human remains or artifacts. Fossil remains such as bones, teeth, shells, and wood are found in geologic formations. Paleontological resources are limited, non-renewable, sensitive scientific and educational resources. The potential for fossil remains at a location can be predicted based on whether previous fossil finds have been made in the vicinity, and based on the age of the geologic formations. Fossils are nonrenewable paleontological resources that are afforded protection by federal, State, and local environmental laws and regulations (Paleontological Resources Preservation Act). Accordingly, the potential of a particular area to produce a valuable paleontological resource is largely dependent on the geologic age and origin of the underlying rocks.

Late Pleistocene sediments expected to be found in the region have the potential to contain Ranch La Brean fossils, such as the remains of gastropods and pelecypods, giant ground sloth, mastodon, bison, and saber-tooth cats.[5]

[3] City of San Jose, 2011. *Envision San Jose 2040 General Plan Draft Program EIR,* page 673.
[4] Helley, E.J., K.R. La Joie, W.E. Spangle, and M.L. Blair, 1979. *Flatland Deposits of the San Francisco Bay Region.*
[5] Helley, E.J., K.R. La Joie, W.E. Spangle, and M.L. Blair, 1979. *Flatland Deposits of the San Francisco Bay Region.*

Archaeological Resources

The Santa Clara Valley, possibly including the Campbell area, was most likely settled by native Californians between 12,000 and 6,000 years ago. Penutian peoples migrated into central California around 4,500 years ago and were firmly settled around San Francisco Bay by 1,500 years ago. The descendants of the native groups who lived between the Carquinez Strait and the Monterey area are the Ohlone, although they are often referred to by the name of their linguistic group, Costanoan. Approximately 40 Ohlone tribelets were documented ethnographically. An Ohlone household was made up of about 15 individuals, with households grouping together to form villages, which in turn combined to form tribelets.

Intensive Hispanic exploration and settlement of the Bay Area began in the late eighteenth century and Ohlone culture was radically transformed when European settlers moved into northern California. These settlers established the mission system and exposed the Ohlone to diseases to which they had no immunity. Mission San Francisco was founded in 1776, and drew Ohlone from the entire Bay Area. Following the secularization of the missions in 1834, native people in the Bay Area moved to ranchos, where they worked as manual laborers.

According to the Campbell General Plan EIR certified in July 2001, a records search indicated that only one prehistoric archeological site has been recorded in the city. However, few archeological studies have been conducted within the City limits. This lack of information may account for the area's apparent lack of prehistoric activity. Furthermore, modern development and urbanization may have resulted in the burial of cultural or prehistoric resources.[6] Therefore, it is possible that undiscovered paleontological resources could be found in the Plan Area.

Although there have been few archaeological sites recorded in the City of Campbell, this is likely because there have been few archaeological studies completed within the City and not because there is a lack of prehistoric resources.[7]

Historical Resources

The National Register includes buildings that are at least 50 years old, unless deemed to be of exceptional importance. The California State Office of Historic Preservation (OHP) includes on the California Register buildings, structures and objects that are 45 years or older. There are no local, State, or federally recognized historic properties within or near the Plan Area.[8,9] Most of Campbell's historic buildings are located in the downtown area or within the Historic Overlay District in the Alice Avenue area. Buildings within the Alice

[6] City of Campbell, 2001. *City of Campbell General Plan EIR*, page 146.

[7] City of Campbell, 2001. *City of Campbell General Plan EIR*, page 146.

[8] California State Office of Historic Preservation, California Historic Resources. http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=43 accessed on August 27, 2014.

[9] National Parks Service US Department of the Interior, *National Register of Historic Places.* http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome accessed on September 4, 2014.

Avenue area include landmark commercial buildings, Victorian homes, churches, schools, and civic buildings.[10] The City of Campbell maintains a listing of properties that are of historical significance known as the Historical Resources Inventory.

The Campbell Historic Preservation Board, City Council, and Planning Commission are responsible for adopting guidelines and reviewing land use and planning decisions with respect to properties that are of historical significance. They may suggest design guidelines or provide alternatives to project applicants to preserve or maintain their property.

According to the Historic Resources Inventory and the Historic Inventory Map, there are no architecturally distinctive buildings within the Plan Area (see Figure 4.4-1), and existing buildings are built to accommodate industrial, research and development, and office uses. Though many of the existing building with the Plan Area were built in the 1960s and 1970s and meet the age requirement for inclusion on the California Register, most buildings do not meet the other criteria to be listed in the California Register as stated above. Additionally, buildings and structures within the Plan Area do not meet the criteria set forth by the Campbell Municipal Code as stated above.

4.4.2 STANDARDS OF SIGNIFICANCE

The proposed Plan would result in a significant cultural resources impact if it would:

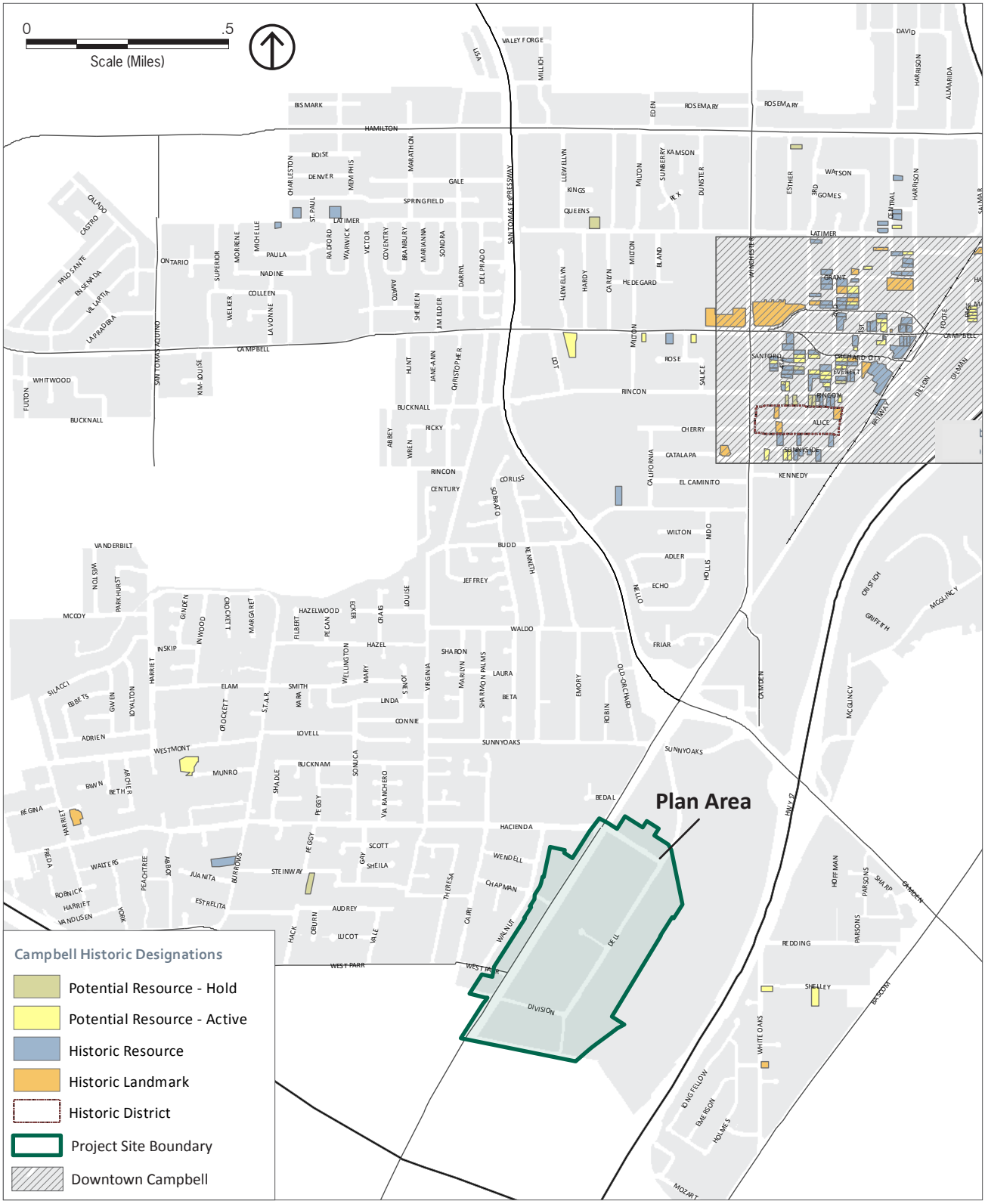
1. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.
2. Cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5.
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
4. Disturb any human remains, including those interred outside of formal cemeteries.

4.4.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts cultural resources.

CULT-1	**The proposed Plan would not have the potential to cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.**

[10] California State Office of Historic Preservation, *California Historic Resources*. http://ohp.parks.ca.gov/ListedResources/?view=county&criteria=43 accessed on August 27, 2014.



Source: City of Campbell, County of Santa Clara.

Figure 4.4-1
Historic Resource Inventory Map

Pursuant to CEQA, a historical resource is a resource listed in or eligible for listing in the California Register, a resource included in a local register of historical resources, a resource determined to be significant by the Lead Agency, or a resource determined by the Lead Agency to be a historical resource as defined in the Public Resources Code. The types of cultural resources that meet the definition of historical resources under Public Resources Code Section 21084.146[11] generally consist of districts, sites, buildings, structures, and objects that are significant for their traditional, cultural, and/or historical associations. Under CEQA, both prehistoric and historic-period archaeological sites may qualify based on historical associations.[12] As such, the two main historical resources that are subject to impact, and that may be impacted by development allowed under the proposed Plan, are historical archaeological deposits and historical architectural resources.

The proposed Plan would have a significant impact on historic resources if it would adversely affect a historical resource, including any building, structure, feature, object, or site of historic, aesthetic, cultural, or educational importance.

The federal, State, and City historic registers do not indicate that any historically or architecturally significant buildings are designated within the Plan Area. The nearest historic structure, as listed in the California Register of Historic Places, is the Ainsley House located at 300 Grant Street, 2 miles from the Plan Area. Furthermore, no known historic resources have been recorded or identified in the General Plan EIR or on the City's list of historic landmarks, districts, and historic properties in the Plan Area. Additionally, the current architecture does not reflect any particular historical, creative, cultural, or design feature or distinction identified in any of the criteria required by the California Register. However, should an unidentified historic resource exist within the Plan Area, compliance with the NHPA of 1966, California Register of Historical Resources, 2013 California Historical Building Code, Campbell General Plan, and Campbell Municipal Code, as described above in Section 4.4.1.1, Regulatory Framework, would ensure future development would not be detrimental or injurious to listed or eligible historic resources in the vicinity of individual development projects. Taken together, this suite of local, State, and national regulations would reduce potential impacts to a *less-than-significant* level.

Significance Before Mitigation: Less than significant.

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.**

[11] The California Environmental Quality Act (CEQA) Statute is contained in Sections 21000 et. seq. of the Public Resource Code (PRC).

[12] California Code of Regulations (CCR), Title 14, Chapter 3, Section 15064.5(c), Determining the Significance of Impacts on Historical and Unique Archaeological Resources.

The proposed Plan would have a significant environmental impact if it would disturb or adversely affect an archaeological resource, including any object or site of pre-historic of historic archaeological importance.

As discussed in Section 4.4.1.2, the native Californians settled the Santa Clara Valley, which encompasses the Plan Area, approximately 12,000 to 6,000 years ago. Therefore, it is possible that archaeological deposits exist in the Plan Area. In addition, it is possible that unrecorded Native American prehistoric archaeological sites exist in the Plan Area, including those that are buried under soils, since there have been very few archaeological studies within the city.[13] However, no prehistoric resources including ethnographic villages or camps have been discovered or recorded to date.

Archaeological deposits that meet the definition of unique archaeological resources under Public Resources Code Section 21083.2(g) could be damaged or destroyed by ground-disturbing construction activities (e.g., site preparation, grading, excavation, and trenching for utilities) associated with development allowed under the proposed Plan. Should this occur, the ability of the deposits to convey their significance, either as containing information in prehistory or history, or as possessing traditional or cultural significance to Native American or other descendant communities, would be materially impaired. In addition to the potential presence of unrecorded Native American archaeological sites, it is possible that other significant archaeological deposits exist in the Plan Area.

Several existing local, State, and federal regulations would help to ensure that development and redevelopment activities allowed under the proposed Plan do not cause a substantial adverse change to cultural resources. The City of Campbell General Plan includes a goal, policy, and strategy that would address impacts to historical and pre-contact archaeological deposits. Conservation and Natural Resources (CNR) Element Goal CNR-1 and its associated policy and strategies would provide for the identification of archaeological deposits prior to actions that may disturb such deposits and provides for the protection of such deposits. CNR Element Strategy CNR-1.1b requires that in the event of uncovering an archaeological resource, all work in the immediate vicinity of the Plan Area be discontinued and that a licensed archaeologist prepares a resource mitigation plan and monitoring program. The proposed Plan would not directly result in physical construction that could impact archeological resources. However, future projects allowed under the Plan could disturb subsurface materials that have not yet been identified during site planning, preparation, and/or construction activities. This would be a *significant* impact before mitigation.

Significance Before Mitigation: Significant.

CULT-3	**The proposed Plan would have the potential to directly or indirectly destroy a unique paleontological resource, site, or geologic feature.**

The proposed Plan would have a substantial effect on the environment if it would directly or indirectly destroy a unique paleontological resource, site, or geologic feature.

[13] City of Campbell, 2001. *City of Campbell General Plan EIR*, page 146.

Although no known paleontological resources have been recorded within the Plan Area, there could be fossils of potential scientific significance and other unique geologic features that are not recorded. It is possible that ground-disturbing construction associated with development under the proposed Plan could reach significant depths below the ground surface. Should this occur, damage to, or destruction of, paleontological resources or unique geologic features could result.

The CNR Element Strategy CNR-1.1b discusses the actions to be taken if archaeological resources are discovered; however, it does not clarify any policies related to the protection of unknown paleontological resources. As such, ground-disturbing activities associated with development under the proposed Plan would have the potential to uncover and adversely affect unknown resources. This would be a *significant* impact before mitigation.

Significance Before Mitigation: Significant.

CULT-4	**The proposed Plan would not have the potential to disturb human remains, including those interred outside of formal cemeteries.**

The proposed Plan would substantially disturb human remains if it would not comply with federal, State, and local regulations that outline the human remain response procedures.

Human remains associated with pre-contact archaeological deposits may exist in the Plan Area, as sometimes previously unrecorded human remains are encountered during development projects. The proposed Plan would allow new construction, and the associated ground-disturbing activities would have the potential to impact human remains. Descendant communities may ascribe religious or cultural significance to such remains, and may view their disturbance as an immitigable impact. However, any human remains encountered during ground-disturbing activities associated with future development under implementation of any of the four scenarios under consideration for the proposed Plan would be subject to federal, State, and local regulations, such as the California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.98, and the California Code of Regulations Section 15064.5(e) (CEQA), which state the mandated procedures of conduct following the discovery of human remains. According to the provisions in CEQA, if human remains are encountered at the site, all work in the immediate vicinity of the discovery shall cease and necessary steps to ensure the integrity of the immediate area shall be taken. The Santa Clara County Coroner shall be notified immediately. The Coroner shall then determine whether the remains are Native American. If the Coroner determines the remains are Native American, the Coroner shall notify the NAHC within 24 hours, who will in turn, notify the person the NAHC identifies as the MLD of any human remains. Further actions shall be determined, in part, by the desires of the MLD. The MLD has 48 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 48 hours, the owner shall, with appropriate dignity, reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendent may request mediation by the NAHC.

Therefore, compliance with the mandatory regulatory procedures described above, potential impacts related to the potential discovery or disturbance of any human remains accidently unearthed during construction activities as a result of implementation of the proposed Plan would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.4.4 CUMULATIVE IMPACTS

CULT-5	**The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to cultural resources.**

The development of the individual projects under the proposed Plan, combined the cumulative projects identified in Chapter 4.0, which include the County Courthouse, Albright, and North 40 development projects in Los Gatos, could potentially result in cumulative impacts associated with cultural resources if these projects, collectively, would exceed the identified thresholds listed under CULT-1 through CULT-4. Future projects in Campbell and the surrounding area could result in the loss of historical resources. There is also the possibility of encountering buried archaeological and paleontological deposits and human remains throughout Campbell and the surrounding vicinity. Impacts to those resources would need to be assessed on a case-by-case basis. Implementation of Mitigation Measures CULT-2 and CULT-3, shown below, would ensure that implementation of the proposed Plan would not be cumulatively considerable. As a result, the proposed Plan would not substantially contribute to a significant cumulative impact on such resources. Additionally, it is anticipated that other projects would similarly be required to comply with all applicable existing regulations, procedures, and policies that are intended to address cultural resources impacts. Therefore, implementation of the proposed Plan would not result in a cumulative impact to cultural resources, and cumulative cultural resources impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.4.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

CULT-2	**The proposed Plan would have the potential to cause a substantial adverse change in the significance of an archaeological resource as defined in Section 15064.5.**

Mitigation Measure CULT-2: If a potentially significant subsurface cultural resource is encountered during ground-disturbing activities, all construction activities within a 100-foot radius of the find shall cease until a qualified archeologist determines whether the resource requires further study. All

developers in the Plan Area shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction activities shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance, in terms of CEQA criteria, by a qualified archeologist. If the resource is determined significant under CEQA, the qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan that will capture those categories of data for which the site is significant. The archaeologist shall also perform appropriate technical analyses; prepare a comprehensive report complete with methods, results, and recommendations; and provide for the permanent curation of the recovered resources. The report shall be submitted to the City of Campbell, NWIC, and State Historic Preservation Office (SHPO), if required.

Significance After Mitigation: Less than significant.

CULT-3	**The proposed Plan would have the potential to directly or indirectly destroy a unique paleontological resource, site, or geologic feature.**

Mitigation CULT-3: If paleontological resources are encountered during grading or excavation, all construction activities within a 50-foot radius shall stop, the City shall be notified, and a qualified paleontologist shall inspect the findings within 24 hours of discovery. The paleontologist shall document the discovery, as needed, in accordance with the Society of Vertebrate Paleontology standards, evaluate the resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If in consultation with the paleontologist, the project proponent determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important. Possible mitigation under CEQA emphasizes preservation-in-place measures, including planning construction to avoid paleontological sites, incorporating sites into parks and other open spaces, covering sites with stable soil, and deeding the site into a permanent conservation easement. The project proponent shall submit the excavation plan to the City for review and approval and the project proponent shall implement the approved excavation plan.

Significance After Mitigation: Less than significant

4.5 GEOLOGY, SOILS, AND SEISMICITY

This chapter describes potential impacts associated with the implementation of the Dell Avenue Area Plan (proposed Plan) that are related to geology, soils, and seismicity. Additionally, this chapter describes the environmental setting of the Plan Area, including the regulatory framework, existing conditions, and policies and mitigation measures that would prevent or reduce significant impacts.

4.5.1 ENVIRONMENTAL SETTING

The State of California as well as the City of Campbell have enacted laws and developed regulations that pertain to geology, soils, and seismicity. There are no federal laws or regulations related to geology, soils, and seismicity that are applicable to the proposed Plan. The following laws and regulations are relevant to the California Environmental Quality Act (CEQA) review process for the proposed Plan.

4.5.1.1 REGULATORY FRAMEWORK

State Regulations

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface fault rupture to structures used for human occupancy.[1] The main purpose of the Act is to prevent the construction of buildings used for human occupancy on top of the traces of active faults. It was passed into law in the wake of the February 1971 M_w 6.5 San Fernando (Sylmar) Earthquake that resulted in over 500 million dollars in property damage and 65 deaths.[2] Although the Act addresses the hazards associated with surface fault rupture, it does not address other earthquake-related hazards, such as seismically induced ground shaking, liquefaction, or landslides.

The Act requires the State Geologist to establish regulatory zones (formerly known as Special Studies Zones, now known as Earthquake Fault Zones) around the surface traces of mapped active faults, and to publish appropriate maps that depict these zones.[3] The maps are made publicly available and distributed to all affected cities, counties, and State agencies for their use in planning and controlling new or renewed construction. In general, the law prohibits construction within 50 feet of an active fault trace.

[1] Originally titled the *Alquist-Priolo Special Studies Zones Act* until renamed in 1993, Public Resources Code Division 2, Ch. 7.5, Sect. 2621.

[2] Southern California Earthquake Data Center, 2014, http://www.data.scec.org/significant/sanfernando1971.html, accessed on August 20, 2014.

[3] California Geological Survey, Alquist-Priolo Earthquake Fault Zones, 2014, http://www.conservation.ca.gov/cgs/rghm/ap/Pages/index.aspx, accessed on August 20, 2014.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act, which was passed by the California legislature in 1990, addresses earthquake hazards related to liquefaction and seismically induced landslides. Under the Act, seismic hazard zones are mapped by the State Geologist in order to assist local governments in land use planning. The Act states, "It is necessary to identify and map seismic hazard zones in order for cities and counties to adequately prepare the safety element of their general plans and to encourage land use management policies and regulations to reduce and mitigate those hazards to protect public health and safety."[4] Section 2697(a) of the Act states that "cities and counties shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard."[5]

California Building Code

The California Building Code (CBC), known as the California Building Standards Code, is included in Title 24 of the California Code of Regulations. The CBC incorporates the International Building Code, a model building code adopted across the United States. Current State law requires every local agency enforcing building regulations, such as cities and counties, to adopt the provisions of the CBC within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission. The most recent building standard adopted by the legislature and used throughout the state is the 2013 version of the CBC, which took effect on January 1, 2014. The CBC, as adopted by local cities or counties, is often modified with more restrictive amendments that are based on local geographic, topographic, or climatic conditions. The CBC codes provides minimum standards to protect property and public safety by regulating the design and construction of excavations, foundations, building frames, retaining walls, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions.[6] It also regulates grading activities, including drainage and erosion control.

Local Regulations

City of Campbell General Plan

The City of Campbell General Plan, which was adopted on November 6, 2001, includes goals, policies, and strategies that are intended to reduce the risks associated with geology, soils, and seismic hazards. Table 4.5-1 lists these goals, policies, and strategies.

[4] California Public Resources Code, Division 2, Chapter 7.8, Section 2691(c).
[5] California Public Resources Code, Division 2, Chapter 7.8, Section 2697(a).
[6] California Building Standards Commission, http://www.bsc.ca.gov/codes.aspx, accessed on August 20, 2014.

TABLE 4.5-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO GEOLOGY, SOILS, AND SEISMICITY

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Health and Safety Element	
Goal HS-1	*A feeling of safety in the community.*
Policy HS-1.4	Critical Facilities: Ensure that critical facilities keep pace with technological improvements and demand.
Strategy HS-1.4c	Proper Siting of Emergency Response Facilities: Ensure that siting of critical emergency response facilities such as hospitals, fire stations, police offices and substations, dispatch centers and other emergency service facilities and utilities have minimal exposure to flooding, seismic and geologic hazards, fires and explosions.
Goal HS-3	*Minimize impacts from natural and human-induced hazards.*
Policy HS-3.1	Construction-related Risk Reduction: Reduce construction related risks.
Strategy HS-3.1a	Building and Fire Code Requirements: Require all new construction, including public facilities, to be built according to the most recent Building and Fire Codes.
Policy HS-3.2	Seismic Risk Reduction: Minimize the potential damage to buildings, humans and property from geologic and seismic hazards, including ground shaking, liquefaction and fault rupture.
Strategy HS-3.1b	Non-conforming Structures: Identify structures not conforming with current earthquake, fire or flood standards and require compliance through programs such as structural rehabilitation, occupancy reduction and demolition or reconstruction.
Strategy HS-3.2a	Building Code Compliance: Require new development, remodels and redevelopment to comply with Uniform Building Code and California Building Code provisions regarding engineering and geotechnical analysis in order to minimize risk to the safety of occupants due to geologic and seismic hazards.
Strategy HS-3.2b	Excavation, Grading and Filling Requirements: Review and update City requirements for excavation, grading and filling to ensure they incorporate current and best available practices, standards and technology.
Strategy HS-3.2c	Abatement of Dangerous Buildings: Implement a Uniform Building Code section regarding abatement of dangerous buildings to address older buildings that may be at risk from geologic and seismic hazards.
Strategy HS-3.2d	Retrofitting Structures: Explore and pursue funding sources to assist in retrofitting non-earthquake-safe structures, such as non-reinforced masonry buildings.
Strategy HS-3.2e	Earthquake Risk and Preparedness Information: Distribute materials informing the public of earthquake risks and ways to reduce them and support information programs that address earthquake preparedness.
Strategy HS-3.2f	Compliance with Seismic Hazards Mapping Act: Require projects within Seismic Hazard Zones to comply with the provisions of the Seismic Hazards Map Act.
Strategy HS-3.2g	Recognition of Seismic and Geologic Hazards in the Zoning Code: Revise the Zoning Code to recognize and address geologic and seismic hazards, including criteria for approval of a project within Seismic Hazard Zones, guidelines for Campbell General Plan HS-26 evaluating seismic hazards and recommending mitigation measures and content of the geotechnical report.
Strategy HS-3.2h	Posting of Potential Hazards Associated with Unreinforced Masonry Buildings. Require that all URM structures within the City be posted with signs informing the public of the potential hazards associated with occupancy of these buildings. Property owners are responsible for implementing and maintaining such signage.

TABLE 4.5-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO GEOLOGY, SOILS, AND SEISMICITY

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Conservation and Natural Resource Element	
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-3.1f	Grading Ordinance: Develop and implement a Grading Ordinance that requires the use of erosion and sediment control measures and minimizes grading and vegetation removal near creeks to ensure that the creeks are protected from reduction in bank stability, erosion, downstream sedimentation and flooding.

Source: City of Campbell General Plan, 2001.

Municipal Code

The City of Campbell Municipal Code contains all adopted ordinances for the city. The Municipal Code is organized by Title, Chapter, and Section. The current Municipal Code is codified through Ordinance No. 2179, which was passed on June 2, 2014.

The City of Campbell has adopted the 2013 CBC, by reference, as the basis for the City's Building Code. The provisions of the Building Code are set forth in Title 18, Chapter 18.04 of the Campbell Municipal Code.[7] A number of additional building-related requirements were appended to the CBC as it was adopted, several of which are relevant to geology, soils, and seismicity. For example, Chapter 18.04.030(c) of the Municipal Code prohibits most uses of structural plain concrete in structures assigned to Seismic Design Category C, D, E, or F. Additionally, Chapter 18.04.030(e) includes more stringent requirements for the minimum amount of longitudinal reinforcing in concrete building foundations located in Seismic Design Categories D_0, D_1, and D_2.

Chapter 20.80.020 of the Municipal Code contains provisions that govern construction-related excavation and grading, and the approval of development or subdivision maps are to be conditioned on compliance with the requirements for grading and erosion control, including the prevention of sedimentation or damage to off-site property. Chapter 21.18.130 of the Municipal Code includes standards for geologic hazard reviews and reports where site development in areas with potential seismic and/or geologic hazards is contemplated. The standards include, but are not limited to required credentials for the report preparers and the use of the geotechnical report conclusions and recommendations as review standards.

[7] City of Campbell Municipal Code, https://library.municode.com/index.aspx?clientId=16242, accessed on August 24, 2014.

4.5.1.2 EXISTING CONDITIONS

This section includes a discussion of the existing geologic, soil, and seismic conditions in the City of Campbell.

Geology

The City of Campbell lies near the west-central edge of the Santa Clara Valley, a broad, alluvial plain of generally low topographic relief that slopes gently towards San Francisco Bay to the north. The Santa Clara Valley is located within the Coast Ranges geomorphic province of California. This province is characterized by northwest-trending ridges and valleys, underlain by strongly deformed sedimentary and metamorphic rocks of the Franciscan Complex. Major strike-slip faults help define the valley margins, such as the San Andreas Fault to the southwest and the Hayward and Calaveras Faults to the east.

The Santa Clara Valley consists of a large structural basin containing alluvial deposits that were deposited as a series of coalescing alluvial fans. The fans were formed by streams that drain the Diablo Range to the east and the Santa Cruz Mountains to the west. The Plan Area is located near the west-central margin of the valley, where the alluvium abuts the east flank of the Santa Cruz Mountains.

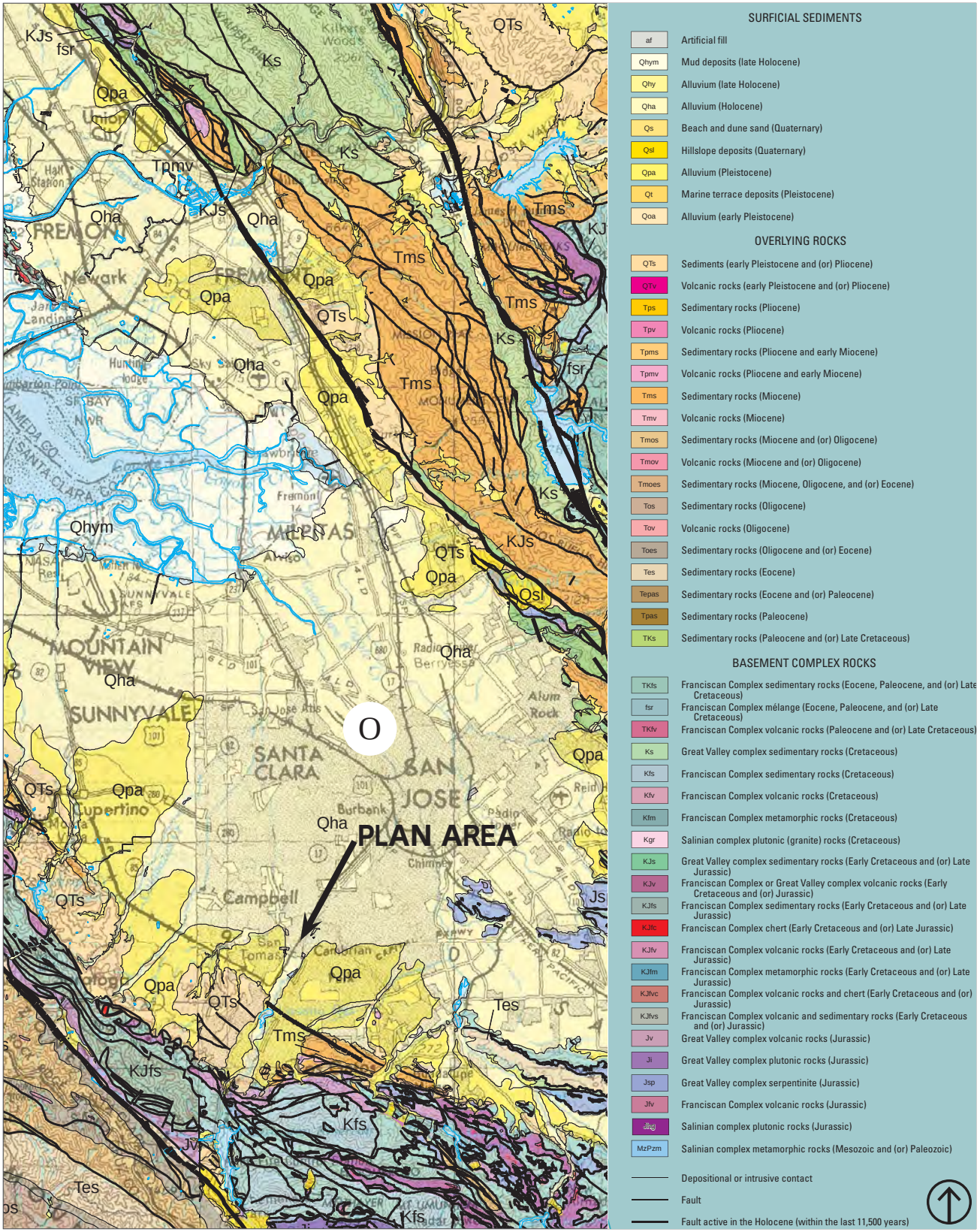
The general pattern of surficial geology is typified by progressively older sediments as one traverses the City of Campbell from the northeast to the southwest, as summarized below (refer to Figure 4.5-1):[8]

- Holocene alluvial fan deposits that are typically comprised of gravelly sand grading upward to sandy or silty clay;
- Pleistocene alluvial fan deposits generally composed of gravelly to clayey sand; and
- Lower Pleistocene to Upper Pliocene fluvial deposits of the Santa Clara Formation that generally consist of poorly sorted, poorly consolidated boulder and gravel conglomerate with beds of poorly sorted sandstone, siltstone, and clay.[9] The depositional environmental for the Santa Clara Formation has been interpreted as non-marine environments that were produced by late Cenozoic tectonism and uplift of the nearby Coast Ranges.

The Plan Area lies at the head of an alluvial fan, where Los Gatos Creek emerges from the foothills. In addition to the alluvium described above, less extensive alluvial terrace deposits locally flank the creek, where they are frequently composed of poorly sorted gravels and cobbles set in a sandy matrix.

[8] US Geological Survey, 1994, Preliminary Quaternary Geologic Maps of Santa Clara Valley, Santa Clara, Alameda, and San Mateo Counties, California: A Digital Database, Open-File Report 94-231, by E.J. Helley, R.W. Graymer, G.A. Phelps, P.K. Showalter, and C.M. Wentworth.

[9] US Geological Survey, 2002, Subsurface and Petroleum Geology of the Southwestern Santa Clara Valley ("Silicon Valley"), California, Professional Paper 1663, by Richard G. Stanley, Robert C. Jachens, Paul G. Lillis, Robert J. McLaughlin, Keith A. Kvenvolden, Frances D. Hostettler, Kristin A. McDougall, and Leslie B. Magoon.



Source: US Geology Survey, 2006, Geologic Map of the San Francisco Bay Region.

Figure 4.5-1
Geologic Map, Campbell, California

Soils

Web-accessible soil mapping data compiled by the United States Department of Agriculture's (USDA) Natural Resources Conservation Service (formerly, the Soil Conservation Survey) was used to identify the major soil types within the Plan Area (see Figure 4.5-2).[10] The predominant soil types include soils of the Urban Land-Flaskan complex, with lesser areas of Urban Land-Elder and Urban Land-Landelspark complexes. All of the above soils are generally formed on slopes of 0 to 2 percent.

The soils of the dominant Urban Land-Flaskan complex are typically formed on alluvial fans, where they are chiefly composed of sandy loam, sandy clay loam, and gravelly loam. According to the USDA, these soils are deep and well drained, and are typified by low runoff and low corrosivity with respect to concrete and steel.

Soils in the vicinity of the City of Campbell are known to be expansive in places.[11] A number of widely used treatments are available to mitigate expansive soils, including soil grouting, recompaction, and replacement with a non-expansive material. The CBC requires that each construction location be evaluated to determine the most appropriate treatment for expansive soils. Local-area construction contractors and soil testing firms are well acquainted with the procedures used to identify and mitigate expansive soils.

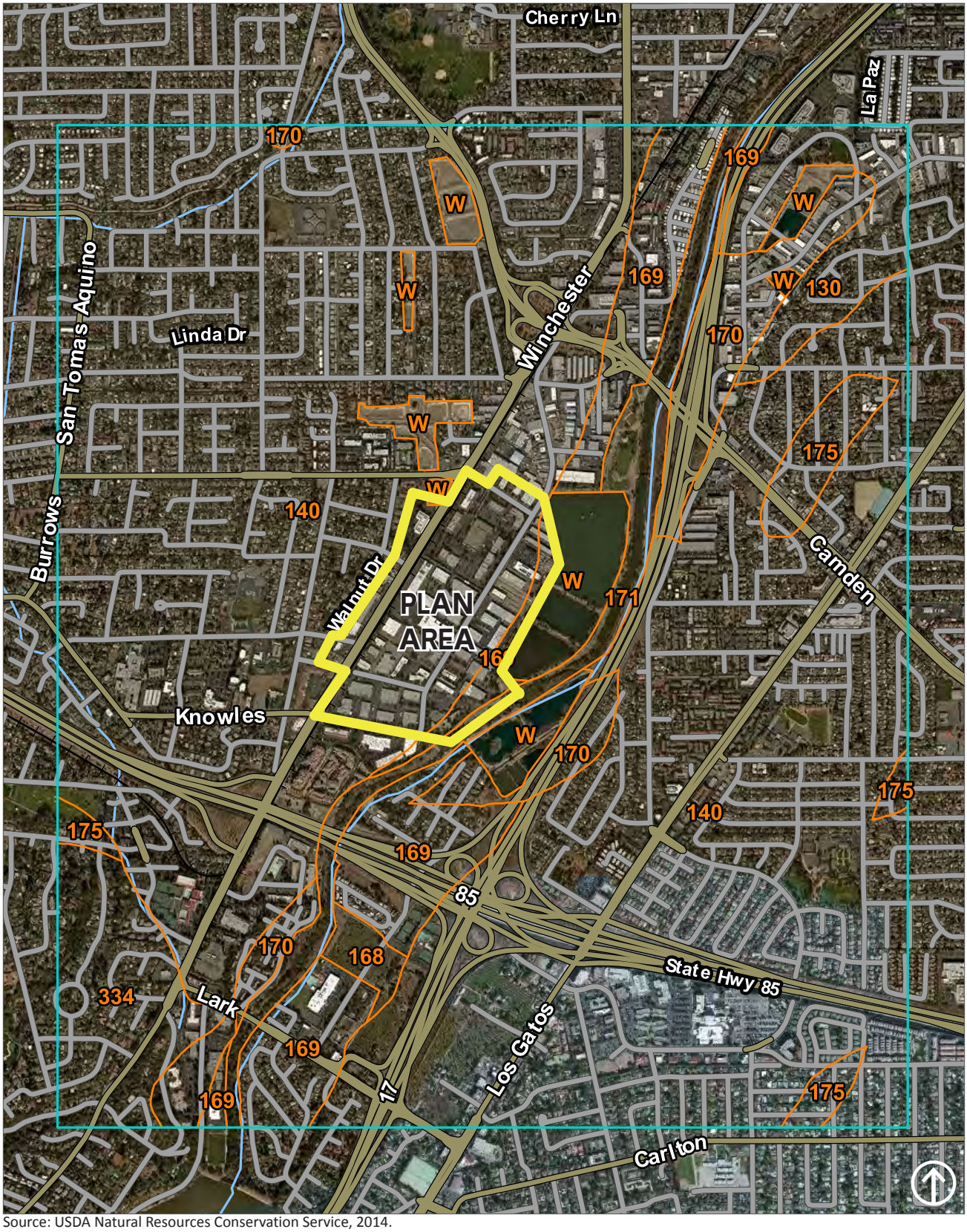
Regional Faulting, Seismicity, and Related Seismic Hazards

The earth's crust includes tectonic plates that locally collide with or slide past one another along plate boundaries. California is particularly susceptible to such plate movements, notably the largely horizontal or "strike-slip" movement of the Pacific Plate as it impinges on and slides past the west margin of the North American Plate. In general, earthquakes occur when the accumulated stress along a plate boundary or fault is suddenly released, resulting in seismic slippage. The amount (i.e., distance) of slippage can vary widely, ranging in scale from a few millimeters or centimeters, to tens of feet.

The performance of man-made structures during a major seismic event varies widely due to a number of factors: location with respect to active fault traces or areas prone to liquefaction or seismically-induced landslides; the type of building construction (i.e., wood frame, unreinforced masonry, non-ductile concrete frame); the proximity, magnitude, and intensity of the seismic event itself; and many other factors. In general, evidence from past earthquakes shows that wood frame structures tend to perform well, especially when their foundations are properly designed and anchored. Older, unreinforced masonry structures, on the other hand, do not perform as well, especially if they have not undergone appropriate seismic retrofitting. Applicable building code requirements, such as those found in the CBC, include seismic requirements that are designed to ensure the satisfactory performance of building materials under prescribed seismic conditions.

[10] US Department of Agriculture Natural Resources Conservation Service, 2014. Web Soil Service, http://websoilsurvey.sc.egov.usda.gov/app/HomePage.htm, accessed on August 26, 2014.

[11] Cornerstone Earth Group, 2010, Current Conditions, Geology, Soil and Seismic Hazards, San Jose General Plan Update.



Source: USDA Natural Resources Conservation Service, 2014.

130	Urban land-Still complex	171	Elder fine sandy loam
140	Urban land-Flaskan complex	175	Urbanland-Botella complex
169	Urbanland-Elder complex	178	Elder fine sandy loam
170	Urbanland-Landelspark complex	W	Water

Figure 4.5-2
Soil Types

The Plan Area, like nearly all of the San Francisco Bay Area, is vulnerable to seismic activity due to the presence of active earthquake faults in the region. The closest and most prominent active fault is the San Andreas Fault, the closest approach of which lies approximately 5.6 miles southwest of the Plan Area. Other active earthquake faults in the Santa Clara Valley region include the Hayward Fault and Calaveras Fault, which lie roughly 11 to 17 miles to the northeast, respectively, and the San Gregorio Fault, which passes as close as 21 miles southwest of the Plan Area (see Figure 4.5-3). Based on the maps published by the California Geological Survey, no Alquist-Priolo Earthquake Fault Zones have been mapped in the Plan Area or in the immediate vicinity.

Subsequent to the October 17, 1989 Loma Prieta earthquake, mapping by the U.S. Geological Survey documented seismic-related ground deformation along the northeastern flank of the Santa Cruz Mountains in the hills directly southwest of the Plan Area.[12] The deformation, which was reportedly manifest in the Pliocene and Pleistocene Santa Clara Formation and overlying Quaternary deposits, generally coincided with the location and orientation of the Berrocal, Monte Vista, Cascade, and Shannon Faults. These faults are part of a series of northwest-trending, southwest-dipping reverse faults that border the Santa Cruz Mountains range front and traverse the communities of Los Gatos, Saratoga, Cupertino, and Los Altos Hills. None of these faults are known to cross the Plan Area; based on U.S. Geological Survey (USGS) mapping, the closest of these is the Cascade Fault, whose inferred location passes roughly 0.4-mile southwest of the Plan Area.[13]

In the general vicinity of the Plan Area, none of the aforementioned faults has been mapped by the California Geological Survey as an "active" fault (sensu stricto). According to the California Geological Survey (CGS, formerly the Division of Mines and Geology), conclusive evidence of Holocene displacement, such that the faults would meet current criteria of being "sufficiently active" for zoning under the Alquist-Priolo Act, has not been documented.[14] Such mapping criteria notwithstanding, the fault zones reportedly exhibit geomorphic evidence of faulting (i.e., lineament patterns, offset drainages, sag ponds, and faceted ridge spurs) and a November 1973 M_w 4.7 to 4.9 earthquake near the community of Los Gatos was tentatively linked to movement on the Sargent-Berrocal Fault.[15]

Ground Shaking

The severity of seismic ground shaking depends on a number of variables, such as earthquake magnitude, hypocenter proximity, local geology (including the properties of unconsolidated sediments), groundwater

[12] US Geological Survey, 1994, Geomorphic Investigations of Deformation Along the Northeastern Margin of the Santa Cruz Mountains, by Christopher S. Hitchcock, Keith I. Kelson and Stephen C. Thompson, Open File Report 94-187.

[13] California Department of Water Resources, 1975, Evaluation of Ground Water Resources - South San Francisco Bay; Volume III Northern Santa Clara County Area.

[14] California Division of Mines and Geology, 1980, Fault Evaluation Report FER-98, dated June 26, 1980.

[15] US Geological Survey, 1975, Geologic Map of the Sargent-Berrocal Fault Zone between Los Gatos and Los Altos Hills, Santa Clara County, California, by Dennis Sorg and Robert McLaughlin, Map MF-643.

conditions, and topographic setting. In general, ground-shaking hazards are most pronounced in areas that are underlain by loosely consolidated soil/sediment.

When earthquake faults within the Bay Area's nine-county area were considered, the USGS estimated that the probability of a M_W 6.7 or greater earthquake prior to year 2036 is 63 percent, or roughly a two-thirds probability over this timeframe.[16] Individually, the forecasted probability for a given earthquake fault to produce a M_W 6.7 or greater seismic event by the year 2036 is as follows: 31 percent for the Hayward Fault, 21 percent for the San Andreas Fault, 7 percent for the Calaveras Fault, and 6 percent for the San Gregorio Fault, as shown in Figure 4.5-4. Earthquakes of this magnitude can create ground accelerations severe enough to cause major damage to structures and foundations not designed to resist the forces generated by earthquakes. Underground utility lines are also susceptible where they lack sufficient flexibility to accommodate the seismic ground motion. In the event of an earthquake of this magnitude, the seismic forecasts presented on the Association of Bay Area Governments' website (developed by a cooperative working group that included the USGS and the CGS) suggest that most parts of Plan Area are expected to experience "strong" shaking (i.e., Modified Mercalli Intensity [MMI] VII).

The April 1906 earthquake on the San Andreas Fault, estimated between M_W 7.7 and 8.3, was the largest seismic event in recent history that affected the City of Campbell. Roughly 25 years ago, the M_W 6.9 Loma Prieta earthquake of October 1989 on the San Andreas Fault caused significant damage throughout the San Francisco Bay Area, although no deaths were reported in Santa Clara County. The epicenter of the Loma Prieta event was located roughly 13.5 miles south of the Plan Area. Most recently, the August 24, 2014 M_W 6.0 Napa earthquake, located near the City of Napa roughly 65 miles north of the Plan Area, underscores the regional seismic hazards in the San Francisco Bay Area.[17] This earthquake represents the largest regional seismic event since Loma Prieta, and it may have resulted in the destruction of more than 70 structures and one billion dollars in total damage.

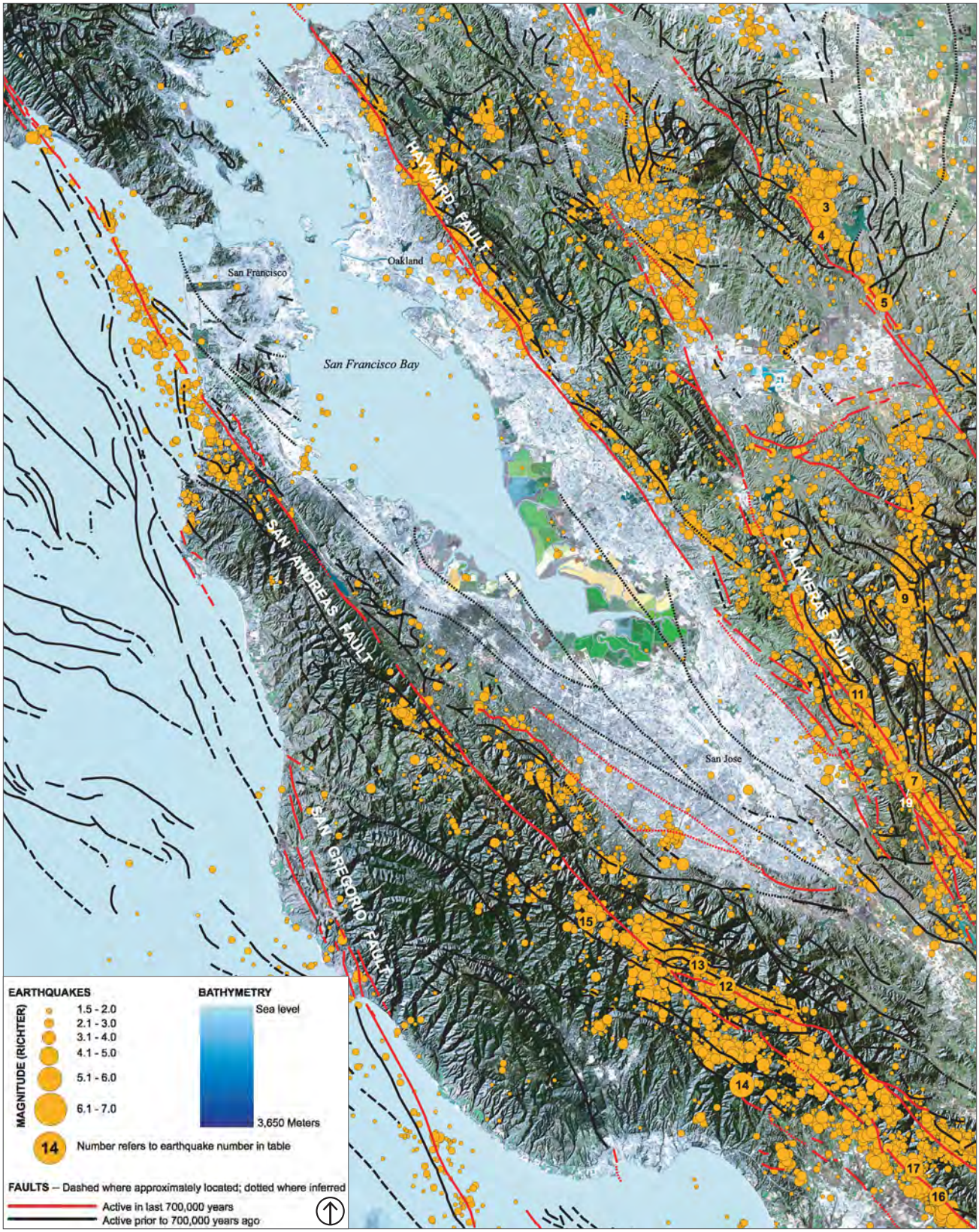
Landslides

Landslides are gravity-driven movements of earth materials that can include rock, soil, unconsolidated sediment, or combinations of such materials. The rate of landslide movement can vary considerably; some move rapidly, as in a soil or rock avalanche, while other landslides creep or move slowly for extended periods of time. The susceptibility of a given area to landslides depends on many variables, although the general characteristics that influence landslide hazards are widely acknowledged. Some of the more important factors that can impact the likelihood of landslides are listed below:

Slope Material: Loose, unconsolidated soil and weakly indurated or highly fractured bedrock are more prone to landslides.

[16] US Geological Survey, 2014, 2008 Bay Area Earthquake Probabilities, http://earthquake.usgs.gov/regional/nca/ucerf/, accessed on August 25, 2014.

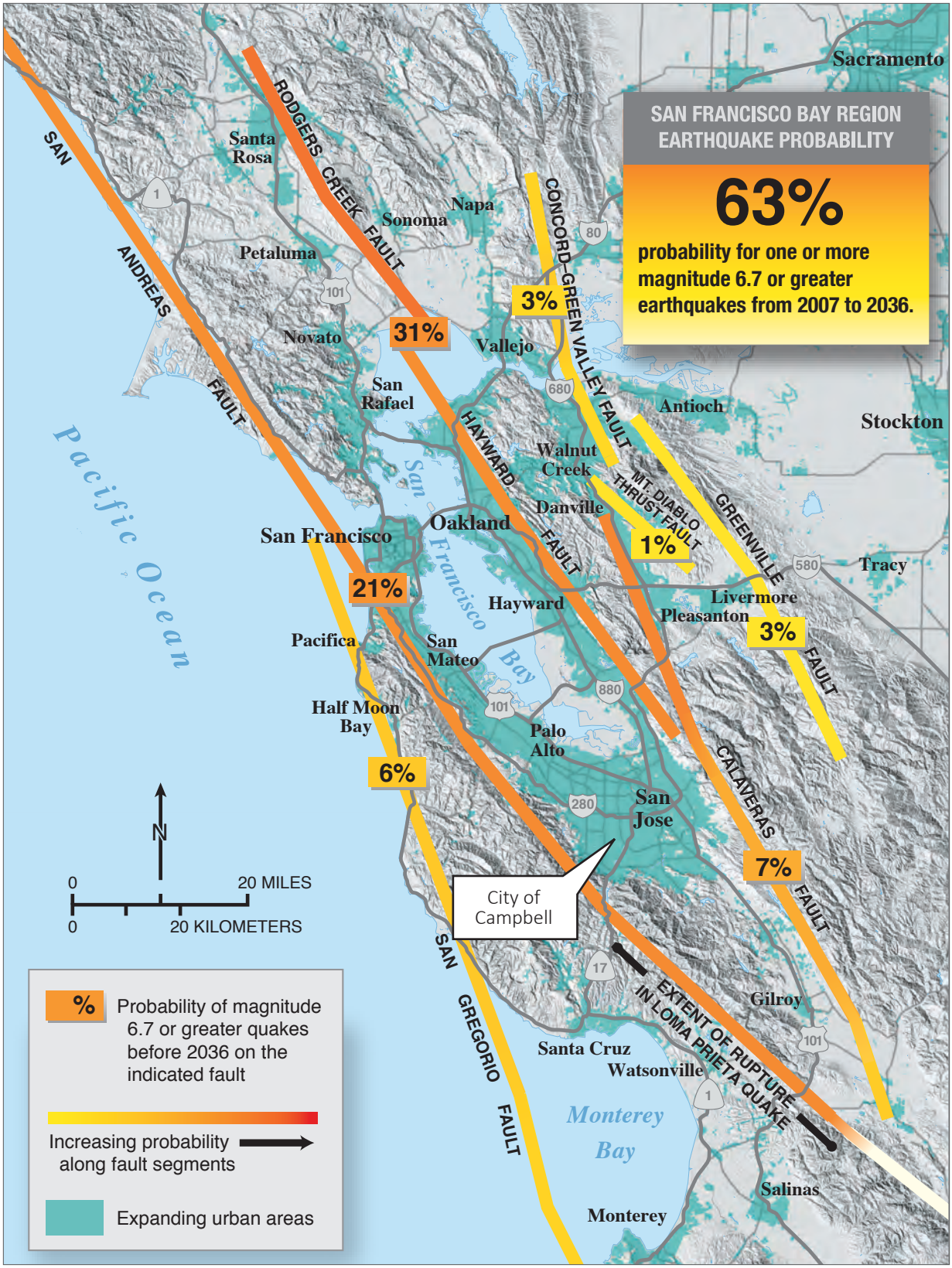
[17] US Geological Survey, 2014, Earthquake Hazards Program, http://earthquake.usgs.gov/earthquakes/eventpage/nc72282711#summary, accessed on August 26, 2014.



Source: US Geological Survey, 2004; Earthquakes and Faults in the San Francisco Bay Area (1970-2003); Scientific Investigations Map 2848.

Figure 4.5-3

Earthquakes and Faults in the San Francisco Bay Area



Source: US Geological Survey, 2008 Bay Area Earthquake Probabilities, 2014.

Figure 4.5-4
Bay Area Earthquake Probabilities

- **Slope Steepness:** Most landslides occur on moderate to steep slopes.
- **Structural Geometry:** The orientation of planar elements in soil or bedrock (e.g., bedding, foliation, joints, etc.) and the geometric relationship of these elements to the ground surface can affect landslide probability.
- **Moisture:** Increased moisture, as it may be present in subsurface soil or bedrock pores, or bedrock fractures, can increase the likelihood of a landslide due to decreased internal friction and increased weight of the earth materials.
- **Vegetation:** Well-established vegetation, and associated root structure, help promote slope stability.
- **Eroded Slopes or Man-made Cuts:** Proximity to eroded faces in soil or bedrock, as well as proximity to cut (i.e., excavated) slope faces can increase landslide potential.
- **Seismic Shaking:** Strong seismic shaking can trigger landslides in otherwise stable slopes or loosen the slope materials such that they are more prone to landslides in the future.

Due to the prevailing gentle topography and lack of steep slopes, earthquake-induced landslides are unlikely to occur within the Plan Area. This is consistent with the maps prepared by the California Geological Survey, which do not show any seismically induced landslide hazard zones in the Plan Area.[18]

Liquefaction

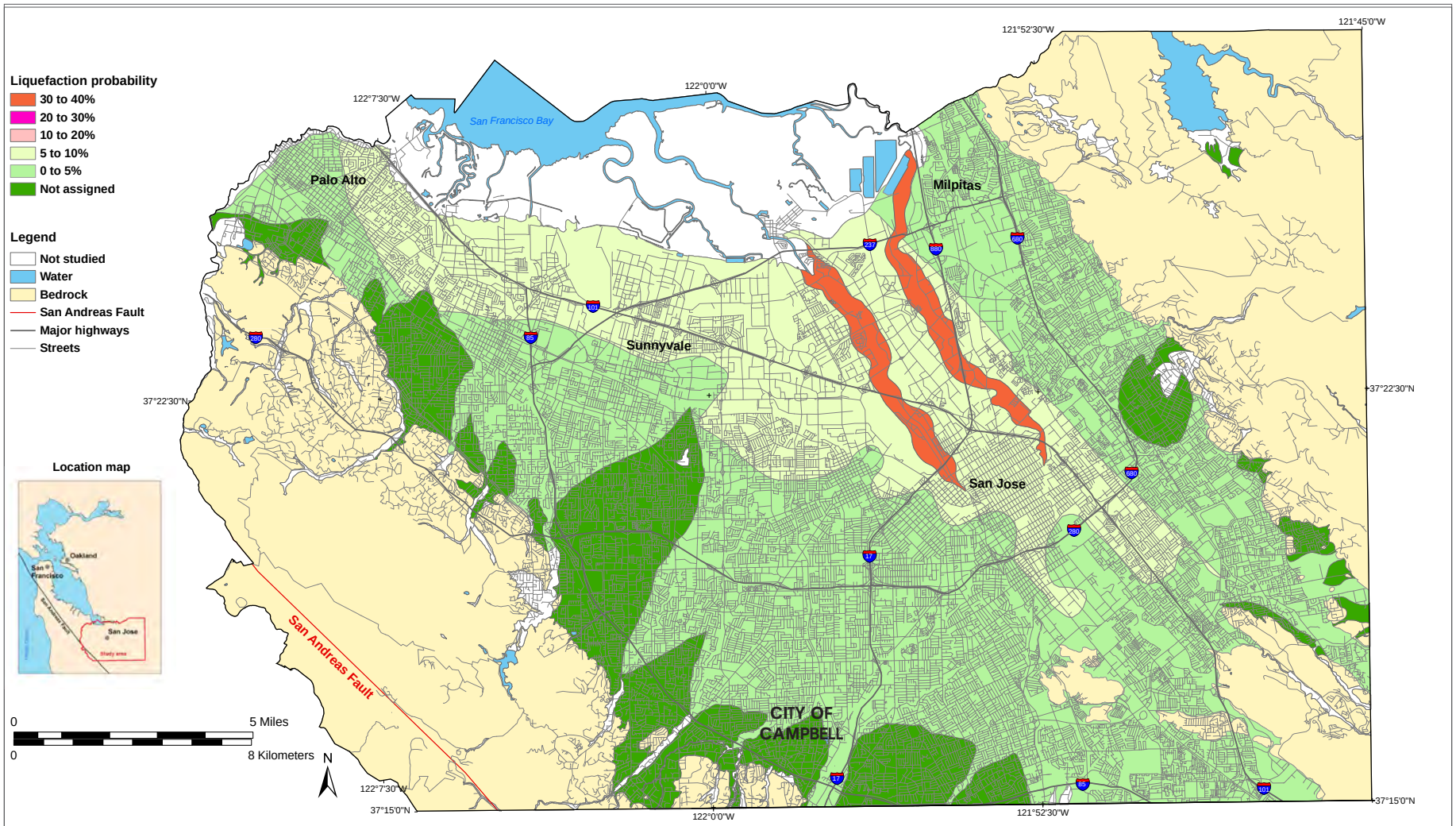
Liquefaction generally occurs in areas where moist, fine-grained, cohesionless sediment or fill materials are subjected to strong, seismically induced ground shaking. Under certain circumstances, the ground shaking can temporarily transform an otherwise solid, granular material to a fluid state. Liquefaction is a serious hazard because buildings in areas that experience liquefaction may subside and suffer major structural damage. Liquefaction is most often triggered by seismic shaking, but it can also be caused by improper grading, landslides, or other factors. In dry soils, seismic shaking may cause soil to consolidate rather than flow, a process known as densification.

Assuming a M_W 7.8 earthquake on the San Andreas Fault, the USGS estimated that the liquefaction potential ranges from 0 to 5 percent throughout the City of Campbell as shown on Figure 4.5-5.[19] In addition to the USGS evaluation, the CGS has studied and mapped liquefaction potential in the San Jose West 7.5-minute topographic quadrangle, a map area that includes the Plan Area.[20] Based on that map and the accompanying report, most of the Plan Area lies in a designated liquefaction hazard zone that is associated with the alluvium that flanks Los Gatos Creek. In reporting their findings, the CGS stated that "localities most

[18] California Geological Survey, 2002. Seismic Hazards Zone, San Jose West Quadrangle, Official Map, released February 7, 2002, Scale 1:24,000.

[19] US Geological Survey, Open File Report 2008-1270, 2008.

[20] California Department of Conservation, Division of Mines and Geology, 2002, Seismic Hazard Zone Report for the San Jose West 7.5-Minute Quadrangle, Santa Clara County, California, Seismic Hazard Zone Report 058.



This map shows the likelihood of liquefaction in Northern Santa Clara County during a magnitude 7.8 earthquake on the northernmost segments of the San Andreas Fault. This earthquake is similar to the 1906 San Francisco earthquake. At each location, the map predicts the approximate probability that shallow wet sands will liquefy and cause surface manifestations of liquefaction such as sand boils and ground cracking. Liquefaction is a phenomenon that is caused by earthquake shaking. Wet sand can become liquid-like when strongly shaken. The liquefied sand may flow and the ground may move and crack, causing damage to surface structures and underground utilities.The map depicts the hazard at a regional scale and should not be used for site-specific design and consideration. Subsurface conditions can vary abruptly and borings are required to address the hazard at a given location. The map assumes the historically shallowest water table conditions and does not reflect current ground-water conditions. If the current water table is deeper, the probability of liquefaction is reduced. The map includes the communities of San Jose, Campbell, Cupertino, Los Altos, Los Gatos, Milpitas, Mountain View, Palo Alto, Santa Clara, Saratoga, and Sunnyvale.

Source: US Geological Survey, 2008; Bay Area Earthquake Probabilities, 2014.

Figure 4.5-5

Liquefaction Probability for M7.8 San Andreas Fault Earthquake Scenario, Santa Clara County, California

susceptible to liquefaction-induced damage are underlain by loose, water-saturated, granular sediment within 40 feet of the ground surface" and that these geological and hydrogeological conditions are relatively common throughout the San Francisco Bay area.

The CGS report also commented on historical liquefaction phenomena in the Santa Clara Valley that were associated with major seismic events in the twentieth century. In the aftermath of the 1906 San Francisco earthquake, water, and mud reportedly erupted from artesian water wells in the Willow Park area of San Jose, roughly 8.5 miles north-northeast of the Plan Area. More recently, during the 1989 Loma Prieta earthquake, areas near the southeast corner of the San Jose airport reportedly experienced liquefaction. Features suggestive of liquefaction were documented along the banks of the Guadalupe River and along the airport frontage road.

Unstable Geologic Units

Expansive soils can change dramatically in volume depending on moisture content. When wet, these soils can expand; conversely, when dry, they can contract or shrink. Sources of moisture that can trigger this shrink-swell phenomenon include seasonal rainfall, landscape irrigation, utility leakage, and/or perched groundwater. Expansive soil can develop wide cracks in the dry season, and changes in soil volume have the potential to damage concrete slabs, foundations, and pavement. Special building/structure design or soil treatment are often needed in areas with expansive soils.

Expansive soils are typically very fine-grained with a high to very high percentage of clay, typically montmorillonite, smectite, or bentonite clay. Two types of soil tests are used to identify expansive soils. The first is referred to as a linear extensibility test, which measures the change in length of an unconfined clod as the moisture content is decreased from a moist to dry state. The volume change is reported as a percent change for the entire sample. In the linear extensibility test, shrink-swell potential is considered low if the soil has a linear extensibility of less than 3 percent; moderate, if 3 to 6 percent; high, if 6 to 9 percent; and very high, if more than 9 percent.[21] A linear extensibility of 3 percent or greater indicates that shrinking and swelling has the potential to cause damage to buildings, roads, and other structures. Previous USDA soil surveys notwithstanding, the shrink-swell potential at a given project within the Plan Area may be highly site-specific, requiring careful geotechnical investigation prior to project design and construction. In general, alluvial fan sediments become increasingly finer grained with greater distance from the source area (i.e., the Santa Cruz Mountains). As a consequence, expansive soils are more likely to be encountered in the relatively flat portions of Santa Clara Valley northeast of the Plan Area, where clayey silts and silty clays may be more prevalent.

[21] Army Corps of Engineers Field Manual TM 5-818-7, 1985, Foundations In Expansive Soils, http://armypubs.army.mil/eng/DR_pubs/DR_a/pdf/tm5_818_7.pdf, accessed on August 27, 2014.

4.5.2 STANDARDS OF SIGNIFICANCE

The proposed Plan would have a significant impact with regard to geology, soils, and/or seismicity if it would:

1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
   - Surface rupture along a known active fault, including those faults identified on recent Alquist-Priolo Earthquake Fault Zoning Maps issued by the State Geologist, or active faults identified through other means (i.e., site-specific geotechnical studies, etc.).
   - Strong seismic ground shaking.
   - Seismic-related ground failure, including liquefaction.
   - Landslides.
2. Result in substantial soil erosion or the loss of topsoil.
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed Plan, and potentially result in on- or off-site landsliding, lateral spreading, subsidence, liquefaction, or collapse.
4. Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial risks to life or property.
5. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

4.5.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes potential impacts to geology, soils, and seismicity.

GEO-1	**Implementation of the proposed Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: surface rupture along a known active fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides.**

To date, no Alquist-Priolo Earthquake Fault Zones haves been mapped within the Plan Area. Protections afforded by the Alquist-Priolo Act, as well as the CBC and City Municipal Code ordinances that require detailed geotechnical reports in areas of suspected geological hazards, would help ensure that the potential for ground rupture is carefully evaluated when development in the Plan Area is proposed. Together, these safeguards would help control the construction of new residential buildings in proximity to the mapped traces of active faults. Nevertheless, in the event of a large, M_W 6.7 or greater, seismic event on the nearby San Andreas Fault, the Plan Area could experience "very strong" ground shaking. Based on published studies

and maps of the Plan Area, the potential for seismically induced liquefaction appears to be significant. State-mapped hazard zones for seismic-induced liquefaction include nearly all of the Plan Area.

Existing Municipal Code ordinances, such as Chapter 21.18.130, empower the City to require detailed soils and/or geotechnical reports where geological hazards, such as areas prone to seismically induced liquefaction, are likely to be present. Detailed soils/geotechnical investigations typically include quantitative evaluations of liquefaction hazards, as well as recommendations for foundation design and/or ground improvement. Implementation of such recommendations would help ensure that seismically induced liquefaction hazards would be adequately mitigated for future development in the Plan Area.

In addition to the safeguards discussed above, future development in the Plan Area would be subject to the following policies and strategies in the Health and Safety Element of the City's General Plan:

- Policy HS-3.2: Seismic Risk Reduction: Minimize the potential damage to buildings, humans, and property from geologic and seismic hazards, including ground shaking, liquefaction, and fault rupture.
- Strategy HS-3.1b: Non-conforming Structures: Identify structures not conforming with current earthquake, fire or flood standards and require compliance through programs such as structural rehabilitation, occupancy reduction and demolition or reconstruction.
- Strategy HS-3.2a: Building Code Compliance: Require new development, remodels and redevelopment to comply with Uniform Building Code and California Building Code provisions regarding engineering and geotechnical analysis in order to minimize risk to the safety of occupants due to geologic and seismic hazards.
- Strategy HS-3.2b: Excavation, Grading and Filling Requirements: Review and update City requirements for excavation, grading and filling to ensure they incorporate current and best available practices, standards and technology.
- Strategy HS-3.2c: Abatement of Dangerous Buildings: Implement a Uniform Building Code section regarding abatement of dangerous buildings to address older buildings that may be at risk from geologic and seismic hazards.
- Strategy HS-3.2d: Retrofitting Structures: Explore and pursue funding sources to assist in retrofitting non-earthquake-safe structures, such as non-reinforced masonry buildings.
- Strategy HS-3.2e: Earthquake Risk and Preparedness Information: Distribute materials informing the public of earthquake risks and ways to reduce them and support information programs that address earthquake preparedness.
- Strategy HS-3.2f: Compliance with Seismic Hazards Mapping Act: Require projects within Seismic Hazard Zones to comply with the provisions of the Seismic Hazards Map Act.
- Strategy HS-3.2g: Recognition of Seismic and Geologic Hazards in the Zoning Code: Revise the Zoning Code to recognize and address geologic and seismic hazards, including criteria for approval of a project

within Seismic Hazard Zones, guidelines for Campbell General Plan HS-26 evaluating seismic hazards and recommending mitigation measures and content of the geotechnical report.

- Strategy HS-3.2h: Posting of Potential Hazards Associated with Unreinforced Masonry Buildings. Require that all URM structures within the City be posted with signs informing the public of the potential hazards associated with occupancy of these buildings. Property owners are responsible for implementing and maintaining such signage.

Adherence to CBC requirements and applicable City regulations, procedures, and policies would help ensure that potential geological hazards, such as surface rupture along active faults, strong seismic shaking, and seismically induced liquefaction, are carefully evaluated when development in the Plan Area is considered. Such evaluations can mitigate these geological hazards through refined building and foundation design, ground improvement, and modified building siting. As a result, the impacts are judged *less than significant*.

Significance Before Mitigation: Less than significant.

GEO-2	**Implementation of the proposed Plan would not result in substantial soil erosion or the loss of topsoil.**

Substantial soil erosion or loss of topsoil during construction could undermine structures and minor slopes, and this could be a concern during development of the Plan Area. However, compliance with existing regulatory requirements, such as mandatory implementation of grading erosion control measures specified in the CBC and the City of Campbell's Municipal Code, would reduce impacts from erosion and the loss of topsoil. Examples of these control measures are Best Management Practices (BMPs) such as hydroseeding or short-term biodegradable erosion control blankets; vegetated swales, silt fences, or other forms of protection at storm drain inlets; post-construction inspection of drainage structures for accumulated sediment; and post-construction clearing of debris and sediment from these structures. Chapter 20.80.020 of the Municipal Code contains requirements for grading and erosion control that are broadly applicable to development projects where rezoning, building permit, use permit, variance, or special zoning area approvals are required.

In addition to the safeguards discussed above, consistency with the following policies and strategies in the Conservation and Natural Resource Element of the City's General Plan would minimize impacts pertaining to substantial soil erosion or the loss of topsoil:

- Policy CNR-3.1: Riparian Corridor Preservation: Preserve the aesthetic and habitat value of riparian corridors.
- Strategy CNR-3.1f: Grading Ordinance: Develop and implement a Grading Ordinance that requires the use of erosion and sediment control measures and minimizes grading and vegetation removal near

creeks to ensure that the creeks are protected from reduction in bank stability, erosion, downstream sedimentation, and flooding.

Adherence to the aforementioned regulatory requirements and consistency with relevant General Plan policies and strategies would ensure that impacts associated with substantial erosion and loss of topsoil during the development allowed by the proposed Plan would be *less than significant*.

Significance Before Mitigation: Less than significant.

GEO-3	**Implementation of the proposed Plan would not result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.**

Unstable geologic units could be present within the Plan Area. The potential impacts of such unstable materials could include subsidence where artificial fill material may be poorly engineered and highly compressible. As previously noted, development sites in the Plan Area may be at greater risk for seismically induced liquefaction, as are most areas that flank Los Gatos Creek. Compliance with Municipal Code requirements, which can require site-specific soils and/or geotechnical studies for land development or construction in areas of potential geologic instability, would reduce the potential impacts associated with future development to a *less-than-significant* level.

Significance Before Mitigation: Less than significant.

GEO-4	**Implementation of the proposed Plan would not create substantial risks to life or property as a result of its location on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial risks to life or property.**

As previously discussed, the available information does not specifically show that expansive soils are present in the Plan Area. Nevertheless, future development would be subject to the CBC regulations and provisions, as adopted in Chapter 18.04 of the City of Campbell's Municipal Code and enforced by the City during plan review prior to building permit issuance. The CBC contains specific requirements for seismic safety, excavation, foundations, retaining walls, and site demolition, and it also regulates grading activities, including drainage and erosion control. Similarly, existing City ordinances governing site development, such as Chapter 21.18.130, contain standards for the content, scope, and application of geologic hazard/geotechnical investigations where geological hazards, including expansive soils, may be present.

In addition, City of Campbell General Plan policies and strategies under the Health and Safety Element require formal seismic and geologic evaluations of new development proposals that lie within identified

hazard zones. Examples include Strategy HS-3.2a (Building Code Compliance) and Strategy HS-3.2g (Recognition of Seismic and Geologic Hazards in the Zoning Code). Compliance with existing regulations and adherence to relevant General Plan policies and strategies would ensure that the potential future development impacts as a result of development allowed by the proposed Plan would be *less than significant*.

Significance Before Mitigation: Less than significant.

GEO-5	**Implementation of the proposed Plan would not result in impacts associated with the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.**

Construction allowed by the proposed Plan would not require the use of septic tanks or alternative wastewater disposal systems. Wastewater would be discharged into the existing public sanitary sewer system in the Plan Area, which is serviced by the West Valley Sanitation District (WVSD). WVSD sewers capture and convey wastewater to the Sunnyvale Water Pollution Control Plant, where the wastewater is treated and recycled. As discussed in Section 4.14.2.1 of this DEIR, adequate system capacity is ensured through implementation and periodic auditing of WVSD's Sewer System Management Plan (SSMP), as well as sewer-related capital improvement program (CIP) projects and studies. In light of the above, there would be *no impact* from the proposed Plan's implementation and associated development at sites where soils may not be capable of supporting the use of septic tanks or alternative wastewater disposal systems.

Significance Before Mitigation: No impact.

4.5.4 CUMULATIVE IMPACTS

GEO-6	**Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to geology and soils.**

As discussed elsewhere in Chapter 4.0 of this DEIR, the cumulative projects considered for this analysis includes the County Courthouse, Albright, and North 40 projects in the Town of Los Gatos which would generate 869,000 square feet of commercial and 269,000 square feet of retail development along with 150 hotel rooms, 73 single-family homes, and 336 multi-family units.. Potential cumulative geological impacts could arise from a combination of implementation of the proposed Plan and associated development, together with past and future development in the adjacent Town of Los Gatos.

Considering the fact that no active earthquake faults have been mapped by the State of California within the Plan Area, the risk of primary fault rupture to occupied buildings is considered to be low. Furthermore, new development allowed by the proposed Plan would be subject to CBC and Municipal Code requirements. Compliance with these requirements would, to the maximum extent practicable, reduce cumulative,

development-related impacts that relate to seismic shaking, seismically induced landslides and liquefaction, and expansive soils. Similarly, compliance with General Plan policies and strategies, as well as the City's Ordinances pertaining to construction-related excavation and grading (i.e., Municipal Code Chapter 20.80.020), would minimize the cumulative impacts associated with soil erosion and loss of topsoil to the maximum extent practicable.

The proposed Plan would not result in a significant impact with respect to geology, soils, and seismicity and would not significantly contribute to cumulative impacts in this regard. Therefore, the cumulative impacts associated with implementation of the proposed Plan, together with anticipated growth in the immediate vicinity of the Plan Area, would result in a *less-than-significant* cumulative impact with respect to geology, soils, and seismicity.

Significance Before Mitigation: Less than significant.

4.5.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant impacts with respect to geology, soils, or seismicity. Therefore, no mitigation measures are required.

4.6 GREENHOUSE GAS EMISSIONS

This chapter evaluates the potential for the Dell Avenue Area Plan (proposed Plan) to cumulatively contribute to greenhouse gas (GHG) emissions impacts. Because no single project is large enough individually to result in a measurable increase in global concentrations of GHG emissions, global warming impacts of a project are considered on a cumulative basis. This chapter is based on the methodology recommended by the Bay Area Air Quality Management District (BAAQMD) for project-level review. GHG emissions modeling is included in Appendix B, Air Quality and Greenhouse Gas Modeling, of this Draft EIR.

4.6.1 ENVIRONMENTAL SETTING

Scientists have concluded that human activities are contributing to global climate change by adding large amounts of heat-trapping gases, known as GHGs, to the atmosphere. The primary source of these GHGs is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHGs—water vapor, carbon dioxide (CO_2), methane (CH_4), and ozone (O_3)—that are the likely cause of an increase in global average temperatures observed in the 20th and 21st centuries. Other GHGs identified by the IPCC that contribute to global warming to a lesser extent are nitrous oxide (N_2O), sulfur hexafluoride (SF_6), hydrofluorocarbons, perfluorocarbons, and chlorofluorocarbons.[1,2,3] The major GHGs are briefly described below.

- **Carbon dioxide (CO_2)** enters the atmosphere through the burning of fossil fuels (e.g., oil, natural gas, and coal), solid waste, trees and wood products, and respiration, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is removed from the atmosphere (i.e., sequestered) when it is absorbed by plants as part of the biological carbon cycle.
- **Methane (CH_4)** is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and from the decay of organic waste in landfills and water treatment facilities.
- **Nitrous oxide (N_2O)** is emitted during agricultural and industrial activities as well as during the combustion of fossil fuels and solid waste.

[1] Water vapor (H_2O) is the strongest GHG and the most variable in its phases (vapor, cloud droplets, ice crystals). However, water vapor is not considered a pollutant, but part of the feedback loop rather than a primary cause of change.

[2] Black carbon contributes to climate change both directly, by absorbing sunlight, and indirectly, by depositing on snow (making it melt faster) and by interacting with clouds and affecting cloud formation. Black carbon is the most strongly light-absorbing component of particulate matter (PM) emitted from burning fuels such as coal, diesel, and biomass. Reducing black carbon emissions globally can have immediate economic, climate, and public health benefits. According to the California Air Resources Board, California has been an international leader in reducing emissions of black carbon, with close to 95 percent control expected by 2020 due to existing programs that target reducing PM from diesel engines and burning activities. However, State and national GHG inventories do not yet include black carbon due to ongoing work resolving the precise global warming potential of black carbon. Guidance for CEQA documents does not yet include black carbon.

[3] Intergovernmental Panel on Climate Change, 2001. *Third Assessment Report: Climate Change 2001,* New York: Cambridge University Press.

- **Fluorinated gases** are synthetic, strong GHGs that are emitted from a variety of industrial processes. Fluorinated gases are sometimes used as substitutes for ozone-depleting substances. These gases are typically emitted in smaller quantities, but because they are potent GHGs, they are sometimes referred to as high global-warming-potential (GWP) gases. Fluorinated gases include the following:
- **Chlorofluorocarbons (CFCs)** are GHGs covered under the 1987 Montreal Protocol and used for refrigeration, air conditioning, packaging, insulation, solvents, or aerosol propellants. Since they are not destroyed in the lower atmosphere (i.e., troposphere), CFCs drift into the upper atmosphere where, given suitable conditions, they break down the ozone layer. These gases are therefore being replaced by other compounds that are GHGs covered under the Kyoto Protocol.
- **Perfluorocarbons (PFCs)** are a group of human-made chemicals composed of carbon and fluorine only. These chemicals (predominantly perfluoromethane [CF_4] and perfluoroethane [C_2F_6]) were introduced as alternatives, along with HFCs, to ozone-depleting substances. In addition, PFCs are emitted as by-products of industrial processes and are used in manufacturing. PFCs do not harm the stratospheric ozone layer, but they have a high GWP.
- **Sulfur Hexafluoride (SF_6)** is a colorless gas that is soluble in alcohol and ether, and slightly soluble in water. SF_6 is a strong GHG used primarily in electrical transmission and distribution systems as an insulator.
- **Hydrochlorofluorocarbons (HCFCs)** contain hydrogen, fluorine, chlorine, and carbon atoms. Although they are ozone-depleting substances, they are less potent than CFCs. They have been introduced as temporary replacements for CFCs.
- **Hydrofluorocarbons (HFCs)** contain only hydrogen, fluorine, and carbon atoms. They were introduced as alternatives to ozone-depleting substances to serve many industrial, commercial, and personal needs. HFCs are emitted as by-products of industrial processes and are also used in manufacturing. They do not significantly deplete the stratospheric ozone layer, but they are strong GHGs.[4,5]

The GWP of GHGs are dependent on the lifetime, or persistence, of the gas molecule in the atmosphere. Some GHGs have a stronger greenhouse effect than others. As noted above, they are referred to as high GWP gases. The GWP of GHG emissions are shown in Table 4.6-1. The GWP is used to convert GHGs to CO_2-equivalence (CO_2e) to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. For example, under IPCCs Second Assessment

[4] United States Environmental Protection Agency, 2012. Greenhouse Gas Emissions, http://www.epa.gov/climatechange/ghgemissions/gases.html.

[5] Intergovernmental Panel on Climate Change, 2001. *Third Assessment Report: Climate Change 2001,* New York: Cambridge University Press.

TABLE 4.6-1 GHG EMISSIONS AND THEIR RELATIVE GLOBAL WARMING POTENTIAL COMPARED TO CO_2

GHGs	Atmospheric Lifetime (Years)	Second Assessment Report Global Warming Potential Relative to CO_2[a]	Fourth Assessment Report Global Warming Potential Relative to CO_2[a]
Carbon Dioxide (CO_2)	50 to 200	1	1
Methane (CH_4)[b]	12 (±3)	21	25
Nitrous Oxide (N_2O)	120	310	298
Hydrofluorocarbons:			
HFC-23	264	11,700	14,800
HFC-32	5.6	650	675
HFC-125	32.6	2,800	3,500
HFC-134a	14.6	1,300	1,430
HFC-143a	48.3	3,800	4,470
HFC-152a	1.5	140	124
HFC-227ea	36.5	2,900	3,220
HFC-236fa	209	6,300	9,810
HFC-4310mee	17.1	1,300	1,030
Perfluoromethane: CF_4	50,000	6,500	7,390
Perfluoroethane: C_2F_6	10,000	9,200	12,200
Perfluorobutane: C_4F_{10}	2,600	7,000	8,860
Perfluoro-2-methylpentane: C_6F_{14}	3,200	7,400	9,300
Sulfur Hexafluoride (SF_6)	3,200	23,900	22,800

Notes: The GWP shown in this table is based on the IPCCs Second and Fourth Assessment Reports. The IPCC has published updated GWP values in its Fifth Assessment Report (2013) that reflect new information on atmospheric lifetimes of GHGs and an improved calculation of the radiative forcing of CO_2 (radiative forcing is the difference of energy from sunlight received by the earth and radiated back into space). However, GWP values identified in the Second Assessment Report are still used by BAAQMD to maintain consistency in GHG emissions modeling. In addition, the 2008 Scoping Plan and BAAQMDs emission inventory used to develop the efficiency metric in their CEQA Guidelines were based on the GWP values in the Second Assessment Report.

a. Based on 100-Year Time Horizon of the GWP of the air pollutant relative to CO_2.

b. The methane GWP includes direct effects and indirect effects due to the production of tropospheric ozone and stratospheric water vapor. The indirect effect due to the production of CO_2 is not included.

Source: Intergovernmental Panel on Climate Change, 2007. *Fourth Assessment Report: Climate Change 2007*, New York, Cambridge University Press.

Report GWP value for CH_4, which is 21, a project that generates 10 metric tons (MT) of CH_4 would be equivalent to 210 MT of CO_2.[6]

California GHG Sources and Relative Contribution

California is the tenth largest GHG emitter in the world and the second largest emitter of GHG in the United States, surpassed only by Texas; however, California also has over 12 million more people than the state of Texas.[7,8] Because of more stringent air emission regulations, in 2001 California ranked fourth lowest in carbon emissions per capita and fifth lowest among states in CO_2 emissions from fossil fuel consumption per unit of Gross State Product (total economic output of goods and services).[9]

The California Air Resources Board (CARB) last update to the statewide GHG emissions inventory that used the Second Assessment Report GWPs was conducted in 2012 for year 2009 emissions.[10,11] In 2009, California produced 457 million metric tons (MMT) of CO_2e GHG emissions. In 2009, California produced 457 MMTCO_2e GHG emissions. California's transportation sector is the single largest generator of GHG emissions, producing 37.9 percent of the State's total emissions. Electricity consumption is the second largest source, producing 22.7 percent. Industrial activities are California's third largest source of GHG emissions at 17.8 percent.[12,13]

In 2013, the statewide GHG emissions inventory was updated for 2000 to 2012 emissions using the GWPs in IPCCs Fourth Assessment Report. Based on these GWPs, California produced 459 MMTCO_2e GHG emissions in 2012. California's transportation sector remains the single largest generator of GHG emissions, producing 36.5 percent of the State's total emissions. Electricity consumption made up 20.7 percent, and

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[6] CO_2-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

[7] California Energy Commission, 2005. Climate Change Emissions Estimates from Bemis, Gerry and Jennifer Allen, *Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2002 Update,* California Energy Commission Staff Paper CEC-600-2005-025, Sacramento, California.

[8] United States Energy Information Administration, 2011. Rankings: Total Carbon Dioxide Emissions 2011, http://www.eia.gov/state/rankings/?sid=US&CFID=16614878&CFTOKEN=c9e715a2d7eea2be-87707F06-237D-DA68-2480975A3D95A7AF&jsessionid=8430fb08420360b6652d711d4e77303802c2#/series/226, accessed August 2014.

[9] California Energy Commission, 2006. *Inventory of California Greenhouse Gas Emissions and Sinks 1990 to 2004,* Report CEC-600-2006-013-SF.

[10] Methodology for determining the statewide GHG inventory is not the same as the methodology used to determine statewide GHG emissions under Assembly Bill 32 (2006).

[11] As noted in Table 4.5-1, BAAQMD uses the GWP values from IPCCs Second Assessment Report that was published in 2001. The IPCC has published updated GWP values in subsequent Assessment Reports, but BAAQMD relies on the Second Assessment Report GWPs in order to maintain consistency in GHG emissions modeling. Therefore, the GHG analysis in this section relies on the GWP values from the Second Assessment Report, and therefore reports the latest California emissions that use these same GWP values.

[12] CO_2-equivalence is used to show the relative potential that different GHGs have to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. The global warming potential of a GHG is also dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

[13] California Air Resources Board, 2012. *California Greenhouse Gas Inventory for 2000–2009: By Category as Defined by the Scoping Plan*.

industrial activities produced 19.4 percent. Other major sectors of GHG emissions include commercial and residential, recycling and waste, high global warming potential GHGs, agriculture, and forestry.[14]

Human Influence on Climate Change

For approximately 1,000 years before the Industrial Revolution, the amount of GHGs in the atmosphere remained relatively constant. During the 20th century, however, scientists observed a rapid change in the climate and climate change pollutants that is attributable to human activities. The amount of CO_2 has increased by more than 35 percent since preindustrial times and has increased at an average rate of 1.4 parts per million (ppm) per year since 1960, mainly due to combustion of fossil fuels and deforestation.[15] These recent changes in climate change pollutants far exceed the extremes of the ice ages, and the global mean temperature is rising at a rate that cannot be explained by natural causes alone.[16] Human activities are directly altering the chemical composition of the atmosphere through the buildup of climate change pollutants.[17]

Projections of climate change depend heavily on future human activity. Therefore, climate models are based on different emission scenarios that account for historical trends in emissions, as well as, observations on the climate record that assess the human influence of the trend and projections for extreme weather events. Climate-change scenarios are affected by varying degrees of uncertainty, including uncertainty regarding the magnitude of the direction of the trends for:

- Warmer and fewer cold days and nights over most land areas;
- Warmer and more frequent hot days and nights over most land areas;
- An increase in frequency of warm spells and heat waves over most land areas;
- An increase in frequency of heavy precipitation events (or proportion of total rainfall from heavy falls) over most areas; areas affected by drought increase;
- An increase in intense tropical cyclone activity increases;
- Increased incidence of extreme high sea level (excludes tsunamis)

IPCCs "2007 IPCC Fourth Assessment Report" projects that the global mean temperature increase from 1990 to 2100 under different climate-change scenarios will range from 1.4 to 5.8 degrees Celsius (°C) (2.5 to 10.4 degrees Fahrenheit (°F). In the past, gradual changes in the Earth's temperature changed the distribution of species, availability of water, etc. However, human activities are accelerating this process so

[14] California Air Resources Board, March 24, 2014. *California Greenhouse Gas Inventory for 2000–2012: By Category as Defined by the Scoping Plan.*

[15] Intergovernmental Panel on Climate Change, 2007. *Fourth Assessment Report: Climate Change 2007*, New York: Cambridge University Press.

[16] At the end of the last ice age, the concentration of CO_2 increased by around 100 ppm (parts per million) over about 8,000 years, or approximately 1.25 ppm per century. Since the start of the industrial revolution, the rate of increase has accelerated markedly. The rate of CO_2 accumulation currently stands at around 150 ppm/century—more than 200 times faster than the background rate for the past 15,000 years.

[17] California Climate Action Team, March 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature.*

that environmental impacts associated with climate change no longer occur in a geologic time frame but within a human lifetime.[18]

Potential Climate Change Impacts for California

Like the variability in the projections of the expected increase in global surface temperatures, the environmental consequences of gradual changes in the Earth's temperature are hard to predict. In California and western North America, observations of the climate have shown: (1) a trend toward warmer winter and spring temperatures, (2) a smaller fraction of precipitation falling as snow, (3) a decrease in the amount of spring snow accumulation in the lower and middle elevation mountain zones, (4) a shift in the timing of snowmelt of 5 to 30 days earlier in the spring, and (5) a similar shift (5 to 30 days earlier) in the timing of spring flower blooms.[19] According to the California Climate Action Team—a committee of State agency secretaries and the heads of agency, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail climate change emissions, the potency of emissions that have already built up, their long atmospheric lifetimes (see Table 4.6-1), and the inertia of the Earth's climate system could produce as much as 0.6 °C (1.1°F) of additional warming. Consequently, some impacts from climate change are now considered unavoidable. Global climate change risks to California are shown in Table 4.6-2 and include public health impacts, water resources impacts, agricultural impacts, coastal sea level impacts, forest and biological resource impacts, and energy impacts. Specific climate change impacts that could affect the City of Campbell include health impacts from deterioration of air quality, water resources impacts from a reduction in water supply, and increased energy demand.

4.6.1.2 REGULATORY FRAMEWORK

This section describes the federal, State, and local regulations applicable to GHG emissions.

Federal Regulations

The US Environmental Protection Agency (EPA) announced on December 7, 2009, that GHG emissions threaten the public health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The EPAs final findings respond to the 2007 U.S. Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings did not in and of themselves impose any emission reduction requirements, but allowed the EPA to finalize the GHG

[18] Intergovernmental Panel on Climate Change, 2007. *Fourth Assessment Report: Climate Change 2007,* New York: Cambridge University Press.

[19] California Climate Action Team, 2006. *Climate Action Team Report to Governor Schwarzenegger and the Legislature.*

TABLE 4.6-2 SUMMARY OF CLIMATE CHANGE RISKS TO CALIFORNIA

Impact Category	Potential Risk
Public Health Impacts	Poor air quality made worse More severe heat
Water Resources Impacts	Decreasing Sierra Nevada snow pack Challenges in securing adequate water supply Potential reduction in hydropower Loss of winter recreation
Agricultural Impacts	Increasing temperature Increasing threats from pests and pathogens Expanded ranges of agricultural weeds Declining productivity Irregular blooms and harvests
Coastal Sea Level Impacts	Accelerated sea level rise Increasing coastal floods Worsened impacts on infrastructure
Forest and Biological Resource Impacts	Increased risk and severity of wildfires Lengthening of the wildfire season Movement of forest areas Conversion of forest to grassland Declining forest productivity Increasing threats from pest and pathogens Shifting vegetation and species distribution Altered timing of migration and mating habits Loss of sensitive or slow-moving species
Energy Demand Impacts	Potential reduction in hydropower Increased energy demand

Sources: California Energy Commission, 2006, *Our Changing Climate: Assessing the Risks to California, 2006 Biennial Report,* California Climate Change Center, CEC-500-2006-077; California Energy Commission, 2008, *The Future Is Now: An Update on Climate Change Science, Impacts, and Response Options for California,* CEC-500-2008-0077.

standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation.[20]

The EPAs endangerment finding covers emissions of six key GHGs—CO_2, CH_4, N_2O, hydrofluorocarbons, perfluorocarbons, and SF_6—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to the proposed Plan because they constitute the majority of GHG emissions from the onsite land uses, and per BAAQMD guidance are the GHG emissions that should be evaluated as part of a GHG emissions inventory.

[20] United States Environmental Protection Agency (EPA), 2009. *Greenhouse Gases Threaten Public Health and the Environment.* "Science overwhelmingly shows GHG concentrations at unprecedented levels due to human activity," http://yosemite.epa.gov/opa/admpress.nsf/0/08D11A451131BCA585257685005BF252.

U.S. Mandatory Report Rule for GHGs (2009)

In response to the endangerment finding, the EPA issued the Mandatory Reporting of GHG Rule that requires substantial emitters of GHG emissions (e.g., large stationary sources) to report GHG emissions data. Facilities that emit 25,000 $MTCO_2e$ or more per year are required to submit an annual report.

Update to Corporate Average Fuel Economy Standards (2010/2012)

The current Corporate Average Fuel Economy (CAFE) standards (for model years 2011 to 2016) incorporate stricter fuel economy requirements promulgated by the federal government and California into one uniform standard. Additionally, automakers are required to cut GHG emissions in new vehicles by roughly 25 percent by 2016 (resulting in a fleet average of 35.5 miles per gallon [mpg] by 2016). Rulemaking to adopt these new standards was completed in 2010. California agreed to allow automakers who show compliance with the national program to also be considered to be in compliance with State requirements. The federal government issued new standards in 2012 for model years 2017–2025, which will require a fleet average of 54.5 mpg in 2025.

EPA Regulation of Stationary Sources under the Clean Air Act (Ongoing)

Pursuant to its authority under the Clean Air Act (CAA), the EPA has been developing regulations for new stationary sources such as power plants, refineries, and other large sources of emissions. Pursuant to the President's 2013 Climate Action Plan, the EPA will be directed to also develop regulations for existing stationary sources.

State Regulations

Current State guidance and goals for reducing GHG emissions are generally embodied in Executive Order S-03-05, Assembly Bill (AB) 32, and Senate Bill (SB) 375.

Executive Order S-03-05

Executive Order S-3-05, signed June 1, 2005, set the following GHG reduction targets for the State:

- Reduce statewide GHG emissions to 2000 levels by 2010.
- Reduce statewide GHG emissions to 1990 levels by 2020.
- Reduce statewide GHG emissions to 80 percent below 1990 levels by 2050.

Assembly Bill 32, the Global Warming Solutions Act (2006)

Current State of California guidance and goals for reductions in GHG emissions are generally embodied in AB 32, the Global Warming Solutions Act. AB 32 was passed by the California State legislature on August 31, 2006, to place the State on a course toward reducing its contribution of GHG emissions. AB 32 follows the 2020 tier of emissions reduction targets established in Executive Order S-3-05.

CARB 2008 Scoping Plan

The final Scoping Plan was adopted by CARB on December 11, 2008. AB 32 directed CARB to adopt discrete early action measures to reduce GHG emissions and outline additional reduction measures to meet the 2020 target. In order to effectively implement the emissions cap, AB 32 directed CARB to establish a mandatory reporting system to track and monitor GHG emissions levels for large stationary sources that generate more than 25,000 $MTCO_2e$ per year, prepare a plan demonstrating how the 2020 deadline can be met, and develop appropriate regulations and programs to implement the proposed Plan by 2012.

The 2008 Scoping Plan estimated that GHG emissions in California are anticipated to be approximately 596 $MMTCO_2e$ in 2020 if no steps are taken to reduce GHG emissions (i.e., the business as usual [BAU] scenario). In December 2007, CARB approved a 2020 emissions limit of 427 $MMTCO_2e$ (471 million tons) for the State. The 2020 target requires a total emissions reduction of 169 $MMTCO_2e$, from the BAU scenario, or a 28.5 percent for the year 2020 (i.e. 28.5 percent of 596 $MMTCO_2e$).[21,22]

Since release of the 2008 Scoping Plan, CARB has updated the Statewide GHG emissions inventory to reflect GHG emissions in light of the economic downturn and of measures not previously considered in the 2008 Scoping Plan baseline inventory. The updated forecast predicts BAU emissions to be 545 $MMTCO_2e$ by 2020. The revised BAU 2020 forecast shows that the State would have to reduce GHG emissions by 21.7 percent from BAU in order to achieve 1990 levels, compared to the 28.5 percent reduction that was estimated in the 2008 Scoping Plan. The new inventory also identifies that if the updated 2020 forecast includes the reductions assumed from implementation of the Pavley standards (26 $MMTCO_2e$ of reductions) and the 33 percent renewable portfolio standard (RPS) (12 $MMTCO_2e$ of reductions), the forecast would be 507 $MMTCO_2e$ in 2020, in which case an estimated 80 $MMTCO_2e$ of additional reductions would be necessary to achieve the statewide emissions GHG reduction target of AB 32, or a 15.7 percent reduction compared to adjusted BAU forecast (i.e., 15.7 percent of 507 $MMTCO_2e$).[23]

Key elements of CARBs GHG reduction plan that may be applicable to the proposed Plan include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards (adopted and cycle updates in progress).
- Achieving a mix of the State's energy generation in which 33 percent is from renewable sources (anticipated by 2020).

[21] California Air Resources Board, 2008. *Climate Change Scoping Plan: A Framework for Change.*

[22] CARB defines BAU in its Scoping Plan as emissions levels that would occur if California continued to grow and add new GHG emissions but did not adopt any measures to reduce emissions. Projections for each emission-generating sector were compiled and used to estimate emissions for 2020 based on 2002–2004 emissions intensities. Under CARBs definition of BAU, new growth is assumed to have the same carbon intensities as was typical from 2002 through 2004.

[23] California Air Resources Board, 2012. *Status of Scoping Plan Recommended Measures,* http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf.

- A California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system for large stationary sources (adopted 2011).
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets (several Sustainable Communities Strategies have been adopted).
- Adopting and implementing measures pursuant to State laws and policies, including California's clean car standards (amendments to the Pavley Standards adopted 2009; Advanced Clean Car standard adopted 2012), goods movement measures, and the Low Carbon Fuel Standard (LCFS) (adopted 2009).[24]
- Creating target fees, including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation (in progress).

Table 4.6-3 shows the anticipated reductions from regulations and programs outlined in the 2008 Scoping Plan. Although local government operations were not accounted for in achieving the 2020 emissions reduction, CARB estimates that land use changes implemented by local governments that integrate jobs, housing, and services result in a reduction of 5 $MMTCO_2e$, which is approximately 3 percent of the 2020 GHG emissions reduction goal. In recognition of the critical role local governments play in the successful implementation of AB 32, the 2008 Scoping Plan cited a GHG reduction goal for local governments that is 15 percent of current levels (2005–2008) by 2020 to ensure that municipal and community-wide emissions match the State's reduction target.[25] Measures that local governments take to support shifts in land use patterns are anticipated to emphasize compact, low-impact growth over development in greenfields, resulting in fewer VMT.[26]

2014 Update to the Scoping Plan

CARB recently completed a 5-year update to the 2008 Scoping Plan, as required by AB 32. The final Update to the Scoping Plan was released in May 2014, and CARB adopted it at the May 22, 2014, board hearing. The Update to the Scoping Plan defines CARBs climate change priorities for the next 5 years and lays the

[24] On December 29, 2011, the U.S. District Court for the Eastern District of California issued several rulings in the federal lawsuits challenging the LCFS. One of the court's rulings preliminarily enjoined the CARB from enforcing the regulation during the pendency of the litigation. In January 2012, CARB appealed the decision and on April 23, 2012, the Ninth Circuit Court granted CARBs motion for a stay of the injunction while it continued to consider CARBs appeal of the lower court's decision. On July 15, 2013, the State of California Court of Appeals held that the LCFS would remain in effect and that CARB can continue to implement and enforce the 2013 regulatory standards while it corrects certain aspects of the procedures by which the LCFS was adopted. Accordingly, CARB is continuing to implement and enforce the LCFS while addressing the court's concerns.

[25] The Scoping Plan references a goal for local governments to reduce community GHG emissions by 15 percent from current (interpreted as 2008) levels by 2020, but it does not rely on local GHG reduction targets established by local governments to meet the State's GHG reduction target of AB 32.

[26] California Air Resources Board, 2008. *Climate Change Scoping Plan, a Framework for Change.*

TABLE 4.6-3 SCOPING PLAN GHG REDUCTION MEASURES AND REDUCTIONS TOWARD 2020 TARGET

Recommended Reduction Measures	Reductions Counted Toward 2020 Target of 169 MMT CO_2e	Percentage of Statewide 2020 Target
Cap and Trade Program and Associated Measures		
California Light-Duty Vehicle GHG Standards	31.7	19%
Energy Efficiency	26.3	16%
Renewable Portfolio Standard (33 percent by 2020)	21.3	13%
Low Carbon Fuel Standard	15	9%
Regional Transportation-Related GHG Targets[a]	5	3%
Vehicle Efficiency Measures	4.5	3%
Goods Movement	3.7	2%
Million Solar Roofs	2.1	1%
Medium/Heavy Duty Vehicles	1.4	1%
High Speed Rail	1.0	1%
Industrial Measures	0.3	0%
Additional Reduction Necessary to Achieve Cap	34.4	20%
Total Cap and Trade Program Reductions	*146.7*	*87%*
Uncapped Sources/Sectors Measures		
High Global Warming Potential Gas Measures	20.2	12%
Sustainable Forests	5	3%
Industrial Measures (for sources not covered under cap and trade program)	1.1	1%
Recycling and Waste (landfill methane capture)	1	1%
Total Uncapped Sources/Sectors Reductions	*27.3*	*16%*
Total Reductions Counted toward 2020 Target	*174*	*100%*
Other Recommended Measures – Not Counted toward 2020 Target		
State Government Operations	1.0 to 2.0	1%
Local Government Operations[b]	To Be Determined	NA
Green Buildings	26	15%
Recycling and Waste	9	5%
Water Sector Measures	4.8	3%

TABLE 4.6-3 SCOPING PLAN GHG REDUCTION MEASURES AND REDUCTIONS TOWARD 2020 TARGET

Recommended Reduction Measures	Reductions Counted Toward 2020 Target of 169 MMT CO_2e	Percentage of Statewide 2020 Target
Methane Capture at Large Dairies	1	1%
Total Other Recommended Measures – Not Counted toward 2020 Target	*42.8*	*NA*

Notes: The percentages in the right-hand column add up to more than 100 percent because the emissions reduction goal is 169 MMTCO2e and the Scoping Plan identifies 174 $MTCO_2e$ of emissions reductions strategies.
$MMTCO_2e$: million metric tons of CO_2e
a. Reductions represent an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target.
b. According to the Measure Documentation Supplement to the Scoping Plan, local government actions and targets are anticipated to reduce vehicle miles by approximately 2 percent through land use planning, resulting in a potential GHG reduction of 2 $MMTCO_2e$ (or approximately 1.2 percent of the GHG reduction target). However, these reductions were not included in the Scoping Plan reductions to achieve the 2020 target.
Source: California Air Resources Board, 2008, *Climate Change Scoping Plan: A Framework for Change.*

groundwork to reach post-2020 goals in Executive Orders S-3-05 and B-16-2012. The update includes the latest scientific findings related to climate change and its impacts, including short-lived climate pollutants. The GHG target identified in the 2008 Scoping Plan is based on IPCCs GWPs identified in the Second and Third Assessment Reports (see Table 4.6-1). IPCCs Fourth and Fifth Assessment Reports identified more recent GWP values based on the latest available science. CARB recalculated the 1990 GHG emission levels with the updated GWPs in the Fourth Assessment Report, and the 427 $MMTCO_2e$ 1990 emissions level and 2020 GHG emissions limit, established in response to AB 32, is slightly higher, at 431 $MMTCO_2e$.[27]

The update highlights California's progress toward meeting the near-term 2020 GHG emission reduction goals defined in the original 2008 Scoping Plan. As identified in the Update to the Scoping Plan, California is on track to meeting the goals of AB 32. However, the Update to the Scoping Plan also addresses the State's longer-term GHG goals within a post-2020 element. The post-2020 element provides a high-level view of a long-term strategy for meeting the 2050 GHG goals, including a recommendation for the State to adopt a mid-term target. According to the Update to the Scoping Plan, local government reduction targets should chart a reduction trajectory that is consistent with, or exceeds, the trajectory created by Statewide goals.[28]

According to the Update to the Scoping Plan, reducing emissions to 80 percent below 1990 levels will require a fundamental shift to efficient, clean energy in every sector of the economy. Progressing toward California's 2050 climate targets will require significant acceleration of GHG reduction rates. Emissions

[27] California Air Resources Board (CARB), May 15, 2014. *Proposed First Update to the Climate Change Scoping Plan: Building on the Framework,* http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf.

[28] California Air Resources Board (CARB), May 15, 2014. *Proposed First Update to the Climate Change Scoping Plan: Building on the Framework,* http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf.

from 2020 to 2050 will have to decline several times faster than the rate needed to reach the 2020 emissions limit.[29]

Senate Bill 375

In 2008, SB 375, the Sustainable Communities and Climate Protection Act, was adopted to connect the GHG emissions reductions targets established in the 2008 Scoping Plan for the transportation sector to local land use decisions that affect travel behavior. Its intent is to reduce GHG emissions from light-duty trucks and automobiles (it excludes emissions associated with goods movement) by aligning regional long-range transportation plans, investments, and housing allocations with local land use planning to reduce VMT and vehicle trips. Specifically, SB 375 required CARB to establish GHG emissions reduction targets for each of the 18 metropolitan planning organizations (MPOs). The Metropolitan Transportation Commission (MTC) is the MPO for the nine-county San Francisco Bay Area region. MTCs targets are a 7 percent per capita reduction in GHG emissions from light-duty trucks and passenger vehicles from 2005 by 2020, and a 15 percent per capita reduction from 2005 levels by 2035.[30]

Plan Bay Area: Strategy for a Sustainable Region

Plan Bay Area is the Bay Area's Regional Transportation Plan (RTP)/Sustainable Community Strategy (SCS). Plan Bay Area was adopted jointly by the Association of Bay Area Governments (ABAG) and MTC July 18, 2013.[31] The SCS lays out a development scenario for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce GHG emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by CARB. According to Plan Bay Area, the proposed Plan meets a 16 percent per capita reduction of GHG emissions by 2035 and a 10 percent per capita reduction by 2020 from 2005 conditions.

As part of the implementing framework for Plan Bay Area, local governments have identified Priority Development Areas (PDAs) to focus growth. PDAs are transit-oriented infill development opportunity areas within existing communities. Overall, well over two-thirds of all regional growth in the Bay Area by 2040 is allocated within PDAs. PDAs are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs in the region.[32] Portions of the Plan Area along Winchester Boulevard are within the Santa Clara Valley Transportation Authority (VTA) City Cores, Corridors and Station Area, Mixed-Use Corridor PDA.[33]

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[29] California Air Resources Board (CARB), 2014. *Proposed First Update to the Climate Change Scoping Plan: Building on the Framework,* http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf.

[30] California Air Resources Board, 2010. *Staff Report, Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375.*

[31] It should be noted that Bay Area Citizens filed a lawsuit on MTC and ABAG adoption of *Plan Bay Area*.

[32] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Plan Bay Area: Strategy for a Sustainable Region*.

[33] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Plan Bay Area,* http://geocommons.com/maps/141979, accessed September 2014.

Assembly Bill 1493

California vehicle GHG emission standards were enacted under AB 1493 (Pavley I). Pavley I is a clean-car standard that reduces GHG emissions from new passenger vehicles (light-duty auto to medium-duty vehicles) from 2009 through 2016 and is anticipated to reduce GHG emissions from new passenger vehicles by 30 percent during the same time. California implements the Pavley I standards through a waiver granted to California by the EPA. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model year 2017 through 2025 light-duty vehicles (see also the discussion on the update to the CAFE standards under *Federal Laws*, above). In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.[34]

Executive Order S-01-07

On January 18, 2007, the State set a new low carbon fuel standard (LCFS) for transportation fuels sold within the State. Executive Order S-01-07 sets a declining standard for GHG emissions measured in carbon dioxide equivalent gram per unit of fuel energy sold in California. The LCFS requires a reduction of 2.5 percent in the carbon intensity of California's transportation fuels by 2015 and a reduction of at least 10 percent by 2020. The standard applies to refiners, blenders, producers, and importers of transportation fuels, and would use market-based mechanisms to allow these providers to choose how they reduce emissions during the "fuel cycle," using the most economically feasible methods.

Executive Order B-16-2012

On March 23, 2012, the State directed CARB, the California Energy Commission (CEC), the Public Utilities Commission, and other relevant agencies to work with the Plug-in Electric Vehicle Collaborative and the California Fuel Cell Partnership to establish benchmarks to accommodate zero-emissions vehicles in major metropolitan areas, including infrastructure to support them (e.g., electric vehicle charging stations). The executive order also directs the number of zero-emission vehicles in California's State vehicle fleet to increase through the normal course of fleet replacement so that at least 10 percent of fleet purchases of light-duty vehicles are zero emission by 2015 and at least 25 percent are by 2020. The executive order also establishes a target for the transportation sector of reducing GHG emissions to 80 percent below 1990 levels by 2050.

[34] See also the discussion on the update to the CAFE standards under Federal Laws, above. In January 2012, CARB approved the Advanced Clean Cars program (formerly known as Pavley II) for model years 2017 through 2025. The program combines the control of smog, soot and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards. Under California's Advanced Clean Car program, by 2025, new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

Senate Bills 1078 and 107, and Executive Order S-14-08

A major component of California's Renewable Energy Program is the renewable portfolio standard (RPS) established under SB 1078 (Sher)[35] and SB 107 (Simitian)[36]. Under the RPS, certain retail sellers of electricity were required to increase the amount of renewable energy each year by at least 1 percent in order to reach at least 20 percent by December 30, 2010. CARB has now approved an even higher goal of 33 percent by 2020. In 2011, the State legislature adopted this higher standard in SBX1-2. Executive Order S-14-08 was signed in November 2008 and expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. The increase in renewable sources for electricity production will decrease indirect GHG emissions from development projects because electricity production from renewable sources is generally considered carbon neutral.

California Building Code

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the CEC) in June 1977 and most recently revised in 2013 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The most current Building and Energy Efficiency Standards went into effect on July 1, 2014. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (non-residential) more energy efficient than those constructed under the prior 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24, known as "CALGreen") was adopted as part of the California Building Standards Code (Title 24, CCR). CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and indoor air contaminants.[37] The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011, and were updated most recently in 2013.

[35] Official California Legislative Information, http://www.leginfo.ca.gov/pub/01-02/bill/sen/sb_1051-1100/sb_1078_bill_20020912_chaptered.html, accessed on September 24, 2014.

[36] Official California Legislative Information , http://www.leginfo.ca.gov/pub/05-06/bill/sen/sb_0101-0150/sb_107_bill_20060926_chaptered.html, accessed on September 24, 2014.

[37] The green building standards became mandatory in the 2010 edition of the code.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as "business as usual," they exceed the standards imposed by all other states, and they reduce GHG emissions by reducing energy demand.

Local Regulations

Table 4.6-4 shows the relevant Campbell General Plan policies related to GHG emissions.[38]

4.6.1.3 EXISTING CONDITIONS

Existing Emissions

Existing land uses in the Plan Area are generally of a non-manufacturing, light industrial–related and office-related nature (e.g., automobile services, printers, machine shops, building materials, medical and contracting offices, research & development, informational technology, and bio-technology) and service commercial (fitness centers, catering, and indoor farming). The Plan Area is a built-out environment. There are few, if any, vacant parcels or buildings. The west side of Winchester Boulevard consists mostly of auto-oriented service uses, with a few single-family residential parcels. A large parcel near the northern end of the Plan Area is the corporate headquarters for a large information technology company. GHG emissions generated by existing land uses in the Plan Area were modeled with CalEEMod 2013.2.2 based on trip generation provided by W-Trans, and are shown in Table 4.6-5. In addition, emissions generated by permitted sources were compiled by BAAQMD and are included for informational purposes.

4.6.2 STANDARDS OF SIGNIFICANCE

The proposed Plan would result in a significant GHG emissions impacts if it would:

1. Generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment.
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

[38] City of Campbell, 2011. *City of Campbell General Plan.* http://www.ci.campbell.ca.us/DocumentCenter/View/2052.

TABLE 4.6-4 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO GREENHOUSE GAS EMISSIONS

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Conservation and Natural Resource Element	
Policy CNR-11.1	Air Quality Impacts: Reduce adverse air quality impacts of City operations.
Policy CNR-11.2	Effects of Development on Air Quality: Use the City's development review process and the California Environmental Quality Act to evaluate and mitigate the local and cumulative effects of new development on air quality.
Policy CNR-11.3	Air Quality Improvement Programs: Support regional, State and federal programs to improve air quality.
Policy CNR-12.1	Energy Consumption: Reduce City government energy consumption.
Policy CNR-12.2	Advanced Energy Technology and Building Materials: Facilitate the use of advanced energy technology and building materials to create energy-efficient residences and buildings.
Policy CNR-12.3	Landscaping Requirements: Continue to enforce landscaping requirements that facilitate energy efficient use or conservation.
Policy CNR-4.1	Tree Planting: Plant additional trees to maintain and enhance the City's suburban forest.
Policy CNR-6.1	Water Conservation: Encourage residents and businesses to conserve water.
Policy CNR-7.1	Water Recycling: Take part in and promote water recycling efforts.
Policy CNR-9.1	Source Reduction and Recycling Efforts: Participate in source reduction and recycling efforts.
Land Use and Transportation Element	
Policy LUT-1.2	Regional Land Use and Transportation Planning: Promote integrated and coordinated regional land use and transportation planning.
Policy LUT-1.5	Land Use Planning and the Regional Transportation System: Support land use planning that complements the regional transportation system.
Policy LUT-2.1	Alternative Transportation: Encourage the use of alternative transportation such as ridesharing, public transit, walking, and bicycling to reduce reliance on automobile use.
Policy LUT-2.4	Jobs and Housing Balance: Maintain Campbell's balance of jobs and housing units to encourage residents to work in Campbell, and to limit the impact on the regional transportation system.
Policy LUT-9.1	Land Use Pattern: Establish a compatible land use pattern citywide.
Policy LUT-9.3	Design and Planning Compatibility: Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces and natural resources.
Policy LUT-11.1	Physically Connected Transportation Infrastructure: Strive to achieve physically connected transportation infrastructure.
Policy LUT-11.2	Services Within Walking Distance: Encourage neighborhood services within walking distance of residential uses.

TABLE 4.6-5 GHG EMISSIONS GENERATED BY EXISTING LAND USES WITHIN THE PLAN AREA

	Existing GHG Emissions	
Category	$MTCO_2e$/Year	Percent of Total
Operational Emissions[c]		
Area	<1	<1%
Energy	7,628	37%
On-Road Mobile Sources	11,623	56%
Waste	352	2%
Water/Wastewater	1,071	5%
Total with Waste	**20,674**	100%
Total Without Waste[a]	20,323	—
Service Population (SP)[b]	3,817	—
$MTCO_2e$/SP	5.3	—
Permitted[d]		
BAAQMD Permitted Sources	26	—

Note: Emissions may not total to 100 percent due to rounding. 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). Assumes existing units do not have fireplaces.
a. 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. If these emissions are included in the analysis for the proposed Plan, proposed Plan per capita emissions would be 4.0 $MTCO_2e$/SP/yr.
b. Service population (SP) is based on 10 residents and 3,807 employees (existing) CalEEMod 2013.2.2. Based on year 2020 emission rates.
c. Source: CalEEMod 2013.2.2 Based on 2014 emission rates for existing uses and trip generation provided by W-Trans.
d. Source: Kirk, Alison, Senior Environmental Planner, Planning and Research Division, Air Quality Planning, Bay Area Air Quality Management District, September 2014.

4.6.2.1 BAAQMD PROJECT-LEVEL SIGNIFICANCE CRITERIA

The BAAQMD CEQA Air Quality Guidelines were prepared to assist in the evaluation of air quality impacts of projects and plans proposed within the Bay Area. The guidelines provide recommended procedures for evaluating potential air impacts during the environmental review process, consistent with CEQA requirements, and include recommended thresholds of significance, mitigation measures, and background air quality information. They also include recommended assessment methodologies for air toxics, odors, and GHG emissions. In June 2010, the BAAQMDs Board of Directors adopted CEQA thresholds of significance and an update of the CEQA Guidelines. In May 2011, the updated BAAQMD CEQA Air Quality Guidelines were amended to include a risk and hazards threshold for new receptors and modified procedures for assessing impacts related to risk and hazard impacts.

On March 5, 2012, the Alameda County Superior Court issued a judgment finding that the BAAQMD had failed to comply with CEQA when it adopted the thresholds of significance in the BAAQMD CEQA Air Quality Guidelines. The court did not determine whether the thresholds of significance were valid on their merits, but found that the adoption of the thresholds was a project under CEQA. The court issued a writ of mandate ordering the BAAQMD to set aside the thresholds and cease dissemination of them until the BAAQMD complied with CEQA.

Following the court's order, the BAAQMD released revised CEQA Air Quality Guidelines in May of 2012 that include guidance on calculating air pollution emissions, obtaining information regarding the health impacts of air pollutants, and identifying potential mitigation measures, which set aside the significance thresholds. The BAAQMD recognizes that lead agencies may rely on the previously recommended Thresholds of Significance in its CEQA Guidelines adopted in 1999. The Alameda County Superior Court, in ordering BAAQMD to set aside the thresholds, did not address the merits of the science or evidence supporting the thresholds. The City finds, therefore, that despite the Superior Court's ruling, and in light of the subsequent case history discussed below, the science and reasoning in the BAAQMD 2011 CEQA Air Quality Guidelines provide the latest state-of-the-art guidance available. For that reason, substantial evidence supports continued use of the BAAQMD 2011 CEQA Air Quality Guidelines.

On August 13, 2013, the First District Court of Appeal ordered the trial court to reverse the judgment and upheld the BAAQMDs CEQA Guidelines.[39] In addition to the City's independent determination that use of the BAAQMDs CEQA Guidelines is supported by substantial evidence, they have been found to be valid guidelines for use in the CEQA environmental review process.

In addition, CEQA grants local agencies broad discretion to develop their own thresholds of significance, or to rely on thresholds previously adopted or recommended by other public agencies or experts so long as they are supported by substantial evidence. Accordingly, the City of Campbell is using the BAAQMD 2011 thresholds to evaluate project impacts in order to protectively evaluate the potential effects of the project on GHG emissions.

Greenhouse Gas Emissions

In the absence of an applicable qualified GHG reduction strategy, BAAQMD has identified screening criteria and significance criteria for development projects that would be applicable for the proposed Plan. If a project exceeds the Guidelines' GHG screening-level sizes, the project would be required to conduct a full GHG analysis using the following BAAQMD significance criteria:

- 1,100 MT of CO_2e per year; or
- 4.6 MT of CO_2e per SP.

[39] *California Building Industry Association versus Bay Area Air Quality Management District*, Case No. A135335 and A136212 (Court of Appeal, First District, August 13, 2013).

Land use development projects include residential, commercial, industrial, and public land use facilities. Direct sources of emissions may include on-site combustion of energy, such as natural gas used for heating and cooking, emissions from industrial processes (not applicable for most land use development projects), and fuel combustion from mobile sources. Indirect emissions are emissions produced off-site from energy production, water conveyance due to a project's energy use and water consumption, and non-biogenic emissions from waste disposal. Biogenic CO_2 emissions are not included in the quantification of a project's GHG emissions, because biogenic CO_2 is derived from living biomass (e.g., organic matter present in wood, paper, vegetable oils, animal fat, food, animal, and yard waste) as opposed to fossil fuels. Although GHG emissions from waste generation are included in the GHG inventory for the proposed Plan, the efficiency threshold of 4.6 $MTCO_2e$ per service population identified above does not include the waste sector, and therefore it is not considered in the evaluation.

BAAQMD does not have thresholds of significance for construction-related GHG emissions, but requires quantification and disclosure of construction-related GHG emissions. However, GHG emissions from construction activities are short term and therefore not assumed to significantly contribute to cumulative GHG emissions impacts of the proposed Plan

4.6.3 ENVIRONMENTAL IMPACT DISCUSSION

4.6.3.1 METHODOLOGY

GHG emissions from construction and operation of the proposed Plan were calculated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. Transportation emissions are based on trip generation provided by W-Trans.

This section analyzes potential project-specific and cumulative impacts to GHG emissions.

GHG-1	**Implementation of the proposed Plan would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment.**

A project does not generate enough GHG emissions on its own to influence global climate change; therefore, the GHG chapter measures a project's contribution to the cumulative environmental impact.

Development of the proposed Plan would contribute to global climate change through direct and indirect emissions of GHG from transportation sources, energy (natural gas and purchased energy), water use and wastewater generation, and solid waste generation. Construction emissions (total and amortized over a 30-year duration) are provided for informational purposes. The GHG emissions associated with the proposed Plan are shown in Table 4.6-6 and compared to existing emissions within the Plan Area.

BAAQMD does not have thresholds of significance for construction-related GHG emissions. GHG emissions from future construction activities within the Plan Area are one-time, short-term emissions, and therefore, not assumed to significantly contribute to long-term cumulative GHG emissions impacts of the proposed Plan. Therefore, construction emissions associated with the proposed Plan are *less than significant*.

As shown in Table 4.6-6, the net increase of GHG emissions generated by the operational phase of the proposed Plan would exceed BAAQMDs bright-line significance criteria of 1,100 $MTCO_2e$; therefore, GHG emissions impacts are evaluated based on the proposed Plan efficiency. As identified in Table 4.6-5, the proposed Plan would not exceed the BAAQMD performance criteria of 4.6 $MTCO_2e$/SP. Furthermore, the proposed Plan would result in an improved efficiency compared to existing conditions. Consequently, GHG emissions impacts of the proposed Plan would be *less than significant*.

Significance Before Mitigation: Less than significant.

GHG-2	**Implementation of the proposed Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.**

The following plans have been adopted by CARB and MTC/ABAG and are applicable for the proposed Plan:

California Air Resource Board Scoping Plan

In accordance with AB 32, CARB developed the Scoping Plan to outline the State's strategy to achieve 1990-level emissions by year 2020. To estimate the reductions necessary, CARB projected statewide 2020 BAU GHG emissions (i.e., GHG emissions in the absence of statewide emission reduction measures). CARB identified that the State as a whole would be required to reduce GHG emissions by 28.5 percent from year 2020 BAU to achieve the targets of AB 32.[40] The revised BAU 2020 forecast shows that the State would have to reduce GHG emissions by 21.6 percent from BAU without implementation of the Pavley GHG emission standards for passenger vehicles and the 33 percent renewable portfolio standard (RPS) for electricity, or 15.7 percent from the adjusted baseline (i.e. with Pavley and 33 percent RPS).[41]

Statewide strategies to reduce GHG emissions include the LCFS; California Appliance Energy Efficiency regulations; California Building Standards (i.e., CALGreen and the 2008 Building and Energy Efficiency Standards); California Renewable Energy Portfolio standard (33 percent RPS); changes in the corporate average fuel economy standards (e.g., Pavley I and Pavley II); and other measures that would ensure the State is on target to achieve the GHG emissions reduction goals of AB 32. Statewide GHG emissions reduction

[40] California Air Resources Board (CARB), 2008. October. *Climate Change Proposed Scoping Plan, a Framework for Change.*

[41] California Air Resources Board (CARB), 2012. *Status of Scoping Plan Recommended Measures,* http://www.arb.ca.gov/cc/scopingplan/status_of_scoping_plan_measures.pdf.

TABLE 4.6-6 DELL AVENUE AREA PLAN GHG EMISSIONS FORECAST

	GHG Emissions ($MTCO_2e$/Year)		
Category	Existing	Proposed Plan	Change
Construction Emissions			
Total Construction Emissions[a]	NA	16,519	16,519
30-Year Amortized Construction	NA	551	551
Operational Emissions			
Area	<1	18	18
Energy	7,628	15,927	8,299
On-Road Mobile Sources	11,623	28,493	16,870
Waste	352	1,388	1,037
Water/Wastewater	1,071	1,430	359
Total with Waste	20,674	47,256	26,582
Total without Waste[b]	**20,323**	**45,868**	**25,545**
Service Population (SP)[c]	3,817	11,937	8,120
$MTCO_2e$/SP	**5.3**	**3.8**	**1.5**
BAAQMD Efficiency Threshold	4.6 $MTCO_2e$/SP	4.6 $MTCO_2e$/SP	—
Exceeds BAAQMD Efficiency Target?	**Yes**	**No**	**—**

Note: Emissions may not total to 100 percent due to rounding. 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). New buildings of the proposed Plan would be constructed to the 2013 Building & Energy Efficiency Standards (effective July 1, 2014). Assumes existing units do not have fireplaces. Assumes all fireplaces in the proposed Plan are gas-burning fireplaces in accordance with BAAQMD Regulation 6, Rule 3.

[a.] 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.

[b.] 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. If these emissions are included in the analysis for the proposed Plan, proposed Plan per capita emissions would be 4.0 $MTCO_2e$/SP/yr.

[c.] Service population (SP) is based on 10 residents and 3,807 employees (existing) and 736 residents and 11,201 employees (Plan).

Source: CalEEMod 2013.2.2. Based on year 2020 emission rates for the proposed Plan and trip generation provided by W-Trans.

measures identified above would reduce the proposed Plan's GHG emissions.

New residential and non-residential construction associated with the proposed Plan are required to achieve the current building and energy efficiency standards, which are increasingly more energy efficient with each cycle update to the Title 24 energy standards. The current standards are the 2013 Building and Energy Efficiency Standards, which are 25 percent more energy efficient than the 2008 standards for residential buildings and 30 percent more energy efficient than the 2008 standards for non-residential buildings. The

new buildings would be required to be constructed in conformance with CALGreen, which requires high-efficiency water fixtures for indoor plumbing and water efficient irrigation systems. The Design Guidelines of the proposed Plan require that tree and plant species be water efficient and meet the City's Water Efficient Landscape Ordinance (WELO) standards. In addition, per the proposed Plan's Design Guidelines, for every eight surface parking stalls, one shade tree shall be provided in the paved area. These regulations identified above have been adopted by State agencies to implement AB 32 to reduce GHG emissions to 1990 level by 2020. New development within the proposed Plan area would implement these new regulations that have been adopted to reduce energy use, water use, and encourage alternative modes of transportation. Therefore, the proposed Plan would not conflict with the programs and regulations identified in CARB's Scoping Plan and impacts would be *less than significant*.

ABAG/MTC Plan Bay Area

To achieve the ABAG/MTC sustainable vision for the Bay Area, the Plan Bay Area land use concept plan for the region concentrates the majority of new population and employment growth in the region in PDAs. PDAs are transit-oriented, infill development opportunity areas within existing communities. Overall, well over two-thirds of all regional growth by 2040 is allocated within PDAs. PDAs are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs.

Portions of the Plan Area along Winchester Boulevard are within the VTA Mixed-Use Corridor PDA identified in Plan Bay Area.[42] One of the key principles of the proposed Plan is to encourage the efficient use of land through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. The Mixed-Use Corridor PDA in the City of Campbell was included in Plan Bay Area to encourage residential and employment growth and/or downtown center attractions combined with transit connectivity. VTA's proposed light rail would serve as a focal point to increase the live-work-play balance within walking distance of a transit route that connects these types of land uses.[43] The proposed Plan would enhance existing roadways with sidewalks and pedestrian amenities and create new pedestrian, bicycle, and vehicle facilities to improve connectivity. In addition, the proposed Plan would create a clear, safe, and direct pathway to the proposed VTA light rail station and integrate it into the larger pedestrian network. The proposed Plan would also create mixed-use development on the west side of Winchester Boulevard, which increases land use intensity and would have convenient access to the proposed light rail station to encourage residents and employees to take alternative modes of transportation. Therefore, the proposed Plan is consistent with the vision for this PDA and would not conflict with the land use concept plan in Plan Bay Area. Therefore, this impact would be *less than significant.*

As identified above, the proposed Plan would not conflict with the measures in the Scoping Plan or the land use concept plan in Play Bay Area. Therefore, the proposed Plan would not conflict with an applicable plan,

[42] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Plan Bay Area,* http://geocommons.com/maps/141979. Accessed September 2014.

[43] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), May 2012. *Visions for Priority Development Areas, Jobs-Housing Connection Strategy*. http://onebayarea.org/file10010.html

policy, or regulation adopted for the purpose of reducing GHG emissions and impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.6.4 CUMULATIVE IMPACTS

GHG-3	**Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to GHG emissions.**

As described above, GHG emissions related to the proposed Plan are not confined to a particular air basin but are dispersed worldwide. Therefore, the analysis of impacts in Section 4.6.3, Environmental Impact Discussion, above, also addresses cumulative impacts. A project that exceeds the BAAQMD's significance criteria in the context of emissions from all other development projected within the entire Air Basin would cumulative contribute to impacts. As identified in Impact GHG-1, Table 4.6-5 shows that the proposed Plan would not exceed BAAQMDs efficiency metric; and therefore, GHG emissions would not result in a significant impact. Furthermore, the proposed Plan would result in an improved efficiency compared to existing conditions. Impact GHG-2 identifies that the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions and impacts. Consequently, GHG emissions impacts of the proposed Plan would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.6.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant project-specific or cumulative impacts to GHG emissions, and therefore no mitigation measures are required.

4.7 HAZARDS AND HAZARDOUS MATERIALS

This chapter describes the regulatory framework, existing conditions, and potentially significant impacts associated with the adoption and implementation of the Dell Avenue Area Plan (proposed Plan) related to hazardous materials, airport hazards, emergency response plans, and wildland fires.

4.7.1 ENVIRONMENTAL SETTING

4.7.1.1 REGULATORY FRAMEWORK

Hazardous materials refer generally to hazardous substances, hazardous waste, and other materials that exhibit corrosive, poisonous, flammable, and/or reactive properties and have the potential to harm human health and/or the environment. Hazardous materials are used in products (e.g., household cleaners, industrial solvents, paint, pesticides, etc.) and in the manufacturing of products (e.g., electronics, newspapers, plastic products, etc.). Hazardous materials can include petroleum, natural gas, synthetic gas, acutely toxic chemicals, and other toxic chemicals that are used in agriculture, commercial, and industrial uses; businesses; hospitals; and households. Accidental releases of hazardous materials have a variety of causes, including highway incidents, warehouse fires, train derailments, shipping accidents, and industrial incidents.

The term "hazardous materials" as used in this section includes all materials defined in the California Health and Safety Code (H&SC):

> A material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. "Hazardous materials" include, but are not limited to, hazardous substances, hazardous waste, and any material that a handler or the unified program agency has a reasonable basis for believing that it would be injurious to the health and safety of persons or harmful to the environment if released into the workplace or the environment.

The term includes chemicals regulated by the United States Department of Transportation (USDOT), the United States Environmental Protection Agency (USEPA), the California Department of Toxic Substances Control (DTSC), the California Governor's Office of Emergency Services (Cal OES), and other agencies as hazardous materials, wastes, or substances. "Hazardous waste" is any hazardous material that has been discarded, except those materials specifically excluded by regulation. Hazardous materials that have been intentionally disposed of or inadvertently released fall within the definition of "discarded" materials and can result in the creation of hazardous waste. Hazardous wastes are broadly characterized by their ignitability, toxicity, corrosivity, reactivity, radioactivity, or bioactivity. Federal and State hazardous waste definitions are similar, but contain enough distinctions that separate classifications are in place for federal Resource Conservation and Recovery Act (RCRA) hazardous wastes and State non-RCRA hazardous wastes. Hazardous wastes require special handling and disposal because of their potential to impact public health and

the environment. Some materials are designated "acutely" or "extremely" hazardous under relevant statutes and regulations.

Hazardous materials and wastes can pose a significant actual or potential hazard to human health and the environment when improperly treated, stored, transported, disposed of, or otherwise managed. Many federal, State, and local programs that regulate the use, storage, and transportation of hazardous materials and hazardous waste are in place to prevent these unwanted consequences. These regulatory programs are designed to reduce the danger that hazardous substances may pose to people and businesses under normal daily circumstances and as a result of emergencies and disasters.

Federal Agencies and Regulations

United States Environmental Protection Agency

The USEPA is the primary federal agency that regulates hazardous materials and waste. In general, the USEPA works to develop and enforce regulations that implement environmental laws enacted by Congress. The agency is responsible for researching and setting national standards for a variety of environmental programs and delegates to States and Native American tribes the responsibility for issuing permits and for monitoring and enforcing compliance. USEPA programs promote handling hazardous wastes safely, cleaning up contaminated land, and reducing waste volumes through such strategies as recycling. California falls under the jurisdiction of EPA Region 9. Under the authority of RCRA and in cooperation with State and tribal partners, the EPA Region 9 Waste Management and Superfund Divisions manage programs for site environmental assessment and cleanup, hazardous and solid waste management, and underground storage tanks.

United States Department of Transportation

The USDOT has the regulatory responsibility for the safe transportation of hazardous materials between states and to foreign countries. The USDOT regulations govern all means of transportation, except for those packages shipped by mail, which are covered by United States Postal Service regulations. The federal RCRA of 1976 imposes additional standards for the transport of hazardous wastes.

Occupational Safety and Health Administration

The Occupational Safety and Health Administration (OSHA) oversees the administration of the Occupational Safety and Health Act, which requires specific training for hazardous materials handlers, provision of information to employees who may be exposed to hazardous materials, and acquisition of material safety data sheets (MSDS) from materials manufacturers. The MSDS describe the risks, as well as proper handling and procedures, related to particular hazardous materials. Employee training must include response and remediation procedures for hazardous materials releases and exposures.

Resource Conservation and Recovery Act of 1976, as amended by the Hazardous and Solid Waste Amendments of 1984

Federal hazardous waste laws are generally promulgated under the RCRA, as amended by the Hazardous and Solid Waste Amendments of 1984. These laws provide for the "cradle to grave" regulation of hazardous wastes. Any business, institution, or other entity that generates hazardous waste is required to identify and track its hazardous waste from the point of generation until it is recycled, reused, or disposed. DTSC is responsible for implementing the RCRA program as well as California's own hazardous waste laws, which are collectively known as the Hazardous Waste Control Law. Under the Certified Unified Program Agency (CUPA) program, California Environmental Protection Agency (Cal EPA) has in turn delegated enforcement authority to the County of Santa Clara for State law regulating hazardous waste producers or generators in Campbell.

Comprehensive Environmental Response, Compensation, and Liability Act and the Superfund Amendments and Reauthorization Act of 1986

Congress enacted the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, on December 11, 1980. CERCLA established prohibitions and requirements concerning closed and abandoned hazardous waste sites; provided for liability of persons responsible for releases of hazardous waste at these sites; and established a trust fund to provide for cleanup when no responsible party could be identified. The Superfund Amendments and Reauthorization Act (SARA) amended the CERCLA on October 17, 1986. SARA stressed the importance of permanent remedies and innovative treatment technologies in cleaning up hazardous waste sites; required Superfund actions to consider the standards and requirements found in other State and federal environmental laws and regulations; provided new enforcement authorities and settlement tools; increased State involvement in every phase of the Superfund program; increased the focus on human health problems posed by hazardous waste sites; encouraged greater citizen participation in making decisions on how sites should be cleaned up; and increased the size of the trust fund to $8.5 billion.

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act (EPCRA), also known as SARA Title III, was enacted in October 1986. This law requires any infrastructure at the State and local levels to plan for chemical emergencies. Reported information is then made publicly available so that interested parties may become informed about potentially dangerous chemicals in their community. EPCRA Sections 301 through 312 are administered by EPA's Office of Emergency Management. EPA's Office of Information Analysis and Access implements the EPCRA Section 313 program. In California, SARA Title III is implemented through California Accidental Release Program (CalARP). The State of California has delegated local oversight authority of the CalARP program to the County of Santa Clara.

Hazardous Materials Transportation Act

The USDOT regulates hazardous materials transportation under Title 49 of the Code of Federal Regulations (CFR). State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). The California State Fire Marshal's Office has oversight authority for hazardous materials liquid pipelines. The California Public Utilities Commission has oversight authority for natural gas pipelines in California. These agencies also govern permitting for hazardous materials transportation.

Federal Response Plan

The Federal Response Plan of 1999 is a signed agreement among 27 federal departments and agencies and other resource providers, including the American Red Cross, that: 1) provides the mechanism for coordinating delivery of federal assistance and resources to augment efforts of State and local governments overwhelmed by a major disaster or emergency; 2) supports implementation of the Robert T. Stafford Disaster Relief and Emergency Act, as well as individual agency statutory authorities; and 3) supplements other federal emergency operations plans developed to address specific hazards. The Federal Response Plan is implemented in anticipation of a significant event likely to result in a need for federal assistance or in response to an actual event requiring federal assistance under a Presidential declaration of a major disaster or emergency. The Federal Response Plan is part of the National response Framework, which was most recently updated on March 22, 2008.

The Stafford Act

The Robert T. Stafford Disaster Relief and Emergency Assistance Act (Stafford Act) of 1988 authorizes the federal government to provide assistance in emergencies and disasters when State and local capabilities are exceeded. The Stafford Act constitutes statutory authority for most federal disaster response activities especially as they pertain to the federal Emergency Management Agency (FEMA) and FEMA programs.

National Response Framework

The 2013 National Response Framework, published by the Department of Homeland Security, is a guide to how the nation responds to all types of disasters and emergencies. The Framework describes specific authorities and best practices for managing incidents that range from serious local to large-scale terrorist attacks or catastrophic natural disasters. In addition, the Framework describes the principles, roles, and responsibilities, and coordinating structures for responding to an incident, and further describes how response efforts integrate with those of the other mission areas.

Homeland Security Presidential Directive No. 5

Through the development of a National Incident Management System (NIMS), Presidential Directive 5 is intended to prevent, prepare for, respond to, and recover from terrorist attacks, major disasters, and other emergencies through a single, comprehensive approach to domestic incident management. The objective of the Directive is to ensure that all levels of government across the nation have the capability to work efficiently and effectively together, using a national approach.

Homeland Security Presidential Directive No. 8

Presidential Directive 8 establishes policies for strengthening national preparedness, including the National Preparedness Goal and Target Capabilities List. Directive 8 requires the preparation of an implementation plan that describes the departmental responsibilities and delivery timelines for the development of the national planning frameworks and associated interagency plans.

State Agencies and Regulations

California Environmental Protection Agency

One of the primary agencies that regulate hazardous materials is the California Environmental Protection Agency (CalEPA). The State, through CalEPA, is authorized by the USEPA to enforce and implement certain federal hazardous materials laws and regulations. The California DTSC, a department of the CalEPA, protects California and Californians from exposure to hazardous waste, primarily under the authority of the RCRA and the California Health and Safety Code.[1] The DTSC requirements include the need for written programs and response plans, such as Hazardous Materials Business Plans (HMBPs). The DTSC programs include dealing with aftermath clean-ups of improper hazardous waste management, evaluation of samples taken from sites, enforcement of regulations regarding use, storage, and disposal of hazardous materials, and encouragement of pollution prevention.

California Division of Occupational Safety and Health

Like OSHA at the federal level, the California Division of Occupational Safety and Health (CalOSHA) is the responsible State-level agency for ensuring workplace safety. The CalOSHA assumes primary responsibility for the adoption and enforcement of standards regarding workplace safety and safety practices. In the event that a site is contaminated, a Site Safety Plan must be crafted and implemented to protect the safety of workers. Site Safety Plans establish policies, practices, and procedures to prevent the exposure of workers and members of the public to hazardous materials originating from the contaminated site or building.

