



## San Tomas Area Community Coalition

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August 8, 2015

City of Campbell  
70 N. First Street  
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**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.

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.

**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.

**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.

**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.

•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.

•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.

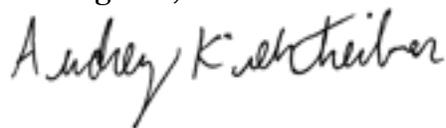
**In Summary:**

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

## **Dell Avenue Area Plan - City of 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.*

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### **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.

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.

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.

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.

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.

**Handicapped Considerations:** The Plan is lacking references to handicapped considerations. We would like to see these included throughout the plan where appropriate.

**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.

**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.

**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?

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## 1 Introduction

### Page 2 - 1st paragraph — last line of paragraph

What is meant by the phrase 'Context-sensitive transition'?

**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.

**Page 6 - Adoption Hearings - Advisory Committee**

We would like to know who was on the advisory committee?

**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.

**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.

**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).

**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”

**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.

**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.

**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.

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## **2 Vision**

**Page 11 - 2nd to last sentence**

The sentence describes DAAP-West and how it will sensitively transition in scale to the San Tomas neighborhood to the West and yet the plans show anything but a sensitive transition.

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.

**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.
- 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.

**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.

### **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.

### **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.

### **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.

### **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.

**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.

**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).

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**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.

**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.

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.

**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.

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 be 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.

**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.

**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.

**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.

**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?

**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.

**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.

Also, this height will impact the daily migration of some of the local wildlife to the creeks and trails.

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.

**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.

**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?

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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? 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?

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.

**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.

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## **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.

### **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.

### **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.

### **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.

**Page A5 - 1.b. Ground Floors and Entries**

There seems to be an omission regarding handicapped considerations. Please include in next version.

**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.

**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.

**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.

**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?

**Page A12 - C. Access Points**

There seems to be an omission regarding handicapped considerations. Please include in next version.

**Page A13 - D. Garage Design**

There seems to be an omission regarding drainage considerations. Please include in next version.

**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.

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**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.

## 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.

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### General Comments regarding the Draft EIR:

1. There are many conflicting facts in the EIR and the DAAP Plan.
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.
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.

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

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.

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.

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.

Collectively, the impacts to traffic alone will be extremely significant and will affect the quality of life in Campbell.

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

- 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 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.

### **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.

#### **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.

**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.

#### **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.

#### **1.5 Significant Impacts and Mitigation Measures**

### **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. 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 along 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.

We recommend changing the Land Use Concept:

Relocate food and drink businesses away from DAAP's eastern boundary and increase the setback to at least 75 Ft minimum from SCVWD's property.

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.

### **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 corridors 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 Bike Lanes. Bicyclists will be mixed in with vehicles. The text also described '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 (CTR) plan. Refer to TRAF-8 below.

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.

### **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.

“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.

### **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?

### **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

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.

**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.

**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.

**Geology, Soils and Seismicity**

## 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.

## 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.

## 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.

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.”

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.

### **Population and Housing**

#### **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.

“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.

### **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.

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.

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

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.

### 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.

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## 2. INTRODUCTION

### 2.1 Proposed Action

### 2.2 EIR Scope

### 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?

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## 3. PROJECT DESCRIPTION

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

### 3.3 - What is this?

Where is this? If it doesn't exist renumber the document.

### 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” ?

#### **Environmental and Economic Sustainability**

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:**

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”

### 3.5 Planning Process

### 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.

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.

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.

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### 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.

#### DAAP-Central:

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

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.

#### 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.

**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 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.

**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.

**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.

**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 STANP, page 17, Item 4.

### 3.9 Intended Uses of the EIR and Project

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## 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.

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.

#### **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.

#### **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.

Buildings would need to be set back 15 -18 feet from Winchester. Haven't seen this done yet (e.g., Merrill Gardens)

### **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.

The EIR currently includes a Southwest view, and a Near Field views along Los Gatos creek trail. There is not however an Eastern view.

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.

### **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.

## **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 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 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.

### 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 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.

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**

#### **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

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.

GHG-3 conflicts with TRAF-8 Because of lack of funding.

#### **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.

## 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.

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.

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.

### 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 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.

**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.**

#### 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 resolution 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 riparian corridor protection. The Los Gatos Creek and percolation ponds are part of a riparian 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 riparian 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.

##### 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.

**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 re-search & 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.

**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.

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.

