

## MEMORANDUM

DATE August 12, 2016  
TO Paul Kermoyan  
City of Campbell  
FROM Bruce Brubaker  
SUBJECT DAAP Plan Changes

Following are recommended changes to the Dell Area Avenue Plan that arise from comments on the Draft Environmental Impact Report. These changes ensure that the DAAP is consistent with the environmental analysis in the EIR. The changes should be clearly listed as additions or changes to the DAAP during Plan approval and EIR Certification hearings. Changes to text are shown in ~~strike through~~ for deletions and underline for additions, similar to changes in the DEIR text.

1. **City Boundary Line.** For the Citywide Context Map on pp 3, revise the map to add the areas of Santa Clara County that have been annexed into the eastern part of the City of Campbell since 2013, and change the City boundary line. These areas are commonly referred to as “The Cambrian 36” and “The Sliver.” (See attached Figure 1-2)
2. **Collaboration of Santa Clara Valley Water District.** In the DAAP Goals on pp 12, revise the text under Enhanced Open Space and Improved Open Space Access: ~~“Enhance existing trails and Create new connections between the Plan Area and Los Gatos Creek Park to the extent possible with minimal environmental impacts, and effective mitigation, if required. If any environmental mitigation is required, proceed only if the agreement and collaboration of the Santa Clara Valley Water District is secured.”~~

In addition, on pp 47 under Required East-West Multi-use Path, revise the text as follows: “The path must include at least one publicly accessible and ADA compliant pedestrian crossing from the Plan Area to Los Gatos Creek Park. If the agreement and collaboration of the Santa Clara Valley Water District is secured, the path should continue across the engineered ditch just east of the Plan boundary.”

3. **Multimodal Improvement Plan.** Under Circulation Concept on pp 27, revise the text as follows: “For a more detailed analysis of future traffic conditions and proposed vehicular improvements, please refer to the Dell Avenue Area Plan Draft Environmental Impact Report. Preparation of an area-wide Multimodal Improvement Plan (MIP) is recommended as a next step in the implementation of the DAAP. MIPs include action items that address trip reduction and traffic congestion and may include bike, pedestrian, transit, Transportation Demand Management programs, vehicle capacity, and other programs. More information can be found in Chapter 4, Implementation.”

In the Implementation Chapter on page 65, add new Section:

“Multimodal Improvement Plan

The DAAP recommends the creation and approval of a Multimodal Improvement Plan (MIP), at the time or prior to the time a project moves forward. The MIP will be funded through developer impact fees assessed on development in the Plan Area which will require a nexus study.

The VTA has established guidelines on the preparation of various levels of a MIP, from a mini plan for a single location to an area-wide plan. For the DAAP, an area-wide MIP is the recommended approach as some of the transportation impacts may 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. MIPs include action items that address trip reduction and traffic congestion. 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, costs estimates, funding mechanisms and responsibility, monitoring, and annual reporting requirements. Plans may also require inter-agency agreements (for example Campbell and Los Gatos would agree to improve a certain intersection or roadway, or Campbell and the County of Santa Clara would agree to implement a certain program). VTA typically would assist and guide the MIP development, but it is the City’s responsibility to prepare and adopt the MIP.

While the DAAP 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. It is not certain if the MIP would reduce transportation impacts to a less-than-significant level, as this can’t be quantified until the Plan is developed and assessed. However, the MIP would address a multitude of transportation issues.”

In addition, on pp 67, under Development Impact Fees, revise the text as follows: “Fees required by new development will provide funding to offset the costs of some of the improvements or programs identified in the Dell Avenue Area Plan, such as intersection improvements for the Hacienda Avenue/Dell Avenue intersection or funding of a Multimodal Improvement Plan to manage increased traffic from new development.

4. **Sustainable Development Requirements.** On pp 46, after Site Design and Building Standards and before Special DAAP-Waterfront Standards, insert the following section:

“Sustainable Development Requirements

It is recommended that new development adhere to the following standards in order to reduce the number of single occupant vehicle trips of employees and visitors to the development. They

also address reductions in building energy use. Implementation of these standards will help reduce traffic congestion, improve air quality, and reduce greenhouse gas emissions.