[1] Hazardous Substance Account, Chapter 6.5 (Section 25100 et seq.) and the Hazardous Waste Control Law, Chapter 6.8 (Section 25300 et seq.) of the Health and Safety Code.

California Building Code

The State of California provided a minimum standard for building design through the California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations (CCR). The CBC is based on the 1997 Uniform Building Code, but has been modified for California conditions. The CBC is updated every three years, and the current CBC went into effect in January 2014. It is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by local city and county building officials for compliance with the typical fire safety requirements of the CBC, including the installation of sprinklers in all high-rise buildings; the establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and the clearance of debris and vegetation within a prescribed distance from occupied structures in wildlife hazard areas.

California Fire Code

The California Fire Code (CFC) incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official Fire Code for the State and all political subdivisions. It is located in Part 9 of Title 24 of the California Code of Regulations (CCR). The CFC is revised and published approximately every three years by the California Building Standards Commission.

California Emergency Management Agency

The California Emergency Management Agency (CalEMA) was established as part of the Governor's Office on January 1, 2009—created by Assembly Bill 38 (Nava), which merged the duties, powers, purposes, and responsibilities of the former Governor's Office of Emergency Services with those of the Governor's Office of Homeland Security. The CalEMA is responsible for the coordination of overall State agency response to major disasters in support of local government. The agency is responsible for assuring the State's readiness to respond to and recover from all hazards—natural, manmade, emergencies, and disasters—and for assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts.

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped fire threat potential throughout California.[2] The CAL FIRE ranks fire threat based on the availability of fuel and the likelihood of an area burning (based on topography, fire history, and climate). The rankings include no fire threat, moderate, high, and very high fire threat. Additionally, the CAL FIRE produced the *2010 Strategic Fire Plan*

[2] California Department of Forestry and Fire Protection (CAL FIRE), http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_development.php, accessed August 15, 2014.

for California, which contains goals, objectives, and policies to prepare for and mitigate for the effects of fire on California's natural and built environments.[3]

California Department of Transportation and California Highway Patrol

Caltrans and the CHP are the two State agencies that have primary responsibility for enforcing federal and State regulations and responding to hazardous materials transportation emergencies. Caltrans manages more than 50,000 miles of California's highway and freeway lanes, provides intercity rail services, permits more than 400 public-use airports and special-use hospital heliports, and works with local agencies. Caltrans is also the first responder for hazardous material spills and releases that occur on those highway and freeway lanes and intercity rail services.

The CHP enforces hazardous materials and hazardous waste labeling and packing regulations designed to prevent leakage and spills of materials in transit and to provide detailed information to cleanup crews in the event of an accident. Vehicle and equipment inspection, shipment preparation, container identification, and shipping documentation are all part of the responsibility of the CHP, which conducts regular inspections of licensed transporters to assure regulatory compliance. In addition, the State of California regulates the transportation of hazardous waste originating or passing through the State.

Common carriers are licensed by the CHP, pursuant to the California Vehicle Code, Section 32000. This section requires licensing every motor (common) carrier who transports, for a fee, in excess of 500 pounds of hazardous materials at one time and every carrier, if not for hire, who carries more than 1,000 pounds of hazardous material of the type requiring placards. Common carriers conduct a large portion of the business in the delivery of hazardous materials.

California Health and Safety Code and Code of Regulations

California Health and Safety Code Chapter 6.95 and California Code of Regulations, Title 19, Section 2729 set out the minimum requirements for business emergency plans and chemical inventory reporting. These regulations require businesses to provide emergency response plans and procedures, training program information, and a hazardous material chemical inventory disclosing hazardous materials stored, used, or handled on-site. A business which uses hazardous materials or a mixture containing hazardous materials, must establish and implement a business plan if the hazardous material is handled in certain quantities.

California Education Code

The California Education Code (CEC) establishes the law for California public education. The CEC requires that the DTSC be involved in the environmental review process for the proposed acquisition and/or construction of school properties that will use State funding. The CEC requires that a Phase I Environmental

[3] California Department of Forestry and Fire Protection (CAL FIRE), 2010, *2010 Strategic Fire Plan for California,* http://cdfdata.fire.ca.gov/pub/fireplan/fpupload/fpppdf668.pdf, accessed on August 15, 2014.

Site Assessment be completed prior to acquiring a school site or engaging in a construction project. Depending on the outcome of the Phase I Environmental Site Assessment, a Preliminary Environmental Assessment and remediation may be required. The CEC also requires potential, future school sites that are proposed within 2 miles of an airport to be reviewed by the Caltrans Division of Aeronautics. If Caltrans does not support the proposed site, no State or local funds can be used to acquire the site or construct the school.

California State Aeronautics Act

The State Aeronautics Act is implemented by the Caltrans Division of Aeronautics. The purpose of this Act is to: 1) foster and promote safety in aeronautics; 2) ensure State laws and regulations relating to aeronautics are consistent with federal aeronautics laws and regulations; 3) assure that persons residing in the vicinity of airports are protected against intrusions by unreasonable levels of aircraft noise; and 4) develop informational programs to increase the understanding of current air transportation issues. The Caltrans Division of Aeronautics issues permits for and annually inspects hospital heliports and public-use airports, makes recommendations regarding proposed school sites within 2 miles of an airport runway, and authorizes helicopter landing sites at/near schools.

Federal and State Hazardous Materials-Specific Programs and Regulations

Asbestos-Containing Materials Regulations

Asbestos-containing materials (ACM) are materials that contain asbestos, a naturally occurring fibrous mineral that has been mined for its useful thermal properties and tensile strength. ACM is generally defined as either friable or non-friable. Friable ACM is defined as any material containing more than one percent asbestos. Friable ACM is more likely to produce airborne fibers than non-friable ACM, and can be crumpled, pulverized, or reduced to powder by hand pressure. Non-friable ACM is defined as any material containing one percent or less asbestos. Non-friable ACM cannot be crumpled, pulverized, or reduced to powder by hand pressure. When left intact and undisturbed, ACM does not pose a health risk to building occupants. Potential for human exposure occurs when ACM becomes damaged to the extent that asbestos fibers become airborne and are inhaled. Inhalation of asbestos airborne fibers can lead to various health problems, the most serious of which includes lung disease.

State-level agencies, in conjunction with the USEPA and OSHA, regulate removal, abatement, and transport procedures for ACMs. Releases of asbestos from industrial, demolition, or construction activities are prohibited by these regulations and medical evaluation and monitoring is required for employees performing activities that could expose them to asbestos. Additionally, the regulations include warnings that must be heeded and practices that must be followed to reduce the risk for asbestos emissions and exposure. Finally, federal, State, and local agencies must be notified prior to the onset of demolition or construction activities with the potential to release asbestos. Specifically, Bay Area Air Quality Management District (BAAQMD) Regulation 11, Rule 2, requires a written plan or notification of intent to demolish or renovate be provided to the District at least ten working days prior to commencement of demolition or renovation.

Lead-Based Paint

Lead-based paint (LBP), which can result in lead poisoning when consumed or inhaled, was widely used in the past to coat and decorate buildings. Lead poisoning can cause anemia and damage to the brain and nervous system, particularly in children. Like ACM, LBP generally does not pose a health risk to building occupants when left undisturbed; however, deterioration, damage, or disturbance will result in hazardous exposure. In 1978, the use of LBP was federally banned by the Consumer Product Safety Commission. Therefore, only buildings built before 1978 are presumed to contain LBP, as well as buildings built shortly thereafter, as the phase-out of LBP was gradual.

Polychlorinated Biphenyls

The USEPA prohibited the use of polychlorinated biphenyls (PCBs) in the majority of new electrical equipment starting in 1979, and initiated a phase-out for much of the existing PCB-containing equipment. The inclusion of PCBs in electrical equipment and the handling of those PCBs are regulated by the provisions of the Toxic Substances Control Act (TSCA), 15 United States Code Section 2601 et seq. Relevant regulations include labeling and periodic inspection requirements for certain types of PCB-containing equipment and outline highly specific safety procedures for their disposal. The State of California likewise regulates PCB-laden electrical equipment and materials contaminated above a certain threshold as hazardous waste; these regulations require that such materials be treated, transported, and disposed accordingly. At lower concentrations for non-liquids, regional water quality control boards may exercise discretion over the classification of such wastes.

CalOSHAs Lead in Construction Standard is contained in Title 8, Section 1532.1 of the California Code of Regulations. The regulations address all of the following areas: permissible exposure limits (PELs); exposure assessment; compliance methods; respiratory protection; protective clothing and equipment; housekeeping; medical surveillance; medical removal protection (MRP); employee information, training, and certification; signage; record keeping; monitoring; and agency notification.

Regional Agencies and Regulations

San Francisco Bay Regional Water Quality Control Board

The Porter-Cologne Water Quality Act[4] established the State Water Resources Control Board (SWRCB) and divided the State into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB). The San Francisco Bay Region (Region 2) RWQCB (San Francisco Bay RWQCB) regulates water quality in the Plan Area. The San Francisco Bay RWQCB has the authority to require groundwater investigations when the quality of groundwater or surface waters of the state is threatened, and to require remediation actions, if necessary.

[4] California Water Code Sections 13000 et seq.

Bay Area Air Quality Management District

The BAAQMD has primary responsibility for control of air pollution from sources other than motor vehicles and consumer products (which are the responsibility of CalEPA and the California Air Resources Board [CARB]). The BAAQMD is responsible for preparation of attainment plans for non-attainment criteria pollutants, control of stationary air pollutant sources, and issuance of permits for activities, including demolition and renovation activities affecting asbestos containing materials (District Regulation 11, Rule 2) and lead (District Regulation 11, Rule 1).

Santa Clara County Department of Environmental Health

A Certified Unified Program Agency (CUPA) is a local agency that has been certified by CalEPA to implement the local Unified Program. The CUPA can be a county, city, or joint powers authority. A participating agency is a local agency that has been designated by the local CUPA to administer one or more Unified Programs within their jurisdiction on behalf of the CUPA. A designated agency is a local agency that has not been certified by CalEPA to become a CUPA, but is the responsible local agency that would implement the six Unified Programs until they are certified. Currently, there are 83 CUPAs in California. The Santa Clara County Department of Environmental Health's Hazardous Materials Compliance Division (SCCHMCD) is the certified CUPA for the City of Campbell and consolidates, coordinates, and makes consistent the following existing programs:

- Aboveground Storage Tank SPCC Plan (California Health and Safety Code, Chapter 6.6.7)
- California Accidental Release Prevention (CalARP) Program
- Hazardous Waste Generator and Onsite Hazardous Waste Treatment (tiered permitting) Programs (California Health and Safety Code, Chapter 6.5)
- California Uniform Fire Code: Hazardous Materials Management Plans and Hazardous Material Inventory Statements

Santa Clara County Fire Department

The Santa Clara County Fire Department (SCCFD) administers the following programs within the City of Campbell through the Fire Prevention Bureau:

- California Fire Code (with local amendments)
- Hazardous Materials Storage Ordinance (Municipal Code)
- Toxic Gas Ordinance (Municipal Code)
- Storm Water Pollution Prevention (Municipal Code)

As a Participating Agency (PA) in CUPA, the Department also administers the following Hazardous Materials related state programs:

- Hazardous Materials Business Plan (California Health and Safety Code, Chapter 6.95)
- Underground Storage Tank (California Health and Safety Code, Chapter 6.7)

Santa Clara County Office of Emergency Services

The Santa Clara County Office of Emergency Services has adopted an Emergency Operations Plan (EOP),[5] which identifies emergency response programs related to hazardous waste incidents.

Local Agencies and Regulations

City of Campbell General Plan

The City of Campbell's General Plan was adopted by the Campbell City Council in November 2001. The Plan was updated in 2009 with adoption of the Housing Element Update. The Health and Safety Element identifies methods and resources for minimizing death, injury, property and environmental damage, and social disturbance resulting from natural and human-induced hazards. The Health and Safety Element also establishes goal, policies, and strategies, which are listed in Table 4.7-1, related to hazardous materials, hazardous wastes, and hazardous materials emergency response.

City of Campbell Municipal Code

Besides the General Plan, the City of Campbell Municipal Code is the primary tool that guides development in the city. The City's Municipal Code identifies land use categories, site development regulations, and other general provisions that ensure consistency between the General Plan and proposed development projects. The following chapters regulate emergency response and hazardous materials in Campbell:

- Chapter 2.28 – Emergency Services/Citizen Corps Council. The purpose of this chapter is to outline emergency response planning procedures and responsibilities in Campbell.
- Chapter 17.06 – Aboveground Hazardous Materials Storage. The purpose of this chapter is the protection of health, life, resources, and property through prevention and control of unauthorized discharge of hazardous materials from aboveground structures (e.g., tanks, pipelines, etc.).
- Chapter 17.07 – Requirements for Facilities Where Materials Which Are or Which May Become Toxic Gases are Found. This chapter applies to all new and existing facilities where regulated materials subject to this chapter are present in concentrations that exceed the level of concern as determined in accordance with this chapter.

[5] Santa Clara County, 2008. *Operational Area Emergency Operations Plan,* March.

TABLE 4.7-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO HAZARDS AND HAZARDOUS MATERIALS

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Goal HS-1	*A feeling of safety in the community.*
Policy HS-1.1	Disaster Recovery: Adequately prepare for, respond to and recover from disasters.
Strategy HS-1.1a	Emergency-Planning Funding: Provide funding for fire and police services to ensure preparedness of response teams and implementation of emergency response plans.
Strategy HS-1.1b	Emergency Operations: Coordinate among City departments to ensure that emergency operations will comply with the Standardized Emergency Management System.
Strategy HS-1.1e	Geographic information System: Study the possibility of maintaining and updating a database for safety related information in a geographic information system (GIS) format that would provide mapping and parcel information for more efficient emergency response.
Strategy HS-1.1f	Adequate Access: Require adequate access for emergency vehicles, including minimum street width and vertical clearance. The Uniform Fire Code currently sets the minimum street width at 20 feet. Larger buildings may require a minimum width of 30 feet.
Policy HS-1.3	Risk Reduction: Coordinate with other agencies and the public to reduce the risks of disasters.
Strategy HS-1.3a	Inter-Agency Coordination: Coordinate emergency preparedness, response, recovery and mitigation activities with Santa Clara County, surrounding cities, service agencies, voluntary organizations and State and federal agencies.
Strategy HS-1.3b	Public Information Officer: Designate and train a City staff member designated as a Public Information Officer, whose duties will include meeting regularly with media liaisons and providing information during emergencies.
Strategy HS-1.3d	Information Sharing: Work with Santa Clara County and other government, academic and private organizations to obtain new data that can be used for emergency preparedness and response and share information with other nearby jurisdictions and private and public organizations.
Goal HS-2	*Adequate, efficient and high quality police, fire and emergency services.*
Policy HS-2.3	Fire and Emergency Medical Services: Ensure that fire and emergency medical services meet existing and future demand.
Strategy HS-2.3c	Hazardous Material Inspections: Coordinate with the County Fire Department to provide hazardous material inspections for businesses.
Strategy HS-2.3e	911 Dispatch Service Coordination: Coordinate 911 dispatch service with the County Fire Department to help speed fire and emergency response time.
Goal HS-7	*Minimal exposure to hazardous materials.*
Policy HS-7.1	Hazardous Materials Storage, Use and Transport: Ensure that storage, use and transport of hazardous materials are regulated properly.
Strategy HS-7.1a	Hazardous Materials: Require storage, use and transport of hazardous materials to comply with local, State and federal safety standards.
Strategy HS-7.1b	Hazardous Materials and Development Project Review: Review all proposed development projects that manufacture, use or transport hazardous materials for compliance with the County Hazardous Waste Management Plan
Strategy HS-7.1c	Storage and Processing of Hazardous Materials: Require new industries that store and process hazardous materials to provide a buffer zone along property boundaries sufficient to protect public safety and natural resources. The adequacy of the buffer zone shall be determined by the City in consultation with other agencies responsible for the management of hazardous materials.

TABLE 4.7-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO HAZARDS AND HAZARDOUS MATERIALS

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Strategy HS-7.1d	Hazardous Materials Emergency Response Plan: Require any business that handles hazardous material to prepare an appropriate emergency response plan, including a transportation plan for using City streets to transport hazardous materials.
Strategy HS-7.1e	Inappropriate Sites: Identify sites that are inappropriate for hazardous materials storage and use.
Strategy HS-7.1f	Hazardous Materials Emergency Response: Work with other agencies to help ensure adequate response capability for hazardous materials emergencies.
Strategy HS-7.1g	Development Projects Involving Potential Historical Hazardous Materials Use: Require that applications for discretionary development projects that will involve a change in land use (i.e., from industrial to commercial or residential) provide detailed information regarding potential historical hazardous materials use, including soil and/or groundwater sampling results, if warranted.
Goal HS-8	*Safe and proper disposal of hazardous waste.*
Policy HS-8.1	Disposal of Hazardous Waste: Prevent unsafe or illegal disposal of hazardous waste.
Strategy HS-8.1a	Hazardous Waste Facilities Near Residences or Schools: Discourage the development of residences or schools near known hazardous waste disposal or handling facilities
Strategy HS-8.1b	Information About Hazardous Waste: Provide the public and industry with information needed to make informed decisions regarding the recycling, treatment, disposal and other management of hazardous wastes
Strategy HS-8.1c	County Hazardous Waste Plan and Element: Work with appropriate regional agencies to implement the County Hazardous Waste Management Plan and the City Household Hazardous Waste Element.
Strategy HS-8.1d	Development Projects Involving Hazardous Materials: Require that applications for discretionary development projects that will generate, use or store hazardous materials or provide detailed information regarding waste reduction, recycling and storage.

- Chapter 17.09 – Underground Hazardous Materials Storage. The purpose of this chapter is the protection of health, life, resources, and property through prevention and control of unauthorized discharges of hazardous materials from underground structures (e.g., tanks, sumps, pipelines, etc.).

City of Campbell Emergency Operations Plan

The City of Campbell Police Department is responsible for coordinating agency response to disasters or other large-scale emergencies in the City of Campbell with assistance from the Santa Clara County Office of Emergency Services and the Santa Clara County Fire Department. The Campbell Emergency Operations Plan (EOP)[6] establishes policy direction for emergency planning, mitigation, response, and recovery activities within the city. The Campbell EOP addresses interagency coordination, procedures to maintain communications during emergencies, and methods to assess the extent of damage and management of volunteers. The Campbell EOP uses the Standardized Emergency Management System as required by

[6] City of Campbell, *Emergency Operation Plan*, 2014.

California Government Code Section 8607(a) for managing responses to multi-agency and multi-jurisdiction emergencies in California, including those related to hazardous materials.

4.7.1.2 EXISTING CONDITIONS

This section describes existing conditions related to hazardous materials, airport hazards, and wildland fires within the Plan Area.

Hazardous Materials Sites

California Government Code Section 65962.5 requires the CalEPA to compile, maintain, and update specified lists of hazardous material release sites. The California Environmental Quality Act (CEQA) (California Public Resources Code Section 21092.6) requires the lead agency to consult the lists compiled pursuant to Government Code Section 65962.5 to determine whether a project and any alternatives are identified on any of the following lists:

- **EPA NPL**: The EPA's National Priorities List includes all sites under the USEPAs Superfund program, which was established to fund cleanup of contaminated sites that pose risk to human health and the environment.
- **EPA CERCLIS and Archived Sites:** The EPA's Comprehensive Environmental Response, Compensation, and Liability Information System includes a list of 15,000 sites nationally identified as hazardous sites. This would also involve a review for archived sites that have been removed from CERCLIS due to No Further Remedial Action Planned (NFRAP) status.
- **EPA RCRIS (RCRA Info):** The Resource Conservation and Recovery Act Information System (RCRIS or RCRA Info) is a national inventory system about hazardous waste handlers. Generators, transporters, handlers, and disposers of hazardous waste are required to provide information for this database.
- **DTSC Cortese List:** The DTSC maintains the Hazardous Waste and Substances Sites (Cortese) list as a planning document for use by the State and local agencies to comply with the CEQA requirements in providing information about the location of hazardous materials release sites. This list includes the Site Mitigation and Brownfields Reuse Program Database (CalSites).
- **DTSC HazNet:** The DTSC uses this database to track hazardous waste shipments.
- **SWRCB LUSTIS:** Through the Leaking Underground Storage Tank Information System, the SWRCB maintains an inventory of USTs and leaking USTs, which tracks unauthorized releases.

The required lists of hazardous material release sites are commonly referred to as the "Cortese List" after the legislator who authored the legislation. Because the statute was enacted more than 20 years ago, some of the provisions refer to agency activities that were conducted many years ago and are no longer being implemented and, in some cases, the information required in the Cortese List does not exist. Those requesting a copy of the Cortese Lists are now referred directly to the appropriate information resources

contained on internet websites hosted by the boards or departments referenced in the statute, including DTSCs online EnviroStor database and the SWRCBs online GeoTracker database. These two databases include hazardous material release sites, along with other categories of sites or facilities specific to each agency's jurisdiction.

A search of the EnviroStor database on August 16, 2014, revealed two listings within the Plan Area and one listing just south of the Plan Area on Winchester Boulevard, as presented in Table 4.7-2.

TABLE 4.7-2 ENVIROSTOR CLEANUP PROGRAM SITES FOR THE DAAP AREA

Project Name	Address	Type	Status
Ashland Chemical Company	1600 Dell Avenue	Tiered Permit	Inactive-Needs Evaluation
Silicon Genesis Corporation	590 Division Street	Tiered Permit	Inactive-Needs Evaluation
Maximum Medical	14300 Winchester Boulevard	Tiered Permit	Refer: Other Agency as of 5/16/2002

Source: California Department of Toxic Substances Control 2014. http://envirostor.dtsc.ca.gov/public.

All three are type-listed as "Tiered Permit," which refers to hazardous waste generating businesses that are permitted to treat eligible waste streams onsite. The two sites identified within the Plan Area (i.e., Ashland Chemical Company and Silicon Genesis Corporation) are both listed as "Inactive-Needs Evaluation," indicating that DTSC has determined a Preliminary Endangerment Assessment (PEA) or other evaluation is required to see if there has been a release of a hazardous substance that presents a risk to human health or the environment. The third site, Maximum Medical, located just outside of the Plan Area, is listed "Refer Other Agency," indicating that, based on limited information available to DTSC, it appears to be more appropriately addressed by another State or local environmental regulatory agency.

According to information available on the EnviroStor database, Maximum Medical was a medical glove manufacturing facility that operated from 1963 to 2000. The facility operated two units under Conditional Authorization, which allowed onsite treatment of non-RCRA and RCRA-exempt hazardous waste (i.e., less risky waste). Soil and groundwater investigations conducted at the site beginning in 1983 discovered contamination at the facility consisting of phthalates, nickel, copper, and benzene, toluene, ethylbenzene, and xylenes (BTEX). A significant dissolved phase groundwater plume of bis (2-ethylhexyl) phthalate (DEHP) was detected at the site, and in August 1986 the San Francisco Bay Region RWQCB issued a Waste Discharge Requirement (WDR) No. 86-100. Over 5 years of monitoring, data from nine monitoring wells demonstrated that the plume concentrations had decreased significantly, and the Water Board Order was rescinded in a letter from RWQCB dated January 1995.

Following closure of the glove manufacturing operation and purchase of the property by Sobrato Development Companies (Sobrato) in 2000, Maximum Medical contracted Levine Fricke (LFR) to conduct a shallow soil investigation in the former Water Treatment/Aboveground Tank Farm (WT/TF) area.

Approximately 1,120 cubic yards of soil with concentrations of DEHP (up to 5,200 mg/kg) were removed from the facility between December 2000 and February 2001.

In 2000, the property owner Sobrato contracted with PES Environmental Inc. (PES) to perform a subsurface investigation for the presence of DEHP in groundwater and soil at the WT/TF area. The resulting report (dated July 16, 2001) concluded that DEHP impacts in this area persisted at concentrations incompatible with potential future residential use of the property. PES requested that the RWQCB review and comment on the report and reevaluate the site status. On April 2, 2002, the RWQCB issued a response letter concluding that no additional investigation or restrictions are merited unless building demolition occurs and previously inaccessible areas near the WT/TF area are accessible for sampling. At such time, sampling undertaken and the results therefrom may reveal the need for further removal of impacted soil to reduce DEHP concentrations to levels deemed safe and compatible for future residential use of the property.

A search of the GeoTracker database on August 16, 2014, revealed three listings within the Plan Area, as presented in Table 4.7-3.

TABLE 4.7-3 GEOTRACKER SITES FOR THE PLAN AREA

Project Name	Address	Type	Status
Deluxe Corporation	1551 Dell Avenue	Cleanup Program Site	Completed – Case Closed as of 5/18/2005
Warner-Lambert Company	1587 Dell Avenue	Cleanup Program Site	Completed – Case Closed as of 5/25/1999
K&K Manufacturing	1500 Dell Avenue	Cleanup Program Site	Open – Site Assessment as of 9/16/1990

Source: State Water Resources Control Board, 2014. http://geotracker.waterboards.ca/gov.

All three GeoTracker sites are listed as "Cleanup Program Sites." The status of the Warner-Lambert Company site at 1587 Dell Avenue is "Completed – Case Closed," meaning the responsible party has satisfied all cleanup requirements and the site no longer presents a risk to human health or the environment. The status of Deluxe Corporation at 1551 Dell Avenue is the same, however, based on information available on the GeoTracker database, a deed restriction has been recorded with the County of Santa Clara, prohibiting the extraction of shallow groundwater on the subject site for any purpose. According to the RWQCB, this risk management measure needs to be implemented for an indefinite period of time to assure protection of human health and the environment.

The status of the third site at 1500 Dell Avenue is "Open – Site Assessment," as a result of former machine shop operations at the site. Previous soil and groundwater sampling was conducted during the decommissioning of a sub-slab wastewater drainage and clarifier system, in accordance with a closure plan approved by the SCCFD. Out of 33 soil samples collected, five contained residual TPH-d and –mo, exceeding Water Board Environmental Screening Levels (ESLs) for commercial/industrial uses. No TPH

impacts to groundwater were detected in either the monitoring well or other grab samples collected at the site. In addition, no volatile organic compounds were detected at concentrations exceeding residential or commercial/industrial ESLs.

RWQCB staff reviewed the data presented and concurred that the residual TPH is not a significant threat to groundwater, due in part to its low solubility and mobility. The RWQCB further concurred that the soil is likely beneath the foundation and any meaningful removal would require removal of the foundation. This being the case, the RWQCB agreed that the proposal to manage the impacted soil in-place is an appropriate remedial strategy until such time as the building is removed or the soil otherwise becomes accessible, allowing for further evaluation and possible removal of the impacted soil.

The search of the GeoTracker database also revealed that several sites with leaking underground storage tanks (LUSTs) were identified in the vicinity of the Plan Area. All were listed as "Completed-Case Closed," which means that the LUST is not expected to impact the properties on which it sits.

Existing or Proposed Schools

There are no existing or proposed schools within ¼-mile of the Plan Area. The nearest school is Campbell Middle School, located at 295 Cherry Lane, roughly 1 mile to the north. Carlton Avenue School, located at 2421 Carlton Avenue, is roughly the same distance to the southeast.

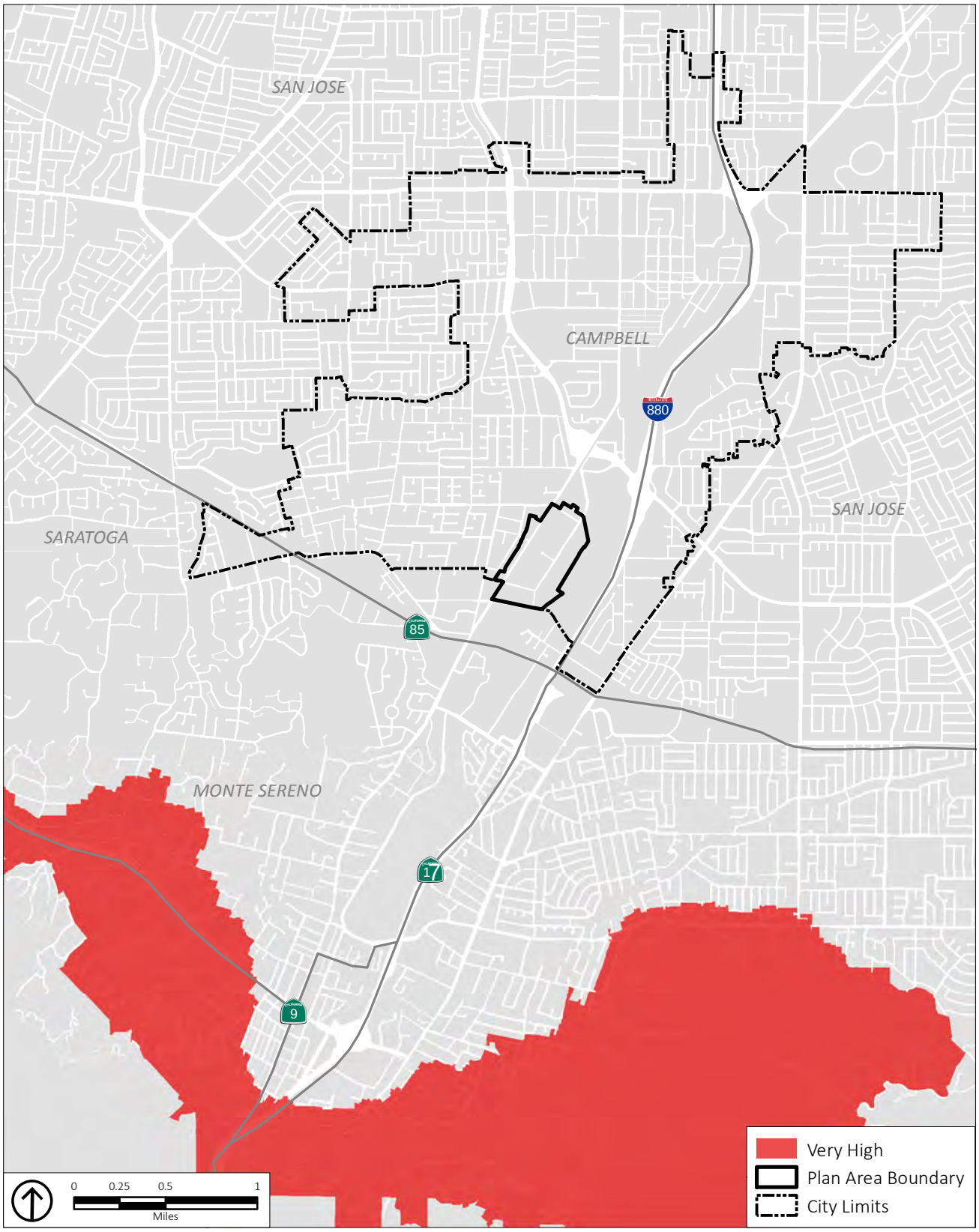
Airport Hazards

The City of Campbell, including the Plan Area, is not located within an airport land use plan area. The nearest public use airport or private airstrip is the Norman Mineta San Jose International Airport located roughly 9 miles north from the center of Campbell. There are no other public use airports within 2 miles of the Plan Area. Likewise, there are no private airstrips within or near the Plan Area.

Wildland Fire Hazard

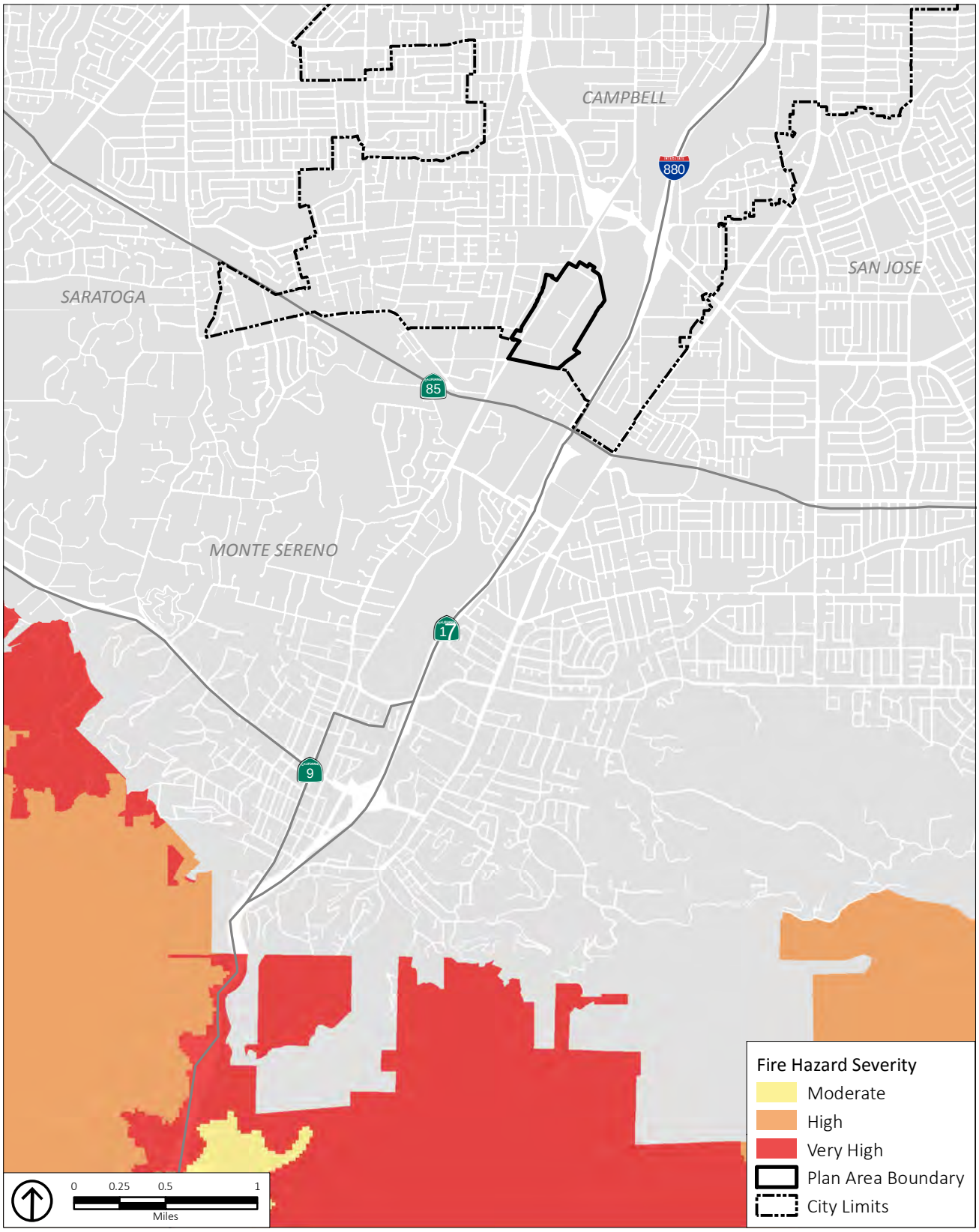
CAL FIRE evaluates fire hazard severity risks according to areas of responsibility (i.e., federal, State, and local). According to CAL FIRE, and as depicted on Figure 4.7-1, there are no very high fire hazard severity zones (VHFHSZ) within the Local Responsibility Area (LRA) for the City of Campbell, including the Plan Area. Also, as depicted on Figure 4.7-2, there are no moderate, high, and very high fire hazard severity zones in the State Responsibility Area (SRA) in the vicinity of the City of Campbell, including the Plan Area.[7]

[7] California Department of Forestry and Fire Protection (CDFFP), 2007. *Fire Hazards and Severity Zones in State Responsibility Areas,* http://frap.cdf.ca.gov/webdata/maps/alameda/fhszs_map.43.pdf, accessed August 20, 2014.



Source: CAL FIRE, 2007; PlaceWorks, 2014.

Figure 4.7-1
Very High Fire Hazard Severity Zones in Local Responsibility Areas



Source: CAL FIRE, 2007; PlaceWorks, 2014.

Figure 4.7-2
Fire Hazard Severity Zones in State Responsibility Areas

4.7.2 THRESHOLDS OF SIGNIFICANCE

The proposed Plan would have a significant impact regarding hazards and hazardous materials if it would:

Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

1. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
2. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.
3. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.
4. Be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport it results in a safety hazard for people residing or working in the project area.
5. Be within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area.
6. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
7. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

4.7.2.1 THRESHOLDS NOT DISCUSSED FURTHER

With regard to Thresholds 3, 5, 6, and 8, as discussed previously in Section 4.7.1.2, Existing Conditions, the Plan Area is not located within ¼-mile of an existing or proposed school, is not within 2 miles of a public use airport, is not on or in the vicinity of a private airstrip, and is not within an area where wildland fires pose a significant risk of loss, injury, or death. Therefore, the proposed Plan would have *no impact* for these thresholds of significance and no further discussion of the proposed Plan's impacts related to these thresholds is warranted in this Draft EIR.

4.7.3 ENVIRONMENTAL IMPACT DISCUSSION

HAZ-1	**Implementation of the proposed Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.**

The proposed Plan does not include changes to regulatory standards for handling, transport, storage, use, disposal, or disruption of hazardous materials. While commercially available hazardous materials (e.g., fuels, solvents, paints, and some consumer electronics) would be used for construction projects allowed by the proposed Plan and may generate small amounts of hazardous waste, the waste would be handled in accordance with applicable federal, State, and local laws, policies, and regulations, as described in Section 4.7.1.1, Regulatory Framework. The Plan Area currently contains, and the proposed Plan would allow, office, research and development/light industrial, retail and commercial, and residential land uses. It is, possible, therefore that future development could generate significant quantities of hazardous materials. However, the City of Campbell, SCCHMCD, and SCCFD coordinate the review of building permits to ensure that hazardous materials requirements are met prior to construction, including required separation between hazardous materials and sensitive land uses, and proper hazardous materials storage facilities. Any businesses that transport, generate, use, and/or dispose of hazardous materials within the Plan Area would also be subject to existing hazardous materials regulations, such as those implemented by the City of Campbell, SCCHMCD, and SCCFD. In addition, the General Plan contains policies and strategies that further ensure that new development would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. These strategies include:

- Strategy HS-7.1a: Hazardous Materials. Require storage, use and transport of hazardous materials to comply with local, State and federal safety standards.
- Strategy HS-7.1b: Hazardous Materials and Development Project Review. Review all proposed development projects that manufacture, use or transport hazardous materials for compliance with the County Hazardous Waste Management Plan
- Strategy HS-7.1c: Storage and Processing of Hazardous Materials. Require new industries that store and process hazardous materials to provide a buffer zone along property boundaries sufficient to protect public safety and natural resources. The adequacy of the buffer zone shall be determined by the City in consultation with other agencies responsible for the management of hazardous materials.
- Strategy HS-7.1e: Inappropriate Sites. Identify sites that are inappropriate for hazardous materials storage and use.
- Strategy HS-8.1a: Hazardous Waste Facilities Near Residences or Schools. Discourage the development of residences or schools near known hazardous waste disposal or handling facilities.

- Strategy HS-8.1c: County Hazardous Waste Plan and Element. Work with appropriate regional agencies to implement the County Hazardous Waste Management Plan and the City Household Hazardous Waste Element.
- Strategy HS-8.1d: Development Projects Involving Hazardous Materials. Require that applications for discretionary development projects that will generate, use or store hazardous materials or provide detailed information regarding waste reduction, recycling and storage.

Compliance with applicable federal, State, and local laws, and regulations regarding handling of these materials, and the General Plan policies listed above, would ensure the risks associated with release of hazardous materials into the environment from the routine transport, use, storage, or disposal of hazardous materials following construction would be *less than significant*.

Significance Before Mitigation: Less than significant.

HAZ-2	**Implementation of the proposed Plan would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.**

The proposed Plan would allow new development, including office, research and development/light industrial, retail and services, and residential uses within the Plan Area. Demolition and/or renovation of existing structures could potentially result in the release of hazardous building materials (e.g., asbestos, lead paint, etc.) into the environment. Use of hazardous materials on newly developed properties after construction could potentially include cleaning solvents, fertilizers, pesticides, and other materials used in the regular maintenance and operation of the proposed uses. Compliance with existing laws, regulations, policies, and procedures would ensure future development allowed by the proposed Plan would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. These include applicable federal, State, and local laws and regulations regarding handling of these materials described in Section 4.7.1.1, Regulatory Framework, of this chapter; the General Plan policies listed under Impact HAZ-1; and the Stormwater Pollution Prevention Plan and Best Management Practices required for the proposed Plan (see Chapter 4.8, Hydrology and Water Quality, for additional detail). Therefore, impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

HAZ-4	**Implementation of the proposed Plan would not create a significant hazard to the public or the environment by being located on a site, which is included on a list of hazardous materials sites compiled pursuance to Government Code Section 65962.5.**

As discussed previously in Section 4.7.1.2, Existing Conditions, and summarized in Tables 4.7-2 and 4.7-3, five sites within the Plan Area and one additional site in proximity to the Plan Area were identified on lists compiled pursuance to Government Code Section 65962.5. Two of the listed sites were closed, requiring no further action, two sites remain in need of evaluation, one site was referred to another agency and issued a "conditional" no further action status, and the sixth identified site remains open, requiring further assessment at such time the site structure is demolished. In addition, several sites with LUSTs were identified in the vicinity of the Plan Area. However, all identified LUST sites were listed as "case closed" and none is expected to have impacted properties within the Plan Area.

Based on available information contained variously in the EnviroStor and GeoTracker government databases, as also summarized in Section 4.7.1.2, one site remains "Open-Site Assessment," due to possible residual TPH in soil beneath existing building foundation, and two sites are listed as "Inactive-Needs Evaluation." All three sites remain under either RWQCB or DTSC oversight. In addition, the General Plan contains the following strategies to address future development of identified hazardous materials sites:

- Strategy HS-7.1b: Hazardous Materials and Development Project Review. Review all proposed development projects that manufacture, use or transport hazardous materials for compliance with the County Hazardous Waste Management Plan
- Strategy HS-7.1e: Inappropriate Sites. Identify sites that are inappropriate for hazardous materials storage and use.
- Strategy HS-71g: Development Projects Involving Potential Historical Hazardous Materials Use. Require that applications for discretionary development projects that will involve a change in land use (i.e., from industrial to commercial or residential) provide detailed information regarding potential historical hazardous materials use, including soil and/or groundwater sampling results, if warranted.
- Strategy HS-8.1d: Development Projects Involving Hazardous Materials. Require that applications for discretionary development projects that will generate, use or store hazardous materials or provide detailed information regarding waste reduction, recycling and storage.

Compliance with applicable federal, State, and local laws and regulations regarding hazardous material sites, as described in Section 4.7.1.1, Regulatory Framework, of this chapter, and the General Plan policies listed above, would ensure future development under the proposed Plan would not create a significant hazard to the public or the environment. Therefore, impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

HAZ-7	**Implementation of the proposed Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.**

As discussed in Section 4.7.1.1, the City of Campbell has prepared an EOP that identifies and allocates resources in response to emergencies, from preparation through recovery. The EOP identifies the City's emergency planning, organizational, and response policies and procedures and how they will be coordinated with emergency responses from other levels of government.

The Campbell General Plan identifies the following roadways as evacuation routes in the event of an emergency: Hamilton Avenue, Bascom Avenue, Winchester Boulevard (which runs through the Plan Area), Campbell Avenue, Highway 17, and the San Tomas Expressway.[8] The proposed Plan would guide future development and improvements in the Plan Area; however, the proposed Plan does not propose any physical components that would interfere with the ability to implement emergency response or evacuation.

In addition, individual development projects allowed by the proposed Plan would be required to comply with the provisions of the 2013 CFC and the 2013 CBC, which would ensure that building and life safety measures are incorporated into new development and facilitate implementation of emergency response plans.

In addition, the General Plan contains the following strategies that would further ensure that new development would not conflict with emergency operations in the Plan Area.

- Strategy HS-1.1b: Emergency Operations. Coordinate among City departments to ensure that emergency operations will comply with the Standardized Emergency Management System.
- Strategy HS-1.1f: Adequate Access. Require adequate access for emergency vehicles, including minimum street width and vertical clearance. The Uniform Fire Code currently sets the minimum street width at 20 feet. Larger buildings may require a minimum width of 30 feet.
- Strategy HS-1.3a: Inter-Agency Coordination. Coordinate emergency preparedness, response, recovery and mitigation activities with Santa Clara County, surrounding cities, service agencies, voluntary organizations and State and federal agencies.
- Strategy HS-1.3d: Information Sharing. Work with Santa Clara County and other government, academic and private organizations to obtain new data that can be used for emergency preparedness and response and share information with other nearby jurisdictions and private and public organizations.
- Strategy HS-7.1d: Hazardous Materials Emergency Response Plan. Require any business that handles hazardous material to prepare an appropriate emergency response plan, including a transportation plan for using City streets to transport hazardous materials.

[8] City of Campbell, 2001. *General Plan*, page HS-2.

- Strategy HS-7.1f: Hazardous Materials Emergency Response. Work with other agencies to help ensure adequate response capability for hazardous materials emergencies.

Development and improvements allowed by the proposed Plan would result in changes to current circulation by extending Vandall Way to Winchester Boulevard and enhancing sidewalk and bicycle infrastructure throughout the Plan Area. However, neither these components nor any other part of the implementation of the proposed Plan would impair implementation of, or physically interfere with an adopted emergency response plan or emergency evacuation plan. Future development plans will include fire and emergency access through all phases of construction and operation.

Compliance with applicable laws and regulations regarding emergency preparedness, and the General Plan policies listed above, would ensure future development under the proposed Plan would not interfere with an adopted emergency response plan or emergency evacuation plan and impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.7.4 CUMULATIVE IMPACT DISCUSSION

HAZ-9	**Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to hazards and hazardous materials.**

This section analyzes potential impacts related to hazards and hazardous materials that could occur from a combination of implementation of the proposed Plan and associated future development with other past, present, and reasonably foreseeable projects in the near vicinity.

As discussed in Chapter 4.0, the cumulative projects considered for this analysis include the County Courthouse, Albright, and North 40 projects, which would generate 869,000 square feet of commercial and 269,000 square feet of retail development along with 150 hotel rooms, 73 single-family homes, and 336 multi-family units all within the Town of Los Gatos. Development of these cumulative projects would involve increased storage, use, and disposal of common cleaning substances, building maintenance products, paints, and solvents; however, these potentially hazardous materials would not be of a type or occur in sufficient quantities to pose a significant hazard to public health and safety or the environment. While cumulative development in the vicinity of the Plan Area would bring more residents into the area, compliance with existing federal, State, local regulations, and standards, and the General Plan policies listed in Section 4.7.1.1 of this chapter, would ensure that risks associated with the transport, storage, use, and disposal of hazardous materials and waste would be reduced to the maximum extent practicable.

As discussed previously, development of the proposed Plan would not result in significant impacts from the increased use of hazardous materials. The proposed Plan would not interfere with implementation of

emergency response plans. In addition, potential project-level impacts associated with hazards and hazardous materials would be further reduced through compliance with General Plan policies and strategies, other local, regional, State, and federal regulations. Consequently, implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects in the Plan Area vicinity, would result in a *less-than-significant* cumulative impact.

Significance Before Mitigation: Less than significant.

4.7.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant impacts related to hazards and hazardous materials. Therefore, no mitigation measures are required.

4.8 HYDROLOGY AND WATER QUALITY

This chapter describes the regulatory framework and existing conditions of the Plan Area and the potential impacts of the Dell Avenue Area Plan (proposed Plan) on hydrology and water quality.

4.8.1 ENVIRONMENTAL SETTING

4.8.1.1 REGULATORY FRAMEWORK

Federal Regulations

Clean Water Act

The Federal Water Pollution Control Act, also known as the Clean Water Act (CWA), is the primary statute governing water quality. The CWA establishes the basic structure for regulating the discharges of pollutants into the waters of the United States and gives the US Environmental Protection Agency (EPA) the authority to implement pollution control programs. The statute's goal is to regulate all discharges into the nation's waters and to restore, maintain, and preserve the integrity of those waters. The CWA sets water quality standards for all contaminants in surface waters and mandates permits for wastewater and stormwater discharges. The CWA also requires states to establish site-specific water quality standards for navigable bodies of water and regulates other activities that affect water quality, such as dredging and the filling of wetlands. The following CWA sections assist in ensuring water quality for the water of the United States:

- CWA Section 208 requires the use of best management practices (BMPs) to control the discharge of pollutants in stormwater during construction
- CWA Section 303(d) requires the creation of a list of impaired water bodies by states, territories, and authorized tribes; evaluation of lawful activities that may impact impaired water bodies, and preparation of plans to improve the quality of these water bodies. CWA Section 303(d) also establishes Total Maximum Daily Loads (TMDLs), which is the maximum amount of a pollutant that a water body can receive and still safely meet water quality standards
- CWA Section 404 authorizes the US Army Corps of Engineers to require permits that will discharge dredge or fill materials into waters in the US, including wetlands.

In California, the EPA has designated the State Water Resources Control Board (SWRCB) and its nine Regional Water Quality Control Boards (RWQCBs) with the authority to identify beneficial uses and adopt applicable water quality objectives.

Federal Emergency Management Agency

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP), which provides subsidized flood insurance to communities that comply with FEMA regulations,

which limit development in flood plains.[1] FEMA also issues Flood Insurance Rate Maps (FIRMs) that identify which land areas are subject to flooding. These maps provide flood information and identify flood hazard zones in the community. The design standard for flood protection is established by FEMA, with the minimum level of flood protection for new development set as the 100-year flood event, also described as a flood that has a 1-in-100 chance of occurring in any given year.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States from their municipal separate storm sewer systems (MS4s). Under the NPDES Program, all facilities which discharge pollutants from any point source into waters of the United States are required to obtain an NPDES permit. Point source discharges include discharges from publicly owned treatment works (POTWs), discharges from industrial facilities, and discharges associated with urban runoff, such as stormwater. The NPDES permit programs in California are administered by the SWRCB and the nine RWQCBs.

State Regulations

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Act (Water Code sections 13000 et seq.) is the basic water quality control law for California. Under this Act, the State Water Resources Control Board (SWRCB) has ultimate control over State water rights and water quality policy. The State is divided into nine regions related to water quality and quantity characteristics. The SWRCB, through its nine RWQCBs carries out the regulation, protection, and administration of water quality in each region. Each regional board is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems.

State Water Resources Control Board

In California, the SWRCB has broad authority over water quality control issues for the State. The SWRCB is responsible for developing statewide water quality policy and exercises the powers delegated to the State by the federal government under the CWA.

Construction activities that disturb one or more acres of land that could impact hydrologic resources must comply with the requirements of the SWRCB Construction General Permit (2009-0009-DWQ) as amended by 2010-0014-DWQ. Under the terms of the permit, applicants must file Permit Registration Documents (PRDs) with the SWRCB prior to the start of construction. The PRDs include a Notice of

[1] Federal Emergency Management Agency's Library, *National Flood Insurance Program Description*, http://www.fema.gov/library/resultSearchTitle.do;jsessionid=DD174A565E1F55952F9B72CE7EC2818C.Worker2Library, accessed on May 1, 2014.

Intent (NOI), risk assessment, site map, Stormwater Pollution Prevention Plan (SWPPP), annual fee, and a signed certification statement. The PRDs are submitted electronically to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS) website.

Applicants must also demonstrate conformance with applicable best management practices (BMPs) and prepare a SWPPP, containing a site map that shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection, and discharge points, general topography both before and after construction, and drainage patterns across the project site. The SWPPP must list BMPs that would be implemented to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for nonvisible pollutants if there is a failure of the BMPs, and a sediment-monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Some sites also require implementation of a Rain Event Action Plan (REAP). The updated Construction General Permit (2010-0014-DWQ), effective on September 2, 2012, also requires applicants to comply with post-construction runoff reduction requirements.

California Fish and Game Code

The California Department of Fish and Wildlife (CDFW) protects streams, water bodies, and riparian corridors through the streambed alteration agreement process under Section 1600 to 1616 of the California Fish and Game Code. The California Fish and Game Code establishes that "an entity may not substantially divert or obstruct the natural flow or substantially change the bed, channel or bank of any river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river stream, or lake" (Fish and Game Code Section 1602(a)) without notifying the CDFW, incorporating necessary mitigation and obtaining a streambed alteration agreement. The CDFWs jurisdiction extends to the top of banks and often includes the outer edge of riparian vegetation canopy cover.

Emergency Services Act

The Emergency Services Act, under California Government Code Section 8589.5(b), calls for public safety agencies whose jurisdiction contains populated areas below dams, to adopt emergency procedures for the evacuation and control of these areas in the event of a partial or total failure of the dam. The Governor's Office of Emergency Services (Cal OES), formerly the California Emergency Management Agency (CalEMA), is responsible for the coordination of overall State agency response to major disasters and assisting local governments in their emergency preparedness, response, recovery, and hazard mitigation efforts. In addition, the Cal OES Dam Safety Program provides assistance and guidance to local jurisdictions on emergency planning for dam failure events and is also the designated repository of dam failure inundation maps.

Division of Safety of Dams

Since 1929, the State of California has supervised all non-federal dams in California through the Dam Safety Program under the jurisdiction of the Department of Water Resources, Division of Safety of Dams (DSOD). The DSOD came into existence as a direct result of the failure of St. Francis Dam in southern California in 1928, causing the deaths of more than 450 people.

The DSOD engineers and engineering geologists review and approve plans and specifications for the design of dams and oversee their construction to ensure compliance with the approved plans and specifications. Reviews include site geology, seismic setting, site investigations, construction material evaluation, dam stability, hydrology, hydraulics, and structural review of appurtenant structures. In addition, the DSOD engineers inspect over 1,200 dams on a yearly schedule to ensure they are performing and being maintained in a safe manner.

Water Conservation Act

The Water Conservation Act of 2009, Senate Bill (SB) X7-7, requires a statewide 20 percent reduction in urban per capita water use by 2020. SB X7-7 requires that urban water retail suppliers determine baseline water use and set reduction targets according to specified standards, and requires that agricultural water suppliers prepare plans and implement efficient water management practices.

State Updated Model Landscape Ordinance

Under Assembly Bill (AB) 1881, the updated Model Landscape Ordinance requires cities and counties to adopt landscape water conservation ordinances by January 31, 2010 or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Ordinance (MO). In accordance with AB 1881, Campbell adopted its Landscape Ordinance on January 1, 2010.

Regional Regulations

San Francisco Bay Regional Water Quality Control Board

Regional authority for planning, permitting, and enforcement is delegated to the nine RWQCBs. Each regional board is required to adopt a water quality control plan or basin plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems. The Plan Area and City of Campbell are within the jurisdiction of the San Francisco Bay RWQCB (Region 2), which covers most of the Bay Area region, including Santa Clara County.

The San Francisco Bay RWQCB addresses region-wide water quality issues through the Water Quality Control Plan for San Francisco Bay Region (Basin Plan), which is updated every 3 years. The Basin Plan was

adopted in 1993 and updated most recently in December 2013.[2] The Basin Plan designates beneficial uses of the State waters within Region 2, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Basin Plan.

Santa Clara Valley Water District

The Santa Clara Valley Water District (SCVWD) is a water resources agency responsible for balancing flood protection needs with the protection of natural watercourses and habitat in the Santa Clara Valley. The SCVWD serves 16 cities and 1.8 million residents, provides wholesale water supply, operates three water treatment plants, and provides flood protection along the creeks and rivers within the county. The Clean, Safe Creeks and Natural Flood Protection (CSC) Plan was approved by Santa Clara County voters in November 2000 to create a countywide special parcel tax to accomplish the following four goals:[3]

- 100-year flood protection for homes, schools, businesses, and transportation;
- Clean, safe water in Santa Clara County creeks and bays;
- Healthy creek and bay ecosystems; and
- Trails, parks, and open space along waterways.

In addition, the SCVWD has developed the Water Supply and Infrastructure Master Plan, which provides the strategy for meeting the County's future water demands to the year 2035 with a combination of reliable water supply sources and conservation programs. Groundwater in the Santa Clara Basin is managed by SCVWD through its 2012 Groundwater Management Plan.[4] The SCVWD also has developed an Urban Water Management Plan (UWMP) that provides information on water supply sources, historical water usage, water conservation programs, demand projections, water shortage contingencies, and water quality. The current SCVWD UWMP is dated 2010; however, the UWMP is required to be updated every 5 years.[5]

The SCVWD reviews plans for development projects near streams to ensure that the proposed storm drain systems and wastewater disposal systems will not adversely impact water quality in the streams. In addition, the SCVWD reviews projects for conformance to SCVWD flood control design criteria, stream maintenance and protection plans, and groundwater protection programs.

The SCVWD also implements the Well Ordinance Program (Ordinance 90-1), which regulates the construction, destruction, and maintenance of wells and other deep excavations. The purpose of this program is to prevent improperly constructed, maintained, or destroyed wells from acting as conduits that allow poor quality surface or subsurface waters to migrate into the drinking water aquifers. The Well

[2] California Environmental Protection Agency, San Francisco Bay Area Regional Water Quality Control Board, http://www.waterboards.ca.gov/rwqcb2/basin_planning.shtml, accessed on August 20, 2014.

[3] Santa Clara Valley Water District website, www.valleywater.org, accessed on August 20, 2014.

[4] Santa Clara Valley Water District, 2012, *2012 Groundwater Management Plan.*

[5] Santa Clara Valley Water District, 2010, *Urban Water Management Plan 2010.*

Ordinance Program is responsible for issuing permits and inspecting all well construction and destruction activities in Santa Clara County.

Santa Clara Valley Urban Runoff Pollution Prevention Program

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) is an association of 13 cities and towns in the Santa Clara Valley, together with the County of Santa Clara and the SCVWD. The RWQCB has conveyed responsibility for implementation of stormwater regulations to the member agencies of the SCVURPPP. The SCVURPPP incorporates regulatory, monitoring, and outreach measures aimed at improving the water quality of South San Francisco Bay and the streams of the Santa Clara Valley to reduce pollution in urban runoff to the "maximum extent practicable." The SCVURPPP maintains compliance with the NPDES Permit and promotes stormwater pollution prevention within that context. Participating agencies (including the City of Campbell) must meet the provisions of the Santa Clara County permit by ensuring that new development and redevelopment mitigate water quality impacts to stormwater runoff during both the construction and operation of projects.[6]

The SCVURPPP has successively implemented a series of comprehensive stormwater management plans for urban runoff management meeting RWQCB standards. When the NPDES permit was reissued in 2009, now known as the Municipal Regional Stormwater NPDES Permit (MRP), new design standards for runoff treatment control measures from new development and significant redevelopment were required. An amendment to the MRP was issued in 2011 (Order Number R2-2011-0083) and added Special Development Project Categories and Biotreatment Soil and Green Roof Specifications to the MRP. The current MRP also requires development of a Hydrograph Modification Management Plan (HMP) to manage increased peak runoff flows and volumes (hydromodification) and avoid erosion of stream channels and degradation of water quality caused by new and redevelopment projects. The MRP was issued to cover "surface runoff generated from various land uses in all the hydrologic sub basins in the basin which discharge into watercourses, which in turn flow into South San Francisco Bay." The latest program activities conducted by the SCVURPPP are described in the *FY2012-2013 Annual Report*.

Municipal Regional Stormwater NPDES Permit

As stated above, pursuant to Section 402 of the CWA and the Porter-Cologne Water Quality Control Act, municipal stormwater discharge in the City of Campbell is subject to the Waste Discharge Requirements (WDRs) of the MS4 Permit (Order Number R2-2009-0074) and NPDES Permit Number CAS612008, as amended by Order Number R2-2011-0083.

Provision C.3 of the MRP addresses post-construction stormwater requirements for new development and redevelopment projects that add and/or replace 10,000 square feet or more of impervious area. Provision C.3 of the MRP also mandates that new development projects that meet certain criteria: 1) incorporate site

[6] Santa Clara Valley Urban Runoff Pollution Prevention Program, 2013, *FY 2012-2103 Annual Report*.

design, source control, and stormwater treatment measures into the project design; 2) minimize the discharge of pollutants in stormwater runoff and non-stormwater discharge; and 3) prevent increases in runoff flows as compared to pre-development conditions. Low-impact development (LID) methods are the primary mechanisms for implementing such controls.

Effective December 1, 2011, new development projects must treat 100 percent of the calculated runoff (based on the sizing criteria described in the C.3 provisions of the MRP) with LID treatment measures that include harvesting and reuse, infiltration, evapotranspiration, or biotreatment/bioretention. In addition, projects that create and/or replace 10,000 square feet or more of impervious surface for Group 2 Tier A and B, which includes gas stations, loading docks, vehicle and equipment maintenance areas, and other outdoor areas, will also be required to provide LID treatment of stormwater runoff.

In order to comply with Provision C.3 of the MRP, project applicants within the Plan Area would be required to submit a Stormwater Management Plan (SWMP) with building plans, to be reviewed and approved by the City of Campbell's Public Works Department. The SWMP must be prepared under the direction of and certified by a licensed and qualified professional, which includes civil engineers, architects, or landscape architects.

Conditions of approval for development projects include the installation and maintenance of Best Management Practices (BMPs) for site design and stormwater treatment, which must be designed per approved numeric sizing criteria. General guidance on the selection and implementation of BMPs and Stormwater Pollution Prevention Plans can be found on the California Stormwater Quality Association and SCVURPPP websites.

Each development project mandated to implement stormwater treatment will also require a Certification of Engineered Stormwater Treatment for New and Redevelopment Projects. The Certification of Engineered Stormwater Treatment for New and Redevelopment Projects may be obtained at the City's Public Works Department. Owners of properties with treatment BMPs will also be required to certify on-going operation and maintenance by filing and recording a covenant submitted to the City.

Santa Clara Basin Watershed Management Initiative

The Watershed Management Initiative (WMI) was initiated in 1996 by the EPA, the SWRCB, and the San Francisco Bay RWQCB to address all sources of pollution that threaten the San Francisco Bay and to protect water quality throughout Santa Clara Basin watersheds. In the past, specific issues affecting watersheds had been addressed by separate regulatory actions, resulting in a "patchwork" approach. A major aim of the WMI is to coordinate existing regulatory activities on a basin-wide scale, ensuring that problems are addressed efficiently and cost-effectively.

The Santa Clara Basin WMI consists of 34 collaborative groups from regional and local public agencies; civic, environmental, resource conservation and agricultural groups; professional and trade organizations; business and industrial sectors; and the general public. The purpose of the WMI is "to develop and

implement a comprehensive watershed management program – one that recognizes that healthy watersheds mean addressing water quality problems and quality of life issues for the people, animals, and plants that live in the watershed."The WMI has continued to develop its foundation by producing a watershed assessment report (2003), a watershed action plan (2003), plastics pollution prevention summit (2011), impacts of homelessness on creeks (2011), and educational materials to reduce water usage by the general public.[7]

Water Resources Protection Collaborative

On October 24, 2006, the SCVWD adopted the Water Resources Protection Ordinance (Ordinance 06-1).[8] Beginning on February 28, 2007, this ordinance established the policy through which the SCVWD issues permits for modifications, entry, use, or access to SCVWD facilities or easements. This Ordinance was adopted following the creation of the *Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County* (Guidelines and Standards) by the Santa Clara Valley Water Resources Protection Collaborative (Collaborative). The Collaborative includes the SCVWD and representatives from the County of Santa Clara, the 15 cities within the county, the Guadalupe-Coyote Resource Conservation District, the San Francisco Bay RWQCB, and representatives of various community interests.[9] The Collaborative members share the water and watershed resources protection goals of flood management, drinking water quality and quantity, surface and groundwater quality and quantity, and habitat protection and enhancement throughout the county.

The City of Campbell adopted the Guidelines and Standards and integrated them into its zoning/development/review process, as codified in Chapter 14.02 (Watercourse Protection Requirements under Stormwater Pollution Control) of the Municipal Code. A property is considered to be subject to these guidelines if it contains or is adjacent to a stream, including all properties located within 50 feet of the top of the bank.

West Valley Clean Water Program

The West Valley Clean Water Program (WVCWP) was established in 1994 as a collaborative effort between the smaller West Valley communities (Campbell, Monte Sereno, Saratoga, and Los Gatos) to implement stormwater pollution control and management efforts. The WVCWPs goal is to reduce pollutants in storm drain discharges, comply with MRP regulations and requirements, and maximize the effectiveness of pollution prevention efforts. The SVCWP administers an Urban Runoff Management Plan to reduce stormwater pollution, which includes the following specific actions:

- Municipal controls such as storm drain stenciling, storm drain operation and maintenance (O&M), street sweeping, street/public facilities maintenance, and illegal discharge response.

[7] Santa Clara Basin Watershed Management Initiative, 2013, http://www.scbwmi.org, accessed on August 20, 2014.

[8] Santa Clara Valley Water District, 2006, Water Resource Protection Ordinance 06-1, http://www.valleywater.org/uploadedFiles/Programs/BusinessInformationPermits/Permits/Ordinance071213%281%29.pdf, accessed on August 20, 2014.

[9] Santa Clara Valley Water District, 2007, Water Resources Protection Collaboration, http://www.valleywater.org/index.htm, accessed on August 20, 2014.

- Construction and development measures including on-site inspections, grading and erosion controls, and educating developers.
- Commercial and industrial facility inspections to prevent wastes from discharging into the storm drain system.
- Public education activities to increase awareness and change behavior.

By agreement with the participating cities and towns, the West Valley Sanitation District collects an additional surcharge from residences and commercial properties to fund the WVCWP. The SVCWP complies with the requirements of the MRP for urban runoff pollution control.

Local Regulations

City of Campbell General Plan

The City of Campbell General Plan contains the goals, strategies, policies, and implementing actions that guide in the overall development of the city. The General Plan goals and policies relevant to hydrology and water quality are listed in Table 4.8-1.

City of Campbell Municipal Code

Besides the General Plan, the City of Campbell Municipal Code is the primary tool that guides development in the city. The City's Municipal Code identifies land use categories, site development regulations, and other general provisions that ensure consistency between the General Plan and proposed development projects. The following four chapters of the City of Campbell's Municipal Code contain directives pertaining to hydrology and water quality issues:

- Chapter 14.02 – Stormwater Pollution Control. The purpose of this chapter is to provide minimum requirements designed to control the discharge of pollutants into the City's municipal storm drain system and to assure that discharges from the City's storm drain system comply with applicable provisions of the Federal CWQ and the current NPDES Permit.
- Chapter 20.56 – Drainage and Sewer Facilities. Prior to filing a final map or parcel map, the project applicant must pay fees for defraying the costs of constructing planned drainage facilities.
- Chapter 20.80 - Environmental Impact and Grading and Erosion Control. Every parcel or tentative map filed with the City is conditional on compliance with requirements for grading and erosion control, including the prevention of sediment or damage to off-site property.
- Chapter 21.22 – Flood Damage Prevention. The purpose of this chapter is to minimize public and private losses due to flood conditions. A development permit must be obtained and reviewed by the Director of Public Works before new construction, substantial improvements, or development occurs within any area of a special flood hazard area (SFHA). The chapter also contains construction standards

TABLE 4.8-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO HYDROLOGY AND WATER QUALITY

Goal/Policy/ Strategy Number	Goal/Policy/ Strategy Text
Open Space, Parks, and Public Facilities Element – Sewer, Storm Drainage, and Wastewater	
Goal OSP-9	*Properly functioning storm drainage system.*
Policy OSP-9.1	Drainage Facilities : Ensure that drainage facilities convey storm runoff without polluting local watercourses.
Strategy OSP-9.1a	Storm Drain Fees : Collect adequate fees to provide for maintenance of storm drainage facilities.
Strategy OSP-9.1b	Regional Storm Drainage Facilities : Cooperate with surrounding jurisdictions and Santa Clara County to provide adequate storm drainage facilities.
Strategy OSP-9.1c	Urban Runoff Management Plan: Implement *Urban Runoff Management Plan* standards and programs to ensure to the maximum extent practicable that receiving waters and ground water recharge basins are not polluted.
Strategy OSP-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.
Strategy OSP-9.1e	Post-Construction Pollution Control Measures: Require new construction projects to include post-construction pollution control measures in site designs to prevent pollution.
Policy OSP-9.2	NPDES: Comply with the federal Clean Water Act requirements for National Pollution Discharge Elimination System permits.
Strategy OSP-9.2a	Storm Water Management Plan: Work with the Santa Clara Valley Urban Runoff Pollution Prevention Program to implement the *Storm Water Management Plan.*
Strategy OSP-0.2b	West Valley Clean Water Program: Implement the Work Plan for the West Valley Cities, including implementing Campbell's *Storm Water Pollution Prevention Plan* and Best Management Practices.
Health and Safety Element – Flooding	
Goal HS-5	*Protection of lives and property from flood hazards.*
Policy HS-5.1	Flood Regulations: Enforce flood regulations during the development review process.
Strategy HS-5.1a	FEMA Requirements: Implement Federal Emergency Management Agency requirements regarding construction in Flood Hazard areas designated on the Flood Insurance Rate Maps.
Strategy HS-5.1b	Flood Hazards Review: Evaluate potential flood hazards prior to approval of development projects and require any necessary measures to ensure that proposed projects provide adequate protection from flood hazards.
Conservation and Natural Resources Element – Water Resources	
Goal CNR-5	*Promote high-quality drinking, surface, and ground water Citywide.*
Policy CNR-5.1	Water Quality Enhancement: Enhance the quality of surface and groundwater resources and prevent their contamination.
Strategy CNF-5.1a	Regional Water Quality Control Board: Comply with the Regional Water Quality Control Board's regulations and standards to maintain and improve water quality.
Strategy CNF-5.1b	San Jose Water Company Delivery Lines: Encourage the San Jose Water Company to repair and upgrade delivery lines as appropriate.
Strategy CNF-5.1c	Public Education: Educate and inform the public about the importance of a clean water supply and safe alternatives to toxics for home and garden use.

TABLE 4.8-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO HYDROLOGY AND WATER QUALITY

Goal/Policy/ Strategy Number	Goal/Policy/ Strategy Text
Strategy CNF-5.1d	Sediment Removal from Creeks: Work with Santa Clara Valley Water District on sediment management for the creeks.
Strategy CNF-5.1e	Dumping into Waterways: Work with the Santa Clara Valley Water District to protect surface water quality by prohibiting the dumping of toxic chemical substances, debris and refuse in and near water ways and storm drains and adding signs with this information near these areas.
Strategy CNF-5.1f	Toxic Chemical Substances Use and Disposal: Work with other agencies to prepare and disseminate information about the potentially harmful effects of toxic chemical substances, including information about proper disposal and safe alternatives to home and garden use.
Strategy CNF-5.1g	Dry Wells: Encourage filling of dry wells.

Source: City of Campbell General Plan, 2001.

that must be implemented within the 100-year floodplain to protect buildings and improvements from flood damage.

- Chapter 21.26 – Landscaping Requirements. This chapter implements the California Water Conservation in Landscaping Act of 2006 by establishing new water-efficient landscaping and irrigation requirements.

City of Campbell Stormwater Regulations

In order to comply with Provision C.3 of the MRP, project applicants within the Plan Area would be required to submit a Stormwater Management Plan (SWMP) with building plans, to be reviewed and approved by the City of Campbell's Public Works Department. The SWMP must be prepared under the direction of and certified by a licensed and qualified professional, which includes civil engineers, architects, or landscape architects.

Conditions of approval for development projects include the installation and maintenance of Best Management Practices (BMPs) for site design and stormwater treatment, which must be designed per approved numeric sizing criteria.

Each development project mandated to implement stormwater treatment will also require a Certification of Engineered Stormwater Treatment for New and Redevelopment Projects. The Certification of Engineered Stormwater Treatment for New and Redevelopment Projects may be obtained at the City's Public Works Department. Owners of properties with treatment BMPs will also be required to certify on-going operation and maintenance by filing and recording a covenant submitted to the City.

In addition to implementing LID measures, the MRP also includes a provision to mitigate for hydromodification caused by increases in the volume and frequency of runoff discharges to creeks and streams. Generally, projects in highly developed urban areas are less likely to cause hydromodification.

Consequently, projects located in catchment/watersheds that are already more than 65 percent impervious are exempt from this requirement. Per the HMP (Hydromodification Plan) Applicability Map for the City of Campbell, developed by the SCVURPPP, the majority of the Plan Area is exempt from hydromodification mitigation requirements. However, there is a vacant area east of Dell Avenue in the central portion of the Plan Area and another area east of Dell Avenue and south of Division Road that would require hydromodification. For projects in these areas that create or replace one acre or more of impervious surfaces, flow controls are required so that post-project runoff does not exceed pre-project runoff rates and durations.

4.8.1.2 EXISTING CONDITIONS

Climate

Campbell is located in a Mediterranean-type climate zone, with almost all precipitation falling between the months of October and May. The average annual rainfall is approximately 23.27 inches.[10] Temperatures in Campbell tend to be fairly mild, with an average high of 85 degrees Fahrenheit in July and an average low of 39 degrees Fahrenheit in December and January. The hottest temperatures occur in July and August, with average maximum temperatures of 82 degrees Fahrenheit, and the coldest temperatures occur in December and January with average minimum temperatures of 42 degrees Fahrenheit.

Hydrology and Surface Drainage

Watersheds

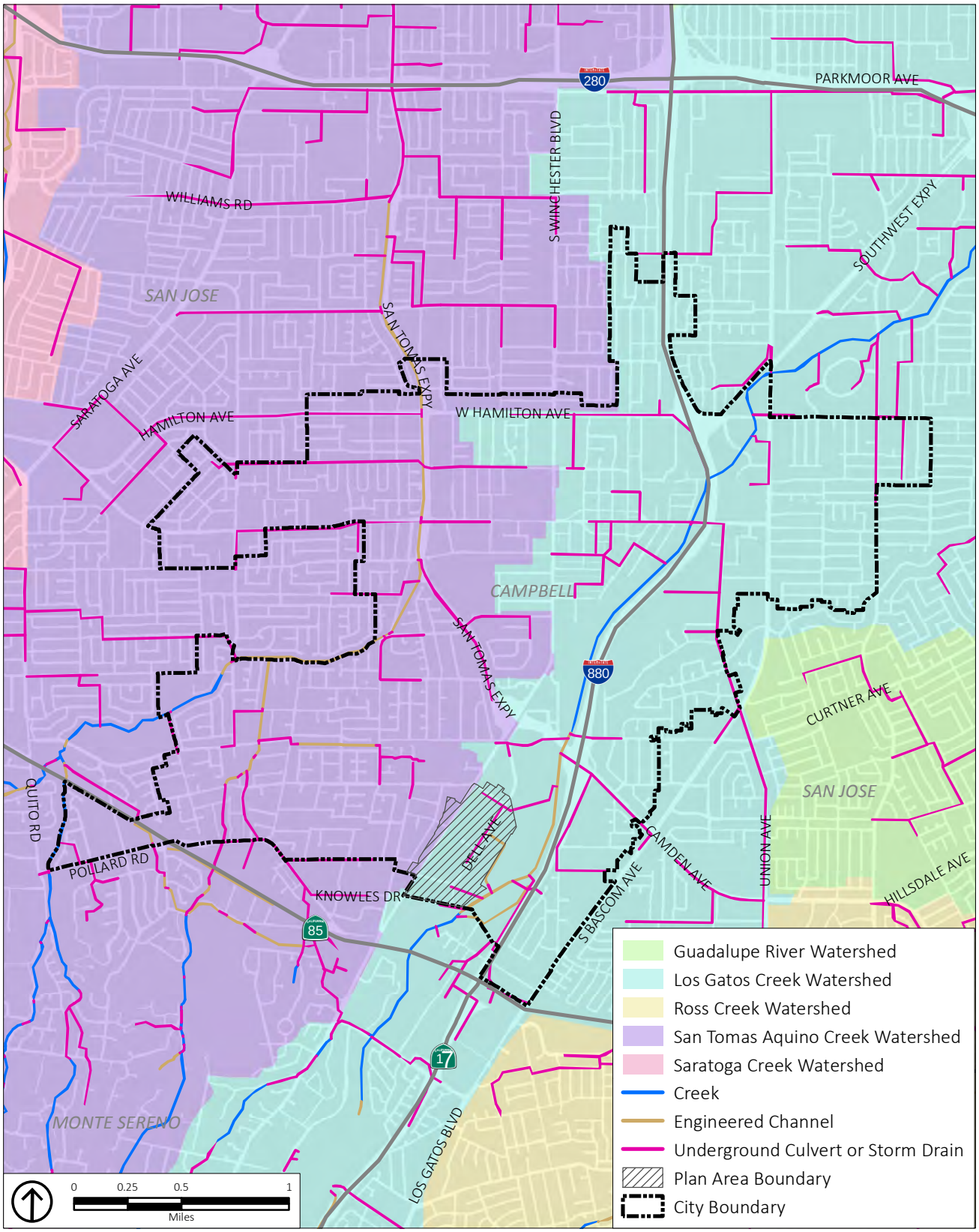
The Plan Area is within the Santa Clara Basin Hydrologic Planning Area and lies within two watersheds: Los Gatos Creek Watershed and San Tomas Aquino Creek Watershed.[11] The majority of the Plan Area is within Los Gatos Creek Watershed. A small portion of the Plan Area west of Winchester Boulevard is within San Tomas Aquino Creek Watershed. Figure 4.8-1 shows the Plan Area and the location of the watersheds.

Los Gatos Creek Watershed encompasses 55 square miles and originates in the eastern Santa Cruz Mountains at the summit of Loma Prieta and ends where Los Gatos Creek joins the Guadalupe River at Confluence Park in downtown San Jose. The watershed includes Lexington Reservoir and Vasona Reservoir and parts of the cities of Los Gatos, Campbell, Monte Sereno, and San Jose. Los Gatos Creek is the largest tributary of the Guadalupe River and half of the watershed lies in the mountains between Lexington Reservoir and the crest of the Santa Cruz Mountains.

San Tomas Aquino Creek Watershed covers 25 square miles and originates at El Sereno peak in the Santa Cruz Mountains. Tributaries include Wildcat Creek, Vasona Creek, Vasona Canal, Smith Creek, and Sobey

[10] Monthly Climate Summary, Cupertino, California, 2014, http://www.weather.com/weather/wxclimatology/monthly/graph/95008, accessed on August 20, 2014.

[11] Santa Clara Valley Water District, 2014, Watching our Watersheds (WOW) Interactive Map Layers, http://www.valleywater.org/wow.aspx, accessed on August 21, 2014.



Source: City of Cupertino, 2013; MIG, Inc, 2014; Santa Clara Valley Water District, 2012; PlaceWorks, 2014.

Figure 4.8-1
Watersheds

Creek, and the watershed includes portions of the cities of Saratoga, Santa Clara, Monte Sereno, and Campbell. The watershed ends with discharge of runoff via Guadalupe Slough into San Francisco Bay.

Creeks and Waterways

There are several water features within or adjacent to the Plan Area. Los Gatos Creek is adjacent to and east of the Plan Area. It runs 24 miles from the Santa Cruz Mountains through the Santa Clara Valley until its confluence with the Guadalupe River in downtown San Jose. It flows from Loma Prieta northwesterly to Lake Elsman, then northward into the Lexington Reservoir, through Los Gatos Canyon and through the town of Los Gatos and the Vasona Reservoir, and then northeasterly through Campbell and San Jose. The Los Gatos Creek Trail runs along the river from Lexington Reservoir to the Guadalupe River near downtown San Jose and is popular among local hikers and bicyclists.

Los Gatos Creek feeds the percolation ponds that are adjacent to and east of the Plan Area. The percolation ponds are part of the groundwater recharge system that is owned and operated by the SCWVD. The Plan Area is directly adjacent to the Camden Recharge System and Page Recharge System.[12] There also is one percolation pond within the boundaries of the Plan Area, it is located at Assessor Parcel Number (APN) 424-33-025 and is part of the Upper Page Distribution System. There is a piped and open channel system that conveys water westerly through the Plan Area and then northerly before crossing Winchester Boulevard and discharging runoff into the Page Recharge System at Hacienda Avenue. New development in areas where the SCWVD has easements or fee title properties for the recharge facilities would require an encroachment permit from the SCWVD, and new development in areas adjacent to the percolation ponds would require adherence to the Guidelines and Standards document,[13] including potential setbacks of 50 feet from Los Gatos Creek.

Storm Drain Facilities

The City of Campbell maintains a system of laterals and storm drain pipes that drain runoff into Los Gatos Creek and San Tomas Aquino Creek, which ultimately drain into San Francisco Bay. The storm drains in Campbell are designed to handle the 5-year storm event. The SCVWD provides regional storm drainage for Santa Clara Valley and maintains the creeks through which rainwater runoff is channeled into San Francisco Bay. The SCVWD also owns and maintains 85 acres of groundwater recharge facilities along Los Gatos Creek within the city that recharge the regional groundwater basin.

The Plan Area has an existing network of catch basins and storm drains. Some of the larger storm drains in the Plan Area are shown on Figure 4.8-1. All new projects are required to treat stormwater runoff before releasing the water into the storm drain system, as per the C.3 provisions of the MRP. As such, new

[12] Santa Clara Valley Water District, 2014. Comment letter for Notice of Preparation (NOP) for the Dell Avenue Area Plan from Colleen Hagerty, Associate Civil Engineer, Community Projects Review Unit to Mr. Paul Kermoyan, Community Development Director, City of Campbell.

[13] Santa Clara Valley Water Resources Protection Collaborative, 2006, *Guidelines & Standards for Land Use Near Streams: A Manual of Tools, Standards and procedures to Protect Streams and Streamside Resources in Santa Clara County*.

development in the Plan Area would be required to implement LID features and other mechanisms, such as site design and source control, to ensure compliance. The SCVWD also has prepared a Watershed Action Plan that states that Specific Area Plans are among the best planning tools for preserving and enhancing watersheds, due to their potential to plan for "design-in" drainage systems that mitigate impacts to streams.[14] In addition, the City collects fees from developers to defray the costs of constructing additional storm drain facilities. Development within the Plan Area most likely would not require significant expansion of the existing stormwater drainage infrastructure because the majority of the sites involve redevelopment of already developed properties that have an existing storm drainage system with adequate capacity to convey stormwater. Also, new development and redevelopment would be required to comply with the C.3 provisions of the MRP, which requires the installation of stormwater treatment measures that detain stormwater on-site for a certain period of time and treat primarily through settling and infiltration. This requirement typically results in lower stormwater flow rates and volumes as compared to existing conditions. Project applicants within the Plan Area would be required to submit a Stormwater Management Plan (SWMP) with building plans, which will be reviewed and approved by the City of Campbell's Public Works Department to ensure that stormwater flows from each site would not exceed the capacity of the existing storm drain system, including hydrology and hydraulic calculations.

Groundwater

The Plan Area lies within the Santa Clara Subbasin of the Santa Clara Valley Groundwater Basin, as shown on Figure 4.8-2.[15] The Santa Clara Subbasin extends from the southern edge of San Francisco Bay through the Coyote Valley, with the boundary located near Cochrane Road in Morgan Hill. The thickness of the aquifer materials ranges from about 150 feet near the Coyote Narrows to more than 1,500 feet in the interior of the subbasin. Groundwater movement generally follows surface water patterns flowing from the interior of the subbasin northerly toward San Francisco Bay.[16]

The water-bearing formations of the Santa Clara subbasin include non-marine deposits of unconsolidated to semi-consolidated gravel, sand, silt, and clay. The Santa Clara Subbasin is divided into confined and recharge areas. Within confined areas, laterally extensive low permeability clays and silts (confining units or aquitards) divide upper and lower aquifers. The SCVWD refers to these as the shallow and principal aquifers, with the latter defined as aquifer materials greater than 150 feet below ground surface (bgs).

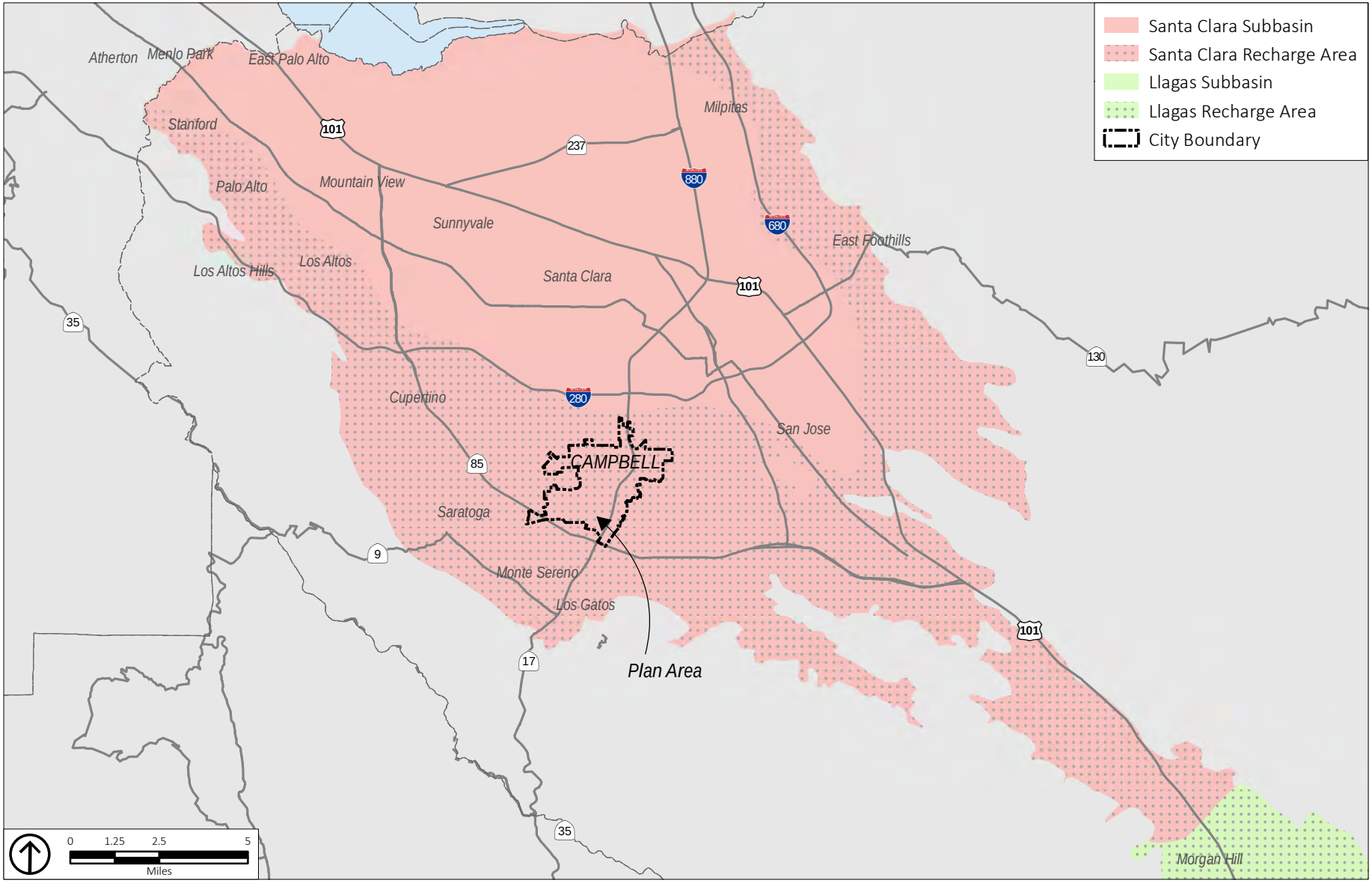
Groundwater levels within the Plan Area generally are 20 to 35 feet below ground surface (bgs).[17] However, groundwater levels are influenced by the level of water in the groundwater recharge ponds. When the ponds are dry, groundwater levels may drop to greater than 40 feet bgs.

[14] Santa Clara Bain Watershed Management Initiative, 2012, *Watershed Management Plan Volume 3: Watershed Master Plan.* Dated March 2012.

[15] Santa Clara Valley Water District, 2012, *2012 Groundwater Management Plan.*

[16] Santa Clara Valley Water District, 2012, *2012 Groundwater Management Plan.*

[17] State Water Resources Control Board, http://geotracker.waterboards.ca.gov, accessed on August 22, 2014.



Source: City of Campbell, 2013; 2012 Groundwater Management Plan, Santa Clara Valley Water District, 2012; PlaceWorks, 2014.

Figure 4.8-2
Groundwater Subbasins

Recharge areas are primarily comprised of high permeability aquifer materials such as sands and gravels that allow surface water to infiltrate into the aquifers. Most groundwater recharge occurs in these areas through the infiltration of precipitation and the SCVWDs managed recharge to augment groundwater supplies.[18] In the Santa Clara Valley, the areas with the highest recharge are along the creeks and on the western edge of the valley floor, just below the toe of the foothills. The City of Campbell is entirely within the Santa Clara Subbasin recharge area and six SCVWD groundwater recharge facilities with a total of 122.4 acres are located within the city boundaries. Water held in the groundwater recharge ponds seeps or percolates through the soil until it reaches the underground aquifers.

The Camden recharge ponds are located immediately east of the Plan Area and provide recreational opportunities for fishing, board sailing, canoeing, kayaking, and model boating activities. The Page recharge ponds are located west of the Plan Area at the intersection of Winchester Boulevard and Hacienda Avenue and currently are not available for public access. However, the City has set aside funding to add landscaping around these ponds, create a "demonstration" pond, and provide pedestrian access to the southern pond through a joint use agreement. Also, the settling basin for the Page recharge ponds is located within the Plan Area at APN 424-33-025. There is distribution piping and open channels that connect this facility to the Page recharge ponds that also are located within the Plan Area.

There are nine groundwater wells located within the limits of the Plan Area.[19] The SCVWD has established a Well Ordinance Program to regulate the construction, destruction, and maintenance of wells and other deep excavations. To protect groundwater quality and in accordance with SCVWD's Well Ordinance 90-1, all existing wells within the Plan Area on properties that are subject to new development or redevelopment activities need to be identified and properly registered with the SCVWD and either be maintained or destroyed in accordance with SCVWD standards. Destruction of any groundwater well and the construction of new wells, including monitoring wells, would require a permit from SCVWD prior to construction.

Water Quality

Surface water quality is affected by point source and non-point source pollutants. Point source pollutants are those emitted at a specific point, such as a pipe, while non-point source pollutants are typically generated by surface runoff from diffuse sources, such as streets, paved areas, and landscaped areas. Point source pollutants are controlled with pollutant discharge regulations or Waste Discharge Requirements (WDRs). Non-point source pollutants are more difficult to monitor and control although they are important contributors to surface water quality in urban areas.

Stormwater runoff pollutants vary based on land use, topography, the amount of impervious surface, and the amount and frequency of rainfall and irrigation practices. Runoff in developed areas typically contains

[18] Santa Clara Valley Water District, 2012, *2012 Groundwater Management Plan*.

[19] Santa Clara Valley Water District, 2014. Comment letter for Notice of Preparation (NOP) for the Dell Avenue Area Plan from Colleen Hagerty, Associate Civil Engineer, Community Projects Review Unit to Mr. Paul Kermoyan, Community Development Director, City of Campbell.

oil, grease, and metals accumulated in streets, driveways, parking lots, and rooftops, as well as pesticides, herbicides, particulate matter, nutrients, animal waste, and other oxygen-demanding substances from landscaped areas. The highest pollutant concentrations usually occur at the beginning of the wet season during the "first flush."

Santa Clara Valley streams do not receive discharges from industrial or municipal wastewater.[20] Industrial discharges are routed to municipal sanitary sewers and then to regional municipal wastewater treatment plants that discharge treated effluent to the tidal sloughs of San Francisco Bay. In general, pollutant concentrations in stormwater runoff do not vary significantly within an urbanized watershed. However, pollutant concentrations do increase when impervious cover is more than 40 to 50 percent of the drainage area.[21] Runoff volume is the most important variable in predicting pollutant loads.

The San Francisco Bay RWQCB monitors surface water quality through implementation of the Basin Plan and designates beneficial uses for surface water bodies and groundwater within the Santa Clara Valley. The potential and beneficial uses of the surface water bodies and groundwater to which stormwater from the Plan Area would be discharged are listed in Table 4.8-2.

TABLE 4.8-2 DESIGNATED BENEFICIAL USES OF SURFACE WATERS NEAR PLAN AREA

Water Body	Designated Beneficial Use
Surface Water	
Los Gatos Creek	MUN, FRSH, GWR, COLD, MIGR(P), RARE, SPWN(P), WARM, WILD, REC1, REC2(P)
Campbell Percolation Pond	GWR, COMM, COLD, SPWN, WARM, WILD, REC1, REC2
Groundwater	
Santa Clara Valley	MUN, PROC, IND, AGR

Note: Designated Beneficial Use abbreviations:

AGR – Agricultural supply	COLD – Cold freshwater habitat	COMM – Commercial and sport fishing
FRSH – Freshwater replenishment	GWR – Groundwater recharge	IND – Industrial service supply
MIGR – Fish migration	MUN – Municipal and domestic supply	PROC – Industrial process supply
RARE – Preservation of rare and endangered species	REC-1 – Water contact recreation	REC-2 – Non-contact water recreation
	SPWN – Fish spawning	WARM – Warm freshwater habitat
WILD – Wildlife habitat	(P) = Potential beneficial use, all others are existing beneficial uses.	

Source: San Francisco RWQCB, 2013. *Water Quality Control Plan*.

In accordance with Section 303(d) of the Clean Water Act, the State must present the EPA with a list of impaired water bodies that do not meet water quality standards. The only impaired water body in the vicinity of the Plan Area is Los Gatos Creek, which was listed as impaired for diazinon, a commonly used

[20] Santa Clara Basin Watershed Initiative, 2003. *Volume 1, Watershed Characteristics Report,* , accessed on May 2, 2014.
[21] Santa Clara Basin Watershed Initiative, 2003. *Volume 1, Watershed Characteristics Report,* , accessed on May 2, 2014.

household pesticide.[22] Once a water body has been placed on the 303(d) list of impaired waters, states are required to develop a Total Maximum Daily Load (TMDL) to address each pollutant causing impairment. A TMDL defines how much of a pollutant a water body can tolerate and still meet water quality standards. The TMDL for diazinon in Los Gatos Creek was approved by the EPA in 2007.

The Basin Plan also contains water quality criteria for groundwater. The Plan Area is within the Santa Clara Subbasin of the Santa Clara Valley Groundwater Basin. Groundwater in this subbasin is generally characterized as a bicarbonate type, with sodium and calcium as the principal cations.[23] Groundwater quality is typically very good. Only three principal aquifer zones out of 166 tested contained concentrations of aluminum or nitrate above Maximum Contaminant Levels (MCLs).[24]

Groundwater contamination can result from releases of hazardous materials from underground storage tanks or historical industrial activities. There is one property within the Plan Area, at 1551 Dell Avenue, that was investigated by the RWQCB for the release of volatile organic compounds (VOCs) into shallow groundwater. The site has since been closed and no further remedial action is required. However, the RWQCB has issued land use restrictions that prohibit the extraction of shallow groundwater at the site. If groundwater dewatering activities are required as part of future construction efforts within the Plan Area, a more detailed assessment of the potential for contaminated groundwater to be present is warranted.

Flooding

FEMA prepares maps of the 100-year flood hazard area of communities in the United States. For areas within the 100-year flood hazard zone, the risk of flooding in the designated area is 1 percent for any given year. Maps are also available for 500-year floods, which mean that in any given year, the risk of flooding in the designated area is 0.2 percent. Areas within the 100-year flood hazard area that are financed by federally backed mortgages are subject to mandatory federal insurance requirements and building standards to reduce flood damage. According to FEMA FIRM map 06085C0239H dated May 18, 2009, a very small portion of the southeast corner of the Plan Area is within the 100-year floodplain. This area is associated with the floodplain for Los Gatos Creek, as shown on Figure 4.8-3.

Dam Failure Inundation

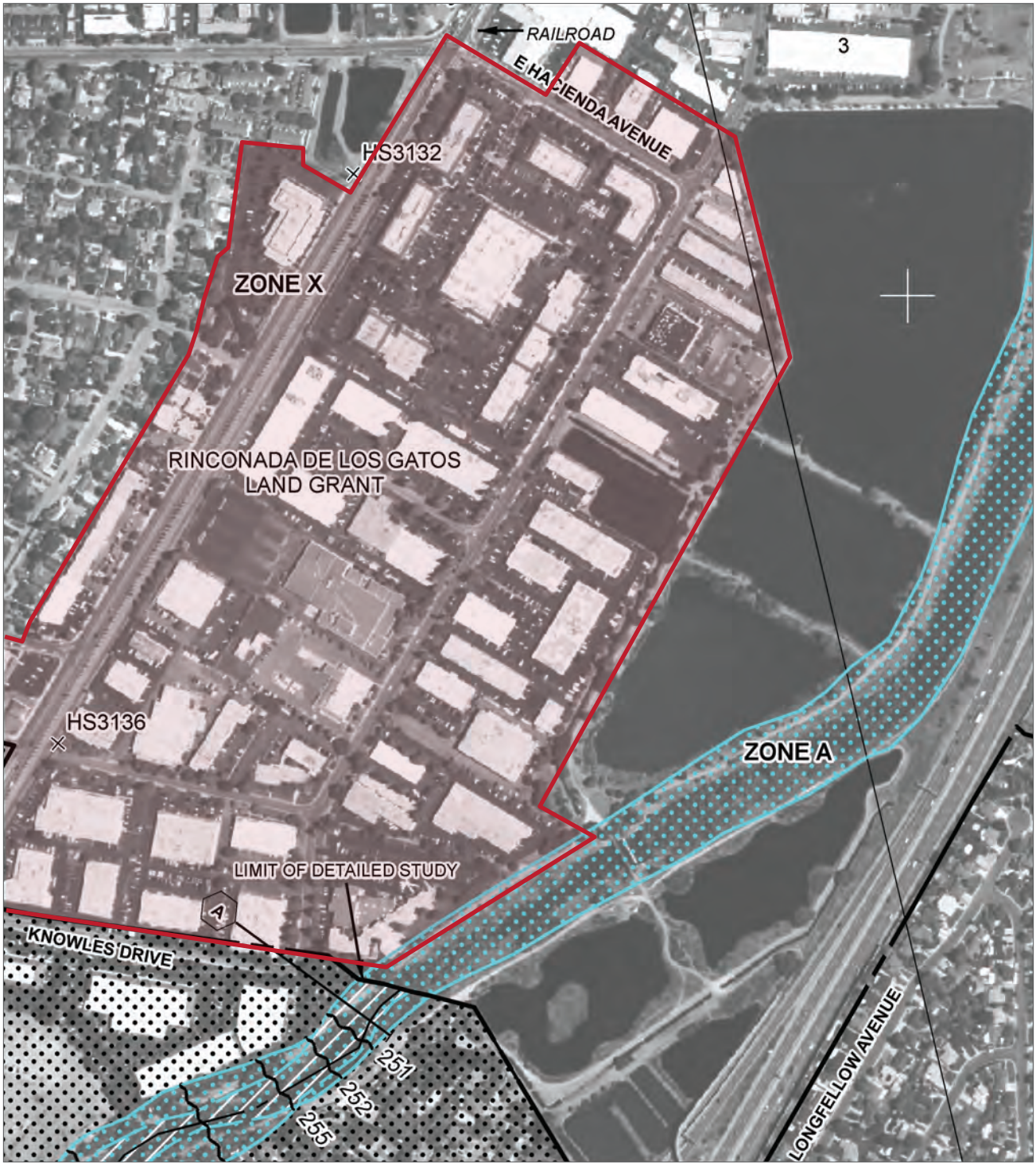
Dam failure is the uncontrolled release of impounded water behind a dam. Flooding, earthquakes, blockages, landslides, lack of maintenance, improper operation, poor construction, vandalism, and terrorism can all cause a dam to fail.[25] Dam failure can occur with little warning. Intense storms may produce floods in a few hours or even minutes for upstream locations. Flash floods occur within 6 hours of

[22] State Water Resources Control Board. *2010 Integrated Report, Clean Water Act, Section 303(d) List,* Accessed on August 21, 2014, http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml

[23] California Department of Water Resources, *California's Groundwater Bulletin 118, Basins and Subbasins of the San Francisco Bay Hydrologic Region*, http://www.water.ca.gov/pubs/groundwater/bulletin_118/basindescriptions/2-9.02.pdf, accessed on August 21, 2014.

[24] Santa Clara Valley Water District, 2012, *2012 Groundwater Management Plan.*

[25] California Emergency Management Agency, 2010, *State of California Multi-Hazard Mitigation Plan.*



Source: Federal Emergency Management Agency, May 18, 2009.

0 1,000
Scale (Feet)

Dell Avenue Specific Plan Area

Figure 4.8-3
100-Year Floodplain Map

the beginning of heavy rainfall, and dam failure may occur within hours of the first signs of breaching. Other failures and breaches can take much longer to occur, from days to weeks. However, dam failure is a very rare occurrence. There is no historic record of dam failure in Santa Clara County or the City of Campbell.[26]

Cal OES is required by State law to work with State and federal agencies, dam owners and operators, municipalities, floodplain managers, planners, and the public to make available dam inundation maps.[27] Dam inundation maps are used in the preparation of Local Hazard Mitigation Plans (LHMPs) and General Plan Safety Element updates. In addition, Cal OES requires all dam owners to develop Emergency Action Plans (EAPs) for warning, evacuation, and post-flood actions in the event of a dam failure.

There are three dams upstream of the Plan Area that have the potential to result in flooding in the Plan Area: Lake Elsman, Lexington Reservoir, and Vasona Reservoir. According to the latest Cal OES dam inundation map, the inundation zone for Vasona Reservoir does not reach the Plan Area.[28] The dam inundation zones for Lake Elsman and Lexington Reservoir are shown in Figure 4.8-4.

The Lexington Reservoir and the James J. Lenihan Dam are located on Los Gatos Creek about 3 miles south of Los Gatos. The dam was constructed in 1952 and is owned and operated by the SCVWD. It is a 195-foot-high, 1,000-foot-thick earthen dam that impounds 19,044 acre-feet of water and has a surface area of 412 acres.[29] The Plan Area is approximately 4.5 miles northeast of the Lexington Reservoir and is within the dam inundation zone. The dam inundation map shows that if the dam were to catastrophically fail, the approximate flood time to the Plan Area would be 35 minutes with a peak time of 75 minutes.

DSOD has designated the dam as a "High Hazard" dam due to its location in a highly seismic environment. In 2007, the SCVWD replaced an old 48-inch outlet pipe that ran through the base of the dam and discharges into Los Gatos Creek with a 54-inch pipe, new valves, outlet structures, and a control building. The repairs were made to allow the reservoir to drain quickly during emergencies, such as after a major earthquake that could cause cracks in the dam, or during a series of heavy weather storms that could pose flooding risks to Los Gatos and Campbell.

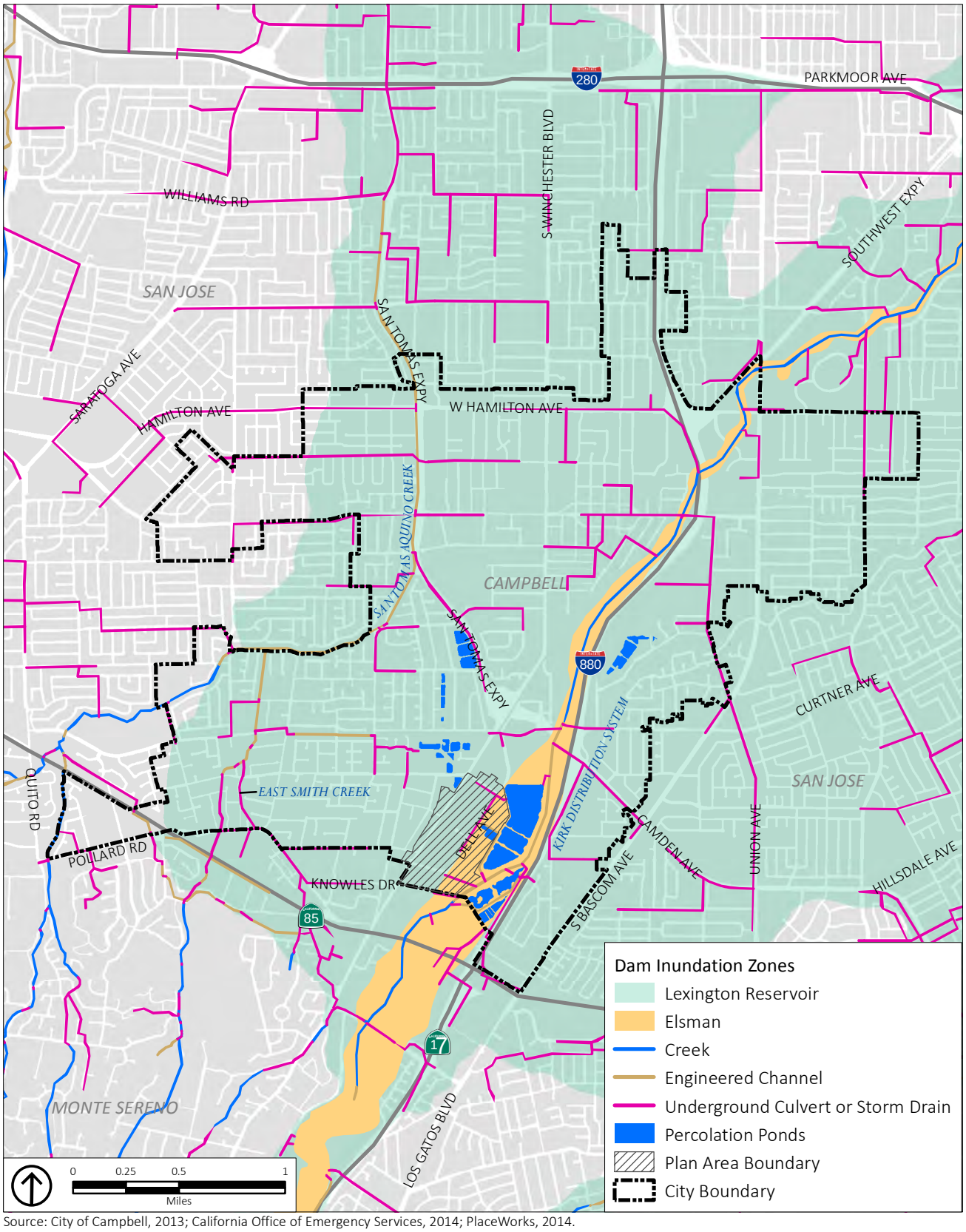
In December of 2012, a seismic evaluation of the Lenihan Dam was performed by Terra/GeoPentech (TGP) for the SCVWD as a requirement of the DSODs 2008 Phase III screening process of State dams located in highly seismic environments. The 2012 seismic evaluation indicated that the dam is seismically sound and would perform in a satisfactory manner in the event of a maximum credible earthquake and no seismic remediation was necessary. However, it was recommended that piezometric levels, vertical and lateral movement, and seepage flows continue to be monitored and evaluated, and that the condition of the dam be

[26] Santa Clara County, 2011, *Santa Clara County Hazard Mitigation Plan*.

[27] CalEMA, 2010, *State of California Multi-Hazard Mitigation Plan*

[28] California Office of Emergency Services, 2009, *Dam Inundation Registered Images and Boundary Files in Shape File Format*. Version DVD 3.

[29] Santa Clara Valley Water District, 2014, Lexington Reservoir and Lenihan Dam, http://www.valleywater.org/Services/LexingtonReservoirAndLenihanDam.aspx, accessed on August 25, 2014.



Source: City of Campbell, 2013; California Office of Emergency Services, 2014; PlaceWorks, 2014.

Figure 4.8-4
Dam Inundation Zones

inspected immediately following future earthquakes to check that movements and cracking are consistent with those expected based on the engineering analyses and DSODs independent analyses.[30]

Lake Elsman is located approximately 9 miles south of the Plan Area and is upstream of Lexington Reservoir. It is a 6,200-acre-foot reservoir created by a rolled earth fill dam called Austrian Dam on Los Gatos Creek. The lake and dam are owned by the San Jose Water Company. It was built in 1950 and has a height of 185 feet and width of 700 feet with a surface area of 96 acres. The inundation map shows a fairly narrow inundation zone that includes the Plan Area east of Dell Avenue. The inundation map does not provide the time of flood arrival or the depth of flooding. However, the inundation zone is at the edge of Dell Avenue, and areas near the edge of the inundation limit would have low flow depths and velocities.[31]

The dam incurred damage during the 1989 Loma Prieta earthquake because it was located directly above the northern segment of the fault rupture.[32] The damage included moderate settlement, transverse and longitudinal cracking, and spillway damage. Repairs were accomplished within eight weeks following the earthquake and consisted of excavating and recompacting the fill in areas of extensive cracking, epoxy grouting the cracking in the spillway and cement grouting voids beneath the spillway slabs, and grouting the rock at the left abutment contact with the fill. A new spillway was later constructed on the left abutment of the dam in 1993 to 1994.

Seiche, Tsunami, and Mudflows

Tsunami

A tsunami is a series of traveling ocean waves generated by a rare, catastrophic event, including earthquakes, submarine landslides, and volcanic eruptions. Tsunamis can travel over the ocean surface at speeds of 400 to 500 miles per hour (mph) or more, and wave heights at the shore can range from inches to an excess of 50 feet. Factors influencing the size and speed of a tsunami include the source and magnitude of the triggering event, as well as offshore and onshore topography. The Plan Area is more than 10 miles south of San Francisco Bay and is more than 200 feet above mean sea level (msl), which places the city at a distance that is considered too far to be affected by a tsunami.[33]

Seiche

A seiche is an oscillation wave generated in a closed or partially closed body of water, which can be compared to the back-and-forth sloshing in a bathtub. Seiches can be caused by winds, changes in

[30] TERRA/GeoPentech, prepared for Santa Clara Valley Water District, 2012, *Seismic Stability Evaluations of Chesbro, Lenihan, Stevens Creek, and Uvas Dams (SSE2). Lenihan Dam. Compilation Report*.

[31] Schall, J. and Lowrey, B., 1993, *Incorporating Dam Break Concerns in School Site Selection,* J. Urban Plann. Dev. 119(2), pages 72 to 83.

[32] United States Geological Survey, 1998, *The Loma Prieta, California, Earthquake of October 17, 1989 – Earth Structures and Engineering Characterization of Ground Motion.* USGS Professional Paper 1552-D.

[33] Association of Bay Area Governments (ABAG), 2014. *Interactive Tsunami Inundation Map*, http://gis.abag.ca.gov/website/Tsunami/index.html, accessed on April 5, 2014.

atmospheric pressure, underwater earthquakes, tsunamis, or landslides into the water body. Bodies of water such as bays, harbors, reservoirs, ponds, and swimming ponds can experience seiche waves up to several feet in height during a strong earthquake. There are no large bodies of water within the Plan Area. However, the Plan Area is located north of the Lexington Reservoir, Lake Elsman, and Vasona Reservoir. A seiche could theoretically occur in these reservoirs as the result of an earthquake or other disturbance, but the flooding impact would be less than that for the dam inundation zones. There are also percolation ponds immediately east of the Plan Area that could be impacted by seiches. However, the Bay Area has not been adversely affected by seiches during its history within this seismically active region of California.[34]

Mudflow

Mud and debris flows are mass movements of dirt and debris that occur after intense rainfall, earthquakes, and severe wildfires. The speed of a slide depends on the amount of precipitation, steepness of the slope, and alternate freezing and thawing of the ground. Most debris flows occur during intense rainfall in areas with steep sloped. The Plan Area is in a relatively flat area of the city and, according to the ABAG map of rainfall-induced landslides, it is outside of an area likely to produce debris flows.[35]

4.8.2 STANDARDS OF SIGNIFICANCE

The proposed Plan would result in a significant hydrology and water quality impact if it would:

1. Violate any water quality standards or waste discharge requirements.
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).
3. Substantially alter the existing drainage pattern of the Plan Area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion, siltation, or flooding on- or off-site.
4. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
5. Otherwise substantially degrade water quality.
6. 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.

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[34] US Army Corps of Engineers (Corps), San Francisco District, Port of Oakland, 2000, *Oakland Harbor Navigation Improvement (-50 foot) Project SCH No. 97072051 Final Environmental Impact Statement/Report.*

[35] Association of Bay Area Governments (ABAG), 2014, *Interactive Rainfall-Induced Landslides Map,* http://gis.abag.ca.gov/website/LandslideDistribution/index.html, accessed on August 25, 2014.

7. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
8. Expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow.

4.8.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes potential impacts to hydrology and water quality.

HYD-1	Implementation of the proposed Plan would not violate any water quality standards or waste discharge requirements

Development or redevelopment allowed by the proposed Plan could affect drainage patterns and increase the overall amount of impervious surfaces, thus creating changes to stormwater flows and water quality. Increasing the total area of impervious surfaces can result in a greater potential to introduce pollutants to receiving waters. Urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediments, and pesticide residues from roadways, parking lots, rooftops, and landscaped areas, and deposit them into an adjacent waterway via the storm drain system. New construction allowed by the proposed Plan could also result in the degradation of water quality with the clearing and grading of sites, releasing sediment, oil and greases, and other chemicals to nearby water bodies.

The estimated buildout of the proposed Plan includes 300 housing units, 20,000 square feet of retail space, and 2,292,000 square feet of new office space. The majority of the Plan Area is already built out with light industrial, research and development (R&D), and general commercial land uses. The new development would occur in areas already covered with impervious surfaces. Proposed development standards for the Plan Area would require at least 5 percent of the site area to be publicly accessible open space for the DAAP-West District and 10 percent of the site to be publicly accessible open space for the DAAP-Waterfront and DAAP-Central Districts. If a Core Tech development project reaches the proposed allowable Height Bonus, the project must also include a park or open space amenity greater than 7,000 square feet. Landscaping would also be required to meet the Model Water Efficient Landscape Ordinance (WELO) requirements. With implementation of these development standards and requirements, it is probable that there would be a reduction in the amount of impervious surfaces and a resultant beneficial impact on water quality within the Plan Area as compared to existing conditions. Also, the following construction and operational regulatory requirements would ensure that water quality impacts would be less than significant.

Construction Impacts

Clearing, grading, excavation, and construction activities allowed by the proposed Plan would have the potential to impact water quality through soil erosion and increased silt and debris discharged into runoff. Additionally, the use of construction materials such as fuels, solvents, and paints may present a risk to

surface water quality. Finally, the refueling and parking of construction vehicles and other equipment on site during construction may result in oil, grease, or related pollutant leaks and spills that may discharge into the storm drain system.

To minimize these potential impacts, new development within the Plan Area would be required to comply with the NPDES General Construction Permit (GCP) as well as prepare a SWPPP that requires the incorporation of BMPs to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. The SWRCB mandates that projects that disturb one or more acres must obtain coverage under the Statewide GCP. The GCP also requires that prior to the start of construction activities, a project applicant must file Permit Registration Documents (PRDs) with the SWRCB, which includes a Notice of Intent (NOI), risk assessment, site map, annual fee, signed certification statement, SWPPP, and post-construction water balance calculations. In addition, projects must comply with the City of Campbell Grading Ordinance, as specified in Chapter 20.80 of the Municipal Code – Environmental Impact and Grading and Erosion Control, and implement City-approved BMPs to control stormwater runoff and minimize potential impacts to water quality.

Operational Impacts

Runoff from residential and commercial properties and parking lots typically contain oils, grease, fuel, antifreeze, and byproducts of combustion (such as lead, cadmium, nickel, and other metals), as well as fertilizers, herbicides, pesticides, and other pollutants. Precipitation at the beginning of the rainy season may result in an initial stormwater runoff (first flush) with high pollutant concentrations.

Water quality in stormwater runoff is regulated locally by the SCVURPPP, which includes provision C.3 of the MRP adopted by the San Francisco Bay RWQCB. All new and redevelopment projects that create or replace 10,000 square feet or more of impervious surface must incorporate site design, source control, and treatment measures to the maximum extent practicable. Also, the City of Campbell requires that each new development or redevelopment submit a Stormwater Management Plan and Certification of Engineered Stormwater Treatment for New and Redevelopment Projects to the City's Public Works Department prior to the issuance of grading or building permits. The stormwater treatment facilities must be designed per approved numeric sizing criteria. Owners of properties with treatment BMPs will also be required to certify on-going operation and maintenance by filing and recording a covenant submitted to the City.

Required compliance with the NPDES permit and C.3 provisions of the MRP and implementation of site design, source control, and treatment control measures for new development or redevelopment projects within the Plan Area would render any potential construction and operational impacts to water quality *less than significant*.

Significance Before Mitigation: Less than significant.

HYD-2	The proposed Plan would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge.

Planned future development within the Plan Area could result in an increase in impervious surfaces, which would reduce infiltration and could lead to reduced groundwater recharge. However, as previously described, future development would be located on sites that have already been developed and currently have a high percentage of impervious surfaces. The applicants for new development and redevelopment would need to implement site design measures, LID, and BMPs, including infiltration features, that will contribute to groundwater recharge and minimize stormwater runoff. In addition, the proposed Plan's Land Use and Development Standards (Chapter 3 of the proposed Plan) specify setbacks from the Camden Ponds immediately east of the Plan Area as well as the Page settling basin within the Plan Area and associated piping and channels. This will ensure that the proposed Plan will not interfere with groundwater recharge at Camden Ponds and the Page settling basin.

Buildout allowed by the proposed Plan could lead to an increased demand for water, which could lead to an increase in groundwater pumping. Water supply impacts are discussed in Chapter 4.14, Utilities and Service Systems, of this Draft EIR. As discussed in Chapter 4.14, the water retailer for the City of Campbell, San Jose Water Company, obtains its water from groundwater wells and purchases from SCVWD. The SCVWDs 2010 UWMP indicates that there is a sufficient supply of water through 2035 even for multiple dry years.[36] 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 SCVWD. The SCVWD also operates and maintains an active groundwater recharge program with 18 major recharge systems, over 70 off-stream ponds with a combined surface area of more than 320 acres, and over 30 local creeks. Runoff is captured in the SCVWDs reservoirs and released into both in-stream and off-stream recharge ponds for percolation into the groundwater basin. In addition, imported water is delivered by the raw water conveyance system to streams and ponds.[37] Therefore, overdraft of the Basin is not projected.

There are nine groundwater wells located within the Plan Area, including one SCVWD observation well.[38] To protect groundwater quality and in accordance with SCVWDs Well Ordinance 90-1, all existing wells within the Plan Area on properties that are subject to new development or redevelopment activities would need to be identified and properly registered with SCVWD and either be maintained or destroyed in accordance with SCVWD standards. Destruction of any groundwater well and/or the construction of new wells, including monitoring wells, would require a permit from SCVWD prior to construction.

[36] Santa Clara Valley Water District, 2010, *Urban Water Management Plan*.
[37] Santa Clara Valley Water District, 2010, *Urban Water Management Plan*.
[38] Santa Clara Valley Water District, 2014. Comment letter for Notice of Preparation (NOP) for the Dell Avenue Area Plan from Colleen Hagerty, Associate Civil Engineer, Community Projects Review Unit to Mr. Paul Kermoyan, Community Development Director, City of Campbell.

The use of site design features required by provision C.3 of the MRP that encourage infiltration, and the proposed Plan Area development standards requiring at least 5 percent of the Plan Area to be publicly accessible open space for the DAAP-West District and 10 percent of the Plan Area to be publicly accessible open space for the DAAP-Waterfront and DAAP-Central Districts would reduce the impact of increased impervious surfaces on groundwater recharge. Both the San Jose Water Company and the SCVWDs Urban Water Management Plans state that there is a sufficient supply of water through 2035, even during multiple dry years. Also, the SCVWD groundwater well ordinance that imposes standards for maintaining or destroying groundwater wells would minimize groundwater quality impacts. Therefore, implementation of the proposed Plan would have a *less-than-significant* impact with respect to groundwater supplies or groundwater recharge.

Significance Before Mitigation: Less than significant.

HYD-3	**The proposed Plan would not substantially alter the existing drainage pattern of the Plan Area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion, siltation, or flooding on- or off-site.**

Development and land use changes allowed by the proposed Plan could result in an increase in impervious surfaces. This could result in an increase in stormwater runoff, higher peak discharges to drainage channels, and the potential to cause erosion or sedimentation in drainage swales and streams. As analyzed below, increased runoff volumes and velocities could create nuisance flooding in areas without adequate drainage facilities. However, none of the future development would require alteration of the course of an existing stream or river. Nearly all of the future development sites are in areas that are already developed or paved, and new development on these sites should not create a substantial increase in the amount of impervious surfaces. The Plan Area has an existing storm drain system and new development projects would be evaluated with respect to the need for infrastructure improvements.

All new development and redevelopment projects would be required, pursuant to the SCVURPPP and MRP, to implement construction phase BMPs, post-construction design measures that encourage infiltration in pervious areas, and post-construction source control measures to help keep pollutants out of stormwater. In addition, post-construction stormwater treatment measures are required for projects that create or replace 10,000 square feet or more of impervious surface. Post-construction stormwater quantity (flow peak, volume, and duration) controls are also required for projects in locations that create or replace one acre or more of impervious surface and may cause downstream erosion, as identified by the Hydromodification Management Plan (HMP) Applicability Map, City of Campbell.[39] A small undeveloped parcel east of Dell Avenue in the central portion of the Plan Area and the parcels east of Dell Avenue and south of Division Street are within the mapped areas that require hydromodification. For projects in these areas, flow

[39] Santa Clara Valley Urban Runoff Pollution Prevention Program, 2014, *HMP Applicability Map, City of Campbell*, http://www.scvurppp-w2k.com/HMP_app_maps/Campbell_HMP_Map.pdf, accessed on August 25, 2014.

controls would be required so that post-project runoff does not exceed pre-project runoff rates and durations. Implementation of these provisions would minimize the amount of stormwater runoff from new development and redevelopment sites within the Plan Area.

During construction, project applicants are subject to the NPDES construction permit requirements, including preparation of a SWPPP. In addition, the City's Municipal Code (Chapter 20.80 - Environmental Impact and Grading and Erosion Control) sets requirements for erosion control during construction, including the prevention of sediment or damage to off-site property. These control measures would further reduce the potential for substantial erosion or siltation and would ensure that runoff from a project site is protective of the beneficial uses of receiving waters. Once constructed, the requirements for new development or redevelopment would include source control measures and site design measures that address stormwater runoff and would reduce the potential for erosion or siltation.

In addition, Provisions C.3 of the MRP require new development and redevelopment projects, meeting certain criteria, to implement stormwater treatment measures to contain site runoff, using specific numeric sizing criteria based on volume and flow rate. For hydromodification projects, post-project runoff shall not exceed estimated pre-project rates and durations where the increased stormwater discharge rates and durations would result in increased potential for erosion.[40]

With implementation of these erosion and sediment control measures and regulatory provisions to limit runoff for new development and redevelopment sites, development allowed by the proposed Plan would not result in significant increases in erosion and sedimentation or contribute to on-site or off-site flooding. Therefore, implementation of the proposed Plan would have a *less-than-significant* impact with respect to alterations in drainage patterns contributing to erosion, siltation, and/or flooding.

Significance Before Mitigation: Less than significant.

HYD-4	**The proposed Plan would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.**

As discussed previously, an increase in impervious surfaces with development allowed by the proposed Plan could result in an increase in stormwater runoff that could exceed the capacity of existing or planned stormwater drainage systems. The City's existing storm drainage system is designed to convey runoff from the 5-year storm event. The 5-year storm event in Campbell would result in 2.79 inches of rainfall in a 24-hour period and has a 1 in 5 or 20 percent chance of occurring in any given year. The City also collects fees from developers and subdividers to defray the costs of constructing additional storm drain facilities. In addition, the City coordinates with surrounding jurisdictions and Santa Clara County to provide regional

[40] Santa Clara Valley Urban Runoff Pollution Prevention Program, 2014, http://www.scvurppp-w2k.com/nd_wp.shtml#other, accessed on August 25, 2014.

storm drainage for the Santa Clara Valley area. The SCVWD maintains the creeks through which stormwater runoff is channeled, with ultimate discharge into San Francisco Bay. In summary, the City and Santa Clara County's coordination efforts to ensure there is adequate capacity for stormwater runoff and the requirement for developer fees to fund the design and implementation of new stormwater infrastructure will ensure that new development within the Plan Area would not exceed the capacity of the storm drain system.

In general, the City's storm drain system is adequate for conveying stormwater runoff to the local creeks. Localized flooding within the City is limited and occurs only in low spots or where infrastructure is unable to accommodate peak flows during a storm event.[41] Flood waters dissipate quickly after heavy rain ceases and localized flooding mainly occurs in the San Tomas Area neighborhood where no curbing, gutters, or storm drain infrastructure is present. The Plan Area is already built out and has an existing storm drain system. However, new development or redevelopment projects would be required to construct adequately sized storm drainage systems to convey on-site storm water runoff to existing storm drain facilities.

In areas subject to Santa Clara County or SCVWD jurisdiction, projects must be designed such that the stormwater runoff generated from the 10-year storm (i.e., a storm that would generate 3.31 inches of rainfall in 24-hours and has a 10 percent change of occurring in any given year) is conveyed in the storm drainage system (underground pipes or open channels). Also, the stormwater runoff generated from the 100-year design storm must be safely conveyed away from the site without creating and/or contributing to downstream or upstream flooding conditions.[42] In areas subject to hydromodification requirements, post-project stormwater runoff rates must be less than or equal to pre-project values. All new projects would be required to provide hydrologic and hydraulic calculations comparing existing and post-development conditions in the SWMP. The site design and hydrology calculations would be subject to City review to verify that any increased project flows could be accommodated by the existing drainage system. In addition, there are C.3 provisions of the MRP that require the implementation of on-site stormwater treatment measures to contain site runoff, using specific numeric sizing criteria based on volume and flow rates. With implementation of these measures, impacts to storm drain capacities would be less than significant.

New development and redevelopment within the Plan Area would not create substantial additional sources of polluted runoff. During the construction phase, projects would be required to prepare SWPPPs and erosion and sediment control plans, thus limiting the discharge of pollutants from the site. During operation, projects must implement BMPs and LID measures that minimize the amount of stormwater runoff and associated pollutants. Additionally, new development or redevelopment projects would be required to pay storm drainage fees pursuant to Chapter 20.56 of the City's Municipal to support expansion and improvements to the existing storm drain system.

Development within the Plan Area would not require significant expansions of the existing stormwater drainage infrastructure, because the majority of the sites involve redevelopment of already developed

[41] City of Campbell, 2001. *The City of Campbell General Plan, Health and Safety Element*.
[42] Santa Clara County, 2007. *Drainage Manual*. Adopted August 14, 2007.

properties that have an existing storm drainage system with adequate capacity to convey stormwater. Also, new development and redevelopment would be required to comply with the C.3 provisions of the MRP which requires the installation of stormwater treatment measures that detain stormwater on-site for a certain period of time and treat primarily through settling and infiltration. This requirement typically results in lower stormwater flow rates and volumes as compared to existing conditions. Because of the City and County regulatory requirements for new development and redevelopment projects, storm drain impacts associated with future development allowed by the proposed Plan would be *less than significant*.

Significance Before Mitigation: Less than significant.

HYD-5	**Implementation of the proposed Plan would not otherwise substantially degrade water quality.**

Pollutants commonly associated with construction sites that can impact stormwater are sediments, nutrients, trace metals, pesticides, oil, grease, fuels, and miscellaneous construction wastes. Pollutants generated from the operational phase of future development may include sediment, nutrients, organic compounds, trash and debris, oxygen-demanding substances, bacteria and viruses, oil and grease, and pesticides/herbicides.

As required by City and County storm water management guidelines, BMPs would be required for development projects allowed by the proposed Plan during both construction and operation of future projects. These BMPs would control and prevent the release of sediment, debris, and other pollutants into the storm drain system. Implementation of BMPs during construction would be in accordance with the provisions of a SWPPP, which would be required for each development project that disturbs more than one acre of land and would minimize the release of sediment, soil, and other pollutants. Operational BMPs would be required to meet the C.3 provisions of the MRP and future project applicants would be required to submit a Certificate of Engineered Storm Water Treatment for New and Redevelopment Projects to the City of Campbell's Public Works Department. These requirements include the incorporation of site design, source control, and treatment control measures to treat and control runoff before it enters the storm drain system. With implementation of these BMPs in accordance with City and County requirements, the potential impact on water quality would be *less than significant*.

Significance Before Mitigation: Less than significant.

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.**

The Plan Area is outside of the 100-year floodplain, with the exception of a very small portion of the southeast corner of the site, which is within the 100-year floodplain associated with the Los Gatos Creek. However, no housing would be placed within this 100-year floodplain as the planned zoning for this area is tech use with the potential for food and drink establishments. Also, it is highly unlikely that any structures would be placed within this flood zone because the floodplain occupies a very small portion (less than 5 percent) of the total 4.53-acre parcel. Therefore, the potential that structures would impede or redirect flood flows within a 100-year flood hazard area would be *less than significant*.

Significance Before Mitigation: Less than significant.

HYD-7	**The proposed Plan would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.**

According to mapping compiled by ABAG and Cal OES,[43] as shown on Figure 4.8-3, the entire Plan Area is within the Lexington Reservoir dam inundation zone and the Plan Area east of Dell Avenue is within the Lake Elsman dam inundation zone. The dam inundation zone for Lexington Reservoir encompasses a large area, including most of the City of Campbell. The dam inundation zone for Lake Elsman is relatively small and includes only the Plan Area east of Dell Avenue.

Dam inundation zones are based on the highly unlikely scenario of a total catastrophic dam failure occurring in a very short period of time. Existing State and local regulations address the potential for flood hazards as a result of dam failure. The Lexington Reservoir and Lake Elsman are under the jurisdiction of the DSOD. The dams have been assessed for seismic stability and have been deemed capable to withstand the maximum credible earthquake.

The probability of dam failure is extremely low and the City of Campbell and Santa Clara County have never been impacted by a major dam failure. Dams in California are continually monitored by various governmental agencies, including the California Division of Safety of Dams, which conducts inspections twice a year and reviews all aspects of dam safety. Dam owners are also required to maintain Emergency Action Plans (EAPs) that include procedures for damage assessment and emergency warnings. In addition, the City of Campbell, in conjunction with Santa Clara County, addresses the possibility of dam failure in the Local Hazard Mitigation Plan, which also provides emergency response actions. Therefore, implementation of the proposed Plan would not expose people or structures to a significant risk of loss, injury, or death in the case of dam failure and impacts are considered to be *less than significant*.

Significance Before Mitigation: Less than significant.

[43] Association of Bay Area Governments (ABAG), 2003. Dam Inundation Hazard Map for Campbell, www.abag.ca.gov/cgi-bin/pickdamx.pl, accessed August 25, 2014.

HYD-8	**The proposed Plan would not be impacted by inundation as a result of a seiche, tsunami, or mudflow.**

There are no large bodies of water within the City of Campbell that could generate seiches, but the Plan Area is located north of Lexington Reservoir, Lake Elsman, and Vasona Reservoir. A seiche could theoretically occur in these reservoirs as the result of an earthquake or other disturbance, but the flooding impact would be less than that for the dam inundation zones. The percolation ponds immediately east of the Plan Area have the potential to be impacted by seiches, but the Bay Area has not been adversely affected by seiches during its history within this seismically active region of California.[44] Since the area occupied by the percolation ponds is relatively small and no seiches have occurred in the Bay Area, the percolation ponds are not considered to be impacted by seiches.

The Plan Area is not located within the limits of an existing or historical landslide or debris flow zone, according to the ABAG mapping site.[45] In addition, the Plan Area is not within a tsunami inundation zone.[46] Therefore, impacts due to seiches, tsunamis, or mudflows would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.8.4 CUMULATIVE IMPACTS

HYD-9	**The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to hydrology and water quality.**

Future development allowed by the proposed Plan, in conjunction with existing and planned development in the City of Campbell and Town of Los Gatos, could result in a cumulatively considerable impact to water quality due to construction activities and increases in post-development runoff. As discussed in Chapter 4.0, the cumulative projects considered for this analysis include the County Courthouse, Albright, and North 40 projects, which would generate 869,000 square feet of commercial and 269,000 square feet of retail development along with 150 hotel rooms, 73 single-family homes, and 336 multi-family units all within the Town of Los Gatos. However, the Plan Area is located in an area that is almost completely developed and is not expected to generate stormwater runoff in excess of present volumes.

All construction projects that involve the disturbance of one or more acres of land are subject to the NPDES Construction Permit requirements for implementation of individual SWPPPs, which outline erosion

[44] US Army Corps of Engineers, San Francisco District, Port of Oakland, 2000, *Oakland Harbor Navigation Improvement (-50 foot) Project SCH No. 97072051 Final Environmental Impact Statement/Report.*

[45] Association of Bay Area Governments (ABAG), 2014. *Landslide Maps and Information,* http://quake.abag.ca.gov/landslides/, accessed August 27, 2014.

[46] Association of Bay Area Governments (ABAG), 2014. *Interactive Tsunami Inundation Map,* http://gis.abag.ca.gov/website/Hazards/?hlyr=tsunami, accessed August 27, 2014.

control, sediment control, wind erosion control, tracking control, non-storm water management and waste management, and materials pollution control BMPs. Additionally, new development and significant redevelopment projects are required to prepare and implement Stormwater Management Plans for long-term implementation and maintenance of source-control, site design, and treatment-control BMPs to ensure compliance with water quality goals and the City's Municipal Code. Thus, pollutants generated within the Plan Area and by cumulative projects in the City would be mitigated during construction activities and project operation. Compliance with the C.3 provisions of the MRP and the City's certification requirement for engineered stormwater treatment facilities would also prevent long-term storm water quality impacts. As a result, cumulative impacts to stormwater flow volumes and water quality resulting from build out of the proposed Plan would be less than significant.

In addition, no significant flooding issues have been identified in the Plan Area. Given the developed nature of the surrounding area and the requirement for all projects to implement site BMPs, the volume, velocity, and peak runoff quantities of runoff to the storm drain system associated with nearby projects should not be substantially different from pre-project conditions. Because of the regulatory requirements for all new development and redevelopment within the City of Campbell to install on-site stormwater control measures along with the implementation of construction and operational BMPs, cumulative impacts to hydrology and water quality would be *less than significant*

Significance Before Mitigation: Less than significant.

4.8.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant impacts to hydrology or water quality. Therefore, no mitigation measures are required.

4.9 LAND USE AND PLANNING

This chapter describes the existing land use character of the Plan Area and evaluates the potential land use and policy consistency impacts of future development allowed by the Dell Avenue Area Plan (proposed Plan). A summary of the relevant regulatory setting and existing conditions is followed by a discussion of proposed Plan's impacts.

4.9.1 ENVIRONMENTAL SETTING

4.9.1.1 REGULATORY FRAMEWORK

This section summarizes existing regional and local agencies, regulations, and plans that pertain to land use. There are no federal or State regulations applicable to land use in the Plan Area.

Regional Regulations

Association of Bay Area Governments Projections 2013

The Association of Bay Area Governments (ABAG) is the official planning agency for the San Francisco Bay region, which is composed of the nine counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma, and contains 101 jurisdictions. ABAG is responsible for taking the overall regional housing needs allocation provided by the State and preparing a formula for allocating that housing need by income level across its jurisdiction.[1] ABAG produces growth forecasts on four-year cycles so that other regional agencies, including the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD), can use the forecast to make project funding and regulatory decisions.

ABAG projections are the basis for the regional Ozone Attainment Plan and Regional Transportation Plan (RTP), each of which are discussed in Chapters 4.2, Air Quality, and 4.13, Transportation and Traffic, of this Draft EIR. In this way, ABAG projections have practical consequences that shape growth and environmental quality. The General Plans, Zoning regulations, and growth management programs of local jurisdictions inform the ABAG projections. The ABAG projections are also developed to reflect the impact of "smart growth" policies and incentives that could be used to shift development patterns from historical trends toward a better jobs-housing balance, increased preservation of open space, and greater development and redevelopment in urban core and transit-accessible areas throughout the ABAG region.

[1] ABAG Finance Authority, *Affordable Housing Financing.* http://www.abag.ca.gov/services/finance/fan/housing.htm, accessed on August 22, 2014.

Plan Bay Area, Strategy for a Sustainable Region

The MTC and ABAGs *Plan Bay Area* is the Bay Area's RTP/Sustainable Community Strategy (SCS). The Final Plan Bay Area was adopted on July 18, 2013.[2] The SCS sets a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by the California Air Resources Board (CARB). To meet this goal, the SCS encourages the concentration of jobs near employment centers and public transportation. Implementation of Plan Bay Area would achieve a 16 percent per capita reduction of GHG emissions by 2035 and a 10 percent per capita reduction by 2020 from 2005 conditions.[3]

In 2008, MTC and ABAG initiated a regional effort (FOCUS) to link local planned development with regional land use and transportation planning objectives. Through this initiative, local governments identified Priority Development Areas (PDAs). The PDAs form the implementing framework for Plan Bay Area. The PDAs are areas along corridors that are served by public transit and that allow opportunities for development of transit-oriented, infill development within existing communities that are expected to host the majority of future development. Overall, well over two-thirds of all regional growth projected by 2040 is allocated within PDAs. The PDAs throughout the Bay Area are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs.[4] The PDAs in the Plan Area are located along Winchester Boulevard.[5] To read more about Plan Bay Area: Jobs-Housing Connection Scenario, go to www.OneBayArea.org.

While the SCS does not directly govern land uses within Campbell, there are a number of benefits available to the City from being consistent with the SCS, including streamlining of California Environmental Quality Act (CEQA) review pursuant to Senate Bill (SB) 375 (the Sustainable Communities and Climate Protection Act of 2008) for applicable transit priority and residential or mixed-use projects, as well as high eligibility for transportation funding, provided that policies and land use patterns in the General Plan align with the goals of the SCS.

Habitat Conservation Plan

The Santa Clara Valley Habitat Plan (SCVHP) was prepared by Santa Clara County and a number of participating local agencies (Local Partners) with the intent of providing a framework to protect, enhance, and restore natural resources in specific areas of the county, while improving and streamlining the

[2] It should be noted that the Bay Area Citizens filed a lawsuit on MTCs and ABAGs adoption of *Plan Bay Area*.

[3] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Final Plan Bay Area, Strategy for a Sustainable Region,* page 96.

[4] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Final Plan Bay Area, Strategy for a Sustainable Region.*

[5] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. Bay Area Priority Development Areas, http://geocommons.com/maps/141979, accessed August 8, 2014.

environmental permitting process for impacts on threatened and endangered species. Participating entities include the County of Santa Clara, City of San Jose, City of Morgan Hill, City of Gilroy, Santa Clara Valley Water District, and Santa Clara Valley Transportation Authority. The City of Campbell is not a participating Local Partner, but the Santa Clara Valley Water District's (SCVWDs) facilities within the city limits, including percolation ponds, the Los Gatos County Park, and Los Gatos Creek and Trails, are part of the SCVHPs study area. Within the Plan Area, the Santa Clara Valley Water District's (SCVWDs) desilting ponds, located between Dell Avenue and the SCVWD percolation ponds, are under the SCVHPs jurisdiction, as shown in Figure 3-2 of Chapter 3, Project Description, of the Draft EIR.[6]

Santa Clara Valley Water Resources Protection Collaborative Guidelines and Standards for Land Use near Streams

On October 24, 2006, the SCVWD adopted the Water Resources Protection Ordinance (Ordinance 06-1).[7] Beginning on February 28, 2007, this ordinance established the policy through which the SCVWD issues permits for modifications, entry, use, or access to SCVWD facilities or easements. This Ordinance was adopted following the creation of the *Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County* (Guidelines and Standards) by the Santa Clara Valley Water Resources Protection Collaborative (Collaborative). The Collaborative includes the SCVWD and representatives from the County of Santa Clara, the 15 cities within the county, the Guadalupe-Coyote Resource Conservation District, the San Francisco Bay Regional Water Quality Control Board, and representatives of various community interests.[8] The Collaborative members share the water and watershed resources protection goals of flood management, drinking water quality and adequate quantity, surface and groundwater quality and quantity, and habitat protection and enhancement throughout the county. In 2008, the City of Campbell adopted the Guidelines and Standards for Land Use near Streams per the City's resolution No. 10952.