**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.

**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.

**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.

**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.

**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.

**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*.

**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 on the lakeside developments.

**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?

**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.”
- 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.”

**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 than 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.”

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.

**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. Noise 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.

#### **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.

#### **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.

##### **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 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?

### **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

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.

### **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?

#### **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.

**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.

**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 it isn't DAAP-West what are they talking about?

**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.

**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.

**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.

**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)

#### **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.

##### **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.

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.

### 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).

#### 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.

#### 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.

### 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).

### 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.

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.

**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?

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## **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.”

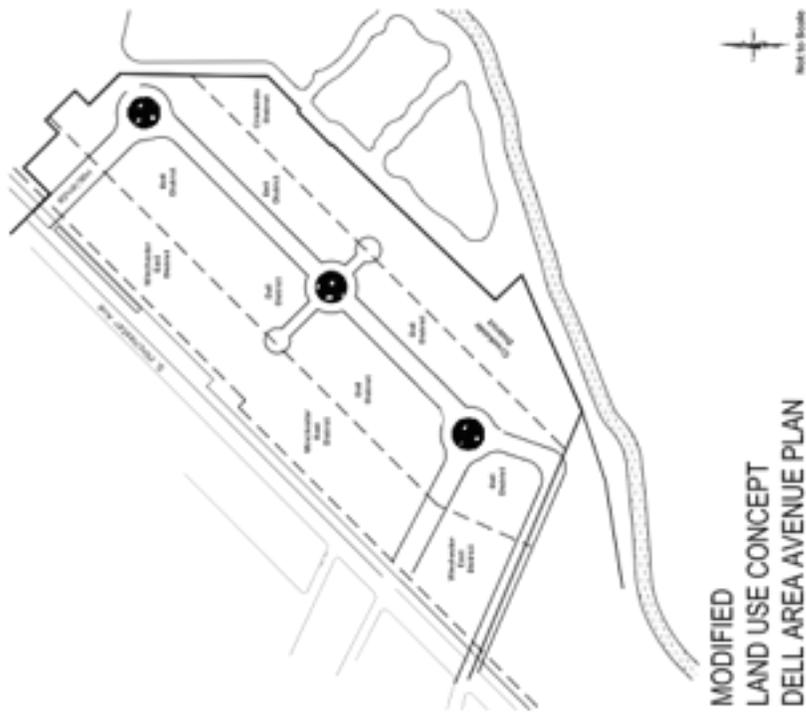
We agree with this conclusion. However, we are not opposed to working with the City of Campbell in order to revise the development standards for the Dell Avenue Area to allow commercial growth that is reasonable for Campbell.

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 develop the plan may fit the cities long term goals and objectives.

See Appendix A.

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## Appendix A - POSSIBLE MODIFIED LAND USE PLAN



**Modified ~ Table 3-1 Proposed FAR And Building Height Development Standards**

<b>Street ROW &amp; Building Setbacks</b>	<b>Existing Street ROW</b>	<b>Modified ROW - Street, Bike Lanes &amp; Sidewalks</b>	<b>Modified Street Width</b>	<b>Modified Bldg. Setback from ROW</b>	<b>Modified Distance Between Buildings</b>	<b>Modified Riparian Habitat Bldg. Setback</b>
Dell Ave.	<del>66 ft.</del>	110 ft.	72 ft.	15 ft.	140 ft.	100 ft.
Hacienda Ave.	<del>66 ft.</del>	110 ft.	72 ft.	15 ft.	140 ft.	-
Division St.	<del>50 ft.</del>	110 ft.	72 ft.	15 ft.	140 ft.	-
Knowles Dr.	<del>50 ft.</del>	80 ft.	60 ft.	10 ft.	110 ft.	100 ft.
Winchester Blvd.	N/A	-	-	100 ft.	-	-
Trail corridor Along RR Tracks	-	<b>Trail Only 25 ft.</b>	-	10 ft.	-	-
Percolation Pond's Boundary	-	-	-	-	-	75 ft.