- New Office and Research and Development projects shall institute employee trip commute reduction programs for all employees regardless of the number of employees.
  - New Office and Research and Development projects shall provide parking for carpools and electric vehicles.
  - New Office and Research and Development projects shall establish parking pricing for visitors and employees.
  - All new development shall unbundle the cost of parking from the rent or sale of residential or commercial space.
  - New Office, Research and Development, and Residential projects are required to provide EV charging stations for electric vehicles.
  - New Office, Research and Development, and Residential projects are required to provide one or more of the following: on-site solar electrical generation, solar hot water heating, electric heat pumps, and cool roofs.
  - All new development shall increase energy efficiency equal to at least 25% beyond Title 24 standards.”
5. **Administrative Use Permits.** Revise text on page 52, bullet number 2, to clarify that the Administrative Use submittal requirements are equal to existing Conditional Use submittal requirements: “Contents. The application shall be accompanied by detailed and fully dimensioned site plans, and/or any other data/material requirements equal to those identified in the Community Development Department handout for Conditional Use Permit applications.”
6. **Water Efficient Landscape Ordinance Requirements.** On page A20 of the Design Guidelines of the DAAP, under section D.2.d., turn WELO guideline into standard using the following language “Parking lot trees and landscaping should be compatible with the local climate and landscape theme. ~~The landscaping should also~~ Landscaping is required to meet the Model Water Efficient Landscape Ordinance (WELO) requirements.”
7. **Los Gatos Creek Park Promenade.** Mention of the promenade will be revised to reflect its proposed relocation from County Park land to private property. The Promenade is now proposed as a standard as part of private development facing Los Gatos Creek Park.

Revise the section on page 12 to show the Promenade now located on private property and within DAAP boundary. (See attached revised Promenade Section). Revise Figure 2-1 on page 15 to show the Promenade now located on private property and within DAAP boundary. (See

attached Figure 2-1). Revise Figure 2-3 on page 24 to show the Promenade now located on private property and within DAAP boundary (See attached Figure 2-3).

On page 25, revise text to say ~~“Los Gatos Creek Park Waterfront Promenade.~~ The DAAP envisions ~~that the existing dirt surface service road and trail immediately east of the Plan Area along the ponds will be improved with more permanent materials and landscape features to create a north-south Promenade developed within private property at the Plan Area’s eastern edge, adjacent to Los Gatos Creek Park.~~ The Waterfront Promenade will ~~help accentuate connect private development to the~~ Los Gatos Creek Park amenity, provide a ~~more~~ finished amenity easily accessed by employees, and establish a transition from the Park to the more urban character of new development. It is envisioned that ~~the Promenade be developed within the waterfront setback zone where buildings are not allowed~~ the existing dirt path will be resurfaced with more compact decomposed granite or potentially some type of paved surface, and may include special signage and landscaping features. ~~on the Plan Area side of the Promenade.~~ Creation of the Waterfront Promenade will need to preserve SCVWD’s ability to maintain and operate their percolation facilities and the desilting pond, and must not be designed with landscape elements that may result in negative impacts on the ponds’ water quality.”

Revise Figure 2-5 on page 28 to show the adjacent multi-use path adjacent to the Plan Area as existing and the proposed Waterfront Promenade now within DAAP boundary and on private property (See attached Figure 2-5).

On page 46 under **Waterfront Transition Standards**, add a standard that requires a minimum hardscape dimension to accommodate a promenade:

- o “A pedestrian path with a minimum hardscaped width of 10 feet shall be provided within the first 20 feet of the Waterfront Setback area in order to create a pedestrian-only promenade. The promenade shall be clear of obstacles within the 10-foot paved path, and paths on adjacent parcels shall connect to each other.”

Revise accompany Waterfront Standards section graphic (Figure 3-3) on page 46 to reflect this standard (See attached Figure 3-3).

On page 64, remove the line item for Waterfront Promenade from **Table 4-1 Public Improvements Costs** in section **Public Improvements Cost Estimates** and change the total costs of improvements to reflect the removal of the Promenade. Removal of the \$400,000 estimate will reduce the total public improvement costs estimate to \$11,700,000. Additionally, revise the text on page 65 to say: “Traffic improvement costs include the new traffic signals at the Dell Avenue/Hacienda Street intersection and the Dell Avenue/Sunnyoaks Avenue intersections. ~~Promenade improvement costs include new decomposed granite paving for the multi-use path.~~ All costs are order of magnitude estimates. An allowance has been made for electrical undergrounding of utilities: however, no infrastructure surveys were completed, and there may be other costs to address