A property that is adjacent to a stream or located within 50 feet of the top of the bank is considered a Streamside Protection Area and is subject to the Guidelines and Standards. In the southeastern corner of the Plan Area, the properties near Los Gatos Creek fall into the Streamside Protection Area.

Land use activities that are exempt from the Guidelines and Standards include:

- Less than 3 cubic yards of earthwork.
- Interior building construction and alterations.
- Erection of storage buildings not greater than 120 square feet.
- Replacement of sewer or water laterals.

[6] Santa Clara Valley Habitat Agency Geobrowser, http://www.hcpmaps.com/habitat, accessed on August 8, 2014.

[7] Santa Clara Valley Water District, 2006. Water Resource Protection Ordinance 06-1, http://www.valleywater.org/uploadedFiles/Programs/BusinessInformationPermits/Permits/Ordinance071213%281%29.pdf, accessed August 27, 2014.

[8] Santa Clara Valley Water Resources Protection Collaborative, 2007. Guidelines and Standards for Land Use Near Streams: A Manual of Tools, Standards, and Procedures to Protect Streams and Streamside Resource in Santa Clara County.

- Re-roofing.
- Wood fences 6 feet in height or less.
- Exterior decks less than or equal to 30 inches above grade (decks or pathways should not overhang or extend beyond the creek bank).

All other land use activities are subject to guidelines and standards described in Chapter 3 of the Guidelines and Standards. Chapter 3 addresses the following issues: riparian corridor protection, bank stability/ streambed conditions, encroachments on the top of a bank, erosion prevention and repair, grading, outfalls, pump stations and site drainage, channelization, utility encroachments, trail construction, septic systems, trash control and removal, protection of water quality, groundwater protection, and flood protection. In particular, *Guideline I.G., Land Uses Next to Riparian Corridors/Streams*, requires avoiding the construction of loading docks, trash enclosures, chemical storage areas, stationary noise producing mechanical equipment, new paved areas, active recreational areas, agricultural growing areas, and grazing activities within riparian corridors. *Guideline I.H., Light*, requires avoiding bright colors and glossy or glare-producing building finishes on structures facing the stream or riparian areas, keeping direct lighting away from riparian corridors, and maximizing distance of lighting from riparian corridors. Chapter 4 of the Guidelines and Standards provides vegetation guidelines to protect native riparian plants.

Airport Comprehensive Land Use Plans

There are no heliports located within Campbell listed by the Federal Aviation Administration (FAA).[9] The nearest heliport is located approximately 3.1 miles to the northeast of the Plan Area at the County Medical Center in San Jose. There are no additional heliports within five miles of the Plan Area.[10]

The City of Campbell does not host any public or private airports or airstrips. The Plan Area is located approximately 5.3 miles to the southwest of the San Jose International Airport. The Santa Clara County Airport Land Use Commission (ALUC) has adopted a Comprehensive Land Use Plan (CLUP) for areas surrounding San Jose International Airport. The Plan Area is not located within any protected airspace zones defined by the ALUC.[11]

Local Regulations

General Plan

The City of Campbell's General Plan, adopted on November 6, 2001, serves as an effective guide for orderly growth and development, provision of public services and facilities, and conservation of natural

[9] Federal Aviation Administration, 2014. Airport Facilities Data, www.faa.gov/airports/airport_safety/airportdata_5010/, accessed August 8, 2014.

[10] AirNav, http://www.airnav.com/airports/us/CA, accessed on April 12, 2014.

[11] Santa Clara County Airport Land-Use Commission, 2011. *Comprehensive Land Use Plan,* Santa Clara County, Norman Y. Mineta, San Jose International Airport.

resources. The General Plan establishes policies to guide development and conservation in Campbell through 2020. The seven State-mandated General Plan elements (Land Use, Circulation, Conservation, Housing, Open Space, Noise, and Safety) were combined into five elements under the City's General Plan as follows:

- Land Use and Transportation
- Open Space, Parks and Public Facilities
- Health and Safety
- Conservation and Natural Resources
- Housing

Key policies and strategies of the General Plan Land Use and Transportation Element and policies related to land use provided in the other four elements of the General Plan are included in Table 4.9-1.

General Plan Land Use Designations

The Land Use and Transportation Element describes the general distribution of land uses and the density and intensity of development within Campbell. There are four General Plan land use designations within the Plan Area, as shown on Figure 3-3 of Chapter 3 of this Draft EIR. The following are the descriptions of the land use designations excerpted from the General Plan.

- **General Commercial:** This category permits commercial uses that need exposure to high volumes of automobile traffic or access to transit corridors. The building forms should typically frame the street, with parking lots either behind or under the building. Auto-related uses, such as auto repair, are not allowed in the General Commercial areas.
- **Light Industrial:** This designation is intended to provide and protect industrial lands for a wide range of light manufacturing, industrial processing, general service, warehousing storage and distribution, and service commercial uses, such as automobile repair facilities. Industries producing substantial amounts of hazardous waste, odor, and other pollutants are not permitted. Businesses serving commercial uses such as food services or office supply are allowed as ancillary uses, subject to appropriate standards.
- **Research and Development:** This designation accommodates campus-like environments for corporate headquarters, research and development facilities, and offices. The Research and Development designation accommodates uses such as incubator-research facilities, testing, packaging, publishing, and printing.
- **Open Space:** This designation provides for a variety of uses of land that include areas of natural resources, recreation and enjoyment of scenic beauty, such as parks, creeks, and trails. Historically, Campbell contained large expansive open space in the form of orchard land. Today, however, there is no land devoted to commercial agriculture, though non-commercial agricultural uses are allowed in areas designated for residential and open space land uses.

TABLE 4.9-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO LAND USE AND PLANNING

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Land Use and Transportation Element	
Goal LUT-1	*Coordinated land use and transportation planning in the region.*
Policy LUT-1.5	Land Use Planning and the Regional Transportation System: Support land use planning that complements the regional transportation system.
Strategy LUT-1.5a	Transit-Oriented Developments: Encourage transit-oriented developments including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity, and mix of land uses with transportation resources, such as Light Rail.
Strategy LUT-1.5d	Higher Floor Area Ratios (FARs): Develop provisions for allowing higher FARs in new projects that provide a mix of uses, maintain a jobs/housing balance or are located within proximity to Light Rail.
Goal LUT-3	*Options in ownership and rental housing in terms of style, size, and density that contribute positively to the surrounding neighborhood.*
Strategy LUT-3.1c	*High Density Residential:* Allow higher residential densities in the North of Campbell Area (NOCA), South of Campbell Area (SOCA), and areas near the Light Rail stations as an incentive to redevelop older, less intensive uses (see individual plans for allowed densities).
Goal LUT-5	*Preservation and enhancement of the quality character and land use patterns that support the neighborhood concept.*
Policy LUT-5.1	Neighborhood Integrity: Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods.
Policy LUT-5.3	Variety of Commercial and Office Uses: Maintain a variety of attractive and convenient commercial and office uses that provide needed goods, services and entertainment.
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.
Strategy LUT-5.3k	Auto Services: Restrict auto related uses to minor auto services (e.g., oil changers and auto parts stores) on major streets that define Campbell's image. These "image" streets are defined in the Streetscape Standards located in Appendix A.
Policy LUT-5.5	Industrial Diversity: Promote a variety of industrial use opportunities that maintain diversified services and a diversified economic base.
Strategy LUT-5.5a	Services in Industrial Areas: Encourage convenient retail and commercial services (restaurants and hotels) in industrial areas to support businesses, their customers and their employees.
Strategy LUT-5.5c	Floor Area Ratio (FAR) Guidelines: Develop guidelines for Industrial designated land use, including a provision that allows higher FARs for larger parcels that encourage research and development uses in the Dell and McGlincey neighborhoods.
Goal LUT-9	A compatible land use pattern citywide.
Policy LUT-9.3	Design and Planning Compatibility: Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces and natural resources.
Strategy LUT-9.3d	Building Design: Design buildings to revitalize streets and public spaces by orienting the building to the street, including human scale details and massing that engages the pedestrian.
Goal LUT-10	*Landscaping, natural resources and amenities that are visible and accessible to the public.*
Policy LUT-10.1	Landscaping: Encourage the retention and planting of landscaping to enhance the natural and built environment.

TABLE 4.9-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO LAND USE AND PLANNING

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Strategy LUT-10.1a	Natural Feature Retention: Encourage site design that incorporates or otherwise retains natural features such as mature trees, terrain, vegetation, wildlife and creeks.
Strategy LUT-10.1 c	Outdoor Common Areas: Encourage well-designed and landscaped outdoor common areas for eating, relaxing, or recreation for new projects, and if feasible, when buildings are remodeled or expanded. When possible, the common outdoor areas should adjoin natural features.
Goal LUT-11	*A physically connected, efficient community with safe access and linkages throughout the city for a variety of transportation modes and users.*
Policy LUT-11.1	Physically Connected Transportation Infrastructure: Strive to achieve physically connected transportation infrastructure.
Strategy LUT-11.1d	Bicycle and Pedestrian Connections in Development: Encourage new or redeveloping projects to provide logical bicycle and pedestrian connections on site, between parking areas, buildings, and street sidewalks and to existing or planned public right-of-way facilities and encourage pedestrian passages between street-front sidewalks and rear-lot parking areas. Ensure that the bicycle and pedestrian connections interface safely.
Strategy LUT-11.1e	Bicycle and Pedestrian Connections Between Neighborhoods: Facilitate the construction of connected pedestrian and bicycle facilities (e.g., bridges, pathways, sidewalks and bike lanes) between and within neighborhoods that are attractive, well-lit, comfortable, tree lined and safe, especially within one-half mile of major activity centers, schools and parks.
Policy LUT-11.2	Services Within Walking Distance: Encourage neighborhood services within walking distance of residential uses.
Goal LUT-13	*Strong and stable sources of City revenues while promoting an appropriate balance of land uses and a high quality of life in the City.*
Policy LUT-13.1	Variety of Uses: Attract and maintain a variety of uses that create an economic balance within the City while maintaining a balance with other community land use needs, such as housing and open space, and while providing high quality services to the community.
Goal LUT-17	*Preserve the informal neighborhood character, low-density residential areas and reduce auto traffic.*
Policy LUT-17.1	San Tomas Area Neighborhood Plan (STANP): Comply with the requirements of the STANP (see plan in Appendix A of the General Plan).
Strategy LUT-17.1b	Landscaping: Ensure that new developments provide new tree planting, shrubs, greenery and other landscaping materials, and preserve existing trees and shrubs.
Strategy LUT-17.1c	General Plan/Zoning Amendments: Ensure that new General Plan or Zoning amendments of property equal the predominant General Plan and/or Zoning designations of parcels contiguous to, or directly across a public right-of-way from the subject site.
Open Space, Parks and Public Facilities Element	
Goal OSP-3	*Ensure that new development provides and/or contributes toward additional open space, parks and recreational facilities.*
Policy OSP-3.5.	Non-Residential Open Space: Require open space and/or recreational facilities in major non-residential projects.
Housing Element	
Goal H-4	*Provide adequate housing sites through appropriate land use and Zoning designations to accommodate the City's share of regional housing needs.*
Policy H-4.2	Mixed-Use Development: Promote mixed-use development where housing is located near jobs, services, shopping, schools, and public transportation.

TABLE 4.9-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO LAND USE AND PLANNING

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Program H-4.2a	Five-year Objective: The City will continue to allow and promote residential uses in conjunction with commercial and/or office uses. The City may provide financial, technical, and/or other assistance to facilitate mixed-use development along commercial corridors and around transit stations.
Policy H-4.3	Planned For Densities: To encourage the efficient and sustainable use of land, the City encourages residential development that is proposed near existing light rail stations (within 1/4 mile radius) and/or within the boundaries of the Winchester Boulevard Plan and East Campbell Avenue plan areas, to achieve at least 75 percent of the maximum General Plan Land Use category densities.

Source: City of Campbell General Plan, 2001.

City of Campbell Municipal Code

Besides the General Plan, the City of Campbell Municipal Code is the primary tool that regulates physical development in Campbell. The Municipal Code contains all ordinances for the city, and identifies land use categories, site development regulations, and other general provisions that ensure consistency between the General Plan and proposed development projects. The Municipal Code is organized by Title, Chapter, and Article. The current Municipal Code is up to date through Ordinance No. 2179, passed June 2, 2014. The following provisions of the Municipal Code implement the goals and policies of the General Plan.

Zoning Ordinance

Title 21 of the Municipal Code sets forth the City's Zoning Ordinance. The Zoning Ordinance regulates land use and development in the city. It describes Zoning districts and contains the Zoning Map and development standards for the Zoning districts. The Zoning Ordinance is the mechanism used to implement the goals, objectives, and policies of the existing General Plan and to regulate all land use within the city. The Zoning Ordinance establishes allowable land use intensities, including density and floor area ratio (FAR). The Plan Area includes five Zoning districts as shown in Figure 4.9-1. The following are the descriptions of these districts excerpted from the Zoning Ordinance:

- **C-2 (General Commercial):** The C-2 Zoning district is intended to provide a wide range of retail sales and business and personal services, primarily oriented to the automobile customer and accessible to transit corridors, to provide for general commercial needs of the city, and to promote stable and attractive commercial development, which will afford a pleasant shopping environment. Building forms should typically frame the street with parking lots located either behind or under the structures they are designed to serve. Auto-related uses (e.g., auto repair) are generally prohibited from locating in this zoning district. The C-2 zoning district is consistent with the General Commercial land use designation of the General Plan.
- **PF/OS (Public Facilities/Open Space):** The purpose of the P-F/O-S Zoning district is to protect and preserve open space land as a limited and valuable resource and to permit a reasonable use of open

space land, while at the same time preserving and protecting its inherent characteristics to assure its continued availability as agricultural land, scenic land, recreation land, conservation, or natural resource land.

- **M-1 (Light Industrial):** The purpose of the M-1 Zoning district is to encourage sound industrial development (e.g., light manufacturing, industrial processing, storage and distribution, warehousing), in addition to service commercial uses (e.g., motor vehicle repair facilities) in the city by providing and protecting an environment exclusively for this type of development, subject to regulations identified in the Zoning Code, which are necessary to protect nearby residential uses from hazards, noises, or other related disturbances. Industries producing substantial amounts of hazardous waste, odor, or other pollutants would be prohibited. Businesses serving commercial uses (e.g., food service or office supply) would generally be allowed as ancillary uses, subject to appropriate development and design standards and guidelines. The M-1 zoning district is consistent with the Light Industrial land use designation of the General Plan.
- **C-M (Controlled Manufacturing):** The C-M Zoning district is intended to provide a stable environment conducive to the development and protection of specialized manufacturing, packaging, printing, publishing, testing, and research and development, with associated administrative office facilities often providing a campus-like environment as a corporate headquarters. These facilities are operated and maintained in a clean and quiet manner and continually meet the standards identified in the Zoning Code. The C-M Zoning District is consistent with the Research and Development land use designation of the General Plan.
- **P-D (Planned Development):** The P-D Zoning district is intended to provide a degree of flexibility that is not available in other Zoning districts so as to allow developments that are more consistent with site characteristics while creating an optimum quantity and use of open space and good design. The Zoning district allows within its boundaries uses or developments determined to be in conformance with the underlying land use designation of the General Plan. It is not the intent of the P-D Zoning district to allow more residential units than would normally be allowed by other residential Zoning districts.

Site and Architectural Review

Chapter 21.42 of the Municipal Code requires the Community Development Director, the Site and Architectural Review Committee, and the Planning Commission to review and approve architectural and site designs of buildings within the city to promote and ensure the goals and objectives identified in the General Plan. A project will be approved only when the project is consistent with the General Plan and applicable design guidelines, and promotes harmonious development with the surrounding area.

Tree Protection Ordinance

Chapter 21.32 of the Municipal Code requires a Tree Removal Permit to cut down, destroy, or remove any protected trees listed in Chapter 21.32.050. In general, tree removal is only permitted when the burden of

preserving the tree outweighs the benefit to the public. Based on the findings of permit application review, the City may require the applicant to revise development plans to accommodate existing trees, provide replacement trees, pay for in-lieu fees, or provide a combination of the last two. For heritage tree removal, a permit application should be filed with the historic preservation Board in conjunction with a development application, and a public hearing is required.

Landscape Ordinance

Chapter 21.26 of the Municipal Code includes landscaping requirements that are intended to enhance aesthetics of development, ensure landscape screening and buffers where necessary, preserve visual character throughout the city, and conserve water resources.

San Tomas Area Neighborhood Plan

The City adopted the San Tomas Area Neighborhood Plan (STANP) for the San Tomas Area, which encompasses 1.5 square miles in the southwest portion of the city, generally bounded by San Tomas Aquino Creek to the north, San Tomas Expressway and Winchester Boulevard to the east, and the city boundary to the south and west. The Plan Area and the STANP overlap on the west side of Winchester Boulevard roughly between Division Street and Hacienda Avenue. Last amended in 2000, the goals of the STANP are to preserve and enhance the low-density residential character of the neighborhood and to ensure that new development and additions are compatible with the surrounding area.

The STANP is divided into two sections: land use and transportation. The land use section contains goals and policies, as well as development standards and guidelines for residential development, including setbacks, massing, and lot sizes, in the San Tomas Area. The STANP specifies development standards for residential zones (R-1-6, R-1-8, R-1-9, R-1-10, and R-1-16) and the Planned Development (PD) zone. The portion of the Plan Area within the STANP boundary is zoned C-2 and P-D. The STANP only allows Low (less than 6 units per acre) or Low-Medium Density Projects (6 to 13 units per acre) in the PD zone and requires such projects to have single-family residential design and scale. The intent of this standard is to avoid development of small lot subdivisions within the STANP area. However, the STANP allows for changes to the General Plan and Zoning designations where appropriate, as discussed further below.

The transportation section includes goals and policies that call for maintaining the rural character of the streets and require adequate traffic, pedestrian and bicycle circulation, and safety. The STANP also includes a San Tomas Public Improvement Plan, which identifies locations for curb, gutter, sidewalk, and lighting improvements, as well as street sections requiring rolled curbs.

While the STANP overrides the City's Zoning Code[12], the City's Zoning Code governs any development standards not addressed in the STANP.[13] The STANP sets forth criteria for General Plan and Zoning

[12] City of Campbell, Municipal Code, Title 21, Article 2, Section 21.12.030.
[13] City of Campbell, 2000. *San Tomas Area Neighborhood Plan*, page 4.

Amendments within the STANP area to ensure future amendments are in line with the intent of the STANP. The criteria are:

1. The proposed General Plan and/or Zoning designation should be at least equal to the predominate General Plan and/or Zoning designation of parcels contiguous to, or directly across a public right-of-way from the subject site.
2. Notwithstanding the above, existing parcels that are designated for single-family residential development, and which are contiguous to other parcels designated for single-family residential, must remain designated for single family residential.
3. With the exception of parcels directly abutting Winchester Boulevard, no General Plan Amendment in the San Tomas Area should exceed the low-medium density classification of 6-13 units per acre.
4. In situations where no General Plan and/or Zoning designation is predominant, the Planning Commission and City Council shall determine the appropriate General Plan and/or Zoning designation based upon land use factors specific to the subject site. The factors to be considered include, but are not limited to, the following: compatibility with adjoining land uses, privacy impacts, traffic, and noise.
5. Notice of a public hearing for a General Plan and/or Zoning Amendment shall be as specified in Chapter 21.78 of the Campbell Municipal Code. In addition, a notice containing the time, place and general purpose of the hearing shall be placed at the project site at least 10 days prior to the meeting.

Streetscape Standards[14]

Rehabilitation or construction of new streets within the Plan Area would be subject to the City's Streetscape Standards, adopted on August 3, 1993. The Streetscape Standards, found in the City's General Plan as Appendix A2, include design standards, implementation guides, and technical requirements for sidewalks and landscaping that apply to Hamilton Avenue, Bascom Avenue, Winchester Boulevard, and a portion of West Campbell Avenue. These standards are intended to be used in tandem with Chapter 21.26 of the Municipal Code. 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 minimum 5- to 8-foot landscaping strip behind the sidewalk. It also requires street trees to be planted every 30 feet in the tree well. The Streetscape Standards require the planting of Chinese Pistache (*Pistacia chinensis*) for the section of Winchester Boulevard located within the Plan Area.

[14] City of Campbell, 1993, Streetscape Standards, http://www.ci.campbell.ca.us/DocumentCenter/View/168, accessed August 4, 2014.

Source: City of Campbell, 2013; PlaceWorks, 2013.

- R-1-6 Single Family Residential (6,000 sq. ft. min. lot)
- R-1-8 Single Family Residential (8,000 sq. ft. min. lot)
- R-1-10 Single Family Residential (10,000 sq. ft. min. lot)
- R-D Two Family Residential
- R-3 Multiple-Family Residential
- R-M Multiple-Family Residential
- C-2 General Commercial
- M-1 Light Industrial
- C-M Controlled Manufacturing
- C-PD Condominium Planned Development
- P-D Planned Development
- P-F Public Facilities
- PF/OS Public Facilities/Open Space
- Plan Area Boundary

Figure 4.9-1
Zoning Map

4.9.1.2 EXISTING CONDITIONS

This section describes the existing conditions in the Plan Area related to land use. The Plan Area is generally bounded on the east by the percolation ponds and Los Gatos Creek, the north by Hacienda Avenue, the west by Winchester Boulevard, and the south by Knowles Drive as shown on Figure 3-2. The Plan Area also includes several parcels on the west side of Winchester Boulevard.

Surrounding Land Uses and Context

The Plan Area is located in the southeastern portion of Campbell's city limits, just south of the downtown area. Adjacent land uses include commercial, office, retail, institutional, and single- and multi-family residential uses, as follows:

- **North of the Plan Area:** In the area north of Hacienda Avenue and east of Winchester Boulevard, there is a cluster of industrial uses, similar to the uses within the Plan Area. In the area north of Hacienda Avenue and along the Winchester Boulevard corridor, there are small retail stores, automobile services, and offices, with single-family residential uses behind those streets. This area also includes SCVWDs water facilities. Several higher density (two to three stories) multi-family residential buildings exist along Hacienda Avenue.
- **East of the Plan Area:** This area includes the Hacienda Percolation Ponds and Los Gatos Creek. On the east side of State Route 17 are single-family residential neighborhoods.
- **South of the Plan Area:** Immediately south is a campus of low-density offices and adjacent to the campus to the south is a mix of office and multi-family residential uses. Farther to the south across the Los Gatos Creek, are single-family residential neighborhoods.
- **West of the Plan Area:** This area includes mostly single-family residential uses. Also located approximately ½ mile west of the Plan Area are the Santa Clara County Health Department buildings, medical facilities, and Capri Elementary School.

Existing Land Uses within the Plan Area

As seen in Figure 4.9-2, existing land uses in the Plan Area are grouped into eleven types.[15] The Plan Area is a built-out environment with few vacant parcels or buildings. The predominant uses in this portion of the Plan Area are largely non-manufacturing light industrial-related and office-related uses that include automobile services; light industrial, including uses such as manufacturing, printing, machine shops, and building materials; medical, office, public, research and development/information technology; bio-tech, such as research and development labs related to the medical field; commercial, such as convenience stores;

[15] For parcels east of Winchester Boulevard, there is often more than one distinct use per parcel. For these parcels, the predominant land use is shown.

service commercial, such as fitness centers, catering, and indoor farming; gas station; and single-family residential.

Uses along the west side of Winchester Boulevard are more distinctly defined, as parcel sizes are smaller and there is only one use per parcel. This area contains auto-oriented service uses, with a few single-family residential parcels. A larger parcel near the northern end of the Plan Area includes a research and development/information technology use.

4.9.2 STANDARDS OF SIGNIFICANCE

The proposed Plan would result in a significant land use impact if it would:

1. Physically divide an established community.
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Plan Area (including, but not limited to the General Plan, specific plan, local coastal program, or Zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

4.9.3 ENVIRONMENTAL IMPACT DISCUSSION

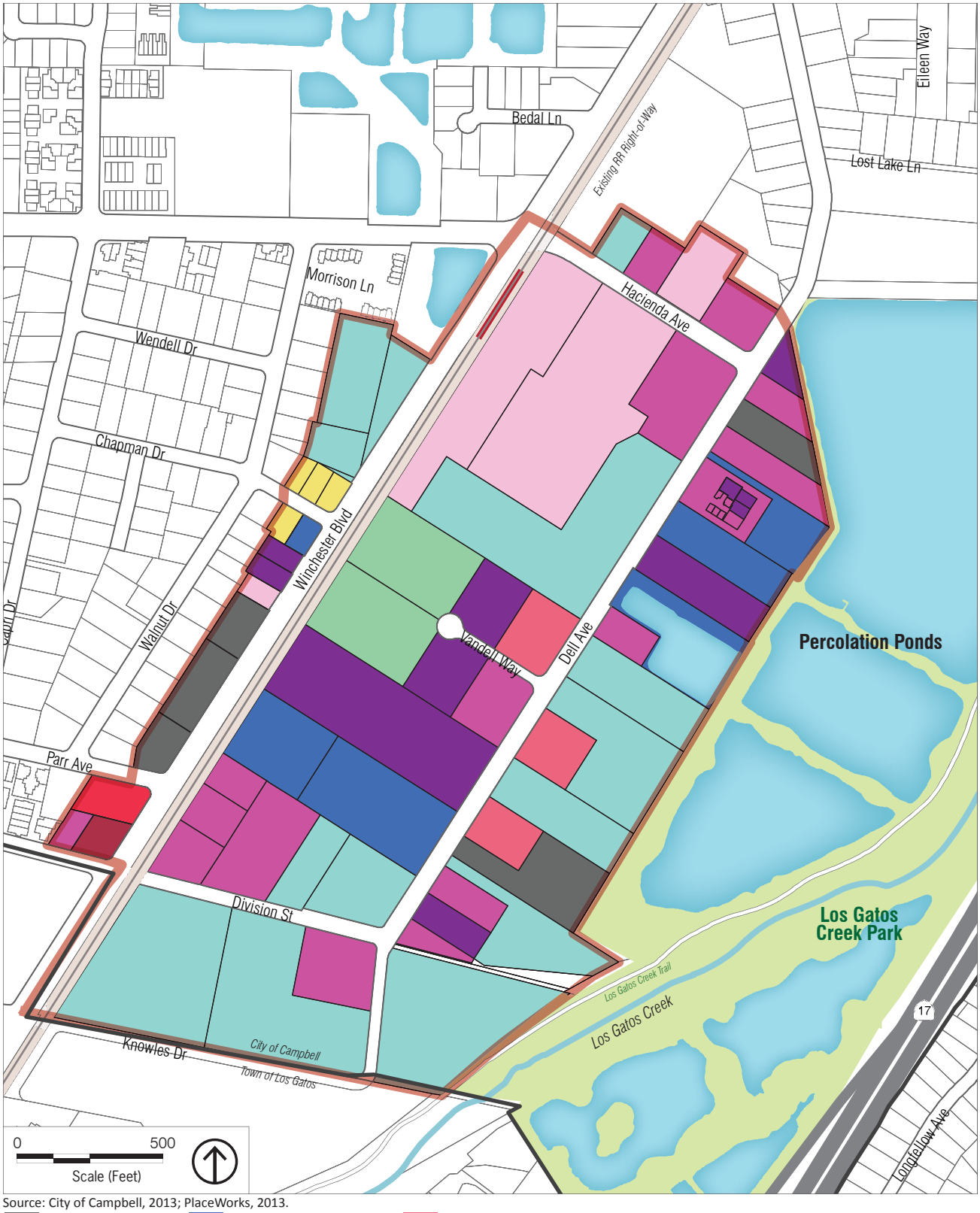
This section analyzes potential impacts to land use and planning.

LAND-1 The proposed Plan would not physically divide an established community.

Implementation of the proposed Plan would have a significant environmental impact if development or infrastructure projects allowed by the proposed Plan would physically divide an established community.

The Plan Area as a whole, except for its western portion, is physically separated from surrounding neighborhoods by roadways and natural features, including the Hacienda Percolation Ponds and Los Gatos Creek to the east, Hacienda Avenue to the north, and Knowles Drive to the south. The features serve as a physical barrier between the Plan Area and nearby areas, and the Plan Area would not create any new physical barriers within areas to the north, east, or south of the Plan Area.

Along its western boundary, the Plan Area includes parcels on the west side of Winchester Boulevard that border an existing residential neighborhood. The proposed Plan would allow for the development of higher density mixed-use buildings in this location compared to existing land uses, which include mostly auto-oriented service uses. However, the proposed development would not result in a physical division of the adjacent residential community, nor would it create new physical barriers between the Plan Area and surrounding neighborhood. The proposed development would retain and enhance



Source: City of Campbell, 2013; PlaceWorks, 2013.

- Automobile services
- Light Industrial
- Medical
- Office and office-related
- Public/Quasi Public
- R&D/Information Technology
- Bio-Tech
- Commercial
- Service Commercial
- Gas Station
- Single-Family Residential
- Plan Area Boundary

Figure 4.9-2
Existing Land Uses in the Plan Area

the existing roadway network. In addition, the proposed Plan includes required design standards to reduce inconsistency and promote design that is complementary to and harmonious with adjacent properties and the surrounding area. These required standards include:

- Parcels in the DAAP-West District that are adjacent to existing single-family residential uses are required to ensure transitions in development scale downward to the single-family residential development. No buildings are permitted within 24 feet of single-family residences.
- Building heights in the DAAP-West District are required to follow a "wedding-cake" model, locating taller building elements along the street frontage.

Further, implementation of the proposed Plan would enhance pedestrian, bicycle, and vehicle circulation throughout the Plan Area and surrounding vicinity by providing streetscape improvements and four new west-east connections from the Winchester Boulevard corridor to the water front and associated open space, as shown in Figure 3-5 in Chapter 3, Project Description.

In addition, the following goals, policies, and strategies from the General Plan would support the connectivity goals of the proposed Plan:

- Goal LUT-11: A physically connected, efficient community with safe access and linkages throughout the city for a variety of transportation modes and users.
- Policy LUT-11.1: Physically Connected Transportation Infrastructure. Strive to achieve physically connected transportation infrastructure.
- Strategy LUT-11.1d: Bicycle and Pedestrian Connections in Development. Encourage new or redeveloping projects to provide logical bicycle and pedestrian connections on site, between parking areas, buildings, and street sidewalks and to existing or planned public right-of-way facilities and encourage pedestrian passages between street-front sidewalks and rear-lot parking areas. Ensure that the bicycle and pedestrian connections interface safely.
- Strategy LUT-11.1e: Bicycle and Pedestrian Connections between Neighborhoods. Facilitate the construction of connected pedestrian and bicycle facilities (e.g., bridges, pathways, sidewalks and bike lanes) between and within neighborhoods that are attractive, well lit, comfortable, tree-lined, and safe, especially within ½-mile of major activity centers, schools, and parks.

Because the proposed Plan would aim to improve connectivity and would not create physical barriers within existing communities, a *less-than-significant* impact to land use would occur.

Significance Before Mitigation: Less than significant.

LAND-2	**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.**

Implementation of the proposed Plan would have a significant environmental impact if it would conflict with community goals adopted to reduce environmental impacts, as expressed in adopted plans, policies, or regulations.

Plan Bay Area

As described above, the purpose of Plan Bay Area is to help locate jobs and housing within close proximity of transit corridors. While the SCS does not directly govern land uses within Campbell, there are a number of benefits available to the City from being consistent with the SCS, including streamlining of CEQA pursuant to Senate Bill (SB) 375 (the Sustainable Communities and Climate Protection Act of 2008) for applicable transit priority and residential or mixed-use projects, as well as high eligibility for transportation funding, provided that policies and land use patterns set forth in the General Plan align with the goals of the SCS. Because the Plan Area proposes job-generating land uses near mixed-use housing and a proposed light rail station, the proposed Plan is consistent with the goals of *Plan Bay Area* by focusing on mixed-use and transit-oriented development, providing better connectivity between the Plan Area and regional transit destinations. Therefore, the impact associated with consistency with *Plan Bay Area* is *less than significant*.

Guidelines and Standards for Land Use Near Streams

The Santa Clara Valley Water Resources Protection Collaborative Guidelines and Standards for Land Use Near Streams set forth requirements and procedures for new development or redevelopment near streams, 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. As described in Chapter 3 of the Draft EIR, the proposed Plan envisions Core Tech Uses to be developed on these properties and encourages eating and drinking establishments to be developed near the waterfront. The proposed Plan also requires a 20-foot setback from property lines abutting the waterfront as well as a height restriction of 20 feet for structures located between 20 feet and 60 feet of a waterfront-facing parcel line. This proposed setback requirement is in line with the goal of the Guidelines and Standards, providing a buffer between the riparian area and urban development. In addition, the proposed Plan includes two conceptual pedestrian crossings that would connect the Plan Area to the Los Gatos Creek Trail. Although the proposed Plan does not require the construction of these crossings, since the crossings are within the Streamside Protection Area, they would be subject to the Guidelines and Standards for Land Use Near Streams.

All development projects allowed by the proposed Plan within the Streamside Protection Area would require an encroachment permit from SCVWD and would be required to comply with the provisions of the Guidelines and Standards. This includes avoiding locating uses that may impact water quality near the Los Gatos Creek. Such uses include loading docks, trash enclosures, chemical storage areas, stationary noise producing mechanical equipment, new paved areas, or active recreational areas. Projects would also be required avoid light and glare impacts to the riparian corridor and use locally native plants for all landscaping.

Given that the proposed Plan includes setbacks and height restrictions for development near the waterfront and given that any development within the Streamside Protection Area would need to work with the SCVWD through the issuance of an encroachment permit to avoid conflicts with the Guidelines and Standards for Land Use Near Streams, the proposed Plan would not conflict with the Guidelines and Standards, and impacts would be less than significant.

Airport Comprehensive Land Use Plan

No airports or private airstrips are located within or in the immediate proximity to the Plan Area. In addition, the Plan Area is not located within any protected airspace zones defined by the Airport Land Use Commission, and has no heliports listed by the Federal Aviation Administration. Therefore, no conflicts with a CLUP for an airport would occur

City of Campbell General Plan

As described in Chapter 3, Project Description, of this Draft EIR, the project evaluated by this Draft EIR includes a General Plan Amendment to ensure consistency between the land use designations and other pertinent policies of the proposed Plan and the City of Campbell General Plan, including policies involving the San Tomas Area Neighborhood Plan. Nevertheless, the proposed Plan is consistent with and implements many existing General Plan land use goals, policies, and strategies that establish a framework for future development in the Plan Area, including the following:

- Policy LUT-1.5: Land Use Planning and the Regional Transportation System. Support land use planning that complements the regional transportation system.
- Strategy LUT-1.5a: Transit-Oriented Developments. Encourage transit-oriented developments including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity, and mix of land uses with transportation resources, such as Light Rail.
- Strategy LUT-1.5d: Higher Floor Area Ratios (FARs). Develop provisions for allowing higher FARs in new projects that provide a mix of uses, maintain a jobs/housing balance, or are located within proximity to Light Rail.
- Strategy LUT-3.1c: High Density Residential. Allow higher residential densities in the North of Campbell Area (NOCA), South of Campbell Area (SOCA), and areas near the Light Rail stations as an incentive to redevelop older, less intensive uses (see individual plans for allowed densities).
- Policy LUT-5.1: Neighborhood Integrity. Recognize that the City is composed of residential, industrial, and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods.

- Policy LUT-5.3: Variety of Commercial and Office Uses. Maintain a variety of attractive and convenient commercial and office uses that provide needed goods, services, and entertainment.
- 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.
- Strategy LUT-5.3k: Auto Services. Restrict auto related uses to minor auto services (e.g., oil changers and auto parts stores) on major streets that define Campbell's image. These "image" streets are defined in the Streetscape Standards located in Appendix A.
- Strategy LUT-5.5a: Services in Industrial Areas. Encourage convenient retail and commercial services (restaurants and hotels) in industrial areas to support businesses, their customers, and their employees.
- Strategy LUT-5.5c: Floor Area Ratio (FAR) Guidelines. Develop guidelines for Industrial designated land use, including a provision that allows higher FARs for larger parcels that encourage research and development uses in the Dell and McGlincey neighborhoods.
- Policy LUT-9.3: Design and Planning Compatibility. Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces, and natural resources.
- Strategy LUT-9.3d: Building Design. Design buildings to revitalize streets and public spaces by orienting the building to the street, including human scale details and massing that engages the pedestrian.
- Policy LUT-10.1: Landscaping. Encourage the retention and planting of landscaping to enhance the natural and built environment.
- Strategy LUT-10.1a: Natural Feature Retention. Encourage site design that incorporates or otherwise retains natural features such as mature trees, terrain, vegetation, wildlife, and creeks.
- Strategy LUT-10.1c: Outdoor Common Areas. Encourage well-designed and landscaped outdoor common areas for eating, relaxing, or recreation for new projects, and if feasible, when buildings are remodeled or expanded. When possible, the common outdoor areas should adjoin natural features.
- Policy LUT-11.2: Services within Walking Distance. Encourage neighborhood services within walking distance of residential uses.
- Policy LUT-13.1: Variety of Uses. Attract and maintain a variety of uses that create an economic balance within the City while maintaining a balance with other community land use needs, such as housing and open space, and while providing high quality services to the community.
- Policy OSP-3.5: Non-Residential Open Space. Require open space and/or recreational facilities in major non-residential projects.
- Goal LUT-17: Preserve the informal neighborhood character, low-density residential areas and reduce auto traffic.

- Policy LUT-17.1: San Tomas Area Neighborhood Plan (STANP). Comply with the requirements of the STANP (see plan in Appendix A of the General Plan).
- Strategy LUT-17.1c: General Plan/Zoning Amendments. Ensure that new General Plan or Zoning amendments of property equal the predominant General Plan and/or Zoning designations of parcels contiguous to, or directly across a public right-of-way from the subject site.

To avoid conflicts with the General Plan, upon adoption of the proposed Plan, the General Plan would be amended to ensure consistency between the documents. Therefore, the impact would be *less than significant*.

Campbell 2009-2014 Housing Element

The City's adopted Housing Element describes how Campbell plans to meet the projected housing needs of all economic segments of the community and the City's regional housing needs allocation (RHNA). The Housing Element includes the policies listed in Table 4.9-1 that call for high-density urban infill housing and addresses the provision of housing for city residents, including mixed-use and infill housing. The proposed Plan is consistent with the goals and policies of the Housing Element. Specifically, the proposed Plan would allow a variety of housing types within the Plan Area, including mixed-use and multi-family residential. Additionally, the proposed Plan promotes residential uses in the form of mixed-use residential, which increases housing near jobs and transit. Therefore, the proposed Plan is consistent with:

- Program H-4.2a. Five-year Objective: The City will continue to allow and promote residential uses in conjunction with commercial and/or office uses. The City may provide financial, technical, and/or other assistance to facilitate mixed-use development along commercial corridors and around transit stations.
- Policy H-4.3. Planned For Densities: To encourage the efficient and sustainable use of land, the City encourages residential development that is proposed near existing light rail stations (within 1/4 mile radius) and/or within the boundaries of the Winchester Boulevard Plan and East Campbell Avenue plan areas, to achieve at least 75 percent of the maximum General Plan Land Use category densities.

As a result, the proposed Plan would not conflict with the Housing Element and would result in a *less-than-significant* impact.

City of Campbell Municipal Code

The City's Zoning Ordinance (Title 21 of the Municipal Code) regulates development standards and land uses. The Plan Area is subject to various existing height limits, FARs, densities, setbacks, open space, landscaping, and parking requirements. However, as described in Chapter 3 of this Draft EIR, the Zoning Ordinance would be amended to ensure that development intensities, heights, landscaping, and other pertinent requirements are consistent between the proposed Plan and the Zoning Ordinance. Therefore, upon amendment of the Zoning Ordinance, the proposed Plan would be consistent with the Zoning Ordinance.

Further, all development under the proposed Plan would be subject to the provisions of the Tree Protection Ordinance, Chapter 21.32 of the Campbell Municipal Code, which require permit approval prior to removal of any protected trees listed in Chapter 21.32.050.

In addition, the City's Site and Architectural Review process would ensure that future development under the proposed Plan would comply with applicable land use plans, policies, or regulations.

Overall, because the proposed Plan includes an amendment to the Zoning Ordinance to ensure consistency with the proposed Plan, and because any development allowed by the proposed Plan would be required to comply with the City's Tree Protection Ordinance and project review procedures, the proposed Plan would not conflict with the provisions of the Municipal Code, and impacts would be *less than significant*.

San Tomas Area Neighborhood Plan

The San Tomas Area Neighborhood Plan (STANP) encompasses parcels west of Winchester Boulevard, including a portion of the Plan Area. The STANP parcels within the Plan Area are zoned General Commercial (C-2) and Planned Development (PD). As described in Section 4.9.1.1, commercially zoned parcels are not subject to development standards set forth in the STANP.[16] This is because the STANP does not include standards for commercial uses and defaults to the Municipal Code standards in this case.

Parcels zoned PD are only allowed to accommodate low or low-medium density residential development of up to 16 units per acre within the STANP boundaries. However, the STANP includes an exception for parcels directly abutting Winchester Boulevard. All of the parcels within the Plan Area that are also included in the STANP abut Winchester Boulevard with the exception of the Barracuda property located at 3175 Winchester Boulevard and includes APNs 40621016, 40621017, and 40621019. APNs 40621016 and 40621017 abut Winchester Boulevard, but APN 40621019 does not abut Winchester Boulevard. It is likely that the parcels with APNs 40621016 and 40621019 were combined during the building permit process, but the City would need to undertake a Certificate of Compliance to confirm this either way. Regardless of whether the parcels are combined, 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 designation 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.

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 than significant*.

[16] City of Campbell, 2000. *San Tomas Area Neighborhood Plan*, page 4.

Streetscape Standards

The Streetscape Standards set forth design standards and requirements for sidewalks and landscaping along Winchester Boulevard in the Plan Area. In compliance with the Streetscape Standards, the proposed Plan calls for a 10-foot-wide sidewalk with a 4-foot tree well adjacent to a curb along Winchester Boulevard. The proposed Plan also requires a 5-foot front setback to provide open space, including outdoor dining areas. Consistent with the Streetscape Standards, the proposed Plan would require such front setback areas be landscaped per the City's Landscaping Requirements (Municipal Code Chapter 21.26). The proposed Plan would also defer to the City's Streetscape Standards for any required landscaping specifications, such as the planting of Chinese Pistache (*Pistacia chinensis*)) along Winchester Boulevard. Therefore, the proposed Plan would not conflict with the Streetscape Standards and impacts would be *less than significant*.

Overall, because the project includes amendments to the General Plan, Zoning Ordinance, and San Tomas Area Neighborhood Plan that will ensure consistency with the proposed Plan, and because any development allowed by the proposed Plan would be required to comply with the Campbell Streetscape Standards, the proposed Plan would not conflict with the provisions of the General Plan, Zoning Ordinance, and San Tomas Area Neighborhood Plan, and impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

LAND-3	**The proposed Plan would not conflict with an applicable habitat conservation plan or natural community conservation plan.**

The Santa Clara Valley Habitat Plan (SCVHP) study area encompasses a small portion of the Plan Area that includes the SCVWD's percolation ponds which abuts the Plan Area. Implementation of the proposed Plan, however, would not trigger construction of new buildings or structures within the SCVHP study area, including the SCVWD's percolation ponds. In addition, the SCVWD would continue to maintain the percolation ponds pursuant to the provisions of the SCVHP. Therefore, implementation of the proposed Plan would not result in a significant impact to the desilting ponds.

However, outside of the Plan Area boundary, the proposed Plan suggests constructing new pedestrian crossings within the SCVHP study area. The proposed Plan recommends the installation of two small pedestrian crossings over the engineered channel that is located immediately outside of the eastern boundary of the Plan Area, in order to improve connections from Dell Avenue to the Los Gatos Creek Trail. The construction of the pedestrian crossings would not be precluded by the HCP, but the pedestrian crossings would be subject to the SCVHP's permit process, mitigation requirements, and fee payment. The pedestrian crossings would also be subject to independent CEQA review to ensure their consistency with the SCVHP. Therefore, implementation of the proposed Plan would not conflict with the SCVHP.

Significance before Mitigation: Less than significant.

4.9.4 CUMULATIVE IMPACTS

LAND-4	**The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to land use and planning.**

This section analyzes potential impacts related to land use and planning that could occur from a combination of the proposed Plan with other past, present, and reasonably foreseeable projects in the Campbell city limit. Cumulative impacts would occur if development or infrastructure projects associated with the proposed Plan, together with other cumulative projects, would physically divide an existing community or conflict with applicable land use plans, policies, or regulations or with an adopted conservation plan.

As discussed above the proposed Plan would not conflict with any applicable land use plans, policies, or regulations, as amended for consistency with the proposed Plan. In addition, the proposed Plan would not physically divide an existing community, nor would the proposed Plan conflict with an adopted conservation plan. No other cumulative projects are located in the immediate Plan Area vicinity that would, in combination with the proposed Plan, divide a surrounding neighborhood or create a policy conflict. Therefore, the proposed Plan would not contribute to a cumulative land use and planning impact, so the impact would be less than significant.

Significance Before Mitigation: Less than significant.

4.9.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant project-specific or cumulative impacts related to land use and planning, and therefore no mitigation measures are required.

4.10 NOISE

This section describes the regulatory framework and existing conditions related to noise sources and the overall noise environment in the vicinity of the proposed Dell Avenue Area Plan (proposed Plan), and evaluates the potential impacts that could occur as a result of implementation of the proposed Plan, as well as the potential impacts of the existing noise environment upon development allowed by the proposed Plan. The technical data and modeling used to for the analysis in this section are located in Appendix C, Technical Noise Data and Modeling.

4.10.1 ENVIRONMENTAL SETTING

4.10.1.1 OVERVIEW OF NOISE FUNDAMENTALS

Noise Descriptors

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perception of noise and the physical response to sound complicate the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness."

The following are brief definitions of terminology used in this section:

- **Sound.** A disturbance created by a vibrating object, which when transmitted by pressure waves through a medium such as air, is capable of being detected by a receiving mechanism, such as the human ear or a microphone.
- **Noise.** Sound that is loud, unpleasant, unexpected, or otherwise undesirable.
- **Decibel (dB).** A unit-less measure of sound on a logarithmic scale.
- **A-Weighted Decibel (dBA).** An overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear.
- **Equivalent Continuous Noise Level (L_{eq}).** The mean of the noise level, averaged over the measurement period.
- **Statistical Sound Level (L_n).** The sound level that is exceeded "n" percent of time during a given sample period. For example, the L_{50} level is the statistical indicator of the time-varying noise signal that is exceeded 50 percent of the time (during each sampling period), which means that half of the sampling time, the changing noise levels are above this value and half of the time they are below it. This is called the "median sound level." The L_{10} level, likewise, is the value that is exceeded 10 percent of the time (i.e., near the maximum sound level) and this is often known as the "intrusive sound level." The L_{90} is the sound level exceeded 90 percent of the time and is often considered the "effective background level" or "residual noise level."

- **Day-Night Sound Level (L_{dn} or DNL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.
- **Community Noise Equivalent Level (CNEL).** The energy-average of the A-weighted sound levels occurring during a 24-hour period, with 5 dB added to the levels occurring during the period from 7:00 p.m. to 10:00 p.m. and 10 dB added to the sound levels occurring during the period from 10:00 p.m. to 7:00 a.m.

For general community/environmental noise, CNEL and L_{dn} values rarely differ by more than 1 dB. As a matter of practice, L_{dn} and CNEL values are considered to be equivalent/interchangeable and are treated as such in this assessment.

Characteristics of Sound

Sound is a pressure wave transmitted through the air. It is described in terms of loudness or amplitude (measured in decibels), frequency or pitch (measured in Hertz [Hz] or cycles per second), and duration (measured in seconds or minutes). The standard unit of measurement of the loudness of sound is the decibel (dB). Changes of 1 to 3 dB are detectable under quiet, controlled conditions and changes of less than 1 dBA are usually indiscernible. A 3 dB change in noise levels is considered the minimum change that is detectable with human hearing in outside environments. A change of 5 dB is readily discernable to most people in an exterior environment whereas a 10 dBA change is perceived as a doubling (or halving) of the sound.

The human ear is not equally sensitive to all frequencies. Sound waves below 16 Hz are not heard at all and are "felt" more as a vibration. Similarly, while people with extremely sensitive hearing can hear sounds as high as 20,000 Hz, most people cannot hear above 15,000 Hz. In all cases, hearing acuity falls off rapidly above about 10,000 Hz and below about 200 Hz. Since the human ear is not equally sensitive to sound at all frequencies, a special frequency dependent rating scale is usually used to relate noise to human sensitivity. The dBA performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Measurement of Sound

Sound intensity is measured through the A-weighted measure to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies.

Unlike units of measures that are computed with arithmetic functions (such as adding or subtracting numbers) decibels are measured and processed on a logarithmic scale. This logarithmic scale is used to better account for the large variations in pressure amplitude (the nominal range of human hearing is 0 to 140 dBA, which represents a ratio in pressures of 100 trillion to one). All noise levels in this study are relative to the industry-standard pressure reference value of 20 micropascals. Because of the physical

characteristics of noise transmission and perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 4.10-1 presents the subjective effect of changes in sound pressure levels.

TABLE 4.10-1 CHANGE IN APPARENT LOUDNESS

± 3 dB	Threshold of human perceptibility
± 5 dB	Clearly noticeable change in noise level
± 10 dB	Half or twice as loud
± 20 dB	Much quieter or louder

Source: Bies and Hansen, 2009.

In practical application, an increase of 10 dB is 10 times more intense than 1 dB, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. Ambient sounds generally range from 30 dBA (very quiet) to 100 dBA (very loud). To help relate noise level values to common experience, Table 4.10-2 shows typical noise levels from noise sources.

Sound levels are generated from a source and their decibel level decreases exponentially as the distance from that source increases. This phenomenon is known as "spreading loss." For a single point source, such as stationary equipment or activity at a project site, sound levels decrease by approximately 6 dB for each doubling of distance from the source. If noise is produced by a line source, such as highway traffic, the sound decreases by 3 dB for each doubling of distance in a hardscape environment. Line source noise in a relatively flat environment with absorptive vegetation decreases by 4.5 dB for each doubling of distance.

Time variation in noise exposure is typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called L_{eq}), or alternately, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, as described above, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. These "L" values are typically used to demonstrate compliance for stationary noise sources with a city's noise ordinance, as discussed below. Other values typically noted during a noise survey are the L_{min} and L_{max}. These values represent the minimum and maximum noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law and the City of Campbell require that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL) or Day-Night Noise Level (L_{dn}). As described above, the CNEL descriptor requires that an artificial increment of 5 dBA be added to the actual noise level for the hours from 7:00 p.m. to 10:00 p.m. and 10 dBA for the hours from 10:00 p.m. to 7:00 a.m. The L_{dn} descriptor uses the same methodology except that there is no artificial increment added to the hours between 7:00 p.m. and 10:00 p.m. Both descriptors give roughly the same 24-hour level with the CNEL being only slightly more restrictive (i.e., higher).

TABLE 4.10-2 TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Flyover at 1,000 feet		
	100	
Gas Lawn Mower at 3 feet		
	90	
Diesel Truck at 50 feet, at 50 mph		Food Blender at 3 feet
	80	Garbage Disposal at 3 feet
Noisy Urban Area, Daytime		
	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Caltrans, 2009.

Psychological and Physiological Effects of Noise

Noise is defined as unwanted sound, and is known to have several adverse effects on people, including hearing loss, speech and sleep interference, physiological responses, and annoyance. Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, and thereby affecting blood pressure, functions of the heart and the nervous system. In

comparison, extended periods of noise exposure above 90 dBA could result in permanent hearing damage. Based on these known adverse effects of noise, the federal government, the State of California, and many local governments have established criteria to protect public health and safety and to prevent disruption of certain human activities from noise.

Vibration Fundamentals

Vibration is a trembling, quivering, or oscillating motion of the earth. Like noise, vibration is transmitted in waves, but in this case through the earth or solid objects. Unlike noise, vibration is typically of a frequency that is felt rather than heard.

Vibration can be either natural as in the form of earthquakes, volcanic eruptions, sea waves, landslides, or human-caused as from explosions, the action of heavy machinery, or heavy vehicles such as trains. Both natural and human-caused vibration may be continuous, such as from operating machinery, or transient, such as from an explosion. The way in which vibration is transmitted through the earth is called propagation. Propagation of earthborn vibrations is complicated and difficult to predict because of the endless variations in the soil through which waves travel. There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Raleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P waves are analogous to airborne sound waves. S waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P waves, the particle motion is transverse or "side-to-side and perpendicular to the direction of propagation."

As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

As with noise, vibration can be described by both its amplitude and frequency. Amplitude may be characterized in three ways: displacement, velocity, and acceleration. Particle displacement is a measure of the distance that a vibrated particle travels from its original position, and, for the purposes of soil displacement, is typically measured in inches or millimeters. Particle velocity is the rate of speed at which soil particles move in inches per second or millimeters per second. Particle acceleration is the rate of change in velocity with respect to time and is measured in inches per second or millimeters per second. Typically, particle velocity and/or acceleration are used to describe vibration. Table 4.10-3 presents the human reaction to various levels of peak particle velocity.

TABLE 4.10-3 HUMAN REACTION TO TYPICAL VIBRATION LEVELS

Vibration Level Peak Particle Velocity (in/sec)	Human Reaction	Effect on Buildings
0.006–0.019	Threshold of perception, possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of "architectural" (i.e., not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to "architectural" damage to normal houses with plastered walls and ceilings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, and would cause "architectural" damage and possibly minor structural damage

Sources: California Department of Transportation (Caltrans). 2004, June. *Transportation- and Construction-Induced Vibration Guidance Manual*. California Department of Transportation (Caltrans), Division of Environmental Analysis. 2002, February. *Transportation Related Earthborne Vibration (Caltrans Experiences)*. Technical Advisory, Vibration. TAV-02-01-R9601.

Vibrations also vary in frequency, which affects perception. Typical construction vibrations fall in the 10 to 30 Hz range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies; however, due to their suspension systems, buses often generate low frequencies around 3 Hz at high vehicle speeds. It is less common, but possible, to measure traffic frequencies above 30 Hz.

Noise- and Vibration-Sensitive Receptors

Certain land uses are particularly sensitive to noise and vibration. These uses include residences, schools, libraries, churches, nursing homes, hospitals, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. Commercial and industrial uses are generally not considered noise- and vibration-sensitive uses, unless noise and vibration would interfere with their normal operations and business activities.

4.10.1.2 REGULATORY FRAMEWORK

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. There are no federal noise or vibration standards applicable to activities or uses in the Plan Area; therefore, this analysis only addresses State and local standards.

State Regulations

State of California Code of Regulations, Title 24, Part 2

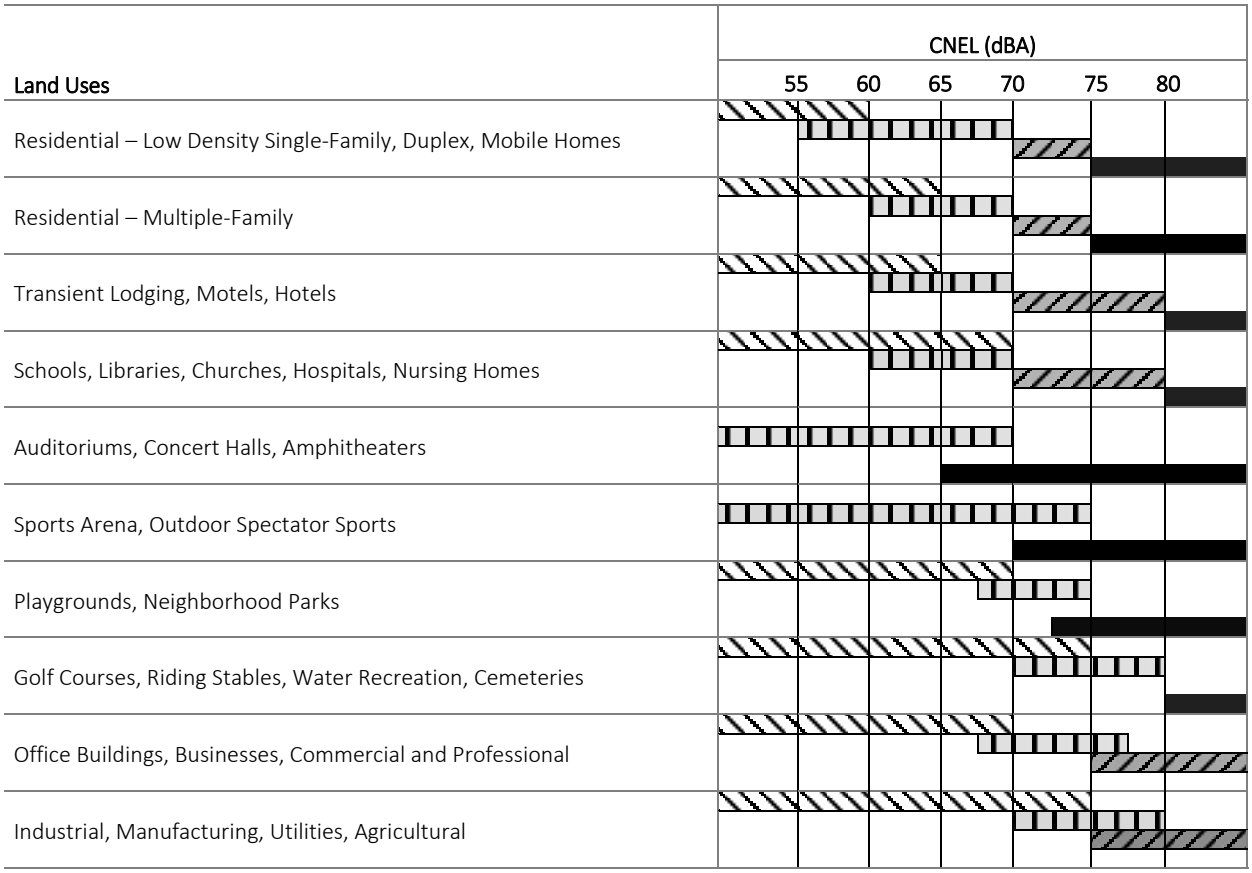
The State of California's noise insulation standards are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Part 2, California Building Code (CBC). These noise standards are applied to new construction in California for the purpose of interior noise compatibility from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are located near major transportation noise sources, and where such noise sources create an exterior noise level of 65 dBA CNEL or higher. Acoustical studies that accompany building plans must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

California Code of Regulations Title 21, Subchapter 6, (Airport Noise Standards) establishes 65 dBA CNEL as the acceptable level of aircraft noise for persons living in the vicinity of airports. Title 21 applies to airports that have been designated "noise problem airports," which includes the San Jose and San Francisco International Airports. Noise-sensitive land uses in locations where the aircraft exterior noise level exceeds 65 dBA CNEL are generally incompatible, unless (1) an aviation easement for aircraft noise has been acquired by the airport proprietor, or (2) the residence is a high-rise apartment or condominium that has an interior CNEL of 45 dBA or less in all habitable rooms despite aircraft noise and an air circulation or air conditioning system, as appropriate. Assembly Bill (AB) 2776 requires any person who intends to sell or lease residential properties within an airport influence area to disclose that fact to the person buying the property.

California Noise/Land Use Compatibility Matrix

The California Office of Noise Control has prepared a land use compatibility chart for community noise to provide urban planners with a tool to gauge the compatibility of land uses relative to existing and future ambient noise levels. This land use compatibility chart identifies 'normally acceptable', 'conditionally acceptable', and 'clearly unacceptable' noise levels for various land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements. Campbell has adopted its own compatibility standards; however, Campbell's standards do not cover the full range of land uses considered by the State Guidelines. Since the City of Campbell has adopted less comprehensive standards, the State Guidelines are included as Table 4.10-4 for reference.

TABLE 4.10-4 STATE OF CALIFORNIA LAND USE COMPATIBILITY GUIDELINES FOR COMMUNITY NOISE ENVIRONMENTS



Normally Acceptable:
Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Normally Unacceptable:
New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Conditionally Acceptable:
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Clearly Unacceptable:
New construction or development generally should not be undertaken.

Source: Governor's Office of Planning and Research, General Plan Guidelines 2003.

Local Regulations

2001 Campbell General Plan

The Conservation and Natural Resources Element of the 2001 Campbell General Plan 2025 sets forth land use compatibility guidelines for noise-sensitive residential land uses and outdoor activity areas. The land use noise compatibility standards adopted by the City are different from those in the State of California General Plan Guidelines, in that they are not presented as a table or chart, and apply only to residential development. These standards are reflected in the text of the General Plan's noise policies, and are also included in the City's Municipal Code. Relevant text from both the General Plan and the Municipal Code are included in Table 4.10-5. In addition, the Conservation and Natural Resources Element sets forth the following goals, policies, strategies, and actions to prevent the generation or reception of excessive noise.

Campbell Municipal Code

The provisions of the Campbell Municipal Code that would be most specifically relevant to the proposed Plan are reproduced below. The Municipal code contains additional provisions that are not applicable at the Plan level, but which could at times apply to specific future activities, operations, or permitting that could occur under implementation of the proposed Plan. These less directly relevant provisions are discussed in a generalized fashion below.

Some noise-related provisions of the Municipal Code pertain to definition of terms, measurement techniques, or other non- or quasi-regulatory issues. For brevity, only provisions considered actionable for adoption and implementation of the proposed Plan are included.

Section 21.16.070 Noise.

E. Residential noise standards.

1. Noise from stationary sources. New residential development shall conform to a stationary source noise exposure standard of sixty-five (65) dBA for exterior noise levels and forty-five (45) dBA for interior noise levels.

2. Traffic-related noise. New residential development shall conform to a traffic-related noise exposure standard of sixty (60) dBA CNEL for outdoor noise in noise-sensitive outdoor activity areas and forty-five (45) dBA CNEL for indoor noise. New development that does not and cannot be made to conform to this standard shall not be allowed.

TABLE 4.10-5 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO NOISE

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Cultural and Natural Resource Element	
Goal CNR-10	*Protect the community, especially sensitive noise receptors such as schools, hospitals, and senior facilities, from excessive noise.*
Policy CNR-10.1	Noise Reduction: Reduce noise levels at the source.
Strategy CNR-10.1a	Noise Ordinance: Adopt and strictly enforce a Noise Ordinance that establishes noise standards for various noise-sensitive land uses and for all Zoning Districts.
Strategy CNR-10.1b	Minimization of Noise Exposure and Generation: Encourage practices and technologies that minimize noise exposure and noise generation in new development and redevelopment.
Strategy CNR-10.1c	Noise and New Development: Evaluate the potential for noise pollution and ways to reduce noise impacts when reviewing development proposals. Noise from Stationary Sources: New residential development shall conform to a stationary source noise exposure standard of 65 dBA for exterior noise levels and 45 dBA for interior noise levels. Acoustical studies shall be required for all new noise-sensitive projects that may be affected by existing noise from stationary sources. Where existing stationary noise sources exceed the City's noise standards, mitigation measures shall be implemented to reduce noise exposure to or below the allowable levels of the Noise Ordinance. Traffic-Related Noise: New residential development shall conform to a traffic related noise exposure standard of 60 dBA CNEL for outdoor noise in noise-sensitive outdoor activity areas and 45 dBA CNEL for indoor noise. New development, which does not and cannot be made to conform to this standard shall not be permitted. Acoustical studies, describing how the exterior and interior noise standards will be met, shall be required for all new residential developments with a noise exposure greater than 60 dBA CNEL. The studies should also satisfy the requirements set forth in Title 24, part 2, of the California Administrative Code, Noise Insulation Standards, for multiple-family attached residential projects, hotels, motels, etc., regulated by Title 24. Table CNR-2: Traffic-Related Noise Conditions at General Plan Buildout should be used as the basis to initially identify areas with potential excessive noise exposure.
Strategy CNR-10.1d	Noise Mitigation Measures: Review and require noise mitigation measures for development projects, including setbacks between uses, earth berms, sound walls, landscaping and site design that shields noise-sensitive uses with non-sensitive structures such as parking lots, utility areas and garages, or orients buildings to shield outdoor spaces from noise sources.
Strategy CNR-10.1e	Construction Noise Mitigation: Require mitigation measures during construction, including limits on operating times of noise producing activities (including vehicles).
Strategy CNR-10.1f	Sound Walls: In cases where sound walls are used as mitigation, they should be encouraged to help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, pedestrian access (if appropriate) and landscaping.
Strategy CNR-10.1g	Expansion of Bay Area Airports: Participate in public forums regarding expansion of Bay Area Airports, including San Jose Airport and San Francisco International Airport, to ensure that future activities do not increase noise levels in Campbell.
Strategy CNR-10.1h	Helicopter Noise Reduction: Undertake measures to limit helicopter overflight noise in the City.
Strategy CNR-10.1i	Vehicle Noise Reduction: Employ roadway design, traffic signalization, reduced speed limits and other traffic management techniques to reduce noise caused by speed or acceleration of vehicles.
Strategy CNR-10.1j	Truck Traffic Limits: Limit commercial, industrial and construction truck traffic in residential areas.
Strategy CNR-10.1k	Vasona Light Rail: Work with VTA to identify potential noise impacts resulting from the planned Vasona Light Rail and develop adequate mitigation measures to reduce significant adverse impacts on residents and businesses.

TABLE 4.10-5 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO NOISE

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Policy HS-6.2	Noise and Safety Impacts: Protect Campbell residents from noise and safety impacts associated with airport overflights. Campbell General Plan.
Strategy HS-6.2a	Protection from Noise and Safety Impacts: Work with the Federal Aviation Administration, San Jose International Airport, San Francisco International Airport, adjoining communities and other applicable organizations to protect Campbell residents from noise and safety impacts associated with airport overflights.

F. Acoustical studies required.

1. Acoustical studies. Acoustical studies are required for all new noise-sensitive projects that may be affected by existing noise from stationary sources, including all new residential developments with a noise exposure greater than 60 dBA CNEL. The studies shall also satisfy the requirements set forth in Title 24, Part 2, of the California Administrative Code, Noise Insulation Standards, for multiple-family attached residential projects, hotels, motels, etc., regulated by Title 24.

2. Mitigation measures. Where acoustical studies show that existing stationary noise sources exceed, or will exceed maximum allowable noise levels, mitigation shall be identified to reduce noise exposure to or below the allowable levels of this chapter. Mitigation measures may include increased setbacks between uses, earth berms, sound walls, landscaping, and site design that shields noise-sensitive uses with non-sensitive structures, (e.g., parking lots, utility areas and garages), or orientation of buildings to shield outdoor spaces from noise sources. In cases where sound walls are used as mitigation, they should be encouraged to help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, pedestrian access (if appropriate) and landscaping.

G. Exemptions. Sound or noise emanating from the following sources and activities are exempt from the provisions of this chapter:

1. Municipal Code provisions. The provisions of this chapter shall not apply where noise standards are specified elsewhere in the Municipal Code.

2. City parks. The provisions of this chapter shall not apply to city-sanctioned recreational activities/programs conducted in public parks.

3. Safety, warning, and alarm devices. Safety, warning, and alarm devices, including house and car alarms, and other warning devices that are designed to protect the health, safety, and welfare, provided the devices are not negligently maintained or operated.

4. Schools. The normal operation of public and private schools typically consisting of classes, daytime recreation, and other school-sponsored activities.

5. Emergencies. Emergencies involving the execution of the duties of duly authorized governmental personnel and others providing emergency response to the general public, including sworn peace officers, emergency personnel, utility personnel, and the operation of emergency response vehicles and equipment. Also included is work by private or public utilities when restoring utility services.

6. Private construction. Private construction (e.g., construction, alteration or repair activities) between the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday, and between the hours of 9:00 a.m. and 4:00 p.m. Saturday, in compliance with Section 18.04.052 of the Municipal Code. The community development director may impose further limitations on the hours and day of construction or other measures to mitigate significant noise impacts on sensitive uses.

7. Powered equipment. Powered equipment shall be limited to the hours of 8:00 a.m. and 7:00 p.m. Monday through Friday, and between the hours of 9:00 a.m. and 6:00 p.m. Saturday, Sunday and nationally recognized holidays.

8. City projects and activities. Noise from construction of public works projects and maintenance activities, or city-sponsored events, may be exempted from the provisions of the noise ordinance by the city manager or his designee should the public benefit of alternative work hours and or noise levels require such modification.

H. Violations/penalties. The violation of any provision contained in this chapter is declared to be a misdemeanor and shall be punishable as prescribed in Chapter 21.70 (Enforcement).

Section 21.16.090 Vibration.

Uses, activities, and processes shall not generate ground vibration that is perceptible without instruments by the average person at any point along or beyond the property line of the parcel containing the activities. Vibrations from temporary construction, demolition, and vehicles that enter and leave the subject parcel (e.g., construction equipment, trains, trucks, etc.) shall be exempt.

Section 18.04.052 Hours of construction—Time and noise limitations.

Construction activity shall be limited to the hours of 8:00 a.m. and 5:00 p.m. daily, Monday through Friday. Saturday hours of construction shall be 9:00 a.m. and 4:00 p.m. There shall be no construction activity on Sundays or National Holidays.

No loud environmentally disruptive noise over fifty dbs [sic], such as air compressors without mufflers, continuously running motors or generators, loud playing musical instruments or radios will be allowed

during the authorized hours of construction, Monday through Saturday, where such noise may be a nuisance to adjacent residential neighbors. Such nuisances shall be discontinued.[1]

Exception.

(a) Construction activity is permitted for homeowner permits, when the work is being performed by only the owner of the property, provided no construction activity or loud noises are conducted prior to 6:00 a.m. or after 7:00 p.m., Monday through Saturday, and prior to 8:00 a.m. or after 6:00 p.m. on Sundays or National Holidays.

(b) Where emergency conditions exist, as determined by the building official, construction activity or construction noise may be permitted at any hour or day of the week. Such emergencies shall be completed as rapidly as possible to prevent any disruption to the residential neighborhood.

(c) When the building official determines that construction activity and/or construction noises will not be detrimental to the adjacent neighbors, an exception to the time of work activity may be granted to the general contractor who shall be responsible for controlling the site for loud disruptive noises as described above. Hours of operation shall be determined by the building official on a case-by-case basis.

(d) If the building official determines that construction activity and/or construction noises, as described herein above, are unreasonably interfering in the reasonable use and enjoyment of adjacent properties, the building official shall notify the general contractor in writing that the exception has been voided and canceled and the construction time and noise conditions as described in Section 18.04.052 shall apply immediately and the general contractor shall be subject to the penalty(ies) as provided for in this code.

(1) Construction activity, under contracts awarded by the city (or redevelopment agency) for public improvements, shall be allowed during the working hours specified by the city engineer, as described in the construction project contract documents. Such working hours shall be designed to prevent unnecessary hazard or inconvenience to members of the public. In establishing such working hours, the city engineer may consider:

(A) The impact of the work on vehicular and pedestrian traffic;

(B) The proximity of the work to residential neighborhoods, schools, hospitals and libraries; and

(C) Other factors relating to the public safety, health and welfare.

(2) Deviation from the working hours specified in the contract documents shall be deemed a violation of a mandatory provision of the code.

[1] Per discussions with City staff, the "spirit" of this portion of the code is intended to prevent—to the greatest extent possible—the use of unusual equipment, loud stereos, or equipment that is not appropriately muffled.

Other Municipal Code Provisions

The Campbell Municipal Code contains additional provisions related to noise that are either very generalized or which pertain to highly specific activities that are not directly connected to proposed Plan adoption and implementation. The following are brief descriptions of these less applicable Municipal Code Provisions:

- Regulation of noise from Wireless Telecommunications Facilities, including noise from routine and emergency operation of associated equipment and/or generators.
- Restriction of noise from large family child care facilities, including limitations on noise level and the times at which elevated levels of noise may occur.
- Establishment of performance standards for adult-oriented businesses.
- Definition of Park Quiet Zones.
- Zoning-related prohibition of excessive noise or vibration that could create a nuisance or hazard, and establishment of procedures for determining adherence or potential exceptions to noise standards.
- Prohibitions of excessive or otherwise disturbing noise from animals.
- Prohibition of unreasonable or disturbing noises in parks.

4.10.1.3 EXISTING CONDITIONS

The EIR for the 2001 Campbell General Plan comprehensively discusses the main noise sources in the city: nearby freeways, as well as major arterial and collector roadways, commercial and industrial operations, and, to a lesser extent, noise from railway and aircraft activity. These main noise sources will also be predominant in the Plan Area; therefore, use of the 2001 General Plan EIR information will be consistent with a Plan-level noise environment analysis.

Sensitive Receptors

As discussed above in Section 4.10.1.1, sensitive receptors include residences, schools, hospital facilities, places of worship, and certain open space/recreation areas where quiet environments are necessary for the enjoyment, public health, and safety of the community. Sensitive receptors in the Plan Area and its vicinity include single- and multi-family residential, as well as institutional uses, such as daycare centers.

Noise Sources

On-Road Vehicles

On-road vehicles represent the most significant and constant source of noise in the Plan Area. Highway 17 runs parallel to the eastern boundary of the Plan Area, with the San Tomas Expressway and Highway 85

running, respectively, to the north and south of the Plan Area. Winchester Boulevard is a major north-south arterial that runs through the Plan Area. Although it is not as significant a thoroughfare, Dell Avenue is another north-south roadway that provides primary access to the Plan Area. Additional roadways traversing the Plan Area in a general east-west direction include Knowles Drive and Hacienda Avenue. The majority of traffic and resultant noise are associated with traffic flows on Winchester Boulevard, Highway 17, and to a lesser extent, the San Tomas Expressway and Highway 85. Although the preceding roadways comprise the most notable sources of on-road vehicle noise in the Plan Area, traffic on other minor roadways also contributes to the noise environment of the Plan Area to a lesser degree.

Data and figures included in the EIR for the 2001 General Plan indicate that noise levels associated with vehicular traffic along surface streets are typically in the range 65 to 75 dBA L_{eq} during the daytime, when measured at distances within 50 feet of the outermost lane. Nighttime noise levels would tend to be lower, due to reduced traffic volumes. These ranges of sound levels are within 50 feet of the roadway and would be experienced by first-row receptors. Second-row and more distant receptors would be expected to experience levels from 10 to 20 dBA below the noise levels experienced adjacent to the roadway, due to the combination of distance attenuation and barrier shielding from intervening structures.[2]

Traffic noise from vehicles on Highway 17 at the nearest noise measurement location, at a distance of approximately 1,150 feet from the center of the freeway, resulted in a 15-minute L_{eq} of 52.7 dBA. The Plan Area is separated from Highway 17 by numerous stormwater retention ponds, which provide between 1,100 and 1,500 feet of buffer distance. Intervening structures separate the Plan Area from Highway 85 with a buffer of about 1,350 feet, and from the San Tomas Expressway with a buffer of about 1,750 feet. Some portions of nearby Highway 85 have sound walls that serve to reduce noise immediately adjacent to the freeway. However, these soundwalls would have a minimal impact on noise perceived in the Plan Area, given the distance from the freeway. The noise monitoring location nearest Winchester Boulevard experienced a 24-hour noise level of 68.1 CNEL.

At more distant receptor locations within the Plan Area, freeway noise would be most noticeable during the early morning hours, particularly when the wind is blowing toward the receptors from the freeway or during strong temperature inversions (normally during the winter). At such times, the freeway noise can be characterized as a "low roar." Conversely, at locations near heavily traveled local streets, the freeway is not a significant contributor to the noise environment, since the local traffic noise dominates.

For many locations adjacent to freeways or major surface streets, the existing ambient noise level is above 60 dBA CNEL, which is the outdoor noise standard for residential land uses exposed to traffic noise in Campbell.

[2] First-row receptors are those that immediately face a noise source, without any substantial intervening structures; second-row receptors have one "row" of structures between them and the noise source, and so forth. Although receptors are not usually arranged in perfect rows, this is a simple means of describing the general number of intervening structures.

Railways

The Plan Area includes one, seldom-used Union Pacific rail line, which now exclusively serves the Hanson Permanente quarry and cement plant near Campbell.[3] As described in the EIR for the 2001 General Plan, this railway presently operates at very low frequencies, with approximately three train trips in each direction per week, usually during the daytime or early evening. Therefore, this railway contributes only very minimally to the community noise environment of the Plan Area.

Stationary-Source Noise

Stationary sources of noise may occur in association with all types of land uses, but stationary source noise that is sufficiently loud or constant so as to result in a significant impact under California Environmental Quality Act (CEQA) is usually only associated with industrial, or in some limited cases, certain commercial land uses. Currently, the Plan Area is mostly developed with commercial, light industrial, and office park uses. Commercial uses can generate noise from HVAC systems, loading docks, trash compactors, and other sources. Noise generated by commercial uses is generally short and intermittent. Industrial uses may generate noise from HVAC systems, loading docks, and machinery required for manufacturing or other industrial processes. Industrial uses may generate noise on a more continual basis, or intermittently, depending on the processes and types of machinery involved.

Service and industrial land uses, mostly light industrial, are located throughout the Plan Area, but are most-heavily concentrated to the east of Winchester Boulevard. Examples of such uses in the Plan Area include printing facilities, roofing contractors, construction firms, kitchen rental businesses, and auto body shops. The Plan Area also includes numerous technology firms, as well as dance and yoga studios, a café, and a USPS facility. All of these uses could contribute to noise from HVAC and other mechanical systems.

Airports and Heliports

The nearest public use airport is Norman Y. Mineta San Jose International Airport; approximately 5.7 miles to the northeast in the City of San Jose. The nearest private use airport is Reid-Hillview Airport of Santa Clara County, which is located approximately 8.5 miles to the east-northeast of the Plan Area. At these distances, aircraft would not contribute substantially to the noise environment of the Plan Area. Santa Clara Valley Medical Center operates a private heliport approximately 3.1 miles to the northeast of the Plan Area. However, helicopter takeoffs and landings from this site would be sporadic and would not occur in close enough proximity to the Plan Area to result in a substantial impact on its noise environment.

[3] The EIR for the 2001 Campbell General Plan indicates that trains for other industrial operations will on rare occasion use this rail line; however, other more recent planning documents indicate that such use of the rail line has either ceased or would be unlikely to occur within the Plan Area. Specifically, the General Plan for the City of Campbell, which shares this railway, indicates that the only rail trips through that city are those related to the quarry. There are presently no other industrial uses between the Plan Area and the Quarry that could contribute to traffic along this portion of the railway.

Noise Measurements

Noise measurements were taken in the Plan Area and its vicinity from August 18 through 19, 2014, together providing well-distributed geographical coverage of the Plan Area. This document uses two long-term and six short-term noise monitoring locations within the Plan Area, and two short-term monitoring locations just outside the Plan Area. Measurements were taken using the Larson Davis Model 820 noise monitor. The precise locations of the noise level measurements are shown in Figure 4.10-1, and Table 4.10-6 summarizes the noise monitoring results.

TABLE 4.10-6 SUMMARY OF NOISE MONITORING RESULTS

Monitoring Location	Start Date/Time	Duration	L_{eq}/CNEL
Short-Term Location 1	1:31 p.m. 8/18/2014	15 minutes	53.3 dBA $L_{eq\text{-}15min}$
Short-Term Location 2	2:01 p.m. 8/18/2014	15 minutes	60.8 dBA $L_{eq\text{-}15min}$
Short-Term Location 3	2:37 p.m. 8/18/2014	15 minutes	52.7 dBA $L_{eq\text{-}15min}$
Short-Term Location 4	2:58 p.m. 8/18/2014	15 minutes	60.0 dBA $L_{eq\text{-}15min}$
Short-Term Location 5	3:17 p.m. 8/18/2014	15 minutes	61.9 dBA $L_{eq\text{-}15min}$
Short-Term Location 6	4:09 p.m. 8/19/2014	15 minutes	50.5 dBA $L_{eq\text{-}15min}$
Short-Term Location 7	3:22 p.m. 8/19/2014	15 minutes	67.1 dBA $L_{eq\text{-}15min}$
Short-Term Location 8	3:45 p.m. 8/19/2014	15 minutes	53.7 dBA $L_{eq\text{-}15min}$
Long-Term Location 1	8/18/2014 (13:13) – 8/19/2014 (13:30)	24 hours	68.1 dBA CNEL
Long-Term Location 2	8/18/2014 (16:17)– 8/19/2014 (17:07)	24 hours	62.5 dBA CNEL

Short-Term Location 1

Short-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 mechanical equipment associated with nearby office and light industrial uses, as well as passing cars along Vandell Way. Existing land uses in the vicinity of this location include primarily light industrial and office park. This location was along Vandell Way, halfway between Winchester Boulevard and Dell Avenue, approximately 280 feet northwest of the intersection of Vandell Way and Dell Avenue. This location was approximately 2,000 feet northwest of Highway 17, 3,100 feet north of Highway 85, 3,300 feet southwest of the San Tomas Expressway, and approximately 600 feet southeast of Winchester Boulevard and the Union Pacific tracks. 15 minutes of noise measurements were acquired, beginning at 1:28 p.m. on Monday August 18, 2014.

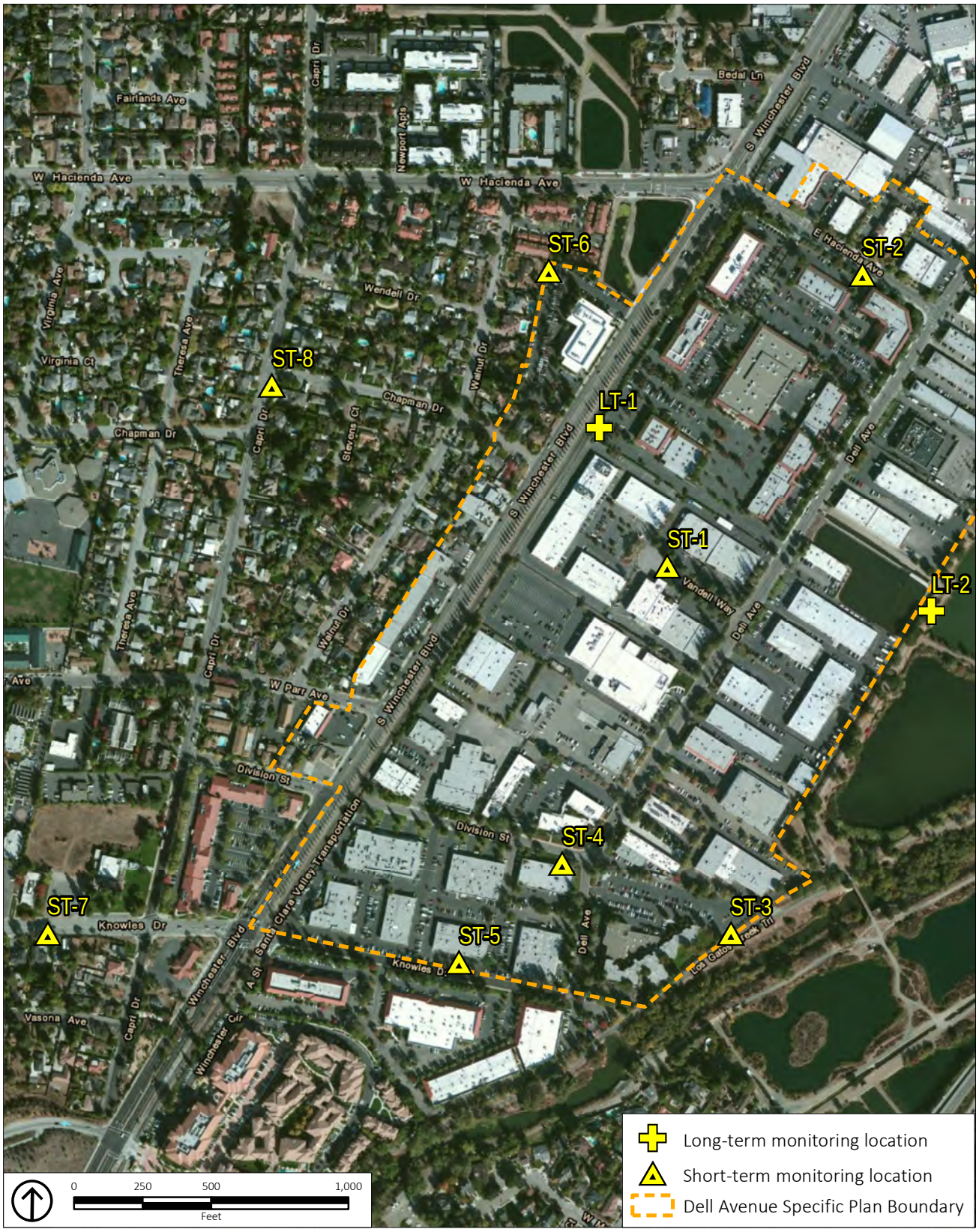


Figure 4.10-1
Noise Monitoring Locations

During the measurement period, winds were from the northeast at approximately 5 miles per hour (mph), and the air temperature was 79 degrees Fahrenheit (°F).

The noise environment of short-term Location 1 was a characterized by a mix of noise sources, including mechanical equipment associated with nearby uses, distant traffic noise along Dell Avenue, passing cars along Vandell Way, and sounds of birds. The 15-minute equivalent noise level at this location (L_{eq}) was 53.3 dBA.

Short-Term Location 2

Short-term noise monitoring Location 2 represents the noise environment in the vicinity of potential redevelopment sites in the northern portion of the Plan Area, and captured noise generated primarily by passing cars along East Hacienda Avenue and Dell Avenue. Existing land uses in the vicinity of this location include primarily light industrial and office park. This location was along East Hacienda Ave, approximately 210 feet northwest of its intersection with Dell Avenue. This location was 1,750 feet northwest of Highway 17, 0.8 miles northeast of Highway 85, 2,000 feet southwest of the San Tomas Expressway, and approximately 650 feet east of Winchester Boulevard and the Union Pacific line. Fifteen minutes of noise measurements were acquired, beginning at 1:55 p.m. on Monday August 18, 2014. During the measurement period, winds were from the northeast at approximately 7 mph, and the air temperature was 82°F.

The noise environment of short-term Location 2 was a characterized primarily by passing cars and trucks along East Hacienda Avenue, as well as more distant traffic noise along Dell Avenue. One train passage was noted, with the train consisting of two freight engines and not freight cars. Train noise included the sound of the engines, several horn honks, and the sound of the crossing gates. The 15-minute equivalent noise level at this location (L_{eq}) was 60.8 dBA.

Short-Term Location 3

Short-term noise monitoring Location 3 represents the noise environment in the vicinity of potential redevelopment sites in the southeastern portion of the Plan Area, and captured noise generated by distant traffic along Highway 17, nearby use of power tools, as well as cars using parking areas associated with adjacent light industrial and office uses. Existing land uses in the vicinity of this location include primarily light industrial and office park, with adjacent open space areas just to the east. This location was along the Los Gatos Creek trail, approximately 550 feet southeast of the intersection of Dell Avenue and Division Street. This location was 1,150 feet northwest of Highway 17, approximately 2,000 feet northeast of Highway 85, and approximately 1,425 feet southeast of Winchester Boulevard and the Union Pacific line. Fifteen minutes of noise measurements were acquired, beginning at 2:28 p.m. on Monday August 18, 2014. During the measurement period, winds were from the north at approximately 5 mph, and the air temperature was 79°F.

The noise environment of short-term Location 3 was a characterized by a mix of noise sources, including distant traffic noise along Highway 17, cars using the adjacent parking areas, and sound of activity at adjacent uses, including truck door slams and, less frequently, power tools. A few overflights by large aircraft were also noted. The 15-minute equivalent noise level at this location (L_{eq}) was 52.7 dBA.

Short-Term Location 4

Short-term noise monitoring Location 4 represents the noise environment in the vicinity of potential redevelopment sites in the southern portion of the Plan Area, and captured noise generated by traffic along Dell Avenue and Division Street. Existing land uses in the vicinity of this location include primarily light industrial and office park, with nearby open space areas approximately 600 feet to the southeast. This location was along the south side of Division Street, approximately 65 feet west of the intersection of Dell Avenue and Division Street. This location was one-third mile northwest of Highway 17, 2,000 feet northwest of Highway 85, and approximately 850 feet southeast of Winchester Boulevard and the Union Pacific line. Fifteen minutes of noise measurements were acquired, beginning at 2:48 p.m. on Monday August 18, 2014. During the measurement period, winds were light and variable, and the air temperature was 82°F.

The noise environment of short-term Location 4 was a characterized primarily by passing traffic along Division Street and Dell Avenue. More distant traffic along Winchester Boulevard and Highway 17 could also be discerned at times. The 15-minute equivalent noise level at this location (L_{eq}) was 60.0 dBA.

Short-Term Location 5

Short-term noise monitoring Location 5 represents the noise environment in the vicinity of potential redevelopment sites on the southern boundary of the Plan Area, and captured noise generated by traffic along Knowles Drive, as well as by HVAC equipment associated with adjacent office/light industrial uses. Existing land uses in the vicinity of this location include primarily light industrial and office park, with some uses having customer-serving storefronts. This location was along the north side of Knowles Drive 24 feet from the centerline of the roadway, and approximately 400 feet west-northwest of the intersection with Dell Avenue. This location was approximately 1,900 feet northwest of Highway 17, 1,475 feet northeast of Highway 85, and 750 feet east of Winchester Boulevard and the Union Pacific line. Fifteen minutes of noise measurements were acquired, beginning at 3:11 p.m. on Monday August 18, 2014. During the measurement period, winds were from the northwest at 5 mph with gusts to 8 mph, and the air temperature was 78°F.

The noise environment of short-term Location 5 was a characterized primarily by passing traffic along Knowles Drive, as well as by noise from nearby HVAC equipment associated with nearby uses. Traffic and transit vehicles along Winchester Boulevard could also occasionally be discerned. One distant overflight by a large aircraft was noted. The 15-minute equivalent noise level at this location (L_{eq}) was 61.9 dBA.

Short-Term Location 6

Short-term noise monitoring Location 6 represents the noise environment at the rear property lines of residential uses at the western boundary of the Plan Area, and captured noise generated by traffic along Winchester Boulevard, as well as by HVAC equipment associated with adjacent office and residential uses. Existing land uses in the vicinity of this location include single- and multi-family residential, and commercial office with surrounding parking. This location was at the boundary between commercial and residential uses at the rear of 3175 Winchester Boulevard, approximately 680 feet southwest of the intersection of Winchester Boulevard and Hacienda Avenue. This location was approximately 2,900 feet northwest of Highway 17, 4,000 feet northeast of Highway 85, 0.5 miles south of the San Tomas Expressway, and approximately 400 feet northwest of Winchester Boulevard and the Union Pacific line. Fifteen minutes of noise measurements were acquired, beginning at 4:07 p.m. on Monday August 18, 2014. During the measurement period, winds were light from the west, and the air temperature was 82°F.

The noise environment of short-term Location 5 was a characterized primarily by traffic along Winchester Boulevard, the sound of children at play at adjacent residences, as well as by noise from nearby HVAC equipment associated with nearby uses. One overflight by a small aircraft was noted. The 15-minute equivalent noise level at this location (L_{eq}) was 50.5 dBA.

Short-Term Location 7

Short-term noise monitoring Location 7 is representative of noise generated by major roadways and received by adjacent residential uses in the vicinity of the Plan Area, but within the town of Los Gatos. Existing land uses in the vicinity of the location were single-family residential, low-intensity commercial and medical offices. This location was in front of 388 Knowles Drive, approximately 38 feet from centerline of the roadway, and 700 feet from the centerline of Winchester Boulevard. The location was also approximately 1,000 feet to the north-northeast of the centerline of Highway 85, and 0.6 miles to the west of Highway 17. Beginning at 3:21 p.m. on Tuesday, August 19, 2014, 15 minutes of noise measurements were acquired. During measurements, winds were from the west at 7 mph, and the air temperature was 81°F.

The noise environment of short-term Location 7 was characterized primarily by the sound of traffic along Knowles Drive, with noise from traffic along Winchester Boulevard and Highway 85 discernible at times. No aircraft overflights were noted during noise measurements. The 15-minute equivalent noise level (L_{eq}) at this location was 67.1 dBA.

Short-Term Location 8

Short-term noise monitoring Location 8 represents the noise environment in the residential neighborhoods to the west of the Plan Area, and captured noise generated by distant traffic along Winchester Drive and Highway 85, as well as by passing vehicles along Capri Drive and Chapman Drive. Existing land uses in the vicinity of this location include single-family residential, with retail and light industrial further to the east. This location was along the east side of Capri Drive, approximately 50 feet south of its intersection with

Chapman Drive and 25 feet from the centerline of the roadway. This location was approximately 1,000 feet west of Winchester Boulevard and the Union Pacific line, 750 feet south of W Hacienda Avenue, 3,600 feet northwest of Highway 17, 3,150 feet north of Highway 85, and approximately 3,500 feet southwest of the San Tomas Expressway. 15 minutes of noise measurements were acquired, beginning at 3:44 p.m. on Monday August 18, 2014. During the measurement period, winds were from the west at 5 mph with gusts to 8 mph, and the air temperature was 81°F.

The noise environment of short-term Location 8 was a characterized primarily by distant traffic along Winchester Boulevard and Highway 17, as well as passing vehicles along Capris Drive and Chapman Drive. During a substantial portion of measurements, rustling leave, residential HVAC systems, and sounds from birds were the dominant sources of noise. One overflight by a small aircraft was noted. The 15-minute equivalent noise level at this location (L_{eq}) was 53.7 dBA.

Long-Term Location 1

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. The 24-hour CNEL at this location was 68.1 dBA. The highest and lowest hourly L_{eq} levels observed at this location were, respectively, 69.6 dBA during the period of 8:00 a.m. to 9:00 a.m., and 53.2 dBA during the 1:00 a.m. to 2:00 a.m. hour. A time history chart of the hourly data for long-term Location 1 is included in Appendix C.

Long-Term Location 2

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. The 24-hour CNEL at this location was 62.4 dBA. The highest and lowest hourly L_{eq} levels observed at this location were, respectively, 61.9 dBA during the period of 10:00 a.m. to 11:00 a.m., and 48.1 dBA during the 2:00 a.m. to 3:00 a.m. hour. A time history chart of the hourly data for long-term Location 2 is included in Appendix C.

4.10.2 STANDARDS OF SIGNIFICANCE

The proposed Plan would result in a significant noise impact if it would:

1. Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
2. Expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.
3. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
4. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
5. For projects within an area covered by an airport land use plan or within 2 miles of a public airport or public use airport when such an airport land use plan has not been adopted, or within the vicinity of a private airstrip, expose people residing or working in the project area to excessive aircraft noise levels.
6. For a project within the vicinity of a private airstrip, expose people residing or working in the project area to excessive noise levels.

4.10.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to noise.

NOI-1	**Implementation of the proposed Plan would not result in the exposure of persons to or generation of noise levels in excess of standards established in the General Plan or Municipal Code, or applicable standards of other agencies.**

Implementation of the proposed Plan would have a significant impact if it would expose new or existing sensitive receptors to incompatible levels of noise from either operations or increased traffic resulting from implementation of the proposed Plan.

Code of Regulations Title 24, California Building Code

Since the proposed Plan includes land uses that could result in the development of residential units, the indoor living spaces of future developments under the proposed Plan would be required to comply with the interior noise standards of Title 24 of the California Building Code. Based on the noise contours presented in the Campbell 2001 General Plan, as well as the short- and long-term measurements taken in the Plan Area, much of the Plan Area falls within areas that are potentially subject to ambient noise levels in excess of 60 dBA. Therefore, all applicants for future residential developments under the proposed Plan must submit a report with their building plans demonstrating how noise control measures incorporated into the design of the project would meet the 45 dBA interior noise limit for any habitable room for new residential buildings due to exterior noise. Compliance with Title 24 will therefore be addressed at the project level.

Campbell 2001 General Plan

The following discussion addresses how the proposed Plan would comply with each of the General Plan Goals, Policies, and Strategies discussed in Section 4.10.1.2, Regulatory Framework, above.

Implementation of the proposed Plan would comply with the following pertinent policies and actions of the General Plan 2025 in regard to the preventing the generation of or exposure to excess noise, as discussed further below.

- Goal CNR-10: The proposed Plan, through adherence to the specific policies and strategies subsequent to Goal CNR-10, would serve to protect the Campbell community from excessive noise.
- Policy CNR-10.1: Through adherence to specific strategies subject to Policy CNR-10.1, as well as through future individual project design and review, the proposed Plan would serve to ensure that noise levels are reduced at the source.
- Strategy CNR-10.1a: All future projects under the proposed Plan would comply with noise-related provisions of the Campbell Municipal Code, and the proposed Plan would therefore be consistent with this General Plan strategy.
- Strategy CNR-10.1b: All future projects under the proposed Plan would incorporate practices and technologies to reduce the generation or reception of noise, consistent with State and local regulations and policies. By incorporating such practices and technologies, as needed, the proposed Plan would be consistent with this General Plan strategy.
- Strategy CNR-10.1b: Future development under the proposed Plan would be evaluated for compliance with applicable City and State noise standards. If needed, future developments would either incorporate

strategies to meet those standards, or in limited cases, would be subject to findings indicating why compliance is not feasible. Compliance with these requirements would include ensuring that habitable areas in new residential developments do not experience interior noise levels in excess of 45 dBA CNEL, and that outdoor recreation areas of new residential developments do not experience noise levels in excess of 65 dBA CNEL from stationary sources or 60 dBA CNEL from traffic sources.

As individual projects are proposed, they would be required to either demonstrate that the ambient noise levels are acceptable for the given land use, or that the project would incorporate specific building design, insulation, or other noise attenuating techniques to ensure that interior and exterior living areas meet applicable standards. Additionally, during the design and project review phases of individual developments, project applicants would be required to demonstrate compliance with these standards; potential approaches to address noise issues related to these policies and actions include site design, shielding for stationary equipment, sound-rated windows and insulation, and berms or other landscape features.

Interior noise levels within buildings of standard residential construction are approximately 15 dBA lower than exterior noise levels with the windows partially open for ventilation. With the windows closed, standard residential construction typically provides 20 to 25 decibels of exterior to interior noise reduction. Where exterior noise levels range from 60 to 65 dBA CNEL, the interior noise level can typically be maintained below City standards (45 dBA CNEL), assuming standard construction methods, and the incorporation of forced air mechanical ventilation systems in residential units. These systems allow the occupant the option of controlling noise by closing the windows. In noise environments where exterior levels exceed 65 dBA CNEL exterior-to-interior noise reduction features, such as sound-rated building elements (e.g., wall systems, windows, and doors), are required to maintain interior noise levels at or below 45 dBA CNEL. Future projects proposed under the proposed Plan would be required to demonstrate compliance with this strategy and Strategy CNR-10.1d. This would ensure that future development meets the City's exterior and interior noise standards, and would not expose residents to excessive noise levels.

The proposed Plan would potentially locate new residential uses along Winchester Boulevard, which currently experiences ambient noise levels from traffic in excess of 60 dBA. Under policy CNR-10.1 and strategies CNR-10.1a through CNR-10.1c, new residential uses along this corridor would be required to demonstrate that outdoor areas hosting noise-sensitive activities would not be exposed to these excessive noise levels. As discussed above, second-row receptors (i.e., those located behind a first row of structures) typically experience a 10 to 20 dBA reduction in noise levels from first row structures. Long-term noise measurement site LT-1 was located in close proximity to Winchester Boulevard and the Union Pacific rail line. Twenty-four-hour ambient noise levels at this location were 68.1 dBA CNEL. No intervening structures were present between Winchester Boulevard and this noise measurement location; therefore, anticipated noise levels behind a first row of buildings along Winchester Boulevard would range from 48.1 to 58.1 dBA CNEL. Thus, by locating outdoor areas subject to noise-sensitive activities at the rear of proposed structures, the 60 dBA standard could likely

be achieved in many cases. For residential units located above ground-floor retail/commercial uses, noise attenuation is much less pronounced than for the second-row receptors described above. Specifically, at building heights of five stories or less, noise levels perceived by residential units over commercial would be generally similar to those experienced at the ground floor, with some modest decreases due to height. Thus, for this size building, it is typical to conservatively exclude any consideration of how height decreases reception of exterior noise.[4] As individual developments are proposed under the proposed Plan, each one would undergo project-level environmental review (including appropriate, site-specific considerations for both horizontal and vertical sound propagation characteristics) to confirm that selected approaches are sufficient to limit noise levels in noise-sensitive outdoor areas to 60 dBA CNEL.

- Strategy CNR-10.1d: Consistent with the discussion regarding Strategy CNR-10.1c, above, future development under the proposed Plan would be required to undergo review by the City and incorporate appropriate noise mitigations at the time of project approval. In light of this requirement, the Plan would comply with this strategy.
- Strategy CNR-10.1e: Construction of future development under implementation of the proposed Plan would, as necessary, be required to implement mitigation measures to prevent the generation of excessive noise, or to otherwise ensure that sensitive receptors do not experience excessive noise. Potential construction-related noise impacts and mitigation measures to reduce those impacts are discussed further under impact NOISE-4, below. The proposed Plan would therefore comply with this strategy.
- Strategy CNR-10.1f: The proposed Plan does not currently incorporate plans for soundwalls; however, in the event that soundwalls are proposed pursuant to implementation of the proposed Plan, those soundwalls would be planned and constructed in a manner that conforms to this policy.
- Strategy CNR-10.1g: Implementation of the proposed Plan would not impede or otherwise affect City participation in airport planning efforts; therefore, implementation of the proposed Plan would comply with this policy.
- Strategy CNR-10.1h: Implementation of the proposed Plan would not impede or otherwise affect City efforts to reduce noise from helicopters; therefore, implementation of the proposed Plan would comply with this policy.
- Strategy CNR-10.1i: As changes and improvements are made to roadways in the Plan Area, specific road projects would be evaluated for their compliance with applicable City policies and standards. New or modified roadways within the proposed Plan would be designed to maximize efficiency and public

[4] Above five the stories, the amount of decrease at each level would depend mostly upon the width and configuration of the adjacent roadway. For much taller buildings where the building height far exceeds the width of the adjacent roadway, the exact configuration and width of the roadway below is much less important for residents living on higher floors. However, these determinations would be highly dependent on local conditions, so it is not possible to make a general statement about the impact of being on an upper floor with regard to adherence to standards for the interior noise environment of potential new units.

benefit, while minimizing impacts. Given that roadways built or changed under the proposed Plan would conform with City policies, the proposed Plan would comply with this policy.

- Strategy CNR-10.1j: Implementation of the proposed Plan would not impede or otherwise affect City efforts to reduce noise from truck traffic in residential neighborhoods. Although implementation of the proposed Plan could impact the volume or routes of truck traffic, these changes are not anticipated to result in increased levels of truck traffic in residential neighborhoods. Rather, it is expected that truck traffic will continue to primarily use Dell Avenue, Winchester Boulevard, and adjacent freeways, consistent with existing traffic patterns. Therefore, implementation of the proposed Plan would comply with this policy.
- Strategy CNR-10.1k: Implementation of the proposed Plan would not impede or otherwise affect City participation in planning efforts for Vasona Light Rail, including those to develop mitigations to reduce noise impacts on residents and businesses; therefore, implementation of the proposed Plan would comply with this strategy.
- Policy HS-6.2: Implementation of the proposed Plan would not impede or otherwise affect City efforts to protect residents from noise impacts resulting from aircraft overflights; therefore, implementation of the proposed Plan would comply with this policy.
- Strategy HS-6.2a: See discussion regarding Policy HS-6.2, above.

Campbell Municipal Code

Overall, the numerical noise standards included in the Campbell Municipal Code match those incorporated into the policies of the Campbell 2001 General Plan. For residential uses, the Code regulates exterior and interior noise levels from stationary and traffic-related noise sources. Consistent with the policies of the General Plan, the Municipal Code limits residential interior noise levels to 45 dBA CNEL, and limits exterior noise levels in sensitive outdoor areas to 65 dBA CNEL from stationary sources and 60 dBA from traffic sources. Consistent with the discussion above, as individual projects come forward under implementation of the proposed Plan, they would be required to demonstrate conformance with these standards, either as a result of sufficiently quiet surroundings, or through the incorporation of specific design, construction, or other mitigation measures.

Future development of projects under implementation of the proposed Plan would be required to conform with applicable Municipal Code provisions relating to conducting acoustical studies and implementing appropriate mitigation measures. As individual projects are proposed under the proposed Plan, they would be required during review to comply with this and corresponding requirements for acoustical studies under the State's Title 24 energy efficiency standards. Projects would subsequently be required to incorporate those mitigation measures deemed by the acoustical study to be necessary to meet local and State requirements.

Currently, the Plan Area is mostly developed with industrial, commercial, and a minimal amount of residential land uses. In an urban setting like Campbell, as demonstrated in the results on the ambient noise level measurements, the major sources of noise are related to transportation, even in the presence of commercial and light-industrial uses. Commercial and industrial uses can generate noise from HVAC systems, loading docks, trash compactors, industrial equipment, and other sources. Noise generated by commercial uses is generally short and intermittent and would usually be overshadowed by traffic noise. Noise from industrial uses may in some cases be more continuous. Nevertheless, the proposed Plan does not propose to directly juxtapose noise-sensitive uses with land uses typically associated with generation of excessive noise. Under the land use component of the proposed Plan, most new uses would be "tech" offices, with little to no activity requiring significant industrial machinery. Uses relating to technology component manufacturing or technology product assembly at a small scale would be allowed only on a limited basis; and potential food and drink uses would be located on the easternmost side of the Plan Area, far from existing and proposed residential uses. The Campbell Municipal Code does not contain any quantitative noise standards or regulations related specifically to the generation or reception of industrial or commercial noise. Any issues relating to excessive industrial or commercial noise at sensitive receptors would therefore be governed by the interior/exterior noise standards discussed above, and reviewed at the project-level.

Most other noise-related provisions of the Municipal Code relate to specific, point sources of noise, such as barking dogs or loud gatherings. Noise from such sources would continue to be regulated on a complaint basis, subject to the jurisdiction of local law enforcement. Title 21 contains general directives for projects and uses to appropriately analyze and prevent excessive noise impacts, with compliance with these provisions taking place during project review, as individual projects are proposed. Any commercial or industrial developments proposed under implementation of the proposed Plan would be required to demonstrate during project review that they would not generate excessive levels of noise that could have deleterious impacts on the welfare of sensitive receptors. For additional discussion of potential noise impacts related to industrial and commercial operations, see impact NOISE-3.

With regard to vibration, the Campbell Municipal Code requires that "Uses, activities, and processes shall not generate ground vibration that is perceptible without instruments by the average person at any point along or beyond the property line of the parcel containing the activities." However, the Code also exempts construction activities from this provision. In general, only industrial land uses, typically heavy industrial, are associated with operations-related generation of excessive vibration. Given that the Plan Area currently features a mix of commercial, light industrial, and residential, and would continue to allow only limited manufacturing, it is unlikely that implementation of the proposed Plan would result in the development of uses that could generate vibration perceptible beyond the property line. Additionally, vibration tends to attenuate rapidly with distance, with 200 feet serving as a typical screening distance for vibration impacts. Given that the vast majority of new uses would be located greater than 200 feet from existing or proposed sensitive receptors the likelihood of vibration impacts would be further diminished. As individual projects are proposed, or as particular land uses undertake specific activities, those projects and activities would be

subject to review and regulation by the City to prevent excessive vibration. (For additional discussion of vibration impacts, see discussion under impact NOISE-2.)

Overall, required project-level compliance with applicable State and local regulations relating to interior and exterior noise, noise generation, and vibration would serve to ensure that implementation of the proposed Plan would not result in violations of applicable noise and vibration standards. Therefore, in this regard, the proposed Plan would result in a *less-than-significant* impact.

Significance Before Mitigation: Less than significant.

NOISE-2	**Implementation of the proposed Plan could result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.**

Specific quantitative thresholds for what is considered "excessive" vibration or groundborne noise are not identified in CEQA. Furthermore, the City of Campbell has not established such thresholds. Since perception of vibrations varies between individuals, it is necessary to establish a quantitative threshold that reflects levels of vibration typically capable of causing perception, annoyance, or damage. Therefore, based on criteria from the Federal Transit Administration (FTA), which are regarded as standard practice, a significant impact would occur if:

- Implementation of the proposed Plan would result in ongoing exceedance of the criteria for annoyance presented in Table 4.10-3.
- Implementation of the proposed Plan would result in vibration exceeding the criteria presented in Table 4.10-3 that could cause buildings architectural damage.

The following discusses potential vibration impacts generated by short-term construction and long-term operations that may occur under implementation of the proposed Plan.

Short-Term Construction Vibration Impacts

Under implementation of the proposed Plan, potential demolition and construction associated with individual development and infrastructure projects would take place on a variety of schedules over an extended period of time. Any construction-related vibration for a particular project would be limited to the timeframe of demolition and construction, and would also be limited geographically to the areas closest to vibration-intensive construction activities. Construction could include site preparation work, demolition, excavation, foundation work, and erecting of new structures.

The effect of vibration on buildings in the vicinity of a construction site varies depending on soil type, ground strata, and receptor-building construction. The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibrations at moderate levels,

to slight structural damage at the highest levels. Vibration from construction activities rarely reaches the levels that can damage structures, but groundborne vibration and groundborne noise can reach perceptible and audible levels in buildings that are very close to the construction site.[5]

As shown in Table 4.10-7, which lists vibration levels for construction equipment, pile driving is the construction technique with the greatest potential to generate high ground vibration levels and is of primary concern in regard to structural damage, particularly when it occurs within 100 feet of structures. Other construction activities, such as caisson drilling, the use of jackhammers, rock drills and other high-power or vibratory tools, and the use of rolling stock equipment (e.g., tracked vehicles and compactors) may also potentially generate substantial vibration in the immediate vicinity.

TABLE 4.10-7 GROUNDBORNE VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate Velocity Level at 25 Feet (VdB)	Approximate PPV[a] Velocity at 25 Feet (inch/sec)
Pile Driver (Impact) Upper Range	112	1.518
Pile Driver (Impact) Lower Range	104	0.644
Pile Driver (Sonic) Upper Range	105	0.734
Pile Driver (Sonic) Lower Range	93	0.170
Large Bulldozer	87	0.089
Caisson Drilling	87	0.089
Jackhammer	79	0.035
Small Bulldozer	58	0.003
Loaded Trucks	86	0.076

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2006.

Demolition, excavation, and grading activities typically generate the highest vibration levels during construction activities. Except for pile driving, maximum vibration levels measured at a distance of 25 feet from an individual piece of typical construction equipment rarely exceed the thresholds for human annoyance for industrial uses (i.e., 84 to 90 VdB) or the thresholds for architectural damage at any type of receptor land use (i.e., 0.2 to 0.5 RMS velocity in inches per second). The potential for annoying or damaging vibration from construction activities associated with implementation of the proposed Plan depends on the construction method proposed for individual projects, per City regulations, and as required

[5] Federal Transit Administration (FTA), 2006. Transit Noise and Vibration Impact Assessment. United States Department of Transportation. FTA-VA-90-1003-06.

by CEQA, individual projects would be evaluated for their potential of annoying or damaging vibration as they are proposed. Potential impacts at the project-level would be determined by the anticipated equipment mix, and local site conditions.

Given that construction and demolition activities through implementation of the proposed Plan could make use of vibration-intensive construction equipment (i.e., pile drivers or excavators), that construction could take place in close proximity to existing structures and sensitive uses, and that the City of Campbell does not currently have in place regulations or General Plan policies that would serve to limit vibration from construction activities, construction activities could result in levels of vibration sufficient to cause architectural damage and/or human annoyance. Thus, overall implementation of the proposed Plan would potentially result in the exposure of people to or generation of excessive levels of construction-related vibration, and the impact would be *significant*.

Significance Before Mitigation: Potentially significant (Construction Vibration).

Vibration Related to Operations

The proposed Plan includes commercial, light industrial (primarily "tech"), and residential mixed-use land uses. None of these uses are typically associated with the potential generation of perceptible and/or potentially damaging levels of vibration on an ongoing basis, though light industrial uses are more likely to result in vibration than the other proposed uses. Heavy industrial uses, which have greater potential to result in significant vibration, are not included as part of the proposed Plan. As discussed further in the project description, the majority of proposed uses in the Plan Area would be related to "Tech" and complimentary uses. Two novel land uses, "CoreTech" and "CoreTech Complimentary" are proposed:

- CoreTech: "Professional uses related to the innovation and product development of consumer electronics, software, and web solutions for consumers and businesses. Additional core tech uses include mobile devices and software, social media startups, data processing and web hosting, online retail, information systems, and research and development that is supportive of these uses," and
- CoreTech Complimentary: "Professional services, such as professional consultants, engineering and design firms, and financial, insurance and real estate related services. Similarly, biotechnology, scientific labs, and healthcare facilities, along with technology component manufacturing or technology product assembly at a small scale, may also be appropriate on a limited basis."

Given that the CoreTech uses would not involve large-scale use of industrial machinery typically associated with the generation of excessive vibration, it is unlikely that uses in this category would generate vibration perceptible at nearby receptors. CoreTech complimentary would include "technology component manufacturing or technology product assembly." However, as noted above, such uses would be at a small scale and would only be deemed appropriate on a limited basis. Furthermore, this limited basis would need to be consistent with provisions of the Campbell Municipal Code and the performance standards of the Zoning Code, which require that uses not generate excessive vibration this is perceptible beyond the

property boundary of the generating use. As individual uses and developments are proposed, they would be required to undergo project-level environmental review to determine their particular potential for vibration impacts. Therefore, through adherence to applicable City regulations and through subsequent environmental review, operations-related vibration impacts would be reduced to a *less-than-significant* level.

Significance Before Mitigation: Less than significant (Operations Vibration).

NOISE-3	**Implementation of the proposed Plan would not result in a substantial permanent increase in ambient noise levels in the Plan Area and vicinity above levels existing without implementation of the Plan.**

Implementation of the proposed Plan would have a significant impact if it would result in a substantial permanent increase in ambient noise levels in the Plan Area and vicinity above levels existing without implementation of the Plan. CEQA does not define what noise level increase would be considered substantial; however, the common practice in impact assessments generally considers any 5 dBA or greater increase due to a project to be substantial, and considers a 3 dBA or greater increase due to a project to be substantial if the resulting noise level would be in excess of an applicable ambient noise level standard. The City of Campbell does not establish specific thresholds for ambient noise increases. Thus, in the absence of explicit thresholds, the aforementioned +5 and +3 dBA thresholds are used for evaluating substantial permanent increases to ambient noise levels.

Operational Noise

Noise is regulated by numerous codes and ordinances across federal, State, and local agencies. Implementation of the proposed Plan would potentially result in the development of commercial retail, tech-related commercial office and light industrial, and residential mixed use. Ongoing occupancy and use of residences, commercial uses, and light industrial uses would involve noise-generating activities and equipment that would be similar to those that currently exist in the area, including landscaping, maintenance, HVAC systems, and day-to-day activity by residents and workers.

Landscaping, maintenance, HVAC systems, and human activity are all intermittent sources of low-level noise that typically occur with residential and commercial land uses. The frequency, intensity, and duration of these activities tend to vary over time depending on any number of factors, and development allowed by the proposed Plan is anticipated to result in their continued occurrence.

In addition to the noise sources associated with residential and commercial uses, light industrial uses may generate noise from manufacturing equipment, utility vehicles, and other industrial machinery. Though most of these activities take place in indoor areas, some machinery may include exterior components, such as exhaust systems, that would introduce noise to the surrounding environment. Similarly, use of vehicles and other mobile equipment may take place both indoors and outdoors

Implementation of the proposed Plan would include an increase in the number of dwelling units and residents, as well as potential increases in the number of commercial and office uses and workers; it can therefore be assumed that there would be some marginal increase in the noise resulting from basic human activity and building systems such as HVAC. Overall, such activities and systems associated with new residential, retail, and office uses are not typically considered to be a source of excessive noise that would result in a significant impact to ambient noise levels in an already urbanized area. Additionally, since this area already includes numerous commercial and light industrial uses, it is unlikely that a change to similar uses with an emphasis on technology development would result in a significant increase to operations-related noise.

Implementation of the proposed Plan could also introduce new light-industrial uses, namely small-scale technology component manufacturing or technology product assembly. These uses could result in generation in the sort light-industrial noise discussed above; however, such uses would be small scale and limited within the Plan Area. Moreover, given the Plan Area is already developed with small-scale light-industrial uses, the noise generated by new small scale manufacturing and assembly uses is not anticipated to differ greatly from existing noise, in regard to either subjective quality or noise-level.

Implementation of the proposed Plan would also introduce new mixed-use residential to the west side of Winchester Boulevard; however, residential uses are not typically regarded as a source of excessive noise sufficient to result in significant impacts. In addition to the low probability of these new residential uses generating excessive noise, any noise generated by these uses would likely be less than that generated by existing uses, and such noise would remain subject to the regulations of the Campbell Municipal Code. Any excessive noise from human activity at residential sources, such as loud music, conversation, or animals, would be subject to the provisions of Chapter 6.10, Nuisance Abatement, and/or Title 7, Animals, among others. Additionally, the proposed Plan would include the following development standards that would serve to buffer existing residential uses from new residential uses:

- Parcels in the proposed Plan West District that are adjacent to existing single-family residential uses are required to ensure transitions in development scale downward to the single-family residential development. No buildings are permitted within 24 feet of single-family residences.
- Building heights in the proposed Plan West District are required to follow a “wedding-cake” model, locating taller building elements along the street frontage.

Given these considerations, routine ongoing activities and operations of newly developed land uses in the Plan Area would not contribute to a substantial permanent increase to ambient noise levels.

On-Road Vehicle Noise

The new residences and commercial uses that are allowed by the proposed Plan would increase the population of the area by up to 726 new residents, with many residents continuing to make trips by private automobile. As shown in Section 4.13, Transportation and Traffic, of this Draft EIR, the proposed Plan is

anticipated to generate 2,487 daily net vehicle trips, with 493 new net trips over existing conditions; this increased traffic could result in higher ambient noise levels. Noise would be generated primarily by vehicular traffic, with sensitive receptors along major roads experiencing the greatest potential impact.

Given that the overall mix of vehicles and daily travel patterns of residents and workers are not expected to change significantly under the proposed Plan, potential increases to traffic noise are purely a function of increases to traffic volumes on roadways in the Plan Area. Table 4.10-8 illustrates the increases to 24-hour ambient noise levels that would be expected on the primary roadways serving the Plan Area. Based on these projections, increased traffic associated with implementation of the proposed Plan itself would not result in increases to ambient noise levels of 3 dBA or greater. Even accounting for the cumulative impact of anticipated future growth, implementation of the proposed Plan would not result in increases of 3 dBA or greater that could result in noise levels that are unacceptable for surrounding land uses or in violation of other local exterior noise standards. Given that the analysis shows no significant increase in noise levels on the Plan Area roadways that would be most impacted, it can be assumed that other roadways in the vicinity would likewise not experience a significant increase in traffic noise, since they would handle an even lower proportion of traffic increases related to implementation of the proposed Plan.

Overall, routine ongoing activities and operations of newly developed land uses and on-road vehicles in the Plan Area would not contribute to a substantial permanent increase to ambient noise levels, and the impact would be *less than significant*.

Significance Before Mitigation: Less than significant.

NOISE-4	**Implementation of the proposed Plan would not result in a substantial temporary or periodic increase in ambient noise levels in the Plan Area and vicinity above levels existing without implementation of the Plan.**

Implementation of the proposed Plan would have a significant impact if it would result in a substantial temporary or periodic increase in ambient noise levels in the Plan Area or vicinity above levels existing without implementation of the proposed Plan. Such temporary or periodic increases are typically associated with construction activity, and construction activity could occur at various times throughout implementation of the proposed Plan as individual projects are developed.

Temporary or periodic increases in ambient noise levels under implementation of the proposed Plan would chiefly result from construction activities associated with demolition, excavation, and construction associated with individual projects. Table 4.10-9 below shows typical noise levels generated by commonly dozers, scrapers, and trucks. Typical equipment to be used for construction phases of projects includes backhoes, cranes, aerial lifts, generators, pumps, dumpers, rollers, and pavers. In some limited instances, individual projects may use rock blasters or pile drivers.

TABLE 4.10-8 EXISTING AND PROJECTED ROADWAY TRAFFIC VOLUMES AND RESULTING NOISE LEVEL INCREASES

Roadway Segment	Existing Average Daily Traffic	2040 Average Daily Traffic (No Project)	2040 Average Daily Traffic (With Project)	Projected Noise Level Increase (dBA)[a]		
				Cumulative Noise Increase (No Project)	Cumulative Noise Increase (With Project)	Noise Increase from Proposed Plan Implementation
Dell Avenue, from E Sunny Oaks Ave to E Hacienda Ave	3,629	4,057	4,005	+0.5	+0.4	-0.1
Dell Avenue, from E Hacienda Ave to Knowles Drive	3,804	4,227	4,180	+0.5	+0.4	0.0
Winchester Boulevard, from San Tomas Expwy to E Hacienda Ave	16,712	22,120	27,867	+1.2	+2.2	+1.0
Winchester Boulevard, from E Hacienda Ave to Knowles Drive	12,733	14,227	20,492	+0.5	+2.1	+1.6
Winchester Boulevard, from Knowles Drive to Hwy 85	13,855	15,669	18,773	+0.5	+1.3	+0.8
Highway 17, from Camden Ave to Hwy 85	125,792	143,699	143,416	+0.6	+0.6	+0.0
W Sunnyoaks Ave, from Virginia Ave to Winchester Blvd	9,134	10,551	10,309	+0.6	+0.5	-0.1
E Sunnyoaks Ave, from Winchester Blvd to Camden Ave	3,126	3,702	4,192	+0.7	+1.3	+0.5
W Hacienda Ave, from Virginia Ave to Winchester Blvd	7,990	11,887	11,930	+1.7	+1.7	0.0
E Hacienda Ave, from Winchester Blvd to Dell Avenue	543	576	572	+0.3	+0.2	0.0
Knowles Drive, from Winchester Blvd to Dell Avenue	1,009	982	973	-0.1	-0.2	0.0
Highway 84, from Winchester Blvd to Highway 17	124,245	146,155	145,015	+0.7	+0.7	0.0
San Tomas Expwy, from Winchester Blvd to Highway 17	57,225	71,149	73,956	+0.9	+1.1	+0.2

a. Resulting maximum theoretical increase CNEL or Ldn from projected traffic increases.
Source: PlaceWorks, 2014, based on traffic volumes provided by W-Trans in 2014.

TABLE 4.10-9 EQUIPMENT NOISE EMISSION LEVELS FOR COMMON CONSTRUCTION EQUIPMENT

Construction Equipment	Typical Noise Level (dBA) At 50 Feet	Construction Equipment	Typical Noise Level (dBA) At 50 Feet
Air Compressor	81	Paver	89
Backhoe	80	Pneumatic Tool	85
Ballast Equalizer	82	Pump	76
Ballast Tamper	83	Rail Saw	90
Compactor	82	Rock Drill	98
Concrete Mixer	85	Roller	74
Concrete Pump	71	Saw	76
Concrete Vibrator	76	Scarifier	83
Crane, Derrick	88	Scraper	89
Crane, Mobile	83	Shovel	82
Dozer	85	Spike Driver	77
Generator	81	Tie Cutter	84
Grader	85	Tie Handler	80
Impact Wrench	85	Tie Inserter	85
Jack Hammer	88	Truck	88
Loader	85		

Source: Federal Transit Administration, 2006, *Transit Noise and Vibration Impact Assessment*.

Construction noise impacts typically occur when construction activities take place during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), when construction activities occur immediately adjacent to noise sensitive land uses, or when construction durations last over extended periods of time. Although construction activities may briefly or occasionally serve to elevate ambient noise levels at adjoining sensitive receptors, these impacts would generally be limited to the temporary demolition and construction periods. Limiting construction activities to daytime hours is often a simple method to reduce the potential for construction noise impacts. In areas immediately adjacent to construction activities, used pieces of construction equipment, but is not meant to imply that all the equipment listed would be used for the construction of development projects allowed by the proposed Plan. Typical equipment used for demolition and site preparation of individual projects could include excavators, skid steer loaders, graders,

temporary noise barriers and the selection and utilization of "quiet" construction equipment can also reduce the potential for significant noise impacts.

The Municipal Code contains provisions, which would serve to reduce the impact from construction noise. As discussed above, Chapter 18.04.052 specifies that "construction shall be limited to the hours of 8:00 a.m. and 5:00 p.m. daily, Monday through Friday. Saturday hours of construction shall be 9:00 a.m. and 4:00 p.m. There shall be no construction activity on Sundays or National Holidays." Additional construction restrictions empower building officials to disallow or impose additional requirements on construction activity that is environmentally disruptive or detrimental of adjacent neighbors. As individual projects are proposed, project-level review would be necessary to evaluate and mitigate potential impacts from the particular construction activities associated with each project. Additionally, the majority of construction activities associated with implementation of the proposed Plan would take place east of Winchester Boulevard, at least 120 feet away from the nearest existing sensitive receptors, and often considerably farther.

Through individual project review and through compliance with the permissible hours and other requirements for construction activities stipulated in the City's Municipal Code, the proposed Plan would not result in substantial temporary or periodic increases in ambient noise levels in the Plan Area and its vicinity, and the impact would be *less than significant*.

Significance Before Mitigation: Less than significant.

NOISE-5	**Implementation of the proposed Plan would not expose people residing or working in the vicinity of the Plan Area to excessive aircraft noise levels, for a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport.**

The Plan Area is not within an airport land use plan or within 2 miles of a public use airport. The nearest public use airport is Norman Y. Mineta San Jose International Airport, approximately 5.7 miles to the northeast in the City of San Jose. Given the distance from the Plan Area to the nearest airport, future residents and workers would not be exposed to excessive noise from aircraft using a public use airport, and there would be *no impact*.

Significance Before Mitigation: No impact.

NOISE-6	**Implementation of the proposed Plan would not expose people residing or working in the project area to excessive noise levels, for a project within the vicinity of a private airstrip.**

There are no private use airstrips or airports within 2 miles of the Plan Area. The nearest private use airport is Reid-Hillview Airport of Santa Clara County, which is located approximately 8.5 miles to the east-northeast of the Plan Area. Santa Clara Valley Medical Center operates a private heliport approximately 3.1 miles to the northeast of the Plan Area; however, helicopter takeoffs and landings from this site would be sporadic and would not occur in close enough proximity to the Plan Area to result in substantial perception of noise. Therefore, future residents or workers in the Plan Area would not be exposed to excessive noise from aircraft using a private airport or heliport in the vicinity, and the impact would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.10.4 CUMULATIVE IMPACTS

NOISE-7	**Implementation of the proposed Plan would not contribute to cumulative noise impacts in the area.**

The analysis of the proposed Plan in Section 4.10.3 above addresses both project-level and cumulative impacts in regard to noise and groundborne noise and vibration in the Plan Area because the noise measurements and projections accounted for cumulative projects. Although multiple simultaneous nearby noise sources may, in combination, result in higher overall noise levels, this effect is captured and accounted for by the ambient noise level metrics that form the basis of the standards of significance for noise analysis. Any measurement of sound or ambient noise, whether for the purpose of evaluating land use compatibility, establishing compliance with noise standards, or determining point-source violations of a noise ordinance, necessarily will incorporate noise from all other nearby, perceptible sources. Ambient noise level measurements included noise from building operations and equipment, such as HVAC, vehicles and traffic, freight trains, human activity, and animals and natural sounds such as rustling leaves. To specifically estimate the proposed Plan's contribution to traffic noise, existing traffic levels were compared to those projected with completion of the proposed Plan, as well as other anticipated projects in the vicinity as listed on Table 4.1, Cumulative Impact Analysis, of this Draft EIR. As demonstrated above, the proposed Plan's contribution to increases in ambient noise levels and vibration would be less than significant, even when accounting for traffic increases from anticipated nearby projects. Although the proposed Plan would have significant impacts with regard to construction-related vibration, vibration from construction activity tends to be short-lived and intermittent, and also tends to attenuate over very short distances, making cumulative vibration impacts very unlikely. The proposed Plan would therefore not contribute to cumulatively considerable noise and vibration the impact would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.10.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would result in the following significant impact with respect to noise.

NOISE-2	**Implementation of the proposed Plan could result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.**

Mitigation Measure 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. The construction vibration mitigation plan shall consider the following available controls to reduce construction noise levels as low as practical:

- During project review, City staff shall coordinate with the applicant and/or construction contractor to discuss alternative methods of construction for vibration-intense activities in close proximity to sensitive uses or existing structures. As part of this coordination, the applicant and/or construction contractor shall identify construction methods not involving vibration-intensive equipment or activities. For example, drilled foundation caisson holes that would produce less vibration than pile driving methods, or the use of non-explosive rock breaking methods.
- The applicant or constructor contractor shall implement reduced-vibration alternative methods identified during project review during subsequent excavation, grading, and construction for work conducted in close proximity to sensitive structures or uses.
- If at all possible, vibration-intense construction activities should take place during times when nearby sensitive receptors, such as schools, are at their lowest utilization/occupancy.
- During plan review and/or prior to the start of construction activities, the applicant and/or construction contractor shall inspect and report on the current foundation and structural condition of the existing buildings in the immediate vicinity of the construction site.
- During construction, if any vibration levels cause cosmetic or structural damage to existing buildings in close proximity to a project site, the applicant shall immediately issue "stop-work" orders to the construction contractor to prevent further damage. Work shall not restart until the building is stabilized and/or preventive measures are implemented to relieve further damage to the building(s).

Significance After Mitigation: Less than significant.

4.11 POPULATION AND HOUSING

This chapter describes the population and housing characteristics of the Plan Area, and potential population and housing impacts from implementation of the proposed Dell Avenue Area Plan (proposed Plan).

4.11.1 ENVIRONMENTAL SETTING

4.11.1.1 REGULATORY FRAMEWORK

This section summarizes key State, regional, and local regulations and policies pertaining to population and housing that are applicable to the proposed Plan. There are no federal regulations regarding population and housing that are applicable to the proposed Plan.

State Regulations

California Housing Element Law

California Housing Element Law[1] includes provisions related to the requirements for housing elements of local government General Plans. Among these requirements, some of the necessary parts include an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. Additionally, in order to assure that counties and cities recognize their responsibilities in contributing to the attainment of the State housing goals, this section of the Government Code calls for local jurisdictions to plan for, and allow the construction of, a share of the region's projected housing needs.

Regional Regulations

Association of Bay Area Governments Projections 2013

The Association of Bay Area Governments (ABAG) is the official comprehensive planning agency for the San Francisco Bay region, which is composed of the nine counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma, and contains 101 cities. ABAG is responsible for taking the overall regional housing needs allocation (RHNA) provided by the State and preparing a formula for allocating that housing need by income level across its jurisdiction, as described in more detail below. ABAG produces growth forecasts on 4-year cycles so that other regional agencies, including the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD), can use the forecast to make project funding and regulatory decisions.

ABAG projections are the basis for the Regional Transportation Plan (RTP) and the regional Ozone Attainment Plan. In this way, ABAG projections have practical consequences that shape growth and

[1] Government Code Section 65580-65589.8.

environmental quality. The General Plans, zoning regulations and growth management programs of local jurisdictions inform ABAG projections. The projections are also developed to reflect the impact of "smart growth" policies and incentives that could be used to shift development patterns from historical trends toward a better jobs-housing balance, increased preservation of open space, and greater development and redevelopment in urban core and transit-accessible areas throughout their region.

Regional Housing Needs Allocation

Housing Element law requires local jurisdictions to plan for, and allow the construction of, a share of the region's projected housing needs. This share is called the Regional Housing Needs Allocation. State law mandates that each jurisdiction provide sufficient land to accommodate a variety of housing opportunities for all economic segments of the community to meet or exceed the RHNA. As the regional planning agency, ABAG calculates the RHNA for individual jurisdictions within San Clara County, including Campbell.

Plan Bay Area, Strategy for a Sustainable Region

MTC and ABAG *Plan Bay Area* is the Bay Area's Regional Transportation Plan/Sustainable Community Strategy (SCS). The Final *Plan Bay Area* was adopted on July 18, 2013.[2] The SCS sets a development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, would reduce greenhouse gas (GHG) emissions from transportation (excluding goods movement) beyond the per capita reduction targets identified by California Air Resources Board (CARB). Implementation of the *Plan Bay Area* would meet a 16 percent per capita reduction of GHG emissions by 2035 and a 10 percent per capita reduction by 2020 from 2005 conditions.[3]

In 2008, MTC and ABAG initiated a regional effort (FOCUS) to link local planned development with regional land use and transportation planning objectives. Through this initiative, local governments identified Priority Development Areas (PDAs). The PDAs form the implementing framework for *Plan Bay Area*. The PDAs are transit-oriented infill development opportunity areas within existing communities that are expected to host the majority of future development. Overall, well over two-thirds of all regional growth by 2040 is allocated within PDAs. The PDAs throughout the San Francisco Bay Area are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs.[4] There are two PDAs within the City of Campbell: the Central Redevelopment Area PDA and the VTA Cores, Corridors, and Station Areas PDA. The Central Redevelopment PDA is entirely within the Campbell city limit and ABAG projects that the Central Redevelopment Area PDA will accommodate 1,470 new

[2] It should be noted that the Bay Area Citizens filed a lawsuit on MTC and ABAG adoption of *Plan Bay Area*.

[3] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013, *Final Plan Bay Area, Strategy for a Sustainable Region, page 96*.

[4] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013, *Final Plan Bay Area, Strategy for a Sustainable Region*.

housing units and 2,340 new jobs by 2040 within its PDA.[5] A portion of the VTA Cores, Corridors, and Station Areas PDA is within the Campbell city limit, mainly along Winchester Boulevard. ABAG projects that the VTA Cores, Corridors, and Station Areas PDA will accommodate 71,303 housing units and 165,917 jobs. The Plan Area is within the VTA Cores, Corridors, and Station Areas PDA.

Local Regulations

Campbell General Plan 2001

The City of Campbell's General Plan 2001 contains in its Land Use and Transportation Element the following goals, policies, and strategies related to population and housing (Table 4.11-1):

TABLE 4.11-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO POPULATION AND HOUSING

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Land Use and Transportation Element	
Strategy LUT-1.5a	Encourage transit-oriented developments including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity, and mix of land uses with transportation resources, such as Light Rail.
Strategy LUT-1.5d	Higher Floor Area Ratios (FARs): Develop provisions for allowing higher FARs in new projects that provide a mix of uses, maintain a jobs/housing balance, or are located in proximity to Light Rail.
Policy LUT-2.4	Job and Housing Balance: Maintain Campbell's balance of jobs and housing units to encourage residents to work in Campbell, and to limit the impact on the regional transportation system.
Goal LUT-3	*Options in ownership and rental housing in terms of style, size, and density that contribute positively to the surrounding neighborhood.*
Policy LUT-3.1	Variety of Residential Densities: Provide land use categories for and maintenance of a variety of residential densities to offer existing and future residents of all income levels, age groups and special needs sufficient opportunities and choices for locating in Campbell.
Strategy LUT 3.1a	Consistency with the Housing Element. Ensure consistency with the City's Housing Element including ensuring that there is adequate land designated to meet Housing goals.
Strategy LUT-3.1c	High Density Residential: Allow higher residential densities in the North of Campbell Area (NOCA), South of Campbell Area (SOCA), and areas near the Light Rail stations as an incentive to redevelop older, less intensive uses.
Policy LUT-14.6	Mixed Residential and Non-Residential Uses: Allow residential uses that are mixed whether horizontally or vertically with non-residential uses.
Policy LUT-15.1	Parcel Consolidation: Encourage property owners to combine parcels into larger building sites to accommodate quality mixed-use developments.

[5] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013, *Final Plan Bay Area, Strategy for a Sustainable Region, Appendices A and B.*

Campbell 2015-2023 Housing Element

The City's Housing Element, adopted in February 2015, describes how the City of Campbell plans to meet the projected housing needs of all economic segments of the community and the City's fair share allocation of regional housing needs. Goal H-4 and its associated policies and programs of the Housing Element encourages high-density urban infill housing near transit stations and jobs, services, and shopping such as what may occur in portions of the Plan Area. The Housing Element also addresses the provision of housing for city residents, including affordable, mixed-use, and infill housing, and includes an analysis of whether Campbell has provided adequate sites to meet its RHNA obligations. The existing Campbell Housing Element contains the following goals, policies, and programs that are related to population and housing (Table 4.11-2):

TABLE 4.11-2 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND PROGRAMS PERTAINING TO POPULATION AND HOUSING

Goal/Policy/ Program Number	Goal/Policy/Program Text
Housing Element	
Goal H-4	*Provide adequate housing sites through appropriate land use and zoning designations to accommodate the City's share of regional housing needs.*
Policy H-4.2	Mixed Use Development: Promote mixed-use development where housing is located near jobs, services, shopping, schools, and public transportation.
Policy H-4.3	Planned for Densities: To encourage the efficient and sustainable use of land, the City encourages residential development that is proposed near existing light rail stations (within ¼ mile radius) and/or within the boundaries of the Winchester Boulevard Plan and East Campbell Avenue plan areas, to achieve at least 75 percent of the maximum General Plan Land Use category densities.
Policy H-5.1	Provide regulatory and/or financial incentives where appropriate to offset or reduce the costs of affordable housing development, including density bonuses and flexibility in site development standards.
Program H-5.1b	Parking Standard Modifications: In addition to parking reductions to affordable and senior housing projects under the City's density bonus ordinance, Campbell's Planning Commission has the authority to determine that certain circumstances warrant an adjustment to a project's parking requirements. Such circumstances include, but are not limited to, the proximity of a project to light rails stations, transit corridors, or major employment center. The Commission may also allow for shared parking for mixed-use projects.

Inclusionary Housing Ordinance

The City of Campbell enacted an Inclusionary Housing Ordinance to provide additional means to facilitate affordable housing. The standards for inclusionary housing are set forth in Title 21, Zoning, of the City's Municipal Code under Chapter 21.24, Inclusionary Housing. As stated in Section 21.24.020, the purpose of the Inclusionary Hosing Ordinance is to further the City's efforts to require housing available to very low-, low-, and moderate-income households. It is intended in part to implement State policy that declares that local governments have a responsibility to exercise their powers to facilitate the development of housing to

adequately provide for the housing needs of all economic segments of the community, as stated in Government Code Section 65580.