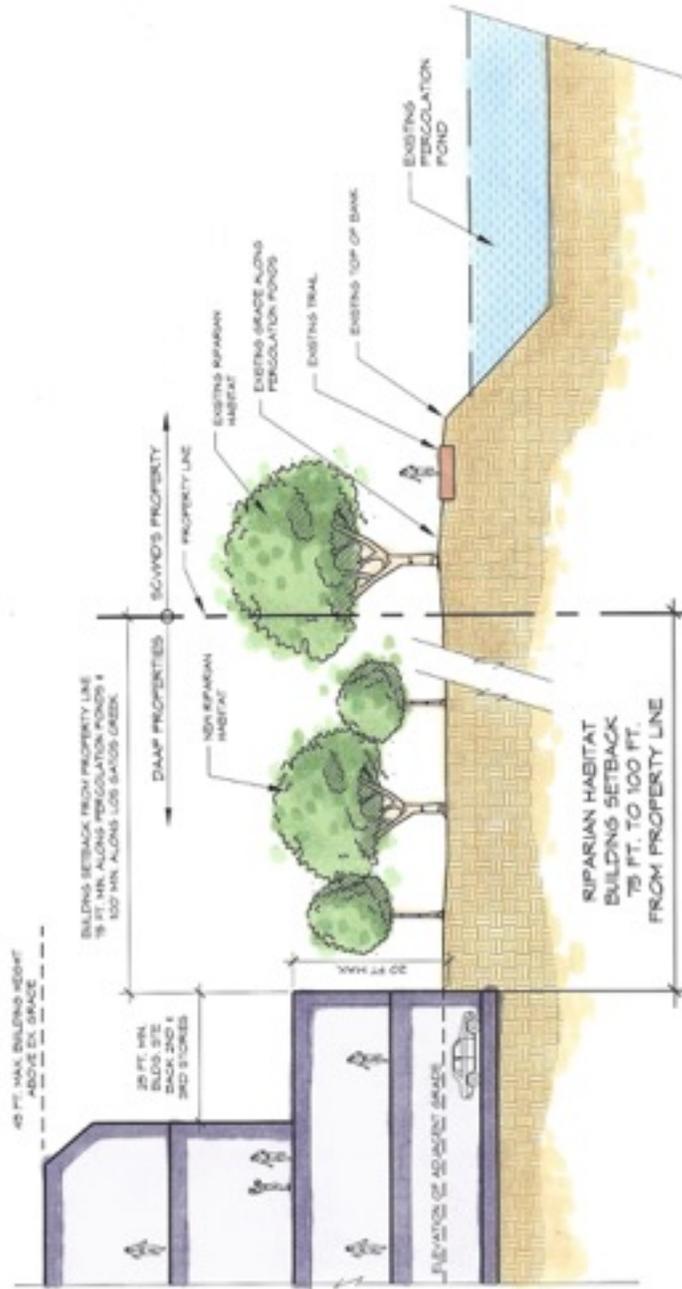
<b>Building Heights &amp; Number of Floors</b>	<b>Proposed Central District</b>	<b>Modified Winchester East District</b>	<b>Modified Dell District</b>	<b>Proposed Water-front District</b>	<b>Modified 'Creekside' District</b>
Max. Height*	<del>60 ft.</del>	45 ft.	65 ft.	<del>60 ft.</del>	45 ft.
Max. Floors*	4	3.5	4.5	4	3
Bonus Height	<del>75 ft.</del>	N/A	N/A	<del>75 ft.</del>	N/A
Bonus Floors	5	N/A	N/A		
Maximum FAR	<del>4.5</del>	1.1	1.1	<del>4.5</del>	.75

\* Building height measured above street grade. Allows garage to have 1/2 of a floor below street grade.

**Modified ~ Table 3-3 Proposed Buildout Projections**

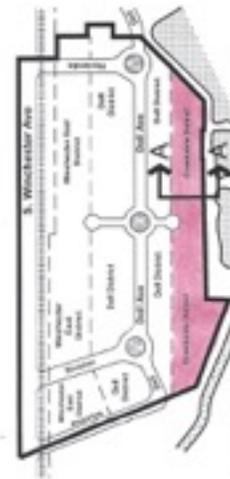
<b>Business Type</b>	<b>Proposed Totals</b>	<b>Modified TOTALs</b>
R&D Space	<del>502,000 sf.</del>	<b>350,000 sf.</b>
Office Space	<del>3,002,000 sf.</del>	<b>2,000,000 sf.</b>
Retail/Services Space	<del>76,000 sf.</del>	<b>50,000 sf.</b>
<b>TOTAL BLDG SF</b>	<b>3,580,000 sf</b>	<b>2,400,000 sf</b>
		<b>67% of Proposed</b>