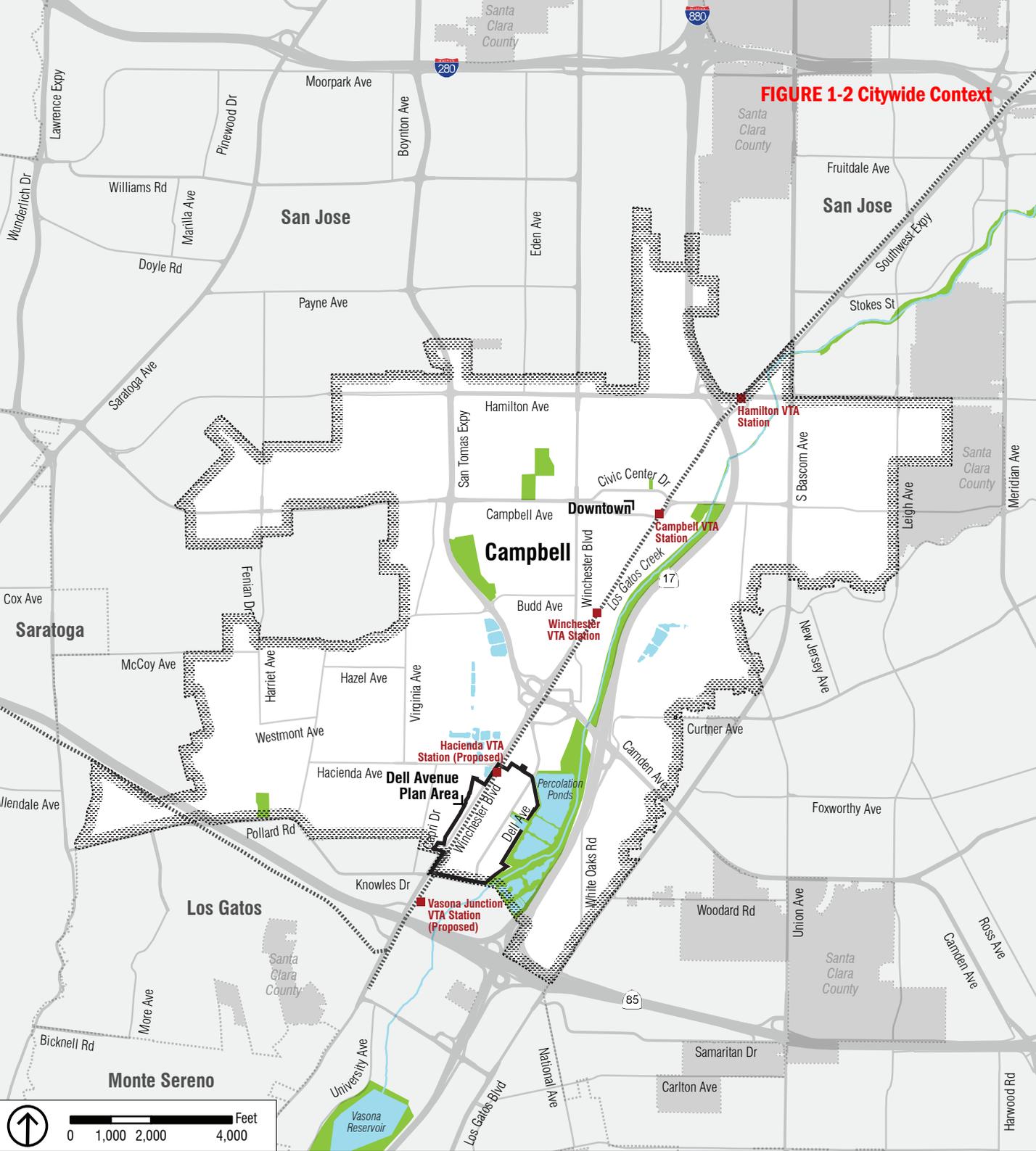
existing undergrounded utilities that may be impacted by improvements. Costs include a 20 percent soft cost and 20 percent contingency to account for site specifics that are not addressed in the order of magnitude costs.”

Remove all text from **C.4. Promenade Multi-Use Path** from the Design Guidelines appendix (page A15). Remove accompanying diagram titled Conceptual Promenade Guidelines.