The Inclusionary Housing Ordinance is also intended to implement the Housing Element of the General Plan, which calls for the adoption of an inclusionary housing program to require either production of affordable housing at moderate-, low-, and very-low-income levels or payment of in-lieu and/or impact fees, where applicable, toward affordable housing development. In addition to the allocation of fees, the Inclusionary Housing Ordinance allows for land dedication as an alternative to payment of fees. The goal of this Ordinance is, to the extent legally permissible, to have a minimum percentage of very-low-, low- and/or moderate-income units built within each new residential development or to provide funding for new development of housing affordable to very low, low and moderate income households.

4.11.1.2 EXISTING CONDITIONS

This section describes the existing population, housing, and employment conditions in Campbell.

Population

According to the California Department of Finance (DOF), Campbell's 2014 population is 41,993, which is a 4 percent increase over the 2013 population of 40,373.[6] Campbell has an average household size of 2.49 persons, compared to 2.98 persons per household for Santa Clara County as a whole.[7]

As shown in Table 4.11-3, ABAG predicts that the population in Campbell is projected to grow to total of 47,800 by 2040. Because ABAG 2013 projections are used in regional planning efforts, ABAG numbers are used for the purpose of evaluating environmental impacts in this Draft EIR.

Housing

In 2014, Campbell had 17,604 housing units, with a 4.6 percent vacancy rate.[8] Of those units, approximately 59 percent are single-family homes, approximately 39 percent are multi-family units, and approximately 2 percent are mobile homes.

According to the American Communities Survey, the median initial construction year for Campbell's occupied housing units was between 1980 and 1989, making the average home approximately 25 years old in 2010.[9]

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[6] State of California, Department of Finance, *Report E-1, Population Estimates for Cities, Counties, and the State, January 1, 2013-2014*.

[7] State of California, Department of Finance, *Report E-5, Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2014*.

[8] State of California, Department of Finance, *Report E-5, Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2014*.

[9] US Census, 2007 to 2011 American Community Survey 5-Year Estimates, Table DP04.

TABLE 4.11-3 ABAG PROJECTIONS 2013 POPULATION, HOUSEHOLDS, AND EMPLOYMENT FORECASTS FOR CAMPBELL

								Change 2010-2040	
	2010	2015	2020	2025	2030	2035	2040	Number	Percent
Total Population	39,148	40,400	41,700	43,100	44,500	46,100	47,800	8,652	22.1%
Households	16,163	16,700	17,250	17,780	18,340	18,880	19,440	3,277	20.3%
Household Size	2.42	2.42	2.42	2.42	2.43	2.44	2.46	0.04	1.7%
Total Jobs	27,320	29,410	31,690	32,400	33,120	34,110	35,170	7,850	28.7%
Employed Residents	20,240	21,770	23,410	23,790	24,180	24,850	25,540	5,300	26.2%
Jobs/Employed Residents Ratio	1.35	1.35	1.35	1.36	1.37	1.37	1.38	0.03	2.0%

Note: The data in this table includes the Campbell city limit and Sphere of Influence (SOI).
Source: ABAG, Projections, 2013.

Employment

As shown above in Table 4.11-3, there were 20,240 employed residents in Campbell in 2010, and ABAG expects this number to grow by 26.2 percent by 2040 to 25,540 employed residents. Campbell is relatively "jobs rich," with a high number of jobs compared to employed residents. The city had a ratio of 1.35 jobs to employed residents in 2010. This ratio is expected to increase slightly by 2040 to 1.38 jobs per employed resident.

4.11.2 STANDARDS OF SIGNIFICANCE

Implementation of the proposed Plan would result in a significant population and housing impact if it would:

1. Induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
2. Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere.
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.
4. Contribute to cumulative population and housing impacts in the area.

4.11.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes potential project-specific and cumulative impacts to population and housing.

POP-1	**Implementation of the proposed Plan would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).**

Direct Growth Inducement

The proposed Plan would result in a significant impact related to population growth if it would lead to substantial unplanned growth, either directly or indirectly. As described in Chapter 3, Project Description, of this Draft EIR, development allowed by the proposed Plan is expected to generate approximately 300 new housing units, approximately 20,000 square feet of commercial space, and approximately 2.3 million square feet of office space. This anticipated future development would result in approximately 726 new residents and approximately 7,394 new jobs.

As discussed in Section 4.11.1.1, to achieve ABAG/MTC sustainable vision for the Bay Area, the Plan Bay Area land use concept plan for the region concentrates the majority of new population and employment growth in the region in PDAs. PDAs are transit-oriented infill development opportunity areas within existing communities. Overall, well over two-thirds of all regional growth by 2040 is allocated within PDAs. The region's PDAs are expected to accommodate 80 percent (or over 525,570 units) of new housing and 66 percent (or 744,230) of new jobs. Portions of the Plan Area along Winchester Boulevard are within the VTA Mixed-Use Corridor PDA identified in Plan Bay Area. [10] Although this is a planned PDA, a PDA that has not undergone formal land use planning by VTA, the One Bay Area 2040 projections take into consideration growth associated with the potential implementation of this PDA.

ABAG projects Campbell's population to grow to approximately 47,800, an increase of 8,652 from the 2010 population of 39,148. The 726 new residents that would result from implementation of the proposed Plan represent less than 9 percent of this total expected population growth for the city, and thus would not exceed ABAG expected population level.

Furthermore, intensification of the Plan Area is consistent with both General Plan and ABAG policies that promote the job growth next to housing and transit connections. For example, General Plan Policy H-4.2 and Strategy LUT-1.5a calls for housing to be located near jobs.

[10] Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), 2013. *Plan Bay Area,* http://geocommons.com/maps/141979, accessed September 2014.

Indirect Growth Inducement

As discussed, the proposed Plan is anticipated to add a net increase of 7,394 jobs in the Plan Area. While some new employees may relocate to Campbell, it is anticipated that the majority would be absorbed in the existing housing stock. Some of the new employees may move to the new residential units included as a part of the proposed Plan, and would be captured within the estimated growth of 726 residents described above. Additionally, many of these new employees will not relocate and instead will choose to commute to the Plan Area from outside of Campbell. In addition, the projected job growth is within the ABAG job projections for Campbell. ABAG projects jobs in Campbell to increase by approximately 7,850 jobs from 2010 to 2040, most of which would occur within the two PDAs within the city limits, including the PDA that is within the Plan Area. Lastly, the Plan Area is already served by public utilities and is an infill site in a developed area of the City. Therefore, considering that the amount of direct and indirect growth anticipated would not exceed ABAG projections for population and job growth, the proposed Plan would not induce substantial unexpected population or job growth, or growth for which inadequate planning has occurred, either directly or indirectly, and a *less-than-significant* impact would result in this respect.

Significance Before Mitigation: Less than significant.

POP-2	**Implementation of the proposed Plan would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.**

The proposed Plan would have a significant impact if it would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Overall, as described in Chapter 3, Project Description, of this Draft EIR, the proposed Plan would allow an increase in the total number of housing units in the Plan Area (300 net new housing units). Because the Plan Area does not include any existing housing units, future development allowed by the proposed Plan would not displace existing housing through redevelopment so replacement housing elsewhere would not be required.

The proposed Plan would encourage residential development in combination with non-residential development. Any redevelopment in the Plan Area would increase the amount of housing available in the city, and would not require replacement housing because no housing units would be lost in the redevelopment process.

Because the proposed Plan would allow a net increase of housing and would not displace existing housing, it would not require replacement housing outside the Plan Area. Therefore, impacts related to the displacement of housing would be *less than significant*.

Significance Before Mitigation: Less than significant.

POP-3	**Implementation of the proposed Plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.**

The proposed Plan would have a significant environmental impact if it would displace a substantial number of people, thereby requiring construction of replacement housing elsewhere. As described above, the proposed Plan does not involve the removal of any existing residential units and would allow development of 300 new housing units through 2040. For these reasons, replacement housing would not be required outside of the Plan Area. As such, impacts associated with the displacement of people would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.11.4 CUMULATIVE IMPACTS

POP-4	**Implementation of the proposed Plan would not contribute to cumulative population and housing impacts in the area.**

The proposed Plan would contribute to a cumulative impact if it, together with past, present, and reasonably foreseeable projects in the area, would result in substantial unplanned growth or the displacement of people or housing. For purposes of this discussion, the cumulative area is considered to be the City of Campbell and the Town of Los Gatos.

In total, the cumulative projects shown in Table 4-1 in Section 4.0 of this Draft EIR, would result in approximately 409 new housing units in the Town of Los Gatos located adjacent to the Plan Area. Using an average household size of 2.43 for the housing growth analyzed within the Town of Los Gatos,[11] these new units would result in 994 new residents in Los Gatos by 2040. Together with the estimated 726 new residents from implementation of the proposed Plan, the cumulative population increase would be 1,720, which is less than 7 percent of the ABAG anticipated population increase of 11,938, for Campbell and Los Gatos from 2010 to 2040. Therefore, cumulative population growth would not exceed planned levels.

Additionally, the cumulative projects identified in Chapter 4.0 which include the Albright and North 40 development projects in Los Gatos, would be expected to add approximately 869,000 square feet of office space. Assuming an average employment density of one job per 300 square feet of office space,[12] cumulative projects plus the proposed Plan, would generate approximately 9,640 new office jobs in Los Gatos and Campbell by 2040. Cumulative projects would also be expected to generate approximately 269,000 square

[11] State of California, Department of Finance, May 2014, *E-5 Population Estimates for Cities, Counties, and the State - January 1, 2011- 2014*. Sacramento, California.

[12] http://www.mwcog.org/uploads/committee-documents/bl5aX1pa20091008155406.pdf.

feet of retail and service space in Los Gatos. Combined with the maximum estimated 20,000 square feet of retail and service space that could develop under the proposed Plan, and assuming an average employment density of one job per 400 square feet,[13] cumulative projects would generate an additional 723 new retail jobs in Campbell and Los Gatos. In addition, the cumulative analysis assumes development of up to 150 hotel rooms in Los Gatos. Assuming an average employment density of 0.3 jobs per room, cumulative projects would generate approximately 45 hotel-related jobs.[14] Cumulative projects, including the proposed plan would therefore generate a total of approximately 10,408 new jobs within Campbell and Los Gatos. Given that ABAG projects an additional 13,260 jobs will be added in Campbell and Los Gatos between 2010 and 2040, cumulative projects, including the proposed Plan, would be within the total projected job growth by 2040.

As noted above, up to 300 new housing units could be constructed within the Plan Area by 2040, so replacement housing outside the Plan Area would not be required. Further, cumulative projects would add 364 new housing units in Los Gatos. The housing growth in Los Gatos and Campbell is expected by the jurisdictions and has been planned for and sufficient housing is expected to accommodate future population. These jurisdictions are required by State law to use the Housing Element, as well as other planning processes, such as utility master plans, to plan for and control future growth. Therefore, there would be a *less-than-significant* cumulative impact to housing and population in Los Gatos and Campbell.

Significance Before Mitigation: Less than significant.

4.11.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant impacts with respect to population or housing. Therefore, no mitigation measures are required.

[13] http://www.mwcog.org/uploads/committee-documents/bl5aX1pa20091008155406.pdf.
[14] http://www.mwcog.org/uploads/committee-documents/bl5aX1pa20091008155406.pdf.

4.12 PUBLIC SERVICES AND RECREATION

This chapter describes existing public services and recreation facilities in the City of Campbell and evaluates the potential environmental consequences on public services and recreation from future development that could occur by adopting and implementing the Dell Avenue Area Plan (proposed Plan). The public services and recreation facilities analyzed in this chapter include fire and police protection services, schools, libraries, and parks and recreation. For each service, a summary of the relevant regulatory setting and existing conditions is followed by a discussion of potential impacts from future development permitted under the proposed Plan.

4.12.1 FIRE PROTECTION SERVICES

This section describes the current fire protection regulations, resources, and response times for fire protection services in Campbell, as well as the proposed Plan's potential impacts to fire protection services.

4.12.1.1 ENVIRONMENTAL SETTING

Regulatory Framework

This section summarizes key State and local regulations related to fire protection services. There are no federal regulations pertaining to fire protection that apply to the proposed Plan.

State Regulations

California Building Code

The California Building Code (CBC), which is located in Part 2 of Title 24 of the California Code of Regulations, establishes the minimum State building standards. The CBC is based on the International Building Code, but has been amended to account for California conditions. The CBC is generally adopted on a jurisdiction-by-jurisdiction basis, subject to further modification based on local conditions. Commercial and residential buildings are plan-checked by City building officials for compliance with the CBC. Typical fire safety requirements of the CBC include installation of sprinklers in all high-rise buildings; establishment of fire resistance standards for fire doors, building materials, and particular types of construction; and clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazard areas.

California Fire Code

The California Fire Code (CFC) incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official Fire Code for the State and all political subdivisions. It is located in Part 9 of Title 24 of the California Code of Regulations (CCR). The CFC is revised and published approximately every three years by the California Building Standards Commission.

Local Regulations

City of Campbell General Plan

The City of Campbell General Plan adopted on November 6, 2001 contains, in its Health and Safety Element, policies and strategies related to fire protection and emergency services. Policies and strategies relevant to fire protection services are listed in Table 4.12-1.

TABLE 4.12-1 CITY OF CAMPBELL GENERAL PLAN POLICIES PERTAINING TO FIRE SERVICES

Policy Number	Policy Text
Health and Safety Element	
Policy HS-2.3	Fire and Emergency Medical Service. Ensure that fire and emergency medical services meet existing and future demand.
Policy HS-2.4	Fire Safety. Promote fire safety through education and building design.
Policy HS-4.1	Reduction of Fire Hazards. Regulate land use and development to diminish fire hazards.

Source: City of Campbell General Plan, 2001.

Campbell Municipal Code

The Campbell Municipal Code, organized by Title, Chapter, and Section, contains all ordinances for the city. The City's Fire Code, which is in Title 17 (Fire Protection), Chapters 17.04 through 17.80 (Fire Code) of the Municipal Code, regulates permit processes, emergency access, hazardous material handling, and fire protection systems, including automatic sprinkler systems, fire extinguishers, and fire alarms. Title 18 of the Municipal Code sets forth the standards for building and construction in the city. The City has adopted by reference the most recent CBC, subject to additions and amendments as outlined in Chapter 18.04 (Building Code).

Existing Conditions

The Santa Clara County Fire Department (SCCFD) provides fire and emergency medical services to the City of Campbell. The SCCFD is responsible for providing services to a population of 213,000 within Santa Clara County, including the communities of Campbell, Cupertino, Los Altos, Los Altos Hills, Los Gatos, Monte Sereno, and Saratoga. The SCCFD currently operates 15 stations in the seven communities it serves. The SCCFD consists of the following four divisions:

- **Fire Prevention Division:** The Fire Prevention Division provides fire, life, safety, and hazardous material inspection services for building construction, annual building inspection, and hazardous materials regulation.

- **Operations Division:** The Operations Division provides services including fire suppression, fire investigation, emergency medical response, hazard material response and enforcement, and technical rescues.
- **Training Division:** The Training Division is responsible for providing training, including emergency medical services.
- **Support Services Division:** The Support Services Division is responsible for all vehicle, facilities, and communication services.

Staffing and Facilities

There are 297 SCCFD employees, which has a daily staffing of 64 firefighters and officers operating out of its 15 fire stations. SCCFDs equipment include 19 types of firefighting equipment, such as fire trucks and three command vehicles. The fire suppression staff include approximately 18 trained volunteer firefighters. The two stations located within the City of Campbell are the Sunnyoaks Fire Station and the Campbell Fire Station and are described below:

- **Station 10 – Sunnyoaks Fire Station:** Located at 485 W. Sunnyoaks Avenue, this facility is owned by the City of Campbell and leased by the Santa Clara County Fire Department. The station equipment consists of Engine 80 and Reserve Engine 180. The Sunnyoaks Fire Station is located approximately 1 mile northwest of the Plan Area.
- **Station 11 – Campbell Fire Station:** Located at 123 Union Avenue, this facility is owned by the City of Campbell and leased by the Santa Clara County Fire Department. The station equipment consists of Engine 81 and Reserve Truck 181. The Campbell Fire Station is located approximately 3.5 miles northeast of the Plan Area.

These two stations are responsible for fire services for a population of 40,027 in the City of Campbell. If one of the fire engines is dispatched to an emergency, the next closest available unit will respond. In the event that there is a confirmed fire, 4 fire engines, 1 truck, 1 hazardous materials unit, 2 battalion chiefs, 1 safety officer, and a duty fire investigator will respond. Additionally, if any engine from either station is dispatched to a fire, the Santa Clara County Fire District will "cover" the Sunnyoaks or Campbell Fire Station so that there is coverage in Campbell at all times.[1]

- The SCCFD is one of the participants in the California State Fire and Rescue Mutual Aid Plan, and has response agreements with other fire agencies, including Mountain View Fire, Palo Alto Fire, San Jose Fire, Sunnyvale Fire, Scotts Valley Fire, Woodside Fire, Santa Cruz County Fire, and California Department of Forestry and Fire Protection (CAL FIRE). These agreements are for closest available apparatus, second due for emergency calls, and areas pre-designated as threat zones. SCCFD also has mutual aid agreements with every department within Santa Clara County. Each agency has specified

[1] Stocksick, Debbie. Operations Captain, Santa Clara County Fire Department. Personal communication with Travis Bradley, PlaceWorks, July 29, 2014.

how many pieces of apparatus and what kind can be offered so that no one agency will unreasonably deplete its own resources in furnishing mutual aid during extraordinary events.[2]

Average Response Times

The two fire stations in Campbell are ranked first and third for responding to the most emergencies. The performance goal for structure fires is to have an effective firefighting force on scene in less than 15 minutes from dispatch, at least 90 percent of the time. The average response time to the 748 fires within Campbell in 2013 was 12 minutes and 49 seconds. The performance goal for medical calls is for the first unit to arrive on scene with a paramedic in under 7 minutes, at least 90 percent of the time. The average response time for 2013 rescue and emergency medical services (EMS) calls in Campbell in 2013 was just over 5 minutes.[3]

Planning

The 2010-2014 SCCFD Business Plan and 2014-2019 SCCFD Strategic Plan address planning for adequate equipment and facilities and identifying service demand growth patterns. Because there are currently no development impact fees, the primary source of the SCCFDs funding is property taxes. The Department receives 2 percent of all property taxes annually.[4] In addition to property taxes, the SCCFD receives revenues from licenses and permits fees, intergovernmental revenues, use of money and property, charges for services, sale of capital assets and other revenues.[5] On August 20, 2012 the SCCFDs approved fixed fees for fire code permits, review, and inspection.[6] In Fiscal Year 2012, the SCCFD had a total budget of $82 million, and spent $81 million,[7] which gave it a budget surplus for the following fiscal year.

4.12.1.2 THRESHOLDS OF SIGNIFICANCE

The proposed Plan would have a significant impact to fire protection and emergency services if it would result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities or a need for new or physically altered fire 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 fire protection services.

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[2] Stocksick, Debbie, Operations Captain, Santa Clara County Fire Department. Personal communication with Travis Bradley, PlaceWorks, July 29, 2014.

[3] Stocksick, Debbie, Operations Captain, Santa Clara County Fire Department. Personal communication with Travis Bradley, PlaceWorks, July 29,2014.

[4] Santa Clara County Fire Department, 2010. *Business Plan, January 2010-December 2014,* pages 7-8.

[5] Santa Clara County Fire Department, 2013, *2012 Annual Report.*

[6] Santa Clara County Fire Marshal Office, Fixed Fees For Fire Code Permits, Review and Inspection, http://www.sccgov.org/sites/fmo/Fees/permitfees/Pages/default.aspx, accessed on November 22, 2013.

[7] Santa Clara County Fire Department, 2013. *2012 Annual Report.*

4.12.1.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes the proposed Plan's potential impacts to fire protection services.

PS-1	**Implementation of the proposed Plan would not result in the provision of or need for new or physically altered fire protection facilities, the construction or operation of which could cause significant environmental impacts.**

A significant environmental impact could result if implementation of the proposed Plan would increase demand for fire protection services to the extent that the construction of new or physically altered fire protection facilities would be needed. As described in Chapter 3, Project Description, of this Draft EIR, development of the 300 housing units permitted under the proposed Plan could bring as many as 726 new residents to Campbell. It is unknown whether future residents of the Plan Area would move to Campbell from other communities outside of the SCCFD service area, or relocate within Campbell or the SCCFD service area. Additionally, it is anticipated that development allowed by the proposed Plan would result in a net increase of 2,292,000 square feet of office space and 20,000 square feet of commercial space, which would create 7,394 new jobs. These uses would bring new residents, employees, and visitors to the Plan Area and would likely increase the number of calls for fire protection and emergency medical services.

Development allowed by the proposed Plan is projected to occur throughout the 2040 planning horizon, which would result in a gradual increase in demand for fire protection services that would be accommodated by the SCCFD. The 2010-2014 SCCFD Business Plan addresses planning for adequate equipment and facilities, evaluation of the condition of facilities and equipment, and identifying service demand growth patterns in order to plan for and accommodate future growth. The 2014-2019 SCCFD Strategic Plan, which is updated every five years, serves as a comprehensive vision that provides strategies for accommodating future growth through the identification of goals and objectives aimed at improving existing fire protection and emergency medical services. The Strategic Plan includes Objective 6b, which requires the SCCFD to review, analyze, and define the scope of fire prevention services, sufficient to meet present and future needs. Also, Goal 8 and the supporting objectives, aim to maintain and enhance current levels of service. Adhering to this objective and goal would ensure that there are sufficient fire prevention services to meet the needs of future growth.

Further, the SCCFD has confirmed that the existing facilities, equipment, and staffing levels would be adequate to accommodate growth allowed by the proposed Plan.[8]

[8] Stocksick, Debbie. Operations Captain, Santa Clara County Fire Department. Personal communication with Travis Bradley, PlaceWorks, July 29,2014.

The Campbell General Plan includes policies and strategies that would ensure adequate fire protection services are available for the residents of Campbell. Within the Health and Safety Element, Policy HS-2.3, Fire and Emergency Medical Services, would require the City to ensure that fire and emergency medical services meet existing and future demand. Policy HS-2-4, Fire Safety, would require the City to promote fire safety through education and building design. Also, Policy HS-4-1, Reduction of Fire Hazards, would require the City to regulate land use and development to diminish fire hazards.

Future development would also be required to comply with the City's Fire Code per Municipal Code Title 17 (Fire Protection), including compliance with the permit processes, emergency access, hazardous material handling, and fire protection systems (including automatic sprinkler systems, fire extinguishers, and fire alarms).

Compliance with the State and local regulations, in conjunction with SCCFDs planning processes, would ensure that future growth allowed by the proposed Plan would result in *less-than-significant* impacts.

Significance Before Mitigation: Less than significant.

4.12.1.4 CUMULATIVE IMPACTS

PS-2	**Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to fire protection service.**

The methodology used for cumulative impact analysis is described in Chapter 4.0, Environmental Evaluation, of this Draft EIR. The cumulative setting for fire protection services takes into account growth allowed by the proposed Plan, in combination with growth projected by the Association of Bay Area Governments (ABAG) in the service area of the SCCFD, which includes the cities of Campbell, Los Altos, Monte Sereno, and Saratoga, and towns of Los Altos Hills and Los Gatos. A significant cumulative environmental impact would result if this cumulative growth would exceed the ability of SCCFD to adequately serve its service area, thereby requiring construction of new facilities or modification of existing facilities, the construction of which could cause environmental impacts. As discussed in Chapter 4.0, the cumulative projects considered for this analysis include the County Courthouse, Albright, and North 40 projects, which would generate 869,000 square feet of commercial and 269,000 square feet of retail development along with 150 hotel rooms, 73 single-family homes, and 336 multi-family units all within the Town of Los Gatos.

The SCCFD assesses its ability to serve Campbell and neighboring cities through its 2010-2014 SCCFD Business Plan and 2014-2019 SCCFD Strategic Plan. These documents address planning for adequate equipment and facilities and identifying service demand growth patterns. As a part of the strategic planning process, SCCFD developed goals and objectives which are intended to become the focus of the efforts by the SCCFD. Objective 3A from the Strategic Plan calls for the SCCFD to utilize space needs analysis to

create a plan. One of the critical tasks under this objective calls for the SCCFD to form a taskforce/committee to triage building needs. Additionally, Objective 4B from the Strategic Plan calls for the SCCFD to identify and develop the needs assessment process. Objective 4C calls for the SCCFD to conduct the needs assessment process.

As described above under impact PS-1, the proposed Plan itself would not create a need for new or physically altered facilities in order for the SCCFD to provide fire protection services to its service area. Moreover, in accordance with the objectives in the SCCFD's Strategic Plan, a needs assessment would be done in the future which would take into account projected demands throughout the SCCFD's service area. If the planning efforts done by the SCCFD result in a determination that additional facilities would be needed to accommodate growth in the SCCFD service area, since fire protection services facilities are not included as a part of the proposed Plan, subsequent, independent CEQA review would be required and impacts would need to mitigated, when feasible. Therefore, if the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in the provision of new or physically altered fire protection facilities, the impacts of such construction would be minimized to the extent required by the law. Therefore, cumulative impacts related to the construction of fire protection services would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.12.1.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant impacts to fire protection services. Therefore, no mitigation measures are required.

4.12.2 POLICE PROTECTION SERVICES

This section describes the current police protection regulations, resources and response times in Campbell, as well as the proposed Plan's potential impacts to police protection services.

4.12.2.1 ENVIRONMENTAL SETTING

Regulatory Framework

This section summarizes local policies related to police services in Campbell. There are no federal or State regulations pertaining to law enforcement that apply to the city.

Local Regulations

City of Campbell General Plan

The Health and Safety Element of the Campbell General Plan contains policies which encourage public safety when considering building design as well as fiscal impacts of future development on police services. Policies and strategies relevant to police protection services are listed in Table 4.12-2.

TABLE 4.12-2 CITY OF CAMPBELL GENERAL PLAN POLICIES PERTAINING TO POLICE SERVICES

Policy Number	Policy Text
Health and Safety	
Policy HS-2.1	Police Facilities and Personnel. Provide police facilities and personnel that meet citizens' needs and ensure a safe and secure environment for people and property.
Policy HS-2.2	Elimination of Crime. Work cooperatively to eliminate causes of crime.

Source: City of Campbell General Plan, 2001.

Existing Conditions

The Campbell Police Department (CPD) is responsible for all public safety and emergency preparedness services in the City of Campbell. The CPD is also responsible for management of the City's contract with the Santa Clara County Fire Department for fire and medical emergency services. All emergency and public safety issues (police, fire, and emergency medical services (EMS)) are handled through the CPD communication center as it is the Primary Public Answering Point (PPAP). Dispatch for fire and EMS services are handled through the Santa Clara County Fire Department. The CPD is primarily comprised of three major divisions:[9]

- **Field Services (Patrol)** is responsible for responding to emergency and non-emergency calls for service, and consists of patrol teams, community service officers, and reserve officers.
- **Special Enforcement** includes the Investigative Services Unit (Detectives) and Traffic Unit.
- **Support Services** is comprised of the Communications Unit (Dispatch), the Records Unit, and the Property Evidence Unit.

Staffing and Facilities

The CPD headquarters is located at 70 North First Street in Campbell, approximately 2 miles north of the Plan Area. The Department has 70 full-time employees. The Field Services Division is staffed by 20 police officers, 4 police agents, and 4 police sergeants. The Investigative Services Unit of the Special Enforcement Division is comprised of one sergeant and five investigators and is managed by the Special Enforcement

[9] City of Campbell, http://www.ci.campbell.ca.us/253/Police-Department, accessed on July 30, 2014

Division Captain. Additionally, an investigator from the Investigative Service Unit is assigned to the Santa Clara County Specialized Enforcement Team (SCCSET) regional task force to combat crime in Santa Clara County. The Traffic Unit of the Special Enforcement Division is staffed by one sergeant, one agent, two officers, and two community officers and is managed by the Special Enforcement Division Captain. Additional staff make up the Communications Unit, Records Unit, and Property/Evidence Unit of the Support Services Division.[10] This staffing level equates to a staffing ratio of one approved, sworn police officer to every 1,000 residents.[11]

Response Time

The CPD handles approximately 35,000 calls for service a year, writes over 5,500 police reports, and makes approximately 1,800 arrests. The target response time for the City of Campbell, as it relates to response times on calls for service, is to respond to emergency calls within 5 minutes. In 2013, the CPD was able to meet this target 95 percent of the time for emergency calls. For non-emergency calls, the CPD strives to respond to calls in 20 minutes or less and averaged a 97 percent success rate for non-emergency calls in 2013.[12]

4.12.2.2 THRESHOLDS OF SIGNIFICANCE

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.

4.12.2.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes the proposed Plan's potential impacts to police protection services.

PS-3	**Implementation of the proposed Plan would not result in the provision of or need for new or physically altered police protection facilities, the construction or operation of which could cause significant environmental impacts.**

[10] City of Campbell, http://www.ci.campbell.ca.us/253/Police-Department, accessed July 30, 2014

[11] Cefalu, Joe, Captain, City of Campbell Police Department. Personal email communication with Travis Bradley, PlaceWorks, July 28, 2014.

[12] Cefalu, Joe, Captain, City of Campbell Police Department. Personal email communication with Travis Bradley, PlaceWorks, July 28, 2014

A significant environmental impact would result if implementation of the proposed Plan would increase demands for police protection services to the extent that the construction of new or physically altered police facilities would be needed. As described in Chapter 3, Project Description, of this Draft EIR, development of the 300 housing units allowed by the proposed Plan could bring as many as 726 new residents to Campbell. It is unknown whether future residents of the Plan Area would move to Campbell from other communities or relocate within Campbell. Additionally, it is anticipated that development allowed by the proposed Plan result in a net increase of 2,292,000 square feet of office space and 20,000 square feet of commercial space, which would create 7,394 jobs. These uses would bring new residents, employees, and visitors to the Plan Area and would likely increase the number of calls for police protection services.

Buildout of the proposed Plan would occur over the 2040 buildout horizon, which would result in a gradual increase in demand for police protection services that would be accommodated by the CPD. The CPD has confirmed that future development allowed by the Plan would not result in the need for expansion or addition of facilities.[13]

The General Plan includes policies and strategies that ensure adequate police protection services are available for the residents of Campbell. Within the Health and Safety Element, Policy HS-2.1, Police Facilities and Personnel, requires that the City provide police facilities and personnel that meet citizens' needs and ensure a safe and secure environment for people and property. Policy HS-2.2, Elimination of Crime, requires that the City work cooperatively to eliminate causes of crime.

Based on confirmation by the Campbell Police Department, along with compliance with the General Plan policies listed above, a *less-than-significant* impact would occur with respect to the need for new or physically altered police protection facilities.

Significance Before Mitigation: Less than significant.

4.12.2.4 CUMULATIVE IMPACTS

PS-4	**Implementation of the proposed Project, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police protection services.**

The methodology used for the cumulative impact analysis is described in Chapter 4.0, Environmental Evaluation, of this Draft EIR. The cumulative setting for police protection services takes into account growth allowed by the proposed Plan, in combination with cumulative projects in Campbell (see Table 4-1). A significant cumulative environmental impact would result if this cumulative growth would exceed the

[13] Cefalu, Joe, Captain, City of Campbell Police Department. Personal email communication with Travis Bradley, PlaceWorks, July 28, 2014

ability of the CPD to adequately serve its service area, thereby requiring construction of new facilities or modification of existing facilities, the construction of which could cause significant environmental impacts.

Growth allowed by the proposed Plan would not have any cumulative impact to police services beyond Campbell. As described above in Impact PS-3, the CPD has confirmed that new or physically altered facilities would not be needed to serve development allowed by the proposed Plan.[14] Additionally, compliance with existing General Plan policies would require the City to recognize impacts to the CPD's ability to provide adequate facilities and personnel when approving various land use decisions. Although the construction of new police protection facilities would not be required under implementation of the proposed Plan, if the proposed Plan in combination with past, present, and reasonably foreseeable projects would result in the need for new or physically altered police protection facilities, subsequent, independent CEQA review would be required and impacts would need to mitigated, when feasible. Therefore, the proposed Plan would have a *less-than-significant* cumulative effect with respect to police protection services.

Significance Before Mitigation: Less than significant.

4.12.2.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant impacts to police services. Therefore, no mitigation measures are required.

4.12.3 SCHOOLS

This section describes the existing regulations and conditions with regard to schools serving Campbell, as well as the proposed Plan's potential impacts to schools.

4.12.3.1 ENVIRONMENTAL SETTING

Regulatory Framework

This section summarizes key State and local regulations related to schools. There are no federal regulations pertaining to schools that apply to the proposed Plan.

State Regulations

<u>Senate Bill 50</u>

Senate Bill (SB) 50 (funded by Proposition 1A, approved in 1998) limits the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development and provides instead for a standardized developer fee. SB 50 generally provides for a 50/50 State and local school

[14] Cefalu, Joe, Captain, City of Campbell Police Department. Personal communication with Travis Bradley, PlaceWorks, July 28, 2014.

facilities funding match. SB 50 also provides for three levels of statutory impact fees. The application level depends on whether State funding is available, whether the school district is eligible for State funding and whether the school district meets certain additional criteria involving bonding capacity, year round school and the percentage of moveable classrooms in use.

California Government Code, Section 65995(b), and Education Code Section 17620

SB 50 amended California Government Code Section 65995, which contains limitations on Education Code Section 17620, the statute that authorizes school districts to assess development fees within school district boundaries. Government Code Section 65995(b)(3) requires the maximum square footage assessment for development to be increased every two years, according to inflation adjustments. On January 25, 2012 the State Allocation Board (SAB) approved increasing the allowable amount of statutory school facilities fees (Level I School Fees) from $2.97 to $3.20 per square foot of assessable space for residential development of 500 square feet or more, and from $0.47 to $0.51 per square foot of chargeable covered and enclosed space for commercial/industrial development.[15] Per California Government Code Section 65995, the payment of fees is deemed to fully mitigate the impacts of new development on school facilities.

Mitigation Fee Act (California Government Code 66000-66008)

Enacted as AB 1600, the Mitigation Fee Act requires a local agency establishing, increasing, or imposing an impact fee as a condition of development to identify the purpose of the fee and the use to which the fee is to be put.[16] The agency must also demonstrate a reasonable relationship between the fee and the purpose for which it is charged, and between the fee and the type of development plan on which it is to be levied. The Act came into force on January 1, 1989.

Local Regulations

City of Campbell General Plan

The City of Campbell's General Plan, adopted on November 6, 2001, contains the Open Space, Parks, and Public Facilities Element. The Open Space, Parks, and Public Facilities Element contains policies and strategies to encourage school districts to maintain and enhance existing educational opportunities. Relevant policies related to schools are listed in Table 4.12-3.

[15] State Allocation Board Meeting, January 25, 2012, http://www.documents.dgs.ca.gov/opsc/Resources/Index_Adj_Dev.pdf, accessed on September 4, 2014.

[16] California Government Code, Sections 66000-66008, http://www.leginfo.ca.gov/cgi-bin/displaycode?section=gov&group=65001-66000&file=66000-66008, accessed on September 4, 2014.

TABLE 4.12-3 CITY OF CAMPBELL GENERAL PLAN POLICIES PERTAINING TO SCHOOLS

Policy Number	Policy Text
Policy OSP-8.1	Education. Support efforts by the Campbell Union and Moreland School Districts to maintain and enhance existing educational opportunities.
Policy LUT-5.6	Industrial Impact. Reduce the imapct of existing industrial uses on adjacent residences, schools, and other sensetive uses.

Source: City of Campbell General Plan, 2001.

Existing Conditions

The City of Campbell is served by three school districts: Campbell Union School District (CUSD), Campbell Union High School District (CUHSD), and Moreland School District (MSD). The CUSD and CUHSD are the two school districts currently serving the Plan Area.

Campbell Union School District

The CUSD serves the entire City of Campbell and operates 12 schools, including 9 elementary schools and 3 middle schools. Among the 12 schools, 6 elementary schools are located within the Campbell city boundary. The CUSD collects development impact fees, which fund improvements and new facilities to mitigate impacts from new development. The CUSD collects $2.24 per square foot for residential development and $0.36 per square foot for commercial and industrial development.[17]

TABLE 4.12-4 CAMPBELL UNION SCHOOL DISTRICT ENROLLMENT TRENDS: YEARS 2006-2014

	Past/Current Enrollment							
Grade/School	'06-'07	'07-'08	'08-'09	'09-'10	'10-'11	'11-'12	'12-'13	'13-'14
Capri Elementary	603	607	608	643	666	707	759	689
Rolling Hills Middle	1,017	1,000	917	869	885	892	975	989

Source: California Department of Education, Public School Enrollment District Report 2014.

Schools anticipated to be affected by the proposed Plan include Capri Elementary, which is located a ½-mile west of the Plan Area, and Rolling Hills Middle School, located 2 miles southwest of the Plan Area. In the 2013-14 school year CUSD enrollment was 7,653. Capri elementary is considered to be at or near capacity with approximately 689 students during the 2013-2014 school year. Rolling Hills Middle school is considered to be slightly under capacity with 989 students attending in the 2013-2014 school year.[18] Current capacity and enrollment data for these schools were unavailable; however, an upward trend in

[17] Campbell Union School District Website, accessed on September 15, 2014. http://www.cuhsd.org/domain/296

[18] Crawford, James, Deputy Superintendent Administrative Services. Personal communication with Travis Bradley, PlaceWorks, August 8, 2014.

enrollment is reflected in previous years for Capri Elementary with 603 students in 2006-07, rising to 689 in the 2013-14 school year.[19] Rolling Hills Middle School has also seen a steady upward trend since having 869 students in 2009-10, with 2013-14 enrollment at 989 students. The CUSD currently does not have any plans to expand schools facilities to address capacity constraints and renovations are on hold due to a lack of funding.[20]

Campbell Union High School District

The CUHSD serves Campbell, San Jose, Santa Clara, Saratoga, Los Gatos and several unincorporated parts of Santa Clara County. The District currently operates six schools within the county and has been growing in the past decade, with enrollment increasing from 6,752 in 2001 to 6,974 in 2013. Students within the Plan Area would attend Westmont High School, which is located just outside the City limit. Table 4.12-5 shows current enrollment and capacity for the six schools in the CUHSD. The CUHSD collects development impact fees, which fund improvements and new facilities to mitigate impacts from new developments. Development fees are $0.79 per square foot for residential development and $0.013 per square foot for commercial development.[21]

The Plan Area is currently served by Westmont High School, which is located just outside the city limit. As shown in Table 4.12-5, Westmont High School is currently below its capacity. Westmont High School has been modernizing its facilities and adding enrollment capacity through Capital Improvement projects to the A Wing, J Wing, Engineering Wing, and portable buildings.[22]

4.12.3.2 STANDARDS OF SIGNIFICANCE

The proposed Plan would have a significant impact related to schools if, in order to maintain acceptable service ratios or other performance objectives, the proposed Plan would 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.

4.12.3.3 ENVIRONMENTAL IMPACT DISCUSSION

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.**

[19] Education Data Partnership, www.ed-data.k12.ca.us, accessed December 9, 2014.

[20] Crawford, James, Deputy Superintendent Administrative Services. Personal communication with Travis Bradley, PlaceWorks, July 23, 2014.

[21] Campbell Union High School District, http://www.cuhsd.org/domain/296, accessed September 15, 2014.

[22] Wheelehan, Ron, Chief Business Officer Assistant Superintendent. Personal communication with Travis Bradley, PlaceWorks, July 23, 2014.

TABLE 4.12-5 CURRENT CAPACITY AND ENROLLMENT FOR THE CUHSD

Schools	Capacity	Current Enrollment	Remaining Capacity
Boynton High School	380	305	75
Branham High School	1,431	1,396	35
Del Mar High School	1,647	1,073	574
Leigh High School	1,782	1,644	138
Prospect High School	1,539	1,288	251
Westmont High School	1,647	1,573	74
TOTAL	8,426	7,279	1,147

Source: Ron Wheelehan, Assistant Superintendent Business. Personal communication with Travis Bradley, PlaceWorks. August 18, 2014.

Campbell Union School District

Development allowed by the proposed Plan is expected to include 300 new residential units. Applying a student generation rate of 0.40 students for every unit,[23] development allowed by the proposed Plan would be expected to generate 120 students in kindergarten through the sixth grade that would attend Capri Elementary School. Applying a student generation rate of 0.10 students for every unit, development allowed by the proposed Plan would be expected to generate 30 students in grades 7-8 that would attend Rolling Hills Middle School.[24] Cumulatively, development allowed by the proposed Plan would directly generate 150 students in kindergarten through eighth grade.

As described in Chapter 3, Project Description, of this Draft EIR, the proposed Plan is projected to result in a net increase of 7,394 jobs by the 2040 buildout horizon which could generate additional residents and students in Campbell. While a portion of these new employees would likely move to Campbell, it is anticipated that most of these people would be absorbed in the existing housing stock in Campbell which is already part of the CUSD service area or would move into the residential component of the proposed Plan. Additionally, many of these new employees would choose to commute into Campbell from surrounding communities and any children living in these households would therefore attend schools in other areas.

[23] Crawford, James, Deputy Superintendent, Administrative Services. Personal communication with Travis Bradley, Placeworks, July 23, 2014.

[24] Crawford, James, Deputy Superintendent, Administrative Services. Personal communication with Travis Bradley, Placeworks, July 23, 2014.

Therefore, the job growth anticipated by the proposed Plan is not anticipated to generate additional need for school services beyond what is analyzed in this Draft EIR.

Given that Capri Elementary School is already at capacity and Rolling Hills Middle School is nearly at capacity, it is likely that new development allowed under the proposed Plan would generate the need for the construction or expansion of new school facilities. Development allowed by the proposed Plan would be subject to a mitigation fee of $2.24 per square foot for residential development and $0.36 per square foot for commercial development, as well as parcel taxes. The payment of school fees is deemed to fully mitigate the impacts of new development on school facilities, per California Government Code Section 65995, if and when new school facilities are required. Therefore, impacts related to the CUSD would be *less than significant*.

Campbell Union High School District

Development allowed by the proposed Plan is expected to include 300 new residential units. Applying a student generation rate of 0.17 students for every unit,[25] development allowed by the proposed Plan would be expected to generate 51 high school students that would attend Westmont High School in the CUHSD. In the 2013/2014 school year, Westmont High School was under capacity by 74 students, but is expected to be over capacity in upcoming years.[26]

As discussed above, the proposed Plan is projected to result in a net increase of 7,394 jobs by the 2040 buildout horizon which could generate additional residents and students in Campbell. While a portion of these new employees would likely move to Campbell, it is anticipated that most of these people would be absorbed in the existing housing stock in Campbell which is already part of the CUHSD service area or would move into the residential component of the proposed Plan. Additionally, many of these new employees would choose to commute into Campbell from surrounding communities and any children living in these households would therefore attend schools in other areas. Therefore, the job growth anticipated by the proposed Plan is not anticipated to generate additional need for school services beyond what is analyzed in this Draft EIR.

Although the CUHSD has plans to make improvements to the A Wing, J Wing, and add portable buildings at Westmont High School to accommodate additional students,[27] new or expanded facilities to serve these new students may be required.

[25] Wheelehan, Ron, Chief Business Officer Assistant Superintendent. Personal communication with Travis Bradley, PlaceWorks, July 23, 2014.

[26] Crawford, James, Deputy Superintendent, Administrative Services. Personal communication with Travis Bradley, PlaceWorks, July 23, 2014.

[27] Wheelehan, Ron, Chief Business Officer Assistant Superintendent. Personal communication with Travis Bradley, PlaceWorks, July 23, 2014.

Development under the Plan would be subject to the mitigation fee of $0.79 per square foot for residential development and $0.013 per square foot for commercial development, as well as parcel taxes. The payment of school fees is deemed to fully mitigate the impacts of new development on school facilities, per California Government Code Section 65995. Therefore, impacts related to the CUHSD would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.12.3.4 CUMULATIVE IMPACTS

PS-6	**The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less-than-significant cumulative impacts with respect to schools.**

The methodology used for the cumulative impact analysis is described in Chapter 4.0, Environmental Evaluation, of this Draft EIR. This section analyzes potential impacts related to schools that could occur from implementation of the Plan in combination with reasonably foreseeable growth in the area served by the CUSD and the CUHSD. Cumulative projects would add new students to the CUSD and CUHSD, in addition to those generated by development allowed by the proposed Plan, which could result in the need for new or expanded school facilities. However, these cumulative projects would also be subject to the school mitigation fees discussed under Impact PS-5. Under Section 65995 of the California Government Code, the payment of impact fees is deemed to fully mitigate the impacts of new development on school facilities. Therefore, cumulative impacts related to school facilities would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.12.3.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant impacts to schools. Therefore, no mitigation measures are required.

4.12.4 LIBRARIES

This section describes the existing regulations and conditions regarding library services in Campbell, as well as the proposed Plan's potential impacts to libraries.

4.12.4.1 ENVIRONMENTAL SETTING

Regulatory Framework

This section summarizes key State and local regulations related to libraries. There are no federal regulations pertaining to libraries that apply to the proposed Plan.

State Regulations

The Mello-Roos Communities Facilities Act of 1982

The Mello-Roos Community Facilities Act, Government Code Section 53311 et seq., provides an alternative method of financing certain public capital facilities and services through special taxes. This State law empowers local agencies to establish Community Facilities Districts (CFDs) to levy special taxes for facilities such as libraries. Such districts exist within the City of Campbell.

Local Regulations

City of Campbell General Plan

The City of Campbell's General Plan, adopted on November 6, 2001, contains the Open Space, Parks, and Public Facilities Element. The Open Space, Parks, and Public Facilities Element contains policies and strategies to encourage adequate library facilities to serve the residents within the city. Applicable policies are listed in Table 4.12-6

TABLE 4.12-6 CITY OF CAMPBELL GENERAL PLAN POLICIES AND STRATEGIES PERTAINING TO LIBRARIES

Policy/Strategy Number	Policy/Strategy Text
Policy OSP-7.1	Library facilities: Ensure that library facilities offer residents adequate opportunities to obtain knowledge and information.
Strategy OSP-7.1a	Provision of Library Services: Coordinate with the Santa Clara County Library System to provide adequate library facilities.
Strategy OSP- 7.1b	Library Outreach Services: Encourage the Santa Clara County Library System and/or other appropriate agencies to provide library outreach services for seniors and the disabled who cannot visit library facilities.
Strategy OSP-7.1c.	Funding Sources: Coordinate with Santa Clara County Library System to provide funding for library facilities and activities, examining other potential funding sources, including County, State, federal, corporate, and private contributions.

Source: City of Campbell General Plan, 2001.

Santa Clara County Library Strategic Plan, 2008

The Santa Clara County Library Strategic Plan seeks to create clarity and focus on how the Santa Clara County Library District (SCCLD) should invest its resources on the wants, preferences, and needs of current users (as defined by research at individual libraries) and also expand its user base. In order to accomplish this, the Strategic Plan identifies a vision for the future as well as goals and policies intended to achieve that desired outcome.

Existing Conditions

The SCCLD governs and administers seven community libraries, one branch library, two bookmobiles, the Home Service Library, and the 24-7 online library for all library users. The SCCLD serves all unincorporated communities of Santa Clara County, as well as nine Santa Clara County cities, including Campbell, Cupertino, Gilroy, Los Altos, Los Altos Hills, Milpitas, Monte Sereno, Morgan Hill, and Saratoga. As one of the SCCLD's member cities, Campbell has a community library located on 77 Harrison Avenue, located approximately 2 miles north of the Plan Area.

The SCCLD adopted the Santa Clara County Library Strategic Plan on October 28, 2008. The Strategic Plan sets forth goals and objectives over a 3- to 5-year horizon to achieve its vision to serve the community. The Strategic Plan also establishes the SCCLD's assumptions about the future over a 5- to 10-year horizon. The goals and objectives are intended to improve the libraries existing services and do not apply to future development in Campbell.

Library Facility and Services

The Campbell Community Library lends books, media, and digital content to all age groups, and provides educational and entertainment programs and events for children, teens, adults, and families. It also offers free internet-enabled public computers, offers access to database and reference and research service, and provides self-service copy machines for residents. The library is well known for having story times for families, especially for families with babies, toddlers, and preschool children. The library provides different learning opportunities and classes, which include, but are not limited to, English language learning conversation classes, baby sign language classes, sewing classes, computer programming classes, and Zumba classes.[28]

Library Funding

Library services are primarily funded by County property taxes. Individuals living in the unincorporated areas and in the nine cities served by the SCCLD have a portion of their property taxes designated for the SCCLD. People living outside the district do not pay SCCLD taxes. In addition to the property tax, district property is also assessed for enhanced service through a Community Facilities District. Voters endorsed the assessment in 1994, 2005, and 2013. The special tax provides 18 percent of the SCCLD's revenues. In addition, the District receives many gifts of money, equipment, books, and time from friends of the library as well as from residents of the county.[29]

[28] Santa Clara County Library District website, "Campbell Library Programs and Events" http://www.sccl.org/Locations/Campbell/About-Us/Library-Profile, accessed on July 17, 2014.

[29] Griffen, Chuck, Financial and Administrative Services Director, Santa Clara County Library District. Personal email communication with Travis Bradley, PlaceWorks, July 23, 2014.

4.12.4.2 THRESHOLDS OF SIGNIFICANCE

The proposed Plan would result in a significant impact if, in order to maintain acceptable service ratios or other performance objectives, the proposed Plan would result in the provision of or need for new or physically altered library facilities, the construction or operation of which could cause significant environmental impacts.

4.12.4.3 ENVIRONMENTAL IMPACT DISCUSSION

PS-7	**The proposed Plan would not result in the provision of or need for new or physically altered library facilities.**

Development allowed by the proposed Plan could potentially result in the direct growth of 726 new residents in the Plan Area by 2040. As described above, the proposed Plan is projected to result in a net increase of 7,394 jobs by the 2040 buildout horizon .While a portion of these new employees would likely move to Campbell, it is anticipated that most of these people would be absorbed in the existing housing stock or would move into the residential component of the proposed Plan. Also, many of the new employees are likely to commute into Campbell from surrounding communities and would thus utilize library services in other areas. Nonetheless, growth permitted under the proposed Plan could increase the demand for the library services at the Campbell Community Library. Buildout of the proposed Plan would occur over the 2040 buildout horizon, which would result in a gradual increase in demand for library services. Given that increased use of library facilities would be gradual, the additional new library users in the Plan Area would not likely cause or accelerate the need for facility expansion.[30]

Several General Plan policies promote library services and facilities. Policy OSP-7.1, Library Facilities, requires the City to ensure that library facilities offer residents adequate opportunities to obtain knowledge and information. Strategy 7.1a, Provision of Library Facilities, requires the City to coordinate with the Santa Clara County Library System to provide adequate library facilities. Strategy 7.1b, Library Outreach Services, requires the City to encourage the Santa Clara County Library System and other appropriate agencies to provide library services for seniors and the disabled who cannot visit library facilities. Strategy 7.1c, Funding Sources, requires the City to coordinate with the Santa Clara County Library System to provide funding for library facilities and activities, examining other potential funding sources, including County, State, federal, and private contributions.

Based on confirmation by the SCCLD, along with compliance with existing General Plan policies and strategies, a *less-than-significant* impact would occur with respect to the need for new or physically altered library facilities.

[30] Griffen, Chuck, Financial and Administrative Services Manager, Personal communication with Travis Bradley, PlaceWorks, July 23, 2014.

Significance Before Mitigation: Less than significant.

4.12.4.4 CUMULATIVE IMPACTS

PS-8	**The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to libraries.**

The methodology used for the cumulative impact analysis is described in Chapter 4.0, Environmental Evaluation, of this Draft EIR. This section analyzes potential impacts to library services that could occur from development allowed by the proposed Plan in combination with reasonably foreseeable growth in the Santa Clara County Library service area. Implementation of the proposed Plan in conjunction with these related projects would further increase demands on library services.

Future growth within the SCCLD will increase the demand for library services and facilities. The Santa Clara County Library Strategic Plan accounts for the entire SCCLD service area and provides a basis for analyzing the most efficient allocation of funds both for the district as a whole as well as among the different libraries in the SCCLD service area. This would not only allow for adequate funding to satisfy demand at the Campbell Community Library, but would also ensure that surrounding libraries are adequate to fulfill demand, which in turn would reduce the demand at the Campbell Community Library by reducing deficiencies at surrounding facilities. As a result, a *less-than-significant* cumulative impact associated with libraries would occur.

Significance Before Mitigation: Less than significant.

4.12.4.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any impacts to libraries. Therefore, no mitigation measures are required.

4.12.5 PARKS AND RECREATION

This section describes the regulatory framework and existing conditions related to parks and recreation in Campbell, as well as the proposed Plan's potential impacts to parks and recreation facilities.

4.12.5.1 ENVIRONMENTAL SETTING

Regulatory Framework

This section summarizes key State and local regulations related to park and recreation services. There are no federal regulations pertaining to park and recreation services that apply to the proposed Plan.

State Regulations

The Quimby Act

The 1975 Quimby Act (California Government Code Section 66477) authorizes cities and counties to adopt ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for operation and maintenance of park facilities.[31] A 1982 amendment (AB 1600) requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or parkland and the type of development project upon which the fee is imposed. Cities with a high ratio of park space to inhabitants can set a standard of up to 5 acres per 1,000 persons for new development. Cities with a lower ratio can only require the provision of up to 3 acres of park space per thousand people. The calculation of a city's park space to population ratio is based on a comparison of the population count of the last federal census to the amount of city-owned parkland.

Local Regulations

Santa Clara County Parks and Recreation Department

The Santa Clara County Parks Department operates on a voter-approved measure in which a fixed portion of the property taxes collected are set aside from the General Fund to acquire and develop a regional park system. District facilities that serve Campbell include Los Gatos Creek Trail and Los Gatos Creek County Park. This regional trail is intended to link existing or planned regional parks and open space areas, create a network of regional trails and alternative transportation corridors, provide access to significant natural areas and historic sites, and provide a variety of recreational opportunities to multiple communities and jurisdictions.

Santa Clara County Open Space Authority

In 1993, the City of Campbell incorporated into the Santa Clara County Open Space Authority (SCCOSA), which encompasses all areas within Santa Clara County except those within the jurisdiction of the Mid-Peninsula Open Space District. The SCCOSA has the ability to acquire land and create assessment districts, which in return can fund the acquisition of open space lands. The City of Campbell may apply for a portion of these funds to help finance City open space projects.[32]

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[31] Westrup, Laura, 2002. *Quimby Act 101: An Abbreviated Overview, Sacramento: California Department of Parks and Recreation*, http://www.parks.ca.gov/pages/795/files/quimby101.pdf.

[32] City of Campbell, 2001. *City of Campbell General Plan EIR*, page 214.

City of Campbell General Plan

The City of Campbell's General Plan, adopted on November 6, 2001, contains the Open Space, Parks, and Public Facilities Element. The Open Space, Parks, and Public Facilities Element contains policies to encourage a full range of park and recreational resources, for linking the community, outdoor recreation, preservation of natural resources, and public health and safety. General Plan policies and strategies relevant to parks and recreation concentrate on how the City of Campbell will provide open space, parks, and public facilities to meet the diverse needs of its residents. Policies that address parks and recreation are listed in Table 4.12.7.

TABLE 4.12-7 CITY OF CAMPBELL GENERAL PLAN POLICIES PERTAINING TO PARKS AND RECREATION

Policy Number	Policy Text
Section 6, Health and Safety	
Policy OSP-1.1	Regional Open Space, Parks and Recreational Facilities. Support efforts to enhance, enlarge, and provide public access to regional open space, parks and recreation facilities to meet the needs of Campbell residents.
Policy OSP-1.2	Regional Public Agency Lands. Utilize appropriately located surplus public agency lands for open space, parks and recreation facilities as they become available.
Policy OSP-1.3	Facilities Improvement, Maintenance and Use Agreements with Regional Agencies. Utilize a variety of techniques to increase, preserve or maintain regional open space facilities such as facilities improvement, joint maintenance or use agreements.
Policy OSP-2.1	Park Standard. Strive to provide 3 acres of open space, park land and recreational facilities and 1 acre of school open space and recreational facilities for every 1,000 residents.
Policy OSP-2.2	Maintain and Renovate Existing Open Space, Park, and Recreation Facilities. Maintain and renovate existing open space, park and recreation facilities to improve their usefulness, safety, and appearance.
Policy OSP-2.3	Efficient Utilization. Ensure efficient utilization of open space and recreational facilities.
Policy OSP-2.4	Park Design. Design safe and accessible open space, parks, and recreation facilities.
Policy OSP-3.1	Standards for Residential Projects. Ensure the provision of private open space or recreational facilities in residential projects.
Policy OSP-3.2	Park Impact Fees. Continue to require new residential development to pay park impact fees to use for the acquisition and development of park land and recreational facilities.
Policy OSP-3.3	Update Fees. Ensure that park development fees are periodically updated to accurately reflect the cost of park and recreation facility acquisition and development.
Policy OSP-3.5	Non-residential Open Space. Require open and/or recreational facilities in major non-residential projects.
Policy OSP-5.2	Access Standard. Strive to provide open space, parks or recreation facilities within ½-mile radii of all City residents.

Source: City of Campbell General Plan, 2001.

City of Campbell Municipal Code

The Campbell Municipal Code, organized by Title, Chapter, and Section, contains all codified ordinances for the city.

Title 13 – Public Property

Title 13 of Campbell Municipal Code sets regulations and standards for parks and recreation facilities and buildings in the city. Title 13 regulates any activities that may occur at parks and recreation buildings at the time of events and/or use, which includes, but is not limited to, conduct, vehicle requirements, picnic area requirements, advertising and sale restrictions, protection of wildlife, administrative and enforcement authority, special use policies, and violation penalties.

Chapter 13.08 (Park Impact Fees and Parkland Dedication Developments) of the Campbell Municipal Code requires development impact fees to acquire and maintain parks and recreational facilities to mitigate impacts from new development. The collected fee is for acquisition, improvement, maintenance, rehabilitation, expansion, or implementation of parks and recreational facilities. The fee is calculated by multiplying the park acreage standard, average number of persons per residential dwelling unit, and value per acre.

Title 20 – Subdivisions and Land Development

Title 20 of the Campbell Municipal Code sets regulations for subdivisions, including park dedication and in-lieu fees. Chapter 20.24 (Park Impact Fees and Park Land Dedication Subdivisions) includes different determinations of dedication requirements in the city. The Park Land Dedication regulations are applied to all development, except commercial or industrial subdivisions not involving any residential units, buildings, or structures, or the conversion of an apartment building to a stock cooperative, condominium, or townhouse units when no new dwelling units are added. The amount of land dedicated is determined by multiplying the average number of persons per unit and the park acreage standard of 4 acres of parkland for every 1,000 residents. This combines the ratio of 3 acres of parks and open space per 1,000 residents, and the 1 acre per 1,000 residents of school space available for public access. The City may also require payment of a fee in lieu of dedicating land and providing improvements, which would be determined based upon the fair market value of the land which would otherwise be required to be dedicated.

Title 21 – Zoning

Title 21, Article 3 (Development and Operational Standards), of the Campbell Municipal Code sets regulations and standards for land uses within the city boundary. The city land is categorized into different zones, permitted, and conditionally permitted land uses, which may include parks and recreational facilities. Chapter 21.18 (Nonresidential Open Space and Recreation Facilities) is dedicated to land use and development standards for open space and recreation buildings in nonresidential projects. The intent of

these standards is to make commercial and industrial projects more attractive and pedestrian oriented through the provision of open spaces, including plazas, benches, and outdoor eating and seating areas.

Existing Conditions

The Campbell Municipal Code defines a park as any land owned by a public entity that is open to the public for recreational uses. The City of Campbell owns and operates several facilities which include parks, community swimming pools, recreational fields, gymnasiums, open spaces, and picnic areas, all of which are open and accessible to the public.

Parks

The City of Campbell categorizes each park into four separate categories: Community Parks, Neighborhood Parks, Passive Parks, and Special Open Space Facilities. Each type of park is characterized by scale, varying amenities, and the neighborhoods they serve. Campbell has five community parks, two neighborhood parks, four passive parks, and two special open space facilities. The city is also home to several regionally-owned and maintained facilities, which includes the Santa Clara County Parklands, Santa Clara Valley Water District groundwater recharge facilities, and lands owned by the Santa Clara County Open Space Authority.[33] The Los Gatos Creek County Trail and Los Gatos Creek County Park together comprise more than 53 acres and are maintained by Santa Clara County. The Hacienda Percolation Ponds, which are adjacent to the Plan Area, is one of six facilities owned and operated by the Santa Clara Valley Water District (SCVWD). Based on a 1999 agreement, the City of Campbell and the Campbell Union School District jointly use open space areas within certain school sites and therefore some school sites are included in the recreation acreage. Table 4.12-8 lists existing parks and recreation facilities.

Recreational Facilities

Public recreational facilities within the city include a fitness center, all-weather track, football field, tennis courts, an adult center, and a skate park, all of which are located at the Campbell Community Center. The City Parks and Recreation Department sponsors seasonal recreational activities and programs for all ages. The Community Center has a wide variety of facilities for wedding receptions and parties, business and meetings, seminars, athletic activities, fundraisers, and special events.

Los Gatos Creek Trail

The Los Gatos Creek Trail runs from San Jose south through Campbell and Los Gatos and is managed by several different agencies including the Cities of Campbell and San Jose, Santa Clara County, and the Town of Los Gatos. The Campbell section of the trail includes a paved walkway approximately 3 miles in length,

[33] City of Campbell, 2001 General Plan EIR, page 214.

TABLE 4.12-8 EXISTING PARKS AND RECREATION FACILITY ACREAGE

Name	Location	Useable Acreage
Community Parks		
Campbell Community Center	1 West Campbell Avenue	31.6
Campbell Park	Campbell Avenue and Gilman Avenue	3.2
Edith Morley Park	615 Campbell Technology Parkway	4.0
John D. Morgan Park	540 Rincon Avenue	24.0
Stojanovich Family Park	316 Union Avenue	1.3
Neighborhood Parks		
Jack Fischer Park	Abbott Avenue and Pollard Avenue	4.1
Virginia Park	460 Virginia Avenue	0.5
Passive Parks		
Ainsley Park	435 East Campbell Avenue	0.1
Gomes Park	2170 Winchester Boulevard	0.1
Hyde Park	90 S. First Street	0.3
Orchard City Green	70 N. First Street	0.8
Regional Parks, Open Space, and Recreational Facilities		
Los Gatos Creek County Trail		43.8
Los Gatos Creek County Park		9.0
Santa Clara Valley Water District Groundwater Recharge Facilities		89.7
School Sites		
Dover	1300 Sheffield Avenue	6.3
Campbell Middle School	295 Cherry Lane	6.1
Capri Elementary	850 Chapman Drive	4.3
Forest Hill Elementary	4450 McCoy Avenue	8.0

TABLE 4.12-8 EXISTING PARKS AND RECREATION FACILITY ACREAGE

Name	Location	Useable Acreage
Rolling Hills Middle School	1585 More Avenue	12.9
Rosemary Elementary	401 W. Hamilton Avenue	8.0
Recreational Facilities		
Campbell Community Center	1 W. Campbell Avenue	
Total		258.10

Source: City of Campbell General Plan, 2001.

including a 2-mile par course loop. The City of Campbell is responsible for maintenance and trail use from the Bascom Avenue under crossing to Los Gatos Creek County Park.[34]

4.12.5.2 STANDARDS OF SIGNIFICANCE

The proposed Plan would have a significant impact with regard to parks and recreation if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities, or need for new or physically altered parks and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, or other performance objectives.
- 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.
- Include or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

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.**

The proposed Plan would have a significant impact if population growth associated with development allowed by the Plan would result in an inadequate parkland ratio in Campbell. The City of Campbell has an adopted parkland standard of 4 acres of parkland for every 1,000 residents. As shown in Table 4.12-8, there

[34] City of Campbell, "Facilities" http://www.ci.campbell.ca.us/Facilities/Facility/Details/Los-Gatos-Creek-Trail-29, accessed August 1, 2014.

are approximately 258 acres of parkland in Campbell, or approximately 6.4 acres per 1,000 residents, based on an existing population of 40,027.[35] Therefore, the City is currently meeting its adopted standard established under Policy OSP-2.1 in the existing General Plan. Furthermore, the City also meets its current standard of ensuring that each household is within a ½-mile walk of a neighborhood park or community park with neighborhood facilities, and that the route is reasonably free of physical barriers, including streets with heavy traffic.[36]

Development allowed by the proposed Plan could directly bring 726 new residents to the city. In addition to the direct growth allowed by the proposed Plan, a net increase of 7,394 jobs is anticipated in the Plan Area by the 2040 buildout horizon. While a portion of these new employees would likely move to Campbell, it is anticipated that most of these people would be absorbed in the existing housing stock in Campbell or would move into the residential component of the proposed Plan and be captured in the direct growth described above. Additionally, many of these new employees would choose to commute into Campbell from surrounding communities. Aside from the employees themselves, the increase in commercial space would also increase the number of visitors in Campbell and some of these visitors may use the local park system. This direct and indirect growth would increase use of existing parkland. Considering the direct growth associated with buildout of the proposed Plan, adding 726 new residents to the City's existing population, would result in a parkland ratio of 6.3 acres of parkland per 1,000 residents, well within the City's adopted standard of 4 acres of parkland per 1,000 residents.[37] Considering the indirect population growth associated with the proposed Plan, even in the unlikely scenario where all of the people who get the 7,394 jobs created by the proposed Plan move to Campbell, the City would still be in compliance with the adopted City standard with a parkland ratio of 5.4 acres parkland per 1,000 residents.[38] Therefore, because the City standard would continue to be met at buildout, additional parkland would not be required to serve development allowed by the proposed Plan.

Furthermore, future development allowed by the proposed Plan would be required to comply with Municipal Code Chapter 13.08, Park Impact Fees and Parkland Dedication Developments, which requires developers to pay impact fees to maintain existing parks and recreation facilities, as well as comply with Municipal Code Title 20, Subdivisions and Land Development, which requires residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands.

Future development would also be required to comply with the following General Plan policies:

- Policy OSP-2.1: Park Standard. Strive to provide 3 acres of open space, parkland, and recreational facilities and 1 acre of school open space and recreational facilities per 1,000 residents.

[35] 258 acres / 40,027 population x 1,000 residents = 6.4 acres per 1,000 residents

[36] Maurantonio, Regina, Recreation and Community Services Director. Personal communication with Travis Bradley, PlaceWorks, July 31,2014.

[37] 40,027 existing population + 726 new residents = 40,753 new population. 258 acres / (40,753 population / 1,000 residents) = 6.3 acres per 1,000 residents

[38] 40,027 existing population + 726 new residents + 7,394 potential indirect growth= 48,147 potential new population. 258 acres / (48,147 population / 1,000 residents) = 5.4 acres per 1,000 residents

- Policy OSP-3.2: Park Impact Fees. Continue to require new residential development to pay park impact fees to use for the acquisition and development of parkland and recreational facilities.
- Policy OSP-5.2: Access Standards. Strive to provide open space, parks, or recreational facilities within ½-mile radii of all city residents.

Overall, development allowed by the proposed Plan would not result in the need for new parks and recreational facilities to be constructed in Campbell. In addition, new development would be required to comply with the regulations and parkland dedication requirements. Therefore, impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

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.**

An increase in population would occur as result of development allowed by the proposed Plan, thereby increasing the use of existing neighborhood and regional parks or other recreational facilities. However, developers would be required to pay impact fees to mitigate potential impacts to existing parkland and recreation facilities, in compliance with Municipal Code Chapter 13.08. Fees collected under Chapter 13.08 could be applied to the acquisition, improvement, maintenance, rehabilitation, or expansion of existing parkland or recreation facilities. The payment of fees would serve to mitigate impacts to existing parklands and recreation facilities as a result of growth allowed by the proposed Plan. New development allowed by the proposed Plan may include the development of on-site open space to ensure a visually appealing environment and high-quality pedestrian-oriented setting. For instance, all development in the DAAP-Waterfront and DAAP-Central Districts, as shown on Figure 3-6, must provide 10 percent of the site area to publicly-accessible open space or pay an in-lieu fee. On-site open space would help to offset or reduce potential use of existing parkland. Therefore, it is not anticipated that a substantial deterioration of facilities would occur as a result of the proposed Plan and a *less-than-significant* impact would occur.

Significance Before Mitigation: Less than significant.

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.**

As discussed above in impact discussion PS-9, the City currently meets its adopted standard of providing 4 acres of parkland per 1,000 residents, and would continue to meet this standard with development allowed by the proposed Plan. Therefore, new recreational facilities would not need to be constructed to serve development allowed by the proposed Plan. New development allowed by the proposed Plan may

include the development of on-site open space to ensure a visually appealing environment and high-quality pedestrian-oriented setting. For instance, all development in the DAAP-Waterfront and DAAP-Central Districts, as shown on Figure 3-6, must provide 10 percent of the site area to publicly-accessible open space or pay an in-lieu fee. In addition, developers would be required to pay impact fees to mitigate potential impacts to existing parklands and recreation facilities, in compliance with Municipal Code Chapter 13.08. These requirements would help to offset or reduce potential impacts of new Plan Area users on existing recreational facilities. Therefore, potential impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

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 respect to parks and recreational facilities.**

The methodology used for the cumulative impact analysis is described in Chapter 4.0, Environmental Evaluation, of this Draft EIR. The geographic scope for this discussion includes park and recreation facilities within the city boundary, as well as Santa Clara County, and the Santa Clara County Open Space Authority.

The City would require future development to fund park improvements and dedicate land through compliance with Municipal Code Chapter 13.08 and Title 20, which would help to ensure the provision of adequate parkland in compliance with the City standard of providing 4 acres per 1,000 residents. Although development allowed by the proposed Plan would cumulatively increase the demand for park and recreational services in the city, compliance with the City's Municipal Code, along with applicable General Plan policies, would ensure that adequate parkland and recreational facilities are provided through in-lieu fees, maintenance fees, or parkland dedication in order to meet the City standards, which would offset or reduce potential impacts that future development would have on park and recreation services in the city.

Potential future impacts to Santa Clara Parks, as well as the Santa Clara County Open Space Authority, would be mitigated through the contribution of property taxes to ensure facilities at these locations are adequately maintained and sufficient to accommodate growth allowed by the proposed Plan.

Overall, the proposed Project would not contribute to any potential significant cumulative impacts to park and recreational facilities and cumulative impacts to park and recreational services would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.12.5.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant impacts to parks and recreation facilities. Therefore, no mitigation measures are required.

4.13 TRANSPORTATION AND TRAFFIC

This chapter provides an overview of the existing transportation and traffic conditions in the vicinity of the Dell Avenue Area Plan (proposed Plan) and discusses the associated regulatory framework. It also evaluates the potential for implementation of the proposed Plan to result in significant environmental impacts, direct and indirect, related to transportation and traffic. The analysis focuses on potential impacts to intersections and roadway segments, pedestrian and bicycle facilities, and transit service. Significant impacts are quantified and mitigation measures are identified to address these impacts, as necessary. All technical analyses related to this study are included in Appendix D.

4.13.1 ENVIRONMENTAL SETTING

4.13.1.1 REGULATORY FRAMEWORK

This section describes federal, State, regional, and local environmental laws and policies that are relevant to the California Environmental Quality Act (CEQA) review process for transportation and circulation. These policies provide a context for the impact discussion related to the proposed Plan's consistency with the applicable regulatory conditions.

Federal Regulations

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) of 1990 provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency for people with disabilities. To implement this goal, the US Access Board, an independent Federal agency created in 1973 to ensure accessibility for people with disabilities, has created accessibility guidelines for public rights-of-way. While these guidelines have not been formally adopted, they have been widely followed by jurisdictions and agencies nationwide in the last decade. These guidelines, last revised in July 2011, address various issues, including roadway design practices, slope and terrain issues, and pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, public transit, and other components of public rights-of-way. These guidelines would apply to proposed roadways in the Plan Area.

State Regulations

California Department of Transportation

The California Department of Transportation (Caltrans) is the primary State agency responsible for transportation issues. One of its duties is the construction and maintenance of the State highway system. Caltrans approves the planning, design, and construction of improvements for all State-controlled facilities

including State Route (SR) 17, SR 85, and the associated interchanges for these facilities located in the Plan Area. Caltrans has established standards for roadway traffic flow and developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities, but may influence traffic flow and levels of service at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

The following Caltrans procedures and directives are relevant to the proposed Plan, particularly to State roadway facilities:

- **Level of Service Target.** Caltrans maintains a minimum level of service (LOS) at the transition between LOS C and LOS D for all of its facilities.[1] Where an existing facility is operating at less than the LOS C/D threshold, the existing measure of effectiveness should be maintained.[2]
- **Caltrans Project Development Procedures Manual.** This manual outlines pertinent statutory requirements, planning policies, and implementing procedures regarding transportation facilities. It is continually and incrementally updated to reflect changes in policy and procedures. For example, the most recent revision incorporates the Complete Streets policy from Deputy Directive 64-R1, which is detailed below.
- **Caltrans Deputy Directive 64.** This directive requires Caltrans to consider the needs of non-motorized travelers, including pedestrians, bicyclists, and persons with disabilities, in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of Caltrans' practices.
- **Caltrans Deputy Directive 64-RI.** This directive requires Caltrans to provide for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. Caltrans supports bicycle, pedestrian, and transit travel with a focus on "complete streets" that begins early in system planning and continues through project construction and maintenance and operations.
- **Caltrans Director's Policy 22.** This policy establishes support for balancing transportation needs with community goals. Caltrans seeks to involve and integrate community goals in the planning, design, construction, and maintenance and operations processes, including accommodating the needs of bicyclists and pedestrians.

California Complete Streets Act of 2008 (AB 1358)

Originally passed in 2008, California's Complete Streets Act came into force in 2011 and requires local jurisdictions to plan for land use transportation policies that reflect a "complete streets" approach to

[1] Level of service is explained further below in Section 4.13.3.2, Level of Service Standards and Analyses Methodologies.
[2] California Department of Transportation, 2010, Guide for the Preparation of Traffic Impact Studies.

mobility. "Complete streets" comprises a suite of policies and street design guidelines which provide for the needs of all road users, including pedestrians, bicyclists, transit operators and riders, children, the elderly, and the disabled. From 2011 onward, any local jurisdiction—county or city—that undertakes a substantive update of the circulation element of its general plan must consider "complete streets" and incorporate corresponding policies and programs.

State Transportation Improvement Program

The California Transportation Commission (CTC) administers the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. The CTC's programming includes the State Transportation Improvement Program (STIP), a multi-year capital improvement program of transportation projects on and off the State highway system, funded with revenues from the State Highway Account and other funding sources.

Regional Regulations

Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county Bay Area, including Santa Clara County. It also functions as the federally mandated metropolitan planning organization (MPO) for the region. It is responsible for regularly updating the Regional Transportation Plan (RTP), a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities. The current RTP, Transportation 2035, was adopted on April 22, 2009. The Transportation 2035 was prepared by MTC in partnership with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). MTC updates the RTP every 4 years. Transportation 2035 is described in detail later in this section.

MTC has established its policy on Complete Streets in the Bay Area. The policy states that projects funded all, or in part, with regional funds (e.g., federal, State Transportation Improvement Program, and bridge tolls) must consider the accommodation of bicycle and pedestrian facilities, as described in Caltrans Deputy Directive 64. These recommendations do not replace locally adopted policies regarding transportation planning, design, and construction. Instead, these recommendations facilitate the accommodation of pedestrians, including wheelchair users, and bicyclists into all projects where bicycle and pedestrian travel is consistent with current adopted regional and local plans.

Transportation 2035 Plan

On April 22, 2009, MTC adopted the Transportation 2035 Plan for the San Francisco Bay Area, which specifies how some $218 billion in anticipated federal, State, and local transportation funds will be spent in the nine-county Bay Area during the next 25 years. The vision for Transportation 2035 is to support a prosperous and globally competitive Bay Area economy, provide for a healthy and safe environment, and

promote equitable mobility opportunities for all residents. Among the cornerstones of the new plan are a joint regional planning initiative known as FOCUS, which provides incentives for cities and counties to promote future growth near transit in already urbanized portions of the Bay Area. The plan also launches a Transportation Climate Action Campaign to reduce transportation-related greenhouse gas emissions.

Santa Clara Valley Transportation Authority

Santa Clara Valley Transportation Authority (VTA) is the Congestion Management Agency (CMA) for Santa Clara County, tasked with preparing the Congestion Management Plan (CMP) that describes the strategies to address congestion problems and monitoring compliance. MTC requires the local transportation authority, such as the VTA, to establish transportation plans that can feed into the larger RTP. VTA works cooperatively with MTC, transit agencies, local governments, Caltrans, and the Bay Area Air Quality Management District. The CMP contains level-of-service standards for highways and arterials, multimodal performance standards, a capital improvement program, a program for analyzing land use decisions, and a travel demand management (TDM) program.

The minimum level-of-service standard for CMP designated facilities in Santa Clara County is LOS E, except for facilities grandfathered in at LOS F, which states that intersections operating at LOS F at the baseline year for implementation of an LOS standard can be grandfathered in. The LOS standards for Santa Clara County were established in October of 1991; thus, any intersection operating at LOS F prior to the established 1991 LOS standards, are not held to the minimum standard of LOS E.[3] Member Agencies, which include the cities and County of Santa Clara, must ensure that CMP roadways operate at or better than the minimum level-of-service standard or they face losing gas tax subventions. VTA monitors the performance of the CMP facilities at a minimum of every 2 years. If the minimum level-of-service standards are not met, Member Agencies must develop multimodal improvement plans to address the congestion.[4]

Valley Transportation Plan 2040

The Valley Transportation Plan 2040 (VTP 2040) is the countywide long-range transportation plan for Santa Clara County. As the CMA for the county, VTA periodically updates this 25-year plan.

VTP 2040 provides a planning and policy framework for developing and delivering future transportation projects. Location-specific improvements for all modes of travel are covered in three major program areas: Highways, Local System, and Transit. The Highways Program includes major freeway improvements, local freeway interchanges, and express lanes. The Local System includes local roadway improvements, expressway improvements, pedestrian and bicycle projects, and technology-related projects. The Transit Program includes projects related to transit efficiency and new transit improvements. Additional program areas that do not include specific projects: pavement management, community design and Transportation

[3] Santa Clara County VTA, Congestion Management Plan, 2013, page 29.
[4] Santa Clara County VTA, Congestion Management Plan, 2013, pages 29-30.

Programs. The VTP 2040 also identifies transportation needs through a systematic approach based on input from local jurisdictions, elected officials and the community.

Countywide Bicycle Plan

The *Santa Clara Countywide Bicycle Plan* (VTA, 2008) identifies potential bicycle network improvements within the Plan Area. These improvements are intended to decrease the distance between crossing points of physical barriers and increase the safety of these crossings. Gaps between access a cross physical barriers were identified where there was more than 1 mile between accessible crossings. This distance was determined to be a deterrent to pedestrian and bicycle activity. Within the Plan Area several of these gap locations were identified. Potential across barrier connections are recommended to provide connections to the Los Gatos Creek Trail over SR 17 between Campbell Avenue and San Tomas Expressway, between San Tomas Expressway and the Pedestrian Overcrossing at Mozart Avenue, as well as between the Pedestrian Overcrossing at Mozart Avenue and Lark Avenue. Additional across barrier connections are recommended over Los Gatos Creek between the Campbell Park Bridge and the Camden Avenue Pedestrian Bridge, as well as between San Tomas Expressway and the Pedestrian Bridge at Lark Avenue. The Countywide Bicycle Plan also recommends bicycle lanes or shoulders on existing roadway overcrossings with inadequate lane widths.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) is the public agency tasked with regulating air pollution in the nine-county Bay Area, including Santa Clara County. A primary source of air pollution in the Bay Area region is from motor vehicles, air district regulations affect transportation planning in the Project Study Area. The BAAQMD's goals include reducing health disparities due to air pollution, achieving and maintaining air quality standards, and implementing exemplary regulatory programs and compliance of federal, State, and regional regulations. Air quality impacts are discussed in detail in Chapter 4.2, Air Quality, of this Draft EIR.

Local Regulations

The proposed project would be located in the City of Campbell; however, its impacts would span multiple jurisdictions, with each municipality enforcing rules, regulations, and requirements pertaining to operation and maintenance for the transportation network within their respective jurisdiction. The proposed project would be required to coordinate with and abide by the established plan goals and policies established by the City of Campbell, City of San Jose and Santa Clara Valley Transportation Authority (VTA) and Town of Los Gatos. Specific objectives and policies applicable to the proposed Project are summarized below:

Campbell General Plan

The City of Campbell's General Plan provides a framework for development within the city. Policies and strategies that are pertinent to the transportation analysis for the proposed Plan are shown in Table 4.13-1.

TABLE 4.13-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO TRANSPORTATION AND TRAFFIC

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Policy LUT-1.5	Land Use Planning and the Regional Transportation System: Support land use planning that complements the regional transportation system.
Strategy LUT-1.5a	Transit-Oriented Developments: Encourage transit-oriented developments including employment centers such as office and research and development facilities and the city's highest density residential projects by coordinating the location, intensity, and mix of land uses with transportation resources, such as Light Rail.
Strategy LUT-1.5e	Shuttle Services: Encourage major employers to develop shuttle services connecting employment areas with multi-modal or regional transit facilities and business districts.
Strategy LUT-1.5f	Transportation Impact Mitigation: Require appropriate mitigation measures for new development that impacts the transportation system and consider collecting impact/mitigation fees as an in-lieu fee that could be used toward approved capital improvement projects.
Policy LUT-2.1	Alternative Transportation: Encourage the use of alternative transportation such as ridesharing, public transit, walking, and bicycling to reduce reliance on automobile use.
Strategy LUT-2.1a	Public Transit Services: Work with transit providers to provide improved public transit services, conveniently located passenger waiting areas, attractive shelters and amenities between neighborhood centers and major transit corridors.
Strategy LUT-2.1b	Transportation for the Disadvantaged: Encourage the provision of efficient transportation services for the transportation disadvantaged, such as demand responsive paratransit services.
Strategy LUT-2.1c	Transportation Management Programs: Consider alternative parking requirements and programs such as Transportation Demand Management (TDM) programs for new development, for single occupant vehicles in projects in Downtown, near transit lines, near Light Rail Stations and where shared parking is feasible.
Strategy LUT-2.1d	Alternative Fueled Vehicles: Encourage the use of alternative fueled vehicles (e.g., Electric cars) and encourage the installation of recharge facilities at commercial and employment centers.
Strategy LUT-2.1e	High Occupancy Vehicles: Encourage preferential parking treatment for high-occupancy vehicles and alternative fueled vehicles at employment and activity centers.
Strategy LUT-2.1f	School Commuting: Support the integration of public school commuting into the local transit system. For example, support the coordination and scheduling of bus routes with school functions and after school extra-curricular activities of high school students.
Strategy LUT-2.1g	Amenities: Improve amenities such as seating, lighting, signage, secure bicycle parking, street trees, and interpretive stations along bicycle and pedestrian paths, in City parks, on transit vehicles and at multi-modal transit stations to encourage walking and cycling and enhance the feeling of safety.
Strategy LUT-2.1h	Bicycle Facilities: Encourage adequate and secure bicycle facilities at employment centers, activity centers, and residential projects.
Strategy LUT-2.1i	Pedestrian Facilities Plan: Develop a Community Pedestrian Facilities Plan for the City.
Strategy LUT-2.1j	Bicycle Plan: Regularly update the citywide bicycle plan to ensure that it provides safe and convenient commuter and recreation routes throughout the City for bicyclists of all abilities.
Strategy LUT-2.1k	Transit Schedule Integration: Support the integration of light-rail, bus, and shuttle schedules and multi-modal transit stations to reduce the loss of time associated with using public transportation.
Strategy LUT-2.1l	Taxi Service: Encourage a responsive private sector taxi service
Strategy LUT-2.1m	Reduced Fare or Voucher Systems: Support transit agencies in implementing or continuing reduced fare or no fare voucher systems for populations in need.
Policy LUT-2.2	Hierarchy of Streets: Maintain a hierarchy of streets that includes freeways, expressways, arterials, collectors, and local access streets.

TABLE 4.13-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO TRANSPORTATION AND TRAFFIC

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Strategy LUT-2.2a	Roadways for a Variety of Users: Design roadway space for a variety of users, including motor vehicles, transit vehicles, bicycles, and pedestrians when constructing or modifying roadways.
Strategy LUT-2.2b	Street Capacity: Avoid major increases in street capacity unless necessary to remedy severe traffic congestion or critical neighborhood traffic problems.
Strategy LUT-2.2c	Truck Movements: Regulate truck movements in a manner that balances the efficient movement of goods with the small town character of Campbell's street system.
Strategy LUT-2.2d	Slow Traffic in Downtown: Evaluate slowing traffic in the Downtown area by reducing through traffic lanes and trading the area for improved turning lanes, landscaping and bicycle lanes, and consider conversion of one-way streets to two-way travel.
Strategy LUT-2.2e	Variety of Alternate Routes: Design and maintain the City street network to provide a variety of alternate routes, so that traffic loads on any one street are minimized.
Strategy LUT-2.2f	Cut-Through Traffic: Discourage cut-through traffic in residential neighborhoods by improving the operation of arterials and collectors.
Policy LUT-2.3	Roadway and Intersection Disruption Minimization: Minimize traffic disruptions along arterial roadways and major intersections.
Strategy LUT-2.3a	Intersection Level of Service: To the extent possible, maintain level of service (LOS) on designated intersections consistent with the Santa Clara County Congestion Management Plan.
Strategy LUT-2.3b	Operation and Performance of Streets: Monitor the operation and performance of street systems. Strategy LUT-2.3c: Roadway and Intersection Capacities: Assess improvements to increase roadway and intersection capacities for all types of transportation.
Strategy LUT-2.3d	Winchester Boulevard: Evaluate alternative methods to reduce speed on Winchester Boulevard, including boulevard treatments such as bulb-outs or on-street parking and encourage north-south transit on the 17 Freeway and San Tomas Expressway.
Strategy HS-1.1f	Adequate Access: Require adequate access for emergency vehicles, including minimum street width and vertical clearance. The Uniform Fire Code currently sets the minimum street width at 20 feet. Larger buildings may require a minimum width of 30 feet.

Source: City of Campbell, General Plan, 2001.

4.13.1.2 EXISTING CONDITIONS

This section presents a discussion of the existing transportation and traffic conditions in the Plan Area, including roadways, pedestrian, bicycle and transit systems as well as traffic operations and safety analysis.

Study Intersections and Periods

The Plan Area includes 28 key intersections as listed below. These intersections are the most likely to be impacted by the proposed Plan. Intersections that are a part of the CMP network are specifically identified. The locations of the study intersections and the existing lane configurations and controls are shown in Figure 4.13-1.

Source: W-Trans, 2014.

Figure 4.13-1
Study Area

City of Campbell Study Intersections

1. San Tomas Expressway/Hamilton Avenue (CMP)
2. San Tomas Expressway/Campbell Avenue (CMP)
3. San Tomas Expressway/SR 17 Southbound Ramps (CMP)
4. Camden Avenue/White Oaks Road-Curtner Avenue (CMP)
5. Winchester Boulevard/West Sunnyoaks Avenue
6. Winchester Boulevard/Hacienda Avenue
7. East Sunnyoaks Avenue/Dell Avenue (unsignalized)
8. Hacienda Avenue/Dell Avenue (unsignalized)

City of San Jose Study Intersections

1. Bascom Avenue/Curtner Avenue (CMP)
2. Bascom Avenue/Camden Avenue (CMP)
3. SR 85 NB Off-Ramp/Bascom Avenue (CMP)
4. SR 85 SB Off-Ramp/Bascom Avenue (CMP)
5. Bascom Avenue/Samaritan Drive (CMP)

Town of Los Gatos Study Intersections

1. Winchester Boulevard/Knowles Drive
2. Winchester Boulevard/SR 85 Northbound Ramps
3. Winchester Boulevard/SR 85 Southbound Ramps
4. Winchester Boulevard/Albright Way-Courtside Drive
5. Winchester Boulevard/Wimbledon Drive
6. Winchester Boulevard/Lark Avenue
7. Lark Avenue/SR 17 Southbound Ramps
8. Lark Avenue/SR 17 Northbound Ramps
9. Lark Avenue/Los Gatos Boulevard (CMP)
10. Winchester Boulevard/Daves Avenue
11. Blossom Hill Road/Santa Cruz Avenue-Winchester Boulevard
12. Santa Cruz Avenue/Saratoga Los Gatos Road (CMP)
13. Saratoga Los Gatos Road/University Avenue
14. Los Gatos Boulevard/Saratoga Los Gatos Road
15. Santa Cruz Avenue/Main Street

Operating conditions during a typical weekday AM and PM peak periods were evaluated to capture the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 AM and reflects conditions during the home to work or school commute, while the PM peak hour occurs between 4:00 and 6:00 PM and typically reflects the highest level of congestion during the homeward bound commute.

It is noted that Winchester Boulevard/Knowles Drive is located on the City limits boundary between the City of Campbell and the Town of Los Gatos. For the purpose of analysis, the standards of significance established by the Town of Los Gatos were applied, since the Town has stricter standards than the City of Campbell, as discussed later in the Standards of Significance section.

Additionally, it is noted that the intersection of Winchester Boulevard/Albright Way-Courtside Drive (Intersection 17) would only exist with the development of the proposed Albright Project in the Town of Los Gatos as described in Section 4.13.5. As such, this intersection was not included in the Existing Conditions scenario, but was included in the Background Conditions and all subsequent scenarios as part of the traffic impact analysis.

Roadway Network

Study Freeway Segments

The operations of the following freeway segments designated as Congestion Management Program (CMP) facilities were also evaluated.

- Northbound SR 17 between Bear Creek Road and Saratoga-Los Gatos Road
- Northbound SR 17 between Saratoga-Los Gatos Road and Lark Avenue
- Northbound SR 17 between Lark Avenue and SR 85
- Northbound SR 17 between SR 85 and San Tomas Expressway/Camden Avenue
- Northbound SR 17 between San Tomas Expressway/Camden Avenue and Hamilton Avenue
- Northbound SR 17 between Hamilton Avenue and I-280
- Southbound SR 17 between I-280 and Hamilton Avenue
- Southbound SR 17 between Hamilton Avenue to San Tomas Expressway/Camden Avenue
- Southbound SR 17 between San Tomas Expressway/Camden Avenue to SR 85
- Southbound SR 17 between SR 85 and Lark Avenue
- Southbound SR 17 between Lark Avenue and Saratoga-Los Gatos Road
- Southbound SR 17 between Saratoga-Los Gatos Road and Bear Creek Road
- Northbound SR 85 between SR 87 and Almaden Expressway
- Northbound SR 85 between Almaden Expressway and Camden Avenue
- Northbound SR 85 between Camden Avenue and Union Avenue
- Northbound SR 85 between Union Avenue and Bascom Avenue
- Northbound SR 85 between Bascom Avenue and SR 17
- Northbound SR 85 between SR 17 and Winchester Boulevard
- Northbound SR 85 between Winchester Boulevard and Saratoga Avenue
- Northbound SR 85 between Saratoga Avenue and Saratoga-Sunnyvale Road
- Northbound SR 85 between Saratoga-Sunnyvale Road and Stevens Creek Boulevard
- Northbound SR 85 between Stevens Creek Boulevard and I-280
- Southbound SR 85 between I-280 and Stevens Creek Boulevard

- Southbound SR 85 between Stevens Creek Boulevard and Saratoga-Sunnyvale Road
- Southbound SR 85 between Saratoga-Sunnyvale Road and Saratoga Avenue
- Southbound SR 85 between Saratoga Avenue and Winchester Boulevard
- Southbound SR 85 between Winchester Boulevard and SR 17
- Southbound SR 85 between SR 17 and Bascom Avenue
- Southbound SR 85 between Bascom Avenue and Union Avenue
- Southbound SR 85 between Union Avenue and Camden Avenue
- Southbound SR 85 between Camden Avenue and Almaden Expressway
- Southbound SR 85 between Almaden Expressway and SR 87

Regional Roadway Network

Within the Plan Area, regional access is primarily provided by San Tomas Expressway, SR 17, and SR 85 as described below.

San Tomas Expressway is a six-to eight lane north-south expressway that connects US 101 in Santa Clara to SR 17 in Campbell. East of SR 17 and north of US 101, San Tomas Expressway transitions to Camden Avenue and Montague Expressway respectively. Within the Plan Area, San Tomas Expressway has three lanes in each direction including a high occupancy vehicle (HOV) lane in each direction of travel, with the HOV restrictions applying during defined hours only.

SR 17 is a four- to-eight lane, north-south State highway, extending between SR 1 in Santa Cruz and I-280 in San Jose. North of I-280, SR 17 transitions into I-880 to Oakland. Access to the Plan Area is provided via interchanges at San Tomas Expressway-Camden Avenue and Lark Avenue.

SR 85 is a six-lane State Highway, extending between US 101 in Mountain View and south San Jose, where it once again joins with US 101. Within the Plan Area, SR 85 runs generally in the east-west direction and consists of two mixed-flow lanes plus an HOV lane in each direction of travel. Interchanges with Winchester Boulevard and Los Gatos Boulevard provide access to the Plan Area from SR 85.

Local Roadway Network

The Plan Area is served by a network of arterials, collectors, and local streets. Through traffic is generally served by arterial streets, while collector streets connect arterials to local streets and land uses. Local streets provide direct access to land uses. These roadways are summarized below:

- *Winchester Boulevard* is a north-south arterial roadway extending from Santa Clara southward to Los Gatos. Within most of the Plan Area, Winchester Boulevard consists of four-lanes (two lanes in each direction) plus a two-way left-turn lane (TWLTL) with a posted speed limit of 40-mph. Winchester Boulevard changes designation to Santa Cruz Avenue south of Blossom Hill Road, in Los Gatos, and to Lincoln Street north of Market Street, in Santa Clara. Access to the Plan Area is provided via its intersection with SR 85.

- *Los Gatos Boulevard-Bascom Avenue* is a 4- to 6-lane north-south arterial that extends from East Main Street, south of Saratoga Los Gatos Road, to I-880 in San Jose. North of Samaritan Drive it is known as Bascom Avenue; south of Samaritan Drive it is called as Los Gatos Boulevard. South of Lark Avenue, Los Gatos Boulevard has three travel lanes in each direction, parking lanes on both sides of the street and a landscaped median. North of Samaritan Drive, Bascom Avenue has three travel lanes in each direction and a center left-turn lane.
- *Lark Avenue* is a four-lane east-west arterial that runs between Winchester Boulevard and Los Gatos Boulevard in Los Gatos with a posted speed limit of 30 mph.
- *Hacienda Avenue* is an east-west, residential collector with one lane in each direction of travel. It extends between Del Loma Drive, just north of SR 85, eastward past Winchester Boulevard to Dell Avenue, where it terminates. Hacienda Avenue provides access to the Plan Area.
- *West Sunnyoaks Avenue* is an east-west, residential collector with one lane in each direction, connecting Virginia Avenue and Winchester Boulevard.
- *East Sunnyoaks Avenue* is an east-west, commercial/industrial collector with one lane in each direction that runs between San Tomas Expressway and Dell Avenue.
- *Dell Avenue* is a north-south commercial/industrial collector with one lane in each direction. It connects San Tomas Expressway to the north and Knowles Drive to the south and provides direct access to the Plan Area.
- *Knowles Drive* is an east-west local street that connects Pollard Road and Dell Avenue. Within the Plan Area, Knowles Drive has one to two lanes in each direction. Access to the Plan Area is provided via Knowles Drive.

Alternative Modes of Transportation

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed Plan Area; however, sidewalk gaps, obstacles, and barriers can be found along some or all of the roadways connecting to the Plan Area. Existing gaps and obstacles along the connecting roadways impact convenient and continuous access for pedestrians and present safety concerns. The following list includes locations where appropriate pedestrian infrastructure would address potential conflict points:

- *Dell Avenue* – Intermittent sidewalk coverage is provided on Dell Avenue with gaps on one or both sides of the street between East Sunnyoaks Avenue and Knowles Drive.

- *Winchester Boulevard* – Within the Plan Area, sidewalks do not exist on the east side of Winchester Boulevard. However, on the west side of Winchester Boulevard, there are continuous sidewalks. South of Lark Avenue, an intermittent sidewalk is provided on both sides of Winchester Boulevard.
- *Hacienda Avenue* – Intermittent sidewalks exist on both sides of the roadway on either side of Winchester Boulevard.
- *Knowles Drive* – On the east side of Winchester Boulevard, a continuous sidewalk exists on the south side of Knowles Drive; however, no sidewalk is provided on the north side of the roadway. West of Winchester Boulevard, an intermittent sidewalk exists on both sides of Knowles Drive.
- *Winchester Boulevard/Hacienda Avenue* – Marked crosswalks with pedestrian signal heads and push buttons are provided across all legs of the intersections. Curb ramps also exist at all corners of the intersection. However, due to a lack of sidewalks on the north and south side of Hacienda Avenue just east of Winchester Boulevard, pedestrian connectivity to the Plan Area is incomplete.
- *Winchester Boulevard/Knowles Drive* – Marked crosswalks, with pedestrian facilities including signal heads and push buttons, are provided on the western and southern legs of the intersections. Curb ramps are provided at the intersection corners where marked crosswalks are present.
- *Hacienda Avenue/Dell Avenue* – A marked crosswalk exists on the south of Dell Avenue at Hacienda Avenue. A sidewalk exists only at the southwest corner of this intersection.

Bicycle Facilities

The 2012 Caltrans *Highway Design Manual*, 2012, classifies bikeways into three categories:

- *Class I Multi-Use Path*: a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- *Class II Bike Lane*: a striped and signed lane for one-way bike travel on a street or highway.
- *Class III Bike Route*: signing only for shared use with motor vehicles within the same travel lane on a street or highway.

Within the Plan Area, a Class I multi-use path exists adjacent to Los Gatos Creek. The Los Gatos Creek Trail extends from south of Los Gatos through Vasona Park and into San Jose. The trail can be accessed from the Plan Area via Dell Avenue. A Class II bike lane exists on Winchester Boulevard south of Lark Avenue. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project Plan Area.

Transit Facilities

Existing transit service to the Plan Area is provided by the VTA. VTA provides bus transit, light rail transit (LRT) and paratransit services within Santa Clara County, including Campbell. VTA provides bus service to the immediate Plan Area via two local routes that are described below.

Bus Route 37 provides weekday service between Capitol LRT station and West Valley College connecting Camden Avenue, Winchester LRT Station, Winchester Boulevard, and Hacienda Avenue. Service is provided between 6:00 AM to 7:00 PM with an approximately 30 minute headway during the AM and PM peak hours.

Bus Route 48 provides both weekday and weekend service between Los Gatos Civic Center to the Winchester Transit Center in Campbell via Winchester Boulevard, Hacienda Avenue, and Knowles Drive. During weekdays, service is provided between 6:00 AM to 8:30 PM with an approximately 30-60 minute headway. On weekends service is provided between 7:30 AM to 7:30 PM with an approximately 60 minute headway.

Additionally, the Winchester Transit Center is located approximately 1 mile north of the Plan Area. The Winchester Transit Center provides connections to all the above bus routes and currently serves as the southern station and termination point of the VTA LRT line 902 between Mountain View and Winchester.

Furthermore, VTA operates the Outreach Paratransit services that provides transportation to individuals with disabilities who are unable to utilize fixed route transit services.

Vasona Light Rail Transit Extension

VTA is currently planning to extend light rail service along the Winchester Boulevard corridor, referred to as the Vasona Light Rail Transit Extension. The proposed Vasona LRT Extension includes 1.6 miles of new double light rail tracks running in the existing railroad right-of-way along Winchester Boulevard, along with two new light rail stations: the Hacienda Station and the Vasona Junction Station. This would be an extension of VTA Route 902, which currently travels between Campbell-Winchester Station and Downtown Mountain View and operates at 15-minute headways during the peak periods and 30-minutes during the off-peak periods and the weekend.

The installation of these new light rail tracks would require the existing freight rail tracks to be relocated within the right-of-way. Winchester Station would no longer serve as the end of the line; the Vasona Junction Station would become the end of the line. At full buildout the proposed extension is expected to serve approximately 775 daily boardings at the Hacienda Station and 870 daily boardings at the Vasona Junction Station.

The proposed Hacienda Station would be located along Winchester Boulevard south of Hacienda Avenue, adjacent to the Plan Area. Construction of this station would require acquisition of additional right-of-way to the east of the railroad right-of-way, and removing 80 parking spots of the Vasona Technology Park. The station would also require partial removal of the center turn lane of Winchester Boulevard to accommodate the expanded right-of-way. There are two alternatives for the Hacienda Station, one with a park-and-ride lot and one without the park-and-ride lot. If constructed, the park-and-ride lot would be located just to the north of Hacienda Avenue to the east of Winchester Boulevard. The park-and-ride lot would accommodate 35 vehicles.

The proposed Vasona Junction Station would be located along Winchester Boulevard adjacent to the Netflix development just north of the SR 85 on-ramp. The Vasona Junction Station would include a park-and-ride lot as well as two bus stops located in a currently vacant parcel to the south of the Netflix development. There would be parking spaces for 135 vehicles. All vehicular and bus access to the station parking lot would occur from Winchester Circle, which is currently the interior roadway through the Netflix site. Direct pedestrian and bicycle access would be provided from the parking lot to the adjacent Los Gatos Creek Trail.

Level of Service Methodologies

Intersection Levels of Service

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

The study intersections that are currently controlled by a traffic signal were analyzed using the signalized methodology published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000 as well as the *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority, Congestion Management Program, 2003. These sources contain methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle. The signalized methodology is based on factors including traffic volumes, green time for each movement, phasing, whether or not the signals are coordinated, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. It should be noted that the City of Campbell, City of San Jose, and Town of Los Gatos employ the Traffix CMP default values for the analysis parameters. The ranges of delay associated with the various levels of service are indicated in Table 4.13-2.

The unsignalized study intersections with stop signs on all approaches were analyzed using the "All-Way Stop-Controlled" Intersection methodology from the HCM. This methodology evaluates delay for each approach based on turning movements, opposing and conflicting traffic volumes, and the number of lanes. Average vehicle delay is computed for the intersection as a whole, and is then related to a LOS.

The ranges of delay associated with the various levels of service are indicated in Table 4.13-3.

Freeway Levels of Service

Freeways in the Plan Area identified as being in the Congestion Management Program (CMP) in Santa Clara County were analyzed using the data published in *VTA's 2012 Annual Monitoring and Conformance Report*, which is based on the density of traffic flow using methods described in the 2000 HCM. Density is expressed in passenger's cars per mile per lane. Vehicle density is calculated using the following formula:

TABLE 4.13-2 SIGNALIZED INTERSECTION LEVEL OF SERVICE CRITERIA

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

Source: *Traffic Level of Service Guidelines*, Santa Clara County Congestion Management Program, 2003.

TABLE 4.13-3 ALL-WAY STOP-CONTROLLED INTERSECTION LEVEL OF SERVICE CRITERIA

LOS A	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.
LOS B	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.
LOS C	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach, and wait for vehicle to clear from one or more approaches prior to entering the intersection.
LOS D	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.
LOS E	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.
LOS F	Delay of more than 50 seconds. Drivers enter long queues on all approaches.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

D = V/(N*S), where:
D= density in vehicles per mile per lane (vpmpl)
V=peak hour volume, in vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from HOV carpool lanes. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments three lanes or wider in one direction, a capacity of 2,200 vphpl be used for segments two lanes wide in one direction and a capacity of 1800 vphpl be used on HOV lanes. VTA CMP definitions for freeway segment levels of service are summarized in Table 4.13-4.

TABLE 4.13-4 FREEWAY SEGMENT LEVEL OF SERVICE (SANTA CLARA COUNTY)

LOS	Density	Description
A	Density<11.0	Free flow operations
B	11.0<density<18.0	Reasonably free flow, and free flow speeds are maintained
C	18.0<density<26.0	Flow with speeds and or near the free-flow speed
D	26.0<density<46.0	Level at which speed begins to decline with increasing flow
E	46.0<density<58.0	Operation at capacity
F	58.0<density	Breakdown in vehicular flow

Source: Santa Clara Valley Transportation Authority, 2011 Monitoring and Conformance Report.

Traffic Operation Standards

The City of Campbell, City of San Jose, and Town of Los Gatos levels of service standard for intersections is LOS D. For CMP intersections and freeway segments, the acceptable level of service standard is LOS E. These standards are discussed in more details in the Thresholds of Significance, Section 4.13.2.

Existing Conditions Traffic Operations

Traffic Volumes

Existing AM and PM peak hour traffic volumes at the study intersections were obtained from published traffic studies conducted near the Plan Area, including the *Albright Way Development, January, 2013,* Hexagon Transportation Consultants, Inc. Additional traffic volume data was also provided by the City of Campbell, Town of Los Gatos, and VTA staff. At study intersections where recent traffic counts were not available, new

turning movement counts were collected in September 2013 and May 2014 while local schools were in session. The existing peak hour traffic volumes are shown in Figure 4.13-2A and Figure 4.13-2B.

Intersection Levels of Service

Under existing conditions, the San Tomas Expressway/SR 17 SB Ramps intersection (CMP) operates at an unacceptable LOS F during the AM peak hour. All of the remaining study intersections operate acceptably during both the AM and PM peak hours. The intersection levels of service are summarized in Table 4.13-5 and the calculations are provided in Appendix D.

Freeway Levels of Service

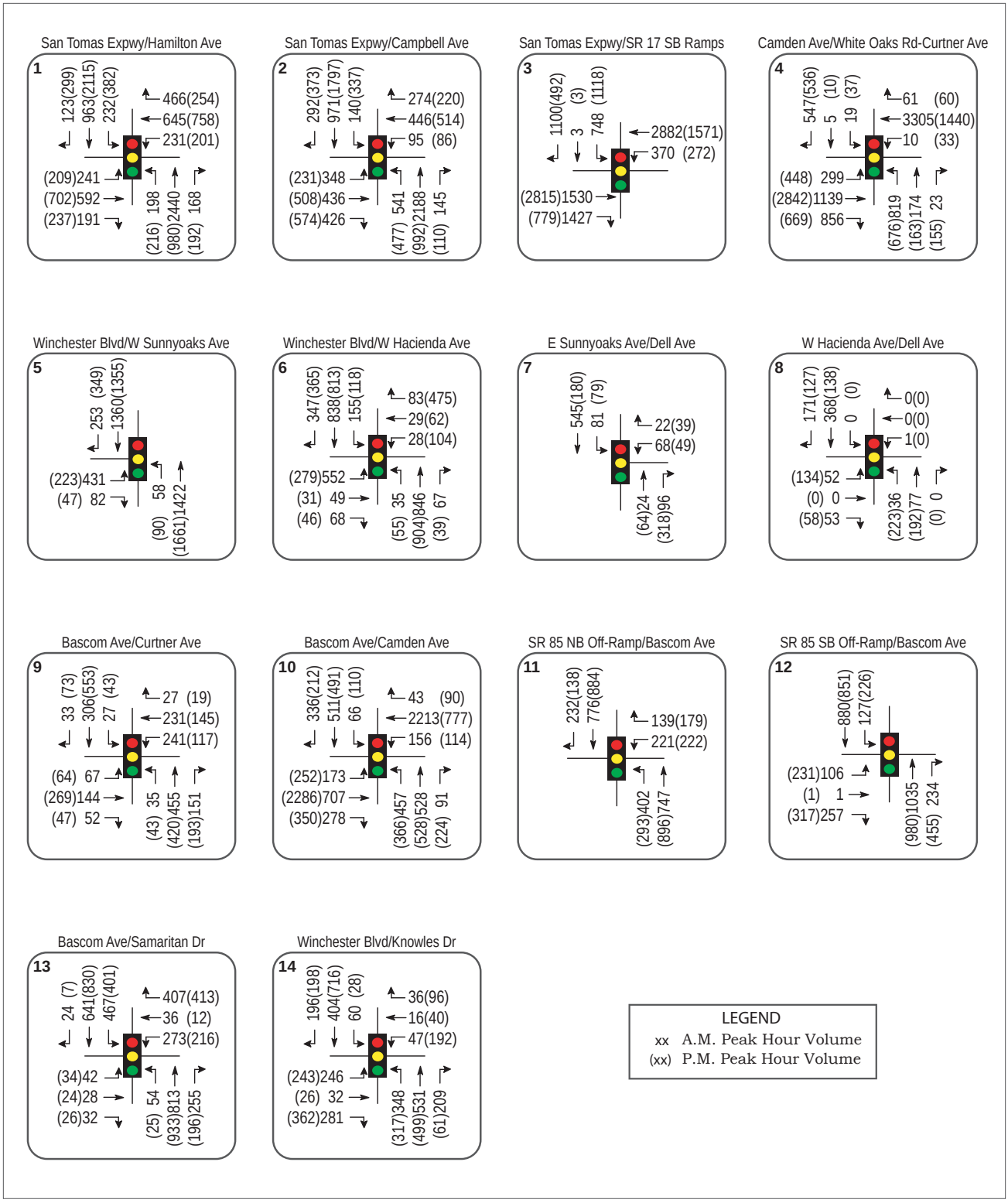
Under Existing Conditions, mixed-flow lanes on 15 of the 32 directional freeway segments analyzed operate at an unacceptable LOS F during at least one of the peak hours. For HOV lanes, five of the segments currently operate at an unacceptable LOS F during the AM peak hour. The freeway levels of service results are summarized in Table 4.13-6.

Collision Analysis

The collision histories for the study intersections were reviewed to determine any trends or patterns that may indicate a safety issue. Collision rates were calculated based on 5-year collision data available from the California Highway Patrol as published in their *Statewide Integrated Traffic Records System* (SWITRS) reports (April 30, 2008 to September 30, 2012) and data obtained from the City of Campbell (January 1, 2008 to December 31, 2012). The calculated collision rates for the study intersections were compared to average collision rates for similar facilities statewide, as indicated in *2010 Accident Data on California State Highways*, Caltrans.

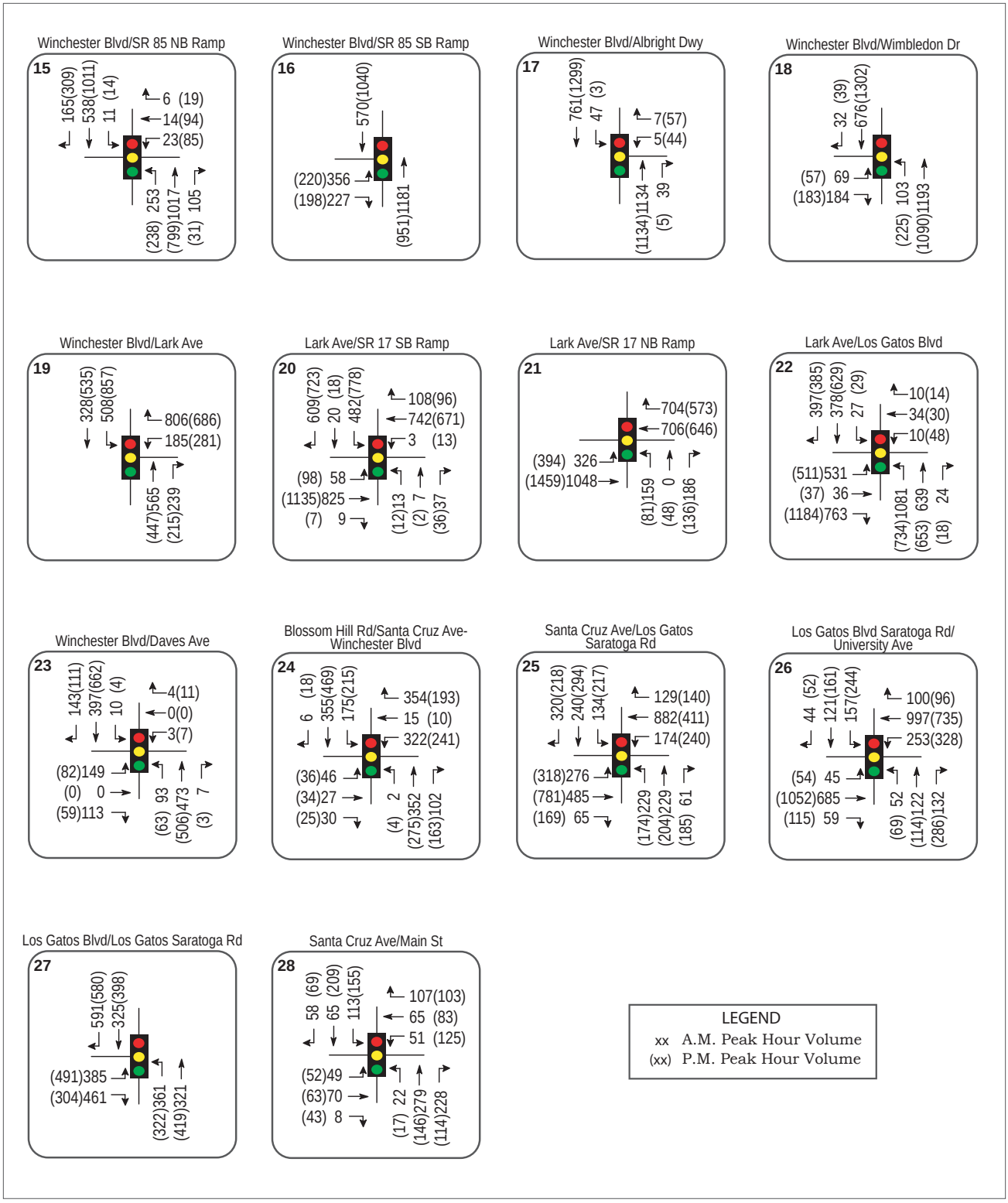
The study intersections of San Tomas Expressway/Hamilton Avenue, Winchester Boulevard/West Sunnyoaks Avenue, Hacienda Avenue/Dell Avenue, and Santa Cruz Avenue/Main Street were determined to have collision rates higher than the statewide average for similar facilities. All of the remaining intersections experienced collision rates lower than the statewide averages for similar facilities. No fatalities were reported during the 5-year period studied. The calculated collision rates are presented in Table 4.13-7 and details are provided in Appendix D.

The collision data for study intersections with higher-than-average collision rate was further examined to determine any apparent trends in collision types. The majorities of the collisions reported at San Tomas Expressway/Hamilton Avenue were rear-end and broadside type collisions, which are common collision types for a signalized intersection on an arterial, especially where conditions are occasionally congested. The primary collision factor associated with the rear-end collision was "unsafe speed" and with the broadside collision the primary collision factor was "traffic signals and signs." This intersection has approach speeds of 45 mph and five approach lanes in all directions.



Source: W-Trans, 2014.

Figure 4.13-2A
Existing Traffic Volumes



Source: W-Trans, 2014.

Figure 4.13-2B
Existing Traffic Volumes

TABLE 4.13-5 EXISTING PEAK HOUR INTERSECTION LEVELS OF SERVICE

		Existing Conditions			
		AM Peak		PM Peak	
	Study Intersection	Delay	LOS	Delay	LOS
1.	San Tomas Expressway/Hamilton Ave*	57.5	E+	49.7	D
2.	San Tomas Expressway/Campbell Ave*	57.8	E+	70.5	E
3.	San Tomas Expressway/SR 17 SB Ramps*	**121.2**	**F**	62.5	E
4.	Camden Ave/White Oaks Rd-Curtner Ave*	70.0	E	49.2	D
5.	Winchester Blvd/West Sunnyoaks Ave	22.9	C+	14.1	B
6.	Winchester Blvd/Hacienda Ave	28.3	C	36	D+
7.	East Sunnyoaks Ave/Dell Ave	30.1	D	10.6	C
8.	Hacienda Ave/Dell Ave	13.5	B	21.3	C
9.	Bascom Ave/Curtner Ave*	34.1	C-	35.5	D+
10.	Bascom Ave/Camden Ave*	55.1	E+	46.2	D
11.	SR 85 NB Ramp/Bascom Ave*	15.9	B	15.3	B
12.	SR 85 SB Ramp/Bascom Ave*	15.7	B	19.3	B-
13.	Bascom Ave/Samaritan Dr*	38.0	D+	35.5	D+
14.	Winchester Blvd/Knowles Dr	28.8	C	36.3	D+
15.	Winchester Blvd/SR 85 NB Ramps	11.8	B+	16.7	B
16.	Winchester Blvd/SR 85 SB Ramps	14.6	B	10.3	B+
17.	Winchester Blvd/Albright Way-Courtside Dr	Future intersection			
18.	Winchester Blvd/Wimbledon Dr	14.3	B	15.5	B
19.	Winchester Blvd/Lark Ave	20.7	C+	17.0	B
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/Daves Ave	27.4	C	20.4	C+
24.	Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd	30.8	C	28.2	C
25.	Santa Cruz Ave/Los Gatos-Saratoga Rd*	39.4	D	38.8	D+
26.	Los Gatos-Saratoga Rd/University Ave	26.5	C	33.7	C-
27.	Los Gatos Blvd/Los Gatos-Saratoga Rd	20.7	C+	22.9	C+
28.	Santa Cruz Ave/Main St	24.9	C	27.2	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; * = CMP Intersections; **Bold** text = deficient operation; For calculated delays greater than 120 seconds, HCM methodology does not produce an accurate representation of actual conditions. However, calculated delays greater than 120 seconds are reported for comparative purposes and were used to determine the significance of an impact.

TABLE 4.13-6 EXISTING FREEWAY LEVELS OF SERVICE

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Avg. Speed[a]	# of Lanes	Volume[a]	Density	LOS	Avg. Speed[a]	# of Lanes	Volume[a]	Density	LOS
SR 17	Bear Creek Rd to Saratoga-Los Gatos Rd	NB	AM	36	2.0	4,040	56	E	--	--	--	--	--
			PM	66	2.0	2,640	20	C	--	--	--	--	--
SR 17	Saratoga Los Gatos Rd to Lark Ave	NB	AM	40	2.0	4,160	52	E	--	--	--	--	--
			PM	66	2.0	3,170	24	C	--	--	--	--	--
SR 17	Lark Ave to SR 85	NB	AM	64	2.0	4,230	33	D	--	--	--	--	--
			PM	66	2.0	3,040	23	C	--	--	--	--	--
SR 17	SR 85 to San Tomas Expressway/Camden Ave	NB	AM	52	3.0	6,560	42	D	--	--	--	--	--
			PM	66	3.0	3,960	20	C	--	--	--	--	--
SR 17	San Tomas Expressway/ Camden Ave to Hamilton Ave	NB	AM	25	3.0	5,400	**72**	**F**	--	--	--	--	--
			PM	66	3.0	4,160	21	C	--	--	--	--	--
SR 17	Hamilton Ave to I-280	NB	AM	23	3.4	5,250	**76**	**F**	--	--	--	--	--
			PM	65	3.4	5,660	29	C	--	--	--	--	--
SR 85	SR 87 to Almaden Expressway	NB	AM	15	2.0	2,940	**98**	**F**	14	1	1,420	**101**	**F**
			PM	66	2.0	3,440	26	C	70	1	700	10	A
SR 85	Almaden Expressway to Camden Ave	NB	AM	23	2.0	3,550	**77**	**F**	24	1	1,800	**75**	**F**
			PM	64	2.0	4,100	32	D	70	1	840	12	B
SR 85	Camden Ave to Union Ave	NB	AM	22	2.0	3,440	**78**	**F**	35	1	2,030	58	E
			PM	65	2.0	3,770	29	D	70	1	560	8	A

TABLE 4.13-6 EXISTING FREEWAY LEVELS OF SERVICE

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Avg. Speed[a]	# of Lanes	Volume[a]	Density	LOS	Avg. Speed[a]	# of Lanes	Volume[a]	Density	LOS
SR 85	Union Ave to Bascom Ave	NB	AM	19	2.0	3,230	**85**	**F**	21	1	1,680	**80**	**F**
			PM	66	2.0	3,040	23	C	70	1	420	6	A
SR 85	Bascom Ave to SR 17	NB	AM	11	2.0	2,450	**111**	**F**	18	1	1,590	**88**	**F**
			PM	66	2.0	3,170	24	C	70	1	490	7	A
SR 85	SR 17 to Winchester Blvd	NB	AM	19	2.0	3,270	**86**	**F**	13	1	1,330	**102**	**F**
			PM	66	2.0	2,910	22	C	70	1	980	14	B
SR 85	Winchester Blvd to Saratoga Ave	NB	AM	25	2.0	3,650	**73**	**F**	43	1	2,110	49	E
			PM	66	2.0	3,170	30	D	70	1	490	7	A
SR 85	Saratoga Ave to Saratoga-Sunnyvale Rd	NB	AM	46	2.0	4,330	47	E	45	1	2,160	47	E
			PM	66	2.0	2,910	22	C	70	1	420	6	A
SR 85	Saratoga-Sunnyvale Rd to Stevens Creek Blvd	NB	AM	19	2.3	3,200	**84**	**F**	47	1	2,170	46	D
			PM	66	2.3	2,910	22	C	70	1	350	5	A
SR 85	Stevens Creek Blvd to I-280	NB	AM	66	2.0	2,640	20	C	52	1	2,190	42	D
			PM	67	2.0	2,400	18	C	70	1	420	6	A
SR 85	I-280 to Stevens Creek Blvd	SB	AM	67	3.0	288	18	B	67	1	610	9	A
			PM	26	3.0	4,440	**71**	**F**	60	1	2,400	40	D
SR 85	Stevens Creek Blvd to Saratoga-Sunnyvale Rd	SB	AM	66	2.0	2,640	20	C	67	1	410	6	A
			PM	24	2.0	3,010	**94**	**F**	70	1	2,100	30	D

TABLE 4.13-6 EXISTING FREEWAY LEVELS OF SERVICE

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Avg. Speed[a]	# of Lanes	Volume[a]	Density	LOS	Avg. Speed[a]	# of Lanes	Volume[a]	Density	LOS
SR 85	Saratoga-Sunnyvale Rd to Saratoga Ave	SB	AM	66	2.0	2,780	21	C	67	1	270	4	A
			PM	24	2.0	3,600	**75**	**F**	70	1	1,820	26	C
SR 85	Saratoga Ave to Winchester Blvd	SB	AM	66	2.0	3,170	24	C	67	1	470	11	A
			PM	39	2.0	4,140	53	E	70	1	1,960	28	D
SR 85	Winchester Blvd to SR 17	SB	AM	66	2.0	2,640	20	C	67	1	540	8	A
			PM	35	2.0	4,060	58	E	70	1	1,680	24	C
SR 85	SR 17 to Bascom Ave	SB	AM	67	2.0	1,600	12	B	67	1	470	7	A
			PM	18	2.0	3,170	**88**	**F**	70	1	2,030	29	D
SR 85	Bascom Ave to Union Ave	SB	AM	66	2.0	3,170	24	C	67	1	470	7	A
			PM	14	2.0	2,800	**100**	**F**	70	1	2,240	32	D
SR 85	Union Ave to Camden Ave	SB	AM	66	2.0	2,780	21	C	67	1	340	5	A
			PM	37	2.0	4,070	55	E	70	1	2,310	33	D
SR 85	Camden Ave to Almaden Expressway	SB	AM	66	2.0	3,170	24	C	67	1	610	9	A
			PM	48	2.0	4,320	45	D	70	1	1,890	27	D
SR 85	Almaden Expressway to SR 87	SB	AM	67	2.0	2,270	17	C	67	1	880	13	C
			PM	66	2.0	3,170	24	C	70	1	1,260	18	B
SR 17	I-280 to Hamilton Ave	SB	AM	66	3.0	4,360	22	C	--	--	--	--	--
			PM	61	3.0	6,590	36	D	--	--	--	--	--

TABLE 4.13-6 EXISTING FREEWAY LEVELS OF SERVICE

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Avg. Speed[a]	# of Lanes	Volume[a]	Density	LOS	Avg. Speed[a]	# of Lanes	Volume[a]	Density	LOS
SR 17	Hamilton Ave to San Tomas Expressway/Camden Ave	SB	AM	67	3.4	4,070	18	B	--	--	--	--	--
			PM	66	3.4	5,170	23	C	--	--	--	--	--
SR 17	San Tomas Expressway/Camden Ave to SR 85	SB	AM	66	3.0	3,960	20	C	--	--	--	--	--
			PM	66	3.0	4,360	22	C	--	--	--	--	--
SR 17	SR 85 to Lark Ave	SB	AM	66	2.0	2,780	21	C	--	--	--	--	--
			PM	50	2.0	4,400	44	D	--	--	--	--	--
SR 17	Lark Ave to Saratoga-Los Gatos Rd	SB	AM	66	2.0	3,440	26	C	--	--	--	--	--
			PM	41	2.0	4,190	51	E	--	--	--	--	--
SR 17	Saratoga Los Gatos Rd to Bear Creek Rd	SB	AM	67	2.0	2,000	15	B	--	--	--	--	--
			PM	62	2.0	4,340	35	D	--	--	--	--	--

Notes: **Bold** indicates segment operating at LOS F conditions
-- = No HOV lane provided on segment
[a] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.

TABLE 4.13-7 COLLISION ANALYSIS

	Study Intersection	Number of Collisions	Calculated Collision Rate (c/mve)	Statewide Average Collision Rate (c/mve)
1.	San Tomas Expressway/Hamilton Ave*	41	**0.34**	0.27
2.	San Tomas Expressway/Campbell Ave*	23	0.20	0.27
3.	San Tomas Expressway/SR 17 SB Ramps*	0	0.00	0.27
4.	Camden Ave/White Oaks Rd-Curtner Ave*	15	0.12	0.27
5.	Winchester Blvd/West Sunnyoaks Ave	18	**0.26**	0.21
6.	Winchester Blvd/Hacienda Ave	10	0.17	0.27
7.	East Sunnyoaks Ave/Dell Ave	1	0.07	0.18
8.	Hacienda Ave/Dell Ave	4	**0.25**	0.18
9.	Bascom Ave/Curtner Ave*	5	0.14	0.27
10.	Bascom Ave/Camden Ave*	19	0.18	0.27
11.	SR 85 NB Ramp/Bascom Ave*	8	0.15	0.27
12.	SR 85 SB Ramp/Bascom Ave*	5	0.09	0.27
13.	Bascom Ave/Samaritan Dr*	5	0.09	0.27
14.	Winchester Blvd/Knowles Dr	6	0.12	0.27
15.	Winchester Blvd/SR 85 NB Ramps	4	0.08	0.27
16.	Winchester Blvd/SR 85 SB Ramps	2	0.05	0.21
17.	Winchester Blvd/Albright Way-Courtside Dr	0	0.00	0.18
18.	Winchester Blvd/Wimbledon Dr	6	0.11	0.21
19.	Winchester Blvd/Lark Ave	8	0.14	0.21
20.	Lark Ave/SR 17 SB Ramps	13	0.20	0.27
21.	Lark Ave/SR 17 NB Ramps	9	0.14	0.27
22.	Lark Ave/Los Gatos Blvd*	14	0.18	0.27
23.	Winchester Blvd/Daves Ave	0	0.00	0.21
24.	Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd	3	0.10	0.27
25.	Santa Cruz Ave/Los Gatos-Saratoga Rd*	1	0.02	0.27
26.	Los Gatos-Saratoga Rd/University Ave	11	0.18	0.27
27.	Los Gatos Blvd/Los Gatos-Saratoga Rd	1	0.02	0.21
28.	Santa Cruz Ave/Main St	12	**0.56**	0.27

Notes: c/mve = collisions per million vehicles entering
BOLD text indicates calculated collision rates higher than the statewide average.

The majority of the collisions reported at the Winchester Boulevard/West Sunnyoaks Avenue intersection were rear-end type collisions, and most were due to either unsafe speeding or unsafe starting or backing. More than half of the collisions occurred in the southbound direction, near the San Tomas Expressway off-ramp with yield control and less than 100 feet for a vehicle to merge into a through lane on Winchester Boulevard. Winchester Boulevard at West Sunnyoaks Avenue has approach speeds of 35 mph and vehicles leaving San Tomas Expressway were most likely traveling at higher speeds.

Half of the collisions reported at the Hacienda Avenue/Dell Avenue intersection were rear-end type collisions, which is a common type of collision for stop-controlled intersections. The primary collision factor associated with the rear-end collisions was "unsafe speed." As part of the proposed Plan, it is expected that this intersection would be reconfigured, and perhaps signalized, as later discussed. These anticipated modifications would provide an opportunity to improve safety at the intersection.

The majority of the collisions reported at the Santa Cruz Avenue/Main Street intersection were rear-end and sideswipe type collisions. The primary collision factor associated with the rear-end collision was "unsafe speed" and with the sideswipe collision "improper turning." Most of the reported collisions occurred on Main Street, which has permitted left turns.

4.13.2 STANDARDS OF SIGNIFICANCE

According to Appendix G, Environmental Checklist, of the CEQA Guidelines, the proposed Plan would have a significant impact with regard to transportation and traffic, if it would:

Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel, and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

1. Conflict with an applicable congestion management program, including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

2. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

3. Result in inadequate emergency access.

4. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

5. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

4.13.2.1 SIGNIFICANCE IMPACT CRITERIA

The following criteria, based on the guidelines from the City of Campbell, City of San Jose, Town of Los Gatos, and VTA were used to determine whether the proposed Project would result in a significant impact to the transportation system.

City of Campbell

Traffic impacts at intersections would be considered significant if:

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

City of San Jose

Significant traffic impacts at signalized intersections are defined to occur when the addition of project-generated trips causes one of the following:

- Intersection operations to deteriorate from an acceptable LOS D or better to an unacceptable LOS E or F.
- Critical delay increase of four or more seconds and a V/C ratio increase of 0.01 or more to intersections operating at LOS E or F.
- The V/C ratio increases by 0.01 or more at an intersection operating at an unacceptable LOS E or F when the change in critical delay is negative.

Town of Los Gatos

The Town of Los Gatos has defined LOS D as an acceptable level of service. Traffic impacts at intersections would occur when traffic resulting from the implementation of a project causes:

- Intersection operations to deteriorate by more than one letter grade from LOS A, B or C;
- Intersection operations to deteriorate from LOS D to an unacceptable level (LOS E or LOS F); or,
- Any increase to average delay at an intersection already operating at an unacceptable level.

These guidelines apply to signalized intersections only.

Santa Clara County Valley Transportation Authority

Significant traffic impacts at signalized CMP intersections are defined to occur when the addition of project-generated trips causes one of the following:

- Intersection operations to deteriorate from LOS E or better to LOS F.
- Average control delay for critical movements to increase by four seconds or more and the critical V/C ratio to increase by 0.01 or more for intersections operating at LOS F.

4.13.3 PROJECT TRAFFIC ANALYSIS RESULTS

4.13.3.1 SITE ACCESS

This analysis is based on the following assumptions:

West District

It was assumed that the West District would connect to Winchester Boulevard via full-access (all turning movements permitted) intersections at West Hacienda Avenue and Knowles Drive. Additional limited access (right-turn in and out only) driveways would be provided along Winchester Boulevard .

To the west, the Plan Area would connect to West Hacienda Avenue, Chapman Drive, West Parr Avenue, Division Street and Knowles Drive.

Central and Waterfront Districts

The existing full-access intersections at Winchester Boulevard/East Hacienda Avenue and Winchester Boulevard/Knowles Drive would continue to provide access to the Plan Area. Additionally, access to San Tomas Expressway would continue to be provided via Dell Avenue and East Sunnyoaks Avenue.

The proposed Plan includes an optional additional access point between Vandell Way and Division Street to Winchester Boulevard. This would require creation of a new at-grade railroad crossing, which would require approval from the Rail Crossings Engineering Branch (RCEB) of the California Public Utility Commission (CPUC), the State agency charged with railroad safety. Furthermore, providing a third signalized access point along Winchester Boulevard would have impacts to traffic operations along Winchester Boulevard as well as rail operations (freight and future LRT), and bicycle and pedestrian access. Because of this, the third access point on Winchester Boulevard was not included in this analysis. However, another access point on Winchester Boulevard, generally, would have a potential to relieve some of the proposed Plan-related congestion at Winchester Boulevard/East Hacienda Avenue and Winchester Boulevard/Knowles Drive. If the City decides to pursue this improvement, additional environmental review would be required.

4.13.3.2 PROJECT TRIP GENERATION

The anticipated trip generation for the proposed Project was estimated using standard average rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 9th Edition, 2012, for the following land uses.

- General Office Building, ITE Land Use # 710
- Shopping Center, ITE Land Use # 820
- General Light Industrial, ITE Land Use # 110
- Apartment, ITE Land Use #220

The Plan Area is currently occupied by land uses including office, retail and service, and light industrial. The proposed Project would remove some of the existing uses at the site; therefore, trips generated by the existing use at the site were estimated by using the ITE standards average rates for "General Office Building," "Shopping Center," and "General Light Industrial" land uses.

The proposed Plan is subdivided into three districts: West, Central and Waterfront. The West District would be located on the west side of Winchester Boulevard and the Central and Waterfront Districts would be located on the east side of Winchester Boulevard. For trip generation purposes, the Central and Waterfront Districts were combined together. The size of each of the proposed components for the West and Central plus Waterfront Districts are shown on Table 4.13-8.

TABLE 4.13-8 DELL AVENUE AREA PLAN LAND USE

Land Use	Gross Size	Existing to be Removed	Net New
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 du	--	300 du

Note: sf = square feet, du = dwelling unit

Internal Capture Trips

The ITE Trip Generation Handbook also includes data and methodologies that can be applied to determine the proportion of internal trips that may occur within a development area that includes a variety of land uses. Internal trips occur within mixed-use developments, and in the case of the proposed Plan, would consist of residents patronizing adjacent retail and restaurant uses as well as employees of nonresidential uses patronizing other nonresidential uses (such as office employees eating at adjacent restaurants). The shopping center land use category in the ITE Trip Generation Manual already accounts for trips that would be made

between the various components of the shopping center. Therefore, for the West District, the internal capture trips were calculated for the interaction between the residential and shopping center uses. For the Central plus Waterfront Districts, the internal capture trips were calculated for the interaction between the office and shopping center uses. The majority of internal capture trips would be made by walking, and the few that would be made by automobile would only travel on-site, so would not affect the adjacent street network.

Pass-by Trips

Some portion of traffic associated with shopping centers (mainly the retail, restaurant uses) is drawn from existing traffic on nearby streets. These vehicle trips are not considered "new," but are instead comprised of drivers who are already driving on the adjacent street system and choose to make an interim stop, and are referred to as "pass-by." An example of a pass-by trip would include a commuter on Winchester Boulevard who works in Campbell and plans to eat out or shop while going back home. These pass-by trips could either be planned stop along the route or an impulsive, unplanned stop to patronize a service that the driver notices along their route.

The percentage of these pass-by trips was developed based on information provided in the Trip Generation Handbook: An ITE Recommended Practice, ITE, 2004. This reference includes pass-by data collected at numerous locations for many land uses, including shopping center. It is anticipated that the proposed retail land uses in the Central and Waterfront Districts would be located further away from Winchester Boulevard and would generally support the existing and new office uses on site. Therefore, pass-by trip reduction was not applied to the Central plus Waterfront District. A pass-by reduction rate was only considered for the West District due to its location on Winchester Boulevard. Based on the available ITE pass-by data for Shopping Centers, a 40 percent PM peak hour pass-by trip reduction rate could be applied to the PM peak hour retail trips generated by the project in the West District. While ITE recommends a 40 percent reduction on pass-by trips for Shopping Centers, the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program Transportation Impact Analysis Guidelines (Section 8.3.2), adopted March 2009, limits pass-by trip reductions to 30 percent. Therefore, a 30 percent reduction was applied to the PM peak hour retail trips (after deducting internally captured trips from retail trips) generated by the project in the West District.

ITE does not publish daily and AM peak hour pass-by reduction rates for a shopping center land use. In general, it is expected that the potential for pass-by trip reduction is less during the AM peak hour as compared to the PM peak hour, when traffic is highest on the adjacent streets. Based on this assumption, a 20 percent pass-by trip reduction rate was considered during the AM peak hour. Midday and early afternoon periods are expected to experience travel characteristics that are more similar to the PM peak hour than the AM peak hour; therefore, for overall daily traffic analysis, a pass-by rate of 25 percent was applied. These pass-by reductions were applied to retail trips after deducting internal capture trips.

Total Trip Generation

After applying the recommended reduction rates and deducting existing trips that would be removed from the site, the proposed Plan is expected to generate an average of 27,471 weekday daily trips, including 3,607 additional trips during the AM peak hour and 3,571 additional trips during the PM peak hour, as summarized in Table 4.13-9.

Trip Distribution

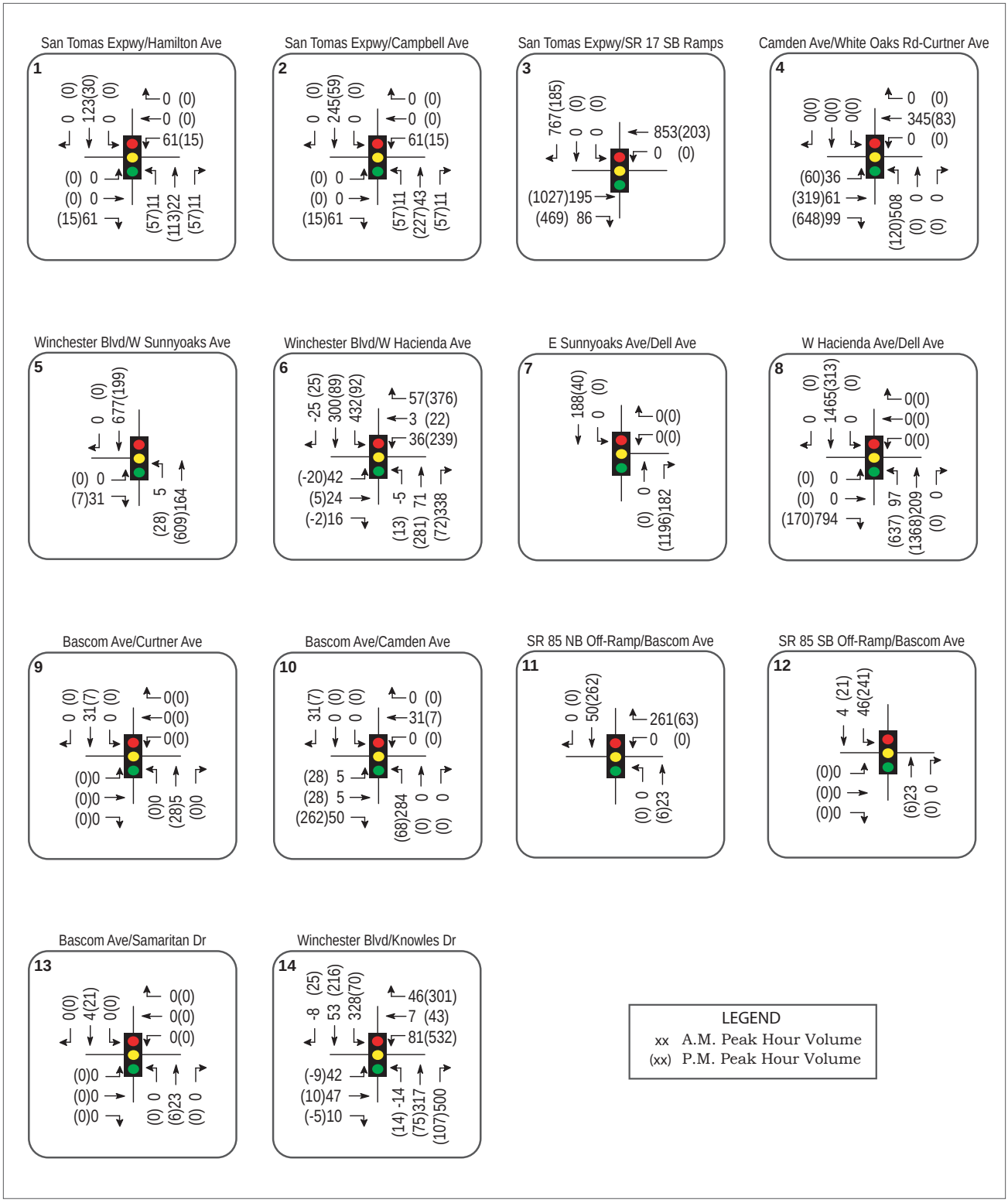
The trip distribution pattern used to allocate new project trips to the street network was determined by reviewing existing turning movements at the study intersections, proposed access to the site, location of likely origins and destinations, and the trip distribution pattern used in the analysis for the Albright Way Development (Traffic Impact Analysis, Hexagon Transportation Consultants, Inc., January 3, 2013). The trip distribution pattern based on the applied assumptions is shown in Table 4.13-10. The distributed Plan-added trips are shown on Figure 4.13-3A and Figure 4.13-3B.

4.13.3.3 TRAFFIC INFUSION ON RESIDENTIAL ENVIRONMENT (TIRE) INDEX

The effect of adding Plan-related traffic on Hacienda Avenue, west of Winchester Boulevard, was evaluated based on the Traffic Infusion on Residential Environment (TIRE) index. The TIRE index is a tool that measures the residents' perception of the effect of increased Average Daily Traffic (ADT) on residential streets. TIRE index values range from 0.0 to 5.0, with 0.0 representing the least effect of traffic on a residential street and 5.0 representing the greatest affect. A TIRE index of 3.0 typically represents the threshold at which the character of a residential street changes. Residential streets with a TIRE index above this mid-range point of 3.0 typically exhibit higher traffic volumes, while streets with a TIRE index below 3.0 are usually more suitable for residential activities.

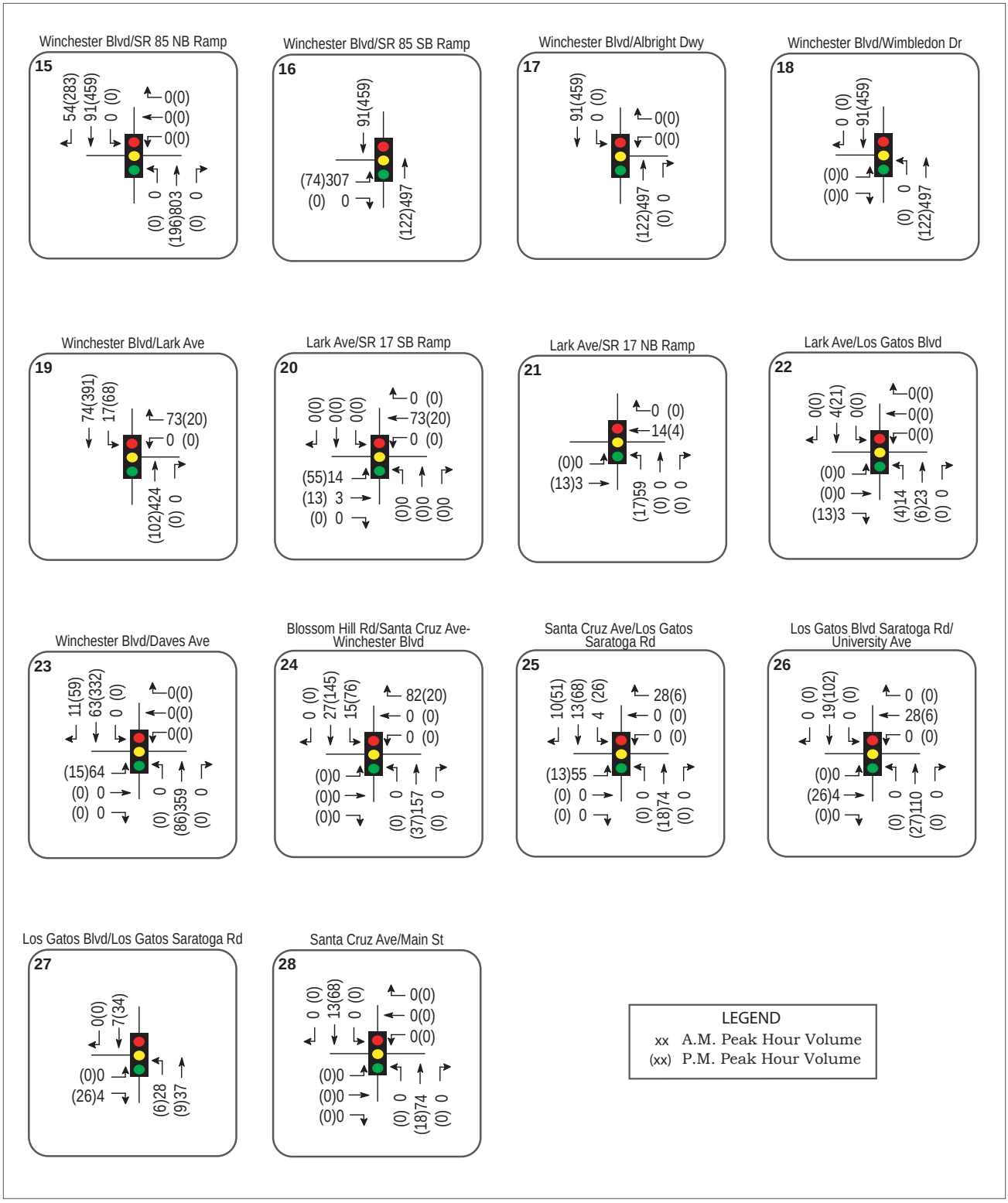
In general, a change in the TIRE index of less than 0.1 would not be noticed by a resident, while a change of 0.1 or more would be noticeable to residents along a residential street. A list of the TIRE indices is provided in Appendix D.

Currently, Hacienda Avenue carries 4,297 vehicles per day in the eastbound direction and 4,231 vehicles per day in the westbound direction. This equates to a TIRE index of 3.6. Based on the existing traffic volumes, an increase of 1,250 vehicles per day in each direction would be necessary to trigger a 0.1 change in the TIRE index. Implementation of the proposed Plan would result in 259 trips being added in the eastbound direction, and 248 trips in the westbound direction. Therefore, the proposed Plan would have no impact on the TIRE index of Hacienda Avenue



Source: W-Trans, 2014.

Figure 4.13-3A
Plan-Generated Traffic Volumes



Source: W-Trans, 2014.

Figure 4.13-3B
Plan-Generated Traffic Volumes

TABLE 4.13-9 TRIP GENERATION

Land Use	Size	Daily Trips	AM Peak Hour Total	AM Peak Hour In	AM Peak Hour Out	PM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out
West District								
Existing Uses to be Removed								
Office	-60 ksf	-662	-94	-82	-12	-89	-15	-74
Retail & Services	-52 ksf	-2,220	-50	-31	-19	-193	-93	-100
Pass-by (retail trips only)		*888*	*13*	*8*	*5*	*77*	*37*	*40*
Subtotal – West District Existing Trips		-1,994	-131	-105	-26	-205	-71	-134
Proposed Uses								
Residential	300 du	1,995	153	31	122	186	121	65
Retail & Services	20 ksf	854	19	12	7	74	36	38
Internal Capture		*-170*	*-4*	*-2*	*-2*	*-16*	*-8*	*-8*
Pass-by (retail trips only)		*-192*	*-3*	*-2*	*-1*	*-19*	*-10*	*-9*
Subtotal – West District Total Trips		2,487	165	39	126	225	139	86
Subtotal – West District Net New Trips		493	34	-66	100	20	68	-48
Central & Waterfront Districts								
Existing Uses to be Removed								
Office	-498 ksf	-5,493	-777	-684	-93	-742	-126	-616
Research & Development/Light Industrial	-498 ksf	-3,471	-458	-403	-55	-483	-58	-425
Subtotal – Central & Waterfront Districts Existing Trips		-8,964	-1,235	-1,087	-148	-1,225	-184	-1,041
Proposed Uses								
Office	2,850 ksf	31,436	4,446	3,912	534	4,247	722	3,525
Research & Development/Light Industrial	350 ksf	2,440	322	283	39	340	41	299
Retail & Services	52 ksf	2,220	50	31	19	193	93	100
Internal Capture		*-154*	*-10*	*-5*	*-5*	*-4*	*-2*	*-2*
Subtotal – Central & Waterfront Districts Total Trips		35,942	4,808	4,221	587	4,776	854	3,922
Subtotal – Central & Waterfront Districts Net New Trips		26,978	3,573	3,134	439	3,551	670	2,881
Net New Plan Area Trips		**27,471**	**3,607**	**3,068**	**539**	**3,571**	**738**	**2,833**

Note: ksf = thousand square feet; du = dwelling unit

TABLE 4.13-10 TRIP DISTRIBUTION

Origin/Destination	Percentage
to/from west via San Tomas Expressway	12%
to/from east via Camden Avenue	1%
to/from north via SR 17	25%
to/from south via SR 17	10%
to/from west via SR 85	10%
to/from east via SR 85	17%
to/from west via West Sunnyoaks Avenue	1%
to/from west via Hacienda Avenue	1%
to/from west via Knowles Drive	2%
to/from north via Winchester Boulevard	5%
to/from south via Winchester Boulevard	6%
to/from southwest via Saratoga Los Gatos Road	6%
to/from north via Bascom Avenue-Los Gatos Boulevard	1%
to/from south via Basom Avenue	3%

4.13.4 ENVIRONMENTAL IMPACT DISCUSSION

Existing Plan Intersection Level of Service

TRAF-1 Implementation of the proposed Plan would cause six intersections to fall below the level of service standard.

With the addition of Plan-generated traffic, one intersection would continue to operate unacceptably, and six additional intersections would change from acceptable to unacceptable operation, as summarized below, with level of service results summarized in Table 4.13-11.

1. San Tomas Expressway/SR 17 Southbound Ramps (AM peak hour)
4. Camden Avenue/White Oaks Road-Curtner Avenue (AM and PM peak hour)
6. Winchester Boulevard/Hacienda Avenue (AM and PM peak hour)

TABLE 4.13-11 EXISTING AND EXISTING PLUS PLAN PEAK HOUR INTERSECTION LEVELS OF SERVICE

		Existing Conditions				Existing plus Plan Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
	Study Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	San Tomas Expressway/Hamilton Ave*	57.5	E+	49.7	D	58	E+	50.9	D
2.	San Tomas Expressway/Campbell Ave*	57.8	E+	70.5	E	64.6	E	76.2	E-
3.	San Tomas Expressway/SR 17 SB Ramps*	**121.2**	**F**	62.5	E	**310.4**	**F**	**162.7**	**F**
4.	Camden Ave/White Oaks Rd-Curtner Ave*	70.0	E	49.2	D	**137.9**	**F**	65.5	E
5.	Winchester Blvd/West Sunnyoaks Ave	22.9	C+	14.1	B	32.0	C-	14.2	B
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**
9.	Bascom Ave/Curtner Ave*	34.1	C-	35.5	D+	34.3	C-	35.6	D+
10.	Bascom Ave/Camden Ave*	55.1	E+	46.2	D	72.9	E	46.6	D+
11.	SR 85 NB Ramp/Bascom Ave*	15.9	B	15.3	B	20.7	C+	16.2	B
12.	SR 85 SB Ramp/Bascom Ave*	15.7	B	19.3	B-	16.2	B	21.9	C+
13.	Bascom Ave/Samaritan Dr*	38.0	D+	35.5	D+	38	D+	35.4	D+
14.	Winchester Blvd/Knowles Dr	28.8	C	36.3	D+	53.5	D-	**154.2**	**F**
15.	Winchester Blvd/SR 85 NB Ramps	11.8	B+	16.7	B	13.1	B	31.9	C
16.	Winchester Blvd/SR 85 SB Ramps	14.6	B	10.3	B+	51.8	D-	11.2	B+
17.	Winchester Blvd/Albright Way-Courtside Dr	Future intersection				Future intersection			
18.	Winchester Blvd/Wimbledon Dr	14.3	B	15.5	B	13	B	17.9	B
19.	Winchester Blvd/Lark Ave	20.7	C+	17.0	B	28.4	C	16.8	D
20.	Lark Ave/SR 17 SB Ramps	27.1	C	31.2	C	27.2	C	32.5	C-
21.	Lark Ave/SR 17 NB Ramps	17.3	B	15.6	B	18.5	B-	15.9	B
22.	Lark Ave/Los Gatos Blvd*	31.9	C	31.1	C	32	C-	31.2	C
23.	Winchester Blvd/Daves Ave	27.4	C	20.4	C+	28.4	C	25.1	C
24.	Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd	30.8	C	28.2	C	36.4	D+	29.2	C
25.	Santa Cruz Ave/Los Gatos-Saratoga Rd*	39.4	D	38.8	D+	41.3	D	39.9	D
26.	Los Gatos-Saratoga Rd/University Ave	26.5	C	33.7	C-	28.8	C	35.1	D+
27.	Los Gatos Blvd/Los Gatos-Saratoga Rd	20.7	C+	22.9	C+	21.2	C+	23.5	C
28.	Santa Cruz Ave/Main St	24.9	C	27.2	C	24.4	C	27.2	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; * = CMP Intersections; **Bold** text = deficient operation; For calculated delays greater than 120 seconds, HCM methodology does not produce an accurate representation of actual conditions. However, calculated delays greater than 120 seconds are reported for comparative purposes and were used to determine the significance of an impact.

7. East Sunnyoaks Avenue/Dell Avenue (AM and PM peak hour)
8. Hacienda Avenue/Dell Avenue (AM and PM peak hour)
14. Winchester Boulevard/Knowles Drive (PM peak hour)

As identified in Table 4.13-11, implementation of the proposed Plan would result in a change in service from acceptable to unacceptable LOS for six intersections. The proposed Plan would thus result in a *significant* impact.

Significance Before Mitigation: Significant

Existing Plan Freeway Level of Service

TRAF-2	**Implementation of the proposed Plan would cause freeway segments to fall below the level of service standard.**

Under Background Conditions plus the addition of proposed Plan-generated traffic, mixed-flow lanes on 18 of the 32 directional freeway segments analyzed would operate at an unacceptable LOS F during at least one of the peak hours. Of these 18 segments, 15 were previously identified as unacceptable under Background conditions. Implementation of the proposed Plan would result in a significant impact on 15 of these segments.

For HOV lanes, six of the segments would operate at an unacceptable LOS F during the AM peak hour. Of these six segments, implementation of the proposed Plan would add traffic to five of the six LOS F segments, resulting in potentially *significant* impacts on these five segments. The freeway levels of service results are summarized in Table 4.13-12.

Significance Before Mitigation: Significant.

Hazards

TRAF-3	**Implementation of the proposed Plan would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment).**

As the proposed Plan gets implemented and roadway modifications are proposed, if at all, such modifications would go through an independent review process by the jurisdiction that controls the respective facility to determine that the proposed modifications conform with design standards and requirements of that jurisdiction. This includes standards for lane widths and roadway geometric features, bicycle and pedestrian facilities, traffic signal configuration, curve radius, sight lines, street lighting, and other elements. For the study facilities, the controlling jurisdictions may include:

TABLE 4.13-12 EXISTING PLUS PLAN FREEWAY LEVELS OF SERVICE

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Added Volume	Volume[a]	Density	LOS	Significant Impact?	Added Volume	Volume[a]	Density	LOS	Significant Impact?
SR 17	Bear Creek Rd to Saratoga-Los Gatos Rd	NB	AM	307	4,347	**60.4**	**F**	Yes	--	--	--	--	--
			PM	74	2,714	20.6	C	-	--	--	--	--	--
SR 17	Saratoga-Los Gatos Rd to Lark Ave	NB	AM	307	4,467	55.8	E	-	--	--	--	--	--
			PM	74	3,244	24.6	C	-	--	--	--	--	--
SR 17	Lark Ave to SR 85	NB	AM	247	4,477	35	D	-	--	--	--	--	--
			PM	57	3,097	23.5	C	-	--	--	--	--	--
SR 17	SR 85 to San Tomas Expressway/ Camden Ave	NB	AM	508	7,068	45.3	D	-	--	--	--	--	--
			PM	120	4,080	20.6	C	-	--	--	--	--	--
SR 17	San Tomas Expressway/Camden Ave to Hamilton Ave	NB	AM	135	5,535	**73.8**	**F**	Yes	--	--	--	--	--
			PM	708	4,868	24.6	C	-	--	--	--	--	--
SR 17	Hamilton Ave to I-280	NB	AM	135	5,385	**78**	**F**	Yes	--	--	--	--	--
			PM	708	6,368	32.7	D	-	--	--	--	--	--
SR 85	SR 87 to Almaden Expressway	NB	AM	352	3,292	**109.7**	**F**	Yes	170	1,590	**113.6**	**F**	Yes
			PM	104	3,544	26.8	D	-	21	721	10.3	A	-
SR 85	Almaden Expressway to Camden Ave	NB	AM	346	3,896	**84.7**	**F**	Yes	176	1,976	**82.3**	**F**	Yes
			PM	104	4,204	32.8	D	-	21	861	12.3	B	-
SR 85	Camden Ave to Union Ave	NB	AM	328	3,768	**85.6**	**F**	Yes	194	2,224	**63.5**	**F**	Yes
			PM	109	3,879	29.8	D	-	16	576	8.2	A	-
SR 85	Union Ave to Bascom Ave	NB	AM	343	3,573	**94**	**F**	Yes	179	1,859	**88.5**	**F**	Yes
			PM	110	3,150	23.9	C	-	15	435	6.2	A	-

TABLE 4.13-12 EXISTING PLUS PLAN FREEWAY LEVELS OF SERVICE

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Added Volume	Volume[a]	Density	LOS	Significant Impact?	Added Volume	Volume[a]	Density	LOS	Significant Impact?
SR 85	Bascom Ave to SR 17	NB	AM	158	2,608	**118.5**	**F**	Yes	103	1,693	**94.1**	**F**	Yes
			PM	55	3,225	24.4	C	-	8	498	7.1	A	-
SR 85	SR 17 to Winchester Blvd	NB	AM	0	3,270	**86.1**	**F**	-	0	1,330	**102.3**	**F**	-
			PM	0	2,910	22	C	-	0	980	14	B	-
SR 85	Winchester Blvd to Saratoga Ave	NB	AM	34	3,684	**73.7**	**F**	-	20	2,130	49.5	E	-
			PM	245	3,415	25.9	C	-	38	528	7.5	A	-
SR 85	Saratoga Ave to Saratoga-Sunnyvale Rd	NB	AM	36	4,366	47.5	E	-	18	2,178	48.4	E	-
			PM	247	3,157	23.9	C	-	36	456	6.5	A	-
SR 85	Saratoga-Sunnyvale Rd to Stevens Creek Blvd	NB	AM	32	3,232	**85.1**	**F**	-	22	2,192	46.6	E	-
			PM	253	3,163	24	C	-	30	380	5.4	A	-
SR 85	Stevens Creek Blvd to I-280	NB	AM	30	2,670	20.2	C	-	24	2,214	42.6	D	-
			PM	241	2,641	19.7	C	-	42	462	6.6	A	-
SR 85	I-280 to Stevens Creek Blvd	SB	AM	98	386	2.9	A	-	209	819	12.2	B	-
			PM	48	4,488	**86.3**	**F**	Yes	26	2,426	40.4	D	-
SR 85	Stevens Creek Blvd to Saratoga-Sunnyvale Rd	SB	AM	266	2,906	22	C	-	41	451	6.7	A	-
			PM	44	3,054	**63.6**	**F**	Yes	30	2,130	30.4	D	-
SR 85	Saratoga-Sunnyvale Rd to Saratoga Ave	SB	AM	280	3,060	23.2	C	-	27	297	4.4	A	-
			PM	49	3,649	**76**	**F**	Yes	25	1,845	26.4	D	-
SR 85	Saratoga Ave to Winchester Blvd	SB	AM	267	3,437	26	D	-	40	510	7.6	A	-
			PM	50	4,190	53.7	E	-	24	1,984	28.3	D	-

TABLE 4.13-12 EXISTING PLUS PLAN FREEWAY LEVELS OF SERVICE

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Added Volume	Volume[a]	Density	LOS	Significant Impact?	Added Volume	Volume[a]	Density	LOS	Significant Impact?
SR 85	Winchester Blvd to SR 17	SB	AM	0	2,640	20	C	-	0	540	8.1	A	-
			PM	0	4,060	**58**	**F**	Yes	0	1,680	24	C	-
SR 85	SR 17 to Bascom Ave	SB	AM	36	1,636	12.2	B	-	10	480	7.2	A	-
			PM	147	3,317	**92.1**	**F**	Yes	94	2,124	30.3	D	-
SR 85	Bascom Ave to Union Ave	SB	AM	80	3,250	24.6	C	-	12	482	7.2	A	-
			PM	268	3,068	**109.6**	**F**	Yes	214	2,454	35.1	D	-
SR 85	Union Ave to Camden Ave	SB	AM	82	2,862	21.7	C	-	10	350	5.2	A	-
			PM	307	4,377	**59.1**	**F**	Yes	175	2,485	35.5	D	-
SR 85	Camden Ave to Almaden Expressway	SB	AM	77	3,247	24.6	C	-	15	625	9.3	A	-
			PM	335	4,655	48.5	E	-	147	2,037	29.1	D	-
SR 85	Almaden Expressway to SR 87	SB	AM	66	2,336	17.4	B	-	26	906	13.5	B	-
			PM	345	3,515	26.6	D	-	137	1,397	20	C	-
SR 17	I-280 to Hamilton Ave	SB	AM	767	5,127	25.9	C	-	--	--	--	--	--
			PM	185	6,775	37	D	-	--	--	--	--	--
SR 17	Hamilton Ave to San Tomas Expressway/Camden Ave	SB	AM	767	4,837	24.1	C	-	--	--	--	--	--
			PM	185	5,355	27	D	-	--	--	--	--	--
SR 17	San Tomas Expressway/Camden Ave to SR 85	SB	AM	86	4,046	20.4	C	-	--	--	--	--	--
			PM	469	4,829	24.4	C	-	--	--	--	--	--
SR 17	SR 85 to Lark Ave	SB	AM	40	2,820	21.4	C	-	--	--	--	--	--
			PM	228	4,628	46.3	E	-	--	--	--	--	--

TABLE 4.13-12 EXISTING PLUS PLAN FREEWAY LEVELS OF SERVICE

				Mixed-Flow Lane					HOV Lane				
Freeway	Segment	Direction	Peak Hour	Added Volume	Volume[a]	Density	LOS	Significant Impact?	Added Volume	Volume[a]	Density	LOS	Significant Impact?
SR 17	Lark Ave to Saratoga-Los Gatos Rd	SB	AM	54	3,494	26.5	D	-	--	--	--	--	--
			PM	283	4,473	54.5	E	-	--	--	--	--	--
SR 17	Saratoga-Los Gatos Rd to Bear Creek Rd	SB	AM	54	2,054	15.3	B	-	--	--	--	--	--
			PM	283	4,623	37.3	D	-	--	--	--	--	--

Notes: Bold indicates segment operating at LOS F conditions; -- = No HOV lane provided on segment
[a] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2012.

- City of Campbell
- City of San Jose
- Town of Los Gatos
- County of Santa Clara
- Caltrans

Design plans for intersection or roadway improvements would be reviewed and approved by the respective jurisdiction. If two or more jurisdictions share a facility (for example, the city limits for Campbell and Los Gatos go through the intersection of Winchester Boulevard/Knowles Drive), the two jurisdictions must coordinate to approve any improvements in a way that it satisfies both jurisdictions' standards.

Because any future roadway modifications would be required to conform with these jurisdictions' design standards and requirements, which as described above, focus on enhancing safe auto, bicycle and pedestrian movements, implementation of the proposed Plan would avoid hazards due to design features, and resulting impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

Emergency Access

TRAF-4	**Implementation of the proposed Plan would not result in inadequate emergency access.**

Because the proposed Plan is a program-level planning effort, it does not directly address project-level design features or building specifications. However, the General Plan includes a strategy (HS-1.1f) that "requires adequate access for emergency vehicles, including minimum street width and vertical clearances", which would help facilitate emergency response. Any new streets or developments that would result from implementation of the proposed Plan would be subject to City engineering standards and the General Plan strategy described above.

Ongoing implementation of the General Plan strategy and the City's engineering standards would result in adequate emergency access being provided in Campbell. Therefore, impacts associated with the implementation of the proposed Plan would be *less than significant*.

Significance Without Mitigation: Less than significant.

Transit, Pedestrians, and Bicycles

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 decrease the performance or safety of such facilities.**

As outlined in the proposed Plan's Vision, two of the key principles are to integrate a network of multi-modal connections and provide improved connectivity to recreational facilities along the Los Gatos Creek. The goal of these connections is to create clear, safe, and direct pathways between the various components of the proposed Plan, as well as the proposed VTA light rail transit station, waterfront promenade, open space, and the existing pedestrian and bicycle network. By creating these pathways, the proposed Plan would improve non-motorized circulation throughout the Plan Area. The proposed development guidelines specify certain scenarios where these connections would need to be incorporated into future developments within the Plan Area. These pathways could also provide access through large developments to reach other key destinations within the Plan area. Additionally, developments which are adjacent to the railroad right-of-way would be required to provide a publicly-accessible, multi-use path located within the railroad right-of-way.

Policies and strategies that are pertinent to the transportation analysis for the proposed Plan are shown in Table 4.13-1. Specific examples include the following:

The proposed Plan is consistent with Caltrans Deputy Directive 64, which requires Caltrans to consider the needs of non-motorized travelers (see Section 4.13.1.1) and Campbell General Plan Policies LUT-1.5, which calls for the City to support the regional transportation system, and LUT-2.1, which calls for the City to encourage the use of alternative transportation such as ridesharing, public transit, walking, and bicycling. For example, the proposed Plan's Vision calls for an integrated network of multi-modal connections to enhance existing roadways with sidewalks and pedestrian amenities, and to create new pedestrian, bicycle, and vehicular facilities to improve connectivity. The purpose of these improvements are to create clear, safe, and direct pathways to the proposed VTA light rail station, and integration into the larger pedestrian network. Also, as noted in the proposed Plan's Vision, as the Plan Area redevelops, new development projects and significant site reconfigurations should seek to establish publicly accessible, privately maintained multi-use (pedestrian and bicycle) paths that facilitate connections to and from Dell Avenue. In addition, new development should incorporate north-south connections linking to the primary east-west connections. New connections will serve several purposes, including breaking up blocks into a more pedestrian-friendly scale, highlighting new architecture by creating open spaces between structures, facilitating pedestrian and bicycle connectivity, connecting key Dell Avenue destinations in a single network, and creating view corridors to better connect Dell Avenue visually to Los Gatos Creek Park. The proposed Plan's Vision also suggests that future development should prioritize access to rail and ponds. This will provide access to the planned light rail station at Winchester Boulevard and Hacienda Avenue and Los Gatos Creek Park. Building setbacks along the existing railroad right-of-way will allow for the establishment of a

north-south trail, providing direct station access. Site design of new development along the ponds will similarly emphasize access to and along Los Gatos Creek Park at specified locations. Existing paths to the Park will be enhanced and at least one new publicly accessible, privately maintained pedestrian/bicycle connection to the Park will be established in coordination with new development.

Bicycle

There are several bicycle improvements in the proposed Plan that are consistent with the Countywide Bicycle Plan as well as Campbell General Plan Strategy LUT-2.1h, which calls for the City to encourage adequate and secure bicycle facilities. Bicycle travel will be prioritized in the Plan Area. Regional and local connections to the Plan Area will be strengthened by improved facilities on Winchester Boulevard and Dell Avenue, as well as connections and signage leading to Los Gatos Creek Trail. Additionally, the new north-south Railway Multi-use Path will provide unimpeded bicycle mobility through the Plan Area. East-west connections will focus on getting bicyclists through the Plan Area and to regional trails in the east. Class I Bicycle Paths, or fully-dedicated, off-street facility separated from vehicular traffic is envisioned in the form of a multi-use path along the east side of the railroad tracks throughout the Plan Area. Class II Bicycle Lanes, or striped bicycle lanes dedicated for bicycle travel within roadways, are envisioned on Winchester Boulevard and Hacienda Avenue. Bicycle lanes on Winchester Boulevard connect the Plan Area to the rest of the city, while bicycle lanes on Hacienda Avenue connects Winchester Boulevard to regional trails in Los Gatos Creek Park. Class III Bicycle Routes, or a street that is specifically designated as a shared route for bicycles and vehicles, are envisioned for Dell Avenue, Knowles Drive, Division Street, and any potential new streets. Class III Bicycle Routes should include enhanced "sharrows" in the Plan Area, with brightly marked shared lane markings prominently featured in the travel lane. Also, in order to further encourage bicycling as a key method of transportation, private development should provide ample bicycle facilities, including racks, lockers, and bicycle-friendly facilities such as shower facilities. Bicycle racks may become more appropriate within public rights-of-way or at critical public nodes as the Plan Area redevelops and demand for bicycle parking facilities increases.

Pedestrian

There are several proposed Plan pedestrian elements that are consistent with Campbell General Plan Strategy LUT-2.1. The proposed Plan notes that pedestrian-friendly design and facilities should be integrated into all aspects of physical planning, public improvements, and private development to ensure that the Plan Area is a walkable office district. All streets in the Plan Area should be either improved with widened sidewalks or completely new sidewalks in places where gaps currently exist. Sidewalk widening on Winchester Boulevard along the west side of the street will extend the pedestrian realm and provide a safer and more comfortable environment for pedestrians, bus shelters, and other features. Development setbacks should be utilized to expand the visual and functional width for pedestrians as new mixed use projects develop. New sidewalks are envisioned on Hacienda Avenue, Dell Avenue, Vandell Way, Division Street, and the north side of Knowles Drive. The sidewalk system should be established throughout the Plan Area to

eliminate existing gaps. Sidewalks should be wide enough to accommodate pedestrians, shade trees in tree wells, and furniture and landscaping features, as well as ensure ADA accessibility.

In order to facilitate improved north-south pedestrian and bicycle travel in the Plan Area, a separated multi-use path along the east side of the railway should be provided. This path will provide connections from the proposed VTA light rail station to other developments in the Plan Area through intersecting streets and pedestrian pathways. The Railway Multi-use Path should be provided with enough width to safely accommodate bicycle and pedestrian flow. The Railway Multi-use Path should be separated from the UPRR right-of-way with attractive fencing or landscaping to discourage pedestrian and bicyclist interaction with the tracks.

Intersection improvements, including curb ramps, high-visibility crosswalks, curb extensions where feasible, special paving, and other features intended to improve pedestrian safety, are recommended for the following intersections:

- Winchester Boulevard/Hacienda Avenue
- Winchester Boulevard/Knowles Drive
- Hacienda Avenue/Dell Avenue
- Division Street/Dell Avenue
- Knowles Drive/Dell Avenue

Additionally, new mid-block crossings with pedestrian bulb-outs are proposed to be added adjacent to pedestrian pathways and other intermittent locations to provide crossing opportunities on long blocks. Special safety features, such as in-ground lighting, signage, and other precautionary measures should be included to alert vehicles of mid-block crossings.

Streets and pathways will be lined with trees where feasible and appropriate to beautify the district and provide pedestrian comfort and shade. On public streets, street trees should be provided in tree wells at the edge of the sidewalks.

As a critical mass of tech companies move in and the Plan Area develops with more services, an integrated wayfinding system should be designed and installed to reflect a unified theme for the Plan Area and facilitate critical pedestrian connections to amenities and other destinations.

Transit

The proposed Plan is consistent with Campbell General Plan Policy LUT-1.5, which calls for the City to support land use planning that complements the regional transportation system, Policy LUT-2.1, which calls for the City to encourage the use of alternative transportation, and Strategy LUT-1.5a, which calls for the City to encourage transit-oriented developments that include a mix of land uses with access to transportation resources.

VTA's current bus service near the Plan Area will continue to provide transit service for the Dell Avenue area for the immediate future. As the development allowed under the proposed Plan occurs, the proposed Plan calls for the City to monitor demand and work with VTA to determine if a bus route providing direct access to the interior portions of the Plan Area along Dell Avenue should be established.

The proposed Plan fully supports the establishment of the light rail station to increase multimodal access and increase the attractiveness of Dell Avenue for high-tech employers and employees. If implemented, the Vasona LRT Extension would provide added transit service to the Plan Area. Both the Hacienda Station and the Vasona Junction Station are located adjacent to the Plan Area. The Hacienda Station would serve northern portions of the Plan Area and the Vasona Junction Station would serve southern portions of the Plan Area. It is estimated that about 90 percent of uses within the Plan Area are to the east of Winchester Boulevard, and the entire Plan Area to the west of Winchester Boulevard would be located within 2,000 feet (about a 10- to 15-minute walk) from the station.

Implementation of the Vasona LRT extension would have the potential to provide Plan Area residents and employees connections to both local and regional transit services without needing to use a car. In addition to connecting to destinations along the LRT line, the LRT would provide connecting transit service to Caltrain at San Jose Diridon Station. As a result of this added connectivity, it is likely that some Plan Area residents and employees would choose to utilize transit who may have otherwise driven a personal vehicle. To account for this shift in mode choice, adjustments to the proposed Plan trip generation have been made, as discussed later in the Trip Generation section.

In the short term, in the absence of light rail or direct bus service, the proposed Plan encourages employers in the Plan Area to work together to establish a shuttle system that provides service to the Winchester Transit Center, where light rail service is currently provided. This is consistent with Campbell General Plan Strategy LUT-1.5e, which calls for the City to encourage major employers to develop shuttle services to connect employment areas with multimodal or regional transit facilities and business districts. Ideal locations for shuttle stops would be along Dell Avenue near Vandell Way, halfway between Dell Avenue and Winchester Boulevard on Knowles Drive, and halfway between Dell Avenue and Winchester Boulevard on Hacienda Avenue.

Significance Without Mitigation: Less than significant.

Air Traffic Patterns

TRAF-6	**Implementation of the proposed Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks.**

The proposed Plan does not affect the location, design, or operation of any of the region's airports. While the new air travel demand potentially generated by development allowed by the proposed Plan has not been estimated, it is not expected to cause any of the region's airports to reach or exceed operational capacity.

Airports in the Bay Area, including San Jose International Airport, San Francisco International Airport, and Oakland International Airport, maintain operational plans to manage existing and projected future demand generated by land use development throughout the region. Because the level of development in the proposed Plan is a fraction of the total development envisioned in the region, this growth is not expected to substantially alter existing or future airport operations, and impact would be *less than significant*.

Significance Without Mitigation: Less than significant.

Parking Analysis

Shortage of parking itself is not considered an environmental impact under CEQA; however, the secondary effects that can result from an under-supply of parking, such as traffic congestion due to drivers searching for scarce available parking spaces, can result in impacts under CEQA. Therefore, the following assessment of the effect of the proposed Plan's parking provisions is provided in this section.

TRAF-7	**Implementation of the proposed Plan would not result in a substantial under-supply of parking that would contribute to excessive vehicle circulation and congestion due to drivers searching for parking.**

The parking requirements for the proposed Plan default to the parking requirements within the City's Municipal Code. As summarized in Table 4.13-13, the City required parking for the combined Central and Waterfront Districts would be 13,802 spaces, and the required supply for the West District would be 888 spaces. For the purpose of this analysis, it was assumed that 25 percent of residential units would be either studio or one-bedroom units, with all other units having two or more bedrooms.

In addition, the proposed Plan contains a provision that would reduce the required number of parking spaces for Core Tech uses within the DAAP-Central and DAAP-Waterfront Districts, to discourage the over-supply of parking which can lead to: higher numbers of auto trips; less walking, biking and transit use; and increased development costs. The proposed Plan would permit new Core Tech developments that are able to demonstrate incorporation of a combination of Transportation Demand Measures (TDM) to reduce parking requirements to as low as 1 parking space per 350 square feet of leasable floor area. Possible TDM strategies include:

- Shuttle Programs
- Carshare
- Employee Transit Programs and Incentives
- Additional Bicycle Parking Facilities above and beyond those required by the City code
- Vanpool and Carpool Programs
- Parking Programs
- Bicycle Incentives
- Bikeshare

TABLE 4.13-13 CITY REQUIRED PARKING BY DISTRICT

Land Use	City Land Use	Size	Required Spaces	Code
Central/Waterfront				
General Office Building	Professional Offices	2,850,000 sf	12,667	1 space for each 225 sf gfa
General Light Industrial	General Industrial	350,000 sf	875	1 space for each 400 sf gfa
Shopping Center	Retail Stores	52,000 sf	260	1 space for each 200 sf gfa
Subotal			13,802	
West				
Shopping Center	Retail Stores	20,000 sf	100	1 space for each 200 sf gfa
Apartment	Multi-Family Dwellings			
	Studio or 1 Bedroom Units	75 du	169	2 covered spaces plus ½ guest space for each unit
	2+ Bedroom Units	225 du	619	2 ½ covered spaces plus ½ guest space for each unit
Subtotal			888	

Note: sf gfa = square feet gross floor area
Source: City of Campbell, Municipal Code, Chapter 21.28

- Telecommuting
- Staggered work schedules
- Charge for Parking

Because projects developed under the proposed Plan would be subject to the parking rates and requirements in the Municipal Code, and would be encouraged to incorporate the parking management strategies outlined in the proposed Plan, the impact with respect to parking would be *less than significant*.

Significance Without Mitigation: Less than significant.

4.13.5 CUMULATIVE IMPACT DISCUSSION

TRAF-8	**Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.**

This section analyzes four cumulative traffic operations scenarios: Background Conditions, Background Plus Plan, Cumulative Conditions, and Cumulative Plus Plan Conditions. These scenarios are described in more detail below.

Background Conditions Traffic Operations

Traffic Volumes

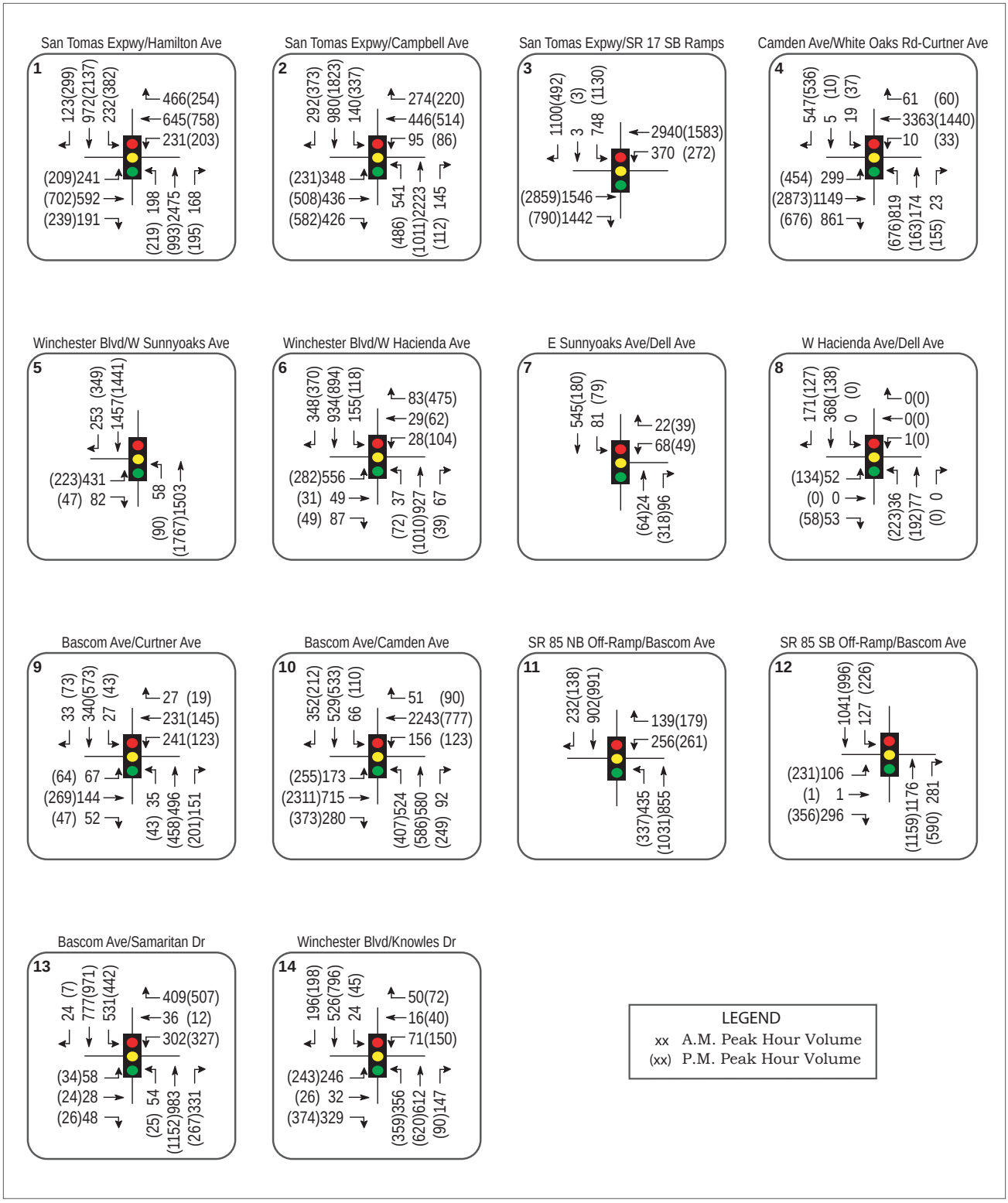
Background Conditions represents a short-term analysis horizon, usually a 3-5 year horizon scenario. The Background scenario includes traffic that would be generated by planned and approved developments within the cities of Campbell, San Jose, and the Town of Los Gatos within the vicinity of the Plan Area. A list of these projects was provided by staff of the three cities, as summarized below:

- Bentley Silicon Valley (620 Blossom Hill Road)
- 146 Gemini Court housing project
- 550 Hubbell Way housing project
- Los Gatos Affordable Housing Overlay Zoning (Knowles Drive and Oak Lane projects)
- Moore Buick GMC Redevelopment (15500 Los Gatos Boulevard)
- 16212 Los Gatos Boulevard Redevelopment
- CVS (15600 Los Gatos Boulevard)
- Hillbrook School (300 Marchmont Drive)
- Twin Oaks Drive project
- 258 Union Avenue housing project
- Albright Way Office Development
- South Bay Honda Housing Project (16213 Los Gatos Boulevard)
- Swanson Ford Mixed Use Development (16005 Los Gatos Boulevard)
- Los Gatos Boulevard/Gateway Medical Office (15400 Los Gatos Boulevard)
- Placer Oaks Housing (Placer Oaks Avenue/Frank Avenue)
- Riviera Terrace Expansion (135 Riviera Drive)
- Highlands of Los Gatos Subdivision (15700 Shady Lane)
- Samaritan Medical Office Building (Samaritan Drive)

Traffic volumes that would be generated by these planned and approved projects was obtained from the traffic impact analyses prepared for the respective projects, as well as traffic volumes provided by the Town of Los Gatos. Near term traffic volumes are shown in Figure 4.13-4A and 4.13-4B.

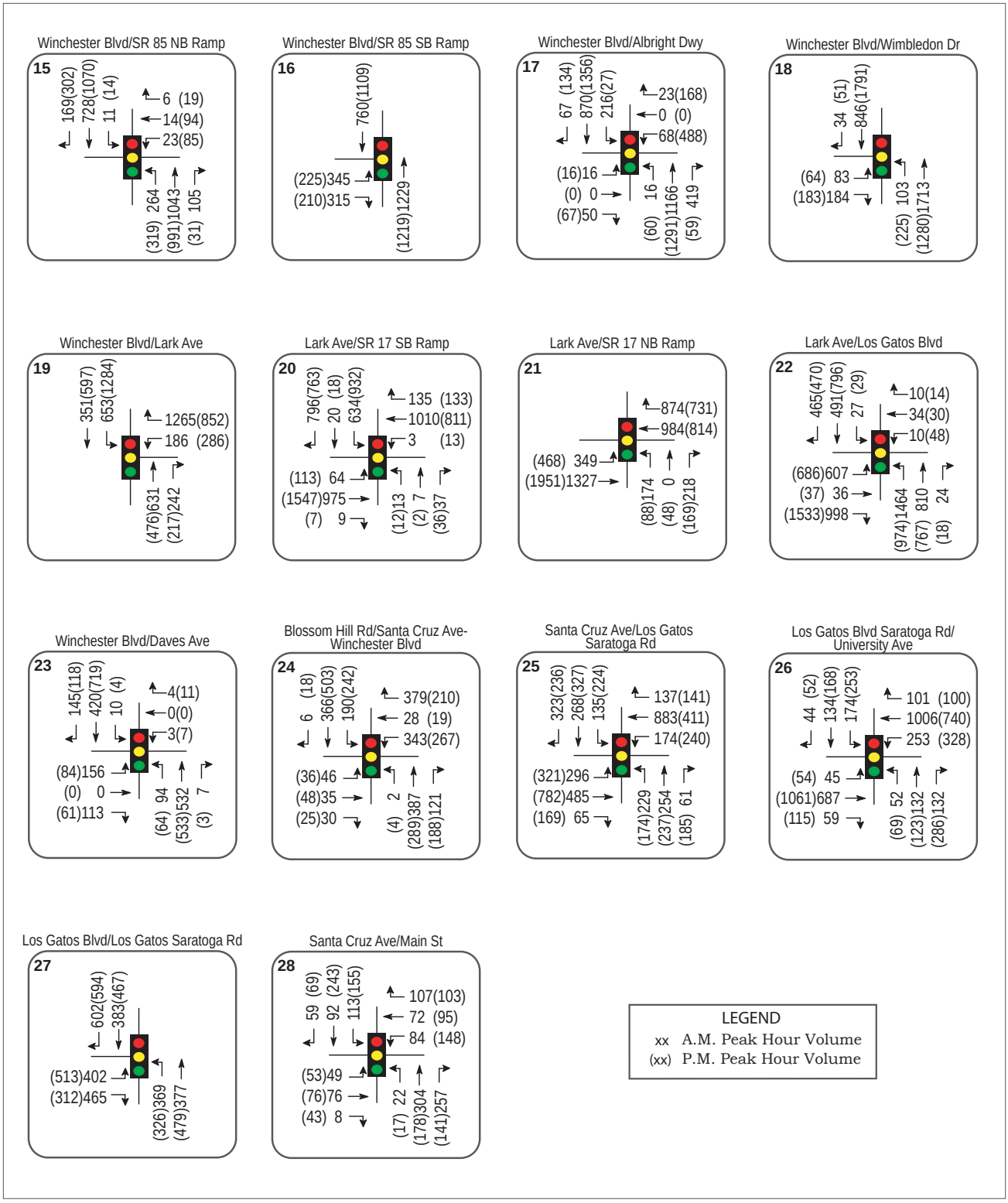
Intersection Improvements

Under the Background Conditions scenario, as well as all subsequent scenarios, the following modifications to the study intersections were assumed to be in place.



Source: W-Trans, 2014.

Figure 4.13-4A
Background Traffic Volumes



Source: W-Trans, 2014.

Figure 4.13-4B
Background Traffic Volumes

- Winchester Boulevard/Albright Way-Courtside Driveway – This is a new signalized intersection that would be created with the development of the Albright development. Lane configuration and traffic volume growth presented in the Albright Traffic Study were applied to this analysis.
- Saratoga Los Gatos Road/University Avenue – At the time of analysis, construction for a Town of Los Gatos Capital Improvement Project was underway to modify this intersection. The improvements include a second southbound left-turn lane, and a dedicated northbound right-turn lane, along with associated traffic signal modification.

Intersection Levels of Service

Under Background Conditions, with the addition of background project traffic to existing traffic volumes, the intersection of San Tomas Expressway/SR 17 Southbound Ramps would continue to operate unacceptably during the AM peak hour. The intersection levels of service are summarized in Table 4.13-14 and the calculations are provided in Appendix D.

Background plus Plan Conditions

Intersection Operations

With the addition of Plan-generated traffic volumes to projected Background Conditions traffic volumes, the intersection of San Tomas Expressway/SR 17 Southbound Ramps is expected to continue to operate unacceptably, and seven additional intersections are projected to begin to operate unacceptably, as summarized below, and in Table 4.13-15.

1. San Tomas Expressway/SR 17 Southbound Ramps (AM and PM peak hour)
4. Camden Avenue/White Oaks Road-Curtner Avenue (AM and PM peak hour)
6. Winchester Boulevard/Hacienda Avenue (AM and PM peak hour)
7. East Sunnyoaks Avenue/Dell Avenue (AM and PM peak hour)
8. Hacienda Avenue/Dell Avenue (AM and PM peak hour)
10. Bascom Avenue/Camden Avenue (AM peak hour)

Cumulative Conditions

Cumulative Conditions includes an analysis of projected traffic volumes for the horizon year of 2040, without the addition of the buildout of the proposed Plan. The VTA maintains a countywide travel demand forecasting model. This model was reviewed to develop growth factors for study intersections, which was applied to existing traffic volumes. Additionally, traffic volumes from the North 40 and Albright projects were added to the Cumulative scenario, as these are large development projects which have not yet been accounted for in the VTA's model.

TABLE 4.13-14 BACKGROUND PEAK HOUR INTERSECTION LEVELS OF SERVICE

		Background Conditions			
		AM Peak		PM Peak	
	Study Intersection	Delay	LOS	Delay	LOS
1.	San Tomas Expressway/Hamilton Ave*	58.1	E+	49.9	D
2.	San Tomas Expressway/Campbell Ave*	58.4	E+	72.7	E
3.	San Tomas Expressway/SR 17 SB Ramps*	**122**	**F**	64.6	E
4.	Camden Ave/White Oaks Rd-Curtner Ave*	71.1	E	49.6	D
5.	Winchester Blvd/West Sunnyoaks Ave	21.1	C+	13.5	B
6.	Winchester Blvd/Hacienda Ave	27.1	C	35	C-
7.	East Sunnyoaks Ave/Dell Ave	21.5	C	9.8	A
8.	Hacienda Ave/Dell Ave	12.1	B	11.9	B
9.	Bascom Ave/Curtner Ave*	34.2	C-	35.6	D+
10.	Bascom Ave/Camden Ave*	58.8	E+	47.9	D
11.	SR 85 NB Ramp/Bascom Ave*	15.7	B	15.3	B
12.	SR 85 SB Ramp/Bascom Ave*	16.2	B	19.6	B-
13.	Bascom Ave/Samaritan Dr*	39.4	D	375	D+
14.	Winchester Blvd/Knowles Dr	29.4	C	33.6	C-
15.	Winchester Blvd/SR 85 NB Ramps	13.7	B	17.3	B
16.	Winchester Blvd/SR 85 SB Ramps	13.2	B	9.7	A
17.	Winchester Blvd/Albright Way-Courtside Dr	10.9	B+	20.3	C+
18.	Winchester Blvd/Wimbledon Dr	13.4	B	18.5	B-
19.	Winchester Blvd/Lark Ave	42.3	D	16.8	B
20.	Lark Ave/SR 17 SB Ramps	28.1	C	39	D+
21.	Lark Ave/SR 17 NB Ramps	18.6	B-	16.5	B
22.	Lark Ave/Los Gatos Blvd*	50.1	D	41.2	D
23.	Winchester Blvd/Daves Ave	27.2	C	20.6	C+
24.	Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd	32.5	C-	29.8	C
25.	Santa Cruz Ave/Los Gatos-Saratoga Rd*	40.5	D	39.5	D
26.	Los Gatos-Saratoga Rd/University Ave	26.8	C	34.1	C-
27.	Los Gatos Blvd/Los Gatos-Saratoga Rd	21.8	C+	24.7	C
28.	Santa Cruz Ave/Main St	25.5	C	27.7	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; * = CMP Intersections; **Bold** text = deficient operation; For calculated delays greater than 120 seconds, HCM methodology does not produce an accurate representation of actual conditions. However, calculated delays greater than 120 seconds are reported for comparative purposes and were used to determine the significance of an impact.

TABLE 4.13-15 BACKGROUND AND BACKGROUND PLUS PLAN PEAK HOUR INTERSECTION LEVELS OF SERVICE

	Background Conditions				Background plus Plan Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak	
Study Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. San Tomas Expressway/Hamilton Ave*	58.1	E+	49.9	D	58.7	E+	51.1	D-
2. San Tomas Expressway/Campbell Ave*	58.4	E+	72.7	E	65.5	E	78.6	E-
3. San Tomas Expressway/SR 17 SB Ramps*	**122**	**F**	64.6	E	**313.1**	**F**	**166.7**	**F**
4. Camden Ave/White Oaks Rd-Curtner Ave*	71.1	E	49.6	D	**140.1**	**F**	66.8	E
5. Winchester Blvd/West Sunnyoaks Ave	21.1	C+	13.5	B	24.8	C	13.6	B
6. Winchester Blvd/Hacienda Ave	27.1	C	35	C-	79.9	E-	**103.4**	**F**
7. East Sunnyoaks Ave/Dell Ave	21.5	C	9.8	A	**65.3**	**F**	**305.3**	**F**
8. Hacienda Ave/Dell Ave	12.1	B	11.9	B	**809.6**	**F**	**1035.2**	**F**
9. Bascom Ave/Curtner Ave*	34.2	C-	35.6	D+	34.4	C-	35.7	D+
10. Bascom Ave/Camden Ave*	58.8	E+	47.9	D	**81.0**	**F**	48.4	D
11. SR 85 NB Ramp/Bascom Ave*	15.7	B	15.3	B	20.7	C+	16.2	B
12. SR 85 SB Ramp/Bascom Ave*	16.2	B	19.6	B-	16.6	B	23.2	C
13. Bascom Ave/Samaritan Dr*	39.4	D	375	D+	39.4	D	37.4	D+
14. Winchester Blvd/Knowles Dr	29.4	C	33.6	C-	43.2	D	**133.1**	**F**
15. Winchester Blvd/SR 85 NB Ramps	13.7	B	17.3	B	12.4	B	29.7	C
16. Winchester Blvd/SR 85 SB Ramps	13.2	B	9.7	A	22.5	C+	11	B+
17. Winchester Blvd/Albright Way-Courtside Dr	10.9	B+	20.3	C+	11.2	B+	19.7	B-
18. Winchester Blvd/Wimbledon Dr	13.4	B	18.5	B-	14.4	B	31.5	C
19. Winchester Blvd/Lark Ave	42.3	D	16.8	B	**88.9**	**F**	17.2	B
20. Lark Ave/SR 17 SB Ramps	28.1	C	39	D+	28.5	C	40.5	D
21. Lark Ave/SR 17 NB Ramps	18.6	B-	16.5	B	19.8	B-	16.7	B
22. Lark Ave/Los Gatos Blvd*	50.1	D	41.2	D	51.2	D-	42.1	D
23. Winchester Blvd/Daves Ave	27.2	C	20.6	C+	28.6	C	27.9	C

TABLE 4.13-15 BACKGROUND AND BACKGROUND PLUS PLAN PEAK HOUR INTERSECTION LEVELS OF SERVICE

	Background Conditions				Background plus Plan Conditions			
	AM Peak		PM Peak		AM Peak		PM Peak	
Study Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
24. Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd	32.5	C-	29.8	C	40.4	D	37.3	D+
25. Santa Cruz Ave/Los Gatos-Saratoga Rd*	40.5	D	39.5	D	42.6	D	40.6	D
26. Los Gatos-Saratoga Rd/University Ave	26.8	C	34.1	C-	29	C	35.6	D+
27. Los Gatos Blvd/Los Gatos-Saratoga Rd	21.8	C+	24.7	C	22.3	C+	25.6	C
28. Santa Cruz Ave/Main St	25.5	C	27.7	C	25.1	C	27.9	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; * = CMP Intersections; **Bold** text = deficient operation; For calculated delays greater than 120 seconds, HCM methodology does not produce an accurate representation of actual conditions. However, calculated delays greater than 120 seconds are reported for comparative purposes and were used to determine the significance of an impact.

Intersection Levels of Service

Under Cumulative Conditions, without the addition of Plan-generated traffic, the following eleven study intersections are expected to operate unacceptably:

1. San Tomas Expressway/Hamilton Avenue (AM and PM peak hour)
2. San Tomas Expressway/Campbell Avenue (AM and PM peak hour)
3. San Tomas Expressway/SR 17 Southbound Ramps (AM and PM peak hour)
4. Camden Avenue/White Oaks Road-Curtner Avenue (AM and PM peak hour)
7. East Sunnyoaks Avenue/Dell Avenue (AM peak hour)
10. Bascom Avenue/Camden Avenue (AM peak hour)
18. Winchester Boulevard/Wimbledon Drive (PM peak hour)
19. Winchester Boulevard/Lark Avenue (AM peak hour)
20. Lark Avenue/SR 17 Southbound Ramps (PM peak hour)
24. Blossom Hill Road/Santa Cruz Avenue-Winchester Boulevard (PM peak hour)
26. Los Gatos Saratoga Road/University Avenue (PM peak hour)

The intersection levels of service are summarized in Table 4.13-16 and the calculations are provided in Appendix D.

Cumulative plus Plan Conditions

Cumulative plus Plan Conditions includes an analysis of projected Cumulative traffic volumes for the horizon year of 2040 plus buildout of the proposed Plan.

Intersection Levels of Service

Under the Cumulative plus Plan Conditions scenario, 18 study intersections would operate at an unacceptable level, including the 11 intersections identified as operating unacceptably under the Cumulative Conditions scenario. Thus, seven additional intersections (as noted by an * below) would operate at an unacceptable level with implementation of the proposed Plan.

1. San Tomas Expressway/Hamilton Avenue (AM and PM peak hour)
2. San Tomas Expressway/Campbell Avenue (AM and PM peak hour)
3. San Tomas Expressway/SR 17 Southbound Ramps (AM and PM peak hour)
4. Camden Avenue/White Oaks Road-Curtner Avenue (AM and PM peak hour)
5. Winchester Boulevard/Sunnyoaks Avenue (AM peak hour)*
6. Winchester Boulevard/Hacienda Avenue (AM and PM peak hour)*
7. East Sunnyoaks Avenue/Dell Avenue (AM and PM peak hour)*[PM]
8. Hacienda Avenue/Dell Avenue (AM and PM peak hour)
10. Bascom Avenue/Camden Avenue (AM peak hour)
14. Winchester Boulevard/Knowles Drive (PM peak hour)*
15. Winchester Boulevard/SR 85 Northbound Ramps (PM peak hour)*
16. Winchester Boulevard/SR 85 Southbound Ramps (AM peak hour)*
18. Winchester Boulevard/Wimbledon Drive (PM peak hour)*
19. Winchester Boulevard/Lark Avenue (AM peak hour)
20. Lark Avenue/SR 17 Southbound Ramps (PM peak hour)
23. Winchester Boulevard/Daves Avenue (PM peak hour)
24. Blossom Hill Road/Santa Cruz Avenue-Winchester Boulevard (AM and PM peak hour)
26. Saratoga Los Gatos Road/University Avenue (PM peak hour)

The intersection levels of service are summarized in Table 4.13-16 and the calculations are provided in Appendix D.

Significance Before Mitigation: Significant.

4.13.6 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would result in the following significant impacts related to transportation and traffic as outlined below and summarized in Table 4.13-17.

TABLE 4.13-16 CUMULATIVE AND CUMULATIVE PLUS PLAN PEAK HOUR INTERSECTION LEVELS OF SERVICE

		Cumulative Conditions				Cumulative plus Plan Conditions			
		AM Peak		PM Peak		AM Peak		PM Peak	
	Study Intersection	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1.	San Tomas Expressway/Hamilton Ave*	**128.0**	**F**	**87.7**	**F**	**128.9**	**F**	**94.6**	**F**
2.	San Tomas Expressway/Campbell Ave*	**130.9**	**F**	**158.0**	**F**	**141.9**	**F**	**165.3**	**F**
3.	San Tomas Expressway/SR 17 SB Ramps*	**256.7**	**F**	**158.3**	**F**	**460.8**	**F**	**121.6**	**F**
4.	Camden Ave/White Oaks Rd-Curtner Ave*	**196.0**	**F**	**125.9**	**F**	**276.2**	**F**	**164.1**	**F**
5.	Winchester Blvd/West Sunnyoaks Ave	34.4	C-	16.2	B	**74.2**	**E**	18.6	B-
6.	Winchester Blvd/Hacienda Ave	33.8	C-	64.4	E	**133.1**	**F**	**175.9**	**F**
7.	East Sunnyoaks Ave/Dell Ave	**90.1**	**F**	12.4	B	**177.0**	**F**	**374.9**	**F**
8.	Hacienda Ave/Dell Ave	25.8	D	22.4	C	**948.8**	**F**	**1185.6**	**F**
9.	Bascom Ave/Curtner Ave*	35.0	D+	35.7	D+	35.1	D+	35.6	D+
10.	Bascom Ave/Camden Ave*	**99.0**	**F**	62.5	E	**133.5**	**F**	66.5	E
11.	SR 85 NB Ramp/Bascom Ave*	17.2	B	16.7	B	22.5	C+	18	B
12.	SR 85 SB Ramp/Bascom Ave*	18.5	B-	28.3	C	19.0	B-	40.4	D
13.	Bascom Ave/Samaritan Dr*	46.3	D	73.6	E	46.5	D	73.9	E
14.	Winchester Blvd/Knowles Dr	28.4	C	46.1	D	54.4	D-	**217.7**	**F**
15.	Winchester Blvd/SR 85 NB Ramps	13.3	B	32.9	C-	19.3	B-	**96.8**	**F**
16.	Winchester Blvd/SR 85 SB Ramps	16.2	B	10.8	B+	**66.7**	**E**	13.3	B
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**
19.	Winchester Blvd/Lark Ave	**98.6**	**F**	26.1	C	**156.5**	**F**	30.1	C
20.	Lark Ave/SR 17 SB Ramps	29.1	C	**74.8**	**E**	29.8	C	**77.4**	**E-**
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
23.	Winchester Blvd/Daves Ave	29.7	C	37.0	D+	34.3	C-	**92.0**	**F**
24.	Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd	47.4	D	**62.0**	**E**	**78.0**	**E-**	**81.0**	**F**
25.	Santa Cruz Ave/Los Gatos-Saratoga Rd*	55.5	E+	49.7	D	63.6	E	53.7	D-
26.	Los Gatos-Saratoga Rd/University Ave	28.9	C	**59.9**	**E+**	31.9	C	**65.0**	**E**
27.	Los Gatos Blvd/Los Gatos-Saratoga Rd	28.1	C	39.1	D	29.6	C	42.2	D
28.	Santa Cruz Ave/Main St	25.7	C	28.3	C	25.5	C	28.6	C

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; * = CMP Intersections; **Bold** text = deficient operation; For calculated delays greater than 120 seconds, HCM methodology does not produce an accurate representation of actual conditions. However, calculated delays greater than 120 seconds are reported for comparative purposes and were used to determine the significance of an impact.

TABLE 4.13-17 INTERSECTION IMPACT SUMMARY

	Existing						Background Plus Plan						Cumulative									
	Base LOS		LOS with Plan				Base LOS		LOS with Plan				Base LOS		LOS with Plan							
Intersection	AM	PM	AM	PM	Potentially Significant Impact?	Mit. Measure	AM	PM	AM	PM	Potentially Significant Impact?	Mit. Measure	AM	PM	AM	PM	Potentially Significant Impact?	Mit. Measure	Jurisdiction	Mitigation Physically Infeasible?	Other Agency Approval/ Coordination Needed?	Remains Significant and Unavoidable?
1. San Tomas Expressway/ Hamilton Ave	E+	D	E+	D	No	--	E+	D	E+	D-	No	--	**F**	**F**	**F**	**F**	Yes	TRAF-8h	Campbell/ CMA	Yes	Yes	Yes
2. San Tomas Expressway/ Campbell Ave	E+	E	E	E-	No	--	E+	E	E	E-	No	--	**F**	**F**	**F**	**F**	Yes	TRAF-8i	Campbell/ CMA	Yes	Yes	Yes
3. San Tomas Expressway/SR 17 SB Ramps*	**F**	E	**F**	**F**	Yes	TRAF-1a	**F**	E	**F**	**F**	Yes	TRAF-8a	**F**	**F**	**F**	**F**	Yes	TRAF-8j	Campbell/ CMA	Yes	Yes	Yes
4. Camden Ave/ White Oaks Rd-Curtner Ave	E	D	**F**	E	Yes	TRAF-1b	E	D	**F**	E	Yes	TRAF-8b	**F**	**F**	**F**	**F**	Yes	TRAF-8k	Campbell/ CMA	Yes	Yes	Yes
5. Winchester Blvd/West Sunnyoaks Ave	C+	B	C-	B	No	--	C+	B	C	B	No	--	C-	B	**E**	B-	Yes	TRAF-8l	Campbell	Yes	No	Yes
6. Winchester Blvd/Hacienda Ave	C	D+	**F**	**F**	Yes	TRAF-1c	C	C-	**E-**	**F**	Yes	TRAF-8c	C-	E	**F**	**F**	Yes	TRAF-8m	Campbell	Yes	No	Yes
7. East Sunnyoaks Ave/Dell Ave	D	B	**F**	**F**	Yes	TRAF- 1d	C	A	**F**	**F**	Yes	TRAF-8d	**F**	B	**F**	**F**	Yes	TRAF-8n	Campbell		No	No
8. Hacienda Ave/Dell Ave	B	C	**F**	**F**	Yes	TRAF-1e	B	B	**F**	**F**	Yes	TRAF-8e	D	C	**F**	**F**	Yes	TRAF-8o	Campbell		No	No
9. Bascom Ave/ Curtner Ave	C-	D+	C-	D+	No	--	C-	D+	C-	D+	No	--	D+	D+	D+	D+	No	--	San Jose/ CMA		--	--
10. Bascom Ave/ Camden Ave	E+	D	E	D+	No	--	E+	D	**F**	D	No	--	**F**	E	**F**	E	Yes	TRAF-8p	San Jose/ CMA	Yes	Yes	Yes
11. SR 85 NB Ramp/Bascom Ave	B	B	C+	B	No	--	B	B	C+	B	No	--	B	B	C+	B	No	--	San Jose/ CMA		--	--
12. SR 85 SB Ramp/Bascom Ave	B	B-	B	C+	No	--	B	B-	B	C	No	--	B-	C	B-	D	No	--	San Jose/ CMA		--	--
13. Bascom Ave/ Samaritan Dr	D+	D+	D+	D+	No	--	D	D+	D	D+	No	--	D	E	D	E	No	--	San Jose/ CMA		--	--
14. Winchester Blvd/Knowles Dr	C	D+	D-	**F**	Yes	TRAF-1f	C	C-	D	**F**	Yes	TRAF-8f	C	D	D-	**F**	Yes	TRAF-8q	Campbell/ Los Gatos	Yes	Yes	Yes

TABLE 4.13-17 INTERSECTION IMPACT SUMMARY

Intersection	Existing						Background Plus Plan						Cumulative						Jurisdiction	Mitigation Physically Infeasible?	Other Agency Approval/ Coordination Needed?	Remains Significant and Unavoidable?
	Base LOS		LOS with Plan		Potentially Significant Impact?	Mit. Measure	Base LOS		LOS with Plan		Potentially Significant Impact?	Mit. Measure	Base LOS		LOS with Plan		Potentially Significant Impact?	Mit. Measure				
	AM	PM	AM	PM			AM	PM	AM	PM			AM	PM	AM	PM						
15. Winchester Blvd/SR 85 NB Ramps	B+	B	B	C	No	--	B	B	B	C	No	--	B	C-	B-	**F**	Yes	TRAF-8r	Los Gatos/ Caltrans	Yes	Yes	Yes
16. Winchester Blvd/SR 85 SB Ramps	B	B+	D-	B+	No	--	B	A	C+	B+	No	--	B	B+	**E**	B	Yes	TRAF-8s	Los Gatos/ Caltrans	Yes	Yes	Yes
17. Winchester Blvd/Albright Way-Courtside Dr					No	--	B+	C+	B+	B-	No	--	B	C	B-	C-	No	--	Los Gatos/ Caltrans		--	--
18. Winchester Blvd/Wimbledon Dr	B	B	B	B	No	--	B	B-	B	C	No	--	C+	**E-**	D	**F**	Yes	TRAF-8t	Los Gatos		Yes	Yes
19. Winchester Blvd/Lark Ave	C+	B	C	D	No	--	D	B	**F**	B	Yes	TRAF-8g	**F**	C	**F**	C	Yes	TRAF-8u	Los Gatos		Yes	No
20. Lark Ave/ SR 17 SB Ramps	C	C	C	C-	No	--	C	D+	C	D	No	--	C	**E**	C	**E-**	Yes	TRAF-8v	Los Gatos/ Caltrans		Yes	Yes
21. Lark Ave/ SR 17 NB Ramps	B	B	B-	B	No	--	B-	B	B-	B	No	--	C+	B-	C	B-	No	--	Los Gatos		--	--
22. Lark Ave/ Los Gatos Blvd	C	C	C-	C	No	--	D	D	D-	D	No	--	E	E	E-	E	No	--	Los Gatos/CMA		--	--
23. Winchester Blvd/Daves Ave	C	C+	C	C	No	--	C	C+	C	C	No	--	C	D+	C-	**F**	Yes	TRAF-8w	Los Gatos		Yes	Yes
24. Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd	C	C	D+	C	No	--	C-	C	D	D+	No	--	D	**E**	**E-**	**F**	Yes	TRAF-8x	Los Gatos		Yes	Yes
25. Santa Cruz Ave/Los Gatos-Saratoga Rd	D	D+	D	D	No	--	D	D	D	D	No	--	E+	D	E	D-	No	--	Los Gatos/CMA		--	--
26. Los Gatos-Saratoga Rd/ University Ave	C	C-	C	D+	No	--	C	C-	C	D+	No	--	C	**E+**	C	**E**	Yes	TRAF-8y	Los Gatos		Yes	Yes

TABLE 4.13-17 INTERSECTION IMPACT SUMMARY

	Existing						Background Plus Plan						Cumulative									
	Base LOS		LOS with Plan				Base LOS		LOS with Plan				Base LOS		LOS with Plan							
Intersection	AM	PM	AM	PM	Potentially Significant Impact?	Mit. Measure	AM	PM	AM	PM	Potentially Significant Impact?	Mit. Measure	AM	PM	AM	PM	Potentially Significant Impact?	Mit. Measure	Jurisdiction	Mitigation Physically Infeasible?	Other Agency Approval/ Coordination Needed?	Remains Significant and Unavoidable?
27. Los Gatos Blvd/Los Gatos-Saratoga Rd	C+	C+	C+	C	No	--	C+	C	C+	C	No	--	C	D	C	D	No	--	Los Gatos		--	--
28. Santa Cruz Ave/Main St	C	C	C	C	No	--	C	C	C	C	No	--	C	C	C	C	No	--	Los Gatos		--	--

Source: W-Trans, 2014.

TRAF-1	**Implementation of the proposed Plan would cause seven intersections to fall below the level of service standard.**

Intersection Operations – Existing plus Plan Conditions

Mitigation Measure TRAF-1a: Intersection Improvements – San Tomas Expressway/SR 17 SB Ramps. Under Existing and Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to provide two additional southbound right-turn lanes, one additional eastbound right-turn lane and one additional westbound through lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This results in the following lane configuration:

- Southbound: two left-turn lanes, one shared through and left-turn lane, three right-turn lanes
- Eastbound: three through lanes, two right-turn lanes
- Westbound: two left-turn lanes, four through lanes

If this mitigation measure is implemented then the proposed Plan's impact after mitigation would be less than significant. However, the amount of roadway widening required to achieve acceptable operations would require right-of-way acquisition and potential reconstruction of elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual project or plan. Additionally, it is noted 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*.

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-1b: Intersection Improvements – Camden Avenue/White Oaks Road-Curtner Avenue. Under Existing and Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to provide one additional northbound left-turn lane, a dedicated southbound through lane and a second eastbound right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This would result in the following lane configuration:

- Northbound: three left-turn lanes, one through lane, one right-turn lane
- Southbound: one left-turn lane, one through lane, one right-turn lane
- Eastbound: one left-turn lane, three through lanes, two right-turn lanes
- Westbound: one left-turn lane, four through lanes, one shared through and right-turn lane

Additionally, the signal phasing would need to be modified on the northbound and southbound approaches to provide protected left-turn phasing.

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require right-of-way acquisition, and potential reconstruction of the adjacent SR 17 elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted that this intersection directly connects to freeway on-ramps, and as such coordination and approval from Caltrans would likely be necessary prior to implementing modifications. Given these constraints and limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is *significant and unavoidable*.

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-1c: Intersection Improvements – Winchester Boulevard/Hacienda Avenue. Under Existing and Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include a dedicated northbound right-turn lane, a second southbound left-turn lane and reconfiguration of the eastbound and westbound approaches as described below, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This would result in the following lane configuration:

- Northbound: one left-turn lane, two through lanes, and one right-turn lane
- Southbound: two left-turn lanes, two through lanes, one right-turn lane
- Eastbound: two left-turn lanes, one shared through and right-turn lane
- Westbound: one left-turn lane, one through lane, two right-turn lanes

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications would be limited by the presence of the stormwater retention pond located on the southwest corner of the intersection, as well as the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Given these limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is *significant and unavoidable*.

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-1d: Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations.[5] While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should

[5] Spencer, Mark. Principal, Whitlock & Weinberger Transportation, Inc. Personal email communication with Carey Stone, December 9, 2014.

complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.

Significance After Mitigation: Less than significant.

Mitigation Measure TRAF-1e: Intersection Improvements – Hacienda Avenue/Dell Avenue. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection (which would roughly cost $400,000 per traffic signal) is expected to result in acceptable operations. While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.

Significance After Mitigation: Less than significant.

Mitigation Measure TRAF-1f: Intersection Improvements – Winchester Boulevard/Knowles Drive. Under Existing plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the westbound approach to have two left-turn lanes, a single through lane, and right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. The modification would result in the following lane configuration:

- Northbound: two left-turn lane, two through lanes, one right-turn lane
- Southbound: one left-turn lane, two though lanes, one right-turn lane
- Eastbound: one left-turn lane, one through lane, one right-turn lane
- Westbound: two left-turn lanes, one through lane, one right-turn lane

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Additionally, it is noted that portions of the intersection fall under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, due to limitations on feasibility, including physical

constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

TRAF-2	**Implementation of the proposed Plan would cause freeway segments to fall below the level of service standard.**

Mitigation Measure TRAF-2: Freeway Operations. Implementation of the proposed Plan would result in 15 freeway mixed-flow segments and five HOV lane segments experiencing an unacceptable increase in volume.

A typical mitigation measure would seek to widen the road to add travel lanes and capacity. However, impacts to freeways would remain significant and unavoidable because these roadways are under the jurisdiction of Caltrans, and depending on location, also VTA, City of San Jose, and/or the Town of Los Gatos, and not under the jurisdiction of the City of Campbell. In addition, freeway improvement projects, which add travel lanes are planned and funded on a regional scale and would be too costly for a single project to be expected to fund. Therefore, due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

TRAF-8	**Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.**

Intersection Operations – Background plus Plan Conditions

Mitigation Measure TRAF-8a: Intersection Improvements – San Tomas Expressway/SR 17 Southbound Ramps. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This is in addition to the modifications presented in Mitigation Measure TRAF-1a, as noted below.

- Southbound: two left-turn lanes, one shared through and left-turn lane, three right-turn lanes
- Eastbound: five through lanes, two right-turn lanes (two more through lanes than identified in Mitigation Measure TRAF-1a)
- Westbound: two left-turn lanes, five through lanes (one more through lane than identified in Mitigation Measure TRAF-1a)

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require right-of-way acquisition and potential reconstruction of elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted 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.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8b: Intersection Improvements – Camden Avenue/White Oaks Road-Curtner Avenue. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This is in addition to modifications recommended in Mitigation Measure TRAF-1b, as noted below.

- Northbound: three left-turn lanes, one through lane, one right-turn lane
- Southbound: one left-turn lane, one through lane, two right-turn lane (one additional right-turn lane than identified in Mitigation Measure TRAF-1b)
- Eastbound: one left-turn lane, three through lanes, two right-turn lanes
- Westbound: one left-turn lane, four through lanes, one shared through, and right-turn lane

Additionally, the signal phasing would need to be modified on the northbound and southbound approaches to provide protected left-turn phasing.

If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, the amount of roadway widening required to achieve acceptable operations would require large areas of right-of-way acquisition, and potential reconstruction of adjacent SR 17 elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted that this intersection directly connects to freeway on-ramps, and as such coordination and approval from Caltrans would likely be necessary prior to implementing modifications. Given these constraints and limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is potential *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8c: Intersection Improvements – Winchester Boulevard/Hacienda Avenue. This is identical to Mitigation Measure TRAF-1c identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below.

Modifying the intersection to include a dedicated northbound right-turn lane, a second southbound left-turn lane and reconfiguration of the eastbound and westbound approaches as described below, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This would result in the following lane configuration:

- Northbound: one left-turn lane, two through lanes, one right-turn lane
- Southbound: two left-turn lanes, two through lanes, one right-turn lane
- Eastbound: two left-turn lanes, one shared through, right-turn lane
- Westbound: one left-turn lane, one through lane, two right-turn lanes

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the presence of the stormwater retention pond located on the southwest corner of the intersection, as well as the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Given these limits on feasibility, including physical constraints and the need for inter-jurisdictional approval from the Santa Clara Valley Water District, VTA and the Union Pacific Railroad, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8d: Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-1d identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below.

Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations.[6] While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.

[6] Spencer, Mark. Principal, Whitlock & Weinberger Transportation, Inc. Personal email communication with Carey Stone, December 9, 2014.

Significance After Mitigation: Less than significant.

Mitigation Measure TRAF-8e: Intersection Improvements – Hacienda Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-1e identified under the Existing plus Plan scenario. For reference, the mitigation measure is repeated below.

Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations.[7] While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.

Significance After Mitigation: Less than significant.

Mitigation Measure TRAF-8f: Intersection Improvements – Winchester Boulevard/Knowles Drive. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. The improvements recommended to achieve acceptable operations are identical to what was identified in Mitigation Measure TRAF-1f, which is copied below for reference.

Modifying the westbound approach to have two left-turn lanes, a single through lane and right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. The modification would result in the following lane configuration:

- Northbound: two left-turn lane, two through lanes, one right-turn lane
- Southbound: one left-turn lane, two though lanes, one right-turn lane
- Eastbound: one left-turn lane, one through lane, one right-turn lane
- Westbound: two left-turn lanes, one through lane, one right-turn lane

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Additionally, it is noted that portions of the intersection fall under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, due to limitations on feasibility, including physical

[7] Spencer, Mark. Principal, Whitlock & Weinberger Transportation, Inc. Personal email communication with Carey Stone, December 9, 2014.

constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is *significant and unavoidable*.

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8g: Intersection Improvements – Winchester Boulevard/Lark Avenue. Under Background plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the northern leg to have a dedicated receiving lane for the westbound right-turn movement would allow the westbound right-turn movement to be free-flowing, thereby decreasing the overall intersection delay. This is consistent with recommendations made in the Town of Los Gatos 2013 Albright Office Park EIR analysis. The receiving lane on the northern leg would need to be long enough to facilitate a merging maneuver into the continuous northbound through lanes. Based on correspondence with Town of Los Gatos staff, this improvement has been funded and is expected to be implemented in 2015-2016.[8] With this modified intersection configuration, which is scheduled to be implemented independently of the proposed Plan, the proposed Plan's impact would be *less than significant*.

Significance After Mitigation: Less than significant.

Intersection Operations – Cumulative plus Plan Conditions

Mitigation Measure TRAF-8h: Intersection Improvements – San Tomas Expressway/Hamilton Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations. Northbound: two left-turn lanes, four though lanes (one lane would be HOV only during the AM peak), one right-turn lane (one additional left-turn lane and through lane than the current configuration).

- Southbound: two left-turn lanes, four though lanes (one lane would be HOV only during the PM peak), one right-turn lane (one additional through lane than the current configuration).
- Eastbound: two left-turn lanes, three through lanes, one right-turn lane
- Westbound: two left-turn lanes, three through lanes, one right-turn lane

If this mitigation measure is implemented then the proposed Plan's impact after mitigation would be less than significant. This would require roadway widening, including possible acquisition of right-of way. However, 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.

[8] Pu, Jessy. Traffic Engineer, Parks and Public Works, Town of Los Gatos. Personal email communication with Tony Henderson, W-Trans. November 20, 2014.

Since the improvements would result in the addition of through lanes, it would be necessary that the improvements be implemented on a corridor basis, not just at the study intersection. Additionally, since San Tomas Expressway is a regional route that is expected to experience growth in traffic due to regional development, any improvements to the route are best considered, adopted, and implemented as part of a corridor-wide planning effort, and not practical for any one development project or plan to mitigate. Therefore, due to physical constraints, the need for inter-jurisdictional approvals, and the fact that improvements to the facility are best addressed on a regional planning basis, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8i: Intersection Improvements – San Tomas Expressway/Campbell Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations:

- Northbound: two left-turn lanes, four though lanes (one lane would be HOV only during the AM peak), one right-turn lane (this is one additional through lane over existing conditions)
- Southbound: two left-turn lanes, four though lanes (one lane would be HOV only during the PM peak), one right-turn (this is one additional through lane over existing conditions)
- Eastbound: two left-turn lanes, two through lanes, one right-turn lane
- Westbound: two left-turn lanes, one through lane, one shared through and right-turn lane

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, 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.

Since the improvements would result in the addition of through lanes, it would be necessary that the improvements be implemented on a corridor basis, not just at the study intersection. Additionally, since San Tomas Expressway is a regional route that is expected to experience growth in traffic due to regional development, any improvements to the route are best considered as part of a corridor-wide planning effort, and not practical for any one development plan to mitigate. Therefore, due to physical constraints, the need for inter-jurisdictional approvals, and the fact that improvements to the facility are best addressed on a regional planning basis, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8j: Intersection Improvements – San Tomas Expressway/SR 17 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the

necessary receiving lanes and traffic signal modifications would result in acceptable operations. This is in addition to the modifications presented in Mitigation Measure TRAF-8a, as noted below.

- Southbound: two left-turn lanes, one shared through and left-turn lane, three right-turn lanes
- Eastbound: eight through lanes, two right-turn lanes (three more through lanes than identified in Mitigation Measure TRAF-8a)
- Westbound: three left-turn lanes, six through lanes(one more left-turn lane and one more through lane than identified in Mitigation Measure TRAF-8a)

If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require right-of-way acquisition, and potential reconstruction of elevated freeway structures. Additionally, widening of the scale proposed would need to be completed on a corridor-wide basis, not at an individual intersection. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted 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.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8k: Intersection Improvements – Camden Avenue/White Oaks Road-Curtner Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. These modifications are in addition to what was identified in Mitigation Measure TRAF-8b for Background plus Plan conditions, as noted below.

- Northbound: three left-turn lanes, two through lanes, one right-turn lane (one additional dedicated left-turn lane and one additional dedicated through lane in addition to Mitigation Measure TRAF-8b)
- Southbound: one left-turn lane, one through lane, three right-turn lane (conversion to dedicated left-turn and through lanes, plus two addition right turn lanes compared to Mitigation Measure TRAF-8b)
- Eastbound: three left-turn lanes, four through lanes, one right-turn lane (two additional left-turn lanes compared to Mitigation Measure TRAF-8b)
- Westbound: two left-turn lane, six through lanes, one right-turn lane (one additional left-turn lane and one addition through lane compared to Mitigation Measure TRAF-8b)

If this mitigation measure is implemented then the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require large amounts of right-of-way acquisition, and potential reconstruction of elevated freeway structures. As such, any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project or plan. Additionally, it is noted that this intersection directly connects to freeway on-ramps, and as such coordination and approval from Caltrans would likely be necessary prior to implementing modifications. Given these constraints and limits on feasibility, including physical constraints and the need for inter-jurisdictional approval, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8l: Intersection Improvements – Winchester Boulevard/Sunnyoaks Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include a second eastbound left-turn lane, as well as the necessary traffic signal modifications would result in acceptable operations. This would result in the following lane configuration:

- Northbound: one left-turn lane, three through lanes, one right-turn lane
- Southbound: two through lanes, one right-turn lane
- Eastbound: two left-turn lanes, one right-turn lane

With this mitigation measure, the intersection would operate acceptably. However, widening would be restricted by that fact that there are developments on both sides of West Sunnyoaks Avenue, adjacent to the intersection, thereby requiring acquisition of right-of-way, private property, as well as reconfiguration of access, and potentially loss of buildings and/or parking spaces on these parcels. Because of these limitations, implementation of the mitigation measure is not considered to be feasible. Therefore, the proposed Plan's impact would be *significant and unavoidable*.

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8m: Intersection Improvements – Winchester Boulevard/Hacienda Avenue. This is identical to Mitigation Measure TRAF-1c identified under the Background plus Plan scenario and Mitigation Measure TRAF-8c identified under the Background plus Plan scenario. For reference, the mitigation measure is repeated below.

Modifying the intersection to include a dedicated northbound right-turn lane, a second southbound left-turn lane and reconfiguration of the eastbound and westbound approaches as described below, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. This would result in the following lane configuration:

- Northbound: one left-turn lane, two through lanes, one right-turn lane

- Southbound: two left-turn lanes, two through lanes, one right-turn lane
- Eastbound: two left-turn lanes, one shared through and right-turn lane
- Westbound: one left-turn lane, one through lane, two right-turn lanes

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the presence of the stormwater retention pond located on the southwest corner of the intersection, as well as the railroad tracks located parallel to Winchester Boulevard, to the east of the intersection. Given these limits on feasibility, including physical constraints and the need for inter-jurisdictional approval from the Santa Clara Valley Water District, VTA, and the Union Pacific Railroad, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8n: Intersection Improvements – East Sunnyoaks Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-8d identified under the Background plus Plan scenario. For reference, the mitigation measure is repeated below.

Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to result in acceptable operations.[9] While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.

Significance After Mitigation: Less than significant.

Mitigation Measure TRAF-8o: Intersection Improvements – Hacienda Avenue/Dell Avenue. This is identical to Mitigation Measure TRAF-8e identified under the Background plus Plan scenario. For reference, the mitigation measure is repeated below.

Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Signalization of the intersection, which would roughly cost $400,000 per traffic signal, is expected to

[9] Spencer, Mark. Principal, Whitlock & Weinberger Transportation, Inc. Personal email communication with Carey Stone, December 9, 2014.

result in acceptable operations.[10] While a lane configuration was assumed for analysis purposes, it is recommended that a finalized lane configuration be designed as more detailed development plans are created for the area. Since the City does not currently assess transportation impact fees, a direct funding source for this improvement does not exist. Therefore, to fund this improvement, the City should complete a nexus study upon adoption of the proposed Plan to determine the appropriate transportation impact fee. Once the intersection reaches LOS E and the traffic signal warrants are met, as defined by the California Manual of Uniform Traffic Control Devices, the signalization improvements should be implemented. The City should also complete yearly traffic monitoring to determine when the intersection reaches the signalization improvement thresholds. With this mitigation measure, impacts associated with the implementation of the proposed Plan would be *less than significant*.

Significance After Mitigation: Less than significant.

Mitigation Measure TRAF-8p: Intersection Improvements – Bascom Avenue/Camden Avenue . Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations:

- Northbound: three left-turn lanes, two through lanes, one shared through and right-turn lane
- Southbound: two left-turn lanes, four through lanes, two right-turn lanes (this is an addition of one through lane and two right-turn lanes)
- Eastbound: two left-turn lanes, three through lanes, one right-turn lane (this is an addition of one through lane)
- Westbound: one left-turn lane, three through lanes, one right-turn lane (this is the addition of one right-turn lane)

If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, the level of roadway widening required to achieve acceptable operations would require large amounts of right-of-way acquisition, thereby restricting the feasibility of implementing the recommended improvements. Additionally, these are regional routes and as such any improvements to this intersection would best be considered, adopted, and implemented as part of regional transportation planning efforts, not as part of an individual development project. Additionally, it is noted this intersection is under the jurisdiction of the City of San Jose, therefore any modifications to the intersection would require coordination and approval from both the City of San Jose and the Santa Clara VTA. Given the limits on feasibility, including physical constraints, the fact that improvements would be best achieved through a regional planning process and the need for inter-jurisdictional approvals, the proposed Plan's impact is *significant and unavoidable*.

[10] Spencer, Mark. Principal, Whitlock & Weinberger Transportation, Inc. Personal communication with Carey Stone, December 9, 2014.

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8q: Intersection Improvements – Winchester Boulevard/Knowles Drive. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. The improvements recommended to achieve acceptable operations are identical to what was identified in Mitigation Measure TRAF-8f, which is copied below for reference.

Modifying the westbound approach to have two left-turn lanes, a single through lane and right-turn lane, as well as the necessary receiving lanes and traffic signal modifications would result in acceptable operations. The modification would result in the following lane configuration:

- Northbound: two left-turn lanes, two through lanes, one right-turn lane
- Southbound: one left-turn lane, two though lanes, one right-turn lane
- Eastbound: one left-turn lane, one through lane, one right-turn lane
- Westbound: two left-turn lanes, one through lane, one right-turn lane

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the railroad tracks located parallel to Winchester Boulevard to the east of the intersection. Additionally, portions of the intersection fall under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints and the need for inter-jurisdictional approvals, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8r: Intersection Improvements – Winchester Boulevard/SR 85 Northbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Installation of a second northbound left-turn lane would result in acceptable operations.

If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the need to acquire right-of-way. Additionally, portions of the intersection fall under the jurisdiction of Caltrans and the Town of Los Gatos, and would therefore require the two agencies' approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints, the need for right-of-way acquisition, and the need for inter-jurisdictional approvals, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8s: Intersection Improvements – Winchester Boulevard/SR 85 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations:

- Northbound: two through lanes
- Southbound: two though lanes
- Eastbound: two left-turn lanes and one right-turn lane (this is a second left-turn lane)

If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the need to acquire right-of-way. Additionally, portions of the intersection fall under the jurisdiction of Caltrans and the Town of Los Gatos, and would therefore require the two agencies' approval to implement modifications. Therefore, due to limitations on feasibility, including physical constraints, the need for right-of-way acquisition, and the need for inter-jurisdictional approvals, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8t: Intersection Improvements – Winchester Boulevard/Wimbledon Drive. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations:

- Northbound: one left-turn lane and two through lanes
- Southbound: two through lanes and one right-turn lane (this is an addition of a right-turn lane)
- Eastbound: one left-turn lane and one right-turn lane (these are additional dedicated turn lanes)

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the intersection falls under the jurisdiction of the Town of Los Gatos and would, therefore, require the Town's approval to implement modifications. Therefore, it is recommended that the City of Campbell coordinate with the Town of Los Gatos to seek approval for this modification, and subsequently develop a mechanism to implement the modification. With the implementation of this mitigation measure, the proposed Plan's impact would be less than significant. However, due to limitations on feasibility and lack of funding mechanism, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8u: Intersection Improvements – Winchester Boulevard/Lark Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. The improvements recommended to achieve acceptable operations are identical to what was identified in Mitigation Measure TRAF-8g, which is copied below for reference.

Modifying the northern leg to have a dedicated receiving lane for the westbound right-turn movement. This would allow the westbound right-turn movement to be free-flowing, thereby decreasing the overall intersection delay. This is consistent with recommendations made in the Albright Office Park EIR

analysis. The receiving lane on the northern leg would need to be long enough to facilitate a merging maneuver into the continuous northbound through lanes. Based on correspondence with Town of Los Gatos staff, this improvement has been funded and is expected to be implemented in 2015-2016.[11] With this modified intersection configuration, which is scheduled to be implemented independently of the proposed Plan, the proposed Plan's impact would be *less than significant*.

Significance After Mitigation: Less than significant.

Mitigation Measure TRAF-8v: Intersection Improvements – Lark Avenue/SR 17 Southbound Ramps. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to add an additional eastbound shared through and right-turn lane would result in acceptable operations. This is consistent with mitigation measures presented in the North 40 Specific Plan EIR analysis. However, at the time of this analysis, funding for this improvement has not been identified, nor is there a scheduled timeline for implementation. If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. The intersection falls under the jurisdiction of the both Town of Los Gatos and Caltrans, and would therefore require both agencies' approvals to implement modifications. Therefore, it is recommended that the City of Campbell coordinate with the Town of Los Gatos and Caltrans to seek approval for this modification, and subsequently develop a funding mechanism to implement the modification. However, due to limitations on feasibility (i.e., lack of funding and unknown timing of the improvement), the proposed Plan's impact on this intersection is *significant and unavoidable*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8w: Intersection Improvements – Winchester Boulevard/Daves Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration would result in acceptable operations:

- Northbound: one left-turn lane, one through lane, one shared through and right-turn lane
- Southbound: one left-turn lane, one through lane, one right-turn lane
- Eastbound: one left-turn lane, one shared through and right-turn lane (currently there is a single lane for all movements)
- Westbound: one left-turn lane, one shared through and right-turn lane (currently there is a single lane for all movements)

Additionally, the traffic signal phasing would need to be modified to provide protected phasing on the eastbound and westbound approaches.

[11] Pu, Jessy. Traffic Engineer, Parks and Public Works, Town of Los Gatos. Personal email communication with Tony Henderson, W-Trans. November 20, 2014.

If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited due to the fact that the westbound approach is a private driveway and modifications would require the approval of the landowner. Installation of this improvement would be further limited by the fact that adjacent development would restrict the necessary roadway widening. Additionally, the intersection falls under the jurisdiction of the Town of Los Gatos, and would therefore require the Town's approval to implement modifications. Therefore, because this improvement is not funded, and due to limitations on feasibility, including physical constraints, the need for private landowner approval, and the need for inter-jurisdictional approval, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Mitigation Measure TRAF-8x: Intersection Improvements – Blossom Hill Road/Santa Cruz Avenue-Winchester Boulevard. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to include the following lane configuration, as well as the necessary receiving lanes and traffic signal modifications, would result in acceptable operations:

- Northbound: one left-turn lane, two through lanes, one right-turn lane (this would be an increase of one left-turn lane and one through lane)
- Southbound: one left-turn lane, one through lane, one right-turn lane (this would be an addition of one right-turn lane)
- Eastbound: single shared left-turn, through and right-turn lane
- Westbound: one shared left-turn and through lane, one right-turn lane

If this mitigation measure is implemented, then the proposed Plan's impact after mitigation would be less than significant. However, installation of these modifications may be limited by the fact that adjacent buildings and private development would restrict the ability to widen the roadway without significant right-of-way acquisition. Additionally, the intersection falls under the jurisdiction of the Town of Los Gatos and would, therefore, require the Town's approval to implement modifications. Therefore, due to the lack of funding, limitations on feasibility, including physical constraints, and the need for right-of-way, the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable

Mitigation Measure TRAF-8y: Intersection Improvements – Saratoga Los Gatos Road/University Avenue. Under Cumulative plus Plan Conditions, this intersection is expected to operate unacceptably. Modifying the intersection to provide dedicated right-turn lanes on the northbound, southbound, and eastbound approaches, as well as the necessary traffic signal modifications, would result in acceptable operations. This would result in the following lane configuration:

- Northbound: one left-turn lane, one through lane, one right-turn lane
- Southbound: one left-turn lane, one through lane, one right-turn lane

- Eastbound: one left-turn lane, two through lanes, one right-turn lane
- Westbound: one left-turn lane, two through lanes, one right-turn lane

With this mitigation measure, the proposed Plan's impact after mitigation would be less than significant. However, the intersection falls under the jurisdiction of the Town of Los Gatos and would, therefore, require the Town's approval to implement modifications. Additionally, implementation of the mitigation measure may require acquisition of right-of-way and reconfiguration of adjacent parcels. Therefore, due to the lack of funding, limitations on feasibility, including physical constraints and the need for right-of-way, , the proposed Plan's impact is *significant and unavoidable.*

Significance After Mitigation: Significant and unavoidable.

Transportation Demand Management

Mitigation Measure TRAF-8z: Transportation Demand Management. A partial mitigation measure to reduce impact on study facilities would be the implementation of a Transportation Demand Management (TDM) Program. A TDM would include measures to encourage reductions in vehicle trips. This may include, but not be limited to, subsidization of transit passes, carpool/vanpool matching services, preferential parking for carpool/vanpool vehicles, alternative work schedules, and enhanced pedestrian and bicycle facilities.

Implementation of a TDM Program can result in an incremental decrease in traffic generated by a development. While this decrease in traffic may not be enough to reduce impacts to a less than significant level, any reductions in Plan-generated traffic would be beneficial to congestion, air quality and health. Therefore, it is recommended that a TDM Program be implemented for the proposed Plan as a partial mitigation to reduce, but not fully alleviate, traffic-related impacts.

Significance After Mitigation: Significant and unavoidable.

4.14 UTILITIES AND SERVICE SYSTEMS

This chapter describes the existing utilities and service systems in Campbell and evaluates the potential environmental consequences of implementing the Dell Avenue Area Plan (proposed Plan). Water supply, wastewater, solid waste, and energy conservation are each addressed in separate sections of this chapter. In each section, a summary of the relevant regulatory framework and existing conditions is followed by a discussion of potential impacts and cumulative impacts from the implementation of the proposed Plan. Stormwater, as it relates to both water quality and capacity, is addressed in Chapter 4.8, Hydrology and Water Quality, of this Draft EIR.

4.14.1 WATER SUPPLY

This section describes existing conditions related to water supply and the potential impacts that could result from implementation of the proposed Plan.

4.14.1.1 ENVIRONMENTAL SETTING

Regulatory Framework

This section summarizes key federal, State, regional, and City regulations and policies pertaining to water supply that are applicable to the proposed Plan.

Federal Regulations

Federal Safe Drinking Water Act

The Safe Drinking Water Act authorizes the US Environmental Protection Agency (EPA) to set national standards for drinking water, called the National Primary Drinking Water Regulations, to protect against both naturally occurring and human-made contaminants. These standards set enforceable maximum contaminant levels in drinking water and require all water providers in the United States to treat water to remove contaminants, except for private wells serving fewer than 25 people. In California, the State Department of Health Services conducts most enforcement activities. If a water system does not meet standards, it is the water supplier's responsibility to notify its customers.

State Regulations

California Porter-Cologne Water Quality Control Act

Under the Porter-Cologne Water Quality Control Act, which was passed in California in 1969 and amended in 2013, the State Water Resources Control Board (SWRCB) has authority over State water rights and water quality policy. This Act divided the state into nine regional basins, each under the jurisdiction of a Regional Water Quality Control Board (RWQCB) to oversee water quality on a day-to-day basis at the local and

regional level. RWQCBs engage in a number of water quality functions in their respective regions. RWQCBs regulate all pollutant or nuisance discharges that may affect either surface water or groundwater. Campbell is overseen by the San Francisco Bay RWQCB.

Senate Bill 610 and 221

Senate Bill (SB) 610 and SB 221 amended State law to ensure better coordination between local water supply and land use decisions and confirm that there is an adequate water supply for new development. Both statutes require that detailed information regarding water availability be provided to City and County decision-makers prior to approval of large development projects. The document used to determine compliance with both SB 610 and SB 221 is the Urban Water Management Plan (UWMP) or, if the UWMP does not account for the new development water demand, a separate water supply assessment (WSA) from the water purveyor.

SB 610 requires the preparation of WSA for certain types of projects, as defined by Water Code §10912, that are subject to the California Environmental Quality Act (CEQA). Projects required to prepare a WSA are defined as follows:

- Residential development of more than 500 dwelling units.
- Shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor area.
- Hotel or motel, or both, having more than 500 rooms.
- Industrial, manufacturing, or processing plant or industrial park planned to employ more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.
- Mixed-use project that includes one or more of the projects specific above.
- Project that would demand an amount of water equivalent to, or greater than, the amount of water required for 500 dwelling units.

SB 221 establishes consultation and analysis requirements related to water supply planning for residential subdivisions including more than 500 dwelling units. Written verification by the water supplier that sufficient water is available for the proposed Plan is required before construction begins.

The San Jose Water Company (SJWC) prepared a WSA,[1] in response to a request from the City of Campbell, to determine whether there would be sufficient water supply to serve the projected 2030 development potential associated with the proposed Plan.

[1] SJWC, 2015. Dell Avenue Area Plan Water Supply Assessment, dated January 2015.

Urban Water Management Plan Act

Through the Urban Water Management Planning Act of 1983, the California Water Code requires all urban water suppliers within California to prepare and adopt an UWMP and update it every 5 years. This requirement applies to all suppliers providing water to more than 3,000 customers or supplying more than 3,000 acre-feet (AF)[2] of water annually. The Act is intended to support conservation and efficient use of urban water supplies at the local level. The Act requires that total projected water use be compared to water supply sources over the next 20 years in 5-year increments, that planning occur for single and multiple-dry water years, and that plans include a water recycling analysis that incorporates a description of the wastewater collection and treatment system within the agency's service area along with current and potential recycled water uses.

Groundwater Management Act

The Groundwater Management Act of the California Water Code (Assembly Bill [AB] 3030), signed into law in 1992, provides guidance for existing local agencies to develop voluntary Groundwater Management Plans (GMPs) in State-designated groundwater basins. GMPs can allow agencies to raise revenue to pay for measures influencing the management of the basin, including extraction, recharge, conveyance, facilities' maintenance, and water quality.

Sustainable Groundwater Management Act

On September 16, 2014, Governor Jerry Brown signed into law a three-bill legislative package, composed of AB 1739 (Dickinson), SB 1168 (Pavley), and SB 1319 (Pavley), collectively known as the Sustainable Groundwater Management Act. The Department of Water Resources (DWR) has developed a Strategic Plan for its Sustainable Groundwater Management (SGM) Program. DWR's SGM Program will implement the new and expanded responsibilities identified in the 2014 Sustainable Groundwater Management Act (SGMA). Some of these expanded responsibilities include: (1) developing regulations to revise groundwater basin boundaries; (2) adopting regulations for local agencies to evaluate and implement Groundwater Sustainability Plans (GSPs) and prepare coordination agreements; (3) identifying basins subject to critical conditions of overdraft; (4) identifying water available for groundwater replenishment; and (5) publishing best management practices for the sustainable management of groundwater.

Water Conservation Act of 2009 (Senate Bill X7-7)

New mandatory requirements, per State law (SB-X7-7), mandate the reduction of per capita water use and agricultural water use throughout the State by 20 percent by 2020.

[2] 1 acre-foot is the amount of water required to cover 1 acre of ground (43,560 square feet) to a depth of 1 foot.

Updated Model Landscape Ordinance (Assembly Bill 1881)

The updated Model Landscape Ordinance requires cities and counties to adopt landscape water conservation ordinances by January 31, 2010 or to adopt a different ordinance that is at least as effective in conserving water as the updated Model Ordinance (MO). The City of Campbell adopted Water Efficient Landscape Guidelines on January 1, 2010 to fulfill the requirements of AB 1881.

CALGreen Building Code (Part 11, Title 24, CCR)

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24, known as "CALGreen") was adopted as part of the California Building Standards Code (Title 24, California Code of Regulations [CCR]) to apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure, unless otherwise indicated in the code, throughout the State of California. CALGreen established planning and design standards for sustainable site development including water conservation and requires new buildings to reduce water consumption by 20 percent. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011. The building efficiency standards are enforced through the local building permit process.

The purpose of CALGreen is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories:

- Planning and design.
- Energy efficiency.
- Water efficiency and conservation.
- Material conservation and resource efficiency.
- Environmental quality.

The California Plumbing Code (Part 5, Title 24, CCR)

The 2010 California Plumbing Code (Part 5, Title 24, CCR) was adopted as part of the California Building Standards Code. The general purpose of the universal code is to prevent disorder in the industry as a result of widely divergent plumbing practices and the use of many different, often conflicting, plumbing codes by local jurisdictions. Among many topics covered in the code are water fixtures, potable and non-potable water systems, and recycled water systems. Water supply and distribution shall comply will all applicable provisions of the current edition of the California Plumbing Code.

Local Regulations

2010 Urban Water Management Plan

In compliance with the SB X7-7 and the Urban Water Management Planning Act, the water service provider for the City of Campbell— the SJWC—adopted their 2010 UWMP in April 2011.

Campbell General Plan 2001

The City's General Plan, adopted in 2001, contains the following policies (Table 4.14-1) related to water supply and quality, which are applicable to the proposed Plan.

TABLE 4.14-1 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO WATER SUPPLY AND QUALITY

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Goal CNR-5	*Promote high-quality drinking, surface, and ground water Citywide.*
Policy CNR-5.1	Water Quality Enhancement: Enhance the quality of surface water and groundwater resources and prevent their contamination.
Strategy CNR-5.1a	Regional Water Quality Control Board: Comply with the Regional Water Quality Control Board's regulations and standards to maintain and improve water quality.
Strategy CNR-5.1b	Encourage the San Jose Water Company to repair and upgrade delivery lines as appropriate.
Policy CNR-6	Water Conservation: Encourage residents and businesses to conserve water.
Strategy CNR-6.1	Water Efficient Landscaping Guidelines: Require new development and remodels to follow the City's Water Efficient Landscaping Guidelines.
Policy OSP-9.1	Drainage Facilities: Ensure that drainage facilities convey storm runoff without polluting local watercourses.
Strategy OSP -9.1d	Require new construction to utilize site preparation, grading, and foundation designs for erosion control to prevent sedimentation and contamination of streams.

Existing Conditions

Potable water is provided to Campbell by SJWC. SJWCs service area encompasses 139 square miles, including most of San Jose, most of Cupertino, the entire cities of Campbell, Monte Sereno, Saratoga, the Town of Los Gatos and parts of unincorporated Santa Clara County.

SJWC obtains its water from three sources of potable supply: groundwater, imported treated surface water, and local surface water.

Groundwater[3]

Groundwater comprises just over one third of SJWCs supply total. SJWC has over 100 wells that pump groundwater from the aquifers of the Santa Clara Valley subbasin. These aquifers are recharged naturally by rainfall, and artificially by a series of local reservoirs, percolation ponds, and an injection well.

The Santa Clara Valley Water District (SCVWD) is the agency that manages ground water in Santa Clara County. SJWC has the right to withdraw groundwater from aquifers below properties within its service area boundary when in compliance with the SCVWDs 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 SJWCs distribution 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. The SJWC 2010 UWMP indicates the groundwater level has been steadily on the rise for the past 40 years in the Santa Clara Valley subbasin.

SJWC generally uses the most economical source of water, which is largely determined by SCVWD groundwater extraction fee rates and contracted water rates.

Purchased Imported Surface Water[4]

In 1981, SJWC entered into a 70-year master contract with SCVWD for the purchase of treated water. About 50 percent of needed water supply is purchased by SJWC under contract from the SCVWD. This water originates from several sources including local reservoirs, the State Water Project (SWP), and the federally funded San Felipe Division of the Central Valley Project (CVP).[5] Imported surface water provided by SCVWD primarily comes from the Sacramento-San Joaquin Delta, the majority of which originates as snowmelt in the Sierras.

The SCVWD owns and operates three separate surface water treatment plants (Penitencia, Rinconada, and Santa Teresa water treatment plants) that are supplied by surface water from local runoff and imported water from the CVP, SWP, and San Francisco Public Utilities Commission (SFPUC). Treated water is delivered to SJWC from the Rinconada treatment plant through a large-diameter high-pressure transmission pipeline.

The Rinconada Water Treatment Plant is the second largest of the SCVWD plants. Completed in 1967 by the Santa Clara County Flood Control and Water Conservation District, the precursor to today's water

[3] San Jose Water Company, 2011. *2010 Urban Water Management Plan (UWMP).*
[4] San Jose Water Company, 2011. *2010 Urban Water Management Plan (UWMP).*
[5] San Jose Water Company, 2011. *2010 Urban Water Management Plan (UWMP).*

district, the plant can treat and deliver up to 80 million gallons of water each day for retailers who supply residential and commercial users in the West Valley, including the Cities of Santa Clara, Campbell, Sunnyvale, Cupertino, Mountain View, and Los Altos and the Towns of Los Gatos and Los Altos Hills.

Local Surface Water[6]

SJWCs remaining source of potable water is surface water runoff from the watersheds of the Santa Cruz Mountains. This amounts to about 10 percent of SJWCs potable water supply, depending on rainfall.

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 taking and beneficially using water. In 1914, the California 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 SWRCB to draw 6,240 acre-feet per year (afy) 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 afy for an average rain year. A series of dams and automated intakes collect the water released from SJWCs lakes. The water is pumped into to SJWCs Montevina water treatment plant for treatment prior to entering the distribution system. SJWCs Saratoga water treatment plant draws water from a local stream that collects water from the nearby Santa Cruz Mountains.

SJWC owns and operates its water distribution system consisting of a pipe network, which lies predominantly beneath the traveled roadway in the public street rights-of-way.

Per Capita Water Use – San Jose Water Company

The Water Conservation Act of 2009 (Senate Bill X7-7) requires water purveyors to demonstrate they are achieving appropriate reductions in water use. This demonstration requires the water suppliers to do the following: determine a base daily per capita water use; determine urban water use targets; compare water use targets to 5-year baseline; and determine interim water use targets.

SJWCs 10-year base rate is 144 gallons per capita per day (gpcd). SJWCs interim urban water use target for 2015 is 134 gpcd. SJWCs urban water use target is 124 gpcd. SJWCs projected water use rate in 2015 is 116 gpcd. SJWCs projected water use rate in 2020 is 111 gpcd.[7]

Water Demand and Supply Projections – San Jose Water Company

Most of SJWCs customers within its 139-square-mile service territory are residential or commercial. SJWC also provides water to industrial, municipal, and private fire services and public fire protection services. SJWCs total demand is the sum of projected metered demand plus 7 percent of that amount for non-

[6] San Jose Water Company, 2011. *2010 Urban Water Management Plan (UWMP)*.
[7] San Jose Water Company, 2011. *2010 Urban Water Management Plan (UWMP)*.

revenue water, which includes authorized unmetered uses for firefighting, main flushing and public use and unauthorized use due to meter reading discrepancies, reservoir cleaning, malfunctioning valves, leakage, and theft. Table 4.14-2 shows the SJWC 2010 UWMP total projected demand to 2035.

TABLE 4.14-2 SJWC TOTAL DEMAND (AFY)

	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**

Note: afy = acre-feet per year.
Source: SJWC 2010 UWMP; and Table 4 (SJWC) of Water Supply Evaluation (Yarne & Associates), May 20, 2014, from Appendix H to the Draft EIR for the Cupertino General Plan Amendment; http://www.cupertinogpa.org/files/managed/Document/212/AppendixH_UtilitiesAndServiceSystemData.pdf.

The projected 2040 demand is estimated to be an increase of 3,037 afy over the 2035 demand (based on the estimated increase from 2030 to 2035) resulting in a total of 156,734 afy. The projected increase in total demand between 2015 and 2040 is 14,831 afy.[8]

The 2010 UWMP indicates SJWC has adequate water supply plans to meet the referenced demand forecasts.

Table 4.14-3 shows the actual amount of water supplied to SJWCs system from each source in 2010 and projections until 2035, as reported in the 2010 UWMP. Projected surface water is based on a long-term average at SJWC. Groundwater and SCVWD Treated Water projections include SJWCs 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 recycled water from the South Bay Water Recycling Program.[9] The overall long-term strategy for groundwater, as discussed in the 2003 SCVWD Integrated Water Resource Planning Study (IWRP),[10] is to maximize the amount of water available in the groundwater basins to protect against drought and emergencies.[11] SCVWD attempts to maximize use of treated local and imported water when available.

SJWC classifies conservation as an additional source of water, which offsets potable water demand. SJWC projects an increase in conservation through 2035 to over 5,500 afy due to implementation of a more restrictive conservation program. Conservation savings are anticipated to result from increased use of

[8] 156,734 afy minus 141,903 afy equals 14,831 afy; see Table 4.14-2.

[9] San Jose Water Company (SJWC), 2014. SJWC Conservation in the Community, http://www.sjwater.com/for_your_information/save_water_money/conservation_in_the_community/, accessed August 23, 2014.

[10] Santa Clara Valley Water District (SCVWD), 2005. Integrated Water Resources Planning Study 2003, published December 2005. http://www.valleywater.org/Services/WaterSupplyPlanning.aspx.

[11] Santa Clara Valley Water District (SCVWD), 2014. Water Supply Planning, http://www.valleywater.org/Services/WaterSupplyPlanning.aspx , accessed August 23, 2014.

TABLE 4.14-3 CURRENT AND PROJECTED SJWC WATER SUPPLY – INCLUDING CONSERVATION (AFY)

Source	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 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**

Note: afy = acre-feet per year.
Source: Table 6 of SJWC 2010 UWMP.

ultra-low flush toilets, high-efficiency toilets, low-flow showerheads, water efficient appliances, individual conservation, and reduction in landscape irrigation requirements.[12]

SJWC has an established well replacement program. The program identifies and replaces two wells per year based on numerous criteria, including the well's production and observed water quality problems. The replacement of older wells and optimization of existing wells will allow SJWC to maintain its groundwater supply reliability. SCVWDs policy is to achieve 95 percent reliability of supply 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 SCVWDs and SJWCs operational goals.[13]

The 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 SJWCs entire service area. In the past 5 years, groundwater has been the source for approximately one-third of SJWCs total supply.[14]

Water Supply Contingency Planning

During a single-dry year, it is unlikely that SCVWD would request a reduction in its retailer's (i.e., SJWCs) water demand. SCVWD maintains carryover storage in its reservoirs, locally stored groundwater reserves, and has access of up to 50,000 afy of drought supplies stored as groundwater in the Semitrophic

[12] San Jose Water Company, 2011. *2010 Urban Water Management Plan (UWMP).*
[13] San Jose Water Company, 2011. *2010 Urban Water Management Plan (UWMP).*
[14] San Jose Water Company, 2011. *2010 Urban Water Management Plan (UWMP).*

Groundwater Bank.[15] According to SCVWDs 2010 UWMP, there will be a 5 percent shortfall in treated water contract deliveries in 2020 and 2025. After this time it is expected that capital improvement projects listed in the Water Master Plan will result in sufficient additional supplies so that contract deliveries can be met during single-dry years. It is assumed that groundwater will provide the necessary supply to meet dry year demands, if purchased water reductions are required.

SJWCs 2010 UWMP indicates supply will continue to meet demand during multiple-dry year events, as projected through 3 years of dry conditions.[16]

Based on historical records in SJWC's service area, as reported in the 2010 UWMP, SJWC would adjust the quantities of each supply source during single or multiple-dry year events. Additional groundwater would supplement the lack of SCVWD treated water and local surface water.

In very long multiple-dry year events (i.e., years 4 to 6), or if there is a significant unanticipated hydrologic event that causes shortages, SJWC would enact the Water Shortage Contingency Plan (WSCP). The new WSCP was written into the 2010 UWMP, and supplants the prior 1992 version. The WSCP describes five stages of water shortage and response actions. SJWC's WSCP has adopted the same water shortage stage levels and response actions as those of the SCVWD. Response actions include voluntary and mandatory conservation measures to achieve demand reductions of up to 20 to 40 percent at Stage 4 and up to 50 percent at Stage 5 (the highest stage) of the WSCP. At Stage 4 of the WSCP, it is estimated that ground water reserves would be 150,000 to 200,000 afy; at Stage 5, projected ground water reserves are below 150,000 afy.

The SCVWD Board of Directors unanimously passed a resolution February 25, 2014 calling for mandatory measures to reach a water use reduction target equal to 20 percent of 2013 water use, through December 31, 2014. Retail water agencies (including SJWC), local municipalities and the county of Santa Clara are recommended to implement mandatory measures as needed to achieve the 20 percent water use reduction target.[17] SJWC conservation rules in effect since March 23, 2014, state no customer shall use utility-supplied water for a long list of non-essential or unauthorized uses, including:

- Use of water for construction purposes, such as consolidation of backfill, dust control, or other uses unless no other source of water or other method can be used.
- Use of water for more than minimal landscaping in connection with any new construction.
- Use of water for watering outside plants and turf areas using a hand-held hose without a positive shut-off valve.

[15] Santa Clara Valley Water District (SCVWD), 2013. Board Agenda Memo; Budget Adjustment for 2012 Water Banking Operations; January 22, 2013. http://cf.valleywater.org/About_Us/Board_of_directors/Board_meetings/_2013_Published_Meetings/MG49261/AS49274/AI49995/DO50113/DO_50113.pdf.

[16] San Jose Water Company, 2011. *2010 Urban Water Management Plan (UWMP)*, page 33.

[17] Association of California Water Agencies. 2014. "How California Water Agencies Are Responding to Record-Dry Conditions," ACWA web page, http://www.acwa.com/content/local-drought-response , accessed September 17, 2014.

- Use of water for decorative fountains or the filling or topping off decorative lakes or ponds. Exceptions are made for those decorative fountains, lakes, or ponds that utilize recycled water.
- Use of water for the filling or refilling of swimming pools.
- Service of water by any restaurant except upon the request of the patron.

Water Supply Assessment, SJWC, 2015

SJWC prepared a Water Supply Assessment (Appendix E) for the proposed Plan in accordance with requirements of 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.

The WSA describes the relationship between existing and future water supplies and documents SJWC's ability to provide a diverse water supply to match water demands of the proposed Plan under both normal and dry years. Based on SCVWD's UWMP through year 2035 and conservation methods currently employed, the SJWC determined it is able to meet the needs of the Plan Area through at least 2035 for normal and single-dry years. The WSA also states 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 percent 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.

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 percent of normal, but water from the State Water Project has had an allocation of only 5 percent. As a result, the SJWC has been relying more heavily on groundwater which has caused the groundwater elevation to decline. However, the WSA concludes that the groundwater elevation will rebound and that the groundwater basin will be replenished. Thus, there will be sufficient water supply to serve the 2030 buildout that is projected to result from implementation of the proposed Plan.

4.14.1.2 STANDARDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, the proposed Plan would have a significant impact on water service if:

1. There were insufficient water supplies available to serve the Plan from existing entitlements and resources, or if new or expanded entitlements were needed.
2. It would require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

4.14.1.2 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes the proposed Plan's potential impacts and cumulative impacts to water supply and infrastructure.

UTIL-1	**Implementation of the proposed Plan would have sufficient water supplies available to serve the Plan from existing entitlements and resources, and new or expanded entitlements are not needed.**

Water Supply Assessment

A comprehensive water supply plan for the proposed Plan is presented in the WSA, dated January 2015 (Appendix E). A summary of findings in the WSA follows below.

Total water usage for the proposed Plan is estimated at 550.0 afy. However, the existing development, which is being replaced, uses an average of 137.5 afy. Therefore, the estimated net system increase in water demand for the proposed Plan Area is 412.5 afy. This WSA estimate is much less than the overly conservative CalEEMod method, described above, which estimated a net system increase in water demand of 1,898 afy. The WSA estimate of 412.5 afy represents a 0.3 percent increase in system demand when compared to SJWC's 2010 water demand.[18]

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 the proposed Plan Area)

Based on SCVWD's UWMP through year 2035 and conservation methods currently employed, there is sufficient water available to supply the proposed Plan Area. Also, the projected water demand for the proposed Plan Area is within normal growth projections for water demand in SJWC's system.[19]

SJWC works closely with SCVWD to manage its demands and imported water needs. After evaluating demands estimated for the proposed Plan Area, the SJWC concludes that sufficient water supply exists to serve the proposed Plan Area.

[18] San Jose Water Company, *Dell Avenue Area Plan Water Supply Assessment*, January 2015, page 5.
[19] San Jose Water Company, *Dell Avenue Area Plan Water Supply Assessment*, January 2015, page 5.

Based on the WSA analysis described above, it can be reasonably concluded that SJWC will have adequate water supplies to meet projected demands associated with the proposed Plan regarding potable water use for normal hydrologic, single-dry year, and multiple-dry year conditions for the 2040 buildout horizon. The following reasons support the conclusion that SJWC will have adequate water supply to support the proposed Plan:

- Adequacy of existing and planned supplies from SCVWD.
- Adequacy of existing and planned supplies of SJWCs groundwater and local surface water.
- Plans to maintain SJWCs existing wells and construct new ones to increase well production capacity.
- Plans to maintain SJWCs local surface water conveyance and treatment systems.

Accordingly, buildout of the proposed Plan would not result in insufficient water supplies from SJWC under normal, single-dry, or multiple-dry years, and new or expanded entitlements would not be needed; thus, impacts would be *less than significant*.

Applicable Regulations:

- The Water Conservation Act of 2009 (Senate Bill SB X7-7)
- 2010 California Plumbing Code that requires water conserving fixtures
- SJWCs and SCVWDs water supply and demand management strategies and water shortage contingency plans identified in the UWMPs
- City of Campbell General Plan

Significance Before Mitigation: Less than significant.

UTIL-2	**Implementation of the proposed Plan would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.**

As discussed in Impact UTIL-1 above, the water demand associated with the proposed Plan would be served with available and planned water supplies provided by SJWC. Future development under the proposed Plan would be located within an already developed urban area and, therefore, would connect to the existing water distribution system. SJWCs distribution system has interties with other water retailers in the San Jose area that serve as another potential supply source. However, in order for SJWC to meet projected supply, the SJWC 2010 UWMP identifies the need for construction of several future water facility projects, including:

- New, higher capacity, replacement groundwater wells are planned in order to meet the demands of planned developments within SJWCs service area. The SJWC UWMP proposes replacing two wells per year.
- Construction of desalination and water recycling projects.

The SCVWD 2010 UWMP also identifies planned or potential new or expanded facilities. In early 2010, the District Board of Directors and the San Jose City Council executed a 40-year long-term agreement with the City of San Jose on the ownership of an advanced recycled water treatment facility, operation and maintenance of recycled water facilities, and future expansion that most effectively meets the needs of the community.[20] Impacts from the construction of new or expanded water production facilities would be project-specific. Any new or expanded water production facilities projects would require permitting and review in accordance with CEQA, which would ensure that any environmental impacts are disclosed and mitigated to the extent possible. This EIR is a programmatic document and does not evaluate the environmental impacts of any project-specific development.

In any case, new or expanded facilities are not anticipated to be necessary as a result of the proposed Plan. As discussed, the January 2015 Dell Avenue Area Plan WSA estimated the proposed Plan would result in a net increase of 412.5 afy which represents a 0.3 percent increase in system demand when compared to SJWC's 2010 water demand. The SJWC could accommodate the potential increased demand from the proposed Plan with the existing water supply, which would not require the construction or expansion of existing water facitilies.[21]

In summary, in accordance with the applicable regulations below, buildout of the proposed Plan would not result in water demand that would require the construction of new water treatment facilities or the expansion of existing facilities, the construction of which would cause significant environmental impacts; thus, impacts would be *less than significant*.

Applicable Regulations:

- The Water Conservation Act of 2009 (Senate Bill SB X7-7)
- 2010 California Plumbing Code that requires water conserving fixtures
- SJWC's and SCVWD's water supply and demand management strategies and water shortage contingency plan identified in the UWMPs

Significance Before Mitigation: Less than significant.

4.14.1.3 CUMULATIVE IMPACTS

This section analyzes potential cumulative impacts to water supply that could occur from the proposed Plan in combination with past, present and other reasonably foreseeable projects in the surrounding area. The geographic scope of this cumulative analysis is the SJWC service area.

[20] SCVWD. 2011. Urban Water Management Plan (2010), Chapter 7.
[21] San Jose Water Company, *Dell Avenue Area Plan Water Supply Assessment*, January 2015, page 5.

UTIL-3	**Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to water supply.**

As discussed in Chapter 4.0, the cumulative projects considered for this analysis include 869,000 square feet of commercial and 269,000 square feet of retail development along with 150 hotel rooms, 73 single-family homes, and 336 multi-family units all within the Town of Los Gatos. While the proposed Plan would contribute to an increased cumulative demand for water supply, the increased demand would not exceed the long-term supply under normal hydrologic circumstances, as discussed above. Additionally, SJWCs 2010 UWMP determined that the water supply will be sufficient to accommodate future demand in the SJWC service areas through 2035 (and 2040, by extrapolation), under normal circumstances. In multiple dry years, with SJWC and SCVWD drought contingency plans in place, any shortages would be managed through demand reductions and other measures such as increased supplemental supplies.

The SCVWDs Comprehensive Water Resources Management Plan outlines the key water resource issues facing Santa Clara County and provides a framework for understanding SCVWDs policies related to water supply, natural flood protection, and water resources stewardship. In addition, with SB X7-7 and the State, county, and local water conservation ordinances in place, all jurisdictions would be required to conserve water use through establishing water efficiency measures. In addition, pursuant to SB 610 and SB 221, WSAs would be prepared for large development projects prior to approval of each project to ensure adequate water supply for new development.

Together, these regulations, policies, and other considerations would ensure that cumulative impacts under the proposed Plan with respect to water supply would be *less than significant*.

Applicable Regulations:

- The Water Conservation Act of 2009 (Senate Bill SB X7-7)
- 2010 California Plumbing Code that requires water conserving fixtures
- CALGreen Building Code (Part 11, Title 24, CCR)
- State Updated Model Water Efficient Landscape Ordinance (Assembly Bill 1881 [2006])
- SCVWD Comprehensive Water Resources Management Plan
- SJWCs and SCVWDs water supply and demand management strategies and water shortage contingency plans identified in the UWMPs

Significance Before Mitigation: Less than significant.

4.14.1.4 Summary of Significant Impacts and Mitigation Measures

The proposed Plan would not result in any significant project-specific or cumulative impacts to water supply and therefore no mitigation measures are required.

4.14.2 WASTEWATER

This section describes existing conditions related to sanitary sewer and the potential impacts that could result from implementation of the proposed Plan.

4.14.2.1 ENVIRONMENTAL SETTING

Regulatory Framework

This section summarizes key federal, State, regional, and local regulations and policies pertaining to wastewater that are applicable to the proposed Plan.

Federal Regulations

Clean Water Act

The Clean Water Act (CWA) regulates the discharge of pollutants into watersheds throughout the nation. Under the CWA, the EPA implements pollution control programs and sets wastewater standards.

National Pollutant Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program was established in the CWA to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; set prohibitions on discharges not specifically allowed under the permit; and establish provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities.

Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant.

State Regulations

State Water Resources Control Board

On May 2, 2006, the State Water Resources Control Board (SWRCB) adopted a General Waste Discharge Requirement (Order No. 2006-0003) for all publicly owned sanitary sewer collection systems in California with more than 1 mile of sewer pipe. The order provides a consistent Statewide approach to reducing sanitary sewer overflows (SSOs) by requiring public sewer system operators to take all feasible steps to control the volume of waste discharged into the system, to prevent sanitary sewer waste from entering the

storm sewer system, and to develop a Sewer System Management Plan (SSMP). The General Waste Discharge Requirement also requires that storm sewer overflows be reported to the SWRCB using an online reporting system.

The San Francisco Bay RWQCB is the local division of the SWRCB. The San Francisco Bay RWQCB issues NPDES permits governing discharges from Campbell. NPDES permits allow the RWQCB to collect information on where the waste is disposed, what type of waste is being disposed, and what entity is depositing the wastes. The RWQCB is also charged with conducting inspections of permitted discharges and monitoring permit compliance.

Sanitary District Act of 1923

The Sanitary District Act of 1923 (Health and Safety Code Section 6400 et seq.) authorizes the formation of sanitation districts and enforces the districts to construct, operate, and maintain facilities for the collection, treatment, and disposal of wastewater.[22] The Act was amended in 1949 to allow the districts to also provide solid waste management and disposal services, including refuse transfer and resource recovery. Campbell is within the West Valley Sanitation District (WVSD), which is discussed in further detail below.

Local Regulations

West Valley Sanitation District Ordinance Code

The sewer laterals and mains within the City of Campbell are owned and maintained by the West Valley Sanitation District (WVSD). The West Valley Sanitation District Ordinance Code establishes the standards for discharges to and operation and maintenance of the sewer collection system. The code was established pursuant to the provisions of Section 4766 of the California Health and Safety Code and Section 25126 - 25130 of the California Government Code (Adopted Ord. 46, July 23, 1975; amended by Ord. 130, October 27, 1999).

West Valley Sanitary District Sewer System Management Plan

The WVSD Sewer System Management Plan (SSMP) documents the proper operation and maintenance of WVSDs sanitary sewer system, including capacity management and system audits. The WVSD is one of several sewer systems that feed the San Jose/Santa Clara Water Pollution Control Plant (SJ/SCWPCP) where the wastewater is treated before discharge to the San Francisco Bay. The WVSD SSMP[23] was prepared in compliance with the SWRCB Order 2006-0003: Statewide General Waste Discharge Requirements (GWDR) for Sanitary Sewer Systems, as revised by Order No. WQ 2008-0002.EXEC on February 20, 2008. The GWDR prohibits SSOs, requires reporting of SSOs using the Statewide electronic reporting system, and requires the preparation of an SSMP.

[22] California Health and Safety Code, http://www.leginfo.ca.gov/cgi-bin/calawquery?codesection=hsc, accessed on July 14, 2014.

[23] West Valley Sanitation District (WVSD), 2014. Sewer System Management Plan (SSMP), http://www.westvalleysan.org/documents/engineering/ssmp.

The SSMP is required to be audited every 2 years, per the SWRCB Order No. 2006-0003-DWQ. The 2014 SSMP audit[24] (covering years 2012 and 2013) addresses sewer system capacity management, assessment and evaluation, as well as a capacity assurance plan to ensure that the collection system continues to effectively serve the communities in the WVSD service area. The SSMP and SSMP audit document the resources required to be invested in capital improvement program (CIP) projects and studies. The SSMP audit indicates the WVSD has evaluated the hydraulic deficiencies in the system, established sufficient design criteria, and recommend both short- and long-term capacity enhancement and improvement projects. The audit further indicates the WVSDs CIP establishes a schedule of approximate completion dates for both short- and long-term improvements to reflect current budgetary capabilities and activity accomplishment.

The SSMP is also required by the San Francisco Bay RWQCB. The RWQCB outlines the SSMP requirements in the Sewer System Management Plan Development Guide dated July 2005 in cooperation with the Bay Area Clean Water Agencies (BACWA).

Campbell General Plan 2001

The City's General Plan, adopted in 2001, contains the following policies (Table 4.14-4) related to wastewater collection and treatment, which are applicable to the proposed Plan.

TABLE 4.14-4 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO WASTEWATER COLLECTION AND TREATMENT

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Goal OSP-10	*Ensure efficient sewer and wastewater treatment.*
Policy OSP10.1	Sewer and Wastewater Facilities: Ensure that sewer and wastewater facilities meet the needs of Campbell's residents.
Strategy OSP10.1a	West Valley Sanitation District: Continue to participate in the West Valley Sanitation District to provide sanitary sewer collection services for the City.
Strategy OSP10.1b	Adequate Sewage Treatment Capacity: Ensure that new growth does not exceed the availability of adequate sewage treatment capacity or predate the presence of necessary infrastructure.
Strategy OSP10.1c	Monitoring and Maintenance of Infrastructure: Coordinate with the West Valley Sanitation District to provide for the monitoring and maintenance of existing wastewater collection infrastructure.
Goal CNR-7	*Increased water recycling.*
Policy CNR-7.1	Water Recycling: Take part in and promote water recycling efforts.
Strategy CNR-7.1a	Non-potable Water Infrastructure: Encourage the installation of infrastructure within the City for the use of reclaimed water for non-potable uses.
Strategy CNR-7.1b	Water Recycling: Work with the Santa Clara Valley Water District in water recycling efforts.

Source: City of Campbell General Plan, 2001.

[24] West Valley Sanitation District (WVSD), 2014. Sewer System Management Plan (SSMP). Audit, http://www.westvalleysan.org/assets/uploads/docs/ssmp/2014%20SSMP%20Audit.pdf .

Existing Conditions

Sewer service in Campbell and the Plan Area requires a system of pipes and facilities owned and maintained by several entities, including private landowners, the City of Campbell, the WVSD, and the SJ/SCWPCP.

Collection System

Campbell's wastewater collection system includes a network of pipes connecting individual residential and non-residential buildings to a wastewater treatment plant, as discussed below. The sewer pipes are owned and maintained by the WVSD, whose service area encompasses 28.4 square miles. Private landowners own and maintain on-site laterals that connect wastewater to laterals and sewer mains owned and operated by the WVSD. The sewer pipes typically run along City-owned rights-of-way.

The gravity sewer wastewater collection system, owned and maintained by WVSD, serves the populations of the cities of Campbell, Monte Sereno, Town of Los Gatos, portions of the City of Saratoga, and intervening unincorporated portions of the County of Santa Clara. In total there are approximately 44,500 connections serving a population of nearly 108,000 people. The wastewater collection system is comprised of 415 miles of sewer main and 210 miles of sewer lateral primarily located within the public right-of-way (lower lateral). The WVSDs sewer mains range in diameter from 6 to 39 inches, with nearly 90 percent of these lines being 8 inches in diameter or smaller. A majority of the sewer laterals are 4 inches in diameter, while 6-inch laterals are utilized for some commercial and multiple residential properties.[25]

The WVSD SSMP documents the proper operation, maintenance, and capacity management of the sewer system. The WVSD is currently in process of updating the last hydraulic modeling study (2008) to reflect additional flow data and completion of several CIP projects that have addressed capacity issues. The WVSDs CIP is slated to be reviewed and updated based on the updated Hydraulic Model and Risk Prioritization Study to be completed in the Spring of 2015.[26]

The WVSD reportedly has 1.2 mgd available capacity for their customers, which will be allotted on a first-come first-serve basis.[27] According to the WVSD Annual Report (2012-2013), estimated wastewater flow into the system has decreased steadily over the past 10 years by a total of about 10 percent.[28]

Using the CalEEMod model assumptions, as presented on Table 4.14-5, indoor water demand for the *existing* Plan Area is conservatively estimated to be 1.233 mgd. If, for purposes of worst-case analysis, it is conservatively assumed that all of this existing indoor water demand becomes wastewater, then the *existing* Plan Area generates approximately 1.233 mgd of wastewater. The WVSD is planning sewer upgrades in the Plan Area. As shown Figure 4.14-1, the WVSD is planning to make improvements to the existing 24-inch

[25] West Valley Sanitation District (WVSD), 2014. Sewer System Management Plan (SSMP), 2014 SSMP Audit.
[26] West Valley Sanitation District (WVSD), 2014. Sewer System Management Plan (SSMP), 2014 SSMP Audit, page 14.
[27] Aki Honda Snelling, Planning Manager, City of Campbell Community Development Department. Email to Bruce Brubaker, PlaceWorks, September 25, 2013.
[28] http://www.westvalleysan.org/assets/docs/annual_reports/29-7.2012-2013%20Annual%20Report.pdf.

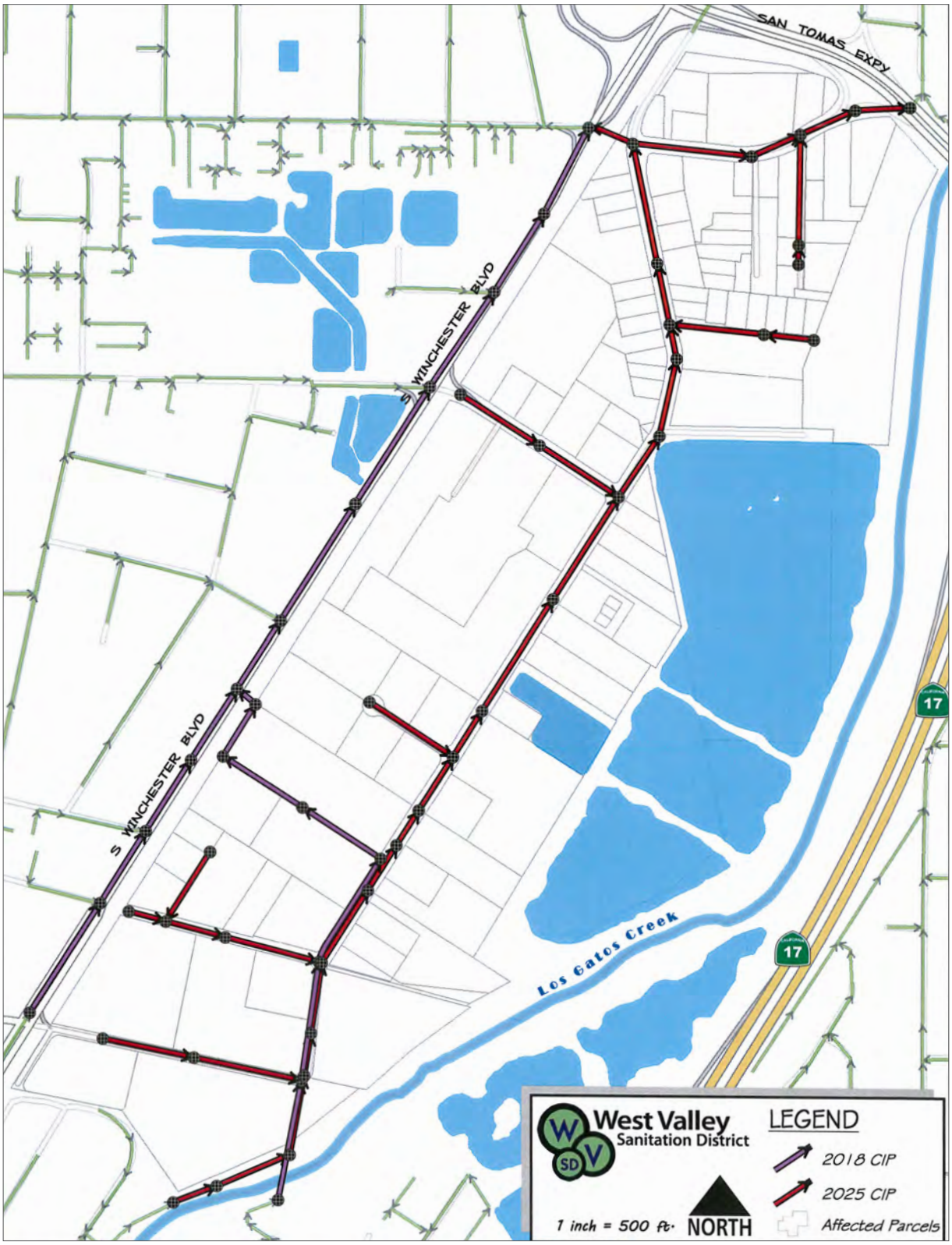


Figure 4.14-1
Planned WVSD Upgrades

TABLE 4.14-5 WATER DEMAND FOR EXISTING LAND USE AND PROPOSED PLAN BY 2040 (CALEEMOD)

	Unit	Indoor Water (gal/year)	Outdoor Water (gal/year)	Total Water (gal/year)
Existing Land Use				
Office	710,000 sf	126,190,961	77,342,847	203,533,808
Retail	56,000 sf	4,148,061	2,542,360	6,690,421
R&D	650,000 sf	319,601,066	0	319,601,066
Single Family	4 units	260,616	164,301	424,918
Multi-Family	0 units	0	0	0
Total (gal/year)		450,200,704	80,049,509	530,250,213
Total (gal/day)		1,233,427	219,314	1,452,740
Proposed Plan Land Use				
Office	3,002,000 sf	533,556,711	327,018,630	860,575,341
Retail	76,000 sf	5,629,512	3,450,346	9,079,857
R&D	502,000 sf	246,830,362	0	246,830,362
Single Family	4 units	260,616	164,301	424,918
Multi-Family	300 units	19,546,208	12,322,609	31,868,817
Total (gal/year)		805,823,408	342,955,886	1,148,779,295
Total (gal/day)		2,207,735	939,605	3,147,341
Net Increase (gal/day)		974,309	720,291	1,694,600

Notes: sf = square feet.

trunk line in the Plan Area. The project is funded for design in fiscal year 2018-2019. WVSD believes that rehabilitation of the existing 24-inch trunk line will be exempt from CEQA review since no capacity upgrades are anticipated to be necessary.[29]

The WVSD sewer financing program, the District Participation Program, provides funds for extension of the WVSD sanitary system to new development.[30] Under the District Participation Program, also known as the Sewer Extension Revolving Fund, or SERF program, WVSD participates with the installer in the costs of extending the sewer, and recovers costs by collection of connection fees from benefiting property owners. Under this program, WVSD designs and constructs the main and lateral sewers and recovers the costs from property owners when they connect to the system.