~~4. Promenade Multi-Use Path~~

- ~~1. With coordination with the Santa Clara Valley Water District, a continuous multi-use promenade should be provided over the existing trail immediately adjacent to the east of the DAAP area.~~
- ~~2. The promenade should utilize formal materials that are durable but that also have a naturalistic visual character, such as decomposed granite or similar.~~
- ~~3. Materials should be able to withstand the load of service vehicles on a regular basis.~~
- ~~4. The minimum hardscape width should follow the existing trail widths, with wider dimensions preferable if deemed feasible by the Water District, or if it is extended into private property.~~
- ~~5. No new tree plantings or other objects or structures are permitted between the promenade and the pond.~~
- ~~6. Site furnishings and/or resting areas should be located and coordinated at certain areas, in coordination with the Water District.~~

**FIGURE 1-2 Citywide Context**



-  Campbell City Limits
-  Plan Area Boundary

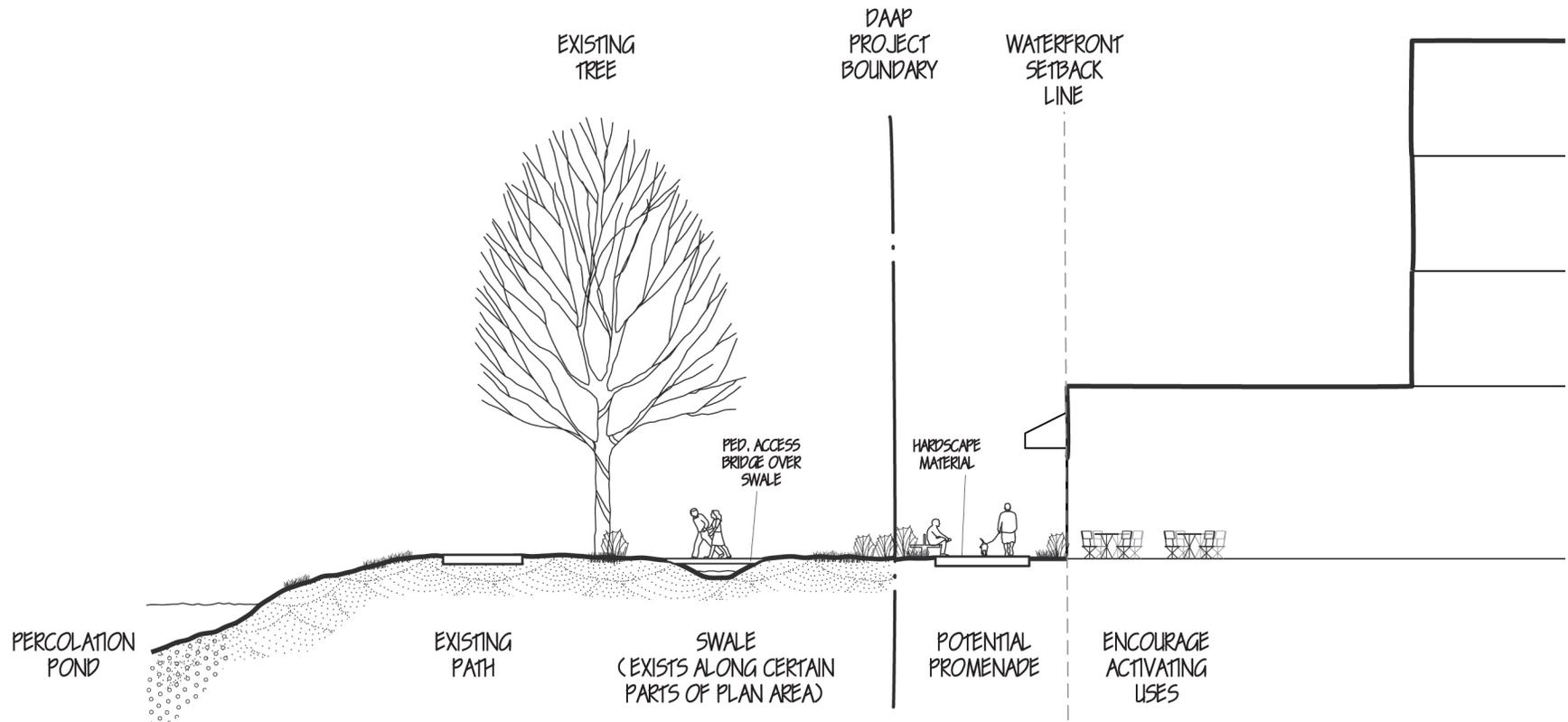
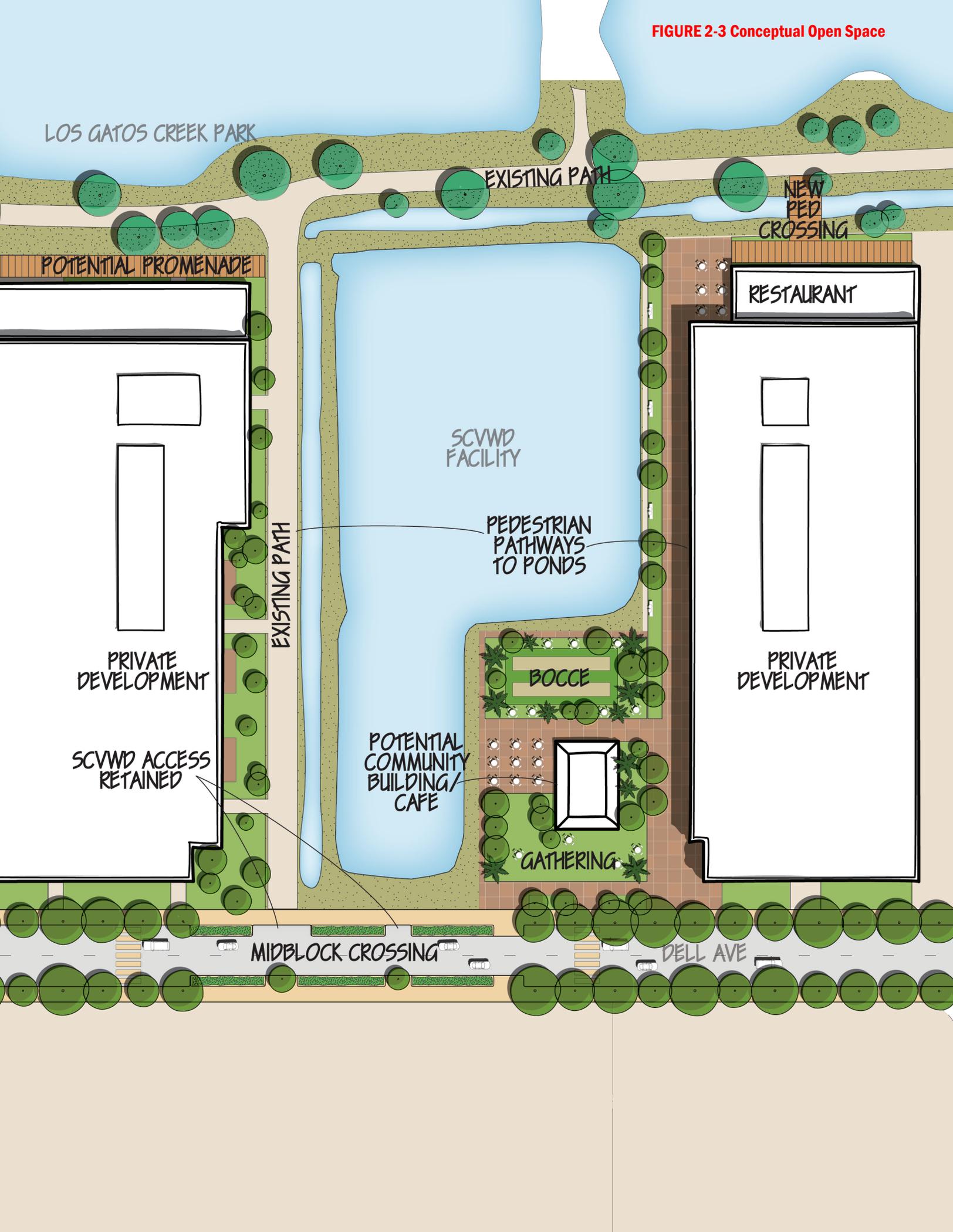