[29] Personal email communication with Alan Kam, West Valley Sanitation District, November 6, 2014.

[30] West Valley Sanitation District (WVSD), District Participation Program, http://www.westvalleysan.org/sewerpermits/financingprograms.php.

Treatment Plant

The SJ/SCWPCP treats wastewater for several jurisdictions, including Campbell, Los Gatos, Saratoga, Cupertino, Santa Clara, San Jose, and Milpitas. The WVSDs regional interceptor conveys wastewater to the SJ/SCWPCP through the sanitary sewer system of the City of San Jose.[31] In the fiscal year 2012-2013, WVSD collected and conveyed 9.941 mgd of wastewater to the treatment plant, which represents about 10 percent of the plant's average daily treatment flow. According to flow data published in the WVSD Annual Report (2012-2013), Campbell accounts for about 3 percent of the SJ/SCWPCPs total incoming wastewater. The majority of wastewater coming into the plant is from the cities of San Jose and Santa Clara.

According to the SJ/SCWPCP Master Plan, the SJ/SCWPCP has an existing plant rated capacity of 167 mgd during the dry season.[32] Annual average effluent flows in 2012 and 2013 were approximately 94 mgd and 89 mgd, with daily maximum flows of approximately 132 mgd and 108 mgd.[33] In 2008, the average daily flow reportedly was 110 mgd.[34]

The City of San Jose has an NPDES permit from the RWQCB that regulates the SJ/SCWPCP discharges. NPDES Permit No. CA0037842/Waste Discharge Requirement (WDR) Order No. R2 2014-0034 has been effective since 2014. This NPDES permit allows the SJ/SCWPC to treat an average dry weather influent flow of 167 mgd; well above the current average daily flow into the plant.

4.14.2.2 STANDARDS OF SIGNIFICANCE

According to Appendix G, Environmental Checklist, of the CEQA Guidelines, the proposed Plan would have a significant impact on wastewater service if it would:

1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
2. Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
3. Result in a determination by the wastewater treatment provider, which serves or may serve the Plan that it does not have adequate capacity to serve the proposed Plan's projected demand in addition to the provider's existing commitments.

[31] City of San Jose, 2014. Sanitary Sewer System, Proposed Capital Improvement Program 2015 – 2019, http://www.sanjoseca.gov/documentcenter/view/29557.

[32] San Jose/Santa Clara Water Pollution Control Plant, 2012. *Final Draft: The Plant Master Plan.*

[33] San Francisco RWQCB, 2014. Tentative Order No. R2-2014-00XX (NPDES No. CA0037842) for San José-Santa Clara Regional Wastewater Facility and Collection Systems (SJ/SCWPCP), Fact Sheet, page F-5.

[34] City of San Jose, 2008. SJ/SCWPCP Master Plan Task No. 4, Project Memorandum No. 1, Existing Regulatory Requirements, page 1, December 23.

4.14.2.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes the proposed Plan's potential impacts and cumulative impacts to wastewater collection and treatment facilities.

UTIL-4	**Implementations of the proposed Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.**

The WVSD sewer collection system directs wastewater to the SJ/SCWPCP. As discussed above, the San Francisco RWQCB established wastewater treatment requirements for the SJ/SCWPCP in an NPDES Permit (Order No. R2-2009-0038), adopted April 8, 2009 and effective June 1, 2009.[35] A new NPDES Permit (Order No R2-2014-0034), with substantially similar requirements, was adopted September 10, 2014 and became effective November 1, 2014.[36] The NPDES Order sets out a framework for compliance and enforcement applicable to operation of the SJ/SCWPCP and its effluent, as well as those contributing influent to the SJ/SCWPCP. This NPDES Order currently allows dry weather discharges of up to 167 mgd with full tertiary treatment, and wet weather discharges of up to 271 mgd with full tertiary treatment.

The SJ/SCWPCP currently treated an average of 110 mgd in 2008, as reported above. Effluent flow rates have been less than that in recent years, also as reported above. If current flow is assumed, conservatively, to be at the higher 2008 rate, the plant has excess dry weather capacity of about 57 mgd (176 – 110 = 57). Using the conservative CalEEMod default assumption that 100 percent of the net increase in indoor water demand for the proposed Plan becomes wastewater, the estimated net increased wastewater generation rate from the proposed Plan at buildout will be 0.974309 mgd (see Table 4.14-5). This increase in wastewater generation would not be significant relative to currently available excess treatment capacity. In addition, the very conservatively estimated wastewater generation for the proposed Plan will be less than the currently estimated excess capacity in the WVSD collection system (1.2 mgd), before planned improvements to the system. This analysis is additionally conservative in that it is likely less than 100 percent of potable water demand becomes wastewater, and the estimated water demand itself does not account for future conservation measures that can be expected to reduce water demand on the order of 20 percent (e.g., per SB X7-7).

As the dischargers named in the NPDES Permit, the cities of San Jose and Santa Clara implement and enforce pretreatment programs for effluent discharged into Artesian Slough, a tributary to Coyote Creek and South San Francisco Bay. The dischargers conduct programs to educate residents, professionals, and business owners about the proper use of their sewer and drainage systems in order to help preserve their own facilities and to help protect the environment.

[35] San Francisco RWQCB NPDES Permit (Order No. R2-2009-0038) for SJ/SCWPCP. http://www.waterboards.ca.gov/rwqcb2/board_info/agendas/2009/april/SJSC_FinalOrder%20-%204-09.pdf.

[36] San Francisco RWQCB NPDES Permit (Order No. R2-2014-0034) for SJ/SCWPCP, http://www.waterboards.ca.gov/sanfranciscobay/board_decisions/adopted_orders/2014/R2-2014-0034.pdf

The WVSD is one of six additional satellite collection systems that discharge into the SJ/SCWPCP. Each satellite collection system is responsible for an ongoing program of maintenance and capital improvements for sewer lines and pump stations within its respective jurisdiction in order to ensure adequate capacity and reliability of the collection system. The responsibilities include managing overflows, controlling infiltration and inflow (I&I) and implementing collection system maintenance.

The SJ/SCWPCP, serving as the Discharger, has an approved pretreatment program, which includes approved local limits as required by the permits. The permit requires the Discharger to evaluate its local limits, such as those established by the WVSD, to ensure compliance with updated effluent limits. These local limits are approved as part of the pretreatment program required by the NPDES Permit. The SJ/SCWPCP is required to monitor the permitted discharges in order to evaluate compliance with permit conditions.

With continued compliance with applicable regulations listed below, projected wastewater generated from potential future development under the proposed Plan would not exceed the wastewater treatment requirements or capacity of the SJ/SCWPCP. Therefore, the wastewater treatment requirements of the San Francisco RWQCB would not be exceeded due to buildout of the proposed Plan, resulting in a *less-than-significant* impact.

Applicable Regulations:

- San Francisco RWQCB NPDES Permit (Order No. R2-2009-0038) for SJ/SCWPCP
- San Francisco RWQCB NPDES Permit (Tentative Order No. R2-2014-XXX) for SJ/SCWPCP
- SWRCB Order No. 2006-0003-DWQ for Statewide General Waste Discharge Requirements for Sanitary Sewer Systems
- SWRCB Order No. WQ 2008-0002-EXEC revising SWRCB Order No. 2006-0003-DWQ
- West Valley Sanitation District Ordinance Code
- West Valley Sanitary District Sewer System Management Plan

Significance Before Mitigation: Less than significant.

UTIL-5	**Implementation of the proposed Plan would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.**

Buildout of the proposed Plan would have a significant impact if it would result in the construction of new wastewater treatment facilities or the expansion of existing facilities, the construction of which would have a significant effect on the environment. As discussed in Impact UTIL-4 above and Impact UTIL-6 below, future wastewater demands from the proposed Plan would not exceed the design or permitted capacity of the wastewater treatment plant serving the proposed Plan (i.e., SJ/SCWPCP).

The proposed Plan would continue to be provided with wastewater collection and treatment services from the WVSD collection system and the SJ/SCWPCP treatment plant. Existing infrastructure would be preserved in place and, if necessary, extensions and/or additions to sewer collection systems would be installed to provide wastewater service to structures proposed by the Plan.

The WVSD is planning sewer upgrades in the Plan Area. As shown Figure 4.14-1, the WVSD is planning to install a 24-inch trunk sewer system in the Plan Area along Winchester Boulevard, between Knowles Avenue and Old Orchard Road, beginning in 2018.[37] In addition, Dell Avenue sewer system upgrades are planned as part of the WVSD's long term (2025) CIP. Building new or extended wastewater pipes or lift stations may be necessary in accordance with the SSMP and related audit and CIP. While new facilities could create environmental effects, impacts from the construction of new or expanded wastewater production facilities would be project-specific. Any new or expanded wastewater production facilities projects would require permitting and review in accordance with CEQA, which would ensure that any environmental impacts are disclosed and mitigated to the extent possible. This EIR is a programmatic document and does not evaluate the environmental impacts of any project-specific development.

Operation and maintenance, including capacity management and system audits, of the WVSD's collection system would be addressed through the WVSD's SSMP, which evaluated the system's capacity and found that most of the system can accommodate existing peak dry weather flow, but that some portions of the system would not be able to handle existing peak wet weather flows.[38] However, none of the system deficiencies are located within the Plan Area.[39] To address existing and future capacity deficiencies, the WVSD maintains a 5-Year CIP and a forecasted 10-year CIP which identify future system upgrades which, as noted above, would undergo separate CEQA review if applicable prior to initiation of the project.

In addition, the General Plan includes goals, policies, and strategies (see Table 4.14-6) that would ensure adequate wastewater collection and treatment facilities are available for the residents of Campbell. Policy OSP10.1 calls for the City to ensure that sewer and wastewater facilities meet the needs of Campbell's residents. Strategy OSP10.1b calls for the City to ensure that new growth does not exceed the availability of adequate sewage treatment capacity or predate the presence of necessary infrastructure.

In summary, the WVSD has planned sewer upgrades in the Plan Area that would take place regardless of future implementation of the proposed Plan. Furthermore, any potential impacts related to implementation of the WVSD planned improvements would be project-specific and will be evaluated under separate environmental review. This Draft EIR is a programmatic document and does not evaluate environmental impacts of any project-specific development. As a result, the impact would be *less than significant*.

Applicable Regulations:

- San Francisco RWQCB NPDES Permit (Order No. R2-2009-0038) for SJ/SCWPCP

[37] West Valley Sanitation District (WVSD), 2014. WVSD Proposed Budget, FY 2014-2015; Appendix A, 2014-2019 CIP, page 1.
[38] West Valley Sanitation District, 2015. *Sewer System Management Plan*, page 3 of 3.
[39] RMC Water and Environment, 2009. West Valley Sanitary District Capacity Analysis Technical Memorandum, pages 3-4.

- San Francisco RWQCB NPDES Permit (Tentative Order No. R2-2014-XXX) for SJ/SCWPCP
- SWRCB Order No. 2006-0003-DWQ for Statewide General Waste Discharge Requirements for Sanitary Sewer Systems
- SWRCB Order No. WQ 2008-0002-EXEC revising SWRCB Order No. 2006-0003-DWQ
- West Valley Sanitation District Ordinance Code
- West Valley Sanitary District Sewer System Management Plan, SSMP Audit, and CIP
- City of Campbell General Plan

Significance Before Mitigation: Less than significant.

UTIL-6	**Implementation of the proposed Plan would not result in a determination by the wastewater treatment provider, which serves, or may serve the Plan, that it does not have adequate capacity to serve the Plan's projected demand in addition to the provider's existing commitments.**

As discussed under Impact UTIL-4 above, the SJ/SCWPCP sewage treatment plant is permitted by the RWQCB to provide treatment of up to 167 mgd average dry weather daily flow (adwf). Currently, the average dry weather flow at the plant is 110 mgd. Thus, the Plant has 57 mgd of unused permitted dry weather flow capacity.

Using the CalEEMod model assumptions, indoor water demand for the proposed Plan is conservatively estimated to be 0.974309 mgd. If, for purposes of worst-case analysis, it is conservatively assumed that all of this increased indoor water demand becomes wastewater, then the proposed Plan will generate an increase of approximately 0.974309 mgd of wastewater. Using the same conservative methodology, as noted under the Existing Conditions section above, the *existing* Plan Area generates approximately 1.233 mgd of wastewater. Thus, the proposed Plan's worst-case estimated *increase* in wastewater flow, plus the worst-case estimated *existing* wastewater flow, together represent less than 4 percent of the excess capacity available at the SJ/SCWPCP.[40]

With continued compliance with applicable regulations listed below, wastewater generated from the proposed Plan would not exceed the permitted capacity of the SJ/SCWPCP treatment plant. Therefore, the proposed Plan would not result in the determination by the wastewater treatment provider that it does not have adequate capacity to serve the proposed Plan's projected demand in addition to SJ/SCWPCPs existing commitments, resulting in a *less-than-significant* impact.

Applicable Regulations:

- San Francisco RWQCB NPDES Permit (Order No. R2-2009-0038) for SJ/SCWPCP
- San Francisco RWQCB NPDES Permit (Tentative Order No. R2-2014-XXX) for SJ/SCWPCP

[40] (0.974 mgd + 1.233 mgd)/57 mgd = 0.039 {or, less than 4 percent}

- SWRCB Order No. 2006-0003-DWQ for Statewide General Waste Discharge Requirements for Sanitary Sewer Systems
- SWRCB Order No. WQ 2008-0002-EXEC revising SWRCB Order No. 2006-0003-DWQ
- West Valley Sanitation District Ordinance Code
- West Valley Sanitary District Sewer System Management Plan.

Significance Before Mitigation: Less than significant.

4.14.2.4 CUMULATIVE IMPACTS

This section analyzes potential impacts related to wastewater treatment that could occur from the proposed Plan in combination with reasonably foreseeable growth within the SJ/SCWPCP service area.

UTIL-7	**Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in a significant cumulative impacts with respect to wastewater treatment.**

As discussed in Chapter 4.0, the cumulative projects considered for this analysis include 869,000 square feet of commercial and 269,000 square feet of retail development along with 150 hotel rooms, 73 single-family homes, and 336 multi-family units all within the Town of Los Gatos. Buildout of the proposed Plan would generate a moderate increase in the volume of wastewater delivered for treatment at SJ/SCWPCP. This increase represents less than 2 percent of the available treatment capacity at the SJ/SCWPCP, and it would occur incrementally until the 2040 buildout horizon. The SJ/SCWPCP serves the Plan Area and currently uses less than its design and permitted wastewater treatment capacity. Based on the recent trends of diminishing wastewater treatment demand and the projected population growth in the service area, cumulative wastewater treatment demand over the proposed Plan buildout period is far below the excess capacity of the SJ/SCWPCP. Because the cumulative demand would not substantially impact the existing or planned capacity of the wastewater treatment systems, which have sufficient capacity for wastewater than would be produced by the proposed Plan, the construction of new wastewater treatment facilities would not be necessary.

Additionally, future development in the SJ/SCWPCP service area would be subject to the development review process and would be required to mitigate any effects to wastewater treatment services on a project-by-project basis. Future development would also be required to comply with all applicable regulations and ordinances protecting wastewater treatment services as described in the Regulatory Framework section above.

Wastewater from cumulative projects would be treated according to the wastewater treatment requirements documented in the NPDES permit for the SJ/SCWPCP and enforced by the San Francisco RWQCB.

Therefore, cumulative development combined with the proposed Plan would not exceed wastewater treatment requirements, and cumulative impacts to sanitary wastewater service would be *less than significant*.

Applicable Regulations:

- San Francisco RWQCB NPDES Permit (Order No. R2-2009-0038) for SJ/SCWPCP
- San Francisco RWQCB NPDES Permit (Tentative Order No. R2-2014-XXX) for SJ/SCWPCP
- SWRCB Order No. 2006-0003-DWQ for Statewide General Waste Discharge Requirements for Sanitary Sewer Systems
- SWRCB Order No. WQ 2008-0002-EXEC revising SWRCB Order No. 2006-0003-DWQ
- West Valley Sanitation District Ordinance Code
- West Valley Sanitary District Sewer System Management Plan, SSMP Audit, and CIP

Significance Before Mitigation: Less than significant.

4.14.2.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant project-specific or cumulative impacts to wastewater collection or treatment and therefore no mitigation measures are required.

4.14.3 STORMWATER

This section describes existing conditions related to stormwater and the potential impacts that could result from implementation of the proposed Plan.

4.14.3.1 ENVIRONMENTAL SETTING

Regulatory Framework

This section summarizes key federal, State, regional, and local regulations and policies pertaining to stormwater that are applicable to the proposed Plan.

Federal Regulations

Clean Water Act

Section 402(p) of the CWA establishes a framework for regulating municipal and industrial stormwater discharges under the NPDES Program.[41] On December 8, 1999, the EPA circulated Phase II regulations for

[41] Authorized by the CWA, the permit program controls water pollution by regulating point sources (discrete conveyances such as pipes or human-made ditches) that discharge pollutants into waters of the United States. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters. In most cases, the NPDES permit program is administered by

non-point sources requiring permits for stormwater. Permits are required for discharges from Small Municipal Separate Storm Sewer System (MS4s) operators. In California, the NPDES program is administered by the State (see below).

State Regulations

San Francisco Bay RWQCB

The San Francisco Bay RWQCB issues NPDES permits in Campbell. The NPDES permit is concerned with regulating trash, pollutants of concern, and excessive hydrologic runoff which can carry sediment and cause flooding. The RWQCB is also charged with conducting inspections of permitted discharges and monitoring permit compliance. The SWRCB Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for certain types of projects.

Regional Regulations

Municipal Regional Stormwater NPDES Permit

As stated above, pursuant to Section 402 of the CWA and the Porter-Cologne Water Quality Control Act, municipal stormwater discharge in the City of Campbell is subject to the Waste Discharge Requirements (WDRs) of the MS4 Permit (Order Number R2-2009-0074) and NPDES Permit Number CAS612008, as amended by Order Number R2-2011-0083.[42]

Provision C.3 of the MRP addresses post-construction stormwater requirements for new development and redevelopment projects that add and/or replace 10,000 square feet or more of impervious area. Provision C.3 of the MRP also mandates that new development projects that meet certain criteria: 1) incorporate site design, source control, and stormwater treatment measures into the project design; 2) minimize the discharge of pollutants in stormwater runoff and non-stormwater discharge; and 3) prevent increases in runoff flows as compared to pre-development conditions. Low-impact development (LID) methods are the primary mechanisms for implementing such controls.

West Valley Clean Water Program

The West Valley Clean Water Program (WVCWP) was established in 1994 as a collaborative effort between the smaller west valley communities (Campbell, Monte Sereno, Saratoga, and Los Gatos) to implement stormwater pollution control and management efforts. The WVCWP goal is to reduce pollutants in storm drain discharges, comply with MRP regulations and requirements, and maximize the effectiveness of

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authorized states with oversight from the EPA. Summarized from the EPA website, http://water.epa.gov/polwaste/npdes/, accessed on July 25, 2014.

[42] San Francisco Bay Region Municipal Regional Stormwater NPDES Permit, http://www.waterboards.ca.gov/rwqcb2/board_decisions/adopted_orders/2011/R2-2011-0083.pdf

pollution prevention efforts. The SVCWP administers an Urban Runoff Management Plan (URMP) to reduce stormwater pollution, which includes the following specific actions:

- Municipal controls such as storm drain stenciling, storm drain operation and maintenance (O&M), street sweeping, street/public facilities maintenance, and illegal discharge response.
- Construction and development measures including on-site inspections, grading and erosion controls, and educating developers.
- Commercial and industrial facility inspections to prevent wastes from discharging into the storm drain system.
- Public education activities to increase awareness and change behavior.

By agreement with the participating cities and towns, the WVSD charges an additional surcharge from residences and commercial properties to fund the WVCWP. The SVCWP complies with the requirements of the MRP for urban runoff pollution control.

Local Regulations

City of Campbell General Plan

The City of Campbell General Plan contains the goals, strategies, policies, and implementing actions that guide in the overall development of the city. The General Plan goals and policies relevant to hydrology and water quality are listed in Table 4.14-7.

TABLE 4.14-7 CITY OF CAMPBELL GENERAL PLAN GOALS , POLICIES , AND STRATEGIES PERTAINING TO STORMWATER

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Open Space, Parks, and Public Facilities Element – Sewer, Storm Drainage and Wastewater	
Goal OSP-9	*Properly functioning storm drainage system.*
Policy OSP-9.1	Drainage Facilities: Ensure that drainage facilities convey storm runoff without polluting local watercourses.
Strategy OSP-9.1a	Storm Drain Fees: Collect adequate fees to provide for maintenance of storm drainage facilities.
Strategy OSP-9.1b	Regional Storm Drainage Facilities: Cooperate with surrounding jurisdictions and Santa Clara County to provide adequate storm drainage facilities.

Source: City of Campbell General Plan, 2001.

Existing Conditions

The City of Campbell maintains a system of laterals and storm drain pipes that drain runoff into Los Gatos Creek and San Tomas Aquino Creek, which ultimately drain into San Francisco Bay. The storm drains in

Campbell are designed to handle a 5-year storm event.[43] The SCVWD provides regional storm drainage for Santa Clara Valley and maintains the creeks through which rainwater runoff is channeled into San Francisco Bay. The SCVWD also owns and maintains 85 acres of groundwater recharge facilities along Los Gatos Creek within the City of Campbell that recharge the regional groundwater basin.

The Plan Area has an existing network of catch basins and storm drains. Some of the larger storm drains in the Plan Area are shown on Figure 4.8-1 in the Chapter 4.8, Hydrology. As discussed in Chapter 4.8, Hydrology, even with implementation of Low Impact Development (LID) techniques and Best Management Practices (BMPs), the projected residential and non-residential development in the area would likely require additional stormwater infrastructure. Development within the Plan Area most likely would not require significant expansion of the existing stormwater drainage infrastructure, because the majority of the sites involve redevelopment of already developed properties that have an existing storm drainage system with adequate capacity to convey stormwater. Also, new development and redevelopment would be required to comply with the C.3 provisions of the MRP which requires the installation of stormwater treatment measures that detain stormwater on-site for a certain period of time and treat primarily through settling and infiltration. This requirement typically results in lower stormwater flow rates and volumes as compared to existing conditions. Project applicants within the Plan Area would be required to submit a Stormwater Management Plan (SWMP) with building plans, to be reviewed and approved by the City of Campbell's Public Works Department to ensure that stormwater flows from each site would not exceed the capacity of the existing storm drain system, including hydrology and hydraulic calculations.

4.14.3.2 STANDARDS OF SIGNIFICANCE

Implementation of the proposed Plan would have a significant impact related to drainage facilities if it would:

1. Require or result the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
2. Contribute to cumulative stormwater impacts in the area.

4.14.3.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes potential project-specific impacts related to stormwater.

UTIL-8	**Implementation of the proposed Plan would not require the construction of new storm drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.**

The Plan Area is largely developed and almost entirely covered with building roofs, hardscapes, or paved surface parking lots, with the exception of landscaped areas. Additionally, the Plan Area is already served by

[43] A 5-year storm event is a storm event that has a 1 in 5 chance of occurring in any given year.

existing stormwater drainage facilities. Future projects within the Plan Area would be required to comply with the NPDES permit described in Section 4.14.3.1 above. Requirements of the permit are such that stormwater flows associated with the development and/or redevelopment of parcels within the Plan Area will avoid increases to both the rate and total volume of discharge.

However, as discussed in section 4.14.3, it is likely that there would be required improvements to sections of stormwater pipelines to support buildout of the proposed Plan. The construction of these pipeline improvements could lead to soil erosion, sedimentation, noise and vibration, air quality, and biological and cultural resource impacts, as well as aesthetic and land use impacts from new facilities. Such impacts would be project-specific, and would require permitting and review in accordance with CEQA, which would ensure that any environmental impacts are disclosed and mitigated to the extent possible. This EIR is a programmatic document and does not evaluate environmental impacts of any project-specific development. Therefore, impacts would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.14.3.4 CUMULATIVE IMPACTS

UTIL-9	**Implementation of the proposed Plan would not contribute to cumulative stormwater impacts in the area.**

As discussed in Chapter 4.0, the cumulative projects considered for this analysis include 869,000 square feet of commercial and 269,000 square feet of retail development along with 150 hotel rooms, 73 single-family homes, and 336 multi-family units all within the Town of Los Gatos. As discussed under Impact UTIL-8 above, the proposed Plan would require stormwater pipeline improvements, which could create environmental impacts. It is likely that other cumulative projects would require new or expanded stormwater infrastructure, which could cause environmental impacts like those summarized above. However, such impacts would generally be localized, and project-specific measures would mitigate impacts to the extent possible. Therefore, cumulative impacts related to stormwater would be *less than significant*.

Significance Before Mitigation: Less than significant.

4.14.3.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant project-specific or cumulative impacts related to stormwater, and therefore no mitigation measures are required.

4.14.4 SOLID WASTE

This section describes existing conditions related to solid waste and the potential impacts that could result from implementation of the proposed Plan.

4.14.4.1 ENVIRONMENTAL SETTING

Regulatory Framework

This section summarizes State, regional, and local regulations and policies pertaining to solid waste that are applicable to the proposed Plan. There are no federal regulations in regards to solid waste that are applicable to the proposed Plan.

State Regulations

California Integrated Waste Management Act

California's Integrated Waste Management Act of 1989, AB 939,[44] subsequently amended by SB 1016,[45] set a requirement for cities and counties throughout the State to divert 50 percent of all solid waste from landfills by January 1, 2000 through source reduction, recycling, and composting. To help achieve this, the Act required that each city and county to prepare and submit a Source Reduction and Recycling Element. AB 939 also established the goal for all California counties to provide at least 15 years of ongoing landfill capacity.

In 2007, SB 1016 amended AB 939 to establish a per capita disposal measurement system. The per capita disposal measurement system is based on two factors: a jurisdictions reported total disposal of solid waste divided by a jurisdiction's population. The California Integrated Waste Management Board was replaced by the California Department of Resources Recycling and Recovery (CalRecycle) in 2010. CalRecycle sets a target per capita disposal rate for each jurisdiction. Each jurisdiction must submit an annual report to CalRecycle with an update of its progress in implementing diversion programs and its current per capital disposal rate. In 2013, the Statewide residential per capita disposal rate was 4.4 pounds per resident per day, and the Statewide employee per capita disposal rate was 10.2 pounds per employee per day.[46]

In addition, Assembly Bill 341, adopted in 2011, sets a State policy goal of not less than 75 percent of solid waste that is generated to be source reduced, recycled, or composted by the year 2020. CalRecycle was required to submit a report to the legislature by January 1, 2014 outlining the strategy that will be used to achieve this policy goal.

Solid Waste Reuse and Recycling Access Act of 1991

The Solid Waste Reuse and Recycling Access Act requires areas in development projects to be set aside for collecting and loading recyclable materials. The Act required CalRecycle to develop a model ordinance for

[44] Calrecycle, http://www.calrecycle.ca.gov/Laws/Legislation/CalHist/1985to1989.htm, accessed September 24, 2014.

[45] Official California Legislative Information, http://www.leginfo.ca.gov/pub/07-08/bill/sen/sb_1001-1050/sb_1016_bill_20080926_chaptered.html

[46] Calrecycle, California's Statewide Per Resident, Per Employee, and Total Disposal Since 1989, http://www.calrecycle.ca.gov/lgcentral/GoalMeasure/DisposalRate/Graphs/Disposal.htm, accessed July 31, 2014

adoption by any local agency relating to adequate areas for collection and loading of recyclable materials as part of development projects. Local agencies are required to adopt the model, or an ordinance of their own, governing adequate areas in development projects for collection and loading of recyclable materials.

CALGreen Building Code

The California Green Building Standards Code (CALGreen Code) became effective for all projects beginning after January 1, 2011. Section 4.408, Construction Waste Reduction Disposal and Recycling, mandates that, in the absence of a more stringent local ordinance, a minimum of 50 percent of non-hazardous construction and demolition debris must be recycled or salvaged. The Code requires applicants to submit a waste management plan for on-site sorting of construction debris, to the City of Campbell. The plan must:

- Identify the materials to be diverted from disposal by recycling, reuse on the project, or salvage for future use or sale.
- Specify if materials will be sorted on-site or mixed for transportation to a diversion facility.
- Identify the diversion facility where the material collected will be taken.
- Identify construction methods employed to reduce the amount of waste generated.
- Specify that the amount of materials diverted shall be calculated by weight or volume, but not by both.

Global Warming Solutions Act of 2006, Scoping Plan[47]

The California Global Warming Solutions Act of 2006 (also known as AB 32) Scoping Plan, which was adopted by the Air Resources Board (ARB), included a Mandatory Commercial Recycling Measure. The Mandatory Commercial Recycling Measure focuses on diverting commercial waste as a means to reduce GHG emissions, with the goal of reducing GHG emissions by 5 million metric tons of carbon dioxide equivalents ($MTCO_2e$), consistent with the 2020 targets set by AB 32. To achieve the Measure's objective, the commercial sector will need to recycle an additional 2 to 3 million tons of materials annually by the year 2020.

CalRecycle adopted this Measure at its January 17, 2012 Monthly Public Meeting. The regulation was approved by the Office of Administrative Law on May 7, 2012 and became effective immediately. On June 27, 2012, the Governor signed SB 1018, which included an amendment requiring both businesses that generate 4 cubic yards or more of commercial solid waste per week and multi-family residences with five or more units to arrange for recycling services. This requirement became effective on July 1, 2012.

[47] CalRecycle, http://www.calrecycle.ca.gov/Recycle/Commercial/, accessed July 31, 2014.

Local Regulations

Campbell General Plan

The City of Campbell promotes recycling to reduce the amount of solid waste placed in landfills. The General Plan includes goals, policies, and strategies with regards to solid waste collection, recycling and disposal, as summarized in Table 4.14-8.

TABLE 4.14-8 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO SOLID WASTE

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Goal CNR-8	*Reduce the generation of solid waste volume throughout the City.*
Policy CNR-8.1	Solid Waste Collection: Ensure adequate solid waste collection services for present and future residents and businesses.
Strategy CNR-8.1a	Solid Waste Collection: Provide adequate solid waste collection for businesses and residences in accordance with State law.
Goal CNR-9	*Maximize source reduction and recycling to reduce the amount of solid waste sent to the landfill and extend the life of the landfill.*
Policy CNR-9.1	Source Reduction and Recycling Efforts: Participate in source reduction and recycling efforts.
Strategy CNR-9.1a through CRN-9.1i	Reduced Solid Waste Disposal Volume: Reduce solid waste disposal volume to meet the State-mandated level through source reduction, recycling, composting and yard waste programs. [multiple strategies]

Campbell Green Building Policies

The City of Campbell has recently adopted the three Green policies as recommended by the Santa Clara County Cities Green Building Collaborative (GBC).[48] The GBC is a subcommittee of the Santa Clara County Cities Association, charged with developing policy intended to promote climate protection strategies and regional reductions in greenhouse gas emissions. GBCs three near-term policy recommendations, adopted by Campbell, include the following:

- Recognizing/adopting the Leadership in Energy and Environmental Design (LEED) and Green Point Rated rating systems as a standard for green building evaluation (this recommendation would not require the development of buildings meeting the LEED or Green Point program standards).
- Require the completion of a "Green Checklist" as part of development applications.
- Require LEED Silver certification for all new or renovated municipal buildings over 5,000 square feet.

The City of Campbell implemented a requirement for the submittal of a green building checklist, beginning July 1, 2008 for single- and multi-family construction. The adoption of this policy emphasizes the City's

[48] US Green Building Council, http://www.usgbc.org/Docs/Archive/General/Docs5420.pdf, accessed on September 24, 2014.

leadership role in encouraging "green" building techniques. It both illustrates Campbell's initiative to limit the environmental impact of municipal facilities and also sets an example for the community at large.

Campbell Municipal Code

Chapter 6.04 of Title 6 (Health and Sanitation) of the Campbell Municipal Code addresses the handling, collection, and disposal of solid waste and recyclable materials. Chapter 6.04 outlines general provisions, which prohibit depositing refuse on private and vacant property and burning garbage on yards or open space, and require access to waste receptacles for garbage collectors. Chapter 6.04 also permits the City Council to enter into collection contract agreements.

Campbell Construction Debris Ordinance

The City's Construction Debris Ordinance (Title 6, Chapter 6.12 of the Campbell Municipal Code) requires that projects equal to or greater than $250,000 in value, 2,000 square feet or greater in new construction or renovation floor area, or 500 square feet or greater in demolition surface area, must divert 50 percent of their recyclable construction and demolition (C&D) debris. Within 30 days after the completion any project applicable to the requirements of the ordinance, the permit holder is required to submit documentation that proves that the diversion requirement has been met.

Existing Conditions

West Valley Collection & Recycling currently provides garbage collection and recycling services to the City of Campbell, including commercial service to businesses within the Plan Area. Collected refuse is brought to the Guadalupe Landfill which is operated by Waste Management. At this time, Waste Management has stated that there are no landfill capacity issues.[49]

Per Capita Disposal Rates

The City of Campbell disposal rate per *resident* in 2012 was 4.0 pounds of solid waste per person per day (ppd), which was below the CalRecycle target of 5.2 ppd per resident. The City disposal rate per *employee* in 2012 was 7.1 ppd, which was below the CalRecycle target rate of 8.3 ppd per employee.[50] The City of Campbell's disposal rates for both residents and employees have been below target rates since 2007.[51]

[49] Wise, Neil, District Operations Manager, Waste Management. Personal communications with Travis Bradley, PlaceWorks, October 7, 2014.

[50] CalRecycle, Jurisdiction Diversion Post 2006, http://www.calrecycle.ca.gov/LGCentral/reports/diversionprogram/JurisdictionDiversionPost2006.aspx , accessed August 26, 2014.

[51] The per capita disposal rate *target* is also known as "the 50 percent equivalent per capita disposal target." It is the amount of disposal Campbell would have had during the 2003 – 2006 base period (designated by CalRecycle) if it had been exactly at a 50 percent diversion rate. It is calculated by CalRecycle using the average base period per capita generation for Campbell (in pounds), then dividing this generation average in half to determine the 50 percent equivalent per capita disposal target. The target is an indicator for comparison with that jurisdiction's annual per capita per day disposal rate beginning with the 2007 program year.

Landfill Disposal Rates

CalRecycle reports that in 2013 a total of 30,072 tons of solid waste from Campbell was disposed at 13 different landfills.[52] Ninety-five percent of Campbell's solid waste in 2013 went to the Guadalupe Sanitary Landfill (28,579 tons). The second highest disposal volume went to Monterey Peninsula Landfill (817 tons, or 2.7 percent). Together, these two landfills, Guadalupe and Monterey, accepted 97.7 percent of the solid waste from Campbell in 2013.

Guadalupe Sanitary Landfill

The Guadalupe Sanitary Landfill is owned and operated by Guadalupe Rubbish Disposal Co, Inc., and is located on a 411-acre site at 15999 Guadalupe Mines Road, San Jose, California. It is a Class III (i.e., municipal solid waste) landfill and features a disposal area of approximately 111 acres. The facility can receive up to 1,300 tons of solid waste for disposal per day, with a maximum permitted capacity of approximately 28.6 million cubic yards. As of 2011, the facility has approximately 11 million cubic yards of remaining capacity, with an estimated closure date of January 1, 2048.[53]

Monterey Peninsula Landfill

The Monterey Peninsula Landfill is owned and operated by the Monterey Regional Waste Management District, and is located at 14201 Del Monte Boulevard, Marina, California. It is a Class III landfill (i.e., municipal solid waste). There are three Units listed by CalRecycle. Unit 01 has 315 acres disposal area. It can receive up to 3,500 tons/day, with a total permitted capacity of 49.7 million cubic yards and an estimated remaining capacity of 48.6 million cubic yards (as of 2004). The estimated closure date for Unit 01 is February 28, 2107.

4.14.4.2 STANDARDS OF SIGNIFICANCE

According to Appendix G, Environmental Checklist, of the CEQA Guidelines, the proposed Plan would have a significant impact on solid waste service if:

1. Implementation of the proposed Plan would not be served by a landfill(s) with sufficient permitted capacity to accommodate the proposed Plan's solid waste disposal needs.
2. Implementation of the proposed Plan would be out of compliance with federal, State, and local statues and regulations related to solid waste.

[52] CalRecycle Jurisdiction Disposal by Facility, http://www.calrecycle.ca.gov/LGCentral/Reports/Viewer.aspx?P=OriginJurisdictionIDs%3d70%26ReportYear%3d2013%26ReportName%3dReportEDRSJurisDisposalByFacility, accessed August 26, 2014.

[53] CalRecycle, "Facility Site summary Details: Guadalupe Sanitary Landfill (43-AN-0015)" http://www.calrecycle.ca.gov/SWFacilities/Directory/43-AN-0015/Detail/, accessed August 26, 2014.

4.14.4.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes potential Plan-specific and cumulative impacts to solid waste disposal services.

UTIL-10	**The proposed Plan would be served by a landfill with sufficient permitted capacity to accommodate the Plan's solid waste disposal needs.**

In Table 4.14-4 of this Draft EIR it is estimated new development associated with the proposed Plan will generate a net increase of 726 residents and 7,394 jobs. For analysis purposes, if solid waste generation is assumed to be the actual 2012 Campbell per capita generation rates of 4.0 ppd for residents and 7.1 ppd for employees, the total solid waste generated by the proposed Plan's residents and workers is estimated to be 55,401 pounds per day, or 27.7 tons per day.[54]

In 2013, CalRecycle reported that more than 97 percent of the City's solid waste disposal waste went to two landfills. Table 4.14-9 compares the maximum daily capacity and estimated closure date for these two facilities.

The estimated solid waste generation rate for the proposed Plan of 27.7 tons per day is approximately 2 percent of the daily capacity of the landfill providing disposal services to most (95 percent) of the City's solid waste (1,300 tons/day for Guadalupe Sanitary Landfill), as shown in Table 4.14-9. Solid waste generated from implementation of the proposed Plan would account for less than 1 percent of the daily capacity at the Monterey Peninsula Landfill. As such, the proposed Plan would have a less-than-significant impact with regard to daily capacity at each of the two main landfill facilities serving the City.

TABLE 4.14-9 LANDFILLS EXISTING DAILY CAPACITY AND ESTIMATED CLOSURE DATE

Landfill Facility	Daily Capacity (tons/day)	Estimated Closure Date
Guadalupe Sanitary Landfill	1,300	1/1/2048
Monterey Peninsula Landfill	3,500	2/28/2107

The two landfills that receive the majority of the City's solid waste are likely to reach their permitted maximum capacities between 2048 and 2107, respectively, as shown in the Table 4.14-9. As such, there is more than adequate landfill capacity for the proposed Plan's solid waste. In addition, there are 13 other landfills that received waste from the City of Campbell in 2013. In the event that one or both of the landfills currently receiving waste from the city was unable to continue in that capacity, it is likely that another landfill would be able to provide capacity.

[54] 726 x 4.0 = 2,904 pounds, plus 10,380 x 7.1 = 73,698 pounds; totaling 76,602 pounds per day, or 38.3 tons per day.

With continued compliance with applicable regulations listed below, leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the proposed Plan would have a *less-than-significant* impact in regard to permitted landfill capacity.

Applicable Regulations:

- California Integrated Waste Management Act
- Global Warming Solutions Act of 2006, Scoping Plan
- CAL Green Building Code
- City of Campbell Green Building Policies
- City of Campbell Construction and Demolition Debris Ordinance 2008
- City of Campbell General Plan

Significance Before Mitigation: Less than significant.

UTIL-11	**The proposed Plan would comply with federal, State, and local statutes and regulations related to solid waste.**

As discussed above, the City of Campbell has complied with State requirements to reduce the volume of solid waste through recycling and reuse of solid waste. The City's per capita disposal rate is below the target rate established by CalRecycle. The City has established a mandatory Green Building Checklist. The checklist must be submitted with and incorporated into the development plan sets, and any items that are marked on the checklist must then be referenced and detailed in the plans.

The General Plan includes goals, policies, and strategies that promote recycling and conservation, and help ensure adequate waste collection and disposal facilities are available for the residents and workers of Campbell. Together these policies and actions help to ensure that implementation of the proposed Plan is consistent with statutes and regulations related to solid waste.

Therefore, in accordance with the applicable regulations listed below, development of the proposed Plan would comply with applicable statutes and regulations and the impact would be *less than significant*.

Applicable Regulations:

- California Integrated Waste Management Act
- Global Warming Solutions Act of 2006, Scoping Plan
- CAL Green Building Code
- City of Campbell Green Building Policies
- City of Campbell Construction and Demolition Debris Ordinance 2008
- City of Campbell General Plan

Significance Before Mitigation: Less than significant.

4.14.4.4 CUMULATIVE IMPACTS

UTIL-12	**The proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in less than significant impacts with respect to solid waste.**

As discussed in Chapter 4.0, the cumulative projects considered for this analysis include 869,000 square feet of commercial and 269,000 square feet of retail development along with 150 hotel rooms, 73 single-family homes, and 336 multi-family units all within the Town of Los Gatos. The buildout of the proposed Plan will increase the quantity of solid waste for disposal. Although AB 939 established a goal for all California cities to provide at least 15 years of ongoing landfill capacity, growth from other projects within the City, and from other cities in the region, may exceed that which was taken into account when calculating landfill capacity. However, because the two landfill facilities that take approximately 97 percent of the City's solid waste (in 2013) are expected to close between 2048 and 2107, respectively, it is unlikely that Campbell or other jurisdictions that use the same facilities may eventually experience insufficient future landfill capacity to accommodate existing or increased population and employment levels.

In addition, there are 13 landfills that received waste from the City in 2013. If one or more of the two landfills currently receiving 97 percent of the waste were unavailable in the future, it is likely the City's solid waste volume could be increased at one or more of the other landfills that already serve the City.

Therefore, with continued compliance with the applicable regulations listed below, the solid waste related impact of the Plan, in combination with past, present and reasonably foreseeable development, would be *less than significant*.

Applicable Regulations:

- California Integrated Waste Management Act
- Global Warming Solutions Act of 2006, Scoping Plan
- CAL Green Building Code
- City of Campbell Green Building Policies
- City of Campbell Construction and Demolition Debris Ordinance 2008
- City of Campbell General Plan

Significance Before Mitigation: Less than significant.

4.14.4.5 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The proposed Plan would not result in any significant project-specific or cumulative impacts with respect to solid waste and therefore no mitigation measures are required.

4.14.5 ENERGY CONSERVATION

In order to assure that energy implications are considered in project decisions, Appendix F, Energy Conservation, of the CEQA Guidelines, requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. However, no specific thresholds of significance for potential energy impacts are suggested in the State CEQA Guidelines. This section provides a general description of the regulatory setting addressing existing electric and natural gas services and infrastructure, and supply and demand in Campbell.

4.14.5.1 ENVIRONMENTAL SETTING

Regulatory Framework

Federal Regulations

Energy Independence and Security Act of 2007

Signed into law in December 2007, this Act is an energy policy law that contains provisions designed to increase energy efficiency and the availability of renewable energy. The Act contains provisions for increasing fuel economy standards for cars and light trucks, while establishing new minimum efficiency standards for lighting as well as residential and commercial appliance equipment.

Energy Policy Act of 2005

Passed by Congress in July 2005, the Energy Policy Act includes a comprehensive set of provisions to address energy issues. The Act includes tax incentives for the following: energy conservation improvements in commercial and residential buildings; fossil fuel production and clean coal facilities; and construction and operation of nuclear power plants, among other things. Subsidies are also included for geothermal, wind energy, and other alternative energy producers.

National Energy Policy

Established in 2001 by the National Energy Policy Development Group, this policy is designed to help the private sector and state and local governments promote dependable, affordable, and environmentally sound production and distribution of energy for the future. Key issues addressed by the energy policy are energy conservation, repair and expansion of energy infrastructure, and ways of increasing energy supplies while protecting the environment.

State Regulations

California Public Utilities Commission

In September 2008, the California Public Utilities Commission (CPUC) adopted the Long Term Energy Efficiency Strategic Plan, which provides a framework for energy efficiency in California through the year 2020 and beyond. It articulates a long-term vision, as well as goals for each economic sector, identifying specific near-term, mid-term, and long-term strategies to assist in achieving these goals. This Plan sets forth the following four goals, known as Big Bold Energy Efficiency Strategies, to achieve significant reductions in energy demand:

- All new residential construction in California will be zero net energy by 2020.
- All new commercial construction in California will be zero net energy by 2030.
- Heating, Ventilation and Air Conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate.
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

With respect to the commercial sector, the Long Term Energy Efficiency Strategic Plan notes that commercial buildings, which include schools, hospitals, and public buildings, consume more electricity than any other end-use sector in California. The commercial sectors 5 billion-plus square feet of space accounts for 38 percent of the State's power use and over 25 percent of natural gas consumption. Lighting, cooling, refrigeration, and ventilation account for 75 percent of all commercial electric use, while space heating, water heating, and cooking account for over 90 percent of gas use. In 2006, schools and colleges were in the top five facility types for electricity and gas consumption, accounting for approximately 10 percent of the State's electricity and gas use.

The CPUC and the California Energy Commission (CEC) have adopted the following goals to achieve zero net energy (ZNE) levels by 2030 in the commercial sector:

- Goal 1: New construction will increasingly embrace zero net energy performance (including clean, distributed generation), reaching 100 percent penetration of new starts in 2030.
- Goal 2: 50 percent of existing buildings will be retrofit to zero net energy by 2030 through achievement of deep levels of energy efficiency and with the addition of clean distributed generation.
- Goal 3: Transform the commercial lighting market through technological advancement and innovative utility initiatives.

California Building Code (California Code of Regulations, Title 24, Part 6)

Energy conservation standards for new residential and nonresidential buildings were adopted by the California Energy Resources Conservation and Development Commission in June 1977 and revised in 2008 (Title 24, Part 6, of the California Code of Regulations [CCR]). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 31, 2012, the CEC adopted the 2013 Building and Energy Efficiency Standards, which went into effect on January 1, 2014. Buildings that are constructed in accordance with the 2013 Building and Energy Efficiency Standards are 25 percent (residential) to 30 percent (nonresidential) more energy efficient than the 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses.

CALGreen Building Code (California Code of Regulations, Title 24, Part 11)

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (Part 11, Title 24, known as "CALGreen") was adopted as part of the California Building Standards Code (Title 24, California Code of Regulations). CALGreen established planning and design standards for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011. The building efficiency standards are enforced through the local building permit process.

The purpose of CALGreen is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories:

- Planning and design
- Energy efficiency
- Water efficiency and conservation
- Material conservation and resource efficiency
- Environmental quality

The provisions of CALGreen apply to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure, unless otherwise indicated in this code, throughout the State of California. Compliance with the CALGreen Code is not a substitution for meeting the certification requirements of any green building program. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

2006 Appliance Efficiency Regulations

The 2006 Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608) were adopted by the CEC on October 11, 2006, and approved by the California Office of Administrative Law on December 14, 2006. The regulations include standards for both federally regulated appliances and non-federally regulated appliances. Though these regulations are now often viewed as "business-as-usual," they exceed the standards imposed by all other states and they reduce GHG emissions by reducing energy demand.

Governor's Green Building Executive Order (S-20-04)

In 2004, Executive Order (EO) S-20-04 was signed by the Governor, committing the State to take aggressive action to reduce State building electricity usage by retrofitting, building, and operating the most energy and resource-efficient buildings by taking all cost-effective measures described in the Green Building Action Plan for facilities owned, funded or leased by the State and to encourage cities, counties, and schools to do the same. It also calls for State agencies, departments, and other entities under the direct executive authority of the Governor to cooperate in taking measures to reduce grid-based energy purchases for State-owned buildings by 20 percent by 2015, through cost-effective efficiency measures and distributed generation technologies. These measures should include, but are not limited to:

- Designing, constructing and operating all new and renovated State-owned facilities paid for with state funds as "LEED Silver" or higher certified buildings.
- Identifying the most appropriate financing and project delivery mechanisms to achieve these goals.
- Seeking out office space leases in buildings with a EPA Energy Star rating.
- Purchasing or operating Energy Star electrical equipment whenever cost-effective.

State Greenhouse Gas Regulations

The Governor's GHG Reduction EO S-3-05 was signed on June 1, 2005, and set GHG reduction targets for the State. Soon after, Assembly Bill 32, the Global Warming Solutions Act (2006) was passed by the California state legislature on August 31, 2006, to place the State on a course toward reducing its contribution of GHG emissions. In response to AB 32, the California Air Resources Board (CARB) developed a Scoping Plan outlining California's approach to achieving the goal of reducing GHG emissions to 1990 levels by 2020. The final Scoping Plan was adopted by CARB on December 11, 2008. CARB approved the first 5-year Update to the Climate Change Scoping Plan on May 22, 2014, as required by AB 32. For a detailed discussion on these regulations, see Chapter 4.6, Greenhouse Gas Emissions, of this Draft EIR.

Senate Bill X1-2

Signed by Governor Edmund G. Brown, Jr. in 2011, Senate Bill X1-2 codifies the 33 percent by 2020 renewable portfolio standard (RPS) goal established pursuant to the Global Warming Solutions Act of 2006.

This new RPS preempts CARBs 33 percent Renewable Electricity Standard and applies to all electricity retailers in the state including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must adopt the new RPS goals of 20 percent of retail sales from renewables by the end of 2013, 25 percent by the end of 2016, and the 33 percent requirement being met by the end of 2020.

Local Regulations

Campbell General Plan 2001

The City's General Plan, adopted in 2001, contains the following policies (Table 4.14-10) related to energy conservation, which are applicable to the proposed Plan.

TABLE 4.14-10 CITY OF CAMPBELL GENERAL PLAN GOALS, POLICIES, AND STRATEGIES PERTAINING TO ENERGY

Goal/Policy/ Strategy Number	Goal/Policy/Strategy Text
Policy LUT-5.7	Industrial Areas: Industrial development should have functional and safe vehicular and pedestrian circulation, good site and architectural design, be sensitive to surrounding uses, connect to public transit, and be energy efficient. New projects should contribute to the positive character of industrial areas and the overall image of the City.
Goal CNR-12	*Promote energy conservation in Campbell.*
Policy CNR-12.2	Advanced Energy Technology and Building Materials: Facilitate the use of advanced energy technology and building materials to create energy-efficient residences and buildings.
Strategy CNR-12.2a	Staff Training: Support staff training opportunities that focus on new technologies that promote energy conservation.
Policy CNR-12.3	Landscaping Requirements: Continue to enforce landscaping requirements that facilitate energy efficient use or conservation.
Strategy CNR-12.3b	Energy Efficient Landscaping: Encourage energy efficient landscaping and preservation of existing shade trees on development sites.
Policy H-3.3	Green Building: Encourage the use of sustainable and green building design in new and existing housing.

Source: City of Campbell General Plan, 2001.

Campbell Green Building Policies

The City of Campbell has adopted the three Green policies as recommended by the Santa Clara County Cities GBC. The GBC is a subcommittee of the Santa Clara County Cities Association, charged with developing policy intended to promote climate protection strategies and regional reductions in greenhouse gas emissions. The City of Campbell's participation in the GBC was part of the Community Development Department's 2007-08 Work Plan to explore alternatives for enhancing green practices. GBCs three near-term policy recommendations, adopted by Campbell, include the following:

- Recognizing/adopting the LEED and GreenPoint Rated rating systems as a standard for green building evaluation (this recommendation would not require the development of buildings meeting the LEED or GreenPoint program standards);
- Require the completion of a "Green Checklist" as part of development applications; and
- Require LEED Silver certification for all new or renovated municipal buildings over 5,000 square feet.

The City of Campbell implemented a requirement for the submittal of a green building checklist, beginning July 1, 2008 for single- and multi-family construction. The adoption of this policy emphasizes the City's leadership role in encouraging "green" building techniques. It both illustrates Campbell's initiative to limit the environmental impact of municipal facilities and also sets an example for the community at large.

Existing Conditions

Pacific Gas and Electric Company (PG&E) provides electricity and natural gas services to Santa Clara County, including the City of Campbell. PG&E is a publicly traded utility company which generates, purchases, and transmits energy under contract with the CPUC. PG&E owns and maintains above and below ground networks of electric and natural gas transmission and distribution facilities throughout the city. Both natural gas and electrical service is available throughout the Plan Area.

PG&Es service territory is 70,000 square miles in area, roughly extending north to south from Eureka to Bakersfield, and east to west from the Sierra Nevada mountain range to the Pacific Ocean.

Electricity

PG&Es total service territory electricity distribution system consists of 141,215 circuit miles of electric distribution lines and 18,616 circuit miles of interconnected transmission lines. PG&E electricity is generated by a combination of sources such as coal-fired power plants, nuclear power plants, and hydro-electric dams, as well as newer sources of energy, such as wind turbines and photovoltaic plants or "solar farms." "The Grid," or bulk electric grid, is a network of high-voltage transmission lines link power plants with the PG&E system. The distribution system, comprised of lower voltage secondary lines, is at the street and neighborhood level, and consists of overhead or underground distribution lines, transformers, and individual service "drops" that connect to the individual customer.[55]

PG&E produces or buys its energy from a number of conventional and renewable generating sources, which travel through PG&Es electric transmission and distribution systems. The power mix PG&E provided to customers in 2012 consisted of non-emitting nuclear generation (21 percent), large hydroelectric facilities (11 percent) and eligible renewable resources (19 percent), such as wind, geothermal, biomass, solar and small hydro. The remaining portion came from natural gas/other (27 percent) and unspecified power (21

[55] Pacific Gas & Electric (PG&E), 2014. Company profile, http://www.pge.com/en/about/company/profile/index.page, accessed September 16, 2014.

percent). Unspecified power refers to electricity that is not traceable to specific generation sources by any auditable contract trail. In addition, PG&E has plans to increase the use of renewable power. For instance, PG&E purchases power from customers that install small scale renewable generators (e.g., wind turbines or photovoltaic cells) up to 1.5 megawatts in size. In 2013, PG&E served 23.8 percent of their retail electricity sales with renewable power.[56]

PG&Es projected annual electricity demand growth between 2012 and 2024 is 1.25 percent.[57]

Natural Gas

PG&Es natural gas (methane) pipe delivery system includes 42,141 miles of distribution pipelines, and 6,438 miles of transportation pipelines. Gas delivered by PG&E originates in gas fields in California, the US Southwest, US Rocky Mountains, and from Canada. Transportation pipelines send natural gas from fields and storage facilities in large pipes under high pressure. The smaller distribution pipelines deliver gas to individual businesses or residences.

PG&E gas transmission pipeline systems serve approximately 4.2 million gas customers in northern and central California. The system is operated under an inspection and monitoring program. The system operates in real time on a 24-hour basis, and includes leak inspections, surveys, and patrols of the pipelines. A new program, the Pipeline 2020 program, aims to modernize critical pipeline infrastructure, expand the use of automatic or remotely-operated shut-off valves, catalyze development of next-generation inspection technologies, develop industry-leading best practices, and enhance public safety partnerships with local communities, public officials, and first responders.[58]

The PG&E gas *transmission* pipeline nearest to the Plan Area is located beneath Winchester Blvd.[59] *Distribution* pipelines are located throughout the City.

Existing Energy Use

A direct measure of existing energy use for the Plan Area is unavailable. Greenhouse gas (GHG) emissions generated by land uses within the proposed Plan provide an indirect measure of energy use, and are used in this EIR to compare energy use of the existing Plan Area versus the proposed Plan Area.

GHG emissions from the existing Plan Area (and for the proposed Plan) were calculated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. Transportation emissions are based on trip

[56] California Public Utilities Commission (CPUC), 2014. California Renewables Portfolio Standard (RPS), http://www.cpuc.ca.gov/PUC/energy/Renewables/index.htm, accessed August 4, 2014.

[57] California Energy Commission (CEC), 2013. California Energy Demand 2014-2024 Preliminary Forecast, CEC---200---2013---004---SD---V2.

[58] Pacific Gas & Electric (PG&E), 2014. Natural Gas System, http://www.pge.com/en/safety/systemworks/gas/index.page, accessed September 16, 2014.

[59] Pacific Gas & Electric (PG&E), 2014. Gas Transmission System Map, http://www.pge.com/en/safety/systemworks/gas/transmissionpipelines/index.page , accessed August 4, 2014.

generation provided by W-Trans. As reported in Table 4.6.5 (Chapter 4.6, Greenhouse Gas Emissions), GHG emissions for the existing Plan Area primarily are caused by energy use (37 percent; e.g., natural gas and purchased energy [electricity]) and on-road mobile sources (56 percent). As discussed in Chapter 4.6, the existing GHG emissions for the Plan Area are not enough on their own to impact global climate change. Table 4.6.5 shows the total annual GHG emissions are 20,323 metric tons (MT) of CO2 equivalent (20,323 MTCO2e). Per capita GHG emissions for the existing Plan Area are 5.3 MTCO2e. The existing Plan Area emissions would exceed the BAAQMD per capita performance criteria of 4.6 MTCO2e.

4.14.5.2 STANDARDS OF SIGNIFICANCE

As previously discussed, Appendix F, Energy Conservation, of the CEQA Guidelines, requires a discussion of the potential energy impacts of proposed projects; however, no specific thresholds of significance for potential energy impacts are suggested in the State CEQA Guidelines or are established by the City of Campbell. Therefore, impacts were measured to be significant if the proposed Plan, upon buildout, would result in a substantial increase in natural gas and electrical service demands that would require the new construction of energy supply facilities and transmission infrastructure or capacity enhancing alterations to existing facilities.

4.14.5.3 ENVIRONMENTAL IMPACT DISCUSSION

This section analyzes the proposed Plan's potential impacts and cumulative impacts to electric and natural gas services and infrastructure, supply and demand, and energy conservation.

UTIL-13	**Implementation of the proposed Plan would not result in a substantial increase in natural gas and electrical service demands, and would not require new energy supply facilities and transmission infrastructure or capacity enhancing alterations to existing facilities.**

The proposed Plan, upon buildout, will result in the following total development at the 2040 buildout horizon: 300 residential units, 350,000-square-foot Research & Development (R&D) space, 2,850,000-square-foot Office space, 72,000-square-foot Retail and Services space, 10,380 jobs, and 726 new residents. The proposed increase in development would result in a long-term increase in energy demand, associated primarily with the operation of lighting and space heating/cooling in the added building space. In addition, construction activities associated with development require the use of energy (e.g., electricity and fuel) for various purposes such as the operation of construction equipment and tools, as well as excavation, grading, demolition, and vehicle travel.

As noted above, a direct measure of energy use for the Plan Area is unavailable. Greenhouse gas (GHG) emissions generated by land uses within the Plan Area, which are primarily generated from energy use (natural gas and purchased electricity) and on-road mobile sources, provide an indirect measure of energy

use. As such, GHG emissions are used in this EIR as an indicator of energy use within the existing Plan Area versus from implementation of the proposed Plan.

GHG emissions from construction and operation of the proposed Plan were calculated using the California Emissions Estimator Model (CalEEMod), Version 2013.2.2. As reported in Table 4.6.6 (Chapter 4.6, Greenhouse Gas Emissions) the proposed Plan will result in GHG emissions of 45,868 $MTCO_2e$, a net increase of 25,545 $MTCO_2e$ compared with emissions from the existing Plan Area (20,323 MTCO2e). This represents a 126 percent increase in GHG emissions compared with the existing Plan Area.

Table 4.6.6 shows per capita GHG emissions for the existing Plan Area are 5.3 $MTCO_2e$ compared with 3.8 $MTCO_2e$. This represents a 28 percent decrease in per capita GHG emissions compared with the existing Plan Area. The emissions from the proposed Plan would be less than the BAAQMD per capita efficiency threshold of 4.6 $MTCO_2e$, whereas, the existing Plan Area emissions would exceed the BAAQMD per capita performance criteria.

As discussed in Chapter 4.6, the GHG emissions for the existing or proposed Plan are not enough on their own to impact global climate change. In 2009, California produced 457 million metric tons (MMT) of CO_2e emissions, most of which came from the transportation sector and energy consumption. The proposed Plan Area GHG emissions of 45,868 $MTCO_2e$ represent a very small fraction (0.01 percent) of total GHG emissions for the state.

PG&E serves over 5.4 million electric customer accounts and 4.3 million natural gas customer accounts[60]. The net increase in residents and employees due to the proposed Plan is 8,120. Assuming that each new resident would require a new electric and natural gas account from PG&E, the new accounts would represent a less than 0.2 percent increase in PG&E's electric or gas accounts.

Proposed new development would be constructed using energy efficient modern building materials and construction practices. The new buildings also would use new modern appliances and equipment, and would comply with the current CALGreen Building Code and Campbell Green Building Policies, which requires the use of recycled construction materials, environmentally sustainable building materials, building designs that reduce the amount of energy used in building heating and cooling systems as compared to conventionally built structures, and landscaping that incorporates water-efficient irrigation systems.

In addition, there are several General Plan policies, actions, and strategies that ensure energy conservation is practiced in Campbell. With the implementation of these General Plan Policies and compliance with the CALGreen Building Code and Campbell Green Building Policies, significant energy conservation and savings would be realized in the new development within the Plan Area. Even with the energy saving practices in place, it is possible that new electrical connections, switches and/or transformers might be required to serve new structures and/or handle additional loads in the proposed Plan Area. However, potential environmental impacts from possible new electrical connections/switches/transformers in the

[60] PG&E Company Profile, http://www.pge.com/en/about/company/profile/index.page, accessed May 18, 2015.

proposed Plan Area are not anticipated to be significant and, to the extent they may be necessary, are anticipated infrastructure improvements and part of the proposed Plan. In addition, buildout of the proposed Plan would not significantly increase energy demands in the context of the 70,000-square-mile PG&E service territory for electricity and natural gas generation, transmission, and distribution. As a result, new energy supply facilities and transmission infrastructure, or capacity-enhancing alterations to existing facilities, would not be required. Therefore, with consideration of the applicable regulations listed below, impacts related to energy conservation and utility electrical and gas facilities would be *less than significant*.

Applicable Regulations:

- National Energy Policy Act of 2005
- California (CECs) 2006 Appliance Efficiency Regulations
- California Global Warming Solutions Act of 2006, Scoping Plan
- CAL Green Building Code
- City of Campbell Green Building Policies
- City of Campbell General Plan

Significance Before Mitigation: Less than significant.

4.14.5.4 SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The energy discussion above is based on cumulative demand for the PG&E service area. Therefore, a separate cumulative analysis is not necessary. Based on the UTIL-13 impact discussion, the proposed Plan would not result in any significant project-specific or cumulative impacts with respect to energy and therefore no mitigation measures are required.

5. Alternatives to the Proposed Plan

The following discussion is intended to inform the public and decision makers of feasible alternatives to the proposed Plan that would avoid or substantially lessen any significant effects of the Dell Avenue Area Plan (proposed Plan).

The California Environmental Quality Act (CEQA) Guidelines set forth the intent and extent of alternatives analysis to be provided in an EIR. Section 15126.6(a) of the CEQA Guidelines states that:

> *An EIR shall describe a range of reasonable alternatives to the project, or the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.*

A "No Project" Alternative is required as part of the "reasonable range of alternatives" that could feasibly attain most or all of the project's objectives. Each alternative is analyzed against the significance thresholds considered in Chapter 4, Environmental Evaluation. This chapter assesses whether the impacts of the alternatives would be greater than, less than, or similar to those of the proposed Plan.

The alternatives to the proposed Plan are:

- **No Project Alternative.** Under the No Project Alternative, the proposed Plan would not be adopted, and future development in the Plan Area would continue to be subject to existing policies, regulations, development standards, and land use designations as per the City of Campbell's adopted General Plan and the San Tomas Neighborhood Area Plan. It is projected that this alternative would result in no new housing units, and no immediate increases in office, commercial, or light industrial development. Gradual development or replacement of currently allowed uses would continue take place; however, since the area is largely built-out under existing allowed uses, less development or redevelopment would be expected in the area. In the area east of Winchester Boulevard, uses would remain a combination of primarily office and light industrial. To the west of Winchester Boulevard, uses would remain low-intensity retail, likely with an ongoing emphasis on automotive uses. The No Project Alternative is required as part of the "reasonable range of alternatives," and the purpose of the No Project Alternative is to compare the impacts of implementing the proposed Plan to what would occur

under continued implementation of existing land uses, development standards, and other policies and regulations.

- **Reduced Development Alternative.** Under the Reduced Development Alternative, development would occur consistent with the policies and overarching land use concept of the proposed Plan, with the exception that maximum floor-area ratios (FAR) allowed for new development would be reduced to 0.75 for the DAAP-Central and DAAP-Waterfront areas east of Winchester Boulevard. Under the Reduced Development Alternative, individual development would occur at intensity levels roughly half of what is assumed under the Proposed Plan. Under this alternative, individual developments could take advantage of incentive zoning that would permit FARs up to 1.0, provided that certain community benefits are provided and that the overall development program does not exceed development projections established with an assumption that the overall FAR across the Plan Area would not exceed 0.75. Mixed-use residential/retail uses to the west of Winchester would develop in a manner consistent with the proposed Plan. It is projected that this alternative would result in 300 new housing units, 726 net new residents, 1,146,000 square feet of net new office development, a reduction of about 6,000 square feet in the amount of new retail space, and 3,657 new jobs. The purpose of the Reduced Development Alternative is to explore how potential impacts may be lessened through reductions to both the eventual amount of office space developed and the number of jobs created in the Plan Area.
- **No DAAP-West.** Under the No DAAP-West Alternative, the DAAP would cover only areas east of Winchester Boulevard and areas west of Winchester Boulevard would be removed from the DAAP completely. As such, new development in areas west of Winchester Boulevard would occur consistent with the policies, development standards, and overarching land use concepts adopted under the City's General Plan. Office/retail uses to the east of Winchester would develop in a manner consistent with the proposed Plan. It is projected that this alternative would result in no new housing units, 2,292,000 square feet of new office development, 49,000 square feet of net new retail space, and 7,467 net new jobs. The purpose of the No DAAP-West Alternative is to explore how potential impacts may be lessened by preserving existing uses along the west side of Winchester Boulevard, rather than allowing their conversion to mixed-use residential/pedestrian-oriented retail.

5.1 PURPOSE

The alternatives evaluated in this Draft EIR were developed consistent with Section 15126.6(b) of the CEQA Guidelines, which states that:

> *Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.*

5.2 POTENTIALLY SIGNIFICANT IMPACTS

Environmental analysis of the proposed Plan concluded that implementation may result in the following combination of impact levels: less than significant, less than significant with mitigation, and significant and unavoidable. A summarized list of the potential impacts is provided below.

5.2.1 LESS THAN SIGNIFICANT IMPACTS WITHOUT MITIGATION

The impacts that would be less than significant without mitigation include the following:

5.2.1.1 AESTHETICS

- Implementation of the proposed Plan would not have a substantial adverse effect on a scenic vista.
- The proposed Plan would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway.
- The proposed Plan would not substantially degrade the existing visual character or quality of the site and its surroundings.
- The proposed Plan would not create a new source of light or glare which would adversely affect day or nighttime views of the area.
- Implementation of the proposed Plan, in combination with past, present and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to aesthetics.

5.2.1.2 AIR QUALITY

- Implementation of the proposed Plan would not conflict with or obstruct implementation of the applicable air quality plan.
- Implementation of the proposed Plan would not create or expose a substantial number of people to objectionable odors.

5.2.1.3 BIOLOGICAL RESOURCES

- The proposed Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional, or State habitat conservation plan.
- Implementation of the proposed Plan, in combination with past, present and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to biological resources.

5.2.1.4 CULTURAL RESOURCES

- The proposed Plan would not cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

- The proposed Plan would not disturb human remains, including those interred outside of formal cemeteries.
- The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to cultural resources.

5.2.1.5 GEOLOGY, SOILS, AND SEISMICITY

- Implementation of the proposed Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: surface rupture along a known active fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; and landslides.
- Implementation of the proposed Plan would not result in substantial soil erosion or the loss of topsoil.
- Implementation of the proposed Plan would not result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.
- Implementation of the proposed Plan would not create substantial risks to life or property as a result of its location on expansive soil, as defined Section 1803.5.3 of the California Building Code, creating substantial risks to life or property.
- Implementation of the proposed Plan would not result in impacts associated with the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.
- Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to geology and soils.

Greenhouse Gas (GHG) Emissions

- Implementation of the proposed Plan would not generate GHG emissions, either directly or indirectly, that may have a significant effect on the environment.
- Implementation of the proposed Plan would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.
- Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to GHG emissions.

5.2.1.6 HAZARDS AND HAZARDOUS MATERIALS

- Implementation of the proposed Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- Implementation of the proposed Plan would create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

- Implementation of the proposed Plan would not create a significant hazard to the public or the environment by being located on a site, which is included on a list of hazardous materials sites compiled pursuance to Government Code Section 65962.5.
- Implementation of the proposed Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
- Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to hazards and hazardous materials.

5.2.1.7 HYDROLOGY AND WATER QUALITY

- Implementation of the proposed Plan would not violate any water quality standards or waste discharge requirements
- The proposed Plan would not substantially deplete groundwater supplies or substantially interfere with groundwater recharge.
- The proposed Plan would not substantially alter the existing drainage pattern of the Plan Area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion, siltation, or flooding on- or off-site.
- The proposed Plan would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- Implementation of the proposed Plan would not otherwise substantially degrade water quality.
- 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.
- The proposed Plan would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.
- The proposed Plan would not be impacted by inundation as a result of a seiche, tsunami, or mudflow.
- The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to hydrology and water quality.

5.2.1.8 LAND USE AND PLANNING

- The proposed Plan would not physically divide an established community.
- 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.

- The proposed Plan would not conflict with an applicable habitat conservation plan or natural community conservation plan.
- The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to land use and planning.

5.2.1.9 NOISE

- Implementation of the proposed Plan would not result in the exposure of persons to or generation of noise levels in excess of standards established in the General Plan or Municipal Code, or applicable standards of other agencies.
- Implementation of the proposed Plan would not result in a substantial permanent increase in ambient noise levels in the Plan Area and vicinity above levels existing without implementation of the Plan.
- Implementation of the proposed Plan would not result in a substantial temporary or periodic increase in ambient noise levels in the Plan Area and vicinity above levels existing without implementation of the Plan.
- Implementation of the proposed Plan would not expose people residing or working in the vicinity of the Plan Area to excessive aircraft noise levels, for a project located within an airport land use plan, or where such a plan has not been adopted, within 2 miles of a public airport or public use airport.
- Implementation of the proposed Plan would not expose people residing or working in the project area to excessive noise levels, for a project within the vicinity of a private airstrip.
- Implementation of the proposed Plan would not contribute to cumulative noise impacts in the area.

5.2.1.10 POPULATION AND HOUSING

- Implementation of the proposed Plan would not induce substantial unexpected population growth, or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- Implementation of the proposed Plan would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Implementation of the proposed Plan would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.
- Implementation of the proposed Plan would not contribute to cumulative population and housing impacts in the area.

5.2.1.11 PUBLIC SERVICES

- Implementation of the proposed Plan would not result in the provision of or need for new or physically altered fire protection facilities, the construction or operation of which could cause significant environmental impacts.
- Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to fire protection service.
- Implementation of the proposed Plan would not result in the provision of or need for new or physically altered police protection facilities, the construction or operation of which could cause significant environmental impacts.
- Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to police protection service.
- 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.
- The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to schools.
- The proposed Plan would not result in the provision of or need for new or physically altered library facilities.
- The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in less than significant cumulative impacts with respect to libraries.
- The proposed Plan would not result in the provision of or need for new or physically altered parks and recreation facilities.
- 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.
- 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.
- The proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in less than significant cumulative impacts with respect to parks and recreational facilities.

5.2.1.12 TRANSPORTATION AND TRAFFIC

- Implementation of the proposed Plan would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of

the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- Implementation of the proposed Plan would not substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersection) or incompatible uses (e.g. farm equipment).
- Implementation of the proposed Plan would not result in inadequate emergency access.
- Implementation of the proposed Plan would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.
- Implementation of the proposed Plan would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Implementation of the proposed Plan would not result in a substantial under-supply of parking that would contribute to excessive vehicle circulation and congestion due to drivers searching for parking.

5.2.1.13 UTILITIES AND SERVICE SYSTEMS

- Implementation of the proposed Plan would have sufficient water supplies available to serve the Plan from existing entitlements and resources, and new or expanded entitlements are not needed.
- Implementation of the proposed Plan would not require or result in the construction of new water facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.
- Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to water supply.
- Implementations of the proposed Plan would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB).
- Implementation of the proposed Plan would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Implementation of the proposed Plan would not result in a determination by the wastewater treatment provider, which serves, or may serve the Plan, that it does not have adequate capacity to serve the Plan's projected demand in addition to the provider's existing commitments.
- Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would not result in a significant cumulative impacts with respect to wastewater treatment.
- Implementation of the proposed Plan would not require the construction of new storm drainage facilities or expansion of existing facilities, the construction of which would cause significant environmental effects.

- Implementation of the proposed Plan would not contribute to cumulative stormwater impacts in the area.
- The proposed Plan would be served by a landfill with sufficient permitted capacity to accommodate the Plan's solid waste disposal needs.
- The proposed Plan would comply with federal, State, and local statutes and regulations related to solid waste.
- The proposed Plan, in combination with past, present, and reasonably foreseeable development, would result in less than significant impacts with respect to solid waste.
- Implementation of the proposed Plan would not result in a substantial increase in natural gas and electrical service demands, and would not require new energy supply facilities and transmission infrastructure or capacity enhancing alterations to existing facilities.

5.2.2 LESS THAN SIGNIFICANT IMPACTS WITH MITIGATION

Impacts that are less than significant with mitigation are more fully described in their respective sections of Chapter 4, Environmental Evaluation. Mitigation measures may be found in the various sections of Chapter 4, as well as in Table 1-1, Summary of Impacts and Mitigation Measures. The impacts that would be potentially significant, but less than significant with mitigation include the following:

5.2.2.1 AIR QUALITY

- Implementation of the proposed Plan would expose sensitive receptors to substantial concentrations of air pollution.
- The proposed Plan would have the potential to expose off-site sensitive receptors to substantial pollutant concentrations from construction activities.
- The Project, in combination with past, present, and reasonably foreseeable projects, could cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin to off-site construction community risk hazards.

5.2.2.2 BIOLOGICAL RESOURCES

- The proposed Plan would interfere substantially with the movement of any native, resident, or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- The proposed Plan would conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- The proposed Plan would have a substantial adverse effect, either directly, or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or

regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

- 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 U.S. Fish and Wildlife Service.
- The proposed Plan would have a substantial or adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

5.2.2.3 CULTURAL RESOURCES

- 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.
- The proposed Plan would have the potential to directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature.

5.2.2.4 NOISE

- Implementation of the proposed Plan could result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.

5.2.3 SIGNIFICANT AND UNAVOIDABLE IMPACTS

5.2.3.1 AIR QUALITY

- Implementation of the proposed Plan would violate an air quality standard or contribute substantially to an existing or projected air quality violation.
- Implementation of the proposed Plan would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- Implementation of the proposed Plan would cumulatively contribute to air quality impacts in the San Francisco Bay Area Air Basin.

5.2.3.2 TRAFFIC AND TRANSPORTATION

- Implementation of the proposed Plan would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel, and relevant components

of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

- Implementation of the proposed Plan would conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- Implementation of the proposed Plan, in combination with past, present, and reasonably foreseeable projects, would result in additional cumulatively considerable impacts.

A complete discussion of all specific impacts under the significance criteria level impacts listed above is presented in Chapter 4.13, Transportation and Traffic. The choice of alternatives to the proposed Plan for analysis in this Draft EIR focused on those that would further reduce and avoid the impacts found to be potentially significant, but less than significant with mitigation measures, and(2) significant and unavoidable, as listed above.

5.3 PROJECT OBJECTIVES

As stated above, the range of potential alternatives to the proposed Plan shall include those that could feasibly accomplish most of the basic objectives of the proposed Plan. The proposed Plan includes the land use changes, revised development standards, and new road, pedestrian, and bicycle connections described in detail in Chapter 3, Project Description. The proposed Plan will seek to accomplish the following objectives:

- **A High Tech and Innovation Oriented Business District**: Land uses should encourage the efficient use of land through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. Ensure uses are compatible with and support a high-tech office environment and discourage the continuance of existing uses that are not consistent with this character. Provide opportunities for small start-ups and incubator businesses within the larger workplace infrastructure. Rehabilitate and improve existing buildings and create avenues for independent cafes and restaurants to operate. The notion of "technology" should be apparent through stunning architecture and a memorable urban environment.
- **Enhanced Open Space and Improved Open Space Access**: Orient and design 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. Carefully create a central public space around the existing water recharge facility, pending study and coordination with the Santa Clara Valley Water District (SCVWD). Infuse the Plan Area with smaller, functional open spaces in new development that provide places to rest, recreate, and gather. Seek to protect and enhance the natural character of the creek by allowing solar access, creating landscaped building edges, and using appropriate building materials. Transition buildings downward in height approach the waterfront.

- **An Integrated Network of Multi-modal Connections**: Enhance existing roadways with sidewalks and pedestrian amenities, and create new pedestrian, bicycle, and vehicular facilities to improve connectivity. Create clear, safe, and direct pathways to the proposed VTA light rail station, and integrate it into the larger pedestrian network.
- **Environmental and Economic Sustainability**: New development and public improvements should incorporate green design and stormwater management features to reduce stormwater runoff into existing streams and preserve existing infrastructure. New buildings should incorporate sustainable features in their design, including appliances requiring limited water and energy usage and building design that takes advantage of solar access and incorporates reused materials where possible. Encourage new development that will attract strong and growing businesses to Campbell, whose employees will contribute to the local economy, stimulate business, and strengthen the City's economic stance in the region.
- **Improved Design and Character**: Balance modern development styles with the small-town feel of Campbell. Incorporate and protect cherished amenities, including views and open spaces. Create memorable streets, gateways, nodes, plazas, and other new places for gathering and leisure activity. Consider special architectural elements and enhanced landscaping at key locations.
- **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.
- **Enhanced Lifestyle and Vitality**: Provide amenities and places of activity, commerce, and trade that support a high-tech workplace culture. Ensure these amenities, such as restaurants, cafes, workout and spa facilities, childcare, markets, bars, and recreational uses, are also beneficial to the wider community, bringing an after-work-hours energy to the area.
- **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.
- **Increased Private Investment**: Align policies, strategies, and City processes to remove barriers to private investment, leverage funding, and increase the support for positive change in the Dell Avenue area.

5.4 SELECTION OF A REASONABLE RANGE OF ALTERNATIVES

Section 15126.6(c) of the State CEQA Guidelines states:

> *The range of potential alternatives to the proposed Plan shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.*

5.4.1 ALTERNATIVES CONSIDERED AND REJECTED AS BEING INFEASIBLE

As described above, Section 15126.6(c) of the State CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination. Section 15126.6(c) provides that among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts. The following is a discussion of alternatives that were considered and rejected, along with the reasons they were not included in the analysis.

5.4.1.1 LIVE-WORK ALTERNATIVE

Under the Live-Work Alternative, development of the DAAP-West and DAAP-East areas would occur under the policies, standards, and general land use concept of the proposed Plan, with the exception that additional residential mixed-use development would be permitted in a larger portion of the Plan Area, in addition to planned levels of commercial and light industrial development. It is projected that this alternative would result in 1,200 new housing units, 20,000 square feet of new retail development, and 2,292,000 square feet of new office development. This development would generate the following population and employment increases:

- 2,904 new residents
- 50 new retail jobs
- 7,640 new office jobs

By placing additional residential units in proximity to new office space and jobs in the Plan Area, this alternative would reduce per capita vehicle miles traveled (VMT) from new residential, retail, and office uses, and would therefore reduce associated air quality effects, GHG emissions on a per capita basis. The

inclusion of additional housing could also help meet local and regional goals for housing production and affordability. However, such an increase in the number of allowed units and an expansion of the area in which such units could be built would potentially result in absolute increases in traffic, congestion, and resulting noise, and could also result in additional land use conflicts as a result of placing residential uses in closer proximity to office and light industrial uses. This alternative would also place residential units in areas designated for non-residential, industrial uses by the Campbell General Plan, and could potentially result in population growth that exceeds regional projections.

The Live-Work Alternative would result in conflicts with regional growth projections, resulting in the need to undertake amendments to regional plans. Therefore, this alternative was rejected from a detailed analysis because it is considered socially infeasible.

5.4.1.2 SITE DESIGN FLEXIBILITY ALTERNATIVE

Under the Site Design Flexibility Alternative, development of the DAAP-West and DAAP-East areas would occur under the policies and general land use concept of the proposed Plan, with the exception that maximum permitted building heights in the DAAP-East district of the Plan Area would be increased to 135 feet. It is projected that this alternative would result in 300 net new housing units, 20,000 square feet of net new retail development, and 2,292,000 square feet of net new office development. This development would generate the following population and employment increases:

- 726 new residents
- 50 new retail jobs
- 7,640 new office jobs

Increasing the maximum permitted heights in the DAAP-East district would increase the site design flexibility on redeveloped parcels. This flexibility would allow buildings that are more appealing for large tech campuses, and could also be used to reduce certain impacts, potentially including but not limited to aesthetics and/or noise, by limiting building footprints to the optimal portions of redeveloped parcels. However, such increases in height would contravene the citywide height limit of 75 feet, as set forth in Measure N, adopted by Campbell voters in November 1986, and enacted under Ordinance 1641. Revocation of or exceptions to this limit would require citywide voter approval.

This alternative was rejected from a detailed analysis because it is inconsistent with existing City development standards that cannot be changed without political action, and is therefore socially infeasible.

5.4.2 ALTERNATIVES ANALYSIS

In accordance with the CEQA Guidelines, two project alternatives and the comparative merits of the alternatives are discussed below. As previously stated, the alternatives were selected because of their potential to reduce the significant impacts of the proposed Plan related to air quality, biological resources, GHG emissions, noise and transportation and traffic.

The alternatives to be analyzed in comparison to the proposed Plan include:

- No Project Alternative
- Reduced Density Alternative
- No DAAP-West Alternative

5.4.3 ASSUMPTIONS AND METHODOLOGY

The anticipated means for implementation of the alternatives can influence the assessment and/or probability of impacts for those alternatives. For example, a project may have the potential to generate significant impacts, but considerations in project design may also afford the opportunity to avoid or reduce such impacts. The alternatives analysis is presented as a comparative analysis to the proposed Plan. Table 5-1 summarizes the projected buildout for each alternative.

TABLE 5-1 COMPARISON OF PROPOSED PLAN AND ALTERNATIVE BUILDOUT PROJECTIONS (NET NEW DEVELOPMENT)

Alternative	Housing Units	Residents[a]	Retail Square Footage	Retail Jobs[b]	Office Square Footage	Office Jobs[c]	R&D Square Footage	R&D Jobs[d]
Proposed Plan	300	726	20,000	50	2,292,000	7,640	-148,000	-296
No Project Alternative	0	0	0	0	90,500	300	0	0
Reduced Development Alternative	300	726	-6,000[e]	-15	1,146,000	3,820	-74,000	-148
No DAAP-West Alternative	0	0	49,000[e]	123	2,292,000	7,640	-148,000	-296

Notes: All numbers shown are net new.
a. Resident calculation assumes 2.42 persons per household.
b. Retail jobs assume one job per 400 square feet of retail space.
c. Office jobs assume one job per 300 square feet of office space.
d. R&D Jobs assume one job per 500 square feet of R&D space.
e. Under the proposed Plan, all net new retail would be attributable to development in the DAAP-East area, and a net loss of retail would occur in the DAAP-West area. Reducing development potential in the DAAP-East area would result in an overall net loss of retail, while excluding DAAP-West would prevent/exclude from consideration net loss of retail west of Winchester Boulevard.
Source: PlaceWorks, 2014.

The alternatives analysis assumes that all applicable mitigation measures proposed for the proposed Plan would apply to each alternative. The following analysis compares the potential significant environmental impacts of the two alternatives with those of the Plan-related impacts for each of the environmental topics analyzed in detail in Chapter 4, Environmental Evaluation, of this Draft EIR. The impacts of each alternative are classified as greater, less, or essentially similar to (or comparable to) the level of impacts associated with the proposed Plan.

Table 5-2 summarizes the relative impacts of each of the alternatives compared to the proposed Plan.

TABLE 5-2 COMPARISON OF PROPOSED ALTERNATIVE IMPACTS

Topic	Proposed Plan	No Project Alternative	Reduced Development Alternative	No DAAP-West
Aesthetics	LTS	=	=	=
Air Quality	LTS/M/SU	+	=	=
Biological Resources	LTS/M	+	+	+
Cultural Resources	LTS/M	+	+	+
Geology and Soils	LTS	=	+	+
Greenhouse Gas Emissions	LTS	—	=	—
Hazards and Hazardous Materials	LTS	+	+	+
Hydrology and Water Quality	LTS	-	=	=
Land Use and Planning	LTS/M	=	=	=
Noise	LTS/M	=	=	=
Population and Housing	LTS	=	=	=
Public Services and Recreation	LTS	=	=	=
Transportation and Traffic	LTS/M/SU	++	+	+
Utilities and Service Systems	LTS	+	+	+

LTS = Less Than Significant
LTS/M = Less Than Significant with Mitigation
LTS/M/SU = Less Than Significant with Mitigation and/or Significant and Unavoidable
++ Substantially reduced impact in comparison to the proposed Plan
+ Slightly reduced impact in comparison to the proposed Plan
= Similar impacts in comparison to the proposed Plan
- Slightly greater impact in comparison to the proposed Plan
— Substantially greater impact in comparison to the proposed Plan

5.5 NO PROJECT ALTERNATIVE

5.5.1 PRINCIPAL CHARACTERISTICS

Under the No Project Alternative, the proposed Plan would not be adopted, and future development in the Plan Area would continue to be subject to existing policies, regulations, and land use designations as per the City of Campbell's General Plan.

It is projected that this alternative would result in no new housing units, no net new retail development, and no net new office development because the Plan Area is already developed. It is assumed that there will be rehabilitation or changes of use over the 2040 buildout horizon. However, these changes are not expected to result in new net growth.

Under the No Project Alternative, the General Plan and Zoning Ordinance would not need to be amended to ensure consistency with the proposed Plan, and the public capital improvements specifically called for by the proposed Plan would not be implemented. In particular:

- The districts established by the proposed Plan would not be incorporated into the General Plan.
- The height and density standards proposed for each district would not be incorporated into the General Plan or Zoning Ordinance.
- The General Plan would not be amended to include land use designations that are consistent with the proposed Plan.
- The General Plan's programs and policies would not be updated to ensure consistency with the principles, concepts, and vision in the proposed Plan.
- The Zoning Ordinance would not be amended to ensure consistency with the principles, concepts, vision, standards, and guidelines in the proposed Plan.
- The City's official Zoning Map would not be amended to ensure consistency with the proposed Plan.
- Intersection improvements and street reconfigurations, including new "gateways;" streetscape improvements, including new sidewalks; street lighting and furniture; infrastructure improvements related to stormwater management; recreational amenities, such as a proposed promenade on the east side of the Plan Area; and other similar improvements would not be implemented.

5.5.2 IMPACT DISCUSSION

The No Project Alternative would have the following impacts relative to the proposed Plan.

5.5.2.1 AESTHETICS

Section 4.1, Aesthetics, finds that the proposed Plan would result in less than significant impacts to aesthetics.

The proposed Plan and the No Project Alternative would have comparable impacts with regard to scenic views and vistas. As described in Section 4.1, the Campbell General Plan does not identify any scenic viewpoints within the Plan Area; however, for the purpose of the proposed Plan, the EIR describes the following scenic vistas:

- Southward views along Dell Avenue and Winchester Boulevard of the foothills and ridgelines of the Santa Cruz Mountains.
- Near-field views from the Los Gatos Creek Trail and the roads immediately adjacent to Santa Clara County's percolation ponds.

Under the proposed Plan, development could potentially block or otherwise adversely affect these views, although not formally protected by City ordinance or policy, including through new buildings of up 75 feet in height along Dell Avenue and up to 45 feet in height along the west side of Winchester Boulevard. Under the land use designations of the current General Plan, maximum building heights are 45 feet along Dell Avenue and 75 feet along Winchester Boulevard. Given existing conditions, which include relatively flat topography, existing structures, and large trees, the views identified above are already largely obscured. Structures with the potential to block views could be constructed under the development standards of both the proposed Plan and the continuation of the existing Zoning Code under the No Project Alternative. Additionally, compliance with City policies and regulations regarding aesthetics, including Site and Architectural Review processes, would serve to ensure that new developments under the proposed Plan or any limited redevelopment under the No Project Alternative do not have substantial adverse effects on scenic views or vistas. Therefore, in this respect, the proposed Plan and the No Project Alternative would result in comparable less than significant impacts.

There are no State-designated scenic highways in the vicinity of the Plan Area. Therefore, no impact to scenic resources visible from a State Scenic Highway would occur with the implementation of either the proposed Plan or the No Project Alternative. Therefore, in this respect, the proposed Plan and the No Project Alternative would result in comparable impacts.

With regard to the degradation of existing visual character, comparable impacts would occur under implementation of either the proposed Plan or the No Project Alternative; however, implementation of the proposed Plan could potentially serve to improve the visual character of the Plan Area. In the portions of the Plan Area to both the east and west of Winchester Boulevard, the current visual character is not particularly unique or distinguished, with no architecture or landscaping that would be regarded as noteworthy. The No Project Alternative would continue existing land uses, development standards, and other policies and regulations related to aesthetics, thereby preserving the existing character of these areas. Any future development under the proposed Plan or the No Project Alternative would be required to comply with existing General Plan policies and development standards that serve to protect and enhance aesthetic character. The proposed Plan would also allow new structures and uses that would be subject to additional policies that would emphasize pedestrian-oriented development, improved streetscapes, and greater connectivity. Encouraging new development that complied with both new and existing policies would serve to enhance the visual character of the Plan Area. Although the creation of new mixed-use residential along the west side of Winchester Boulevard could lead to potential visual impacts on adjacent residences, the setback, step-back, and screening requirements included in the proposed Plan would serve to prevent or substantially lessen such visual impacts to adjacent residences. In some cases, such as where existing structures are immediately adjacent to the property line, views from adjacent residences may be improved under the proposed Plan versus the No Project Alternative, which would serve to preserve current uses. Therefore, in this respect, the proposed Plan and the No Project Alternative would result in comparable less than significant impacts.

Under implementation of either the proposed Plan or the No Project Alternative, impacts related to new sources of light or glare would be less than significant. In either case, new developments would be required to comply with the standards set forth in Section 21.16.060 of the Municipal Code regarding restriction on new sources of light and glare. Additionally, the Campbell General Plan contains policies to reduce impacts from excessive lighting and glare, including light overflow to adjacent properties. These policies and regulations would apply to development under either the proposed Plan or the No Project Alternative. Therefore, in this respect, the proposed Plan and the No Project Alternative would result in comparable less than significant impacts.

Given these considerations, the potential aesthetic impacts under the No Project Alternative would be substantially *similar* to those under the proposed Plan.

5.5.2.2 AIR QUALITY

Section 4.2, Air Quality, found that under implementation of the proposed Plan, less than significant impacts would occur under two standards of significance (AIR-1 and AIR 5), with significant impacts occurring under four standards of significance (AIR-2,3, 4, and 6). Significant Impact AIR-4 would be mitigated to a level of less than significant through Mitigation Measure AIR-4a; however, significant Impacts AIR-2, 3, and 6 would remain significant and unavoidable.

Implementation of either the proposed Plan or the No Project Alternative would not conflict with or obstruct implementation of the applicable air quality plan. Implementation of the proposed Plan would not violate the ambient air quality standards (AAQS) of the 2010 Bay Area Clean Air Plan, in part since residential and employment growth anticipated under the proposed Plan would be consistent with regional growth projections. The No Project Alternative, since it would result in lower population and employment growth, would therefore also comply with the AAQS. Adherence to BAAQMD regulations would ensure that new sources of TACs do not expose populations to significant health risk. Adherence to Mitigation Measure AQ-4 would ensure that the proposed Plan would reduce population exposure and protect public health consistent with the 2010 Bay Area Clean Air Plan. Under the No Project Alternative, no new sensitive uses would be developed since this alternative does not include residential units. As discussed in Section 4.6, implementation of the proposed Plan would not result in significant impacts with regard to GHG emissions, and compliance with local and State regulations would further ensure that the proposed Plan is consistent with 2010 Bay Area Clean Air Plan goals relating to GHG emissions and climate change. Although the No Project Alternative would not incorporate the policies and programs of the proposed Plan that would be consistent with the applicable control measures of the air quality management plans (AQMPs), this alternative would involve not taking any action and leaving in place existing policies and plans that were subject to previous analyses with respect to air quality. Furthermore, the No Project Alternative would not disrupt or hinder any AQMP control measures. Similarly, with regard to projections for VMT, population, and employment, since the No Project Alternative would continue existing land uses, it would not conflict with regional projections, which have already accounted for existing land use designations and levels of development. Therefore, neither the proposed Plan nor the No Project Alternative would conflict with or

obstruct implementation of the applicable air quality plan, and comparable less than significant impacts would occur in this regard under the No Project Alternative.

Implementation of either the proposed Plan or the No Project Alternative would potentially violate an air quality standard or contribute substantially to an existing or projected air quality violation. Due to the SFBAAB's nonattainment status for ozone and PM and the cumulative impacts of growth on air quality, long-range plans (including the proposed Plan or continuation of existing conditions under the No Project Alternative) almost always have significant, unavoidable adverse air quality impacts. With regard to operational emissions, as discussed in Section 4.2, buildout of the proposed Plan would generate a substantial increase in criteria air pollutant emissions that exceeds the BAAQMD regional significance thresholds (ROG, NO_x, and PM_{10}). Although the No Project Alternative would result in lower levels of criteria air pollutant emissions than the proposed Plan, it would still potentially result in a violation of the ROG regional significance threshold due to the continuing operation of existing commercial and industrial uses within the Plan Area, as illustrated in the existing conditions analysis in Section 4.2, Table 4.2-8. Nevertheless, implementation of the No Project Alternative would potentially avoid multiple other air quality violations that could occur under the proposed Plan. As discussed in Section 4.2, even with implementation of Mitigation Measures AQ-2a through AQ-2c, air quality impacts would remain significant and unavoidable. Therefore, implementation of either the proposed Plan or the No Project Alternative could result in violations of air quality standards or contributions to existing violations; however, since the No Project Alternative would serve to reduce the number and/or degree of such violations, the impacts would represent a substantial improvement over the proposed Plan.

Implementation of either the proposed Plan or the No Project Alternative would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard. The San Francisco Bay Area Air Basin (SFBAAB) is currently designated a nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} AAQS. Any project that produces a significant regional air quality impact in an area that is in nonattainment adds to the cumulative impact. As discussed previously and in Section 4.2, both the proposed Plan and the No Project Alternative would have the potential to contribute to violations of air quality standards through continued and increased pollutant emissions. Although neither the proposed Plan nor the No Project Alternative would conflict with the 2010 Bay Area Clean Air Plan, they would both generate a substantial increase in criteria air pollutant emissions from construction and operational activities. Consequently, cumulative regional air quality impacts are also significant. As discussed in Section 4.2, even with implementation of Mitigation Measures AQ-2a through AQ-2c, this impact would remain significant and unavoidable. Therefore, since implementation of either the proposed Plan or the No Project Alternative would result in a cumulatively considerable net increase of certain criteria pollutants, impacts would be comparable and significant.

Implementation of either the proposed Plan or the No Project Alternative would expose sensitive receptors to substantial concentrations of air pollution. Areas of vehicle congestion have the potential to create pockets of CO, called hotspots. Under existing and future vehicle emission rates, a project would have to

increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact.[1] The No Project Alternative would result in fewer vehicle trips and less traffic than the proposed Plan, since it would not generate net new jobs. Thus, neither the proposed Plan nor the No Project Alternative would increase traffic volumes at affected intersections by more than 44,000 vehicles per hour or 24,000 vehicles per hour in areas prone to CO hotspots. Therefore, neither the proposed Plan nor the No Project Alternative would have the potential to substantially increase CO hotspots at intersections in the Plan Area and vicinity. As discussed in Section 4.2, the proposed Plan would also not create new major sources of Toxic Air Contaminants (TACs). Since the No Project Alternative would include similar types of commercial/industrial land uses, it would likewise not create any new major sources of TACs. However, the proposed Plan would introduce new sensitive land uses near existing sources of TACs. Future projects containing sensitive receptors within 1,000 feet of major sources of TACs would need to ensure that they could achieve BAAQMD's performance standards. With application of Mitigation Measure AQ-4a under the proposed Plan, developments containing sensitive receptors would be required to conduct additional study to establish that levels of pollution from TACs do not exceed acceptable levels. Although the No Project Alternative would not implement this mitigation measure, the No Project Alternative would not include the development of any sensitive receptors. Therefore, since implementation of either the proposed Plan or the No Project Alternative would not expose sensitive receptors to substantial concentrations of air pollution, impacts would be comparable and less than significant.

Implementation of either the proposed Plan or the No Project Alternative would not create or expose a substantial number of people to objectionable odors. As discussed in Section 4.2, no existing sources within the Plan Area are currently considered to generate nuisance odors. Buildout of the proposed Plan would result in conversion of the auto-repair facilities west of Winchester Boulevard to residential uses, which would further reduce the potential of odor complaints from painting/coating operations. Although the No Project Alternative would be less likely to result in replacement of these uses, as previously stated, they are not currently considered sources of nuisance odors. Implementation of either the proposed Plan or the No Project Alternative would not involve land uses that generate substantial odors such as from composting, green waste, and recycling operations; food processing; chemical manufacturing; and painting/coating operations. Furthermore, BAAQMD Regulation 7, Odorous Substances, requires abatement of any nuisance generating an odor complaint. Therefore, because existing sources of odors are required to comply with BAAQMD Regulation 7, impacts in this regard would be comparable and less than significant under implementation of either alternative.

As described above, regional air quality impacts were identified as significant under implementation of either the proposed Plan or the No Project Alternative; therefore, in combination with past, present, and reasonably foreseeable projects, both the proposed Plan and the No Project Alternative would result in a significant cumulative impact with respect to air quality, even with implementation of applicable regulations

[1] Bay Area Air Quality Management District (BAAQMD), 2011 (Revised), *CEQA Air Quality Guidelines*.

as well as mitigation measures described in Section 4.2. Therefore, cumulative air quality impacts would be comparable and significant under either alternative.

Both the proposed Plan and the No Project Alternative would result in significant impacts with regard to air quality. Although the decreased potential for residential and employment growth under the No Project Alternative would result in lower air quality impacts in certain respects, this alternative would also fail to concentrate new residential and employment uses in transit-accessible areas that are already urbanized. Neither the proposed Plan nor the No Project Alternative could avoid or mitigate all impacts, and the performance of the No Project Alternative is mixed when compared to the proposed Plan. Overall, the No Project Alternative would have *similar* impacts with regard to Air Quality as compared to the proposed Plan.

5.5.2.3 BIOLOGICAL RESOURCES

Section 4.3, Biological Resources, found that under implementation of the proposed Plan, less than significant impacts would occur under four standards of significance (BIO-4, 6, and 7), with significant impacts occurring under three standards of significance (BIO-1, 2,3, and 5). All three of these significant impacts would be mitigated to a level of less than significant through Mitigation Measures BIO-1, 2, 3, and 5.

With regard to substantial adverse effects to special-status species, potential impacts could occur under implementation of either the proposed Plan or the No Project Alternative; however, given the development that is anticipated to occur under the proposed Plan, it would result in a greater potential for such impacts. Although the Plan Area is already mostly built out with urbanized land uses, remaining trees, landscaped areas, and structures could provide habitat for special-status species. Birds, including species such as Cooper's hawk, could use such areas for nesting, dispersal, and other functions. Mitigation Measure BIO-1 would serve to address these potential impacts by requiring: pre-construction surveys for nests and special-status species; cessation of nearby construction activities in the event that special-status species or active nests are discovered; and potential protection and construction work exclusion zones for active nests. However, under the No Project Alternative, potential disturbance would be more limited. Therefore, the No Project Alternative would result in decreased potential for impacts to special-status species.

With regard to substantial adverse effects on riparian habitat or other sensitive natural communities, although the Plan Area is already mostly built out with urbanized land uses and does not itself include any riparian or sensitive habitat areas, future development in the Plan Area could have indirect impacts on such areas, including those that occur adjacent to the Plan Area, along Los Gatos Creek. Given that the total area of development and/or impervious surfaces is anticipated to be roughly equivalent under the proposed Plan or the No Project Alternative, the potential for indirect impacts would be roughly equivalent. The Campbell General Plan includes specific policies relating to the preservation of riparian corridors, development near riparian corridors, coordination with the SCVWD, and use of native plantings. Compliance with applicable local, State, and federal regulations would serve to reduce impacts to sensitive habitat. Additionally, Mitigation Measure BIO-2 would serve to further reduce potential indirect impacts by requiring native

plantings be used to reduce potential for invasive species and runoff of fertilizers, pesticides, and herbicides. Additionally, as discussed in Section 4.8, Hydrology and Water Quality, redevelopment under the proposed Plan would likely result in decreased stormwater and pollutant runoff relative to existing conditions, through implementation of vegetative swales and water-efficient landscaping required by other regulations. Therefore, neither the proposed Plan nor the No Project Alternative would cause significant impacts in this respect, resulting in roughly equivalent potential for indirect pollutant-related impacts to riparian and sensitive habitat.

As discussed above, although implementation of the proposed Plan could have indirect effects on adjacent wetlands, such effects would be avoided or reduced through compliance with General Plan policies, including those related to runoff, drainage facilities, and construction practices, as well as through implementation of stormwater best management practices (BMPs) during construction and operation of new developments. As discussed in Section 4.8, Hydrology and Water Quality, the proposed Plan is not anticipated to result in significant impacts with respect of water quality, erosion, or siltation—any of which could have indirect impacts on wetlands. Nevertheless, outside of the Plan Area boundary, the proposed Plan incorporates recommended, though not required, construction of new pedestrian crossings over the engineered channel adjacent to the Plan Area. The construction of these crossings could impact federally protected wetlands; however, the planning and construction of pedestrian crossings would be subject to relevant permit processes, mitigation requirements, and fee payments, and would also be subject to independent CEQA review. Since creation of these crossings could take place under the proposed Plan, impacts in this regard would be greater under the proposed Plan. Implementation of Mitigation Measures BIO-2 and BIO-3 under the proposed Plan would serve to reduce associated impacts to less than significant. Therefore, indirect impacts to wetlands would be similar under both the proposed Plan and the No Project Alternative. Neither the proposed Plan nor the No Project Alternative would be anticipated to interfere substantially with wildlife movements, corridors, or nursery sites. As discussed above, the Plan Area is highly urbanized, and there are no wildlife corridors or nursery sites within the Plan Area. Wildlife species common to urban and suburban habitat could be displaced where existing structures are demolished and landscaping is removed as part of future development, but these species are relatively abundant, and adapted to human disturbance. Although neither the proposed Plan nor the No Project Alternative is anticipated to result in significant impacts in this respect, the proposed Plan is more likely to result in development that would include new landscaping features that could provide wildlife habitat or movement corridors.

The No Project Alternative would not conflict with local policies or ordinances protecting biological resources, or with adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans. While the proposed Plan could conflict with General Plan Policy CNR-3.1, Mitigation Measure BIO-4 would reduce this to a less than significant level. Therefore, implementation of either alternative would be undertaken in compliance with applicable local, regional, and State policies and regulations—including Campbell's Protected Tree Ordinance under Chapter 21.32 of the Campbell Municipal Code. The Plan Area includes a small portion of the Study Area for the Santa Clara Valley Habitat Plan (SCVHP), specifically the SCVWD desilting ponds immediately adjacent to Dell Avenue. Neither the proposed Plan nor the No Project Alternative would permit new structures on this site, and SCVWD would

continue to maintain the desilting ponds following the provisions of the SCVHP. Under the proposed Plan, additional pedestrian crossings may be constructed over Los Gatos Creek. Since the No Project Alternative does not include the proposed pedestrian crossings, it would not conflict with General Plan Policy CNR-3.1 and would result in decreased potential for conflicting with local policies.

No significant cumulative impacts with respect to biological resources would result from implementation of either the proposed Plan or the No Project Alternative. The potential impacts of proposed development on biological resources tend to be site-specific, and the overall cumulative effects would largely depend on the degree to which significant vegetation and wildlife resources are protected on a particular site. Nevertheless, development can contribute to fragmentation or incremental reduction of wildlife habitat, particularly for birds and larger mammals. However, given that the entirety of the Plan Area is urbanized and/or has been subject to human disturbance, the potential for site-specific or cumulative impacts is minimal. As described above, compliance with local, State, and federal regulations, including policies of the Campbell General Plan, as well as implementation of applicable mitigation measures, would serve to reduce direct and indirect impacts to less than significant levels, thus precluding cumulative impacts. Therefore, under implementation of either the proposed Plan or the No Project Alternative, impacts in this respect would be comparable and less than significant.

Given these considerations, biological impacts under the No Project Alternative would represent a *slight improvement* compared to those under the proposed Plan because as noted above, fewer potential impacts to special status species would occur under the No Project Alternative.

5.5.2.4 CULTURAL RESOURCES

Section 4.4, Cultural Resources, found that under implementation of the proposed Plan, significant impacts could occur under two standards of significance (CULT- 2 and 3), with less than significant impacts occurring under CULT-1, CULT-4, and CULT-5, Cumulative Impacts. All of the potentially significant impacts would be mitigated to a level of less than significant through Mitigation Measures CULT-2 and 3.

Development under either the proposed Plan or the No Project Alternative would have the potential to result in substantial adverse changes in the significance of historical resources, archaeological resources, and/or unique paleontological resources or geologic features. It is also possible that development could potentially disturb human remains, including those interred outside of formal cemeteries. Historical resources encompass both architectural and archeological resources; however, the Plan Area does not include any known structures that would meet historical criteria. Although there are no known cultural resources in the Plan Area, it is possible that archaeological, paleontological, or geologic resources could be present underground, in either open or developed areas. Potential impacts to such resources would be reduced to a level of less than significant through implementation of Mitigation Measures CULT-2 and 3. In the event significant cultural resources were discovered, these measures would require construction personnel to cease activities, contact appropriate experts and officials, and take other appropriate steps to protect and preserve those resources, whether those resources are preserved on-site or moved off-site.

Additionally, Section 4.4 finds that applicable regulations, procedures, and policies would ensure that any human remains discovered during construction allowed by either the proposed Plan or the no Project Alternative would be handled appropriately. The more limited development that could occur under the No Project alternative would remain subject to existing regulations related to protection/preservation of cultural resources. Given that impacts to cultural resources are usually site specific, that the Plan Area is located within and is itself a highly urbanized area, and since potential impacts would be mitigated, no cumulative impacts would result.

Therefore, given that the potential for disturbance is substantially lower under the No Project Alternative, potential impacts would be *slightly lower* compared to those under the proposed Plan.

5.5.2.5 GEOLOGY AND SOILS

Section 4.5, Geology, Soils, and Seismicity, found that under implementation of the proposed Plan, adherence to existing regulations and policies would ensure that impacts under all six standards of significance would be less than significant.

Neither the proposed Plan nor the No Project Alternative would result in the exposure of people or structures to substantial adverse effects relating to seismic risks, including surface rupture, strong ground shaking, ground failure (including liquefaction), or landslides. Since the Plan Area does not contain any known faults and associated Alquist-Priolo zones, the risk of surface rupture in the area is regarded as minimal. Nevertheless, earthquakes along nearby faults could result in "very strong" ground shaking or liquefaction in the Plan Area. Since the topography of the Plan Area is mostly flat, seismically induced landslides are not likely. Despite these seismic risks, adherence to local and State regulations and policies would reduce the risk to people and structures to a less-than-significant level. However, given that the number of employees and residents in the Plan Area would not increase under the No Project Alternative, its implementation would result in lower impacts as fewer people would be subject to seismic risks in the Plan Area.

The Campbell General Plan and Campbell Municipal Code Section 21.18.130 Seismic and Geologic Hazards, would require future developments to evaluate and incorporate appropriate site-preparation and construction techniques to protect structures and their occupants during seismic events. Municipal Code Section 21.18.130 requires development projects both adhere to the uniform and California Building Code (CBC), and undertake geotechnical studies, as appropriate per official geological hazards maps used by the City. The recommendations of such geotechnical studies become the standards of review and must therefore be incorporated into proposed developments. Since these policies would apply irrespective of whether the proposed Plan or the No Project Alternative were implemented, impacts related to seismic risks would be comparable and less than significant.

Neither the proposed Plan nor the No Project Alternative would result in substantial soil erosion or the loss of topsoil. Future development would be required to comply with existing regulations, including grading erosion control measures specified in the California Building Code, Appendix J, Grading. Campbell

Municipal Code Section 21.18.130 and Section 18.04.010 require compliance with the California Building Code. Therefore, impacts to soil erosion and loss of topsoil would be comparable and less than significant under implementation of either the proposed Plan or the No Project Alternative.

Neither the proposed Plan nor the No Project Alternative would result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Certain portions of the Plan Area, most notably those nearest to Los Gatos Creek, may be at risk of liquefaction or other ground failure. Nevertheless, as discussed above, Campbell Municipal Code Section 21.18.130, would require developments to evaluate and incorporate appropriate site-preparation and construction techniques to protect structures and their occupants from geological and soils-related hazards. Compliance with the Municipal Code under either alternative would thus reduce this impact to a level of less than significant. However, since there is a higher chance for redevelopment of the Plan Area under the proposed Plan, there would be a greater likelihood that any unstable geologic units or soils could be stabilized compared to the No Project Alternative. Therefore, impacts resulting from unstable geological units would be slightly improved under the proposed Plan compared to the No Project Alternative.

Neither the proposed Plan nor the No Project Alternative would result in a significant impact related to expansive soils. Although expansive soils could potentially be present in the Plan Area, available information does not indicate that such is the case. If a particular development site were shown to have expansive soils, compliance with the California Building Code, as mandated by Campbell Municipal Code Section 21.18.130 and Section 18.04.010, would require proposed developments to evaluate and incorporate appropriate site-preparation and construction techniques to address hazards related to expansive soils. (Chapter 18 of the California Building Code contains standards and construction techniques related to expansive soils.) Compliance with the Municipal Code and California Building Code under either alternative would thus reduce this impact to a level of less than significant. Therefore, impacts resulting from expansive soils would be comparable and less than significant under implementation of either the proposed Plan or the No Project Alternative.

Construction allowed by either the proposed Plan or the No Project Alternative would not require the use of septic tanks or alternative wastewater disposal systems. Wastewater would be discharged into the existing public sanitary sewer system in the Plan Area, which is serviced by the West Valley Sanitation District. As such, there would be no impact from development at sites where soils may not be capable of supporting the use of septic tanks or alternative wastewater disposal systems. Therefore, impacts resulting from septic tanks or alternative wastewater disposal systems would be comparable and less than significant under implementation of either the proposed Plan or the No Project Alternative.

No significant cumulative impacts with respect to geology, soils, or seismicity would result from implementation of either the proposed Plan or the No Project Alternative. Potential impacts related to seismic, geologic, and soils hazards, as well as septic tanks and alternative waste disposal, are all site specific and do not contribute to cumulative effects. With regard to erosion and loss of top soil, neither the

proposed Plan nor the No Project Alternative would result in impacts that would contribute to a cumulative effect. As described above, compliance with local, State, and federal regulations, including policies of the Campbell General Plan, would serve to reduce erosion and soil loss impacts to less than significant levels, thus precluding cumulative impacts. Therefore, implementation of either the proposed Plan or the Reduced Density Alternative would result in comparable less than significant impacts in this respect.

Given these considerations, the potential geologic impacts under the No Project Alternative would be substantially *similar* to those under the proposed Plan.

5.5.2.6 GREENHOUSE GAS EMISSIONS

Section 4.6, Greenhouse Gas Emissions, found that under implementation of the proposed Plan, less than significant impacts would occur with respect to all impact criteria, including generation of GHG emissions; conflicts with applicable plans, policies, or regulations; and cumulative impacts. An individual project on its own does not generate enough GHG emissions to influence global climate change; therefore, analysis of GHG emissions inherently considers a project's contribution to a cumulative environmental impact, and no further cumulative analysis is required.

Implementation of the proposed Plan would not directly or indirectly generate GHG emissions that would have a significant effect on the environment; however, implementation of the No Project Alternative could result in generation of GHG emissions that exceed efficiency targets set by the Bay Area Air Quality Management District (BAAQMD). GHG emissions from future construction activities within the Plan Area are not subject to any thresholds of significance, and represent one-time, short-term emissions. Therefore, these emissions are assumed to not significantly contribute to the GHG emissions impacts under either the proposed Plan or the No Project Alternative. As shown in Table 4.6-5, the net increase of GHG emissions generated by the operational phase of the proposed Plan would exceed BAAQMD's bright-line standards of significance of 1,100 $MTCO_2e$; therefore, GHG emissions impacts are evaluated based on the Project efficiency. As identified in Table 4.6-5, the proposed Plan would not exceed the BAAQMD performance criterion of 4.6 $MTCO_2e$/SP. Furthermore, the proposed Plan would result in an improved efficiency compared to existing conditions. Consequently, GHG emissions impacts of the No Project Alternative are deemed greater than those of the Proposed Plan, since implementation of this alternative would perpetuate existing conditions.

As discussed in Section 4.6, the proposed Plan would comply with applicable plans, policies and regulations for the purpose of reducing GHGs; however, the No Project Alternative would likely conflict with key components of Association of Bay Area Government's (ABAG) and Metropolitan Transportation Commission's (MTC) Plan Bay Area. The two GHG reduction plans that are applicable to the Plan Area are the California Air Resource Board (CARB) Scoping Plan and ABAG/MTC's Plan Bay Area. Both the proposed Plan and the No Project Alternative would be consistent with CARB's scoping plan, since the majority of its provisions are reflected in State and local regulations and programs, with which future developments must comply. For example, new development in the Plan Area would be subject to the

requirements of Title 24, California's building energy efficiency standards, as well as the City of Campbell's Water Efficient Landscape Ordinance (WELO). With regard to Plan Bay Area, however, the No Project Alternative would not be in compliance with its vision of concentrating housing and employment growth in mixed-use areas accessible to transit.

Impacts under the No Project Alternative would thus be *slightly increased* compared to those under the proposed Plan.

5.5.2.7 HAZARDS AND HAZARDOUS MATERIALS

Section 4.7, Hazards and Hazardous Materials, found that under implementation of the proposed Plan, adherence to existing regulations and policies would ensure that impacts under four of the nine standards of significance (HAZ-1, 2, 4, 7, and 9) would be less than significant; there would be no impact under standards of significance HAZ-3,5, 6, and 8.

Implementation of either the proposed Plan or No Project Alternative would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Neither the proposed Plan nor the No Project Alternative includes changes to regulatory standards for handling, transport, storage, use, disposal, or disruption of hazardous materials. Although implementation of either the proposed Plan or the No Project Alternative could involve use of commercially available hazardous materials (e.g., fuels, solvents, paints, and some consumer electronics) for construction projects, as well as generation of small amounts of hazardous waste from allowed use, the waste would be handled in accordance with applicable federal, State, and local laws, policies, and regulations, as described in Section 4.7.1.1, Regulatory Framework. The Plan Area currently contains, and the proposed Plan would allow, office, research and development/light industrial, retail and commercial, and residential land uses. The No Project Alternative would allow all of these uses, except residential. Since industrial and commercial uses are included under either alternative, it is therefore possible that future development could generate significant quantities of hazardous materials. However, in either case, the City of Campbell, the Santa Clara County Department of Environmental Health's Hazardous Materials Compliance Division (SCCHMCD), and Santa Clara County Fire Department (SCCFD) would regulate the transport, generation, use, and/or disposal of hazardous materials within the Plan Area, related to either construction or business operations. In addition, the General Plan contains policies and strategies that further ensure that new development would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. However, under the No Project Alternative, fewer people would be exposed to the transportation and use of hazardous materials. Therefore, while impacts in this respect would be less than significant, they would be slightly lower under the No Project Alternative.

Implementation of either the proposed Plan or No Project Alternative would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Both the proposed Plan and the No Project Alternative would allow new development, including office, research and development/light industrial, and retail and

services within the Plan Area; the proposed Plan would allow residential in addition to these uses. Compliance with existing laws, regulations, policies, and procedures would ensure future development allowed by the proposed Plan or the No Project Alternative would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As described in Section 4.7, these include applicable federal, State, and local laws and regulations regarding handling of these materials; the General Plan policies listed under Impact HAZ-1; and the Stormwater Pollution Prevention Plan and Best Management Practices required for the proposed Plan. However, under the No Project Alternative, fewer people would be exposed to the potential of risk of upset or accidental release and use of hazardous materials. Therefore, while impacts in this respect would be less than significant, they would be slightly lower under the No Project Alternative.

Implementation of either the proposed Plan or No Project Alternative would not create a significant hazard to the public or the environment by being located on a site that is included on a list of hazardous materials sites compiled pursuance to Government Code Section 65962.5. As discussed in Section 4.7, five sites within the Plan Area and one additional site in near proximity to the Plan Area were identified on lists compiled pursuant to Government Code Section 65962.5. In addition, several sites with Leaking Underground Storage Tanks (LUSTs) were identified in the near vicinity of the Plan Area. Based on available information contained variously in the EnviroStor and GeoTracker government databases, as also summarized in Section 4.7.1.2, none of the listed sites appear to create a significant hazard to the public or the environment. In addition, the General Plan contains strategies to address future development on identified hazardous materials sites. Under either the proposed Plan or the No Project Alternative, compliance with applicable federal, State, and local laws and regulations regarding hazardous material sites, as discussed in Section 4.7, would ensure future development would not create a significant hazard to the public or the environment. However, given the higher redevelopment potential under the proposed Plan, there is, thus, greater potential for the hazardous sites to be remediated. Therefore, the proposed Plan would represent a slight improvement over the No Project Alternative in this respect.

Implementation of either the proposed Plan or No Project Alternative would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. As discussed in Section 4.7, no physical components of the proposed Plan would interfere with the ability to implement emergency response or evacuation, including provisions of the City of Campbell's Emergency Operations Plan. Since the No Project Alternative would not undertake these new physical components, it would have no impact upon existing conditions related to emergency response. Consistent with provisions of the 2013 California Fire Code (CFC) and the 2013 CBC, future developments under either the proposed Plan or the No Project Alternative will include fire and emergency access through all phases of construction and operation, and would be required to incorporate building and life safety measures that serve to facilitate emergency response. Therefore, impacts related to emergency response and evacuation would be less than significant and comparable under implementation of either the proposed Plan or the No Project Alternative.

Given the fact that future development under the proposed Plan would increase the number of employees and residents within the Plan Area, thereby potentially exposing more people to hazardous materials, impacts under the No Project Alternative would therefore be *slightly reduced* compared to the proposed Plan.

5.5.2.8 HYDROLOGY AND WATER QUALITY

Section 4.8, Hydrology and Water Quality, found that under implementation of the proposed Plan, adherence to existing regulations and policies would ensure that impacts under all nine standards of significance would be less than significant.

Development under either the proposed Plan or the No Project Alternative could result in changes to developed areas and impervious surfaces that could affect drainage patterns, runoff, and pollutant levels; but impacts under either alternative are anticipated to be less than significant. Under the proposed Plan or the No Project Alternative, new developments would be subject to requirements for increased open space and stormwater retention features to reduce drainage and pollutant runoff. Under either the proposed Plan or the No Project Alternative, landscaping would be required to comply with the City of Campbell Water Efficient Landscape Ordinance, which would further serve to reduce runoff of water and pollutants. Under either alternative, construction activities within the Plan Area would be required to comply with applicable local, State, and federal requirements to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Following construction, development operations would be governed by local and regional requirements regarding site design, source control, and treatment measures to manage water quality in stormwater runoff. Required compliance with these measures would render any potential construction and operational impacts to water quality less than significant under either alternative. Nevertheless, since the No Project Alternative would not result in the implementation of new stormwater retention methods, it would result in a slightly increase potential for water quality impacts.

Under implementation of either the proposed Plan or the No Project Alternative, less than significant impacts would occur with respect to depletion of groundwater supplies or substantial interference with groundwater recharge. Future development within the Plan Area could result in an increase in impervious surfaces, which would reduce infiltration and could lead to reduced groundwater recharge. However, as previously described, future development would be located on sites that have already been developed and currently have a high percentage of impervious surfaces. Implementation of the proposed Plan would also result in the incorporation of higher open space standards and new stormwater retention features with the potential to increase infiltration and recharge of groundwater supplies. Although buildout under the proposed Plan could lead to higher demand for water and subsequent increases in groundwater pumping, SCVWD's 2010 Urban Water Management Plan (UWMP) and the San Jose Water Company's 2010 UWMP indicate that there is a sufficient supply of water through 2035 even for multiple dry years.[2] Therefore, with respect to groundwater supply and recharge, the impacts of the proposed Plan versus the no Project Alternative would be mixed.

[2] Santa Clara Valley Water District, 2010, *Urban Water Management Plan*.

Under implementation of either the proposed Plan or the No Project Alternative, less than significant impacts would occur with respect to substantial alterations of existing drainage patterns. Under either alternative, nearly all of the future development sites would be located in areas that are already developed or paved, and new development on these sites would not create a substantial increase in the area of impervious surfaces. All new development and redevelopment projects would be required by local and regional regulations to implement construction phase BMPs, post-construction design measures that encourage infiltration in pervious areas, and post-construction source control measures to help prevent erosion and siltation due to stormwater runoff. With implementation of locally and regionally mandated erosion and sediment control measures and regulatory provisions to limit runoff for new development and redevelopment sites, development allowed by either the proposed Plan or the No Project Alternative would not result in significant increases in erosion and sedimentation or contribute to on-site or off-site flooding. Therefore, impacts in this respect would be comparable and less than significant under either the proposed Plan or the No Project Alternative.

Under implementation of either the proposed Plan or the No Project Alternative, an increase in impervious surfaces could result in an increase in stormwater runoff that could exceed the capacity of existing or planned stormwater drainage systems; however, compliance with applicable local, regional, and federal regulations would serve to ensure that impacts remain less than significant. Such compliance would be mandatory irrespective of which alternative is selected. Although regional and local regulations and policies would apply irrespective of which alternative is chosen, as noted previously, the No Project Alternative would not incorporate the proposed Plan's new requirements for open space and stormwater retention features that would serve to decrease runoff. Therefore, the potential for impacts to stormwater capacity would be greater under the No Project Alternative.

Implementation of either the proposed Plan or the No Project Alternative would not result in significant impacts related to substantial degradation of water quality. As required by City and County stormwater management guidelines, BMPs would be required for development projects allowed under both the proposed Plan and the No Project Alternative during both construction and operation of future projects. These BMPs would control and prevent the release of sediment, debris, and other pollutants into the storm drain system. Additional requirements include the incorporation of site design, source control, and treatment control measures to treat and control runoff before it enters the storm drain system. Although regional and local regulations and policies would apply irrespective of which alternative is chosen, as noted previously, the No Project Alternative would not incorporate the proposed Plan's new requirements for open space and stormwater retention features that would serve to decrease runoff. Therefore, the potential for substantial degradation of water quality would be greater under the No Project Alternative.

Implementation of either the proposed Plan or the No Project Alternative would not result in impacts relating to placing housing within a 100-year flood hazard area. The Plan Area is outside the 100-year floodplain, with the exception of a very small portion of the southeast corner of the site. However, no housing would be placed within a 100-year flood hazard area and there would thus be no impact associated

with either the proposed Plan or the No Project Alternative. Therefore, under either the proposed Plan or the No Project Alternative, housing-related flood impacts would be comparable and less than significant.

Implementation of either the proposed Plan or the No Project Alternative would not result in significant impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. Although portions of the Plan Area lie within the potential inundation zones of several nearby dams, dam inundation zones are based on the highly unlikely scenario of a total catastrophic dam failure occurring in a very short period of time. The City of Campbell and Santa Clara County have never been impacted by a major dam failure, and existing State and local regulations address the potential for flood hazards as a result of dam failure. However, under the No Project Alternative, fewer people would be exposed to the potential of risk of dam inundation. Therefore, while impacts in this respect would be less than significant, they would be slightly lower under the No Project Alternative.

Implementation of either the proposed Plan or the No Project Alternative would not result in significant impacts related to seiche, tsunami, or mudflow. Although the Plan Area lies downstream of significant lakes and reservoirs and is located adjacent to percolation ponds, the Bay Area has not been adversely affected by seiches, despite its history of seismic activity.[3] Absent of catastrophic dam failure, seiches in upstream reservoirs would be unlikely to result in significant downstream flooding, and the adjacent percolation ponds include steep sides and typically low water levels that would generally preclude significant seiches. The Plan Area is not located within the limits of an existing or historical landslide or debris flow zone, according to the ABAG mapping site.[4] In addition, the Plan Area is not within a tsunami inundation zone.[5] Given that implementation of neither the proposed Plan nor the No Project Alternative would result in significant risks from tsunami, seiche, or mudflow, the impacts would be comparable and less than significant.

No significant cumulative impacts with respect to hydrology or water quality would result from implementation of either the proposed Plan or the No Project Alternative. As described above, compliance with local, regional, and federal regulations related to development construction and operations would serve to reduce hydrological and water quality impacts to less than significant levels. These regulations are crafted to ensure overall water quality in local and regional waterways; therefore, comprehensive compliance with these policies serves to prevent cumulative impacts. Given these considerations, the cumulative impacts would be comparable and less than significant under implementation of either the proposed Plan or the No Project Alternative.

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[3] US Army Corps of Engineers, San Francisco District, Port of Oakland, 2000, *Oakland Harbor Navigation Improvement (-50 foot) Project SCH No. 97072051 Final Environmental Impact Statement/Report*.

[4] Association of Bay Area Governments (ABAG), 2014. *Landslide Maps and Information.* Accessed on August 27, 2014 at http://quake.abag.ca.gov/landslides/.

[5] ABAG, 2014. *Interactive Tsunami Inundation Map.* Accessed on August 27, 2014 at http://gis.abag.ca.gov/website/Hazards/?hlyr=tsunami.

Neither the proposed Plan nor the No Project Alternative would result in significant hydrology or water quality impacts; however, the No Project Alternative would result in fewer opportunities to improve stormwater management techniques, compared to the proposed Plan. Therefore, impacts under the No Project Alternative would thus be *slightly increased* compared to those under the proposed Plan.

5.5.2.9 LAND USE AND PLANNING

Section 4.9, Land Use and Planning, found that under implementation of the proposed Plan, less than significant impacts would occur under all four standards of significance (LAND-1,2, 3, and 4).

Neither the proposed Plan nor the No Project Alternative would physically divide an established community. The Plan Area as a whole, except for its western portion, is physically separated from surrounding neighborhoods by roadways and natural features that serve as existing physical barriers between the Plan Area and nearby areas. These existing barriers would remain under either the proposed Plan or the No Project Alternative; however, under the proposed Plan some of these existing barriers could be partly overcome, such as through new roadway connections and the creation of a promenade to better integrate the Plan Area with adjacent waterways. Development and design standards under the proposed Plan would serve to ensure that new mixed-use development along Winchester Boulevard would not create new physical barriers between the Plan Area and surrounding neighborhoods; therefore, these potential impacts would not differ substantially from those under the No Project Alternative. Furthermore, neither the proposed Plan nor the No Project Alternative call for physical structures or features that would divide the established communities within the Plan Area. Given these considerations, impacts to physical separation would be somewhat ameliorated under the proposed Plan, as compared to the No Project Alternative.

Implementation of the No Project Alternative would have no impacts with regard to conflicts with existing city-level land use plans, policies, or regulations, whereas implementation of the proposed Plan would result in potential impacts in this regard. Since the No Project Alternative would by definition continue existing policies and land uses, no conflict would occur at the local level. As discussed in Section 4.9, the proposed Plan is consistent with the overall policy framework of the General Plan, and the proposed Plan itself incorporates a General Plan amendment to further ensure consistency. Additionally, the proposed Plan was found to be consistent with Campbell's Municipal Code, Streetscape Standards, Housing Element, and Guidelines and Standards for Land Uses Near Streams. The proposed Plan was found to be consistent with the San Tomas Area Neighborhood Plan (STANP). Although a portion of the Plan Area would also fall into the area covered by the STANP, the parcels involved are excepted from the STANP due to their zoning designation and due to their location. The proposed Plan was also found to be consistent with Plan Bay Area, since it would concentrate new housing and jobs in and near a designated PDA and anticipated transit station. The No Project Alternative would be less consistent with Plan Bay Area, since it would leave existing land uses in place, thereby discouraging job and residential growth in an area expected to be served by future transit. Given the fact that the proposed Plan is in conflict with the STANP, the No Project Alternative is considered a slight improvement compared to the proposed Plan.

Neither the proposed Plan nor the No Project Alternative would conflict with an applicable Habitat Conservation Plan (HCP). The SCVHP study area encompasses a small portion of the Plan Area, the SCVWD's desilting ponds. Implementation of either the proposed Plan or the No Project Alternative would not trigger construction of new buildings or structures on the SCVWD's desilting ponds. In addition, the SCVWD would continue to maintain the desilting ponds following the provisions of the SCVHP. As discussed above, neither the proposed Plan nor the No Project Alternative would conflict with any applicable land use plans, policies, or regulations, as amended for consistency. Neither alternative would physically divide an existing community, nor would they conflict with an adopted conservation plan. No other cumulative projects are located in the immediate Plan Area vicinity that would, in combination with the proposed Plan or No Project Alternative, divide a surrounding neighborhood or create a policy conflict. Therefore, under implementation of the proposed Plan or the No Project Alternative, cumulative land use and planning impacts would be comparable.

Neither the proposed Plan nor the No Project Alternative would result in significant impacts with regard to land use and planning; therefore, impacts would be considered *similar*.

5.5.2.10 NOISE

Section 4.10, Noise, found that under implementation of the proposed Plan, less than significant impacts would occur under six standards of significance (NOISE-1, 3, 4, 5, 6, and 7), with significant impacts occurring under one standard of significance (NOISE-2). This significant impact would be mitigated to a level of less than significant through Mitigation Measure NOISE-2.

Neither the proposed Plan nor the No Project Alternative would result in the generation of excessive noise or the exposure of sensitive receptors to noise in excess of applicable standards or regulations. Under implementation of the proposed Plan, new residential uses would be required to adhere to applicable State and local standards for interior and exterior noise levels; the No Project Alternative would not include any new residential uses that would be subject to such standards. Both the proposed Plan and the No Project Alternative would continue to permit land uses with similar potential to generate excessive noise, and in both cases, existing regulations, including General Plan policies and Municipal Code provisions, would continue to apply, thereby ensuring that excessive noise is not generated. Given these considerations, impacts relating to the generation or reception of excessive noise would be comparable and less than significant under implementation of either the proposed Plan or the No Project Alternative.

Implementation of either the proposed Plan or the No Project Alternative would have the potential to expose persons to or generate excessive vibration or groundborne noise. Between the proposed Plan and the No Project Alternative, allowed land uses and future construction activities would have a similar potential to result in excessive vibration. However, in the case of the proposed Plan, implementation of Mitigation Measure NOISE-2 would serve to reduce this impact to a less-than-significant level, whereas under the No Project Alternative, this mitigation measure would not be in place for future construction.

Given these considerations, impacts regarding vibration and groundborne noise would be somewhat ameliorated under the proposed Plan, as compared to the No Project Alternative.

Under implementation of either the proposed Plan or the No Project Alternative, impacts related to substantial permanent increases to ambient noise levels would be less than significant. Between the proposed Plan and the No Project Alternative, allowed land uses would have a similar potential to result in excessive generation of noise, and in neither case would operations-related noise from land uses be anticipated to result in substantial permanent increases to ambient noise levels. Section 4.10 found that implementation of the proposed Plan would not result in substantial increases to ambient noise as a result of increased traffic. Given that the anticipated amount of traffic would be even lower under the No Project Alternative than under the proposed Plan, traffic-related substantial permanent increases to ambient noise levels would not be expected in either case. Therefore, under implementation of the proposed Plan or the No Project Alternative, noise impacts relating to substantial permanent increases to ambient noise levels would be comparable and less than significant.

With adherence to applicable regulations, impacts related to substantial temporary or periodic increases to ambient noise levels would be less than significant under implementation of either the proposed Plan or the No Project Alternative. Construction noise varies considerably based on site conditions, the distance to sensitive receptors, and the equipment used. Nevertheless, through adherence to relevant provisions of the Campbell Municipal Code, including limitations on construction hours and City discretion to regulate specific construction activities, such impacts would be reduced to a level of less than significant. Therefore, under implementation of the proposed Plan or the No Project Alternative, noise impacts relating to substantial temporary or periodic increases to ambient noise levels would be comparable and less than significant.

Since the Plan Area is not located in close proximity to a public use airport, a private use airport or airstrip, or a heliport, less than significant impacts or no impacts would occur in this respect under either the proposed Plan or the No Project Alternative. With regard to cumulative noise impacts, the measurement and regulation of noise inherently includes cumulative assessment since various sources of sound combine to create the overall noise level at any particular location. Similarly, projected permanent increases ambient noise levels incorporated projected traffic volumes that accounted for regional growth. Therefore, under implementation of the proposed Plan or the No Project Alternative, cumulative noise impacts would be comparable at a level of less than significant.

Given these considerations, under implementation of either the proposed Plan or the No Project Alternative, impacts related to excessive noise and vibration would be *comparable* and less than significant.

5.5.2.11 POPULATION AND HOUSING

Section 4.11, Population and Housing, found that under implementation of the proposed Plan, less than significant impacts would occur under all four standards of significance.

Implementation of either the proposed Plan or the No Project Alternative would not induce substantial unexpected population growth or growth for which inadequate planning has occurred. As discussed in Section 4.11, anticipated future development under the proposed Plan would result in 726 new residents and 7,394 net new jobs. These increases in jobs and residents are consistent with planned population increases for Campbell within Priority Development Areas (PDAs) established by ABAG/MTC pursuant to Plan Bay Area. Under the No Project Alternative, there would be no potential for residential growth and greatly reduced potential for employment growth within the Plan Area. Therefore, impacts related to unanticipated or unplanned growth would be less than significant and comparable under implementation of either the proposed Plan or the No Project Alternative.

Implementation of either the proposed Plan or the No Project Alternative would not result in the displacement of substantial numbers of existing housing or people. Future development allowed by the proposed Plan would result in a net gain of 300 housing units and would not displace existing housing or people through redevelopment. Under the No Project Alternative, any development or redevelopment under existing land uses and intensities would also not displace existing housing or people. Therefore, under implementation of either the proposed Plan or the No Project Alternative, impacts in these respects would be comparable and less than significant.

Implementation of either the proposed Plan or the No Project Alternative would not result in significant cumulative impacts with regard to population and housing in the area. As discussed in Section 4.11, the cumulative population increase from the proposed Plan and nearby projects in Los Gatos would be 1,611, which is less than 14 percent of ABAG anticipated population increase of 11,938, for Campbell and Los Gatos from 2010 to 2040. Under the No Project Alternative, residential growth would not occur in the Plan Area, resulting in even lower cumulative growth. Therefore, cumulative population growth would not exceed planned levels under either the proposed Plan or the No Project Alternative. As discussed in Section 4.11, cumulative projects, including the proposed Plan, would generate a total of 10,408 new jobs within Campbell and Los Gatos. Given that ABAG projects an additional 13,260 jobs will be added in Campbell and Los Gatos between 2010 and 2040, cumulative projects, including the proposed Plan, would be within the total projected job growth by 2040. Under the No Project Alternative, potential for employment growth within the Plan Area would be substantially reduced, resulting in even lower cumulative growth. Therefore, under either the proposed Plan or the No Project Alternative cumulative impacts with respect to unexpected population growth would be comparable and less than significant.

Neither the proposed Plan nor the No Project Alternative would result in significant impacts related to Population and Housing. Therefore, potential impacts under the No Project Alternative would be *similar* to those under the proposed Plan.

5.5.2.12 PUBLIC SERVICES AND RECREATION

Section 4.12, Public Services and Recreation, found that under implementation of the proposed Plan, adherence to existing policies and programs would ensure that impacts under all twelve standards of significance would be less than significant.

Implementation of either the proposed Plan or the No Project Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered fire protection facilities. The SCCFD has confirmed that the existing facilities, equipment, and staffing levels would be adequate to accommodate growth allowed by the proposed Plan.[6] The cumulative setting for fire protection services takes into account growth allowed by the proposed Plan, in combination with growth projected by the ABAG in the service area of the SCCFD, which includes the cities of Campbell, Los Altos, Monte Sereno, and Saratoga, and towns of Los Altos Hills and Los Gatos. Given that employment and residential growth potential would be lower under the No Project Alternative, fire service needs and potential for attendant impacts would thereby be reduced. Compliance with the State and local regulations, in conjunction with SCCFD's planning processes, would ensure that future growth allowed by either the proposed Plan or the No Project Alternative would result in comparable less than significant impacts and cumulative impacts in this respect.

Implementation of either the proposed Plan or the No Project Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered police protection facilities. The Campbell Police Department (CPD) has confirmed that future development allowed by the proposed Plan would not result in the need for expansion or addition of facilities.[7] The cumulative setting for police protection services takes into account growth allowed by the proposed Plan, in combination with cumulative projects in Campbell (see Table 4-1). Given that employment and residential growth potential would be lower under the No Project Alternative, police service needs and the potential for attendant impacts would thereby be reduced. Based on confirmation by the Campbell Police Department, along with compliance with the General Plan policies discussed in Section 4.12, future growth allowed by either the proposed Plan or the No Project Alternative would result in comparable less than significant impacts and cumulative impacts in this respect.

Implementation of either the proposed Plan or the No Project Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered school facilities. As discussed in Section 4.12, the payment of school fees is deemed to fully mitigate the impacts of new development on school facilities, per California Government Code Section 65995. Additionally, given that no residential growth is anticipated under the No Project Alternative, it would result in an even lower potential impact to schools or school facilities. Cumulative projects would add new students to the CUSD

[6] Stocksick, Debbie, Operations Captain, Santa Clara County Fire Department. Personal communication with Travis Bradley, PlaceWorks, July 29,2014.

[7] Cefalu, Joe. Captain, City of Campbell Police Department. Personal email communications with Travis Bradley, PlaceWorks, July 28, 2014.

and CUHSD in addition to those generated by development allowed by the proposed Plan or the No Project Alternative, which could result in the need for new or expanded school facilities. However, these cumulative projects would also be subject to the school mitigation fees discussed above. Therefore, implementation of either the proposed Plan or the No Project Alternative would result in comparable, less than significant impacts and cumulative impacts related to the Campbell Union School District (CUSD) and the Campbell Union High School District (CUHSD).

Implementation of either the proposed Plan or the No Project Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered library facilities. As discussed in Section 4.12, buildout allowed by the proposed Plan would occur over the 2040 buildout horizon, which would result in a gradual increase in demand for library services. Given that the increased use of the library facilities would be gradual, the additional new library users in the Plan Area would not likely cause or accelerate the need for facility expansion.[8] Additionally, given that no residential growth is anticipated under the No Project Alternative, it would result in an even lower potential impact to library facilities. With regard to cumulative impacts, future growth within the Santa Clara County Library District (SCCLD) will increase the demand for library services and facilities. The Santa Clara County Library Strategic Plan accounts for the entire SCCLD service area and provides a basis for analyzing the most efficient allocation of funds both for the district as a whole as well as among the different libraries in the SCCLD service area. This would not only allow for adequate funding to satisfy demand at the Campbell Community Library, but would also ensure that surrounding libraries are adequate to fulfill demand, which in turn would reduce the demand at the Campbell Community Library by reducing deficiencies at surrounding facilities. Overall, compliance with General Plan policies related to library services and coordination with the SCCLD would avoid the need for new or physically altered library facilities. Therefore, implementation of either the proposed Plan or the No Project Alternative would result in comparable, less than significant impacts and cumulative impacts related to library facilities.

Implementation of either the proposed Plan or the No Project Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered park and recreation facilities. As discussed in Section 4.12, development allowed by the proposed Plan could bring 726 new residents to the city, thereby increasing use of existing parkland. Adding 726 new residents to the city's existing population, the City of Campbell would still be in compliance with the adopted City standard with a parkland ratio of 6.3 acres parkland per 1,000 residents.[9] Therefore, the creation of additional parkland acreage would not be required to serve development allowed by the proposed Plan. Additionally, given that lessened employment growth and no residential growth are anticipated under the No Project Alternative, it would result in an even lower potential for impacts to park and recreation facilities. Future development under either the proposed Plan or the No Project Alternative would be required to comply with requirements for developers to pay impact fees to maintain existing parks and recreation facilities, as well as

[8] Griffen, Chuck, Financial and Administrative Services Manager, Personal Communications with Travis Bradley, PlaceWorks, July 23, 2014.

[9] 40,027 existing population + 726 new residents = 40,753 new population. 258 acres / 40,753 population x 1,000 residents = 6.3 acres per 1,000 residents

requirements for residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands. Therefore, implementation of either the proposed Plan or the No Project Alternative would result in comparable, less than significant impacts and cumulative impacts related to new or physically altered park and recreation facilities.

Implementation of either the proposed Plan or the No Project Alternative would not result in impacts or cumulative impacts arising from increased use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur, or be accelerated. As discussed in Section 4.12, an increase to population would occur as result of development allowed by the proposed Plan, thereby increasing the use of existing neighborhood and regional parks or other recreational facilities. However, developers would be required to pay impact fees to mitigate potential impacts to existing parklands and recreation facilities. The payment of fees would serve to mitigate impacts to existing parklands and recreation facilities as a result of growth allowed by the proposed Plan. New development allowed by the proposed Plan may also include the development of on-site open space that could help to offset or reduce potential use of existing parkland. Given that lessened employment growth and no residential growth are anticipated under the No Project Alternative, it would result in an even lower potential for impacts to park and recreation facilities. Future development under either the proposed Plan or the No Project Alternative would be required to comply with requirements for developers to pay impact fees to maintain existing parks and recreation facilities, as well as requirements for residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands. Therefore, implementation of either the proposed Plan or the No Project Alternative would result in comparable, less than significant impacts and cumulative impacts related to physical deterioration of park or recreation facilities.

Implementation of either the proposed Plan or the No Project Alternative would not result in impacts or cumulative impacts arising from inclusion or required construction or expansion of recreational facilities. As discussed above, the City currently meets its adopted standard of providing 4 acres of parkland per 1,000 residents, and would continue to meet this standard with development allowed by the proposed Plan. New development allowed by the proposed Plan may also include the development of on-site open space that could help to offset or reduce potential use of existing parkland. Given that lessened employment growth and no residential growth are anticipated under the No Project Alternative, it would result in an even lower potential for impacts to park and recreation facilities. Future development under either the proposed Plan or the No Project Alternative would be required to comply with requirements for developers to pay impact fees to maintain existing parks and recreation facilities, as well as requirements for residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands. Therefore, implementation of either the proposed Plan or the No Project Alternative would result in comparable, less than significant impacts and cumulative impacts related to inclusion or required construction or expansion of recreation facilities.

Neither the proposed Plan nor the No Project Alternative would result in significant impacts related to provision of public services. Therefore, potential impacts under the No Project Alternative would be *similar* to those under the proposed Plan.

5.5.2.13 TRANSPORTATION AND TRAFFIC

Section 4.13, Transportation and Traffic, found that under implementation of the proposed Plan, less-than-significant impacts would occur under five standards of significance (TRAF-3 through TRAF-7) , with significant impacts occurring under three standards of significance (TRAF-1, TRAF-2, and TRAF-8). With implementation of Mitigation Measures TRAF-1a through TRAF 1-f and TRAF 8a through TRAF-8z, impacts under these three thresholds would remain significant and unavoidable.

Implementation of either the proposed Plan or the No Project Alternative would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system with respect to alternative forms of transportation. The proposed Plan would include circulation and pedestrian improvements that would be consistent with local and regional goals regarding transportation alternatives. Since the No Project Alternative would continue existing land uses, connectivity, and applicable plans, it would not result in direct actions that conflict with alternative transportation goals. Nevertheless, since the No Project Alternative would not include new mechanisms to create transit connections or bicycle or pedestrian infrastructure, it would not serve to help implement these goals. Therefore, in this respect, impacts under the No Project Alternative, although less than significant, would represent a slight deterioration from the proposed Plan.

Table 5-3 summarizes the intersection impacts of the proposed Plan and the alternatives to the proposed Plan. No Project Alternative conditions are analyzed in Chapter 4.13 as Cumulative I conditions. As shown in Table 5-3, the No Project Alternative would result in less-than-significant impacts for the following seven intersections that would operate at unacceptable levels under the proposed Plan:

5. Winchester Boulevard/Sunnyoaks Avenue (AM peak hour)
6. Winchester Boulevard/Hacienda Avenue (AM and PM peak hour)
8. Hacienda Avenue/Dell Avenue (AM and PM peak hour)
14. Winchester Boulevard/Knowles Drive (PM peak hour)
15. Winchester Boulevard/SR 85 Northbound Ramps (PM peak hour)
16. Winchester Boulevard/SR 85 Southbound Ramps (AM peak hour)
23. Winchester Boulevard/Daves Avenue (PM peak hour)

Although, in comparison to operations under the proposed Plan, the No Project Alternative would improve operations at the intersections listed above, the No Project Alternative would result in deficient operations at 10 intersections. Therefore, although the No Project Alternative would result in improved traffic impacts, the alternative would not avoid all of the significant and unavoidable impacts of the proposed Plan and would represent a slight improvement over proposed Plan conditions.

TABLE 5-3 COMPARISON OF PROPOSED PLAN AND ALTERNATIVE INTERSECTION IMPACTS

	Significant Impact before Mitigation? (Yes/No)			
Intersection	Proposed Plan	No Project Alternative	Reduced Development Alternative	No DAAP-West
1. San Tomas Expressway/Hamilton Ave	Yes	Yes	Yes	Yes
2. San Tomas Expressway/Campbell Ave	Yes	Yes	Yes	Yes
3. San Tomas Expressway/SR 17 SB Ramps	Yes	Yes	Yes	Yes
4. Camden Ave/White Oaks Rd-Curtner Ave	Yes	Yes	Yes	Yes
5. Winchester Blvd/West Sunnyoaks Ave	Yes	**No**	**No**	Yes
6. Winchester Blvd/Hacienda Ave	Yes	**No**	Yes	Yes
7. East Sunnyoaks Ave/Dell Ave	Yes*	Yes*	Yes*	Yes*
8. Hacienda Ave/Dell Ave	Yes*	**No**	Yes*	Yes*
9. Bascom Ave/Curtner Ave	No	No	No	No
10. Bascom Ave/Camden Ave	Yes	Yes	Yes	Yes
11. SR 85 NB Ramp/Bascom Ave	No	No	No	No
12. SR 85 SB Ramp/Bascom Ave	No	No	No	No
13. Bascom Ave/Samaritan Dr	No	No	No	No
14. Winchester Blvd/Knowles Dr	Yes	**No**	Yes	Yes
15. Winchester Blvd/SR 85 NB Ramps	Yes	**No**	Yes	Yes
16. Winchester Blvd/SR 85 SB Ramps	Yes	**No**	**No**	Yes
17. Winchester Blvd/Albright Way-Courtside Dr	No	No	No	No
18. Winchester Blvd/Wimbledon Dr	Yes	Yes	Yes	Yes
19. Winchester Blvd/Lark Ave	Yes*	Yes*	Yes*	Yes*
20. Lark Ave/SR 17 SB Ramps	Yes	Yes	Yes	Yes
21. Lark Ave/SR 17 NB Ramps	No	No	No	No
22. Lark Ave/Los Gatos Blvd	No	No	No	No
23. Winchester Blvd/Daves Ave	Yes	**No**	Yes	Yes
24. Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd	Yes	Yes	Yes	Yes
25. Santa Cruz Ave/Los Gatos-Saratoga Rd	No	No	No	No
26. Los Gatos-Saratoga Rd/University Ave	Yes	Yes	Yes	Yes
27. Los Gatos Blvd/Los Gatos-Saratoga Rd	No	No	No	No
28. Santa Cruz Ave/Main St	No	No	No	No

BOLD = Alternative would operate at acceptable levels for an intersections operating at unacceptable levels under the proposed Plan.
* = Significant impact would be reduced to less-than-significant level with mitigation.
Source: W-Trans, 2014.

Implementation of either the proposed Plan or the No Project Alternative would not substantially increase hazards due to a design feature or result in inadequate emergency access. When roadway modifications are proposed under either the proposed Plan or the No Project Alternative, such modifications would need to go through an independent review process to determine that the modifications conform with design standards and requirements. Thus, as long as all applicable design standards requirements are followed, implementation of either the proposed Plan or the No Project Alternative would result in comparable less than significant impacts in these respects.

Implementation of either the proposed Plan or the No Project Alternative would not result in changes to air traffic patterns or a substantial under-supply of parking. The proposed Plan does not affect the location, design, or operation of any of the region's airports. While the new air travel demand potentially generated by development allowed by the proposed Plan has not been estimated, it is not expected to cause any of the region's airports to reach or exceed operational capacity. Since the No Project Alternative would not feature any net increase in residents or workers in the area, it would also not impact area air traffic. Projects developed under the proposed Plan or limited redevelopment occurring under the No Project Alternative would be subject to the parking rates and requirements in the Municipal Code. Projects under the proposed Plan would be encouraged to incorporate the parking management strategies outlined in the Plan. Therefore, the impact with respect to parking would be less than significant and comparable under either the proposed Plan or the No Project Alternative.

Overall, the No Project Alternative would result in *a slight improvement* in comparison to the proposed Plan.

5.5.2.14 UTILITIES AND SERVICE SYSTEMS

Section 4.14, Utilities and Service Systems, found that under implementation of the proposed Plan, less than significant impacts would occur under all 13 standards of significance.

Under implementation of either the proposed Plan or the No Project Alternative, sufficient water supplies would be available from existing entitlements. As discussed in Section 4.14, the San Jose Water Company's (SJWC) Water Supply Assessment (WSA) concluded there will be adequate water supplies to meet projected increased demands associated with development under the proposed Plan. The SJWC has supply flexibility in meeting the increase in water demand projected under the proposed Plan, due to its variety of available water supply sources, ongoing coordination with the SCVWD, increasing water conservation efforts, and water supply contingency planning. Since the No Project Alternative would result in reduced residential and employment growth in the Plan Area, adequate water supplies would likewise exist for this alternative. Given that water demand would be lower under the No Project Alternative, the impact on water resources would be a slight improvement compared to the proposed Plan.

Implementation of neither the proposed Plan nor the No Project Alternative would require or result in the construction of new water facilities or expansion of existing facilities. As discussed above, the water demand associated with the proposed Plan would be served with available and planned water supplies provided by SJWC. Thus, any facility construction or expansion would be included in the UWMPs adopted by the SJWC

and the SCVWD. Planned construction and expansion projects would be the responsibility of the SJWC or the SCVWD at the time they are proposed, and potential impacts would be subject to independent environmental review. Additionally, as discussed in Section 4.14, future development under the proposed Plan or the No Project Alternative would be located within an already developed urban area and, therefore, would connect to the existing water distribution system. Given any future construction/expansion of water infrastructure would be the responsibility of SJWC/SCVWD, comparable less than significant impacts would occur under either the proposed Plan or the No Project Alternative.

Implementation of either the proposed Plan or the No Project Alternative would not result in cumulative impacts to the water supply. While development under the proposed Plan would contribute to an increased cumulative demand for water supply, the increased demand would not exceed the long-term supply under normal hydrologic circumstances, as discussed above. Additionally, SJWCs 2010 UWMP determined that the water supply will be sufficient to accommodate future demand in the SJWC service areas through 2035 (and 2040, by extrapolation), under normal conditions and during dry conditions, with appropriate conservation measures. Since the No Project Alternative would result in decreased potential for residential and employment growth, impacts with respect to water supply under this alternative would also be less than significant. With additional adherence with applicable local, regional, and State regulations, policies, and other considerations, cumulative impacts with respect to water supply would be comparable and less than significant under the proposed Plan or the No Project Alternative.

Implementation of either the proposed Plan or the No Project Alternative would not exceed wastewater treatment requirements of the applicable RWQCB. As discussed in Section 4.14, increases in wastewater generation associated with buildout of the proposed Plan would not be significant relative to currently available excess treatment capacity. In addition, the very conservatively estimated wastewater generation for the proposed Plan will be less than the currently estimated excess capacity in the West Valley Sanitation District (WVSD) collection system, even before planned improvements to the system. Additionally, with continued compliance with applicable regulations, projected wastewater generated from potential future development under the proposed Plan would not exceed the wastewater treatment requirements or capacity of the San Jose/Santa Clara Water Pollution Control Plant (SJ/SCWPCP). Given that the No Project Alternative would result in reduced potential residential and employment growth, demands on sanitary systems would be even less than under the proposed Plan, also resulting in a less-than-significant impact. Therefore, with regard to exceeding wastewater treatment requirements, comparable less than significant impacts would occur under either the proposed Plan or the No Project Alternative.

Implementation of either the proposed Plan or the No Project Alternative would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. As discussed above and in Section 4.14, future wastewater demands from development under either the proposed Plan or the No Project Alternative would not exceed the design or permitted capacity of the wastewater treatment plant serving the proposed Plan. Development under the proposed Plan or the No Project Alternative would continue to be provided with wastewater collection and treatment services from the WVSD collection system and the SJ/SCWPCP treatment plant. Existing infrastructure would be preserved in place

and, if necessary, extensions and/or additions to sewer collection systems would be installed to provide wastewater service to structures proposed by the Plan. As discussed in Section 4.14, although creation of new or expanded sanitary system infrastructure could create environmental effects, compliance with applicable regulations and standard conditions of approval would serve to mitigate any potential adverse physical effects of these activities. Impacts from any future construction or expansion of wastewater facilities would be project-specific, and would require permitting and review in accordance with CEQA, which would ensure that any environmental impacts are disclosed and mitigated to the extent possible. Given that the No Project Alternative would result in reduced potential residential and employment growth, demands on sanitary systems would be even less than under the proposed Plan, making construction or expansion of facilities less likely, and therefore also resulting in a less-than-significant impact. Therefore, with regard to the need to construct or expand wastewater facilities, comparable less than significant impacts would occur under either the proposed Plan or the No Project Alternative.

Implementation of either the proposed Plan or the No Project Alternative would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the Plan's projected demand in addition to the provider's existing commitments. As discussed in Section 4.14, the proposed Plan's worst-case estimated increase in wastewater flow represents less than 2 percent of the excess capacity available at the SJ/SCWPCP. Additionally, with continued compliance with applicable regulations listed below, wastewater generated from the proposed Plan would not exceed the permitted capacity of the SJ/SCWPCP treatment plant. As discussed above, the No Project Alternative would result in decreased potential for residential and employment growth, which would reduce potential future generation of wastewater. Therefore, in this respect, implementation of either the proposed Plan or the No Project Alternative would result in comparable less than significant impacts relating to capacity determinations by the wastewater treatment provider.

Implementation of either the proposed Plan or the No Project Alternative, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to wastewater treatment. As discussed in Section 4.14, buildout of the proposed Plan would generate a moderate 2 percent increase in the volume of wastewater delivered for treatment at SJ/SCWPCP, and this increase would occur incrementally until the 2040 buildout horizon. Based on the recent trends of diminishing wastewater treatment demand and the projected population growth in the service area, cumulative wastewater treatment demand over the proposed Plan buildout period is far below the excess capacity of the SJ/SCWPCP. Because the cumulative demand would not substantially impact the existing or planned capacity of the wastewater treatment systems, which have sufficient capacity for wastewater than would be produced by the proposed Plan, the construction of new wastewater treatment facilities would not be necessary. As discussed above, the No Project Alternative would result in decreased potential for residential and employment growth, which would reduce potential future generation of wastewater. Therefore, implementation of either the proposed Plan or the No Project Alternative would result in comparable less than significant cumulative impacts relating to wastewater treatment.

Implementation of the proposed Plan would require construction of new storm drainage facilities to accommodate future development; however, all storm water retention and conveyance facilities would be constructed in compliance with federal, State, and local regulations, including metering of flow, and would therefore not result in cumulative impacts related to storm drainage. The Plan Area is largely developed and almost entirely covered with building roofs, hardscapes, or paved surface parking lots, with the exception of landscaped areas. Additionally, the Plan Area is already served by existing storm drainage facilities. Given that the No Project Alternative would result in decreased potential for residential and employment growth, there would be no increased need to expand or construct storm drainage facilities beyond that which would occur under the proposed Plan. Moreover, environmental impacts resulting from individual projects related to expansion or construction of stormwater drainage would be project-specific, and would require permitting and review in accordance with CEQA, which would ensure that any environmental impacts are disclosed and mitigated to the extent possible. Impacts related to provision of storm drainage facilities are typically localized, since the purpose of such systems is to convey stormwater to nearby waterways or floodways. In the case of the Plan Area, storm drainage facilities would convey water to nearby percolation ponds and Los Gatos Creek. As discussed above and in Section 4.11-8, Hydrology and Water Quality, neither the proposed Plan nor the No Project Alternative is anticipated to result in significant increases in stormwater runoff with the potential to affect storm drainage facilities beyond the Plan Area. Therefore, implementation of either the proposed Plan or the No Project Alternative would result in comparable less than significant project-specific or cumulative impacts relating to storm drainage facilities.

Under implementation of either the proposed Plan or the No Project Alternative, future development would be served by a landfill with sufficient permitted capacity to accommodate anticipated solid waste disposal needs. As discussed in Section 4.14, solid waste generated from implementation of the proposed Plan would account for less than 1 percent of the daily capacity at the Monterey Peninsula Landfill. Given that the No Project Alternative would result in reduced potential residential and employment growth, the need for landfill capacity would be reduced under the No Project Alternative. As such, implementation of the proposed Plan or the No Project Alternative would have comparable less than significant impacts with regard to daily capacity at each of the two main landfill facilities serving the city. The two landfills that receive the majority of the city's solid waste are likely to reach their permitted maximum capacities between 2048 and 2107, respectively, as shown in the Table 4.14-8. As such, there is more than adequate landfill capacity for the solid waste generated by implementation of either the proposed Plan or the No Project Alternative. In addition, there are 13 other landfills that received waste from the city in 2013. In the event that one or both of the landfills currently receiving waste from the city was unable to continue in that capacity, it is likely that another landfill would be able to provide capacity. Additionally, with continued compliance with applicable regulations leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the proposed Plan or the No Project Alternative would likely decrease, further diminishing impacts in regard to permitted landfill capacity. Therefore, implementation of either the proposed Plan or the No Project Alternative would result in comparable less than significant impacts relating to solid waste disposal.

Implementation of either the proposed Plan or the No Project Alternative would comply with federal, State, and local statutes and regulations related to solid waste. As discussed in Section 4.14, the City of Campbell has complied with State requirements to reduce the volume of solid waste through recycling and reuse of solid waste. The General Plan includes goals, policies, and strategies that promote recycling and conservation, and help ensure adequate waste collection and disposal facilities are available for the residents and workers of Campbell. Together these policies and actions help to ensure that implementation of either the proposed Plan or the No Project Alternative would be consistent with statutes and regulations related to solid waste, and would thus result in comparable less than significant impacts in this regard.

Implementation of either the proposed Plan or the No Project Alternative, in combination with past, present, and reasonably foreseeable development, would not result significant cumulative impacts with respect to solid waste. The buildout of the proposed Plan will increase the quantity of solid waste for disposal. Since the two landfill facilities that take approximately 97 percent of the city's solid waste (in 2013) are not expected to close until between 2048 and 2107, respectively, it is unlikely that Campbell or other jurisdictions that use the same facilities will eventually experience insufficient future landfill capacity to accommodate existing or increased population and employment levels before the horizon year of the proposed Plan. Given that the No Project Alternative would result in reduced potential residential and employment growth, the need for landfill capacity would be reduced under the No Project Alternative, further diminishing potential cumulative impacts. In addition, there are 13 landfills that received waste from the city in 2013. If one or more of the two landfills currently receiving 97 percent of the waste were unavailable in the future, it is likely the city's solid waste volume could be increased at one or more of the other landfills that already serve the city. Therefore, with continued compliance with applicable regulations, implementation of the proposed Plan or the No Project Alternative, in combination with past, present and reasonably foreseeable development, would result in comparable less than significant impacts with respect to cumulative solid waste disposal impacts.

Implementation of either the proposed Plan or the No Project Alternative would not result in a substantial increase in natural gas and electrical service demands, and would not require new energy supply facilities and transmission infrastructure or capacity enhancing alterations to existing facilities. Under both the proposed Plan and the No Project Alternative, proposed new development would be constructed using energy efficient modern building materials and construction practices. With the implementation of these General Plan Policies and compliance with the CALGreen Building Code and Campbell Green Building Policies, significant energy conservation and savings would be realized in any new development within the Plan Area. Even with the energy saving practices in place, it is possible that new electrical connections, switches and/or transformers might be required to serve new structures and/or handle additional loads in the Plan Area under either the proposed Plan or No Project Alternative. Potential environmental impacts from possible new electrical connections, switches, and/or transformers in the Plan Area are not anticipated to be significant and, to the extent such upgrades may be necessary, their environmental impacts would be evaluated individually, consistent with any overarching improvement plans adopted by energy providers. Given that the No Project Alternative would result in reduced potential residential and employment growth, the need for new electrical or natural gas infrastructure would be reduced under the No Project Alternative,

further diminishing the potential for impacts. In addition, buildout of the proposed Plan or the No Project Alternative would not significantly increase energy demands in the context of the entire PG&E service territory for electricity and natural gas generation, transmission and distribution. As a result, new energy supply facilities and transmission infrastructure, or capacity-enhancing alterations to existing facilities, would not be required as a direct result of the proposed Plan or the No Project Alternative. Therefore, implementation of either the proposed Plan or the No Project Alternative would result in comparable less than significant impacts relating to gas and electrical service demands.

Given these considerations, because the No Project Alternative would not include increases to jobs or residents in the Plan Area, demand on Utilities and Service Systems would be reduced and impacts would therefore represent a *slight improvement* compared to the proposed Plan.

5.6 REDUCED DEVELOPMENT ALTERNATIVE

5.6.1 PRINCIPAL CHARACTERISTICS

Under the Reduced Development Alternative, development would occur consistent with the policies and overarching land use concept of the proposed Plan, with the exception that maximum floor-area ratios (FAR) allowed for new development would be reduced to 0.75 for the DAAP-Central and DAAP-Waterfront areas east of Winchester Boulevard. Under the Reduced Development Alternative, individual development would occur at intensity levels roughly half of what is assumed under the proposed Plan. Under this alternative, individual developments could take advantage of incentive zoning that would permit FARs up to 1.0, provided that certain community benefits are provided and that the overall development program does not exceed development projections established with an assumption that the overall FAR across the Plan Area would not exceed 0.75. Mixed-use residential/retail uses to the west of Winchester would develop in a manner consistent with the proposed Plan. It is projected that this alternative would result in 300 new housing units, 726 net new residents, 1,146,000 square feet of net new office development, a reduction of approximately 6,000 square feet of net retail space, and 3,657 new jobs. The purpose of the Reduced Development Alternative is to explore how potential impacts may be lessened through reductions to both the eventual amount of office space developed and the number of jobs created in the Plan Area. As shown in Table 5-1, this development would generate the following population and employment increases:

- 300 new residents
- -15 net retail jobs
- 3,820 new office jobs
- -148 net R&D jobs
- 3,657 total net jobs

5.6.2 IMPACT DISCUSSION

The Reduced Development Alternative would have the following impacts relative to the proposed Plan.

5.6.2.1 AESTHETICS

Section 4.1, Aesthetics, finds that the proposed Plan would result in less than significant impacts to aesthetics.

The proposed Plan and the Reduced Development Alternative would have comparable impacts with regard to scenic views and vistas. As described in Section 4.1, the Campbell General Plan does not identify any scenic viewpoints within the Plan Area; however, for the purpose of the proposed Plan, the EIR describes the following scenic vistas:

- Southward views along Dell Avenue and Winchester Boulevard of the foothills and ridgelines of the Santa Cruz Mountains.
- Near-field views from the Los Gatos Creek Trail and the roads immediately adjacent to Santa Clara County's percolation ponds.

Under the proposed Plan, development could potentially block or otherwise adversely affect these views, although not formally protected by City ordinance or policy, including through new buildings of up 75 feet in height along Dell Avenue and up to 45 feet in height along the west side of Winchester Boulevard. Under the land use designations of the Campbell General Plan, maximum building heights are 45 feet along Dell Avenue and 75 feet along Winchester Boulevard. Given existing conditions, which include relatively flat topography, existing structures, and large trees, the views identified above are already largely obscured. Structures with the potential to block views could be constructed under the development standards of both the proposed Plan and the Reduced Development Alternative. Although the Reduced Development Alternative would include reduced overall FARs and development capacity, most new structures are still anticipated to be located near or along Dell Avenue. Additionally, irrespective of whether the proposed Plan or the Reduced Development Alternative were implemented, compliance with City policies and regulations regarding aesthetics, including Site and Architectural Review processes, would serve to ensure that new developments do not have substantial adverse effects on scenic views or vistas. Therefore, in this respect, the proposed Plan and the Reduced Development Alternative would result in comparable less than significant impacts.

There are no State-designated scenic highways in the vicinity of the Plan Area. Therefore, no impact to scenic resources visible from a State Scenic Highway would occur with the implementation of either the proposed Plan or the Reduced Development Alternative. Therefore, in this respect, the proposed Plan and the Reduced Development Alternative would result in comparable impacts.

With regard to the degradation of existing visual character, comparable impacts would occur under implementation of either the proposed Plan or the Reduced Development Alternative. In the portions of the Plan Area to both the east and west of Winchester Boulevard, the current visual character is not particularly unique or distinguished, with no architecture or landscaping that would be regarded as noteworthy. The Reduced Development Alternative would adopt the same land uses, policies, and regulations related to aesthetics, with the exception of lower overall FAR. Any future development under the proposed Plan or the Reduced Development Alternative would be required to comply with existing General Plan policies and development standards that serve to protect and enhance aesthetic character. The proposed Plan and the Reduced Development Alternative would also allow new structures and uses that would be subject to additional policies that would emphasize pedestrian-oriented development, improved streetscapes, and greater connectivity. Encouraging new development that complied with both new and existing policies would serve to enhance the visual character of the Plan Area. Although the creation of new mixed-use residential along the west side of Winchester Boulevard could lead to potential visual impacts on adjacent residences, the setback, step-back, and screening requirements included in the proposed Plan and Reduced Development Alternative would serve to prevent or substantially lessen such visual impacts to adjacent residences. In some cases, such as where existing structures are immediately adjacent to the property line, views from adjacent residences may be improved under the proposed Plan or the Reduced Development Alternative. Therefore, in this respect, the proposed Plan and the Reduced Development Alternative would result in comparable less than significant impacts.

Under implementation of either the proposed Plan or the Reduced Development Alternative, impacts related to new sources of light or glare would be less than significant. In either case, new developments would be required to comply with the standards set forth in Section 21.16.060 of the Municipal Code regarding restriction on new sources of light and glare. Additionally, the Campbell General Plan contains policies to reduce impacts from excessive lighting and glare, including light overflow to adjacent properties. These policies and regulations would apply to development under either the proposed Plan or the Reduced Development Alternative. Therefore, in this respect, the proposed Plan and the Reduced Development Alternative would result in comparable less than significant impacts.

Given these considerations, the potential aesthetic impacts under the Reduced Development Alternative would be substantially *similar* to those under the proposed Plan.

5.6.2.2 AIR QUALITY

Section 4.2, Air Quality, found that under implementation of the proposed Plan, less than significant impacts would occur under two standards of significance (AIR-1 and AIR 5) , with significant impacts occurring under four standards of significance (AIR-2,3, 4, and 6). Significant impact AIR-4 would be mitigated to a level of less than significant through Mitigation Measure AIR-4a; however, significant Impacts AIR-2, 3, and 6 would remain significant and unavoidable.

Implementation of either the proposed Plan or the Reduced Development Alternative would not conflict with or obstruct implementation of the applicable air quality plan. Implementation of the proposed Plan would not violate the ambient air quality standards (AAQS) of the 2010 Bay Area Clean Air Plan, in part since residential and employment growth anticipated under the proposed Plan would be consistent with regional growth projections. The Reduced Development Alternative, since it would result in lower employment growth would therefore also comply with the AAQS. Adherence to BAAQMD regulations would ensure that new sources of TACs do not expose populations to significant health risk. Adherence to Mitigation Measure AQ-4 would ensure that the proposed Plan would reduce population exposure and protect public health consistent with the 2010 Bay Area Clean Air Plan. As discussed in Section 4.6, implementation of the proposed Plan would not result in significant impacts with regard to GHG emissions, and compliance with local and State regulations would further ensure that the proposed Plan is consistent with 2010 Bay Area Clean Air Plan goals relating to GHG emissions and climate change. The Reduced Development Alternative would incorporate the same policies and programs of the proposed Plan that would be consistent with the applicable control measures of the AQMPs. Furthermore, the Reduced Development Alternative would not disrupt or hinder any AQMP control measures. With regard to projections for VMT, population, and employment, since the Reduced Development Alternative would implement the same general land uses and policies as the proposed Plan (albeit with lower potential employment growth), it would not conflict with regional projections. Therefore, neither the proposed Plan nor the Reduced Development Alternative would conflict with or obstruct implementation of the applicable air quality plan, and comparable less than significant impacts would occur in this regard.

Implementation of either the proposed Plan or the Reduced Development Alternative would potentially violate an air quality standard or contribute substantially to an existing or projected air quality violation. Due to the SFBAAB's nonattainment status for ozone and PM and the cumulative impacts of growth on air quality, long-range plans (including the proposed Plan or the Reduced Development Alternative) almost always have significant, unavoidable adverse air quality impacts. With regard to operational emissions, as discussed in Section 4.2, buildout of the proposed Plan would generate a substantial increase in criteria air pollutant emissions that exceeds the BAAQMD regional significance thresholds (ROG, NO_x, and PM_{10}). Although the Reduced Development Alternative would result in lower levels of criteria air pollutant emissions than the proposed Plan, it would still potentially result in violations of regional air standards, as illustrated in the existing conditions analysis in Section 4.2, Table 4.2-8. As discussed in Section 4.2, even with implementation of Mitigation Measures AQ-2a through AQ-2c, this impact would remain significant and unavoidable. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative could result violation of air quality standards or contributions to existing violations; however, since the Reduced Development Alternative would serve to reduce the number and/or degree of such violations, the impacts would represent a slight improvement over the proposed Plan.

Implementation of either the proposed Plan or the Reduced Development Alternative would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard. The San Francisco Bay Area Air Basin (SFBAAB) is currently designated a nonattainment area for California and National O_3, California

and National $PM_{2.5}$, and California PM_{10} AAQS. Any project that produces a significant regional air quality impact in an area that is in nonattainment adds to the cumulative impact. As discussed previously and in Section 4.2, both the proposed Plan and the Reduced Development Alternative would have the potential to contribute to violations of air quality standards through continued and increased pollutant emissions. Although neither the proposed Plan nor the Reduced Development Alternative would conflict with the 2010 Bay Area Clean Air Plan, they would both generate a substantial increase in criteria air pollutant emissions from construction and operational activities. Consequently, cumulative regional air quality impacts are also significant. As discussed in Section 4.2, even with implementation of Mitigation Measures AQ-2a through AQ-2c, this impact would remain significant and unavoidable. Therefore, since implementation of either the proposed Plan or the Reduced Development Alternative would result in a cumulatively considerable net increase of certain criteria pollutants, impacts would be comparable and significant.

Implementation of either the proposed Plan or the Reduced Development Alternative would expose sensitive receptors to substantial concentrations of air pollution. Areas of vehicle congestion have the potential to create pockets of CO, called hotspots. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact.[10] The Reduced Development Alternative would result in fewer vehicle trips and less traffic than the proposed Plan, since it would generate fewer new jobs. Thus, neither the proposed Plan nor the Reduced Development Alternative would increase traffic volumes at affected intersections by more than 44,000 vehicles per hour or 24,000 vehicles per hour in areas prone to CO hotspots. Therefore, neither the proposed Plan nor the Reduced Development Alternative would have the potential to substantially increase CO hotspots at intersections in the Plan Area and vicinity. As discussed in Section 4.2, the proposed Plan would also not create new major sources of Toxic Air Contaminants (TACs). Since the Reduced Development Alternative would include similar types of commercial/industrial land uses, it would likewise not create any new major sources of TACs. However, both the proposed Plan and the Reduced Development Alternative would introduce new sensitive land uses near existing sources of TACs. Future projects containing sensitive receptors within 1,000 feet of major sources of TACs would need to ensure that they could achieve BAAQMD's performance standards. With application of Mitigation Measure AQ-4a under the proposed Plan or the Reduced Development Alternative, developments containing sensitive receptors would be required to conduct additional study to establish that levels of pollution from TACs do not exceed acceptable levels. Therefore, since implementation of either the proposed Plan or the Reduced Development Alternative would not expose sensitive receptors to substantial concentrations of air pollution, impacts would be comparable and less than significant.

Implementation of either the proposed Plan or the Reduced Development Alternative would not create or expose a substantial number of people to objectionable odors. As discussed in Section 4.2, no existing sources within the Plan Area are currently considered to generate nuisance odors. Buildout of the proposed

[10] Bay Area Air Quality Management District (BAAQMD), 2011 (Revised), *CEQA Air Quality Guidelines*.

Plan or the Reduced Development Alternative would result in conversion of the auto-repair facilities west of Winchester Boulevard to residential uses, which would further reduce the potential of odor complaints from painting/coating operations. Implementation of either the proposed Plan or the Reduced Development Alternative would not involve land uses that generate substantial odors such as from composting, green waste, and recycling operations; food processing; chemical manufacturing; and painting/coating operations. Furthermore, BAAQMD Regulation 7, Odorous Substances, requires abatement of any nuisance generating an odor complaint. Therefore, because existing sources of odors are required to comply with BAAQMD Regulation 7, impacts in this regard would be comparable and less than significant under implementation of either alternative.

As described above, regional air quality impacts were identified as significant under implementation of either the proposed Plan or the Reduced Development Alternative; therefore, in combination with past, present, and reasonably foreseeable projects, both the proposed Plan and the Reduced Development Alternative would result in a significant cumulative impact with respect to air quality, even with implementation of applicable regulations as well as mitigation measures described in Section 4.2. Therefore, cumulative air quality impacts would be comparable and significant under either alternative.

Both the proposed Plan and the Reduced Development Alternative would result in significant impacts with regard to air quality. Although the decreased potential for employment growth under the Reduced Development Alternative would result in lower air quality impacts in certain respects, this would be insufficient to prevent these impacts. Neither the proposed Plan nor the Reduced Development Alternative could avoid or mitigate all impacts. Therefore, the Reduced Development Alternative would have *similar* impacts with regard to Air Quality as compared to the proposed Plan.

5.6.2.3 BIOLOGICAL RESOURCES

Section 4.3, Biological Resources, found that under implementation of the proposed Plan, less than significant impacts would occur under four standards of significance (BIO-4, 6, and 7), with significant impacts occurring under three standards of significance (BIO-1, 2, 3, and 5). All three of these significant impacts would be mitigated to a level of less than significant through Mitigation Measures BIO-1, 2, 3, and 5.

With regard to substantial adverse effects to special-status species, potential impacts could occur under implementation of either the proposed Plan or the Reduced Development Alternative; however, given the larger amount of development that is anticipated to occur under the proposed Plan, it would result in a greater potential for such impacts. Although the Plan Area is already mostly built out with urbanized land uses, remaining trees, landscaped areas, and structures could provide habitat for special-status species. Birds, including species such as Cooper's hawk, could use such areas for nesting, dispersal, and other functions. Mitigation Measure BIO-1 would serve to address these potential impacts by requiring: pre-construction surveys for nests and special-status species; cessation of nearby construction activities in the event that special-status species or active nests are discovered; and potential protection and construction work

exclusion zones for active nests. Through implementation of Mitigation Measure BIO-1 under either the proposed Plan or the Reduced Development Alternative, the impact would be reduced to a level of less than significant. Nevertheless, since implementation of the Reduced Development Alternative would result in lesser amounts of development, it would result in reduced potential for impacts to special-status species compared to the proposed Plan.

With regard to substantial adverse effects on riparian habitat or other sensitive natural communities, although the Plan Area is already mostly built out with urbanized land uses and does not itself include any riparian or sensitive habitat areas, future development in the Plan Area could have indirect impacts on such areas, including those that occur adjacent to the Plan Area, along Los Gatos Creek. Given that the total area of development and/or impervious or disturbed surfaces is anticipated to be roughly equivalent under the proposed Plan or the Reduced Development Alternative, the potential for indirect impacts would be roughly equivalent. The Campbell General Plan includes specific policies relating to the preservation of riparian corridors, development near riparian corridors, coordination with the SCVWD, and use of native plantings. Compliance with applicable local, State, and federal regulations would serve to reduce impacts to sensitive habitat. Additionally, Mitigation Measure BIO-2 would serve to further reduce potential indirect impacts by requiring native plantings be used to reduce potential for invasive species and runoff of fertilizers, pesticides, and herbicides. Additionally, as discussed in Section 4.8, Hydrology and Water Quality, redevelopment under the proposed Plan would likely result in decreased stormwater and pollutant runoff relative to existing conditions, through implementation of vegetative swales and water-efficient landscaping required by other regulations. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in roughly equivalent less than significant impacts in this respect.

As discussed above, although implementation of the proposed Plan or the Reduced Development Alternative could have indirect effects on adjacent wetlands, such effects would be avoided or reduced through compliance with General Plan policies, including those related to runoff, drainage facilities, and construction practices, as well as through implementation of stormwater best management practices (BMPs) during construction and operation of new developments. As discussed in Section 4.8, Hydrology and Water Quality, the proposed Plan is not anticipated to result in significant impacts with respect of water quality, erosion, or siltation—any of which could have indirect impacts on wetlands. Nevertheless, outside of the Plan Area boundary, the proposed Plan and the Reduced Development Alternative incorporate recommended construction of new pedestrian crossings across the engineered channel that runs adjacent to the Plan Area. The construction of these crossings could impact federally protected wetlands; however, the planning and construction of the pedestrian crossings would be subject to relevant permit processes, mitigation requirements, and fee payments, and would also be subject to independent CEQA review. Since creation of these crossings could take place under either the proposed Plan or the Reduced Development Alternative, and since construction of these crossings would be subject to independent reviews, impacts in this regard would be comparable under the two alternatives. Moreover, implementation of Mitigation Measures BIO-2 and BIO-3 under the proposed Plan or the Reduced Development Alternative would serve to reduce associated impacts to less than significant. Therefore, indirect impacts to wetlands would be similar under both the proposed Plan and the Reduced Development Alternative.

Neither the proposed Plan nor the Reduced Development Alternative would be anticipated to interfere substantially with wildlife movements, corridors, or nursery sites. As discussed above, the Plan Area is highly urbanized, and there are no wildlife corridors or nursery sites within the Plan Area. Wildlife species common to urban and suburban habitat could be displaced where existing structures are demolished and landscaping is removed as part of future development, but these species are relatively abundant, and adapted to human disturbance. Additionally, both the proposed Plan and the Reduced Development Alternative would result in development that would include new landscaping features and open space areas that could provide wildlife habitat or movement corridors. Therefore implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts in this respect.

Neither the proposed Plan nor the Reduced Development Alternative would conflict with local ordinances protecting biological resources, or with adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans. However, both the proposed Plan and the Reduced Development Alternative could conflict with General Plan Policy CNR-3.1. Implementation of either alternative would be undertaken in compliance with applicable local, regional, and State policies and regulations—including Campbell's Protected Tree Ordinance under Chapter 21.32 of the Campbell Municipal Code. The Plan Area includes a small portion of the Study Area for the SCVHP, specifically the SCVWD desilting ponds immediately adjacent to Dell Avenue. Neither the proposed Plan nor the Reduced Development Alternative would permit new structures on this site, and SCVWD would continue to maintain the desilting ponds following the provisions of the SCVHP. Under either the proposed Plan or the Reduced Development Alternative, two pedestrian crossings may be constructed over the engineered channel that runs adjacent to the Plan Area, which could conflict with General Plan Policy CNR-3.1, requiring the preservation of riparian habitat. Mitigation Measure BIO-5 would serve to address these potential impacts by requiring Best Management Practices to avoid and protect riparian habitat. Through implementation of Mitigation Measure BIO-5 under either the proposed Plan or the Reduced Development Alternative, the impact would be reduced to a level of less than significant. Therefore implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts in this respect.

No significant cumulative impacts with respect to biological resources would result from implementation of either the proposed Plan or the Reduced Development Alternative. The potential impacts of proposed development on biological resources tend to be site-specific, and the overall cumulative effects would largely depend on the degree to which significant vegetation and wildlife resources are protected on a particular site. Nevertheless, development can contribute to fragmentation or incremental reduction of wildlife habitat, particularly for birds and larger mammals. However, given that the entirety of Plan Area is urbanized and/or has been subject to human disturbance, the potential for site-specific or cumulative impacts is minimal. As described above, compliance with local, State, and federal regulations, including policies of the Campbell General Plan, as well as implementation of applicable mitigation measures, would serve to reduce direct and indirect impacts to less than significant levels, thus precluding cumulative

impacts. Therefore, under implementation of either the proposed Plan or the Reduced Development Alternative, impacts in this respect would be comparable and less than significant.

Given these considerations, biological impacts under the Reduced Development Alternative would represent a *slight improvement* compared to those under the proposed Plan.

5.6.2.4 CULTURAL RESOURCES

Section 4.4, Cultural Resources, found that under implementation of the proposed Plan, significant impacts could occur under two standards of significance (CULT-2 and CULT-3), with less than significant impacts occurring under CULT-1, CULT-4, and CULT-5, Cumulative Impacts. All of the potentially significant impacts would be mitigated to a level of less than significant through Mitigation Measures CULT-2 and 3.

Development under either the proposed Plan or the Reduced Development Alternative would have the potential to result in substantial adverse changes in the significance of historical resources, archaeological resources, and/or unique paleontological resources or geologic features. It is also possible that development could potentially disturb human remains, including those interred outside of formal cemeteries. Historical resources encompass both architectural and archeological resources; however, the Plan Area does not include any known structures that would meet historical criteria. Although there are no known cultural resources in the Plan Area, it is possible that archaeological, paleontological, or geologic resources could be present underground, in either open or developed areas. Potential impacts to such resources would be reduced to a level of less than significant through implementation of Mitigation Measures CULT-2 and 3. In the event significant cultural resources were discovered, these measures would require construction personnel to cease activities, contact appropriate experts and officials, and take other appropriate steps to protect and preserve those resources, whether those resources are preserved on-site or moved off-site. Additionally, Section 4.4 finds that applicable regulations, procedures, and policies would ensure that any human remains discovered during construction allowed by either the proposed Plan or the Reduced Development Alternative would be handled appropriately. Given that impacts to cultural resources are usually site specific, that the Plan Area is located within and is itself a highly urbanized area, and since potential impacts would be mitigated, no cumulative impacts would result.

Therefore, given that the potential for disturbance is substantially lower under the Reduced Development Alternative, potential impacts would be *slightly reduced* compared to those under the proposed Plan.

5.6.2.5 GEOLOGY AND SOILS

Section 4.5, Geology, Soils, and Seismicity, found that under implementation of the proposed Plan, adherence to existing regulations and policies would ensure that impacts under all six standards of significance would be less than significant.

Neither the proposed Plan nor the Reduced Development Alternative would result in the exposure of people or structures to substantial adverse effects relating to seismic risks, including surface rupture, strong

ground shaking, ground failure (including liquefaction), or landslides. Since the Plan Area does not contain any known faults and associated Alquist-Priolo zones, the risk of surface rupture in the area is regarded as minimal. Nevertheless, earthquakes along nearby faults could result in "very strong" ground shaking or liquefaction in the Plan Area. Since the topography of the Plan Area is mostly flat, seismically induced landslides are not likely. Despite these seismic risks, adherence to local and State regulations and policies would reduce the risk to people and structures to a less-than-significant level. However, given that the increase in the number of employees and residents in the Plan Area would be lower under the Reduced Development Alternative, its implementation would result in lower impacts as fewer people would be subject to seismic risks in the Plan Area.

The Campbell General Plan and Campbell Municipal Code Section 21.18.130, Seismic and Geologic Hazards, would require future developments to evaluate and incorporate appropriate site-preparation and construction techniques to protect structures and their occupants during seismic events. Municipal Code Section 21.18.130 requires development projects both adhere to the uniform and CBC, and undertake geotechnical studies, as appropriate per official geological hazards maps used by the City. The recommendations of such geotechnical studies become the standards of review and must therefore be incorporated into proposed developments. Since these policies would apply irrespective of whether the proposed Plan or the Reduced Development Alternative were implemented, impacts related to seismic risks would be comparable and less than significant.

Neither the proposed Plan nor the Reduced Development Alternative would result in substantial soil erosion or the loss of topsoil. Future development would be required to comply with existing regulations, including grading erosion control measures specified in the California Building Code, Appendix J, Grading. Campbell Municipal Code Section 21.18.130 and Section 18.04.010 require compliance with the California Building Code. Therefore, impacts to soil erosion and loss of topsoil would be comparable and less than significant under implementation of either the proposed Plan or the Reduced Development Alternative.

Neither the proposed Plan nor the Reduced Development Alternative would result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Certain portions of the Plan Area, most notably those nearest to Los Gatos Creek, may be at risk of liquefaction or other ground failure. Nevertheless, as discussed above, Campbell Municipal Code Section 21.18.130, would require developments to evaluate and incorporate appropriate site-preparation and construction techniques to protect structures and their occupants from geological and soils-related hazards. Compliance with the Municipal Code under either alternative would thus reduce this impact to a level of less than significant. Therefore, impacts resulting from unstable geological units would be comparable and less than significant under implementation of either the proposed Plan or the Reduced Development Alternative.

Neither the proposed Plan nor the Reduced Development Alternative would result in a significant impact related to expansive soils. Although expansive soils could potentially be present in the Plan Area, available information does not indicate that such is the case. If a particular development site were shown to have

expansive soils, compliance with the California Building Code, as mandated by Campbell Municipal Code Section 21.18.130 and Section 18.04.010, would require proposed developments to evaluate and incorporate appropriate site-preparation and construction techniques to address hazards related to expansive soils. (Chapter 18 of the California Building Code contains standards and construction techniques related to expansive soils.) Compliance with the Municipal Code and California Building Code under either alternative would thus reduce this impact to a level of less than significant. Therefore, impacts resulting from expansive soils would be comparable and less than significant under implementation of either the proposed Plan or the Reduced Development Alternative.

Construction allowed by either the proposed Plan or the Reduced Development Alternative would not require the use of septic tanks or alternative wastewater disposal systems. Wastewater would be discharged into the existing public sanitary sewer system in the Plan Area, which is serviced by the West Valley Sanitation District. As such, there would be no impact from development at sites where soils may not be capable of supporting the use of septic tanks or alternative wastewater disposal systems. Therefore, impacts resulting from septic tanks or alternative wastewater disposal systems would be comparable and less than significant under implementation of either the proposed Plan or the Reduced Development Alternative.

No significant cumulative impacts with respect to geology, soils, or seismicity would result from implementation of either the proposed Plan or the Reduced Development Alternative. Potential impacts related to seismic, geologic, and soils hazards, as well as septic tanks and alternative waste disposal, are all site specific and do not contribute to cumulative effects. With regard to erosion and loss of top soil, neither the proposed Plan nor the Reduced Development Alternative would result in impacts that would contribute to a cumulative effect. As described above, compliance with local, State, and federal regulations, including policies of the Campbell General Plan, would serve to reduce erosion and soil loss impacts to less than significant levels, thus precluding cumulative impacts. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts in this respect.

Given the fact that future development under the Reduced Development Alternative would reduce the number of employees and residents within the Plan Area, thereby exposing fewer people to seismic hazards impacts under the Reduced Development Alternative would represent a *slight improvement* compared to those under the proposed Plan.

5.6.2.6 GREENHOUSE GAS EMISSIONS

Section 4.6, Greenhouse Gas Emissions, found that under implementation of the proposed Plan, less than significant impacts would occur with respect to all impact criteria, including generation of GHG emissions; conflicts with applicable plans, policies, or regulations; and cumulative impacts. An individual project on its own does not generate enough GHG emissions to influence global climate change; therefore, analysis of GHG emissions inherently considers a project's contribution to a cumulative environmental impact, and no further cumulative analysis is required.

Implementation of the proposed Plan or the Reduced Development Alternative would not directly or indirectly generate GHG emissions that would have a significant effect on the environment. GHG emissions from future construction activities within the Plan Area are not subject to any thresholds of significance, and represent one-time, short-term emissions. Therefore, these emissions are assumed to not significantly contribute to the GHG emissions impacts under either the proposed Plan or the Reduced Development Alternative. As shown in Table 4.6-5, the net increase of GHG emissions generated by the operational phase of the proposed Plan would exceed BAAQMD's bright-line standards of significance of 1,100 $MTCO_2e$; therefore, GHG emissions impacts are evaluated based on the Project efficiency. As identified in Table 4.6-5, the proposed Plan would not exceed the BAAQMD performance criterion of 4.6 $MTCO_2e/SP$. Furthermore, the proposed Plan would result in an improved efficiency compared to existing conditions. Since the Reduced Development Alternative would include the same policies and programs related to alternative transportation, increased connectivity, and open space, among others, it would be likely to achieve similar efficiency levels to the proposed Plan.

As discussed in Section 4.6, the proposed Plan would comply with applicable plans, policies and regulations for the purpose of reducing GHGs; since the Reduced Development Alternative would include the same policies and overarching land uses as the proposed Plan, it would likewise comply with these regional plans. The two GHG reduction plans that are applicable to the Plan Area are the CARB Scoping Plan and ABAG/MTC's Plan Bay Area. Both the proposed Plan and the Reduced Development Alternative would be consistent with CARB's scoping plan, since the majority of its provisions are reflected in State and local regulations and programs, with which future developments must comply. For example, new development in the Plan Area would be subject to the requirements of Title 24, California's building energy efficiency standards, as well as the City of Campbell's WELO. Given these considerations, impacts under the Reduced Development Alternative would be substantially *similar* to those under the proposed Plan with respect to GHG emissions.

5.6.2.7 HAZARDS AND HAZARDOUS MATERIALS

Section 4.7, Hazards and Hazardous Materials, found that under implementation of the proposed Plan, adherence to existing regulations and policies would ensure that impacts under four of the nine standards of significance (HAZ-1, 2, 4, 7, and 9) would be less than significant; there would be no impact under standards of significance HAZ-3,5, 6, and 8.

Implementation of either the proposed Plan or Reduced Development Alternative would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Neither the proposed Plan nor the Reduced Development Alternative includes changes to regulatory standards for handling, transport, storage, use, disposal, or disruption of hazardous materials. Although implementation of either the proposed Plan or the Reduced Development Alternative could involve use of commercially available hazardous materials (e.g., fuels, solvents, paints, and some consumer electronics) for construction projects, as well as generation of small amounts of hazardous waste from allowed use, the waste would be handled in accordance with applicable federal, State, and local laws,

policies, and regulations, as described in Section 4.7.1.1, Regulatory Framework. The Plan Area currently contains, and the proposed Plan and Reduced Development Alternative would allow, office, research and development/light industrial, retail and commercial, and residential land uses. Since industrial and commercial uses are included under either alternative, it is therefore possible that future development could generate significant quantities of hazardous materials. However, in either case, the City of Campbell, the SCCHMCD, and SCCFD would regulate the transport, generation, use, and/or disposal of hazardous materials within the Plan Area, related to either construction or business operations. In addition, the General Plan contains policies and strategies that further ensure that new development would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. However, under the Reduced Development Alternative, fewer people would be exposed to the transportation and use of hazardous materials. Therefore, while impacts in this respect would be less than significant, they would be slightly lower under the Reduced Development Alternative.

Implementation of either the proposed Plan or Reduced Development Alternative would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Both the proposed Plan and the Reduced Development Alternative would allow new development, including office, research and development/light industrial, residential, and retail and services within the Plan Area. Compliance with existing laws, regulations, policies, and procedures would ensure future development allowed by the proposed Plan or the Reduced Development Alternative would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As described in Section 4.7, these include applicable federal, State, and local laws and regulations regarding handling of these materials; the General Plan policies listed under Impact HAZ-1; and required Stormwater Pollution Prevention Plan and Best Management Practices. However, under the Reduced Development Alternative, fewer people would be exposed to the potential of risk of upset or accidental release and use of hazardous materials. Therefore, while impacts in this respect would be less than significant, they would be slightly lower under the Reduced Development Alternative.

Implementation of either the proposed Plan or Reduced Development Alternative would not create a significant hazard to the public or the environment by being located on a site, which is included on a list of hazardous materials sites compiled pursuance to Government Code Section 65962.5. As discussed in Section 4.7, five sites within the Plan Area and one additional site in near proximity to the Plan Area were identified on lists compiled pursuant to Government Code Section 65962.5. In addition, several sites with LUSTs were identified in the near vicinity of the Plan Area. Based on available information contained variously in the EnviroStor and GeoTracker government databases, as also summarized in Section 4.7.1.2, none of the listed sites appear to create a significant hazard to the public or the environment. In addition, the General Plan contains strategies to address future development on identified hazardous materials sites. Under either the proposed Plan or the Reduced Development Alternative, compliance with applicable federal, State, and local laws and regulations regarding hazardous material sites, as discussed in Section 4.7, would ensure future development would not create a significant hazard to the public or the environment, resulting in comparable less than significant impacts.

Implementation of either the proposed Plan or Reduced Development Alternative would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. As discussed in Section 4.7, no physical components of the proposed Plan would interfere with the ability to implement emergency response or evacuation, including provisions of the City of Campbell's Emergency Operations Plan. Since the Reduced Development Alternative would undertake the same new physical components, it would also have a less-than-significant impact upon existing conditions related to emergency response. Consistent with provisions of the 2013 CFC and the 2013 CBC, future developments under either the proposed Plan or the Reduced Development Alternative would include fire and emergency access through all phases of construction and operation, and would be required to incorporate building and life safety measures that serve to facilitate emergency response. Therefore, impacts related to emergency response and evacuation would be less than significant and comparable under implementation of either the proposed Plan or the Reduced Development Alternative.

Given that future development would be lessened under the Reduced Development Alternative, decreasing the number of new employees and potential exposure to hazardous materials within the Plan Area, impacts under the Reduced Development Alternative would therefore be *slightly reduced* compared to the proposed Plan.

5.6.2.8 HYDROLOGY AND WATER QUALITY

Section 4.8, Hydrology and Water Quality, found that under implementation of the proposed Plan, adherence to existing regulations and policies would ensure that impacts under all nine standards of significance would be less than significant.

Development under either the proposed Plan or the Reduced Development Alternative could result in changes to developed areas and impervious surfaces that could affect drainage patterns, runoff, and pollutant levels; but impacts under either alternative are anticipated to be less than significant. Under the proposed Plan and the Reduced Development Alternative, new developments would be subject to requirements for increased open space and stormwater retention features to reduce drainage and pollutant runoff. Under either the proposed Plan or the Reduced Development Alternative, landscaping would be required to comply with the City of Campbell Water Efficient Landscape Ordinance, which would further serve to reduce runoff of water and pollutants. Under either alternative, construction activities within the Plan Area would be required to comply with applicable local, State, and federal requirements to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Following construction, development operations would be governed by local and regional requirements regarding site design, source control, and treatment measures to manage water quality in stormwater runoff. Required compliance with these measures would ensure that any potential construction and operational impacts to water quality would be comparable and less than significant under either alternative.

Under implementation of either the proposed Plan or the Reduced Development Alternative, less than significant impacts would occur with respect to depletion of groundwater supplies or substantial

interference with groundwater recharge. Future development within the Plan Area could result in an increase in impervious surfaces, which would reduce infiltration and could lead to reduced groundwater recharge. However, as previously described, future development would be located on sites that have already been developed and currently have a high percentage of impervious surfaces. Implementation of the proposed Plan or the Reduced Development Alternative would also result in the incorporation of higher open space standards and new stormwater retention features with the potential to increase infiltration and recharge of groundwater supplies. Although buildout under the proposed Plan or the Reduced Development Alternative could lead to higher demand for water and subsequent increases in groundwater pumping, SCVWD's 2010 UWMP and the San Jose Water Company's 2010 UWMP indicate that there is a sufficient supply of water through 2035 even for multiple dry years.[11] Therefore, with respect to groundwater supply and recharge, the impacts of the proposed Plan versus the Reduced Development Alternative would be comparable and less than significant.

Under implementation of either the proposed Plan or the Reduced Development Alternative, less than significant impacts would occur with respect to substantial alterations of existing drainage patterns. Under either alternative, nearly all of the future development site would be located in areas that are already developed or paved, and new development on these sites would not create a substantial increase in the area of impervious surfaces. All new development and redevelopment projects would be required by local and regional regulations to implement construction phase BMPs, post-construction design measures that encourage infiltration in pervious areas, and post-construction source control measures to help prevent erosion and siltation due to stormwater runoff. With implementation of locally and regionally mandated erosion and sediment control measures and regulatory provisions to limit runoff for new development and redevelopment sites, development allowed by either the proposed Plan or the Reduced Development Alternative would not result in significant increases in erosion and sedimentation or contribute to on-site or off-site flooding. Therefore, impacts in this respect would be comparable and less than significant under either the proposed Plan or the Reduced Development Alternative.

Under implementation of either the proposed Plan or the Reduced Development Alternative, an increase in impervious surfaces could result in an increase in stormwater runoff that could exceed the capacity of existing or planned stormwater drainage systems; however, compliance with applicable local, regional, and federal regulations would serve to ensure that impacts remain less than significant. Such compliance would be mandatory irrespective of which alternative is selected. Therefore, under implementation of either the proposed Plan or the Reduced Development Alternative, impacts to stormwater capacity would be comparable and less than significant.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in significant impacts related to substantial degradation of water quality. As required by City and County stormwater management guidelines, BMPs would be required for development projects allowed under both the proposed Plan and the Reduced Development Alternative during both construction and operation of

[11] Santa Clara Valley Water District, 2010, *Urban Water Management Plan*.

future projects. These BMPs would control and prevent the release of sediment, debris, and other pollutants into the storm drain system. Additional requirements include the incorporation of site design, source control, and treatment control measures to treat and control runoff before it enters the storm drain system. Therefore, under implementation of either the proposed Plan or the Reduced Development Alternative, impacts related to degradation of water quality would be comparable and less than significant.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in impacts relating to placing housing within a 100-year flood hazard area. The Plan Area is outside the 100-year floodplain, with the exception of a very small portion of the southeast corner of the site, which is within the 100-year floodplain associated with the Los Gatos Creek. However, no housing would be placed within a 100-year flood hazard area and there would thus be no impact associated with either the proposed Plan or the Reduced Development Alternative. Therefore, under either the proposed Plan or the Reduced Development Alternative, housing-related flood impacts would be comparable and less than significant.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in significant impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. Although portions of the Plan Area lie within the potential inundation zones of several nearby dams, dam inundation zones are based on the highly unlikely scenario of a total catastrophic dam failure occurring in a very short period of time. The City of Campbell and Santa Clara County have never been impacted by a major dam failure, and existing State and local regulations address the potential for flood hazards as a result of dam failure. However, under the Reduced Development Alternative, fewer people would be exposed to the potential of risk of dam inundation. Therefore, while impacts in this respect would be less than significant, they would be slightly lower under the Reduced Development Alternative.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in significant impacts related to seiche, tsunami, or mudflow. Although the Plan Area lies downstream of significant lakes and reservoirs and is located adjacent to percolation ponds, the Bay Area has not been adversely affected by seiches, despite its history of seismic activity.[12] Absent of catastrophic dam failure, seiches in upstream reservoirs would be unlikely to result in significant downstream flooding, and the adjacent percolation ponds include steep sides and typically low water levels that would generally preclude significant seiches. The Plan Area is not located within the limits of an existing or historical landslide or debris flow zone, according to the ABAG mapping site.[13] In addition, the Plan Area is not within a tsunami inundation zone.[14] Given that implementation of neither the proposed Plan nor the Reduced Development Alternative would result in significant risks from tsunami, seiche, or mudflow, the impacts would be comparable and less than significant.

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[12] US Army Corps of Engineers, San Francisco District, Port of Oakland, 2000, *Oakland Harbor Navigation Improvement (-50 foot) Project SCH No. 97072051 Final Environmental Impact Statement/Report*.

[13] Association of Bay Area Governments (ABAG), 2014. *Landslide Maps and Information.* Accessed on August 27, 2014 at http://quake.abag.ca.gov/landslides/.

[14] ABAG, 2014. *Interactive Tsunami Inundation Map*. Accessed on August 27, 2014 at http://gis.abag.ca.gov/website/Hazards/?hlyr=tsunami.

No significant cumulative impacts with respect to hydrology or water quality would result from implementation of either the proposed Plan or the Reduced Development Alternative. As described above, compliance with local, regional, and federal regulations related to development construction and operations would serve to reduce hydrological and water quality impacts to less than significant levels. These regulations are crafted to ensure overall water quality in local and regional waterways; therefore, comprehensive compliance with these policies serves to prevent cumulative impacts. Given these considerations, the cumulative impacts would be comparable and less than significant under implementation of either the proposed Plan or the Reduced Development Alternative.

Given these considerations, neither the proposed Plan nor the Reduced Development Alternative would result in significant hydrology or water quality impacts. Therefore, impacts under the Reduced Development Alternative would be considered *similar* to those under the proposed Plan.

5.6.2.9 LAND USE AND PLANNING

Section 4.9, Land Use and Planning, found that under implementation of the proposed Plan, less than significant impacts would occur under all four standards of significance (LAND-1,2, 3, and 4).

Neither the proposed Plan nor the Reduced Development Alternative would physically divide an established community. The Plan Area as a whole, except for its western portion, is physically separated from surrounding neighborhoods by roadways and natural features that serve as an existing physical barrier between the Plan Area and nearby areas. These existing barriers would remain under either the proposed Plan or the Reduced Development Alternative. Additionally, under the proposed Plan or the Reduced Development Alternative, some of these existing barriers could be partly overcome, such as through new roadway connections and the creation of a promenade to better integrate the Plan Area with adjacent waterways. Development and design standards under either alternative would serve to ensure that new mixed-use development would not create new physical barriers between the Plan Area and surrounding neighborhoods. Furthermore, neither the proposed Plan nor the No Project Alterative call for physical structures or features that would divide the established communities within the Plan Area. Therefore, under implementation of either the proposed Plan or the Reduced Development Alternative, impacts in this respect would be comparable and less than significant.

Implementation of the proposed Plan or the Reduced Development Alternative would not conflict with existing city-level land use plans, policies, or regulations. As discussed in Section 4.9, the proposed Plan is consistent with the overall policy framework of the General Plan, and the proposed Plan itself incorporates a General Plan amendment to further ensure consistency. Additionally, the proposed Plan was found to be consistent with Campbell's Municipal Code, Streetscape Standards, Housing Element, and Guidelines and Standards for Land Uses near Streams. The proposed Plan was found to be consistent with the STANP and the Reduced Development Alternative would also be consistent with the STANP. Although a portion of the Plan Area would also fall into the area covered by the STANP, the parcels involved are exempted from the STANP due to their zoning designation and due to their location. The proposed Plan was also found to be

consistent with Plan Bay Area, since it would concentrate new housing and jobs in and near a designated PDA and anticipated transit station. Since the Reduced Development Alternative would achieve the same goals, it too would be consistent with Plan Bay Area. Both the proposed Plan and the Reduced Development Alternative would be entirely consistent upon adoption of relevant general and area plan amendments. Therefore, under implementation of either the proposed Plan or the Reduced Development Alternative, impacts in this respect would be comparable and less than significant.

Neither the proposed Plan nor the Reduced Development Alternative would conflict with an applicable HCP. The SCVHP study area encompasses a small portion of the Plan Area, the SCVWD's desilting ponds. Implementation of either the proposed Plan or the Reduced Development Alternative would not trigger construction of new buildings or structures on the SCVWD's desilting ponds. In addition, the SCVWD would continue to maintain the desilting ponds following the provisions of the SCVHP.

As discussed above, neither the proposed Plan nor the Reduced Development Alternative would conflict with any applicable land use plans, policies, or regulations, as amended for consistency. In addition, neither alternative would physically divide an existing community, nor would they conflict with an adopted conservation plan. No other cumulative projects are located in the immediate Plan Area vicinity that would, in combination with the proposed Plan or Reduced Development Alternative, divide a surrounding neighborhood or create a policy conflict. Therefore, under implementation of the proposed Plan or the Reduced Development Alternative, cumulative land use and planning impacts would be comparable.

Given these considerations, under implementation of either the proposed Plan or the Reduced Development Alternative, impacts related to land use and planning would be considered *similar*.

5.6.2.10 NOISE

Section 4.10, Noise, found that under implementation of the proposed Plan, less than significant impacts would occur under six standards of significance (NOISE-1, 3, 4, 5, 6, and 7), with significant impacts occurring under one standard of significance (NOISE-2). This significant impact would be mitigated to a level of less than significant through Mitigation Measure NOISE-2.

Neither the proposed Plan nor the Reduced Development Alternative would result in the generation of excessive noise or the exposure of sensitive receptors to noise in excess of applicable standards or regulations. Under implementation of the proposed Plan or the Reduced Development Alternative, new residential uses would be required to adhere to applicable State and local standards for interior and exterior noise levels. Both the proposed Plan and the Reduced Development Alternative would continue to permit land uses with similar potential to generate excessive noise, and in both cases, existing regulations, including General Plan policies and Municipal Code provisions, would continue to apply, thereby ensuring that excessive noise is not generated. Given these considerations, impacts relating to the generation or reception of excessive noise would be comparable and less than significant under implementation of either the proposed Plan or the Reduced Development Alternative.

Implementation of either the proposed Plan or the Reduced Development Alternative would have the potential to expose persons to or generate excessive vibration or groundborne noise. Between the proposed Plan and the Reduced Development Alternative, allowed land uses and future construction activities would have a similar potential to result in excessive vibration. However, in both cases, implementation of Mitigation Measure NOISE-2 would serve to reduce this impact to a less-than-significant level. Therefore, under implementation of either the proposed Plan or the No Project Alternative, impacts regarding vibration and groundborne noise would be comparable and less than significant.

Under implementation of the either the proposed Plan or the Reduced Development Alternative, impacts related to substantial permanent increases to ambient noise levels would be less than significant. Between the proposed Plan and the Reduced Development Alternative, allowed land uses would have a similar potential to result in excessive generation of noise, and in neither case would operations-related noise from land uses be anticipated to result in substantial permanent increases to ambient noise levels. Section 4.10 found that implementation of the proposed Plan would not result in substantial increases to ambient noise as a result of increased traffic. Given that the anticipated amount of traffic would be even lower under the Reduced Development Alternative than under the proposed Plan, traffic-related substantial permanent increases to ambient noise levels would not be expected in either case. Therefore, under implementation of the proposed Plan or the Reduced Development Alternative, noise impacts relating to substantial permanent increases to ambient noise levels would be comparable and less than significant.

With adherence to applicable regulations, impacts related to substantial temporary or periodic increases to ambient noise levels would be less than significant under implementation of either the proposed Plan or the Reduced Development Alternative. Construction noise varies considerably based on site conditions, the distance to sensitive receptors, and the equipment used. Nevertheless, through adherence to relevant provisions of the Campbell Municipal Code, including limitations on construction hours and City discretion to regulate specific construction activities, such impacts would be reduced to a level of less than significant. Therefore, under implementation of the proposed Plan or the Reduced Development Alternative, noise impacts relating to substantial temporary or periodic increases to ambient noise levels would be comparable and less than significant.

Since the Plan Area is not located in close proximity to a public use airport, a private use airport or airstrip, or a heliport, less than significant impacts or no impacts would occur in this respect under either the proposed Plan or the Reduced Development Alternative. With regard to cumulative noise impacts, the measurement and regulation of noise inherently includes cumulative assessment since various sources of sound combine to create the overall noise level at any particular location. Similarly, projected permanent increases ambient noise levels incorporated projected traffic volumes that accounted for regional growth. Therefore, under implementation of the proposed Plan or the Reduced Development Alternative, cumulative noise impacts would be comparable at a level of less than significant.

Given these considerations, under implementation of either the proposed Plan or the Reduced Development Alternative, impacts related to excessive noise and vibration would be *comparable* and less than significant.

5.6.2.11 POPULATION AND HOUSING

Section 4.11, Population and Housing, found that under implementation of the proposed Plan, less than significant impacts would occur under all four standards of significance.

Implementation of either the proposed Plan or the Reduced Development Alternative would not induce substantial unexpected population growth or growth for which inadequate planning has occurred. As discussed in Section 4.11, anticipated future development under the proposed Plan would result in 726 new residents and 7,394 net new jobs. These increases in jobs and residents are consistent with planned population increases for Campbell within Priority Development Areas (PDAs) established by ABAG/MTC pursuant to Plan Bay Area. Under the Reduced Development Alternative, there would be equivalent potential for residential growth and reduced potential for employment growth within the Plan Area. Therefore, impacts related to unanticipated or unplanned growth would be less than significant and comparable under implementation of either the proposed Plan or the Reduced Development Alternative.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in the displacement of substantial numbers of existing housing or people. Future development allowed by the proposed Plan or the Reduced Development Alternative would result in a net gain of 300 housing units and would not displace existing housing or people through redevelopment. Therefore, under implementation of either the proposed Plan or the Reduced Development Alternative, impacts in these respects would be comparable and less than significant.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in significant cumulative impacts with regard to population and housing in the area. As discussed in Section 4.11, the cumulative population increase from the proposed Plan and nearby projects in Los Gatos would be 1,611, which is less than 14 percent of ABAG anticipated population increase of 11,938, for Campbell and Los Gatos from 2010 to 2040. Under the Reduced Development Alternative, residential growth in the Plan Area would occur at the same level as under the proposed Plan, resulting in equivalent cumulative growth. Therefore, cumulative population growth would not exceed planned levels under either the proposed Plan or the Reduced Development Alternative. As discussed in Section 4.11, cumulative projects, including the proposed Plan would generate a total of 10,408 new jobs within Campbell and Los Gatos. Given that ABAG projects an additional 13,260 jobs will be added in Campbell and Los Gatos between 2010 and 2040, cumulative projects, including the proposed Plan, would be within the total projected job growth by 2040. Under the Reduced Development Alternative, potential for employment growth within the Plan Area would be substantially reduced, resulting in even lower cumulative growth. Therefore, under either the proposed Plan or the Reduced Development Alternative cumulative impacts with respect to unexpected population growth would be comparable and less than significant.

Neither the proposed Plan nor the Reduced Development Alternative would result in significant impacts related to Population and Housing. Therefore, potential impacts under the Reduced Development Alternative would be *similar* to those under the proposed Plan.

5.6.2.12 PUBLIC SERVICES AND RECREATION

Section 4.12, Public Services and Recreation, found that under implementation of the proposed Plan, adherence to existing policies and programs would ensure that impacts under all twelve standards of significance would be less than significant.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered fire protection facilities. The SCCFD has confirmed that the existing facilities, equipment, and staffing levels would be adequate to accommodate growth allowed by the proposed Plan.[15] The cumulative setting for fire protection services takes into account growth allowed by the proposed Plan, in combination with growth projected by ABAG in the service area of the SCCFD, which includes the cities of Campbell, Los Altos, Monte Sereno, and Saratoga, and towns of Los Altos Hills and Los Gatos. Given that employment growth potential would be lower under the Reduced Development Alternative and residential growth potential would be the same, fire service needs and any potential for attendant impacts would thereby be reduced. Compliance with the State and local regulations, in conjunction with SCCFD's planning processes, would ensure that future growth allowed by either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts and cumulative impacts in this respect.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered police protection facilities. The CPD has confirmed that future development allowed by the proposed Plan would not result in the need for expansion or addition of facilities.[16] The cumulative setting for police protection services takes into account growth allowed by the proposed Plan, in combination with cumulative projects in Campbell (see Table 4-1). Given that employment growth potential would be lower and residential growth potential would be equivalent under the Reduced Development Alternative, police service needs and the potential for attendant impacts would thereby be reduced. Based on confirmation by the Campbell Police Department, along with compliance with the General Plan policies discussed in Section 4.12, future growth allowed by either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts and cumulative impacts in this respect.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered school

[15] Stocksick, Debbie, Operations Captain, Santa Clara County Fire Department. Personal communication with Travis Bradley, PlaceWorks, July 29,2014.

[16] Cefalu, Joe, Captain, City of Campbell Police Department. Personal email communications with Travis Bradley, PlaceWorks, July 28, 2014

facilities. As discussed in Section 4.12, the payment of school fees is deemed to fully mitigate the impacts of new development on school facilities, per California Government Code Section 65995. Cumulative projects would add new students to the CUSD and CUHSD in addition to those generated by development allowed by the proposed Plan or the Reduced Development Alternative, which could result in the need for new or expanded school facilities. However, these cumulative projects would also be subject to the school mitigation fees discussed above. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable, less than significant impacts and cumulative impacts related to the Campbell Union School District (CUSD) and the Campbell Union High School District (CUHSD).

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered library facilities. As discussed in Section 4.12, buildout allowed by the proposed Plan would occur over the 2040 buildout horizon, which would result in a gradual increase in demand for library services. Given that the increased use of the library facilities would be gradual, the additional new library users in the Plan Area would not likely cause or accelerate the need for facility expansion.[17] With regard to cumulative impacts, future growth within the SCCLD will increase the demand for library services and facilities. The Santa Clara County Library Strategic Plan accounts for the entire SCCLD service area and provides a basis for analyzing the most efficient allocation of funds both for the district as a whole as well as among the different libraries in the SCCLD service area. This would not only allow for adequate funding to satisfy demand at the Campbell Community Library, but would also ensure that surrounding libraries are adequate to fulfill demand, which in turn would reduce the demand at the Campbell Community Library by reducing deficiencies at surrounding facilities. Overall, compliance with General Plan policies related to library services and coordination with the SCCLD would avoid the need for new or physically altered library facilities. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable, less than significant impacts and cumulative impacts related to library facilities.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered park and recreation facilities. As discussed in Section 4.12, development allowed by the proposed Plan could bring 726 new residents to the city, thereby increasing use of existing parkland. Adding 726 new residents to the city's existing population, the City of Campbell would still be in compliance with the adopted City standard with a parkland ratio of 6.3 acres parkland per 1,000 residents.[18] Therefore, the creation of additional parkland acreage would not be required to serve development allowed by the proposed Plan or the Reduced Development Alternative. Additionally, given that lessened employment growth and equivalent residential growth are anticipated under the Reduced Development Alternative, it would result in an somewhat lower potential for impacts to park and recreation facilities. Future development under either the proposed Plan

[17] Griffen, Chuck, Financial and Administrative Services Manager, Personal Communications with Travis Bradley, PlaceWorks, July 23, 2014.

[18] 40,027 existing population + 726 new residents = 40,753 new population. 258 acres / 40,753 population x 1,000 residents = 6.3 acres per 1,000 residents

or the Reduced Development Alternative would be required to comply with requirements for developers to pay impact fees to maintain existing parks and recreation facilities, as well as requirements for residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts and cumulative impacts related to new or physically altered park and recreation facilities.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in impacts or cumulative impacts arising from increased use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur, or be accelerated. As discussed in Section 4.12, an increase to population would occur as result of development allowed by the proposed Plan, thereby increasing the use of existing neighborhood and regional parks or other recreational facilities. However, under either the proposed Plan or the Reduced Development Alternative developers would be required to pay impact fees to mitigate potential impacts to existing parklands and recreation facilities as a result of growth allowed by either alternative. New development allowed by the either alternative may also include the development of on-site open space that could help to offset or reduce potential use of existing parkland. Given that lessened employment growth and equivalent residential growth are anticipated under the Reduced Development Alternative, it would result in a somewhat lower potential for impacts to park and recreation facilities. Future development under either the proposed Plan or the Reduced Development Alternative would be required to comply with requirements for developers to pay impact fees to maintain existing parks and recreation facilities, as well as requirements for residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts and cumulative impacts related to physical deterioration of park or recreation facilities.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in impacts or cumulative impacts arising from inclusion or required construction or expansion of recreational facilities. As discussed above, the City currently meets its adopted standard of providing 4 acres of parkland per 1,000 residents, and would continue to meet this standard with development allowed by the proposed Plan. New development allowed by the proposed Plan or the Reduced Development Alternative may also include the development of on-site open space that could help to off-set or reduce potential use of existing parkland. Given that lessened employment growth and equivalent residential growth are anticipated under the Reduced Development Alternative, it would result in a somewhat lower potential for impacts to park and recreation facilities. Future development under either the proposed Plan or the Reduced Development Alternative would be required to comply with requirements for developers to pay impact fees to maintain existing parks and recreation facilities, as well as requirements for residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable, less than significant impacts and cumulative impacts related to inclusion or required construction or expansion of recreation facilities.

Neither the proposed Plan nor the Reduced Development Alternative would result in significant impacts related to provision of public services. Therefore, potential impacts under the Reduced Development Alternative would be *similar* to those under the proposed Plan.

5.6.2.13 TRANSPORTATION AND TRAFFIC

As described in Section 4.13, implementation of the proposed Plan would result in less-than-significant impacts under five standards of significance (TRAF-3 through TRAF-7) and significant and unavoidable impacts under three standards of significance (TRAF-1, TRAF-2, and TRAF-8).

Implementation of either the proposed Plan or the Reduced Development Alternative would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system with respect to alternative forms of transportation. The proposed Plan and the Reduced Development Alternative would include circulation and pedestrian improvements that would be consistent with local and regional goals regarding transportation alternatives by serving to improve the pedestrian realm and increase connectivity and bicycle and transit access. Therefore, in this respect, impacts under implementation of either the proposed Plan or the Reduced Development Alternative impacts would be comparable and less than significant.

Table 5-3 summarizes the intersection impacts of the proposed Plan and the alternatives to the proposed Plan. As shown in Table 5-3, the Reduced Development Alternative would result in less-than-significant impacts for the following two intersections that would operate at unacceptable levels under the proposed Plan:

5. Winchester Boulevard/Sunnyoaks Avenue (AM peak hour)
16. Winchester Boulevard/SR 85 Southbound Ramps (AM peak hour)

Although, in comparison to operations under the proposed Plan, the Reduced Development Alternative would improve operations at the intersections listed above, the Reduced Development Alternative would result in deficient operations at 16 intersections. The following is a summary of how the proposed mitigation measure would differ from those presented in Section 4.13, Transportation and Traffic. As shown below, 13 of the 16 intersection impacts would be potentially significant and unavoidable.

- **Intersection 1: San Tomas Expressway/Hamilton Avenue**. No change in previously proposed mitigation measure. Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.
- **Intersection 2: San Tomas Expressway/Campbell Ave**. No change in previously proposed mitigation measure. Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.
- **Intersection 3: San Tomas Expressway/SR 17 SB Ramps**. The mitigation measure would be reduced as follows:

  - Southbound: no reduction
  - Eastbound: seven, rather than eight, through lanes, and two right-turn lanes
  - Westbound: no reduction

  Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.

- **Intersection 4: Camden Ave/White Oaks Rd-Curtner Ave**. The mitigation measure would be reduced as follows:
  - Northbound: no reduction
  - Southbound: no reduction
  - Eastbound: no reduction
  - Westbound: two left-turn lanes; five, rather than six, through lanes; and one right-turn lane

  Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.

- **Intersection 6: Winchester Blvd/Hacienda Ave**. The mitigation measure would be reduced as follows:
  - Northbound: no reduction
  - Southbound: one, rather than two, left-turn lanes; two through lanes; and one right-turn lane
  - Eastbound: no reduction
  - Westbound: no reduction

  Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.

- **Intersection 7: East Sunnyoaks Ave/Dell Ave**. No change in previously proposed mitigation measure. With implementation of the mitigation measure identified in Section 4.13, the impact would be less than significant.

- **Intersection 8: Hacienda Ave/Dell Ave**. No change in previously proposed mitigation measure. With implementation of the mitigation measure identified in Section 4.13, the impact would be less than significant.

- **Intersection 10: Bascom Ave/Camden Ave**. The mitigation measure would be reduced as follows:
  - Northbound: no reduction
  - Southbound: two left-turn lanes; three, rather than four, through lanes; two right-turn lanes
  - Eastbound: no reduction
  - Westbound: no reduction

  Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.

- **Intersection 14: Winchester Blvd/Knowles Dr**. The mitigation measure would be reduced as follows:
  - Northbound: no reduction
  - Southbound: no reduction
  - Eastbound: no reduction
  - Westbound: two left-turn lanes; and one shared through/right-turn lane, rather than one through lane and one right-turn lane

  Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.
- **Intersection 15: Winchester Blvd/SR 85 NB Ramps**. No change in previously proposed mitigation measure. Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.
- **Intersection 18: Winchester Blvd/Wimbledon Dr**. No change in previously proposed mitigation measure. With implementation of the mitigation measure identified in Section 4.13, the impact would be significant and unavoidable.
- **Intersection 19: Winchester Blvd/Lark Ave**. No change in previously proposed mitigation measure. With implementation of the mitigation measure identified in Section 4.13, the impact would be less than significant.
- **Intersection 20: Lark Ave/SR 17 SB Ramps**. No change in previously proposed mitigation measure. With implementation of the mitigation measure identified in Section 4.13, the impact would be significant and unavoidable.
- **Intersection 23: Winchester Blvd/Daves Ave**. No change in previously proposed mitigation measure. Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.
- **Intersection 24: Blossom Hill Rd/Santa Cruz Ave-Winchester Blvd**. No change in previously proposed mitigation measure. Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.
- **Intersection 26: Los Gatos-Saratoga Rd/University Ave**. The mitigation measure would be modified as follows:
  - Northbound: no change from the mitigation measure
  - Southbound: no change from existing conditions
  - Eastbound: no change from existing conditions
  - Westbound: no change from existing conditions

Based on constraints identified in Section 4.13, the impact would be potentially significant and unavoidable.

Although the Reduced Development Alternative would result in improved traffic impacts, the alternative would not avoid all of the significant and unavoidable impacts of the proposed Plan and would represent a slight improvement over proposed Plan conditions.

Implementation of either the proposed Plan or the Reduced Development Alternative would not substantially increase hazards due to a design feature or result in inadequate emergency access. When roadway modifications are proposed under either the proposed Plan or the Reduced Development Alternative, such modifications would need to go through an independent review process to determine that the modifications conform with design standards and requirements. Thus, as long as all applicable design standards are requirements are followed, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts in these respects.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in changes to air traffic patterns or a substantial under-supply of parking. The proposed Plan does not affect the location, design, or operation of any of the region's airports. While the new air travel demand potentially generated by development allowed by the proposed Plan has not been estimated, it is not expected to cause any of the region's airports to reach or exceed operational capacity. Since the Reduced Development Alternative would feature a lower net increase in workers in the area, it would also not impact area air traffic. Projects developed under the proposed Plan or Reduced Development Alternative would be subject to the parking rates and requirements in the Municipal Code. Projects under the proposed Plan would be encouraged to incorporate the parking management strategies outlined in the Plan. Therefore, the impact with respect to parking would be less than significant and comparable under either the proposed Plan or the Reduced Development Alternative.

Overall, the Reduced Development Alternative would result in a *slight improvement* in comparison to the proposed Plan.

5.6.2.14 UTILITIES AND SERVICE SYSTEMS

Section 4.14, Utilities and Service Systems, found that under implementation of the proposed Plan, less than significant impacts would occur under all 13 standards of significance.

Under implementation of either the proposed Plan or the Reduced Development Alternative, sufficient water supplies would be available from existing entitlements. As discussed in Section 4.14, the SJWC's WSA concluded there will be adequate water supplies to meet projected increased demands associated with development under the proposed Plan, using conservative assumptions regarding potable water use for normal hydrologic, single-dry year, and multiple-dry year conditions. The SJWC has supply flexibility in meeting the increase in water demand projected under the proposed Plan, due to its variety of available water supply sources, ongoing coordination with the SCVWD, increasing water conservation efforts, and

water supply contingency planning. Since the Reduced Development Alternative would result in equivalent residential and reduced employment growth in the Plan Area, adequate water supplies would likewise exist for this alternative. Given that water demand would be lower under the Reduced Development Alternative, the impact on water resources would be a slight improvement compared to the proposed Plan.

Implementation of neither the proposed Plan nor the Reduced Development Alternative would require or result in the construction of new water facilities or expansion of existing facilities. As discussed above, the water demand associated with the proposed Plan would be served with available and planned water supplies provided by SJWC. Thus, any facility construction or expansion would be included in the UWMPs adopted by the SJWC and the SCVWD. Planned construction and expansion projects would be the responsibility of the SJWC or the SCVWD at the time they are proposed, and potential impacts would be subject to independent environmental review. Additionally, as discussed in Section 4.14, future development under the proposed Plan or the Reduced Development Alternative would be located within an already developed urban area and, therefore, would connect to the existing water distribution system. Given any future construction/expansion of water infrastructure would be the responsibility of SJWC/SCVWD, comparable less than significant impacts would occur under either the proposed Plan or the Reduced Development Alternative.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in cumulative impacts to the water supply. While development under the proposed Plan or the Reduced Development Alternative would contribute to an increased cumulative demand for water supply, the increased demand would not exceed the long-term supply under normal hydrologic circumstances, as discussed above. Additionally, SJWCs 2010 UWMP determined that the water supply will be sufficient to accommodate future demand in the SJWC service areas through 2035 (and 2040, by extrapolation), under normal conditions and during dry conditions, with appropriate conservation measures. Since the Reduced Development Alternative would result in equivalent potential for residential growth and decreased potential for employment growth, impacts with respect to water supply under this alternative would also be less than significant. With additional adherence with applicable local, regional, and State regulations, policies, and other considerations, cumulative impacts with respect to water supply would be comparable and less than significant under the proposed Plan or the Reduced Development Alternative.

Implementation of either the proposed Plan or the Reduced Development Alternative would not exceed wastewater treatment requirements of the applicable RWQCB. As discussed in Section 4.14, increases in wastewater generation associated with buildout of the proposed Plan would not be significant relative to currently available excess treatment capacity. In addition, the very conservatively estimated wastewater generation for the proposed Plan will be less than the currently estimated excess capacity in the WVSD collection system, even before planned improvements to the system. Additionally, with continued compliance with applicable regulations, projected wastewater generated from potential future development under the proposed Plan would not exceed the wastewater treatment requirements or capacity of the SJ/SCWPCP. Given that the Reduced Development Alternative would result in equivalent potential residential growth and reduced potential employment growth, demands on sanitary systems would be even

less than under the proposed Plan, also resulting in a less-than-significant impact. Therefore, with regard to exceeding wastewater treatment requirements, comparable less than significant impacts would occur under either the proposed Plan or the Reduced Development Alternative.

Implementation of either the proposed Plan or the Reduced Development Alternative would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. As discussed above and in Section 4.14, future wastewater demands from development under either the proposed Plan or the Reduced Development Alternative would not exceed the design or permitted capacity of the wastewater treatment plant serving the proposed Plan. Development under the proposed Plan or the Reduced Development Alternative would continue to be provided with wastewater collection and treatment services from the WVSD collection system and the SJ/SCWPCP treatment plant. Existing infrastructure would be preserved in place and, if necessary, extensions and/or additions to sewer collection systems would be installed to provide wastewater service to structures proposed by the proposed Plan. As discussed in Section 4.14, although creation of new or expanded sanitary system infrastructure could create environmental effects, compliance with applicable regulations and standard conditions of approval would serve to mitigate any potential adverse physical effects of these activities. Impacts from any future construction or expansion of wastewater facilities would be project-specific, and would require permitting and review in accordance with CEQA, which would ensure that any environmental impacts are disclosed and mitigated to the extent possible. Given that the Reduced Development Alternative would result in equivalent potential for residential growth and reduced potential for employment growth, demands on sanitary systems would be even less than under the proposed Plan, making construction or expansion of facilities less likely, and therefore also resulting in a less-than-significant impact. Therefore, with regard to the need to construct or expand wastewater facilities, comparable less than significant impacts would occur under either the proposed Plan or the Reduced Development Alternative.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the proposed Plan's projected demand in addition to the provider's existing commitments. As discussed in Section 4.14, the proposed Plan's worst-case estimated increase in wastewater flow represents less than 2 percent of the excess capacity available at the SJ/SCWPCP. Additionally, with continued compliance with applicable regulations listed below, wastewater generated from the proposed Plan or the Reduced Development Alternative would not exceed the permitted capacity of the SJ/SCWPCP treatment plant. As discussed above, the Reduced Development Alternative would result in decreased potential for employment growth and equivalent potential for residential growth, which would reduce potential future generation of wastewater. Therefore, in this respect, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts relating to capacity determinations by the wastewater treatment provider.

Implementation of either the proposed Plan or the Reduced Development Alternative, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to wastewater treatment. As discussed in Section 4.14, buildout of the proposed Plan would

generate a moderate 2 percent increase in the volume of wastewater delivered for treatment at SJ/SCWPCP, and this increase would occur incrementally until the 2040 buildout horizon. Based on the recent trends of diminishing wastewater treatment demand and the projected population growth in the service area, cumulative wastewater treatment demand over the proposed Plan buildout period is far below the excess capacity of the SJ/SCWPCP. Because the cumulative demand would not substantially impact the existing or planned capacity of the wastewater treatment systems, which have sufficient capacity for wastewater than would be produced by the proposed Plan, the construction of new wastewater treatment facilities would not be necessary. As discussed above, the Reduced Development Alternative would result in equivalent potential for residential growth and reduced potential for employment growth, which would reduce potential future generation of wastewater. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant cumulative impacts relating to wastewater treatment.

Implementation of the proposed Plan or the Reduced Development Alternative would require construction of new storm drainage facilities or expansion of existing facilities to accommodate future development; however, all storm water retention and conveyance facilities would be constructed in compliance with federal, State, and local regulations, including metering of flow, and would therefore not result in cumulative impacts related to storm drainage. The Plan Area is largely developed and almost entirely covered with building roofs, hardscapes, or paved surface parking lots, with the exception of landscaped areas. Additionally, the Plan Area is already served by existing storm drainage facilities. Given that the Reduced Development Alternative would result in equivalent potential residential growth and decreased potential employment growth, there would be no increased need to expand or construct storm drainage facilities above that of the proposed Plan. Moreover, environmental impacts resulting from individual projects related to the expansion or construction of stormwater drainage would be project-specific, and would require permitting and review in accordance with CEQA, which would ensure that any environmental impacts are disclosed and mitigated to the extent possible. Impacts related to provision of storm drainage facilities are typically localized, since the purpose of such systems is to convey stormwater to nearby waterways or floodways. In the case of the Plan Area, storm drainage facilities would convey water to nearby percolation ponds and Los Gatos Creek. As discussed above and in Section 4.11-8, Hydrology and Water Quality, neither the proposed Plan nor the Reduced Development Alternative is anticipated to result in significant increases in stormwater runoff with the potential to affect storm drainage facilities beyond the Plan Area. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant project-specific or cumulative impacts relating to storm drainage facilities.

Under implementation of either the proposed Plan or the Reduced Development Alternative, future development would be served by a landfill with sufficient permitted capacity to accommodate anticipated solid waste disposal needs. As discussed in Section 4.14, solid waste generated from implementation of the proposed Plan would account for less than 1 percent of the daily capacity at the Monterey Peninsula Landfill. Given that the Reduced Development Alternative would result in equivalent potential residential growth and decreased potential employment growth, the need for landfill capacity would be decreased

under the Reduced Development Alternative. As such, implementation of the proposed Plan or the Reduced Development Alternative would have comparable less than significant impacts with regard to daily capacity at each of the two main landfill facilities serving the city. The two landfills that receive the majority of the city's solid waste are likely to reach their permitted maximum capacities between 2048 and 2107, respectively, as shown in the Table 4.14-8. As such, there is more than adequate landfill capacity for the solid waste generated by implementation of either the proposed Plan or the Reduced Development Alternative. In addition, there are 13 other landfills that received waste from the city in 2013. In the event that one or both of the landfills currently receiving waste from the city was unable to continue in that capacity, it is likely that another landfill would be able to provide capacity. Additionally, with continued compliance with applicable regulations leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the proposed Plan or the Reduced Development Alternative would likely decrease, further diminishing impacts in regard to permitted landfill capacity. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts relating to solid waste disposal.

Implementation of either the proposed Plan or the Reduced Development Alternative would comply with federal, State, and local statutes and regulations related to solid waste. As discussed in Section 4.14, the City of Campbell has complied with State requirements to reduce the volume of solid waste through recycling and reuse of solid waste. The General Plan includes goals, policies, and strategies that promote recycling and conservation, and help ensure adequate waste collection and disposal facilities are available for the residents and workers of Campbell. Together, these policies and actions help to ensure that implementation of either the proposed Plan or the Reduced Development Alternative would be consistent with statutes and regulations related to solid waste, and would thus result in comparable less than significant impacts in this regard.

Implementation of either the proposed Plan or the Reduced Development Alternative, in combination with past, present, and reasonably foreseeable development, would not result significant cumulative impacts with respect to solid waste. The buildout of the proposed Plan will increase the quantity of solid waste for disposal. Since the two landfill facilities that take approximately 97 percent of the city's solid waste (in 2013) are not expected to close until between 2048 and 2107, respectively, it is unlikely that Campbell or other jurisdictions that use the same facilities will eventually experience insufficient future landfill capacity to accommodate existing or increased population and employment levels before the horizon year of the proposed Plan. Given that the Reduced Development Alternative would result in equivalent potential residential growth and reduced potential employment growth, the need for landfill capacity would be decreased under the Reduced Development Alternative, further diminishing potential cumulative impacts. In addition, there are 13 landfills that received waste from the city in 2013. If one or more of the two landfills currently receiving 97 percent of the waste were unavailable in the future, it is likely the city's solid waste volume could be increased at one or more of the other landfills that already serve the city. Therefore, with continued compliance with applicable regulations, implementation of the proposed Plan or the Reduced Development Alternative, in combination with past, present and reasonably foreseeable

development, would result in comparable less than significant impacts with respect to cumulative solid waste disposal impacts.

Implementation of either the proposed Plan or the Reduced Development Alternative would not result in a substantial increase in natural gas and electrical service demands, and would not require new energy supply facilities and transmission infrastructure or capacity enhancing alterations to existing facilities. Under both the proposed Plan and the Reduced Development Alternative, proposed new development would be constructed using energy efficient modern building materials and construction practices. With the implementation of these General Plan Policies and compliance with the CALGreen Building Code and Campbell Green Building Policies, significant energy conservation and savings would be realized in any new development within the Plan Area. Even with the energy saving practices in place, it is possible that new electrical connections, switches and/or transformers might be required to serve new structures and/or handle additional loads in the Plan Area under either the proposed Plan or Reduced Development Alternative. Potential environmental impacts from possible new electrical connections, switches, and/or transformers in the Plan Area are not anticipated to be significant and, to the extent such upgrades may be necessary, their environmental impacts would be evaluated individually, consistent with any overarching improvement plans adopted by energy providers. Given that the Reduced Development Alternative would result in equivalent potential residential growth and reduced potential employment growth, the need for new electrical or natural gas infrastructure would be decreased under the Reduced Development Alternative, further diminishing the potential for impacts. In addition, buildout of the proposed Plan or the Reduced Development Alternative would not significantly increase energy demands in the context of the entire PG&E service territory for electricity and natural gas generation, transmission and distribution. As a result, new energy supply facilities and transmission infrastructure, or capacity-enhancing alterations to existing facilities, would not be required as a direct result of the proposed Plan or the Reduced Development Alternative. Therefore, implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts relating to gas and electrical service demands.

Given these considerations, because the Reduced Development Alternative would include lesser increases to jobs in the Plan Area, demand on Utilities and Service Systems would be reduced and impacts would therefore represent a *slight improvement* compared to the proposed Plan.

5.7 NO DAAP-WEST ALTERNATIVE

5.7.1 PRINCIPAL CHARACTERISTICS

Under the No DAAP-West Alternative, the DAAP would cover only areas east of Winchester Boulevard, and areas west of Winchester Boulevard would be removed from the DAAP completely. As such, new development in areas west of Winchester Boulevard would occur consistent with the policies, development standards, and overarching land use concepts adopted under the City's General Plan. Office/retail uses to the east of Winchester would develop in a manner consistent with the proposed Plan. It is projected that this

alternative would result in no new housing units, 2,292,000 square feet of new office development, 49,000 square feet of net new retail space, and 7,467 net new jobs. The purpose of the No DAAP-West Alternative is to explore how potential impacts may be lessened by preserving existing uses along the west side of Winchester Boulevard, rather than allowing their conversion to mixed-use residential/pedestrian-oriented retail. As shown in Table 5-1, this development would generate the following population and employment increases:

- 0 new residents
- 123 new retail jobs
- 7,640 new office jobs
- -296 net R&D jobs
- 7,467 total net jobs

5.7.2 IMPACT DISCUSSION

The No DAAP-West Alternative would have the following impacts relative to the proposed Plan.

5.7.2.1 AESTHETICS

Section 4.1, Aesthetics, finds that the proposed Plan would result in less than significant impacts to aesthetics.

The proposed Plan and the No DAAP-West Alternative would have comparable impacts with regard to scenic views and vistas. As described in Section 4.1, the Campbell General Plan does not identify any scenic viewpoints within the Plan Area; however, for the purpose of the proposed Plan, the EIR describes the following scenic vistas:

- Southward views along Dell Avenue and Winchester Boulevard of the foothills and ridgelines of the Santa Cruz Mountains.
- Near-field views from the Los Gatos Creek Trail and the roads immediately adjacent to Santa Clara County's percolation ponds.

Under the proposed Plan, development could potentially block or otherwise adversely affect these views, including through new buildings of up 75 feet in height along Dell Avenue and up to 45 feet in height along the west side of Winchester Boulevard. Under the land use designations of the Campbell General Plan, maximum building heights are 45 feet along Dell Avenue and 75 feet along Winchester Boulevard. Given existing conditions, which include relatively flat topography, existing structures, and large trees, the views identified above are already largely obscured. Structures with the potential to block views could be constructed under the development standards of both the proposed Plan and the No DAAP-West Alternative. Although the No DAAP-West Alternative would no longer include the potential for new mixed-used development west of Winchester Boulevard, most new structures are still anticipated to be located near or along Dell Avenue and improvements along the west side of Winchester Boulevard would include

turnover of auto-service uses to commercial services at intensities permitted under the Campbell General Plan. Additionally, irrespective of whether the proposed Plan or the No DAAP-West Alternative were implemented, compliance with City policies and regulations regarding aesthetics, including Site and Architectural Review processes, would serve to ensure that new developments do not have substantial adverse effects on scenic views or vistas. Nevertheless, because the No DAAP-West Alternative would serve to limit redevelopment, these impacts would be reduced. Therefore, in this respect, the No DAAP-West Alternative would result in slightly reduced impacts compared to the proposed Plan.

There are no State-designated scenic highways in the vicinity of the Plan Area. Therefore, no impact to scenic resources visible from a State Scenic Highway would occur with the implementation of either the proposed Plan or the No DAAP-West Alternative. Therefore, in this respect, the proposed Plan and the No DAAP-West Alternative would result in comparable impacts.

With regard to the degradation of existing visual character, comparable impacts would occur under implementation of either the proposed Plan or the No DAAP-West Alternative. In the portions of the Plan Area to both the east and west of Winchester Boulevard, the current visual character is not particularly unique or distinguished, with no architecture or landscaping that would be regarded as noteworthy. The No DAAP-West Alternative would adopt the same land uses, policies, and regulations related to aesthetics, with the exception that areas west of Winchester Boulevard would no longer be included and mixed-use would no longer be planned for these locations. Any future development under the proposed Plan or the No DAAP-West Alternative would be required to comply with existing General Plan policies and development standards that serve to protect and enhance aesthetic character. The proposed Plan and the No DAAP-West Alternative would also allow new structures and uses that would be subject to additional policies that would emphasize pedestrian-oriented development, improved streetscapes, and greater connectivity. Encouraging new development that complied with both new and existing policies would serve to enhance the visual character of the Plan Area. Although the No DAAP-West Alternative would not allow creation of new mixed-use residential along the west side of Winchester Boulevard, the existing General Commercial (C-2) Zoning designation permits buildings up to 75 feet which could lead to potential visual impacts on adjacent residences should this area redevelop at higher land use intensities. Therefore, the No DAAP-West Alternative has the potential to degrade the existing visual character of the adjacent residential neighborhood since there are not provisions and design guidelines that require buffers between single family residences and building floor stepbacks. Therefore, in this respect, the proposed Plan would represent a slight improvement over the No DAAP-West Alternative.

Under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts related to new sources of light or glare would be less than significant. In either case, new developments would be required to comply with the standards set forth in Section 21.16.060 of the Municipal Code regarding restriction on new sources of light and glare. Additionally, the Campbell General Plan contains policies to reduce impacts from excessive lighting and glare, including light overflow to adjacent properties. These policies and regulations would apply to development under either the proposed Plan or the No DAAP-West Alternative. Therefore, in this respect, the proposed Plan and the No DAAP-West Alternative would result

in comparable less than significant impacts. Given these considerations, the potential aesthetic impacts under the No DAAP-West Alternative would be substantially s*imilar* compared to those under the proposed Plan.

5.7.2.2 AIR QUALITY

Section 4.2, Air Quality, found that under implementation of the proposed Plan, less than significant impacts would occur under two standards of significance (AIR-1 and AIR 5) , with significant impacts occurring under four standards of significance (AIR-2,3, 4, and 6). Significant Impact AIR-4 would be mitigated to a level of less than significant through Mitigation Measure AIR-4a; however, significant Impacts AIR-2, 3, and 6 would remain significant and unavoidable.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not conflict with or obstruct implementation of the applicable air quality plan. Implementation of the proposed Plan would not violate the ambient air quality standards (AAQS) of the 2010 Bay Area Clean Air Plan, in part since residential and employment growth anticipated under the proposed Plan would be consistent with regional growth projections. The No DAAP-West Alternative, since it would result in lower residential growth and roughly equivalent employment growth would therefore also comply with the AAQS. Adherence to BAAQMD regulations would ensure that new sources of TACs do not expose populations to significant health risk. Adherence to Mitigation Measure AQ-4 would ensure that the proposed Plan would reduce population exposure and protect public health consistent with the 2010 Bay Area Clean Air Plan. As discussed in Section 4.6, implementation of the proposed Plan would not result in significant impacts with regard to GHG emissions, and compliance with local and State regulations would further ensure that the proposed Plan is consistent with 2010 Bay Area Clean Air Plan goals relating to GHG emissions and climate change. The No DAAP-West Alternative would incorporate the same policies and programs of the proposed Plan that would be consistent with the applicable control measures of the AQMPs. Furthermore, the No DAAP-West Alternative would not disrupt or hinder any AQMP control measures. With regard to projections for VMT, Population, and Employment, since the No DAAP-West Alternative would implement the same general land uses and policies as the proposed Plan (albeit with no potential for residential growth), it would not result in conflicts with regional projections. Therefore, neither the proposed Plan nor the No DAAP-West Alternative would conflict with or obstruct implementation of the applicable air quality plan, and comparable less than significant impacts would occur in this regard.

Implementation of either the proposed Plan or the No DAAP-West Alternative would potentially violate an air quality standard or contribute substantially to an existing or projected air quality violation. Due to the SFBAAB's nonattainment status for ozone and PM and the cumulative impacts of growth on air quality, long-range plans (including the proposed Plan or the No DAAP-West Alternative) almost always have significant, unavoidable adverse air quality impacts. With regard to operational emissions, as discussed in Section 4.2, buildout of the proposed Plan would generate a substantial increase in criteria air pollutant emissions that exceeds the BAAQMD regional significance thresholds (ROG, NO_x, and PM_{10}). Although the No DAAP-West Alternative would result in lower levels of criteria air pollutant emissions than the proposed Plan, it would still potentially result in violations of regional air standards, as illustrated in the existing conditions

analysis in Section 4.2, Table 4.2-8. As discussed in Section 4.2, even with implementation of Mitigation Measures AQ-2a through AQ-2c, this impact would remain significant and unavoidable. Therefore, implementation of either the proposed Plan or the DAAP-West Alternative could result violation of air quality standards or contributions to existing violations; however, since the No DAAP-West Alternative would serve to reduce the number and/or degree of such violations, the impacts would represent a slight improvement over the proposed Plan.

Implementation of either the proposed Plan or the No DAAP-West Alternative would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard. The San Francisco Bay Area Air Basin (SFBAAB) is currently designated a nonattainment area for California and National O_3, California and National $PM_{2.5}$, and California PM_{10} AAQS. Any project that produces a significant regional air quality impact in an area that is in nonattainment adds to the cumulative impact. As discussed previously and in Section 4.2, both the proposed Plan and the No DAAP-West Alternative would have the potential to contribute to violations of air quality standards through continued and increased pollutant emissions. Although neither the proposed Plan nor the No DAAP-West Alternative would conflict with the 2010 Bay Area Clean Air Plan, they would both generate a substantial increase in criteria air pollutant emissions from construction and operational activities. Consequently, cumulative regional air quality impacts are also significant. As discussed in Section 4.2, even with implementation of Mitigation Measures AQ-2a through AQ-2c, this impact would remain significant and unavoidable. Therefore, since implementation of either the proposed Plan or the No DAAP-West Alternative would result in a cumulatively considerable net increase of certain criteria pollutants, impacts would be comparable and significant.

Implementation of either the proposed Plan or the No DAAP-West Alternative would expose sensitive receptors to substantial concentrations of air pollution. Areas of vehicle congestion have the potential to create pockets of CO, called hotspots. Under existing and future vehicle emission rates, a project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour—or 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited—in order to generate a significant CO impact.[19] The No DAAP-West Alternative would result in fewer vehicle trips and less traffic than the proposed Plan, since it would generate fewer new residents and would exclude the DAAP-West area. Thus, neither the proposed Plan nor the No DAAP-West Alternative would increase traffic volumes at affected intersections by more than 44,000 vehicles per hour or 24,000 vehicles per hour in areas prone to CO hotspots. Therefore, neither the proposed Plan nor the No DAAP-West Alternative would have the potential to substantially increase CO hotspots at intersections in the Plan Area and vicinity. As discussed in Section 4.2, the proposed Plan would also not create new major sources of Toxic Air Contaminants (TACs). Since the No DAAP-West Alternative would include similar types of commercial/industrial land uses, it would likewise not create any new major sources of TACs. The proposed Plan would introduce new sensitive land uses near existing sources of TACs, whereas the No DAAP-West Alternative would generally not to do so, since it excludes residential uses. Future projects containing sensitive receptors within 1,000 feet of

[19] Bay Area Air Quality Management District (BAAQMD), 2011 (Revised), *CEQA Air Quality Guidelines*.

major sources of TACs would need to ensure that they could achieve BAAQMD's performance standards. With application of Mitigation Measure AQ-4a under the proposed Plan or the No DAAP-West Alternative, developments containing sensitive receptors would be required to conduct additional study to establish that levels of pollution from TACs do not exceed acceptable levels. Therefore, since implementation of either the proposed Plan or the No DAAP-West Alternative would not expose sensitive receptors to substantial concentrations of air pollution, impacts would be comparable and less than significant.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not create or expose a substantial number of people to objectionable odors. As discussed in Section 4.2, no existing sources within the Plan Area are currently considered to generate nuisance odors. Buildout of the proposed Plan would result in conversion of the auto-repair facilities west of Winchester Boulevard to residential uses, which would further reduce the potential of odor complaints from painting/coating operations. Implementation of either the proposed Plan or the No DAAP-West Alternative would not involve land uses that generate substantial odors such as from composting, green waste, and recycling operations; food processing; chemical manufacturing; and painting/coating operations. The No DAAP-West Alternative would continue existing uses along Winchester that have the potential to produce objectionable odors; however, BAAQMD Regulation 7, Odorous Substances, requires abatement of any nuisance generating an odor complaint. Therefore, because existing sources of odors are required to comply with BAAQMD Regulation 7, impacts in this regard would be comparable and less than significant under implementation of either alternative.

As described above, regional air quality impacts were identified as significant under implementation of either the proposed Plan or the No DAAP-West Alternative; therefore, in combination with past, present, and reasonably foreseeable projects, both the proposed Plan and the No DAAP-West Alternative would result in a significant cumulative impact with respect to air quality, even with implementation of applicable regulations as well as mitigation measures described in Section 4.2. Therefore, cumulative air quality impacts would be comparable and significant under either alternative.

Both the proposed Plan and the No DAAP-West Alternative would result in significant impacts with regard to air quality. Although the decreased potential for residential growth under the No DAAP-West Alternative would result in lower air quality impacts in certain respects, this would be insufficient to prevent these impacts. Additionally, failing to co-locate new residential and employment growth would be contrary to regional land-use strategies to reduce air pollution and GHG emissions. Overall, neither the proposed Plan nor the No DAAP-West Alternative could avoid or mitigate all air quality impacts. Therefore, the No DAAP-West Alternative would have substantially *similar* impacts with regard to Air Quality as compared to the proposed Plan.

5.7.2.3 BIOLOGICAL RESOURCES

Section 4.3, Biological Resources, found that under implementation of the proposed Plan, less than significant impacts would occur under four standards of significance (BIO-4, 6, and 7) , with significant impacts occurring under three standards of significance (BIO-1, 2, 3, and 5). All three of these significant

impacts would be mitigated to a level of less than significant through Mitigation Measures BIO-1, 2, 3, and 5.

With regard to substantial adverse effects to special-status species, potential impacts could occur under implementation of either the proposed Plan or the No DAAP-West Alternative. Although the Plan Area is already mostly built out with urbanized land uses, remaining trees, landscaped areas, and structures could provide habitat for special-status species. Birds, including species such as Cooper's hawk, could use such areas for nesting, dispersal, and other functions. Mitigation Measure BIO-1 would serve to address these potential impacts by requiring: pre-construction surveys for nests and special-status species; cessation of nearby construction activities in the event that special-status species or active nests are discovered; and potential protection and construction work exclusion zones for active nests. Through implementation of Mitigation Measure BIO-1 under either the proposed Plan or the No DAAP-West Alternative, the impact would be reduced to a level of less than significant. Nevertheless, since implementation of the No DAAP-West Alternative would result in lesser amounts of development, it would result in reduced potential for impacts to special-status species compared to the proposed Plan.

With regard to substantial adverse effects on riparian habitat or other sensitive natural communities, although the Plan Area is already mostly built out with urbanized land uses and does not itself include any riparian or sensitive habitat areas, future development in the Plan Area could have indirect impacts on such areas, including those that occur adjacent to the Plan Area, along Los Gatos Creek. Given that the total area of development and/or impervious or disturbed surfaces is anticipated to be roughly equivalent under the proposed Plan or the No DAAP-West Alternative, the potential for indirect impacts would be roughly equivalent. The Campbell General Plan includes specific policies relating to the preservation of riparian corridors, development near riparian corridors, coordination with the SCVWD, and use of native plantings. Compliance with applicable local, State, and federal regulations would serve to reduce impacts to sensitive habitat. Additionally, Mitigation Measure BIO-2 would serve to further reduce potential indirect impacts by requiring native plantings be used to reduce potential for invasive species and runoff of fertilizers, pesticides, and herbicides. Additionally, as discussed in Section 4.8, Hydrology and Water Quality, redevelopment under the proposed Plan would likely serve to decrease stormwater and pollutant runoff relative to existing conditions, through implementation of vegetative swales and water-efficient landscaping required by other regulations. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in roughly equivalent less than significant impacts in this respect.

As discussed above, although implementation of the proposed Plan or the No DAAP-West Alternative could have indirect effects on adjacent wetlands, such effects would be avoided or reduced through compliance with General Plan policies, including those related to runoff, drainage facilities, and construction practices, as well as through implementation of stormwater best management practices (BMPs) during construction and operation of new developments. As discussed in Section 4.8, Hydrology and Water Quality, the proposed Plan is not anticipated to result in significant impacts with respect of water quality, erosion, or siltation—any of which could have indirect impacts on wetlands. Nevertheless, outside of the Plan Area boundary, the proposed Plan and the No DAAP-West Alternative incorporate recommended construction of

new pedestrian crossings that would cross the engineered channel that runs adjacent to the Plan Area. The construction of these crossings could impact federally protected wetlands; however, the planning and construction of the pedestrian crossings would be subject to relevant permit processes, mitigation requirements, and fee payments, and would also be subject to independent CEQA review. Since creation of these crossings could take place under either the proposed Plan or the No DAAP-West Alternative, and since construction of these crossings would be subject to independent reviews, impacts in this regard would be comparable under the two alternatives. Moreover, implementation of Mitigation Measures BIO-2 and BIO-3 under the proposed Plan or the No DAAP-West Alternative would serve to reduce associated impacts to less than significant. Therefore, indirect impacts to wetlands would be similar under both the proposed Plan and the No DAAP-West Alternative.

Neither the proposed Plan nor the No DAAP-West Alternative would be anticipated to interfere substantially with wildlife movements, corridors, or nursery sites. As discussed above, the Plan Area is highly urbanized, and there are no wildlife corridors or nursery sites within the Plan Area. Wildlife species common to urban and suburban habitat could be displaced where existing structures are demolished and landscaping is removed as part of future development, but these species are relatively abundant, and adapted to human disturbance. Additionally, both the proposed Plan and the No DAAP-West Alternative would result in development that would include new landscaping features and open space areas that could provide wildlife habitat or movement corridors. Therefore implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant impacts in this respect.

Neither the proposed Plan nor the No DAAP-West Alternative would conflict with ordinances protecting biological resources, or with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plans. However, both the proposed Plan and the No DAAP-West Alternative could conflict with General Plan Policy CNR-3.1. Implementation of either alternative would be undertaken in compliance with applicable local, regional, and State policies and regulations—including Campbell's Protected Tree Ordinance under Chapter 21.32 of the Campbell Municipal Code. The Plan Area includes a small portion of the Study Area for the SCVHP, specifically the SCVWD desilting ponds immediately adjacent to Dell Avenue. Neither the proposed Plan nor the No DAAP-West Alternative would permit new structures on this site, and SCVWD would continue to maintain the desilting ponds following the provisions of the SCVHP. Under either the proposed Plan or the No DAAP-West Alternative, additional pedestrian crossings may be constructed over the engineered channel that runs adjacent to the Plan Area which could conflict with General Plan Policy CNR-3.1 which requires the preservation of riparian habitat. Mitigation Measure BIO-4 would serve to address these potential impacts by requiring Best Management Practices to avoid and protect riparian habitat. Through implementation of Mitigation Measure BIO-5 under either the proposed Plan or the Reduced Development Alternative, the impact would be reduced to a level of less than significant. Therefore implementation of either the proposed Plan or the Reduced Development Alternative would result in comparable less than significant impacts in this respect. Therefore, under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts in this respect would be comparable and less than significant.

No significant cumulative impacts with respect to biological resources would result from implementation of either the proposed Plan or the No DAAP-West Alternative. The potential impacts of proposed development on biological resources tend to be site-specific, and the overall cumulative effects would largely depend on the degree to which significant vegetation and wildlife resources are protected on a particular site. Nevertheless, development can contribute to fragmentation or incremental reduction of wildlife habitat, particularly for birds and larger mammals. However, given that the entirety of Plan Area is urbanized and/or has been subject to human disturbance, the potential for site-specific or cumulative impacts is minimal. As described above, compliance with local, State, and federal regulations, including policies of the Campbell General Plan, as well as implementation of applicable mitigation measures, would serve to reduce direct and indirect impacts to less than significant levels, thus precluding cumulative impacts. Therefore, under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts in this respect would be comparable and less than significant.

Given these considerations, biological impacts under the No DAAP-West Alternative would represent a *slight improvement* compared to those under the proposed Plan.

5.7.2.4 CULTURAL RESOURCES

Section 4.4, Cultural Resources, found that under implementation of the proposed Plan, significant impacts could occur under two standards of significance (CULT-2 and CULT-3), with less than significant impacts occurring under CULT-1, CULT-4, CULT-5, Cumulative Impacts. All of the potentially significant impacts would be mitigated to a level of less than significant through Mitigation Measures CULT-2 and 3.

Development under either the proposed Plan or the No DAAP-West Alternative would have the potential to result in substantial adverse changes in the significance of historical resources, archaeological resources, and/or unique paleontological resources or geologic features. It is also possible that development could potentially disturb human remains, including those interred outside of formal cemeteries. Historical resources encompass both architectural and archeological resources; however, the Plan Area does not include any known structures that would meet historical criteria. Although there are no known cultural resources in the Plan Area, it is possible that archaeological, paleontological, or geologic resources could be present underground, in either open or developed areas. Potential impacts to such resources would be reduced to a level of less than significant through implementation of Mitigation Measures CULT-2 and 3. In the event significant cultural resources were discovered, these measures would require construction personnel to cease activities, contact appropriate experts and officials, and take other appropriate steps to protect and preserve those resources, whether those resources are preserved on-site or moved off-site. Additionally, Section 4.4 finds that applicable regulations, procedures, and policies would ensure that any human remains discovered during construction allowed by either the proposed Plan or the No DAAP-West Alternative would be handled appropriately. Given that impacts to cultural resources are usually site specific, that the Plan Area is located within and is itself a highly urbanized area, and since potential impacts would be mitigated, no cumulative impacts would result.

Therefore, given that the potential for disturbance is substantially lower under the No DAAP-West Alternative, potential impacts would be *slightly reduced* compared to those under the proposed Plan.

5.7.2.5 GEOLOGY AND SOILS

Section 4.5, Geology, Soils, and Seismicity, found that under implementation of the proposed Plan, adherence to existing regulations and policies would ensure that impacts under all six standards of significance would be less than significant.

Neither the proposed Plan nor the No DAAP-West Alternative would result in the exposure of people or structures to substantial adverse effects relating to seismic risks, including surface rupture, strong ground shaking, ground failure (including liquefaction), or landslides. Since the Plan Area does not contain any known faults and associated Alquist-Priolo zones, the risk of surface rupture in the area is regarded as minimal. Nevertheless, earthquakes along nearby faults could result in "very strong" ground shaking or liquefaction in the Plan Area. Since the topography of the Plan Area is mostly flat, seismically-induced landslides are not likely. Despite these seismic risks, adherence to local and State regulations and policies would reduce the risk to people and structures to a less-than-significant level. However, given that the increase in the number of new residents in the Plan Area would be lower under the No DAAP-West Alternative, its implementation would result in lower impacts, as fewer people would be subject to seismic risks in the Plan Area.

The Campbell General Plan and Campbell Municipal Code Section 21.18.130, Seismic and Geologic Hazards, would require future developments to evaluate and incorporate appropriate site-preparation and construction techniques to protect structures and their occupants during seismic events. Municipal Code Section 21.18.130 requires development projects both adhere to the uniform and CBC, and undertake geotechnical studies, as appropriate per official geological hazards maps used by the city. The recommendations of such geotechnical studies become the standards of review and must therefore be incorporated into proposed developments. Since these policies would apply irrespective of whether the proposed Plan or the No DAAP-West Alternative were implemented, impacts related to seismic risks would be comparable and less than significant.

Neither the proposed Plan nor the No DAAP-West Alternative would result in substantial soil erosion or the loss of topsoil. Future development would be required to comply with existing regulations, including grading erosion control measures specified in the California Building Code, Appendix J, Grading. Campbell Municipal Code Section 21.18.130 and Section 18.04.010 require compliance with the California Building Code. Therefore, impacts to soil erosion and loss of topsoil would be comparable and less than significant under implementation of either the proposed Plan or the No DAAP-West Alternative.

Neither the proposed Plan nor the No DAAP-West Alternative would result in a significant impact related to development on unstable geologic units and soils or result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. Certain portions of the Plan Area, most notably those nearest to Los Gatos Creek, may be at risk of liquefaction or other ground failure. Nevertheless, as discussed above,

Campbell Municipal Code Section 21.18.130, would require developments to evaluate and incorporate appropriate site-preparation and construction techniques to protect structures and their occupants from geological and soils-related hazards. Compliance with the Municipal Code under either alternative would thus reduce this impact to a level of less than significant. Therefore, impacts resulting from unstable geological units would be comparable and less than significant under implementation of either the proposed Plan or the No DAAP-West Alternative.

Neither the proposed Plan nor the No DAAP-West Alternative would result in a significant impact related to expansive soils. Although expansive soils could potentially be present in the Plan Area, available information does not indicate that such is the case. If a particular development site were shown to have expansive soils, compliance with the California Building Code, as mandated by Campbell Municipal Code Section 21.18.130 and Section 18.04.010, would require proposed developments to evaluate and incorporate appropriate site-preparation and construction techniques to address hazards related to expansive soils. (Chapter 18 of the California Building Code contains standards and construction techniques related to expansive soils.) Compliance with the Municipal Code and California Building Code under either alternative would thus reduce this impact to a level of less than significant. Therefore, impacts resulting from expansive soils would be comparable and less than significant under implementation of either the proposed Plan or the No DAAP-West Alternative.

Construction allowed by either the proposed Plan or the No DAAP-West Alternative would not require the use of septic tanks or alternative wastewater disposal systems. Wastewater would be discharged into the existing public sanitary sewer system in the Plan Area, which is serviced by the West Valley Sanitation District. As such, there would be no impact from development at sites where soils may not be capable of supporting the use of septic tanks or alternative wastewater disposal systems. Therefore, impacts resulting from septic tanks or alternative wastewater disposal systems would be comparable and less than significant under implementation of either the proposed Plan or the No DAAP-West Alternative.

No significant cumulative impacts with respect to geology, soils, or seismicity would result from implementation of either the proposed Plan or the No DAAP-West Alternative. Potential impacts related to seismic, geologic, and soils hazards, as well as septic tanks and alternative waste disposal, are all site specific and do not contribute to cumulative effects. With regard to erosion and loss of top soil, neither the proposed Plan nor the No DAAP-West Alternative would result in impacts that would contribute to a cumulative effect. As described above, compliance with local, State, and federal regulations, including policies of the Campbell General Plan, would serve to reduce erosion and soil loss impacts to less than significant levels, thus precluding cumulative impacts. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant impacts in this respect.

Given the fact that future development under the No DAAP-West Alternative would reduce the increase in the number of employees and residents within the Plan Area, thereby exposing fewer people to seismic

hazards, impacts under the No DAAP-West Alternative would represent a *slight improvement* compared to those under the proposed Plan.

5.7.2.6 GREENHOUSE GAS EMISSIONS

Section 4.6, Greenhouse Gas Emissions, found that under implementation of the proposed Plan, less than significant impacts would occur with respect to all impact criteria, including generation of GHG emissions; conflicts with applicable plans, policies, or regulations; and cumulative impacts. An individual project on its own does not generate enough GHG emissions to influence global climate change; therefore, analysis of GHG emissions inherently considers a project's contribution to a cumulative environmental impact, and no further cumulative analysis is required.

Implementation of the proposed Plan or the No DAAP-West Alternative would not directly or indirectly generate GHG emissions that would have a significant effect on the environment. GHG emissions from future construction activities within the Plan Area are not subject to any thresholds of significance, and represent one-time, short-term emissions. Therefore, these emissions are assumed to not significantly contribute to the GHG emissions impacts under either the proposed Plan or the No DAAP-West Alternative. As shown in Table 4.6-5, the net increase of GHG emissions generated by the operational phase of the proposed Plan would exceed BAAQMD's bright-line standards of significance of 1,100 $MTCO_2e$; therefore, GHG emissions impacts are evaluated based on the Project efficiency. As identified in Table 4.6-5, the proposed Plan would not exceed the BAAQMD performance criterion of 4.6 $MTCO_2e/SP$. Furthermore, the proposed Plan would result in an improved efficiency compared to existing conditions. Since the No DAAP-West Alternative would include the same policies and programs related to alternative transportation, increased connectivity, and open space, among others, it would be likely to achieve similar efficiency levels to the proposed Plan.

As discussed in Section 4.6, the proposed Plan would comply with applicable plans, policies and regulations for the purpose of reducing GHGs; however, although the No DAAP-West Alternative would include the same policies and programs as the proposed Plan, it would not locate new housing near transit and new jobs, and would thus be less compliant with these regional plans. The two GHG reduction plans that are applicable to the Plan Area are the CARB Scoping Plan and ABAG/MTC's Plan Bay Area. Both the proposed Plan and the No DAAP-West Alternative would be consistent with CARB's scoping plan, since the majority of its provisions are reflected in State and local regulations and programs, with which future developments must comply. For example, new development in the Plan Area would be subject to the requirements of Title 24, California's building energy efficiency standards, as well as the City of Campbell's WELO.

Given these considerations, impacts with respect to GHG emissions under the No DAAP-West Alternative would represent a *slight deterioration* compared to those under the proposed Plan.

5.7.2.7 HAZARDS AND HAZARDOUS MATERIALS

Section 4.7, Hazards and Hazardous Materials, found that under implementation of the proposed Plan, adherence to existing regulations and policies would ensure that impacts under four of the nine standards of significance (HAZ-1, 2, 4, 7, and 9) would be less than significant; there would be no impact under standards of significance HAZ-3,5, 6, and 8.

Implementation of either the proposed Plan or No DAAP-West Alternative would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Neither the proposed Plan nor the No DAAP-West Alternative includes changes to regulatory standards for handling, transport, storage, use, disposal, or disruption of hazardous materials. Although implementation of the proposed Plan or the No DAAP-West Alternative could involve use of commercially available hazardous materials (e.g., fuels, solvents, paints, and some consumer electronics) for construction projects, as well as generation of small amounts of hazardous waste from allowed use, the waste would be handled in accordance with applicable federal, State, and local laws, policies, and regulations, as described in Section 4.7.1.1, Regulatory Framework. The Plan Area currently contains, and the proposed Plan and No DAAP-West Alternative would allow, office, research and development/light industrial, retail and commercial land uses. Since industrial and commercial uses are included under either alternative, it is therefore possible that future development could generate significant quantities of hazardous materials. However, in either case, the City of Campbell, the SCCHMCD, and SCCFD would regulate the transport, generation, use, and/or disposal of hazardous materials within the Plan Area, related to either construction or business operations. In addition, the General Plan contains policies and strategies that further ensure that new development would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. However, under No DAAP-West Alternative, fewer people would be exposed to the transportation and use of hazardous materials. Therefore, while impacts in this respect would be less than significant, they would be slightly lower under the No DAAP-West Alternative.

Implementation of either the proposed Plan or No DAAP-West Alternative would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Both the proposed Plan and the No DAAP-West Alternative would allow new development, including office, research and development/light industrial, and retail and services within the Plan Area. Compliance with existing laws, regulations, policies, and procedures would ensure future development allowed by the proposed Plan or the No DAAP-West Alternative would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As described in Section 4.7, these include applicable federal, State, and local laws and regulations regarding handling of these materials; the General Plan policies listed under Impact HAZ-1; and required Stormwater Pollution Prevention Plan and Best Management Practices However, under the No DAAP-West Alternative, fewer people would be exposed to the potential of risk of upset or accidental release and use of hazardous

materials. Therefore, while impacts in this respect would be less than significant, they would be slightly lower under the No DAAP-West Alternative.

Implementation of either the proposed Plan or No DAAP-West Alternative would not create a significant hazard to the public or the environment by being located on a site, which is included on a list of hazardous materials sites compiled pursuance to Government Code Section 65962.5. As discussed in Section 4.7, five sites within the Plan Area and one additional site in near proximity to the Plan Area were identified on lists compiled pursuant to Government Code Section 65962.5. In addition, several sites with LUSTs were identified in the near vicinity of the Plan Area. Based on available information contained variously in the EnviroStor and GeoTracker government databases, as also summarized in Section 4.7.1.2, none of the listed sites appear to create a significant hazard to the public or the environment. In addition, the General Plan contains strategies to address future development on identified hazardous materials sites. Under either the proposed Plan or the No DAAP-West Alternative, compliance with applicable federal, State, and local laws and regulations regarding hazardous material sites, as discussed in Section 4.7, would ensure future development would not create a significant hazard to the public or the environment, resulting in comparable less than significant impacts.

Implementation of either the proposed Plan or No DAAP-West Alternative would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. As discussed in Section 4.7, no physical components of the proposed Plan would interfere with the ability to implement emergency response or evacuation, including provisions of the City of Campbell's Emergency Operations Plan. Since the No DAAP-West Alternative would undertake the same new physical components, with the exception of areas to the west of Winchester Boulevard, it would also have a less-than-significant impact upon existing conditions related to emergency response. Consistent with provisions of the 2013 CFC and the 2013 CBC, future developments under either the proposed Plan or the No DAAP-West Alternative will include fire and emergency access through all phases of construction and operation, and would be required to incorporate building and life safety measures that serve to facilitate emergency response. Therefore, impacts related to emergency response and evacuation would be less than significant and comparable under implementation of either the proposed Plan or the No DAAP-West Alternative.

Given that future development would be lessened under the No DAAP-West Alternative, decreasing the number of new residents and potential exposure to hazardous materials within the Plan Area, impacts under the No DAAP-West Alternative would therefore be *slightly reduced* compared to the proposed Plan.

5.7.2.8 HYDROLOGY AND WATER QUALITY

Section 4.8, Hydrology and Water Quality, found that under implementation of the proposed Plan, adherence to existing regulations and policies would ensure that impacts under all nine standards of significance would be less than significant.

Development under either the proposed Plan or the No DAAP-West Alternative could result in changes to developed areas and impervious surfaces that could affect drainage patterns, runoff, and pollutant levels; but impacts under either alternative are anticipated to be less than significant. Under the proposed Plan and the No DAAP-West Alternative, new developments would be subject to requirements for increased open space and stormwater retention features to reduce drainage and pollutant runoff. Under either the proposed Plan or the No DAAP-West Alternative, landscaping would be required to comply with the City of Campbell Water Efficient Landscape Ordinance, which would further serve to reduce runoff of water and pollutants. Under either alternative, construction activities within the Plan Area would be required to comply with applicable local, State, and federal requirements to control sedimentation, erosion, and hazardous materials contamination of runoff during construction. Following construction, development operations would be governed by local and regional requirements regarding site design, source control, and treatment measures to manage water quality in stormwater runoff. Required compliance with these measures would ensure that any potential construction and operational impacts to water quality would be comparable and less than significant under either alternative.

Under implementation of either the proposed Plan or the No DAAP-West Alternative, less than significant impacts would occur with respect to depletion of groundwater supplies or substantial interference with groundwater recharge. Future development within the Plan Area could result in an increase in impervious surfaces, which would reduce infiltration and could lead to reduced groundwater recharge. However, as previously described, future development would be located on sites that have already been developed and currently have a high percentage of impervious surfaces. Implementation of the proposed Plan or the No DAAP-West Alternative would also result in the incorporation of higher open space standards and new stormwater retention features with the potential to increase infiltration and recharge of groundwater supplies. Although buildout under the proposed Plan or the No DAAP-West Alternative could lead to higher demand for water and subsequent increases in groundwater pumping, SCVWD's 2010 UWMP and the San Jose Water Company's 2010 UWMP indicate that there is a sufficient supply of water through 2035 even for multiple dry years.[20] Therefore, with respect to groundwater supply and recharge, the impacts of the proposed Plan versus the No DAAP-West Alternative would be comparable and less than significant.

Under implementation of either the proposed Plan or the No DAAP-West Alternative, less than significant impacts would occur with respect to substantial alterations of existing drainage patterns. Under either alternative, nearly all of the future development site would be located in areas that are already developed or paved, and new development on these sites would not create a substantial increase in the area of impervious surfaces. All new development and redevelopment projects would be required by local and regional regulations to implement construction phase BMPs, post-construction design measures that encourage infiltration in pervious areas, and post-construction source control measures to help prevent erosion and siltation due to stormwater runoff. With implementation of locally and regionally mandated erosion and sediment control measures and regulatory provisions to limit runoff for new development and redevelopment sites, development allowed by either the proposed Plan or the No DAAP-West Alternative

[20] Santa Clara Valley Water District, 2010, *Urban Water Management Plan*.

would not result in significant increases in erosion and sedimentation or contribute to on-site or off-site flooding. Therefore, impacts in this respect would be comparable and less than significant under either the proposed Plan or the No DAAP-West Alternative.

Under implementation of either the proposed Plan or the No DAAP-West Alternative, an increase in impervious surfaces could result in an increase in stormwater runoff that could exceed the capacity of existing or planned stormwater drainage systems; however, compliance with applicable local, regional, and federal regulations would serve to ensure that impacts remain less than significant. Such compliance would be mandatory irrespective of which alternative is selected. Therefore, under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts to stormwater capacity would be comparable and less than significant.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in significant impacts related to substantial degradation of water quality. As required by City and County stormwater management guidelines, BMPs would be required for development projects allowed under both the proposed Plan and the No DAAP-West Alternative during both construction and operation of future projects. These BMPs would control and prevent the release of sediment, debris, and other pollutants into the storm drain system. Additional requirements include the incorporation of site design, source control, and treatment control measures to treat and control runoff before it enters the storm drain system. Therefore, under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts related to degradation of water quality would be comparable and less than significant.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in impacts relating to placing housing within a 100-year flood hazard area. The Plan Area is outside the 100-year floodplain, with the exception of a very small portion of the southeast corner of the site. However, no housing would be placed within a 100-year flood hazard area and there would thus be no impact associated with either the proposed Plan or the No DAAP-West Alternative. Therefore, under either the proposed Plan or the No DAAP-West Alternative, housing-related flood impacts would be comparable and less than significant.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in significant impacts related to exposure of people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. Although portions of the Plan Area lie within the potential inundation zones of several nearby dams, dam inundation zones are based on the highly unlikely scenario of a total catastrophic dam failure occurring in a very short period of time. The City of Campbell and Santa Clara County have never been impacted by a major dam failure, and existing State and local regulations address the potential for flood hazards as a result of dam failure. However, under the No DAAP-West Alternative, fewer people would be exposed to the potential of risk of dam inundation. Therefore, while impacts in this respect would be less than significant, they would be slightly lower under the No DAAP-West Alternative.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in significant impacts related to seiche, tsunami, or mudflow. Although the Plan Area lies downstream of significant lakes and reservoirs and is located adjacent to percolation ponds, the Bay Area has not been adversely affected by seiches, despite its history of seismic activity.[21] Absent of catastrophic dam failure, seiches in upstream reservoirs would be unlikely to result in significant downstream flooding, and the adjacent percolation ponds include steep sides and typically low water levels that would generally preclude significant seiches. The Plan Area is not located within the limits of an existing or historical landslide or debris flow zone, according to the ABAG mapping site.[22] In addition, the Plan Area is not within a tsunami inundation zone.[23] Given that implementation of neither the proposed Plan nor the No DAAP-West Alternative would result in significant risks from tsunami, seiche, or mudflow, the impacts would be comparable and less than significant.

No significant cumulative impacts with respect to hydrology or water quality would result from implementation of either the proposed Plan or the No DAAP-West Alternative. As described above, compliance with local, regional, and federal regulations related to development construction and operations would serve to reduce hydrological and water quality impacts to less than significant levels. These regulations are crafted to ensure overall water quality in local and regional waterways; therefore, comprehensive compliance with these policies serves to prevent cumulative impacts. Given these considerations, the cumulative impacts would be comparable and less than significant under implementation of either the proposed Plan or the No DAAP-West Alternative.

Given these considerations, neither the proposed Plan nor the No DAAP-West Alternative would result in significant hydrology or water quality impacts. Therefore, impacts under the No DAAP-West Alternative would be considered a *similar* to those under the proposed Plan.

5.7.2.9 LAND USE AND PLANNING

Section 4.9, Land Use and Planning, found that under implementation of the proposed Plan, less than significant impacts would occur under all four standards of significance (LAND-1,3, and 4).

Neither the proposed Plan nor the No DAAP-West Alternative would physically divide an established community. The Plan Area as a whole, except for its western portion, is physically separated from surrounding neighborhoods by roadways and natural features that serve as existing physical barrier between the Plan Area and nearby areas. These existing barriers would remain under either the proposed Plan or the No DAAP-West Alternative. Additionally, under the proposed Plan or the No DAAP-West Alternative, some of these existing barriers could be partly overcome, such as through new roadway connections and the

[21] US Army Corps of Engineers, San Francisco District, Port of Oakland, 2000, *Oakland Harbor Navigation Improvement (-50 foot) Project SCH No. 97072051 Final Environmental Impact Statement/Report*.

[22] Association of Bay Area Governments (ABAG), 2014. *Landslide Maps and Information.* Accessed on August 27, 2014 at http://quake.abag.ca.gov/landslides/.