FIGURE 2-3 Conceptual Open Space



LOS GATOS CREEK PARK

EXISTING PATH

NEW PED CROSSING

POTENTIAL PROMENADE

RESTAURANT

SCVWD FACILITY

PEDESTRIAN PATHWAYS TO PONDS

EXISTING PATH

PRIVATE DEVELOPMENT

PRIVATE DEVELOPMENT

SCVWD ACCESS RETAINED

BOCCIE

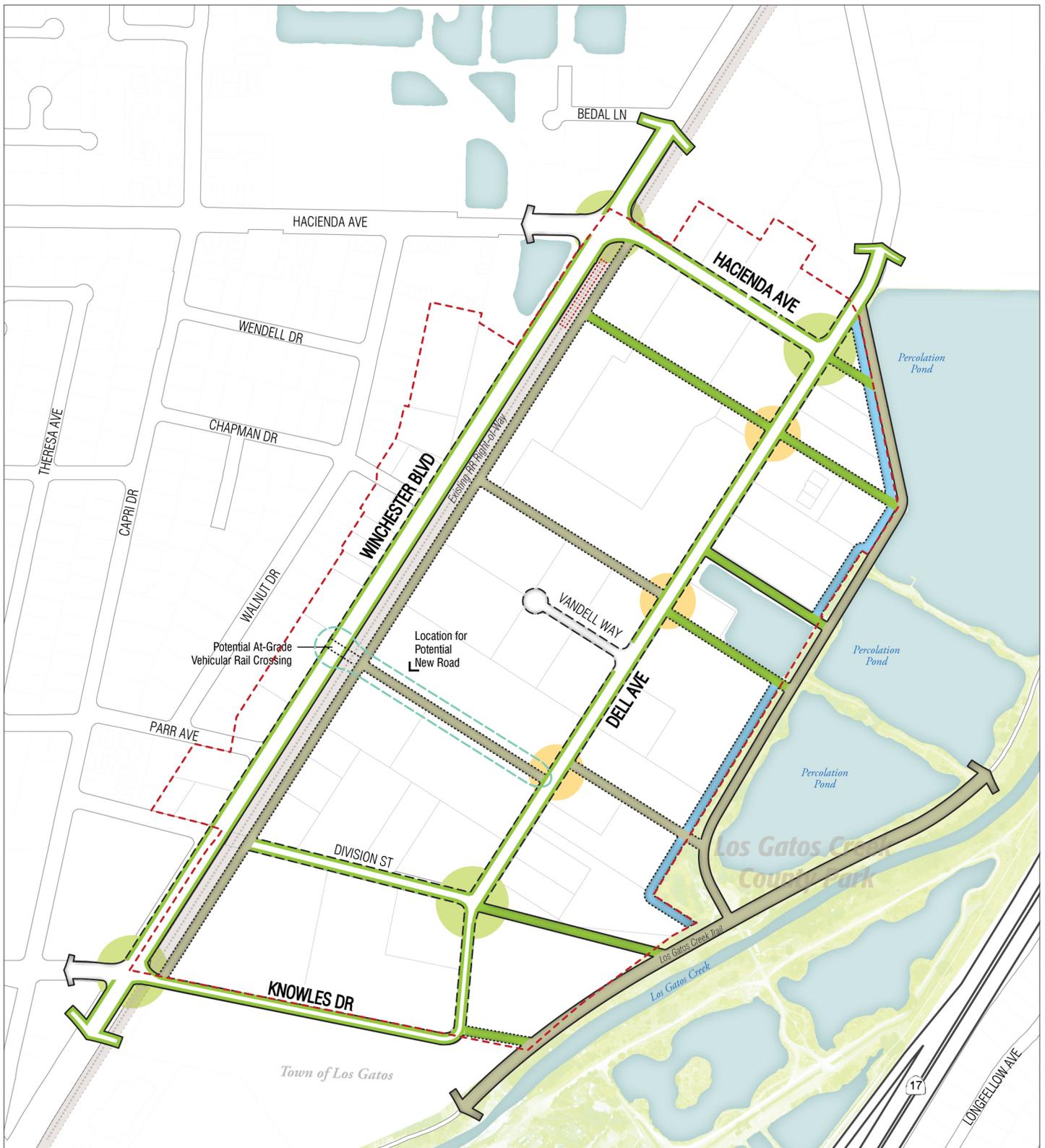
POTENTIAL COMMUNITY BUILDING/CAFE

GATHERING

MIDBLOCK CROSSING