[23] ABAG, 2014. *Interactive Tsunami Inundation Map.* Accessed on August 27, 2014 at http://gis.abag.ca.gov/website/Hazards/?hlyr=tsunami.

creation of a promenade to better integrate the Plan Area with adjacent waterways. Development and design standards under either alternative would serve to ensure that new development would not create new physical barriers between the Plan Area and surrounding neighborhoods. Furthermore, neither the proposed Plan nor the No Project Alterative call for physical structures or features that would divide the established communities within the Plan Area. Therefore, under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts in this respect would be comparable and less than significant.

Implementation of the proposed Plan would result in potential, but limited impacts with regard to conflicts with existing city-level land use plans, policies, or regulations; however, by excluding the DAAP-West area, the No DAAP-West Alternative would avoid this impact. As discussed in Section 4.9, the proposed Plan is consistent with the overall policy framework of the General Plan, and the proposed Plan itself incorporates a General Plan amendment to further ensure consistency. Additionally, the proposed Plan was found to be consistent with Campbell's Municipal Code, Streetscape Standards, Housing Element, and Guidelines and Standards for Land Uses Near Streams. The proposed Plan was found to be consistent with the STANP and the No DAAP-West would also be consistent with the STANP. Although a portion of the proposed Plan would also fall into the area covered by the STANP, the parcels involved are excepted from the STANP due to their zoning designation and are excepted from the STANP due to their location. The No DAAP-West Alternative would not include the areas to the West of Winchester Boulevard and consistency with the STANP would thus not be relevant. The proposed Plan was also found to be consistent with Plan Bay Area, since it would concentrate new housing and jobs in and near a designated PDA and anticipated transit station. Since the No DAAP-West Alternative would achieve the same goals, it too would be consistent with Plan Bay Area. With adoption of the necessary amendments called for by mitigation measures under the proposed Plan or without such adoption in the case of the No DAAP-West Alternative, both the proposed Plan and the No DAAP-West Alternative would be entirely consistent with relevant general and specific plans. Therefore, under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts in this respect would be comparable and less than significant.

Neither the proposed Plan nor the No DAAP-West Alternative would conflict with an applicable HCP. The SCVHP study area encompasses a small portion of the Plan Area, the SCVWD's desilting ponds. Implementation of either the proposed Plan or the No DAAP-West Alternative would not trigger construction of new buildings or structures on the SCVWD's desilting ponds. In addition, the SCVWD would continue to maintain the desilting ponds following the provisions of the SCVHP.

As discussed above, neither the proposed Plan nor the No DAAP-West Alternative would overtly conflict with any applicable land use plans, policies, or regulations, as amended for consistency. In addition, neither alternative would physically divide an existing community, nor would they conflict with an adopted conservation plan. No other cumulative projects are located in the immediate Plan Area vicinity that would, in combination with the proposed Plan or No DAAP-West Alternative, divide a surrounding neighborhood or create a policy conflict. Therefore, under implementation of the proposed Plan or the No DAAP-West Alternative, cumulative land use and planning impacts would be comparable.

Given these considerations, under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts related to land use and planning would be considered *similar*.

5.7.2.10 NOISE

Section 4.10, Noise, found that under implementation of the proposed Plan, less than significant impacts would occur under six standards of significance (NOISE-1, 3, 4, 5, 6, and 7), with significant impacts occurring under one standard of significance (NOISE-2). This significant impact would be mitigated to a level of less than significant through Mitigation Measure NOISE-2.

Neither the proposed Plan nor the No DAAP-West Alternative would result in the generation of excessive noise or the exposure of sensitive receptors to noise in excess of applicable standards or regulations. Under implementation of the proposed Plan, new residential uses would be required to adhere to applicable State and local standards for interior and exterior noise levels. Under the No DAAP-West Alternative, no new residential uses would be allowed in the Plan Area, and existing residential uses west of Winchester Boulevard would be excluded from the Plan Area. Both the proposed Plan and the No DAAP-West Alternative would continue to permit land uses with similar potential to generate excessive noise, and in both cases, existing regulations, including General Plan policies and Municipal Code provisions, would continue to apply, thereby ensuring that excessive noise is not generated. Given these considerations, impacts relating to the generation or reception of excessive noise would be comparable and less than significant under implementation of either the proposed Plan or the No DAAP-West Alternative.

Implementation of either the proposed Plan or the No DAAP-West Alternative would have the potential to expose persons to or generate excessive vibration or groundborne noise. Between the proposed Plan and the No DAAP-West Alternative, allowed land uses and future construction activities would have a similar potential to result in excessive vibration. However, in both cases, implementation of Mitigation Measure NOISE-2 would serve to reduce this impact to a less-than-significant level. Therefore, under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts regarding vibration and groundborne noise would be comparable and less than significant.

Under implementation of the either the proposed Plan or the No DAAP-West Alternative, impacts related to substantial permanent increases to ambient noise levels would be less than significant. Between the proposed Plan and the No DAAP-West Alternative, allowed land uses would have a similar potential to result in excessive generation of noise, and in neither case would operations-related noise from land uses be anticipated to result in substantial permanent increases to ambient noise levels. Section 4.10 found that implementation of the proposed Plan would not result in substantial increases to ambient noise as a result of increased traffic. Given that the anticipated amount of traffic would be even lower under the No DAAP-West Alternative than under the proposed Plan, traffic-related substantial permanent increases to ambient noise levels would not be expected in either case. Therefore, under implementation of the proposed Plan or the No DAAP-West Alternative, noise impacts relating to substantial permanent increases to ambient noise levels would be comparable and less than significant.

With adherence to applicable regulations, impacts related to substantial temporary or periodic increases to ambient noise levels would be less than significant under implementation of either the proposed Plan or the No DAAP-West Alternative. Construction noise varies considerably based on site conditions, the distance to sensitive receptors, and the equipment used. Nevertheless, through adherence to relevant provisions of the Campbell Municipal Code, including limitations on construction hours and City discretion to regulate specific construction activities, such impacts would be reduced to a level of less than significant. Therefore, under implementation of the proposed Plan or the No DAAP-West Alternative, noise impacts relating to substantial temporary or periodic increases to ambient noise levels would be comparable and less than significant.

Since the Plan Area is not located in close proximity to a public use airport, a private use airport or airstrip, or a heliport, less than significant impacts or no impacts would occur in this respect under either the proposed Plan or the No DAAP-West Alternative. With regard to cumulative noise impacts, the measurement and regulation of noise inherently includes cumulative assessment since various sources of sound combine to create the overall noise level at any particular location. Similarly, projected permanent increases ambient noise levels incorporated projected traffic volumes that accounted for regional growth. Therefore, under implementation of the proposed Plan or the No DAAP-West Alternative, cumulative noise impacts would be comparable at a level of less than significant.

Given these considerations, under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts related to excessive noise and vibration would substantially *similar* and less than significant.

5.7.2.11 POPULATION AND HOUSING

Section 4.11, Population and Housing, found that under implementation of the proposed Plan, less than significant impacts would occur under all four standards of significance.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not induce substantial unexpected population growth or growth for which inadequate planning has occurred. As discussed in Section 4.11, anticipated future development under the proposed Plan would result in 726 new residents and 7,394 jobs. These increases in jobs and residents are consistent with planned population increases for Campbell within Priority Development Areas (PDAs) established by ABAG/MTC pursuant to Plan Bay Area. Under the No DAAP-West Alternative, there would be no potential for residential growth and equivalent potential for employment growth within the Plan Area. Therefore, impacts related to unanticipated or unplanned growth would be less than significant and comparable under implementation of either the proposed Plan or the No DAAP-West Alternative.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in the displacement of substantial numbers of existing housing or people. Future development allowed by the proposed Plan or the No DAAP-West Alternative would not displace existing housing or people through redevelopment. Although the No DAAP-West Alternative would not include new residential uses, it would

also exclude existing residential uses from the Plan Area. Therefore, under implementation of either the proposed Plan or the No DAAP-West Alternative, impacts in these respects would be comparable and less than significant.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in significant cumulative impacts with regard to population and housing in the area. As discussed in Section 4.11, the cumulative population increase from the proposed Plan and nearby projects in Los Gatos would be 1,611, which is less than 14 percent of ABAG anticipated population increase of 11,938, for Campbell and Los Gatos from 2010 to 2040. Under the No DAAP-West Alternative, no residential growth would occur in the Plan Area, resulting in decreased cumulative growth. Therefore, cumulative population growth would not exceed planned levels under either the proposed Plan or the No DAAP-West Alternative. As discussed in Section 4.11, cumulative projects, including the proposed Plan would generate a total of 10,408 new jobs within Campbell and Los Gatos. Given that ABAG projects an additional 13,260 jobs will be added in Campbell and Los Gatos between 2010 and 2040, cumulative projects, including the proposed Plan, would be within the total projected job growth by 2040. Therefore, under either the proposed Plan or the No DAAP-West Alternative cumulative impacts with respect to unexpected population growth would be comparable and less than significant.

Neither the proposed Plan nor the No DAAP-West Alternative would result in significant impacts related to Population and Housing. Therefore, potential impacts under the No DAAP-West Alternative would be *similar* to those under the proposed Plan.

5.7.2.12 PUBLIC SERVICES AND RECREATION

Section 4.12, Public Services and Recreation, found that under implementation of the proposed Plan, adherence to existing policies and programs would ensure that impacts under all twelve standards of significance would be less than significant.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered fire protection facilities. The SCCFD has confirmed that the existing facilities, equipment, and staffing levels would be adequate to accommodate growth allowed by the proposed Plan.[24] The cumulative setting for fire protection services takes into account growth allowed by the proposed Plan, in combination with growth projected by ABAG in the service area of the SCCFD, which includes the cities of Campbell, Los Altos, Monte Sereno, and Saratoga, and towns of Los Altos Hills and Los Gatos. Given that residential growth potential would be lower under the No DAAP-West Alternative and employment growth potential would be the same, fire service needs and any potential for attendant impacts would thereby be reduced. Compliance with the State and local regulations, in conjunction with SCCFD's planning processes, would ensure that future growth

[24] Stocksick, Debbie, Operations Captain, Santa Clara County Fire Department. Personal communication with Travis Bradley, PlaceWorks, July 29,2014.

allowed by either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant impacts and cumulative impacts in this respect.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered police protection facilities. The CPD has confirmed that future development allowed by the proposed Plan would not result in the need for expansion or addition of facilities.[25] The cumulative setting for police protection services takes into account growth allowed by the proposed Plan, in combination with cumulative projects in Campbell (see Table 4-1). Given that residential growth potential would be lower and employment growth potential would be equivalent under the No DAAP-West Alternative, police service needs and the potential for attendant impacts would thereby be reduced. Based on confirmation by the Campbell Police Department, along with compliance with the General Plan policies discussed in Section 4.12, future growth allowed by either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant impacts and cumulative impacts in this respect.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered school facilities. As discussed in Section 4.12, the payment of school fees is deemed to fully mitigate the impacts of new development on school facilities, per California Government Code Section 65995. Cumulative projects would add new students to the CUSD and CUHSD in addition to those generated by development allowed by the proposed Plan or the No DAAP-West Alternative, which could result in the need for new or expanded school facilities. However, these cumulative projects would also be subject to the school mitigation fees discussed above. Moreover, the No DAAP-Alternative would not include any residential uses that could generate additional needs for school facilities. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable, less than significant impacts and cumulative impacts related to the Campbell Union School District (CUSD) and the Campbell Union High School District (CUHSD).

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered library facilities. As discussed in Section 4.12, buildout allowed by the proposed Plan would occur over the 2040 buildout horizon, which would result in a gradual increase in demand for library services. Given that the increased use of the library facilities would be gradual, the additional new library users in the Plan Area would not likely cause or accelerate the need for facility expansion.[26] With regard to cumulative impacts, future growth within the SCCLD will increase the demand for library services and facilities. The Santa Clara County Library Strategic Plan accounts for the entire SCCLD service area and provides a basis for analyzing the most efficient allocation of funds both for the district as a whole as well as among the different libraries

[25] Cefalu, Joe, Captain, City of Campbell Police Department. Personal email communications with Travis Bradley, PlaceWorks, July 28, 2014

[26] Griffen, Chuck, Financial and Administrative Services Manager, Personal Communications with Travis Bradley, PlaceWorks, July 23, 2014.

in the SCCLD service area. This would not only allow for adequate funding to satisfy demand at the Campbell Community Library, but would also ensure that surrounding libraries are adequate to fulfill demand, which in turn would reduce the demand at the Campbell Community Library by reducing deficiencies at surrounding facilities. Overall, compliance with General Plan policies related to library services and coordination with the SCCLD would avoid the need for new or physically altered library facilities. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable, less than significant impacts and cumulative impacts related to library facilities.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in impacts or cumulative impacts arising from the provision of or need for new or physically altered park and recreation facilities. As discussed in Section 4.12, development allowed by the proposed Plan could bring 726 new residents to the city, thereby increasing use of existing parkland. Adding 726 new residents to the city's existing population, the City of Campbell would still be in compliance with the adopted City standard with a parkland ratio of 6.3 acres parkland per 1,000 residents.[27] Additionally, given that equal employment growth and no residential growth are anticipated under the No DAAP-West Alternative, it would result in a lower potential for impacts to park and recreation facilities. Future development under either the proposed Plan or the No DAAP-West Alternative would be required to comply with requirements for developers to pay impact fees to maintain existing parks and recreation facilities, as well as requirements for residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant impacts and cumulative impacts related to new or physically altered park and recreation facilities.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in impacts or cumulative impacts arising from increased use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur, or be accelerated. As discussed in Section 4.12, an increase to population would occur as result of development allowed by the proposed Plan, thereby increasing the use of existing neighborhood and regional parks or other recreational facilities. However, under either the proposed Plan or the No DAAP-West Alternative developers would be required to pay impact fees to mitigate potential impacts to existing parklands and recreation facilities as a result of growth allowed by either alternative. New development allowed by the either alternative may also include the development of on-site open space that could help to off-set or reduce potential use of existing parkland. Given that equivalent employment growth and no residential growth are anticipated under the No DAAP-West Alternative, it would result in a lower potential for impacts to park and recreation facilities. Future development under either the proposed Plan or the No DAAP-West Alternative would be required to comply with requirements for developers to pay impact fees to maintain existing parks and recreation facilities, as well as requirements for residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands.

[27] 40,027 existing population + 726 new residents = 40,753 new population. 258 acres / 40,753 population x 1,000 residents = 6.3 acres per 1,000 residents

Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant impacts and cumulative impacts related to physical deterioration of park or recreation facilities.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in impacts or cumulative impacts arising from inclusion or required construction or expansion of recreational facilities. As discussed above, the City currently meets its adopted standard of providing 4 acres of parkland per 1,000 residents, and would continue to meet this standard with development allowed by the proposed Plan. New development allowed by the proposed Plan or the No DAAP-West Alternative may also include the development of on-site open space that could help to off-set or reduce potential use of existing parkland. Given that equivalent employment growth and no residential growth are anticipated under the No DAAP-West Alternative, it would result in a lower potential for impacts to park and recreation facilities. Future development under either the proposed Plan or the No DAAP-West Alternative would be required to comply with requirements for developers to pay impact fees to maintain existing parks and recreation facilities, as well as requirements for residential developments to dedicate parklands or pay in-lieu fees to accommodate and offset their fair share of impacts to parklands. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable, less than significant impacts and cumulative impacts related to inclusion or required construction or expansion of recreation facilities.

Neither the proposed Plan nor the No DAAP-West Alternative would result in significant impacts related to provision of public services. Therefore, potential impacts under the No DAAP-West Alternative would be *similar* to those under the proposed Plan.

5.7.2.13 TRANSPORTATION AND TRAFFIC

As described in Section 5.6.2.13, implementation of the proposed Plan would result in less-than-significant impacts under five standards of significance (TRAF-3 through TRAF-7) and significant and unavoidable impacts under three standards of significance (TRAF-1, TRAF-2, and TRAF-8).

Implementation of either the proposed Plan or the No DAAP-West Alternative would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system with respect to alternative forms of transportation. The proposed Plan and the No DAAP-West Alternative would include circulation and pedestrian improvements that would be consistent with local and regional goals regarding transportation alternatives by serving to improve the pedestrian realm and increase connectivity and bicycle and transit access. Therefore, in this respect, impacts under implementation of either the proposed Plan or the No DAAP-West Alternative impacts would be comparable and less than significant.

The No DAAP-West Alternative would have slightly lower trip generation and traffic volumes relative to the proposed Plan. Due to changes from existing land uses, development of the DAAP-West Zone would result in decreases in inbound trips during the a.m. peak hour as well as outbound trips during the p.m. peak hour. However, the DAAP-West Zone accounts for only 3 percent of the total Plan trip generation. As such, the

No DAAP-West Alternative would likely have a negligible effect on the transportation impacts identified for the proposed Plan. As shown in Table 5-3, this alternative would not result in any changes to the intersection impacts of the proposed Plan. Therefore, as under the proposed Plan, the No DAAP-West Alternative would result in 15 significant and unavoidable intersection impacts.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not substantially increase hazards due to a design feature or result in inadequate emergency access. When roadway modifications are proposed under either the proposed Plan or the No DAAP-West Alternative, such modifications would need to go through an independent review process to determine that the modifications conform with design standards and requirements. Thus, as long as all applicable design standards are requirements are followed, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant impacts in these respects.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in changes to air traffic patterns or a substantial under-supply of parking. The proposed Plan does not affect the location, design, or operation of any of the region's airports. While the new air travel demand potentially generated by development allowed by the proposed Plan has not been estimated, it is not expected to cause any of the region's airports to reach or exceed operational capacity. Since the No DAAP-West Alternative would not feature any net increase in residents in the area, it would also not impact area air traffic. Projects developed under the proposed Plan or No DAAP-West Alternative would be subject to the parking rates and requirements in the Municipal Code. Projects under the proposed Plan would be encouraged to incorporate the parking management strategies outlined in the Plan. Therefore, the impact with respect to parking would be less than significant and comparable under either the proposed Plan or the No DAAP-West Alternative.

Given these considerations, the No DAAP-West Alternative would result in a *slight improvement* in comparison to the proposed Plan due to the lower trip generation and traffic volumes anticipated under the No DAAP-West Alternative.

5.7.2.14 UTILITIES AND SERVICE SYSTEMS

Section 4.14, Utilities and Service Systems, found that under implementation of the proposed Plan, less than significant impacts would occur under all 13 standards of significance.

Under implementation of either the proposed Plan or the No DAAP-West Alternative, sufficient water supplies would be available from existing entitlements. As discussed in Section 4.14, the SJWC's WSA concluded there will be adequate water supplies to meet projected increased demands associated with development under the proposed Plan, using conservative assumptions regarding potable water use for normal hydrologic, single-dry year, and multiple-dry year conditions. The SJWC has supply flexibility in meeting the increase in water demand projected under the proposed Plan, due to its variety of available water supply sources, ongoing coordination with the SCVWD, increasing water conservation efforts, and water supply contingency planning. Since the No DAAP-West Alternative would result in equivalent

employment and no residential growth in the Plan Area, adequate water supplies would likewise exist for this alternative. Given that water demand would be lower under the No DAAP-West Alternative, the impact on water resources would be a slight improvement compared to the proposed Plan.

Implementation of neither the proposed Plan nor the No DAAP-West Alternative would require or result in the construction of new water facilities or expansion of existing facilities. As discussed above, the water demand associated with the proposed Plan would be served with available and planned water supplies provided by SJWC. Thus, any facility construction or expansion would be included in the UWMPs adopted by the SJWC and the SCVWD. Planned construction and expansion projects would be the responsibility of the SJWC or the SCVWD at the time they are proposed, and potential impacts would be subject to independent environmental review. Additionally, as discussed in Section 4.14, future development under the proposed Plan or the No DAAP-West Alternative would be located within an already developed urban area and, therefore, would connect to the existing water distribution system. Given any future construction/expansion of water infrastructure would be the responsibility of SJWC/SCVWD, comparable less than significant impacts would occur under either the proposed Plan or the No DAAP-West Alternative.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in cumulative impacts to the water supply. While development under the proposed Plan or the No DAAP-West Alternative would contribute to an increased cumulative demand for water supply, the increased demand would not exceed the long-term supply under normal hydrologic circumstances, as discussed above. Additionally, SJWCs 2010 UWMP determined that the water supply will be sufficient to accommodate future demand in the SJWC service areas through 2035 (and 2040, by extrapolation), under normal conditions and during dry conditions, with appropriate conservation measures. Since the No DAAP-West Alternative would result in equivalent potential for employment growth and no potential for residential growth, impacts with respect to water supply under this alternative would also be less than significant. With additional adherence with applicable local, regional, and State regulations, policies, and other considerations, cumulative impacts with respect to water supply would be comparable and less than significant under the proposed Plan or the No DAAP-West Alternative.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not exceed wastewater treatment requirements of the applicable RWQCB. As discussed in Section 4.14, increases in wastewater generation associated with buildout of the proposed Plan would not be significant relative to currently available excess treatment capacity. In addition, the very conservatively estimated wastewater generation for the proposed Plan will be less than the currently estimated excess capacity in the WVSD collection system, even before planned improvements to the system. Additionally, with continued compliance with applicable regulations, projected wastewater generated from potential future development under the proposed Plan would not exceed the wastewater treatment requirements or capacity of the SJ/SCWPCP. Given that the No DAAP-West Alternative would result in equivalent potential employment growth and no potential residential growth, demands on sanitary systems would be even less than under the proposed Plan, also resulting in a less-than-significant impact. Therefore, with regard to exceeding

wastewater treatment requirements, comparable less than significant impacts would occur under either the proposed Plan or the No DAAP-West Alternative.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities. As discussed above and in Section 4.14, future wastewater demands from development under either the proposed Plan or the No DAAP-West Alternative would not exceed the design or permitted capacity of the wastewater treatment plant serving the proposed Plan. Development under the proposed Plan or the No DAAP-West Alternative would continue to be provided with wastewater collection and treatment services from the WVSD collection system and the SJ/SCWPCP treatment plant. Existing infrastructure would be preserved in place and, if necessary, extensions and/or additions to sewer collection systems would be installed to provide wastewater service to structures proposed by the proposed Plan. As discussed in Section 4.14, although creation of new or expanded sanitary system infrastructure could create environmental effects, compliance with applicable regulations and standard conditions of approval would serve to mitigate any potential adverse physical effects of these activities. Impacts from any future construction or expansion of wastewater facilities would be project-specific, and would require permitting and review in accordance with CEQA, which would ensure that any environmental impacts are disclosed and mitigated to the extent possible. Given that the No DAAP-West Alternative would result in equivalent potential for employment growth and no potential for residential growth, demands on sanitary systems would be even less than under the proposed Plan, making construction or expansion of facilities less likely, and therefore also resulting in a less-than-significant impact. Therefore, with regard to the need to construct or expand wastewater facilities, comparable less than significant impacts would occur under either the proposed Plan or the No DAAP-West Alternative.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in a determination by the wastewater treatment provider that it does not have adequate capacity to serve the proposed Plan's projected demand in addition to the provider's existing commitments. As discussed in Section 4.14, the proposed Plan's worst-case estimated increase in wastewater flow represents less than 2 percent of the excess capacity available at the SJ/SCWPCP. Additionally, with continued compliance with applicable regulations listed below, wastewater generated from the proposed Plan or the No DAAP-West Alternative would not exceed the permitted capacity of the SJ/SCWPCP treatment plant. As discussed above, the No DAAP-West Alternative would result in equivalent potential for employment growth and no potential for residential growth, which would reduce potential future generation of wastewater. Therefore, in this respect, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant impacts relating to capacity determinations by the wastewater treatment provider.

Implementation of either the proposed Plan or the No DAAP-West Alternative, in combination with past, present, and reasonably foreseeable projects, would not result in significant cumulative impacts with respect to wastewater treatment. As discussed in Section 4.14, buildout of the proposed Plan would generate a moderate 2 percent increase in the volume of wastewater delivered for treatment at SJ/SCWPCP, and this

increase would occur incrementally until the 2040 buildout horizon. Based on the recent trends of diminishing wastewater treatment demand and the projected population growth in the service area, cumulative wastewater treatment demand over the proposed Plan buildout period is far below the excess capacity of the SJ/SCWPCP. Because the cumulative demand would not substantially impact the existing or planned capacity of the wastewater treatment systems, which have sufficient capacity for wastewater than would be produced by the proposed Plan, the construction of new wastewater treatment facilities would not be necessary. As discussed above, the No DAAP-West Alternative would result in equivalent potential for employment growth and no potential for residential growth, which would reduce potential future generation of wastewater. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant cumulative impacts relating to wastewater treatment.

Implementation of the proposed Plan or the No DAAP-West Alternative would require construction of new storm drainage facilities or expansion of existing facilities to accommodate future development; however, all storm water retention and conveyance facilities would be constructed in compliance with federal, State, and local regulations, including metering of flow, and would therefore not result in cumulative impacts related to storm drainage. The Plan Area is largely developed and almost entirely covered with building roofs, hardscapes, or paved surface parking lots, with the exception of landscaped areas. Additionally, the Plan Area is already served by existing storm drainage facilities. Given that the No DAAP-West Alternative would result in equivalent potential residential growth and decreased potential employment growth, there would be no increased need to expand or construct storm drainage facilities above that of the proposed Plan. Moreover, environmental impacts resulting from individual projects related to the expansion or construction of stormwater drainage would be project-specific, and would require permitting and review in accordance with CEQA, which would ensure that any environmental impacts are disclosed and mitigated to the extent possible. Impacts related to provision of storm drainage facilities are typically localized, since the purpose of such systems is to convey stormwater to nearby waterways or floodways. In the case of the Plan Area, storm drainage facilities would convey water to nearby percolation ponds and Los Gatos Creek. As discussed above and in Section 4.11-8, Hydrology and Water Quality, neither the proposed Plan nor the No DAAP-West Alternative is anticipated to result in significant increases in stormwater runoff with the potential to affect storm drainage facilities beyond the Plan Area. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant project-specific or cumulative impacts relating to storm drainage facilities.

Under implementation of either the proposed Plan or the No DAAP-West Alternative, future development would be served by a landfill with sufficient permitted capacity to accommodate anticipated solid waste disposal needs. As discussed in Section 4.14, solid waste generated from implementation of the proposed Plan would account for less than 1 percent of the daily capacity at the Monterey Peninsula Landfill. Given that the No DAAP-West Alternative would result in equivalent potential employment growth and no potential residential growth, the need for landfill capacity would be decreased under the No DAAP-West Alternative. As such, implementation of the proposed Plan or the No DAAP-West Alternative would have comparable less than significant impacts with regard to daily capacity at each of the two main landfill

facilities serving the city. The two landfills that receive the majority of the city's solid waste are likely to reach their permitted maximum capacities between 2048 and 2107, respectively, as shown in the Table 4.14-8. As such, there is more than adequate landfill capacity for the solid waste generated by implementation of either the proposed Plan or the No DAAP-West Alternative. In addition, there are 13 other landfills that received waste from the city in 2013. In the event that one or both of the landfills currently receiving waste from the city was unable to continue in that capacity, it is likely that another landfill would be able to provide capacity. Additionally, with continued compliance with applicable regulations leading to increased recycling and waste diversion, anticipated rates of solid waste disposal from the proposed Plan or the No DAAP-West Alternative would likely decrease, further diminishing impacts in regard to permitted landfill capacity. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant impacts relating to solid waste disposal.

Implementation of either the proposed Plan or the No DAAP-West Alternative would comply with federal, State, and local statutes and regulations related to solid waste. As discussed in Section 4.14, the City of Campbell has complied with State requirements to reduce the volume of solid waste through recycling and reuse of solid waste. The General Plan includes goals, policies, and strategies that promote recycling and conservation, and help ensure adequate waste collection and disposal facilities are available for the residents and workers of Campbell. Together these policies and actions help to ensure that implementation of either the proposed Plan or the No DAAP-West Alternative would be consistent with statutes and regulations related to solid waste, and would thus result in comparable less than significant impacts in this regard.

Implementation of either the proposed Plan or the No DAAP-West Alternative, in combination with past, present, and reasonably foreseeable development, would not result significant cumulative impacts with respect to solid waste. The buildout of the proposed Plan will increase the quantity of solid waste for disposal. Since the two landfill facilities that take approximately 97 percent of the city's solid waste (in 2013) are not expected to close until between 2048 and 2107, respectively, it is unlikely that Campbell or other jurisdictions that use the same facilities will eventually experience insufficient future landfill capacity to accommodate existing or increased population and employment levels before the horizon year of the proposed Plan. Given that the No DAAP-West Alternative would result in equivalent potential employment growth and no potential residential growth, the need for landfill capacity would be decreased under the No DAAP-West Alternative, further diminishing potential cumulative impacts. In addition, there are 13 landfills that received waste from the city in 2013. If one or more of the two landfills currently receiving 97 percent of the waste were unavailable in the future, it is likely the city's solid waste volume could be increased at one or more of the other landfills that already serve the city. Therefore, with continued compliance with applicable regulations, implementation of the proposed Plan or the No DAAP-West Alternative, in combination with past, present and reasonably foreseeable development, would result in comparable less than significant impacts with respect to cumulative solid waste disposal impacts.

Implementation of either the proposed Plan or the No DAAP-West Alternative would not result in a substantial increase in natural gas and electrical service demands, and would not require new energy supply

facilities and transmission infrastructure or capacity enhancing alterations to existing facilities. Under both the proposed Plan and the No DAAP-West Alternative, proposed new development would be constructed using energy efficient modern building materials and construction practices. With the implementation of these General Plan Policies and compliance with the CALGreen Building Code and Campbell Green Building Policies, significant energy conservation and savings would be realized in any new development within the Plan Area. Even with the energy saving practices in place, it is possible that new electrical connections, switches and/or transformers might be required to serve new structures and/or handle additional loads in the Plan Area under either the proposed Plan or No DAAP-West Alternative. Potential environmental impacts from possible new electrical connections, switches, and/or transformers in the proposed Plan Area are not anticipated to be significant and, to the extent such upgrades may be necessary, their environmental impacts would be evaluated individually, consistent with any overarching improvement plans adopted by energy providers. Given that the No DAAP-West Alternative would result in equivalent potential employment growth and no potential residential growth, the need for new electrical or natural gas infrastructure would be decreased under the No DAAP-West Alternative, further diminishing the potential for impacts. In addition, buildout of the proposed Plan or the No DAAP-West Alternative would not significantly increase energy demands in the context of the entire PG&E service territory for electricity and natural gas generation, transmission and distribution. As a result, new energy supply facilities and transmission infrastructure, or capacity-enhancing alterations to existing facilities, would not be required as a direct result of the proposed Plan or the No DAAP-West Alternative. Therefore, implementation of either the proposed Plan or the No DAAP-West Alternative would result in comparable less than significant impacts relating to gas and electrical service demands.

Given these considerations, because the No DAAP-West Alternative would not include increases to residents in the Plan Area, demand on Utilities and Service Systems would be reduced and impacts would therefore represent a *slight improvement* compared to the proposed Plan.

5.8 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In addition to the discussion and comparison of impacts of the proposed Plan and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an "environmentally superior" alternative be selected and the reasons for such a selection be disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of significant impacts. Identification of the environmentally superior alternative is an informational procedure and the alternative selected may not be the alternative that best meets the identified goals of the project. Additionally, in accordance with State CEQA Guidelines Section 15126.6(e)(2), if the environmentally superior alternative is the "No Project" Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Based on the above analysis, which is summarized in Table 5-2, the No Project Alternative is the environmentally superior alternative. Compared with the proposed Plan the No Project Alternative would slightly or substantially reduce impacts related to six topics (air quality, biological resources, cultural resources, hazards and hazardous materials, transportation and traffic, and utilities and service systems);

would have similar impacts under six topics (aesthetics, geology and soils, land use and planning, noise, population and housing, and public services and recreation); and would slightly worsen impacts under two topics (greenhouse gas emissions and hydrology and water quality).

Among the other alternatives, the Reduced Development Alternative would be the second environmentally superior alternative compared to the proposed Plan. Compared with the proposed Plan, the Reduced Development Alternative would slightly reduce impacts related to six topics; would have similar impacts under eight topics; and would not worsen impacts under any topic. The No DAAP-West Alternative would slightly reduce impacts related to six topics; would have similar impacts under seven topics; and would slightly worsen impacts under one topic. The Reduced Development Alternative would generally meet the Plan objectives, although it would provide fewer jobs for the City of Campbell. The No DAAP-West Alternative would generally meet the Plan objectives, although it would not provide new housing in close proximity to anticipated transit improvements and employment centers. Although all the alternatives are regarded as environmentally superior to the proposed Plan, none of these alternatives would completely achieve the objectives of the proposed Plan for the reasons stated herein.

6. CEQA-Mandated Sections

This chapter provides an overview of the impacts of the Dell Avenue Area Plan (proposed Plan) based on the analyses presented in this Draft EIR. The topics covered in this chapter include growth inducement, unavoidable significant impacts, and significant irreversible changes. A more detailed analysis of the effects the Plan would have on the environment and proposed mitigation measures to minimize significant impacts are provided in Chapter 4 of this Draft EIR.

6.1 IMPACTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines states:

> *"An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."*

As part of the Notice of Preparation (NOP) scoping process, it was determined that the proposed Plan would not have significant effects on the following environmental issues; therefore, they are not discussed in detail in Sections 4.1 through 4.14 of this Draft EIR:

- **Agriculture and Forestry Resources.** The Plan Area does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the Farmland Mapping and Monitoring Program, nor does it contain any parcels under a Williamson Act contract. In addition, the Plan Area is not currently zoned for forestland or timberland. Therefore, the proposed project would have no impact on agriculture and forestry resources.
- **Mineral Resources.** The Plan Area does not contain any known mineral resources or mineral extraction operations. Therefore, the proposed Plan would have no impact on mineral resources.

Sections 6.1.1 and 6.1.2 provide greater detail about why the proposed Plan would not have a significant effect on agriculture and forestry resource and mineral resources.

6.1.1 AGRICULTURAL AND FORESTRY RESOURCES

The proposed Plan is located within the City of Campbell, which is an urbanized city. Maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, categorize land within Campbell as Urban and Built-Up Land.[1] There are no agricultural lands classified as Prime

[1] California Resources Agency, Farmland Mapping and Monitoring Program. Santa Clara County Important Farmland 2010, accessed on August 5, 2014.

Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) within the City of Campbell. In addition, the California Land Conservation (Williamson) Act 2010 Status Report identifies land in Santa Clara County that is currently under Williamson Act contract.[2] Potential future development permitted as a result of the proposed Plan would not occur within lands zoned for agricultural use in Campbell. Therefore, there would not be a not conflict with existing zoning for agricultural use, or a Williamson Act contract.

According to 2006 mapping data from the California Department of Forestry and Fire Protection, the City does not contain any woodland or forestland cover;[3] hence, the City does not contain land zoned for Timberland Production nor does the Campbell Zoning Map identify any areas zoned for Timberland Production.[4] Consequently, there would be no impacts with regard to agriculture and forestry resources.

6.1.2 MINERAL RESOURCES

The State of California, recognizing the value of preserving the State's mineral deposits, in order to achieve a sustainable future, enacted the Surface Mining and Reclamation Act of 1975 (SMARA). The objective of SMARA is to assist local governments in conserving mineral deposits, including mapping mineral resources in order to emphasize conservation and development of these areas. Campbell does not have mineral resource zones (MRZ) classified as MRZ-2, which are areas where adequate information indicates that significant mineral deposits are present, and MRZ-3, which are areas containing mineral deposits for which the significance cannot be evaluated from available data. Further, the city is largely urbanized and therefore, there are no areas in the city identified for protection or conservation with regard to mineral resources given those areas are already developed and/or not considered suitable for conservation.

6.2 GROWTH INDUCEMENT

Section 15126.2(d) of the CEQA Guidelines requires that an EIR discuss the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Typical growth-inducing factors might include the extension of urban services or transportation infrastructure to a previously unserved or under-served area, or the removal of major barriers to development. This section evaluates the proposed Plan's potential to create such growth inducements. Not all aspects of growth inducement are negative; rather, negative impacts associated with growth inducement occur only where the growth associated with the project would cause adverse environmental impacts.

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[2] California Department of Conservation, 2010, California Land Conservation (Williamson) Act 2010 Status Report, page 23, http://www.conservation.ca.gov/dlrp/lca/stats_reports/Documents/2010%20Williamson-%20Act%20Status%20Report.pdf, accessed on August 5, 2014.

[3] California Department of Forestry and Fire Protection Fire and Resource Assessment Program, Land Cover Map, accessed on August 5, 2014.

[4] City of Campbell, 2013 General Plan, Zoning Map http://www.ci.campbell.ca.us/166/Zoning-and-Land-Use, accessed on August 5, 2014.

The proposed Plan would directly induce population, employment, and economic growth by allowing residential, commercial, and office development on vacant lands and redevelopment of existing properties. Implementation of the proposed Plan would result in the following growth by 2040, as reported in Chapter 3, Project Description, of this Draft EIR:

- 300 new residential units
- 726 new residents
- 2,292,000 net new square feet of commercial
- 20,000 net new square feet of retail
- 7,394 net new jobs

As described in Section 4.11, Population and Housing, implementation of the proposed Plan would not exceed the level of population or employment growth foreseen in regional planning efforts, so there has been adequate planning to ensure that the direct population and employment growth would not cause adverse environmental impacts.

The proposed Plan is not expected to result in indirect growth inducement because the Plan Area is located in a highly urbanized and already developed area of Campbell, so the project would not extend urban services to previously unserved areas.

Development allowed by the proposed Plan would involve demolition and construction activities that could generate some temporary employment opportunities, which could temporarily induce growth indirectly. However, given the temporary nature of such opportunities, it is unlikely that construction workers would relocate to Campbell as a result of the proposed Plan. As such, the proposed Plan would not be considered growth-inducing from a short-term employment perspective.

In addition, the 7,394 net new jobs that would be generated through implementation of the proposed Plan could indirectly induce population growth by attracting people who are newly employed in the Plan Area to live there. However, many new employees would not relocate to Campbell or the Plan Area, as they may already be local. For those that do relocate to the Plan Area, a portion of their housing needs would be met by the new residential development that is called for in the Plan. Therefore, implementation of the proposed Plan would not result in significant indirect growth inducement.

6.3 UNAVOIDABLE SIGNIFICANT IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. As detailed in Sections 4.1 through 4.14 of this Draft EIR, six of the potential environmental impacts associated with the proposed Plan were found to be significant and unavoidable. Table 6-1 lists the significant impacts of the proposed Plan. Mitigation Measures proposed to reduce these impacts can be found in Table 1-1 of Chapter 1, Executive Summary, as well as in Chapter 4, Environmental Evaluation, of this Draft EIR.

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.

Section 15126.2(b) of the CEQA Guidelines requires that when significant and unavoidable impacts are identified, their implications and the reasons why the project is being proposed despite these effects be described. The primary purpose of the proposed Plan is described in detail in Chapter 3, Project Description, of this Draft EIR and the implications of the significant and unavoidable impacts are discussed in Sections 4.2 and 4.13 of this Draft EIR. Overall, the proposed Plan is aims to transform the Plan Area into a 21st Century business park that retains and attracts high-tech businesses. Section 3.4 of Chapter 3 clearly articulates the objectives of the proposed Plan. Some of these objectives include allowing for land uses that encourage efficient use of land through sustainable development patterns, enhancing open space and improving open space access, creating an integrated network of multi-modal connections, encouraging environmental and economic sustainability, improving the design and character of the Plan Area, and increasing private investment. The Mitigation Measures proposed for the proposed Plan consider modifications that attempt to lessen potential significant impacts. For the six significant impacts listed above, the Mitigation Measures proposed would be insufficient to reduce the impact below a significant level. The proposed Plan is being proposed despite these significant and unavoidable impacts for the reasons described in the proposed Plan objectives as follows:

- **A High Tech and Innovation Oriented Business District**: Encourage the efficient use of land use through sustainable development patterns, a mixture of uses, and development intensities that support transit and walking. Ensure uses are compatible with and supportive of a high-tech office environment and discourage the continuance of existing uses that are not consistent with this character. Provide opportunities for small start-ups and incubator businesses within the larger workplace infrastructure. Rehabilitate and improve existing buildings and create avenues for independent cafes and restaurants to operate. Ensure that the notion of "technology" is apparent through stunning architecture and a memorable urban environment.

- **Enhanced Open Space and Improved Open Space Access**: Orient and design 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. Carefully create a central public space around the existing water recharge facility, pending study and coordination with the Santa Clara Valley Water District (SCVWD). Infuse the Plan Area with smaller, functional open spaces in new development that provide places to rest, recreate, and gather. Seek to protect and enhance the natural character of the creek by allowing solar access, creating landscaped building edges, and using appropriate building materials. Transition buildings downward in height at approaches the waterfront.
- **An Integrated Network of Multimodal Connections**: Enhance existing roadways with sidewalks and pedestrian amenities, and create new pedestrian, bicycle, and vehicular facilities to improve connectivity. Create clear, safe, and direct pathways to the proposed VTA light rail station, and integrate it into the larger pedestrian network.
- **Environmental and Economic Sustainability**: Encourage new development and public improvements that incorporate green design and stormwater management features to reduce stormwater runoff into existing streams and preserve existing infrastructure. Ensure new buildings incorporate sustainable features in their design, including appliances requiring limited water and energy usage and building design that takes advantage of solar access and incorporates reused materials where possible. Encourage new development that will attract strong and growing businesses to Campbell, whose employees will contribute to the local economy, stimulate business, and strengthen the city's economic stance in the region.
- **Improved Design and Character**: Balance modern development styles with the small-town feel of Campbell. Incorporate and protect cherished amenities, including views and open spaces. Create memorable streets, gateways, nodes, plazas, and other new places for gathering and leisure activity. Consider special architectural elements and enhanced landscaping at key locations.
- **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.
- **Enhanced Lifestyle and Vitality**: Provide amenities and places of activity, commerce, and trade that support a high-tech workplace culture. Ensure these amenities, such as restaurants, cafes, workout and spa facilities, childcare, markets, bars, and recreational uses, are also beneficial to the wider community, bringing an after-work-hours energy to the area.
- **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.

- **Increased Private Investment**: Align policies, strategies, and City processes to remove barriers to private investment, leverage funding, and increase the support for positive change at the Dell Avenue area.

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.

6.3.1 SIGNIFICANT IRREVERSIBLE CHANGES

Section 15126.2(c) of the CEQA Guidelines requires an EIR to discuss the extent to which the proposed project would commit nonrenewable resources to uses that future generations would probably be unable to reverse. The three CEQA-required categories of irreversible changes are discussed below.

6.3.1.1 CHANGES IN LAND USE THAT COMMIT FUTURE GENERATIONS

CEQA Guidelines section 15126.2(c) recognizes that primary and secondary impacts of a project can commit future generations to similar uses and such a change could be a significant irreversible environmental change. An example of these secondary impacts provided by the CEQA Guidelines is the improvement of highways which would provide access to previously inaccessible areas. The CEQA Guidelines require consideration and discussion of such potential effects.

The proposed Plan is intended to guide future development in the southern tip of Campbell, in the Dell Avenue area, nestled between major transportation corridors and open space, as well as adjacent to the Town of Los Gatos and the City of San Jose. The Plan Area is currently identified in the City's General Plan Zoning Map as appropriate for light industrial and controlled manufacturing land uses. New development under the proposed Plan would largely occur on sites either already developed or in close proximity to existing development. While the types of land uses contained in the proposed Plan would not be identical to what is currently permitted, the proposed land uses would only intensify the existing urban setting of the Plan Area. Because the Plan Area is already developed and is located in an urban area that already contains these uses, the proposed Plan is not expected to result in any land use changes that would commit future generations to uses that are not already prevalent in the vicinity of the Plan Area.

6.3.1.2 IRREVERSIBLE DAMAGE FROM ENVIRONMENTAL ACCIDENTS

Potential environmental accidents of concern include those that would have adverse effects on the environment or public health due to the nature or quantity of material released during an accident and the receptors exposed to that release. Demolition and construction activities associated with development

allowed by the proposed Plan would involve some risk for environmental accidents. However, these activities would be monitored by City, State, and federal agencies, and would follow professional industry standards for safety and construction. Additionally, the land uses allowed by the proposed Plan would not include any uses or activities that are likely to contribute to or be the cause of a significant environmental accident. As a result, the proposed Plan would not pose a substantial risk of environmental accidents.

6.3.1.3 LARGE COMMITMENT OF NONRENEWABLE RESOURCES

CEQA Guidelines section 15126.2(c) recognizes that use of nonrenewable resources may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Consumption of nonrenewable resources includes issues related to increased energy consumption, conversion of agricultural lands, and lost access to mining reserves. Development allowed by the proposed Plan would require water, electric, and gas service, as well as additional resources for construction. Additionally, the ongoing operation of land uses allowed by the proposed Plan would involve the use of nonrenewable resources. Construction and ongoing maintenance allowed by the proposed Plan would irreversibly commit some materials and nonrenewable energy resources. Materials and resources used would include, but are not limited to, nonrenewable and limited resources such as oil, gasoline, sand, gravel, asphalt, and steel. These materials and energy resources would be used for infrastructure development, transportation of people and goods, and utilities. After construction, energy sources including oil and gasoline would be used for lighting, heating, and cooling of residences and businesses, as well as transportation of people to and from the Plan Area.

However, the proposed Plan, and its associated design guidelines, encourage new development to employ sustainable building and site design principles that support pedestrian activity and respond to other sustainability principles such as minimizing impervious surfaces, orienting toward solar access, and incorporating energy-efficient elements. In addition, the proposed Plan includes standards and concepts that promote walking, bicycling, and transit use as alternatives to driving.

Although the construction and ongoing operation of land uses allowed by the proposed Plan would involve the use of nonrenewable resources, through the inclusion of sustainability policies and concepts and compliance with applicable standards and regulations, the proposed Plan would not represent a large commitment of nonrenewable resources.

The Plan Area does not contain any agricultural land, nor does it provide access to a mining reserve, so it would not affect those natural resources.

7. Organizations and Persons Consulted

This Draft EIR was prepared by and in consultation with the following consultants and individuals:

7.1 LEAD AGENCY

CITY OF CAMPBELL

Paul Kermoyan, Community Development Director

7.2 AGENCIES CONSULTED

CAMPBELL POLICE DEPARTMENT

Joe Cefalu, Captain

CAMPBELL FIRE DEPARTMENT

Deborah Stocksick, Operations Captain

CAMPBELL RECREATION AND COMMUNITY SERVICES DEPARTMENT

Regina Maurantonio, Recreation and Community Services Director

CAMPBELL UNION ELEMENTARY SCHOOL DISTRICT

James Crawford, Deputy Superintendent

CAMPBELL UNION HIGH SCHOOL DISTRICT

Ron Wheelehan, Chief Business Officer Assistant Superintendent

SANTA CLARA COUNTY LIBRARY DISTRICT

Chuck Griffen, Financial and Administrative Services Manager

SANTA CLARA VALLEY WATER DISTRICT

Sue Tippets, Engineering Manager/Permit Authority

7.3 REPORT PREPARERS

LEAD EIR CONSULTANT

PlaceWorks

Steve Noack, Principal
William Haas, Principal
Nicole Vermillion, Associate Principal, Air Quality and Greenhouse Gas Emissions
Bob Mantey, Manager, Noise
Alexis Mena, Associate
Seung Hong, Associate
Carey Stone, Associate
Stuart Michener, Senior Geologist
Karl Rodenbaugh, Senior Scientist
Cathy Fitzgerald, Senior Engineer
Eric Panzer, Project Planner
Travis Bradley, Planner
Grant Reddy, Graphics Design Specialist

SUBCONSULTANT

W-Trans

Mark Spencer, Transportation Engineer
Tony Henderson, Transportation Engineer

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.

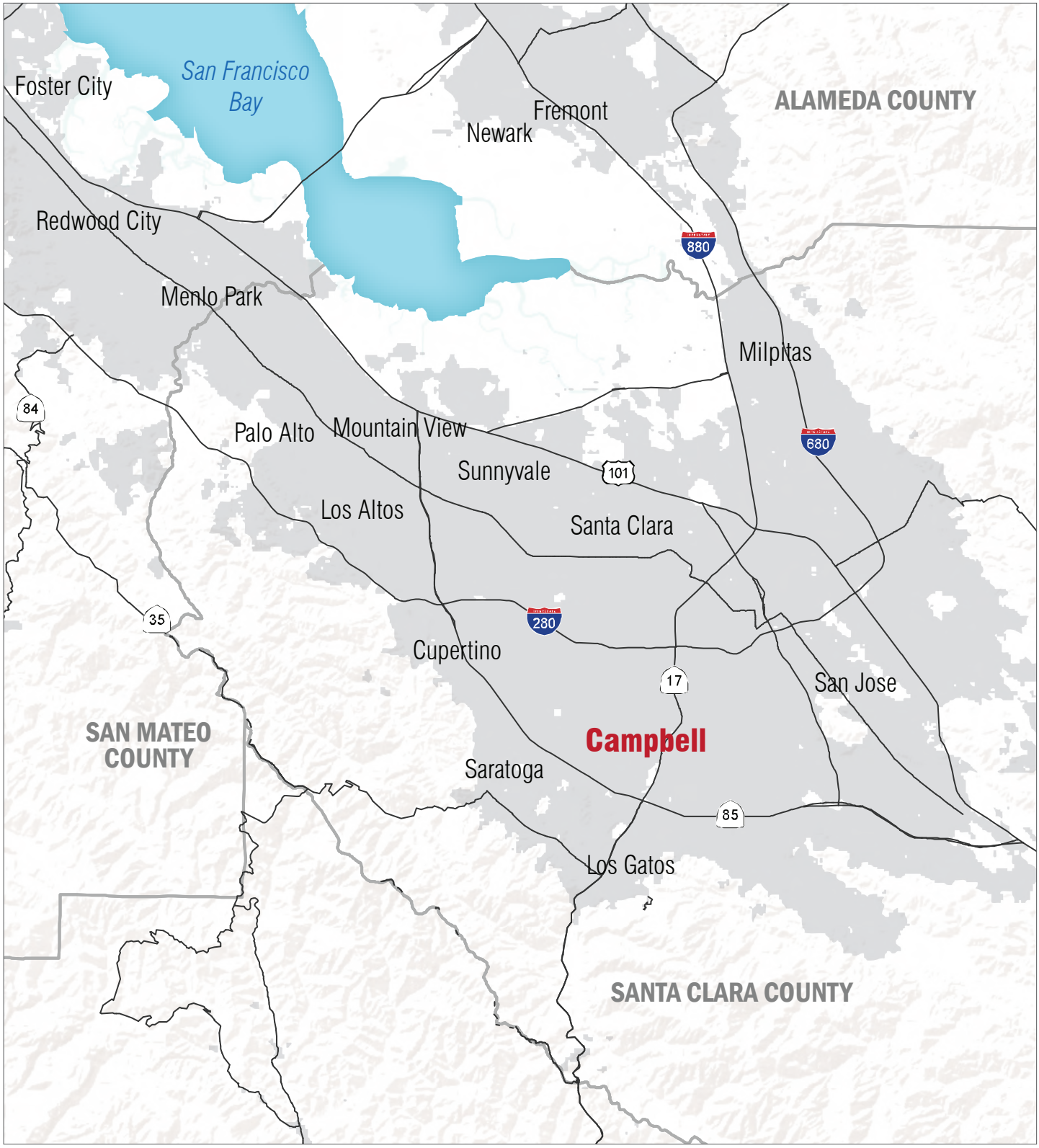
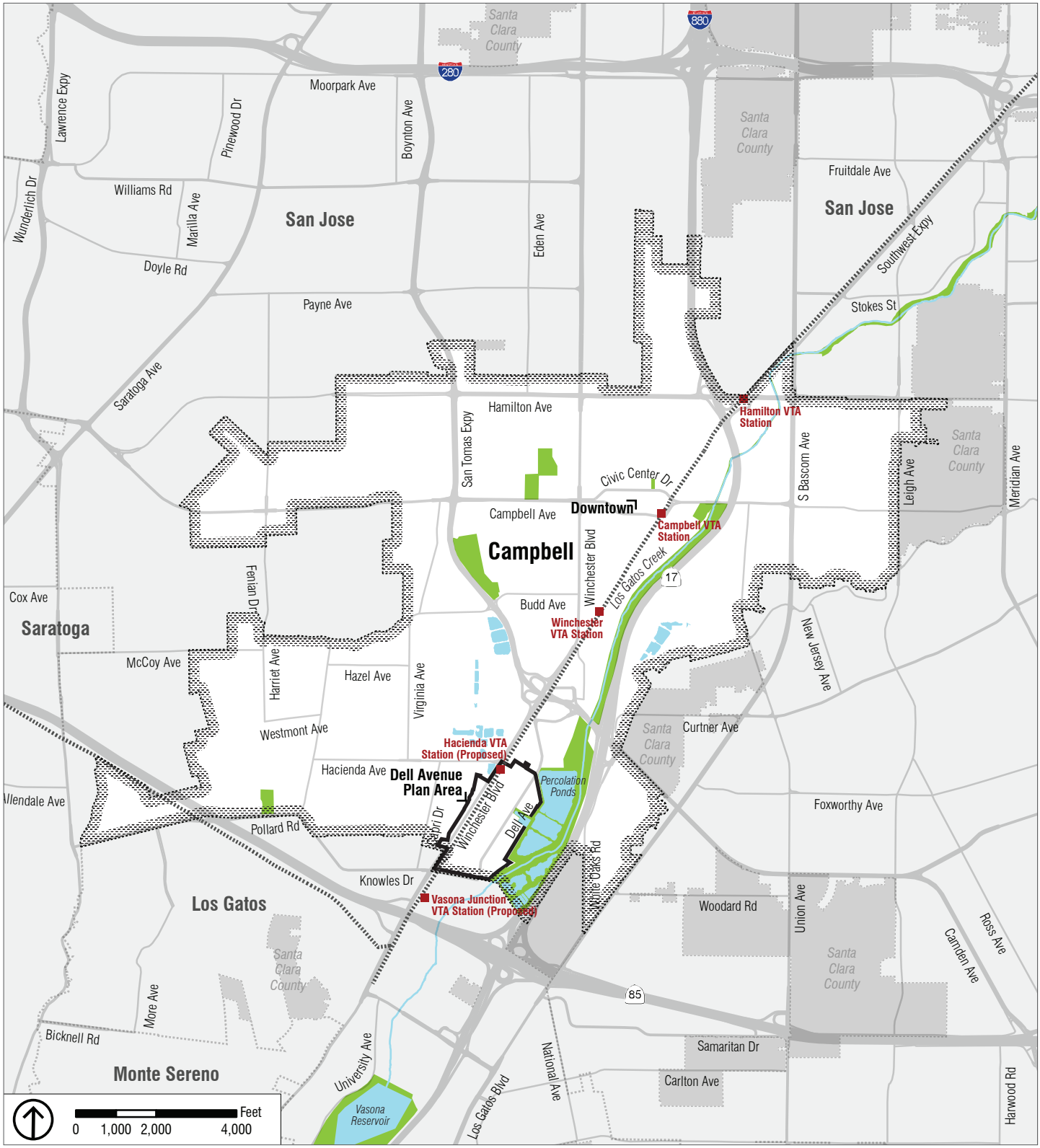


Figure 1
Regional Context



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.

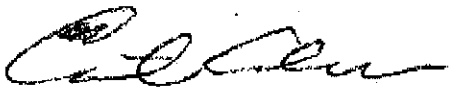
Voluntary Contribution Program
State Route 85, SR 17 and other State facilities near the site are critical to regional and interregional traffic in the San Francisco Bay region. They are vital to commuting, freight, and

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.

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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

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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

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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

Existing_DellAvenueAreaPlan

Santa Clara County, Annual

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**

Existing_DellAvenueAreaPlan

Santa Clara County, Annual

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**

Existing_DellAvenueAreaPlan

Santa Clara County, Annual

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

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	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 -

Existing_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
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

Existing_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

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 -

Existingw2035EmissionRates_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
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, Annual

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, 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	6.8823	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**

Existingw2035EmissionRates_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	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

Existingw2035EmissionRates_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**

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Annual

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**

Existingw2035EmissionRates_DellAvenueAreaPlan

Santa Clara County, Annual

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**

Existingw2035EmissionRates_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	2.0800e-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**

Existingw2035EmissionRates_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	156.9039	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

DellAvenueAreaPlan2020

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

DellAvenueAreaPlan2020

Santa Clara County, Annual

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

DellAvenueAreaPlan2020

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	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**

DellAvenueAreaPlan2020

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	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

DellAvenueAreaPlan2020

Santa Clara County, Annual

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**

DellAvenueAreaPlan2020

Santa Clara County, Annual

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**

DellAvenueAreaPlan2020

Santa Clara County, Annual

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**

DellAvenueAreaPlan2020

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	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

DellAvenueAreaPlan2020

Santa Clara County, Annual

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**

DellAvenueAreaPlan2020

Santa Clara County, Annual

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**

DellAvenueAreaPlan2020

Santa Clara County, Annual

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

DellAvenueAreaPlan2035

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	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

DellAvenueAreaPlan2035

Santa Clara County, Annual

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

DellAvenueAreaPlan2035

Santa Clara County, Annual

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

DellAvenueAreaPlan2035

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	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**

DellAvenueAreaPlan2035

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	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

DellAvenueAreaPlan2035

Santa Clara County, Annual

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**

DellAvenueAreaPlan2035

Santa Clara County, Annual

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**

DellAvenueAreaPlan2035

Santa Clara County, Annual

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**

DellAvenueAreaPlan2035

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	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

DellAvenueAreaPlan2035

Santa Clara County, Annual

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**

DellAvenueAreaPlan2035

Santa Clara County, Annual

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**

DellAvenueAreaPlan2035

Santa Clara County, Annual

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

DellAvenueAreaPlan2035

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	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

DellAvenueAreaPlan2035

Santa Clara County, Summer

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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Santa Clara County, Summer

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

DellAvenueAreaPlan2035

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	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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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	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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Santa Clara County, Summer

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**

DellAvenueAreaPlan2035

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					
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**

DellAvenueAreaPlan2035

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

DellAvenueAreaPlan2035

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

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Table Name	Column Name	Default Value	New Value
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tblFireplaces	NumberNoFireplace	0.00	4.00
tblFireplaces	NumberWood	42.00	0.00
tblFireplaces	NumberWood	1.80	0.00

DellAvenueAreaPlan2035

Santa Clara County, Winter

tblLandUse	LotAcreage	68.92	54.00
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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

DellAvenueAreaPlan2035

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

DellAvenueAreaPlan2035

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**

DellAvenueAreaPlan2035

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

DellAvenueAreaPlan2035

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**

DellAvenueAreaPlan2035

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**

DellAvenueAreaPlan2035

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	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

DellAvenueAreaPlanConstruction

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	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

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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**

DellAvenueAreaPlanConstruction

Santa Clara County, Annual

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

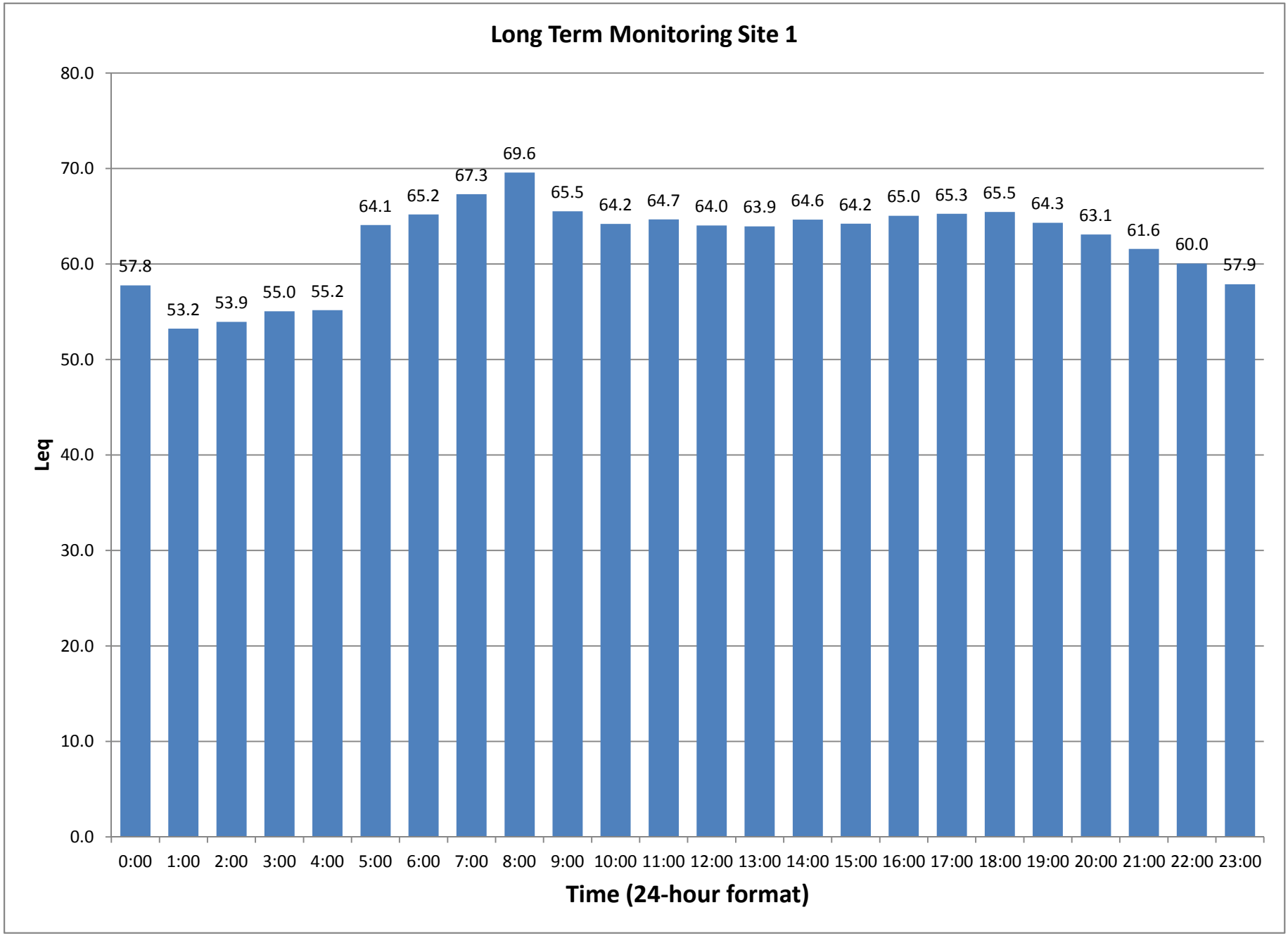
Hour	Time	Leq	CNEL Penalty	Adj. Leq	LDN Penalty	Adj. Leq
1	0:00	51.8	10	61.8	10	61.8
2	1:00	49.5	10	59.5	10	59.5
3	2:00	48.1	10	58.1	10	58.1
4	3:00	48.6	10	58.6	10	58.6
5	4:00	52.2	10	62.2	10	62.2
6	5:00	57.0	10	67.0	10	67.0
7	6:00	60.3	10	70.3	10	70.3
8	7:00	61.5	0	61.5	0	61.5
9	8:00	60.6	0	60.6	0	60.6
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

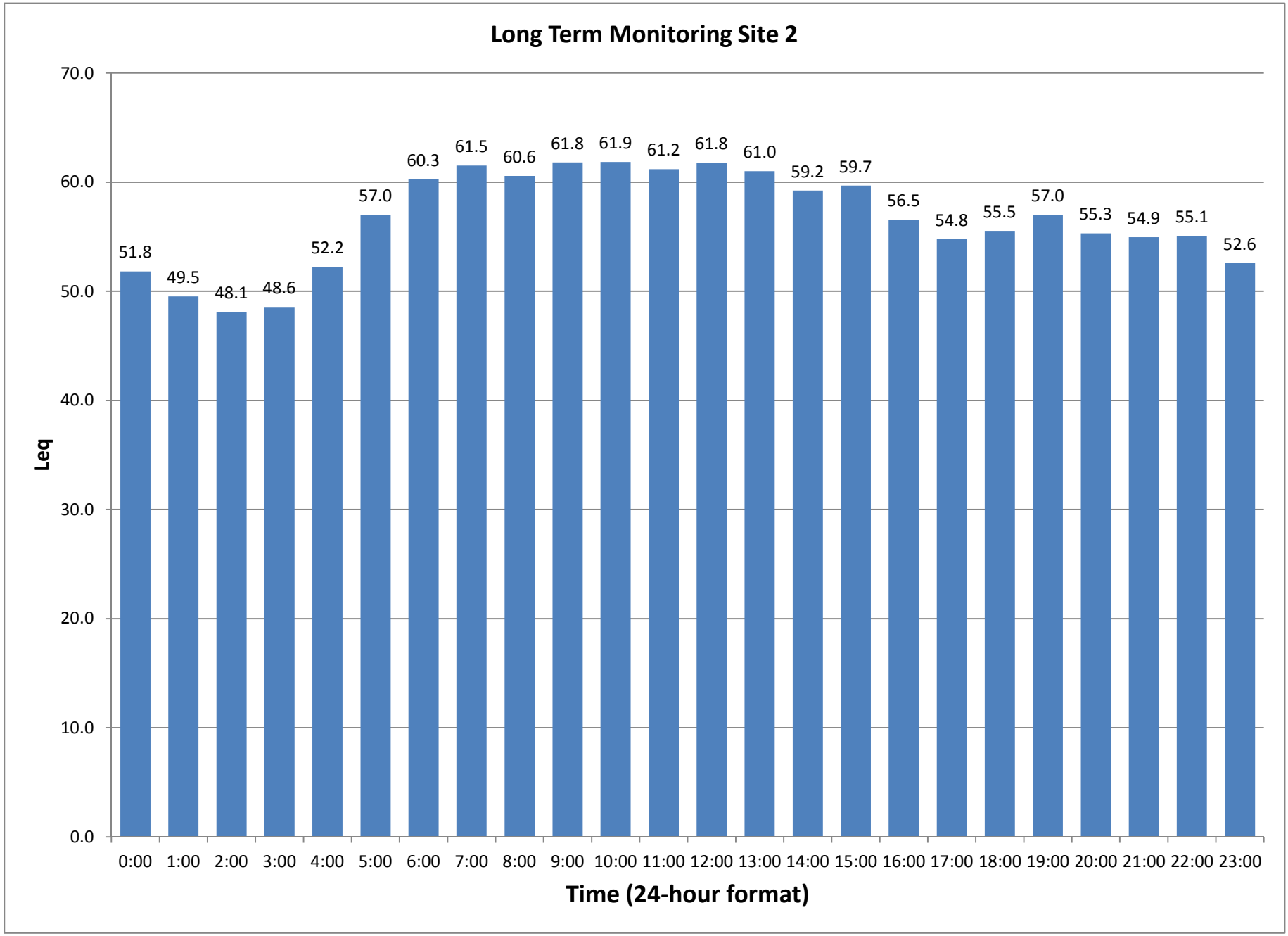
Long-term noise monitoring Location 2 represents the noise environment in the vicinity of potential redevelopment near the eastern edge of the Plan Area, and captured noise generated by traffic along Highway 17, adjacent business operations, and, to a lesser extent, activity along the Los Gatos Creek 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)
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): 0.728
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

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 #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)
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): 0.609
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)
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): 0.885
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)
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): 0.711
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

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 #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)
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): 0.683
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

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 #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)
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):	0.822
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)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
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
City of Campbell

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)
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): 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)
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): 0.957
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)
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): 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)
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): 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)
TIS for Dell Avenue Area Plan
City of Campbell

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)
TIS for Dell Avenue Area Plan
City of Campbell

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)
TIS for Dell Avenue Area Plan
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): 0.643
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)
TIS for Dell Avenue Area Plan
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
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):	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)
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):	0.918
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)
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):	0.979
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)
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): 0.672
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)
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):	0.905
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

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 #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)
TIS for Dell Avenue Area Plan
City of Campbell

Level Of Service Computation Report
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
City of Campbell

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:	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

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 #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

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 #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

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 #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)
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):	1.020
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)
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):	0.935
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)
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):	0.756
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)
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): 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)
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): 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)
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	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)
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):	0.937
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)
TIS for Dell Avenue Area Plan
City of Campbell

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)
TIS for Dell Avenue Area Plan
City of Campbell

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)
TIS for Dell Avenue Area Plan
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):	0.641
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)
TIS for Dell Avenue Area Plan
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):	0.983
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)
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):	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)
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):	0.851
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
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Table of Contents

Background & Purpose 2
Service Area & Population 3
Climate 3
Past, Current and Future Water Use 3
Water Rights, Contracts and Entitlements 5
Sources of Potable Water – SJWC System 6
Groundwater Analysis – SJWC System 7
Water Supply Vulnerability 9
Transfer and Exchange Opportunities 10
Supply Reliability 10
Water Demand Management Measures 12
Supply and Demand Comparison 12
Summary 14

Figures

1 City Map
2 Dell Avenue Area Plan Vicinity Map

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

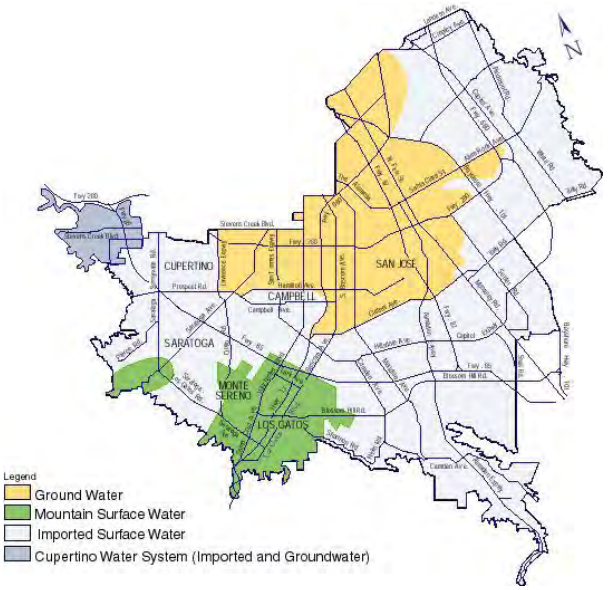
SJWC has "pre-1914 surface water rights" to raw water in Los Gatos Creek and local watersheds in the Santa Cruz Mountains. Prior to 1872, appropriative water rights could be acquired by simply taking and beneficially using water. In 1914, the Water Code was adopted and it grandfathered in all existing 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.

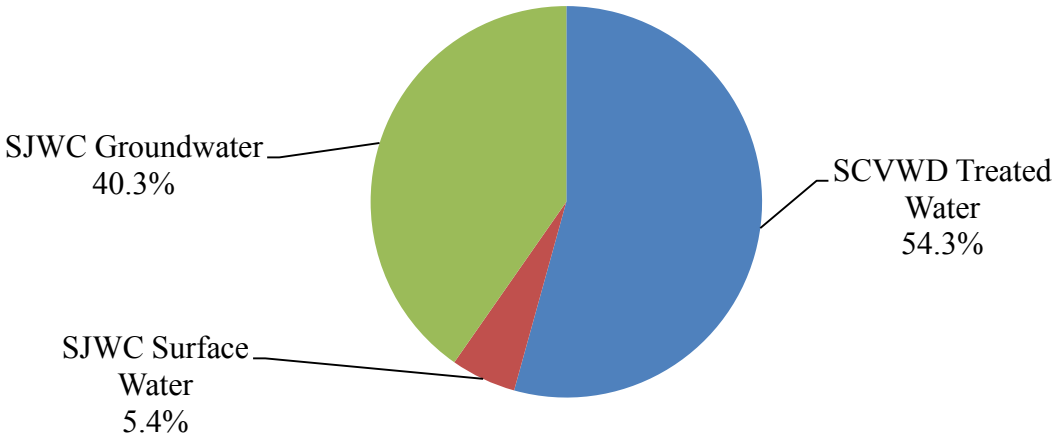


On average, groundwater from the major water-bearing aquifers of the Santa Clara Valley subbasin comprise one third of SJWC's potable water supply. These aquifers are recharged naturally by rainfall and streams, and artificially mainly by recharge ponds operated by SCVWD.

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

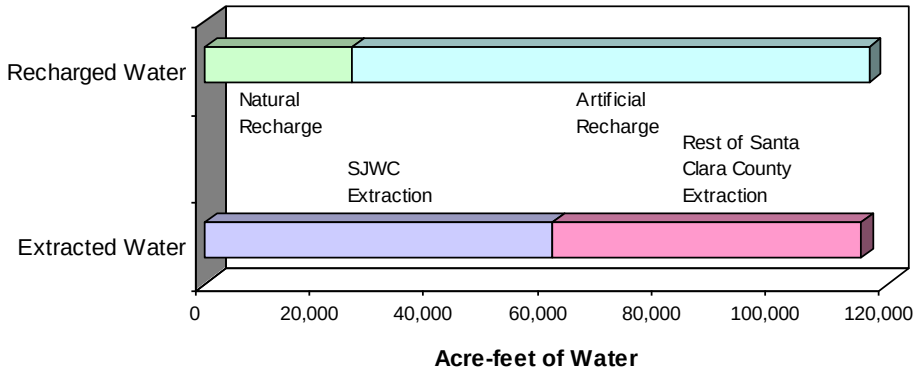
Conservation is an additional source of water that offsets potable water demand and increases system flexibility. SJWC projects an increase in conservation through 2035 to over 5,500 AF/yr. This is anticipated with the increase in the use of ultra-low flush toilets, high efficiency toilets, low flow 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.

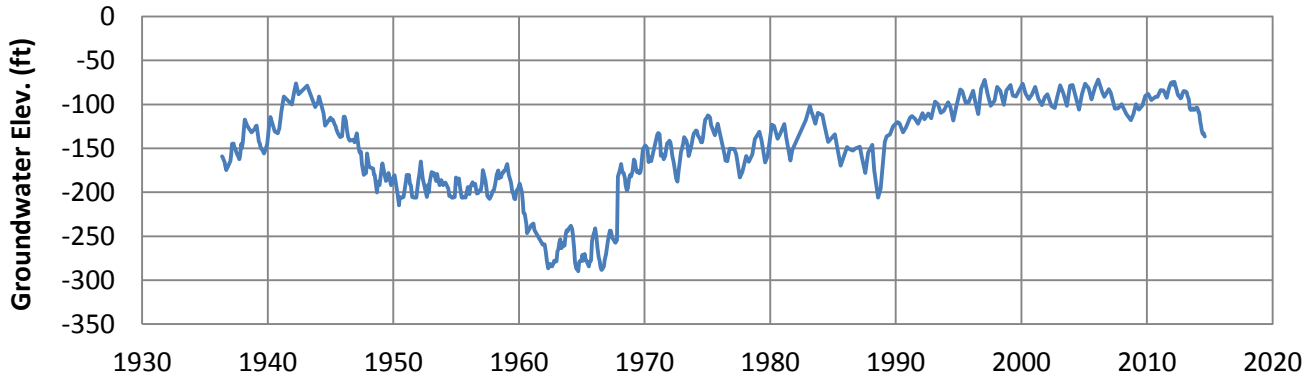
Santa Clara Valley Groundwater Basin Water Balance (2001)



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

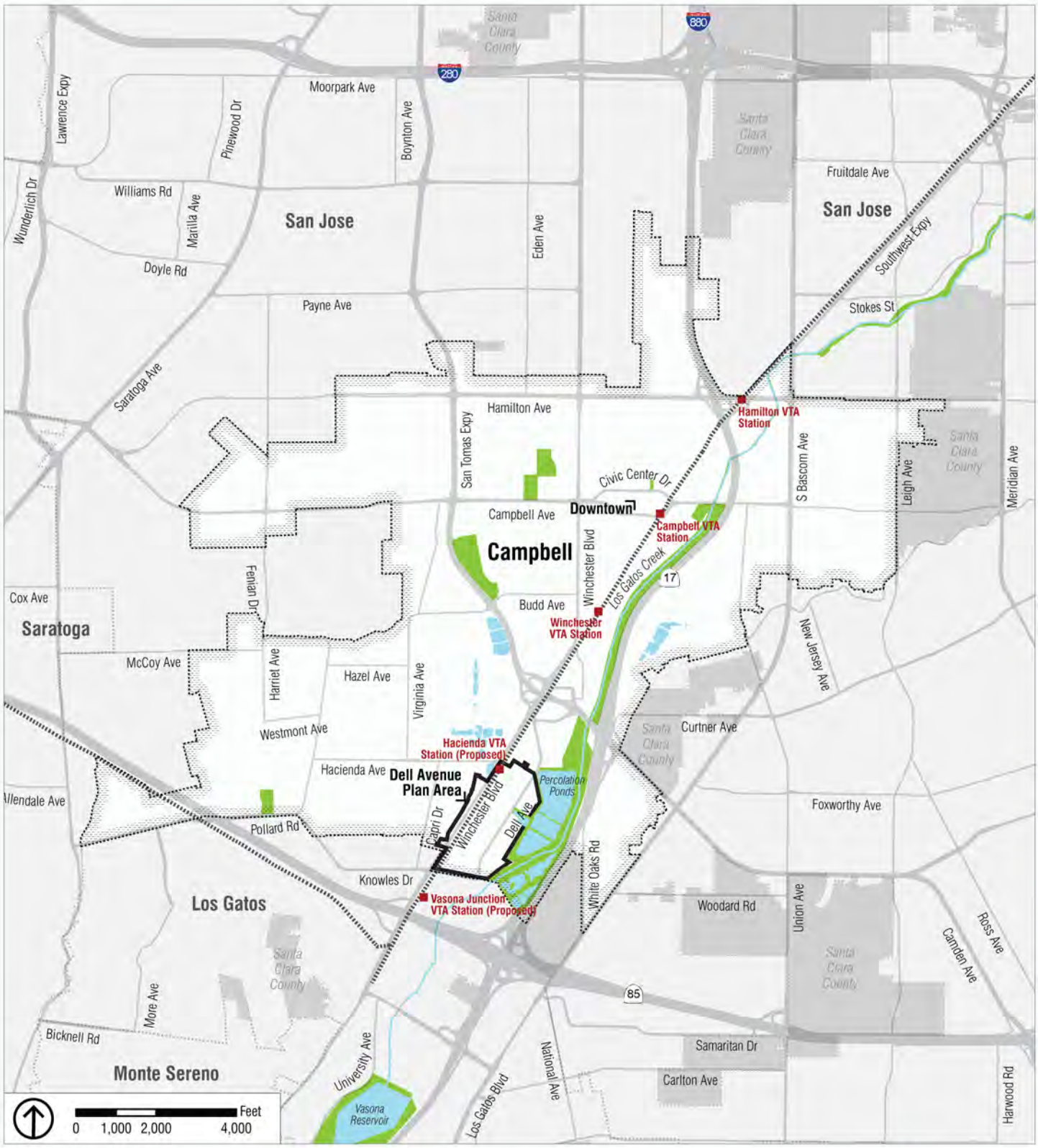
This Water Supply Assessment represents a comprehensive water supply plan for the Dell Avenue Area Plan. In summary:

(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**

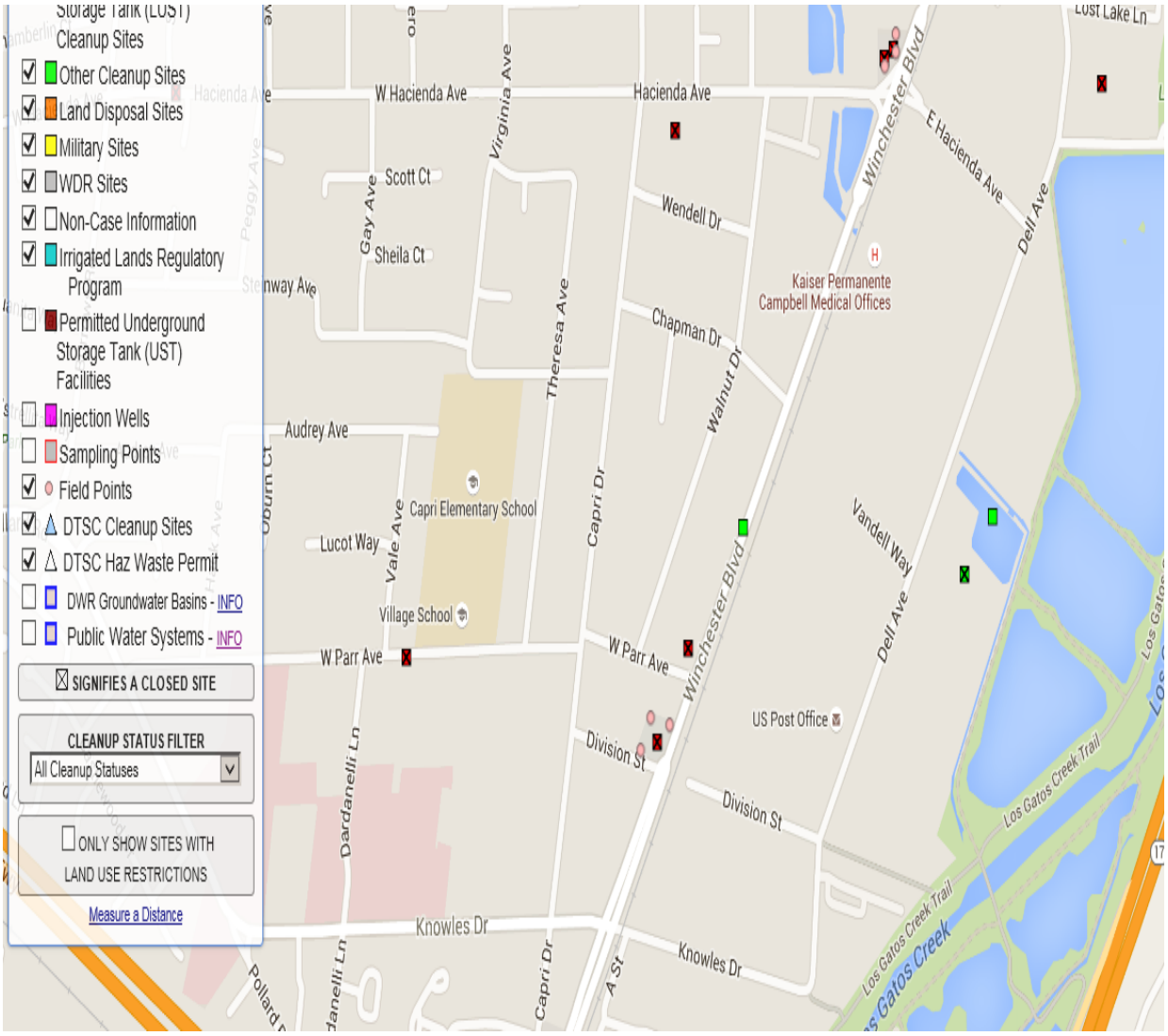
Thank you very much,

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

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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)

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
PHONE (510) 286-5528
FAX (510) 286-5559
TTY 711
www.dot.ca.gov

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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)

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.

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.

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.

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.).

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.

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.

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

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.

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.

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.

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.

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.

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.

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

32972_57834ch08-10

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
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 Ta John	1518 Hack Ave.	Linda Ta John
Chris Marks	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 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	
JOHN RICHARDS	423 E. LATIMER	
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	

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		

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

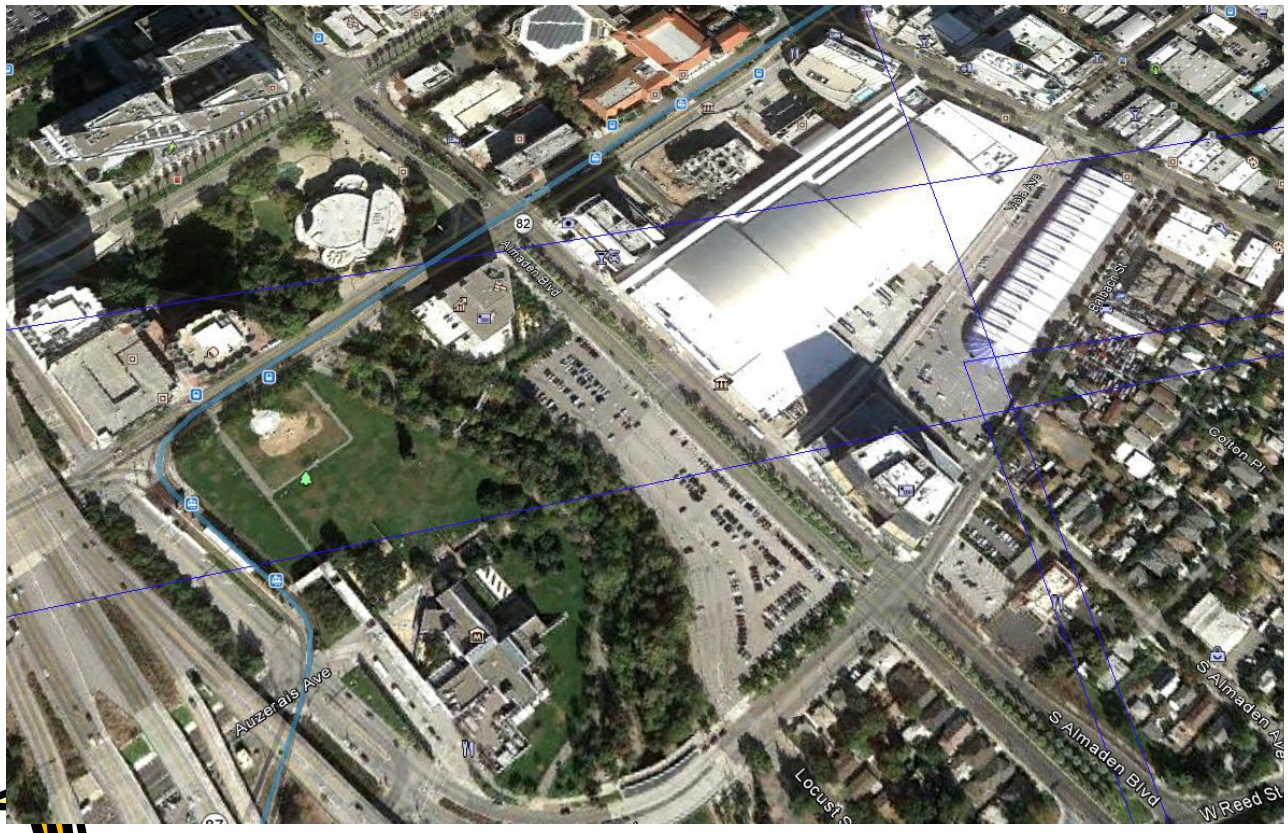
Policies/Programs

- 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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TABLE OF CONTENTS

Los Gatos Creek Trail Reach 4 Riparian Mitigation Project
Fourth Year Monitoring Report

	Page
Executive Summary	**1**
1. Introduction	**3**
1.1 Purpose and Background	3
1.2 Mitigation Location and Description	3
1.4 Mitigation Program Goals	4
1.5 Monitoring Purpose	4
1.5 Success Criteria	7
2. Revegetation Monitoring	**9**
2.1 Background	9
2.2 Methods	11
3. Results	**15**
3.1 General Site Conditions	15
3.2 Year 1 through 3 Monitoring	15
3.3 Fourth Year Monitoring Results	16
4. Conclusion and Recommendations	**23**
4.1 Conclusion	23
4.2 Recommendations	23
5. Report Preparation and References	**25**
5.1 Report Preparation	25
5.2 References	25
Appendices	
A. Monitoring Data Sheets	A-1
B. Photodocumentation	B-1
List of Figures	
1. Regional Project Location	5
2. Mitigation Site Locations	6
3. Meridian Avenue Site Planting Plan, Transects and Photo Points	13
4. Auzerais Site Planting Plan, Transects and Photo Points	14

Page

List of Tables

1-1	Performance and Success Criteria Years 1 through 10	7
2-1	Riparian Mitigation Planting List	10
2-2	Numerical Values for Assessing Plant Health and Vigor	12
3-1	Plant Survival Years 1 through 4	17
3-2	Los Gatos Creek Trail Site #1 (Meridian) Installed Tree and Shrub Cover 2011	18
3-3	Los Gatos Creek Trail Site #2 (Auzerais) Installed Tree and Shrub Cover 2011	19
3-4	Percent Cover Installed Tree and Shrub Species Years 1 through 4	19
3-5	Average Plant Height Years 1 through 4	20
3-6	Average Plant Health And Vigor Years 2 through 4	21

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:

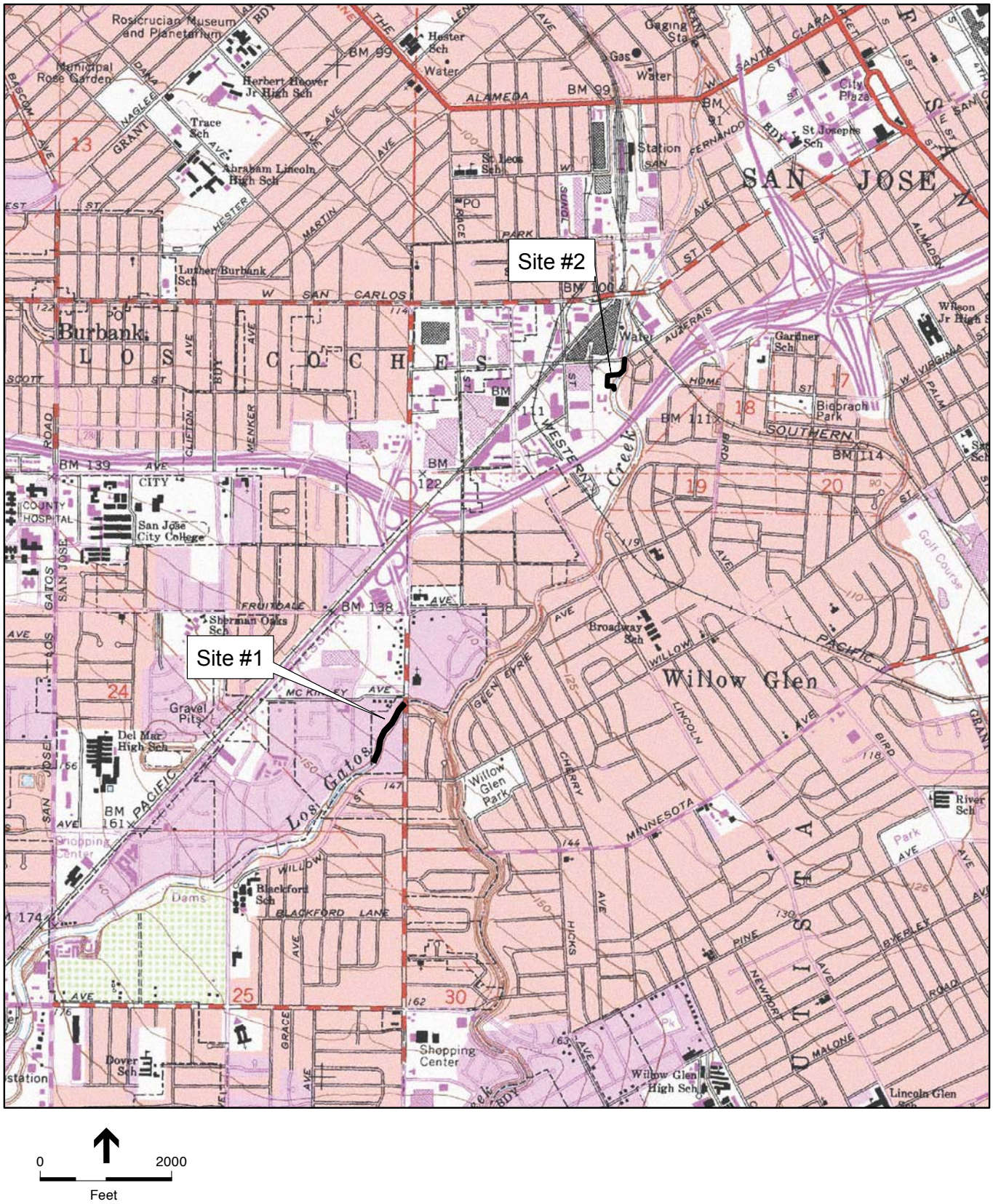
- determine total percent survivorship for the entire installation as well as on a per species basis;
- determine percent cover for the installation as a whole and on a per species basis;
- determine the average height of each tree species;
- qualitatively assess the health and vigor of all trees and 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

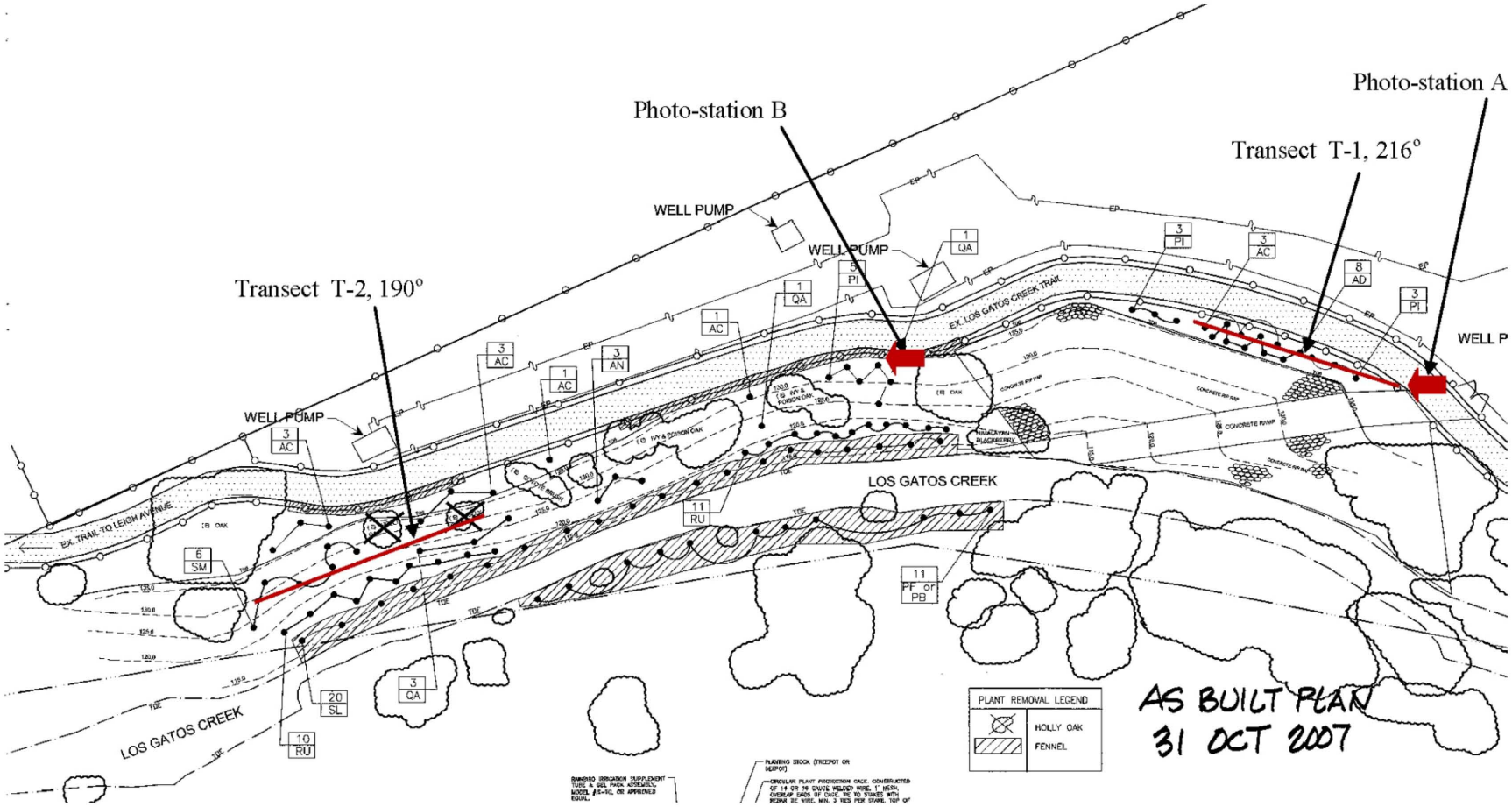
Value	Health/Vigor	Observations
1 – 3	High health and vigor	67 – 100% healthy foliage
4 – 6	Medium health and vigor	34 – 66% healthy foliage
7 – 9	Low health and vigor	0 – 33% healthy foliage

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

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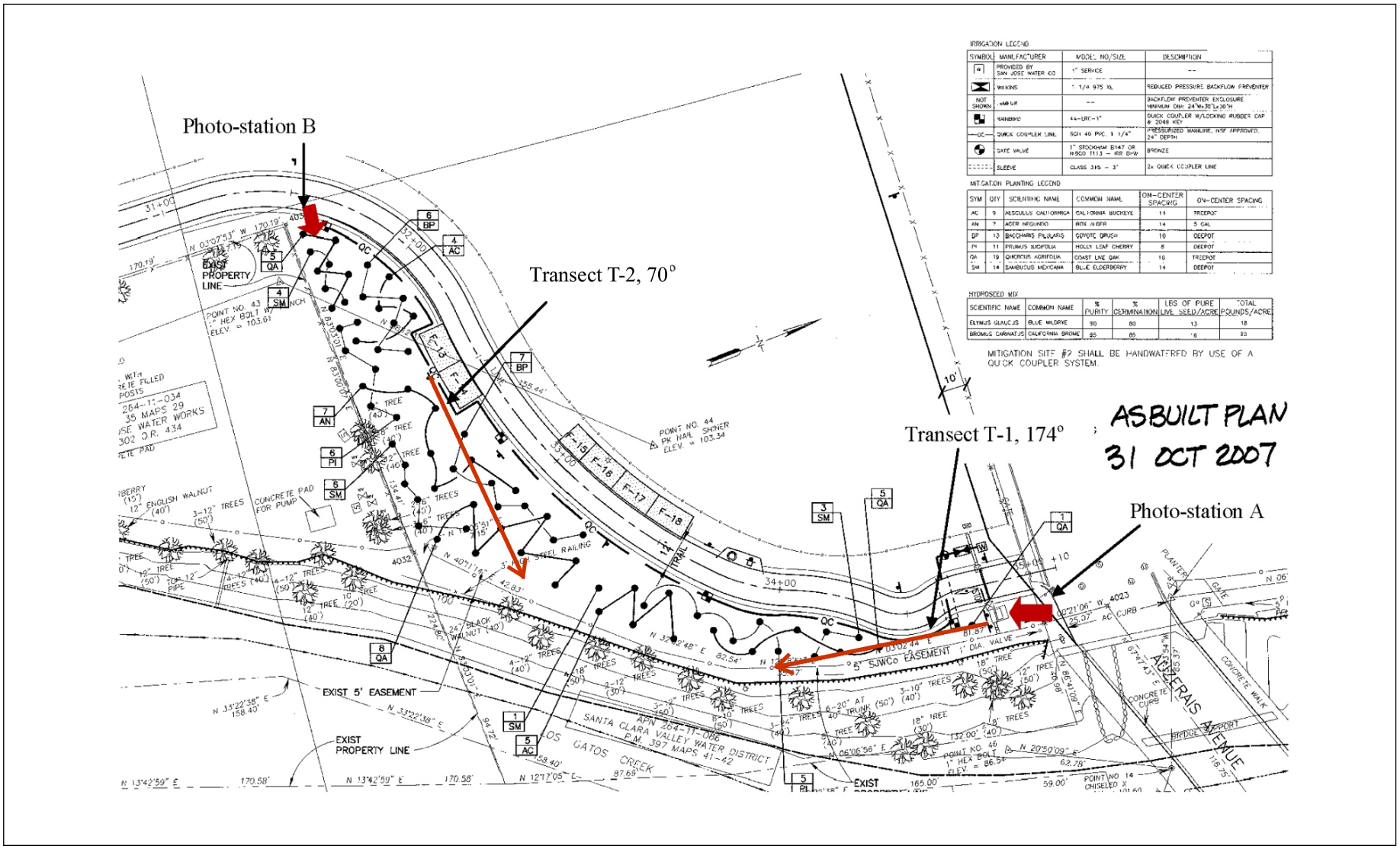
Figure 3

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

Biotic Resources Group, 2005. *Los Gatos Creek Trail Reach 4 Riparian Mitigation Maintenance Manual*. Soquel, California. December 12.

Biotic Resources Group, 2008. *Los Gatos Creek Trail Reach 4 Riparian Mitigation Year 1 (2008) Monitoring Report*. Prepared for the City of San José Department of Public Works and David Powers & Associates. Soquel, California. December 2.

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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
	Skip Retzer	skip_retzer@sbcglobal.net	
	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.

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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

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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		
9				
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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]	
10				
11				
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14				
15				

TO: Campbell City Council,
Planning Commission

STACC (San Tomas Area Community Coalition) Date: 7-28-2015 Page: 15

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).

#	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

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[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

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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**

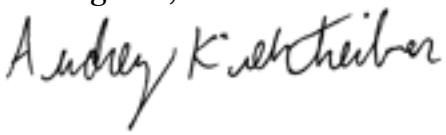
In Summary:

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**

---

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

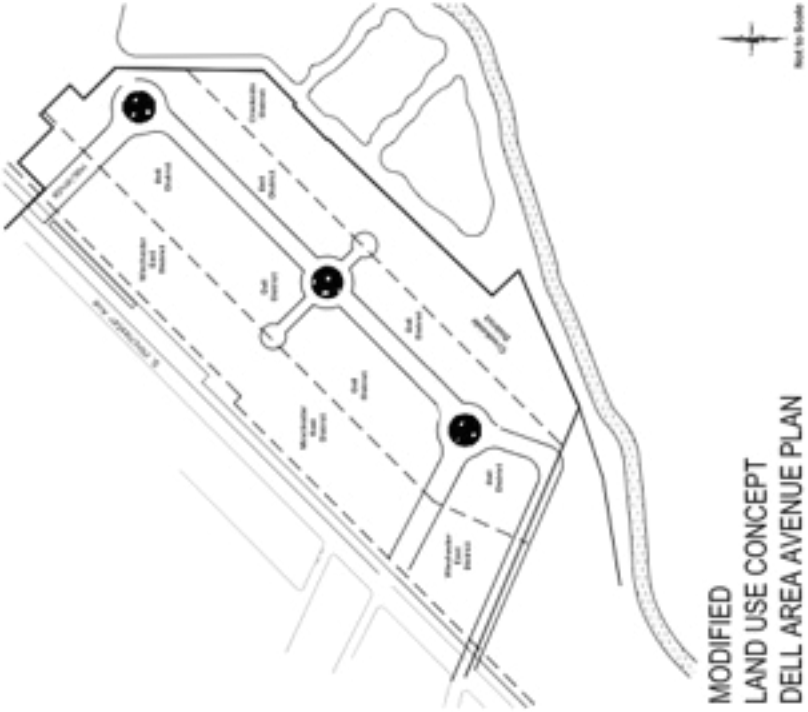
With regard to this statement: "Based on the analysis, which is summarized in Table 5-2, the No Project Alternative is the environmentally superior alternative."

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**

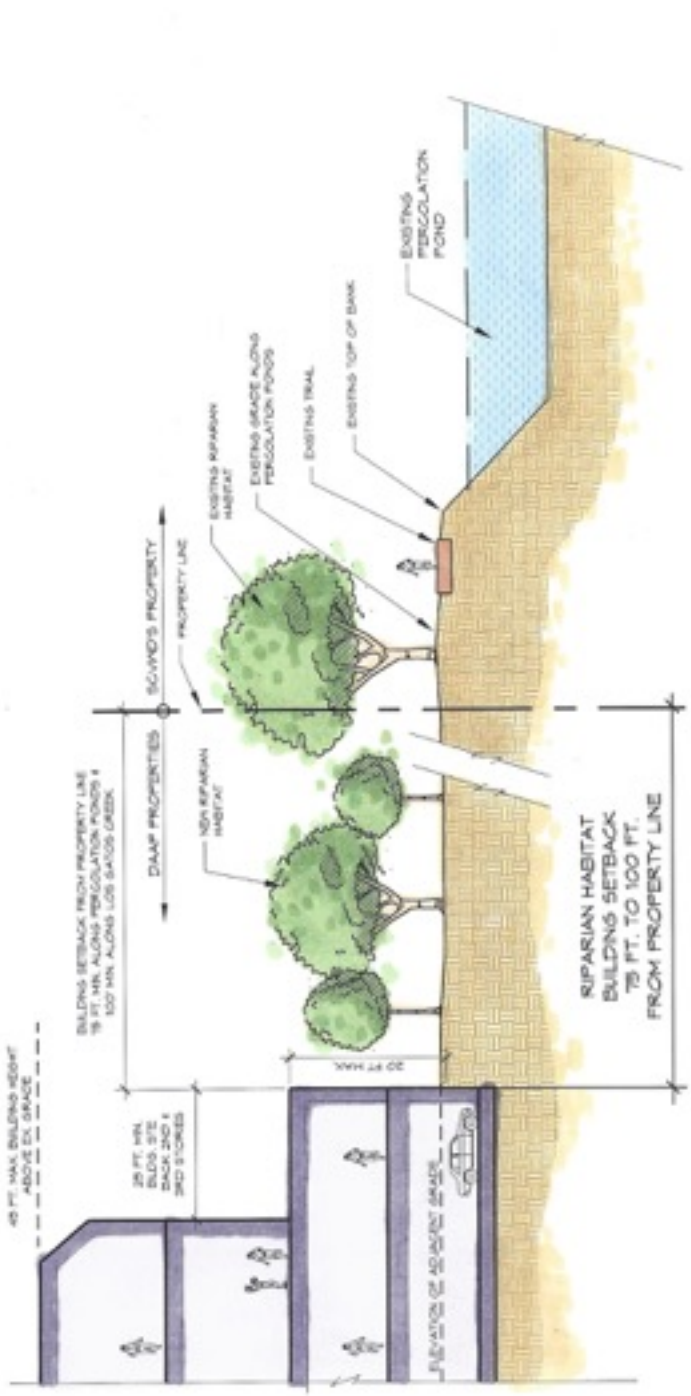
* Building height measured above street grade. Allows garage to have ½ of a floor below street grade.

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

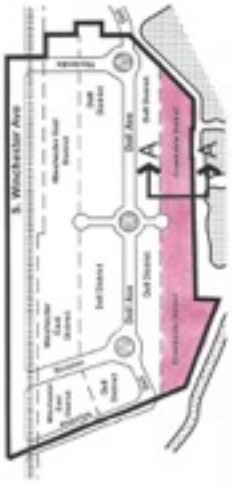
B06-214

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

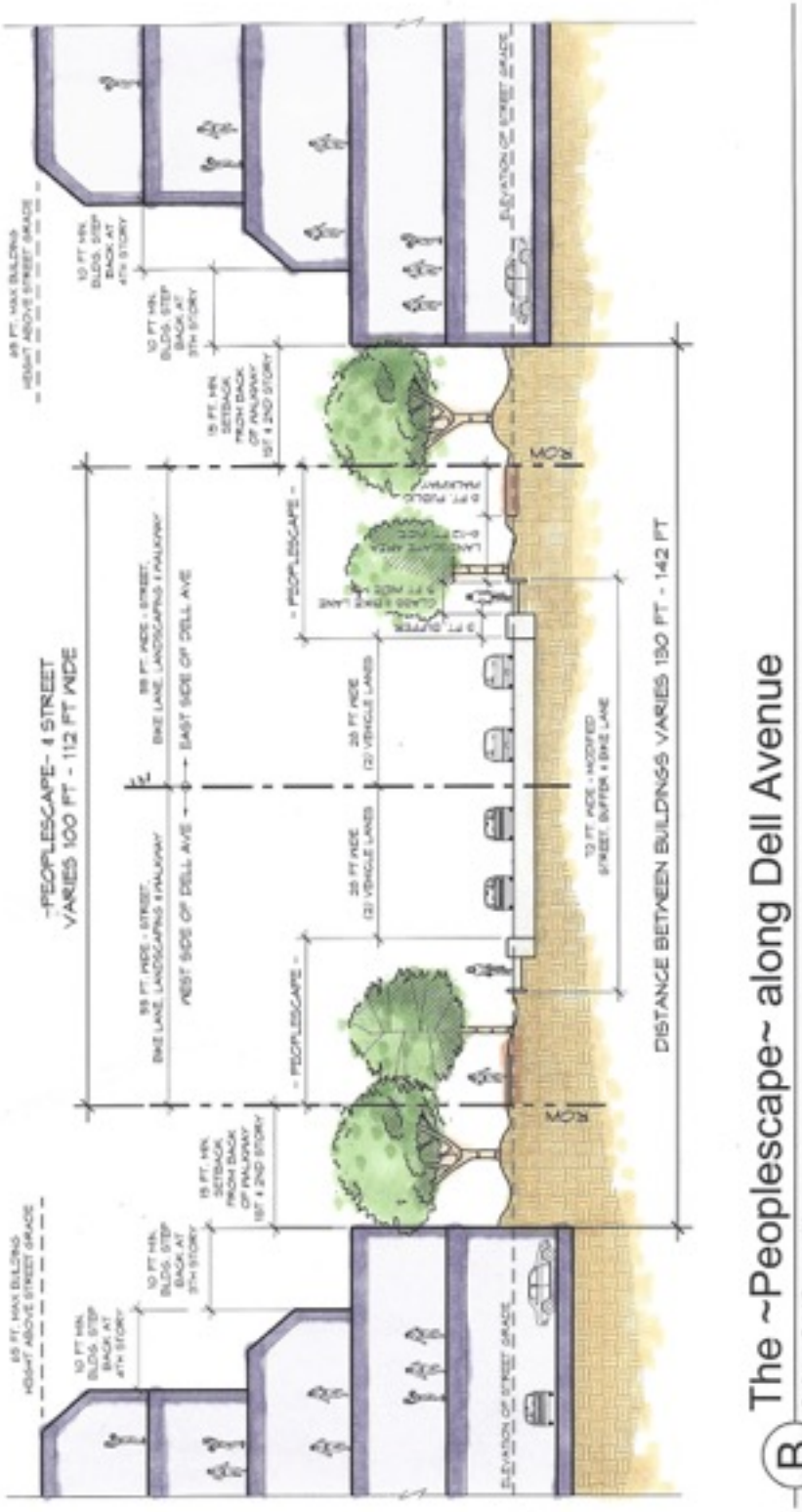
Modified Cross Section

Land Use & Development Standards

MODIFIED LAND USE CONCEPT

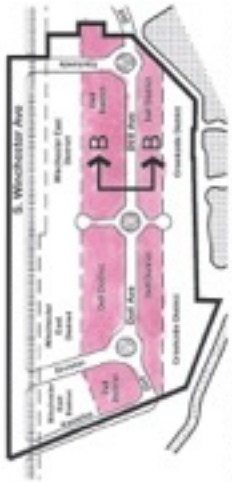
DEIR & DELL AVENUE AREA PLAN

B06-215



B The ~Peoplescape~ along Dell Avenue

Refer to DAAP page 56

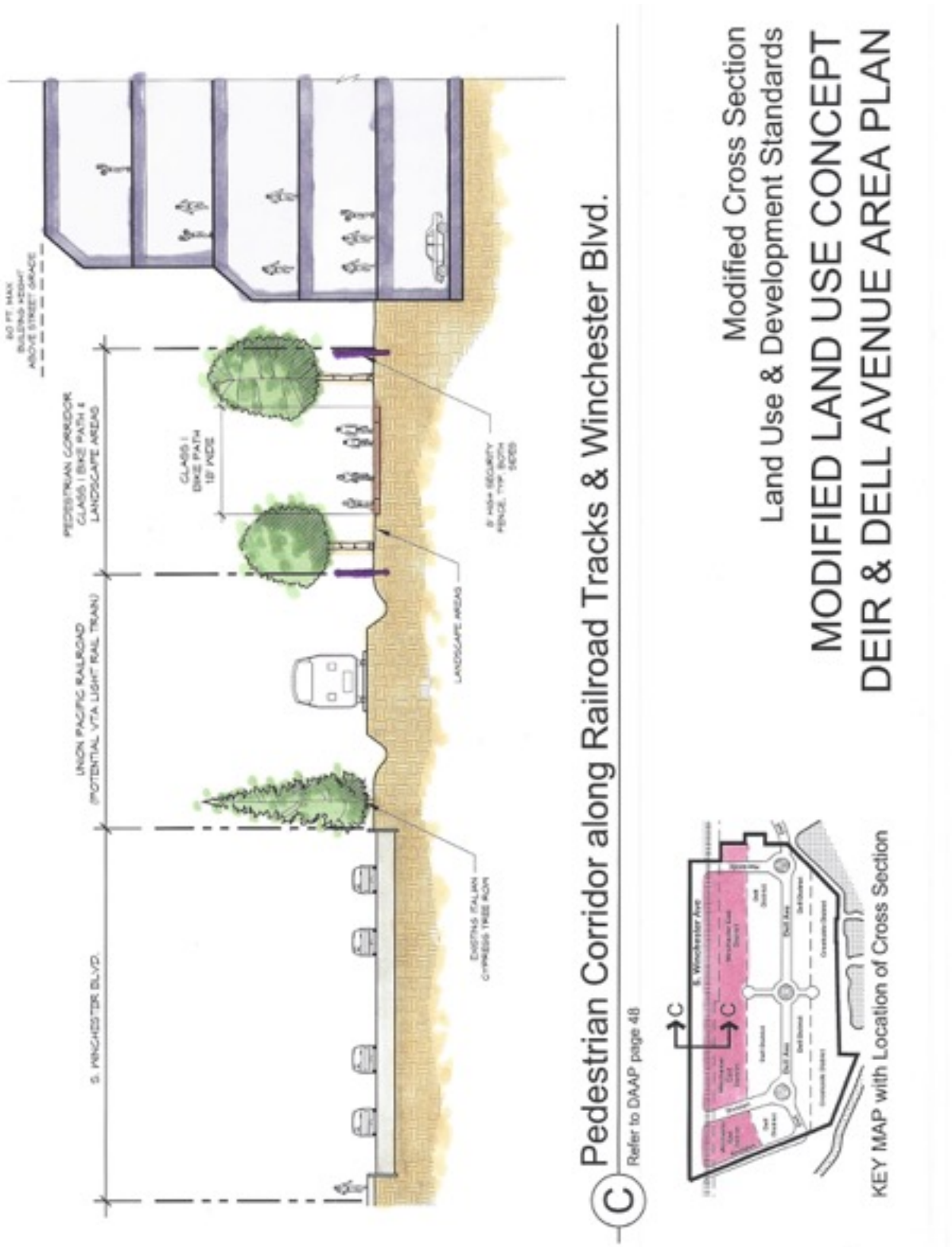


KEY MAP with Location of Cross Section

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.

---

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**

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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

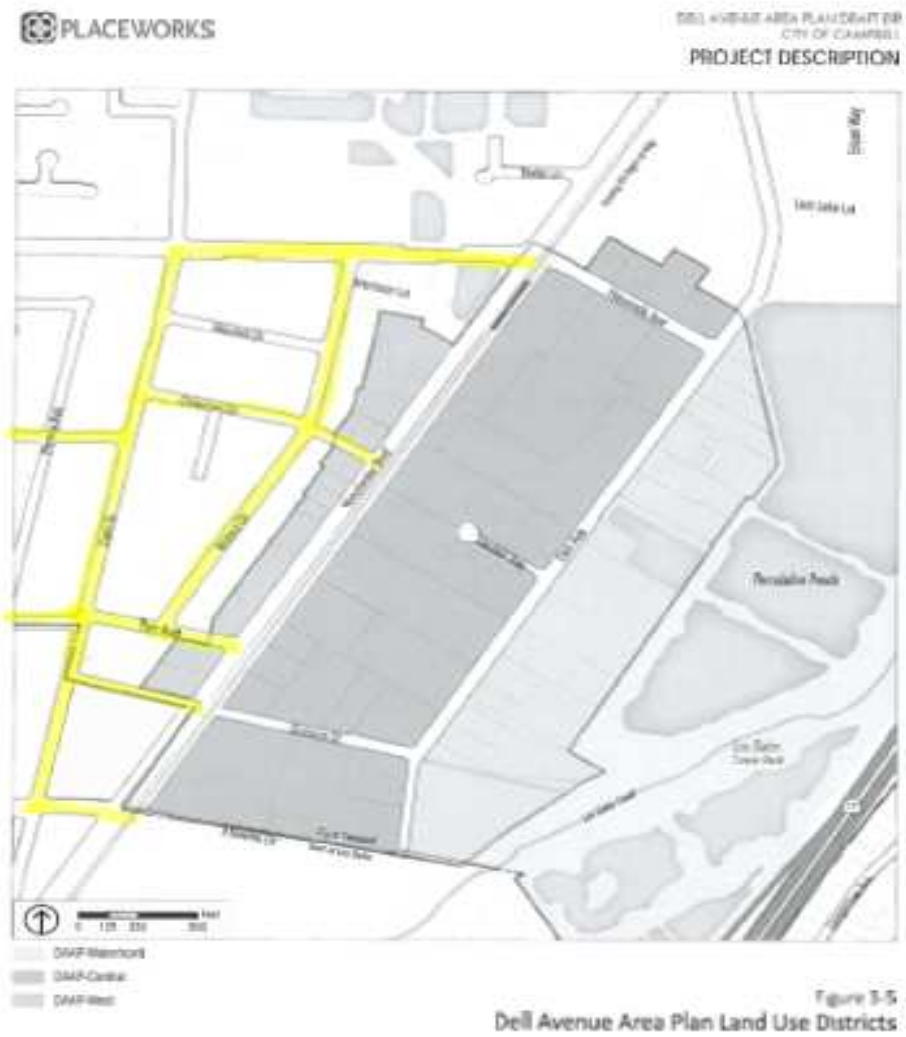
When traffic becomes congested on Winchester, drivers will often use the San Tomas Area as a detour. On Winchester, driving from the San Jose direction, drivers will turn right onto Hacienda and make a left on Walnut or Capri Drive and up to Knowles and make a left to get back onto Winchester. They also 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**

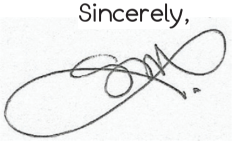
Significant Impact	Significance Before Mitigation	My Comments	
AES-4. The proposed Plan would not create a new source of light or glare which would adversely affect day or nighttime views of the area.	**DEIR's Designation:** LTS **Revised Designation:** **S**	The proposed Plan **WILL** create a new source 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,

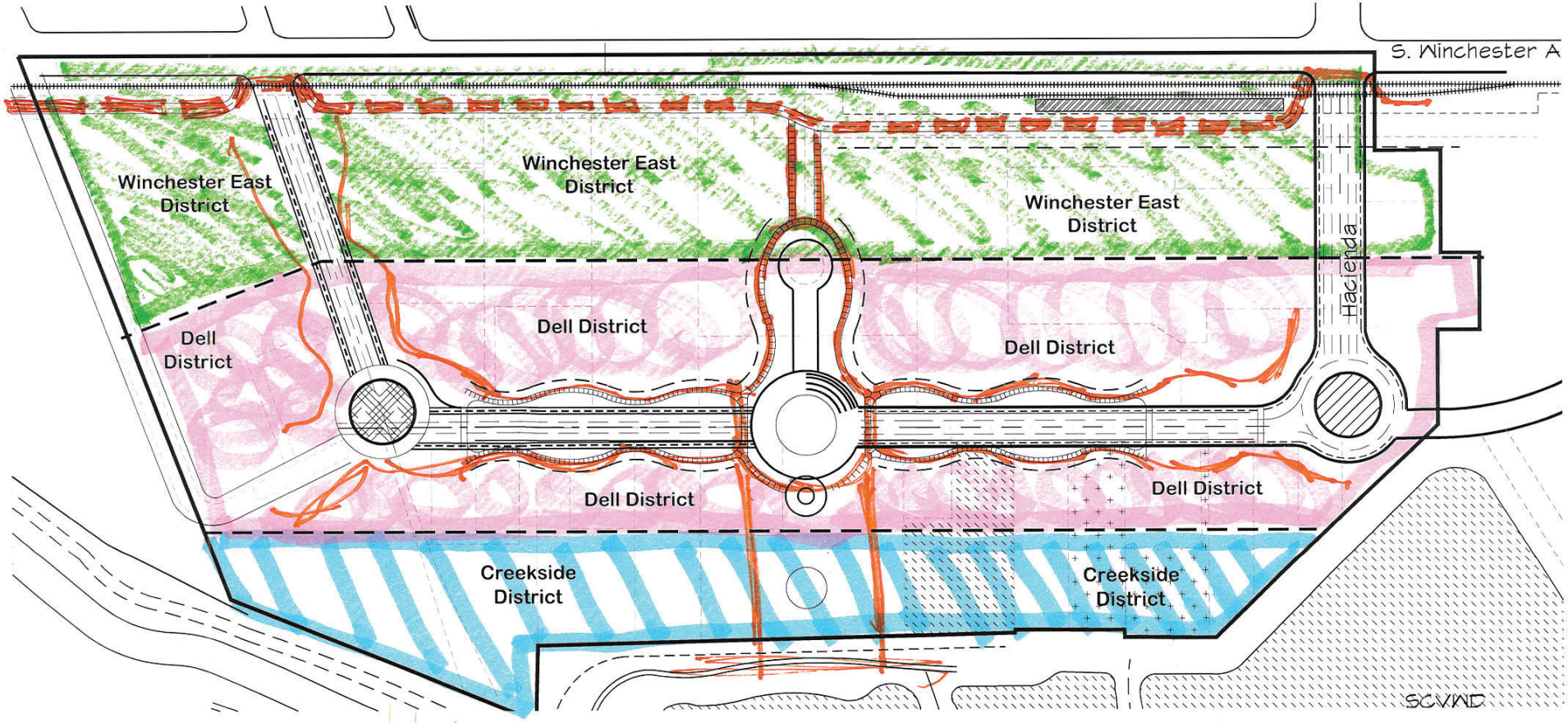


Susan M. Landry, Environmental Architect

Designing Spaces Between the Natural & Built Environment™

B21-21

B21-22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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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Campbell, CA 95008-6838
Tel 408.866.1411
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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

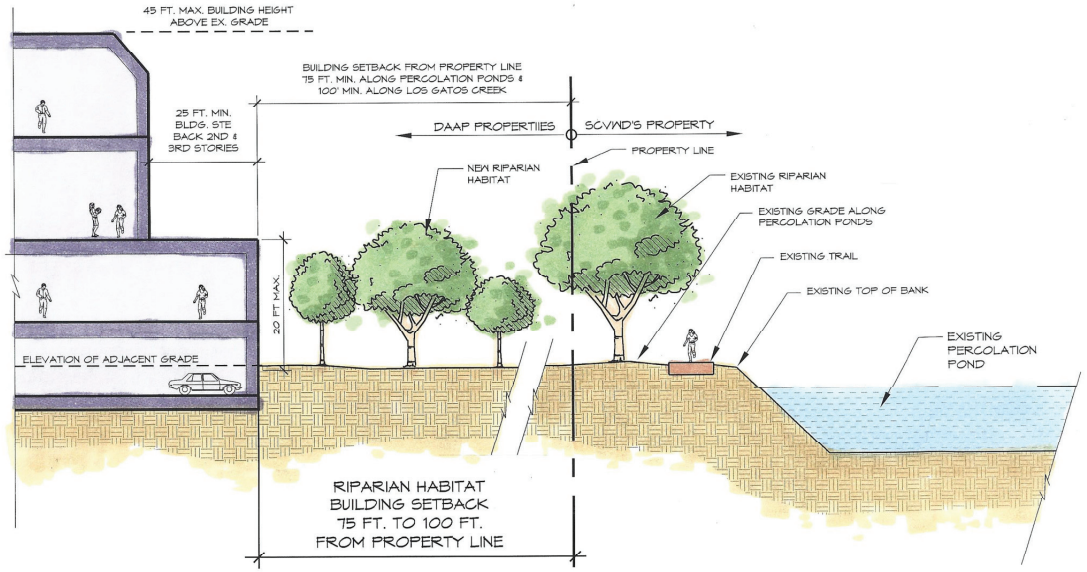
Business Type	Proposed Buildout Totals	Modified Buildout Totals
R&D Space	~~502.000 sf.~~	350,000 sf.
Office Space	~~3,002.000 sf.~~	2,000,000 sf.
Retail/Services Space	~~76,000 sf.~~	50,0000 sf.
TOTAL BLDG SF	~~3,580.000 sf.~~	2,400,000 sf.
		67% of Proposed

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

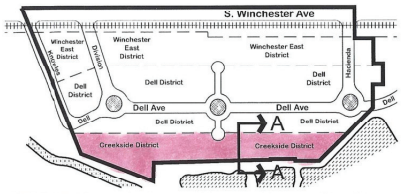
Page 5 of 12



(A) Riparian Habitat Setback Zone along Eastern Boundary

Refer to DAAP page 46

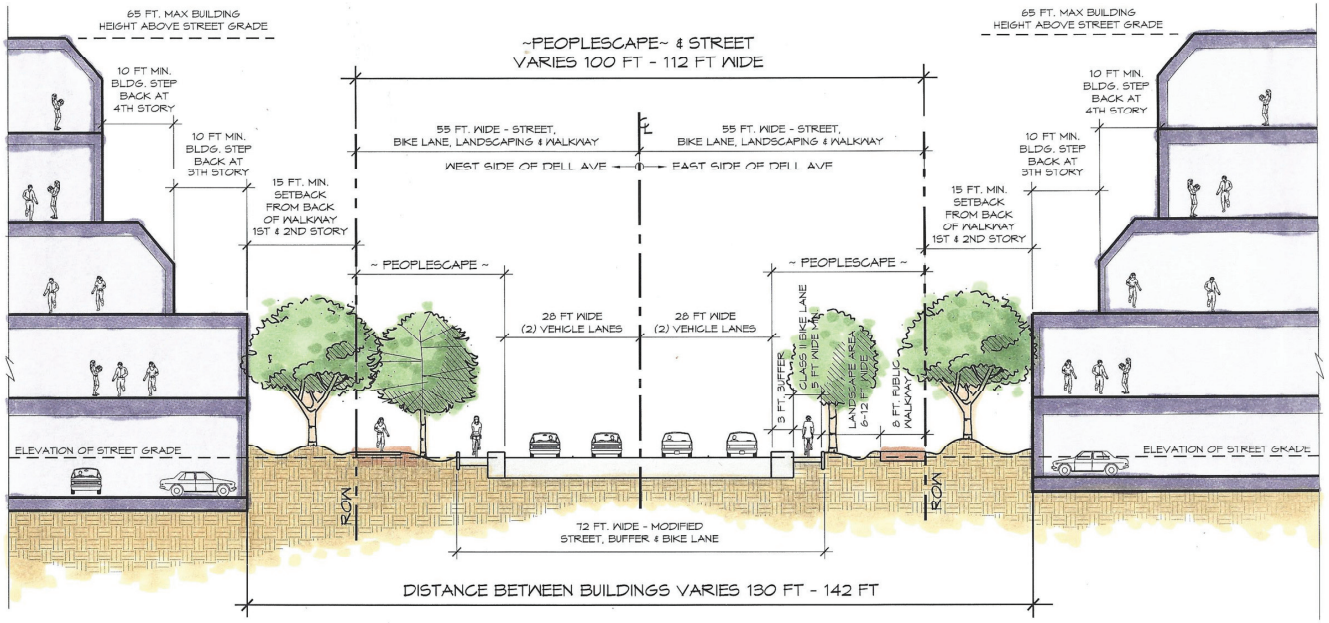
B38-18



KEY MAP with Location of Cross Section

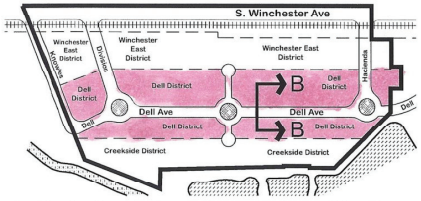
Modified Cross Section
Land Use & Development Standards

MODIFIED LAND USE CONCEPT
DEIR & DELL AVENUE AREA PLAN



(B) The ~Peoplescape~ along Dell Avenue

Refer to DAAP page 56



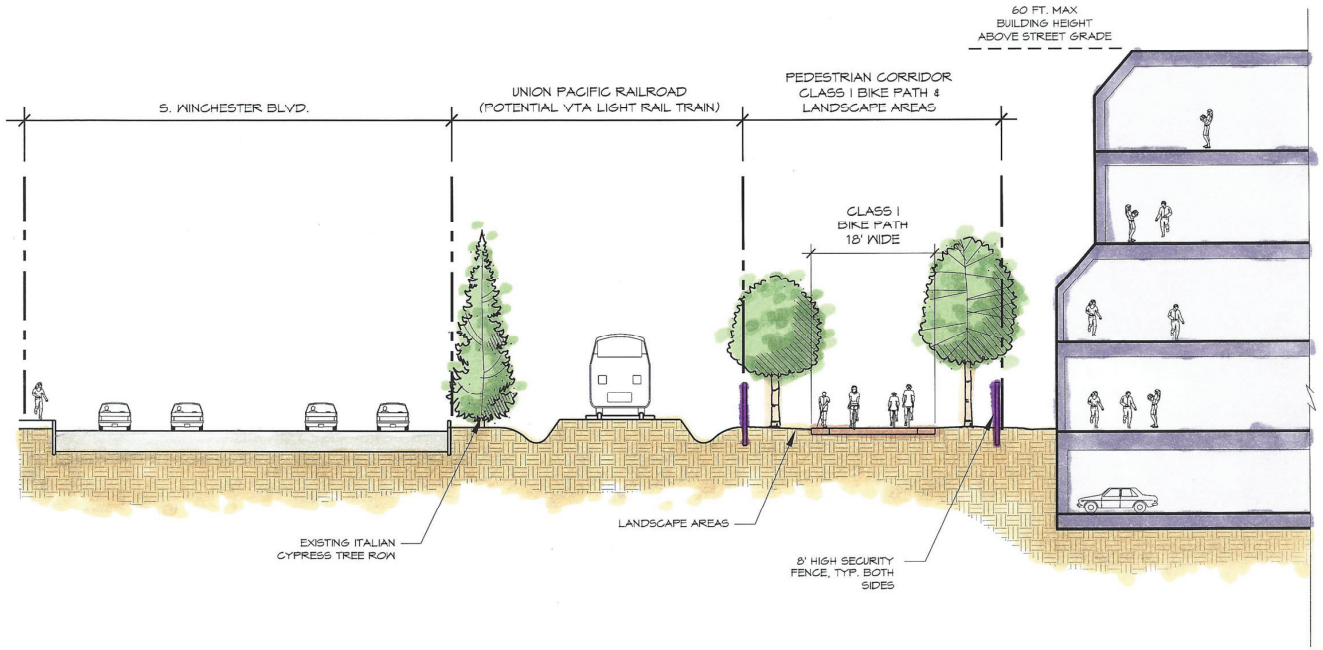
KEY MAP with Location of Cross Section

Modified Cross Section
Land Use & Development Standards

MODIFIED LAND USE CONCEPT
DEIR & DELL AVENUE AREA PLAN

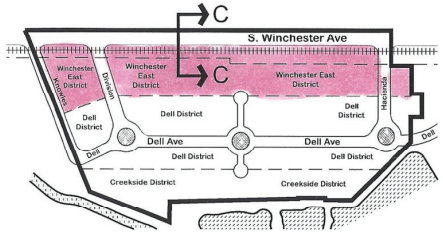
B38-18 cont.

Page 7 of 12



(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**

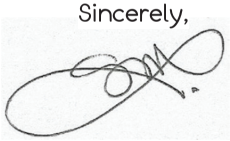
Page 11 of 12

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™

Page 12 of 12

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.

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AM Peak - Cumulative I plus Project
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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.

Traffix 7.9.0415 (c) 2007 Dowling Assoc. Licensed to W-TRANS, Santa Rosa, CA

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

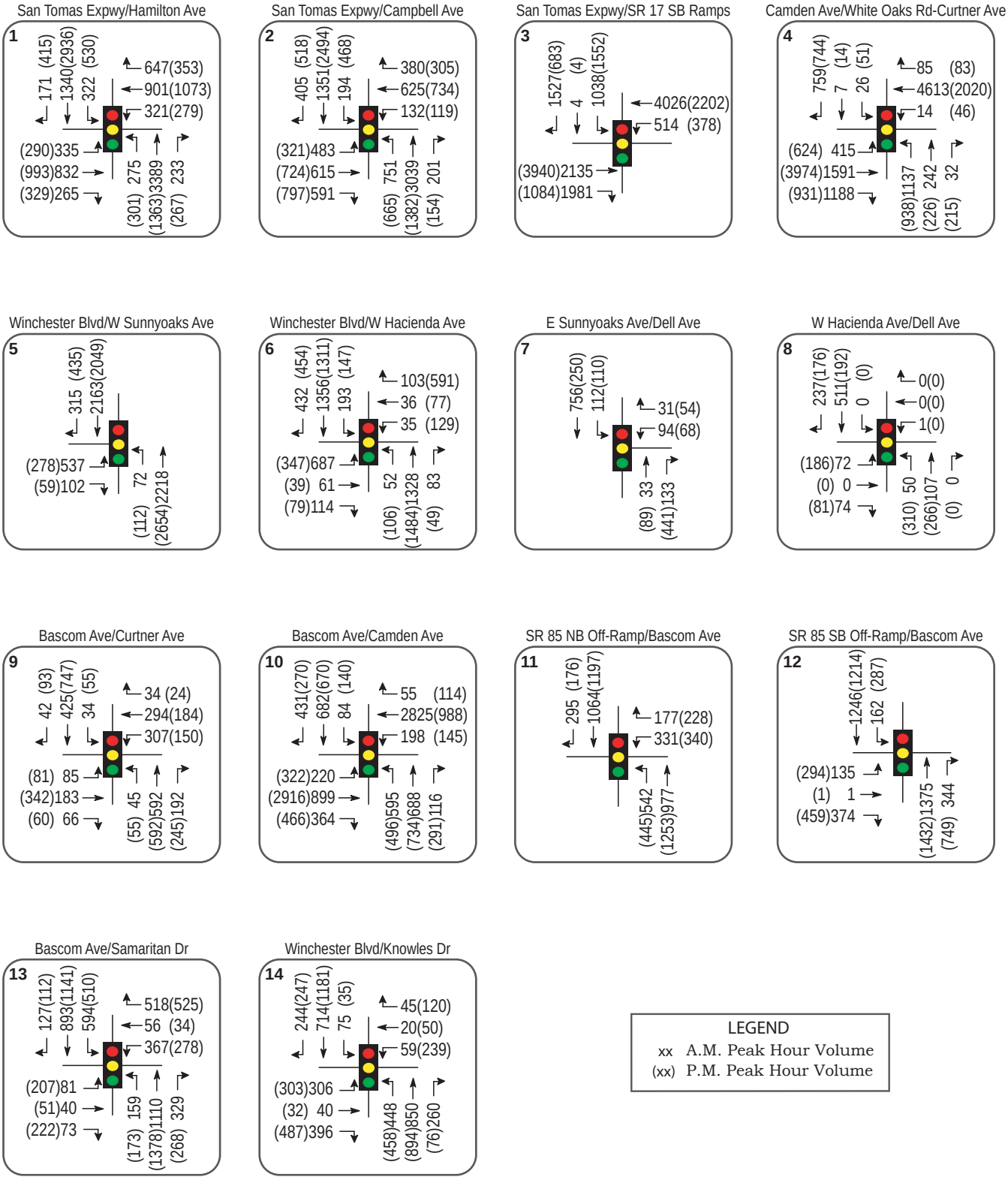
Street Name:	SR 17 SB Ramps						San Tomas Expwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Include			Ovl			Ignore		
Min. Green:	0	0	0	28	28	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

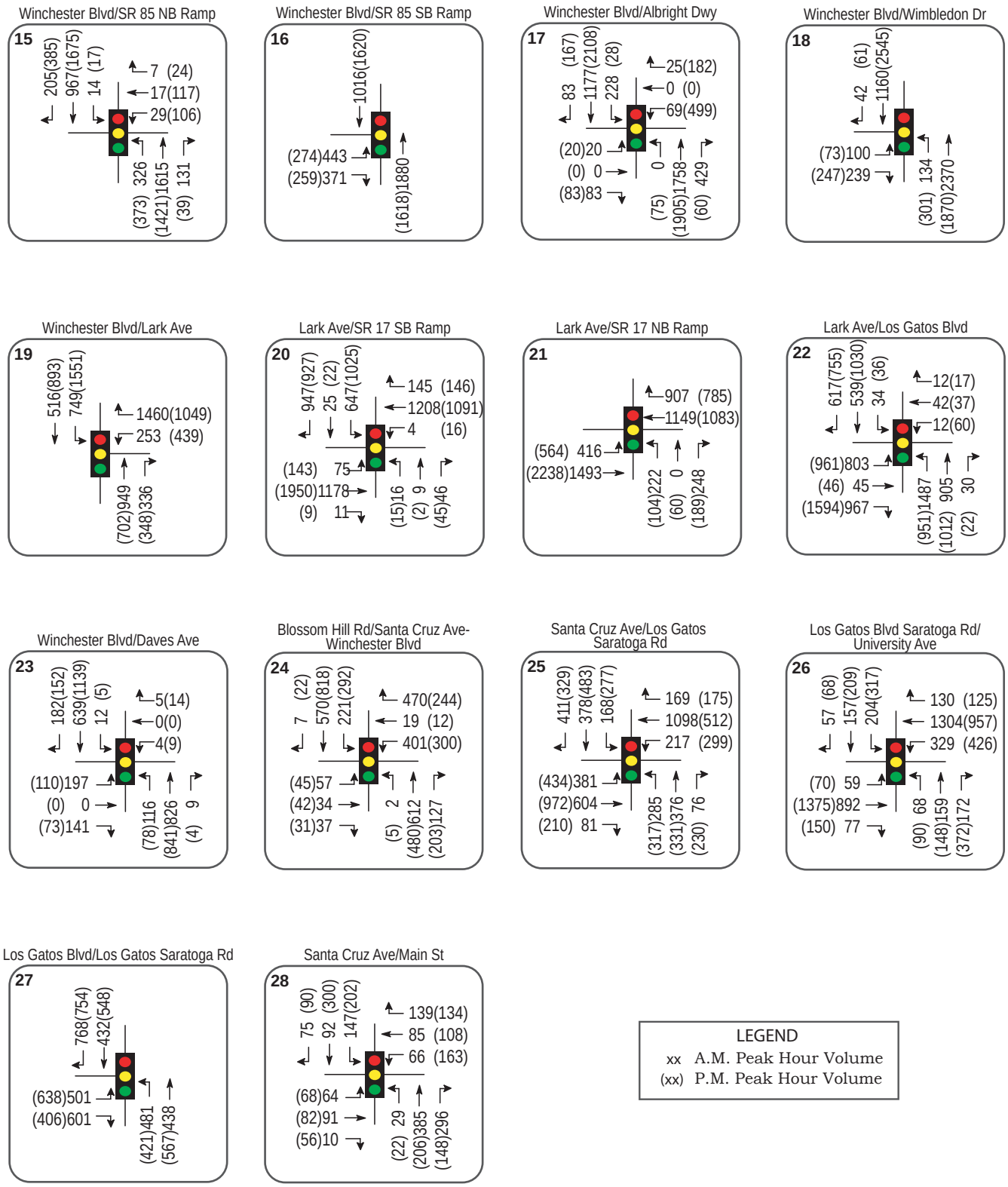
Cumulative Traffic Volumes



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