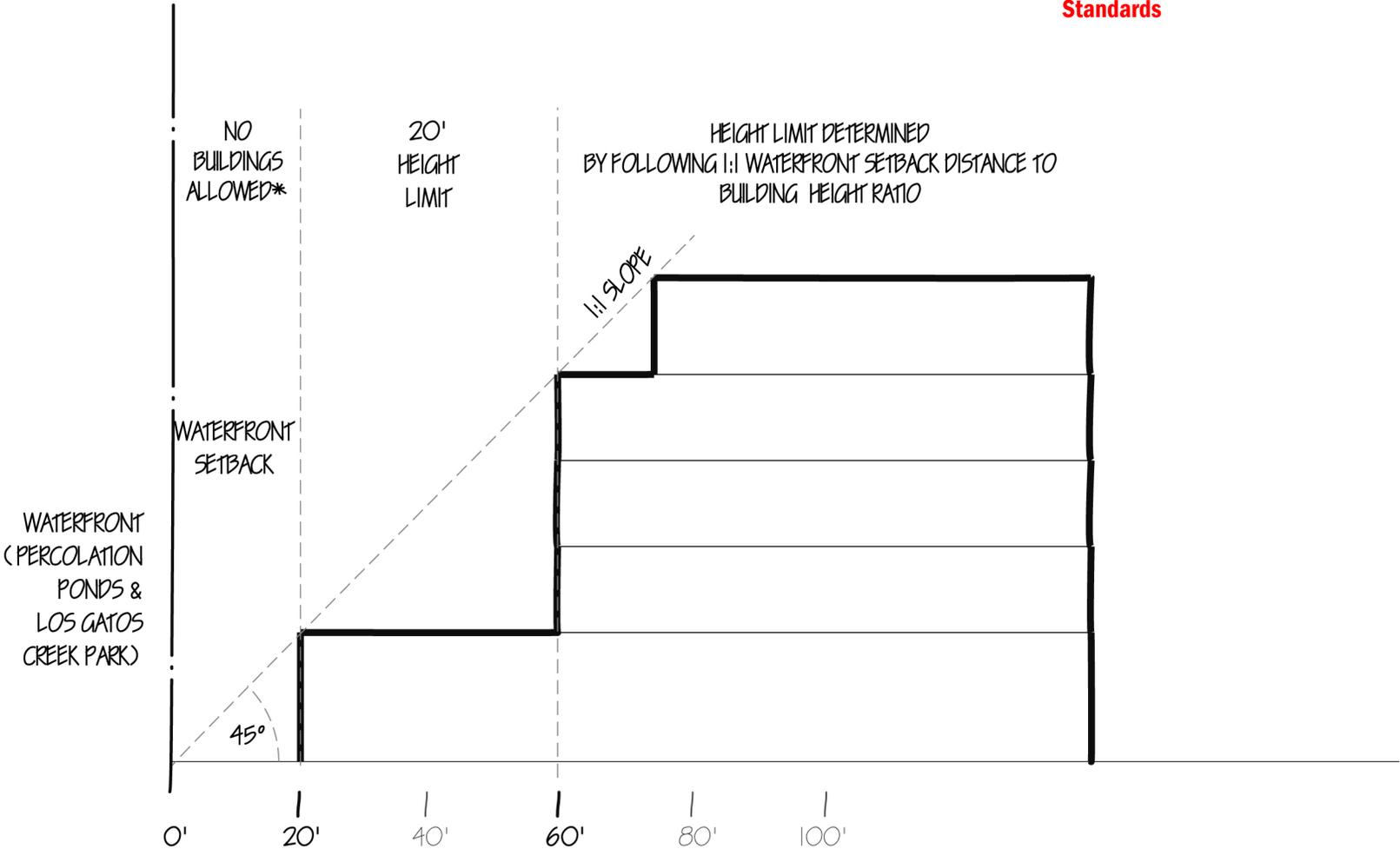
DELL AVE

**FIGURE 2-5 Circulation Concept Plan**



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

**FIGURE 3-3 Waterfront Transition Standards**



PROPERTY  
LINE

WATERFRONT SETBACK ZONE

\* A MINIMUM OF 10-FOOT WIDE HARDSCAPED PEDESTRIAN PATH IS REQUIRED WITHIN THE FIRST 20-FEET OF THE SETBACK ZONE.