<b>Percentage of Site Coverage</b>	<b>Proposed</b>	<b>Modified Winchester East District</b>	<b>Revised Central District</b>	<b>Revised 'Creekside' District</b>
Site Coverage	<del>80%</del>	60%	75%	60%



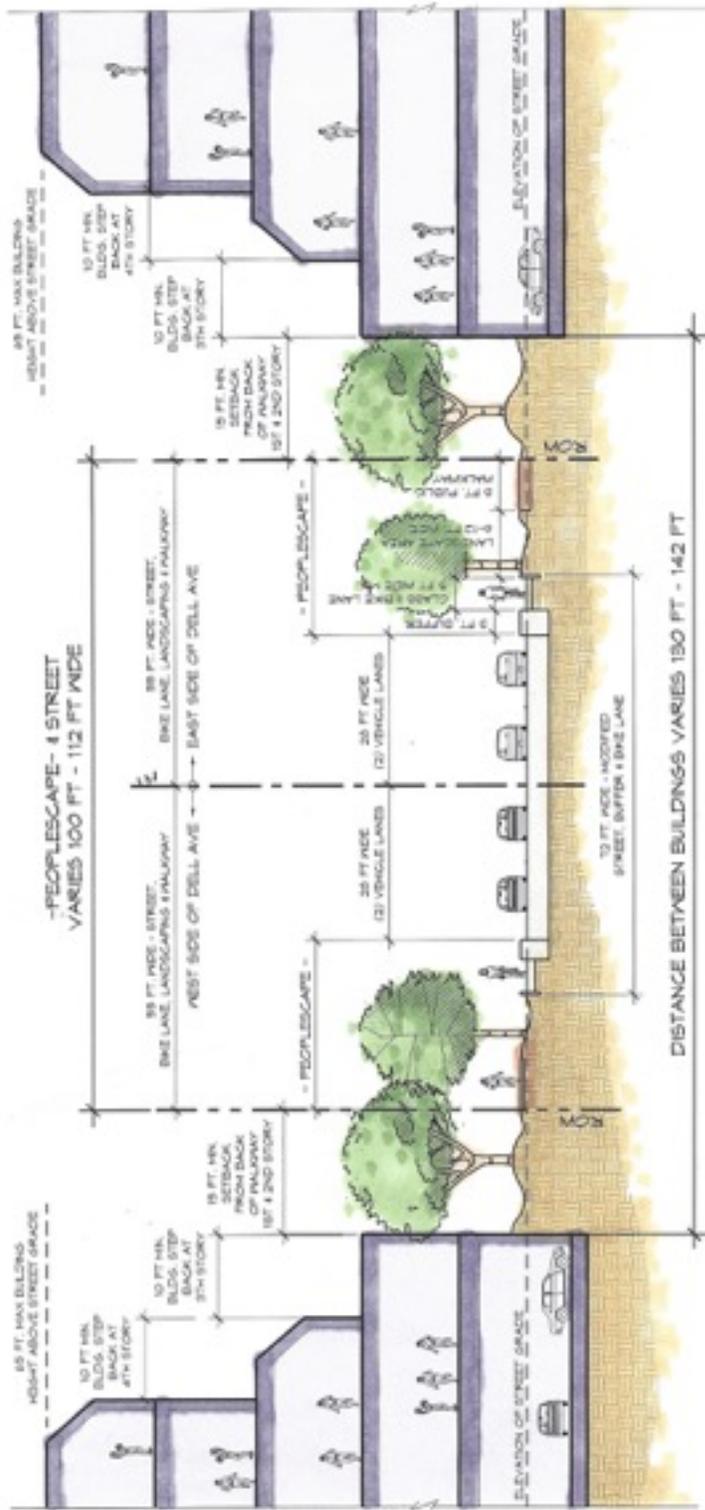
**Riparian Habitat Setback Zone along Eastern Boundary**

Refer to DAAP page 46



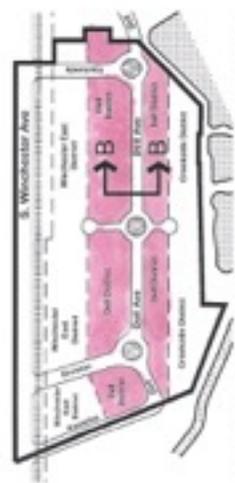
KEY MAP with Location of Cross Section

Modified Cross Section  
 Land Use & Development Standards  
**MODIFIED LAND USE CONCEPT**  
**DEIR & DELL AVENUE AREA PLAN**



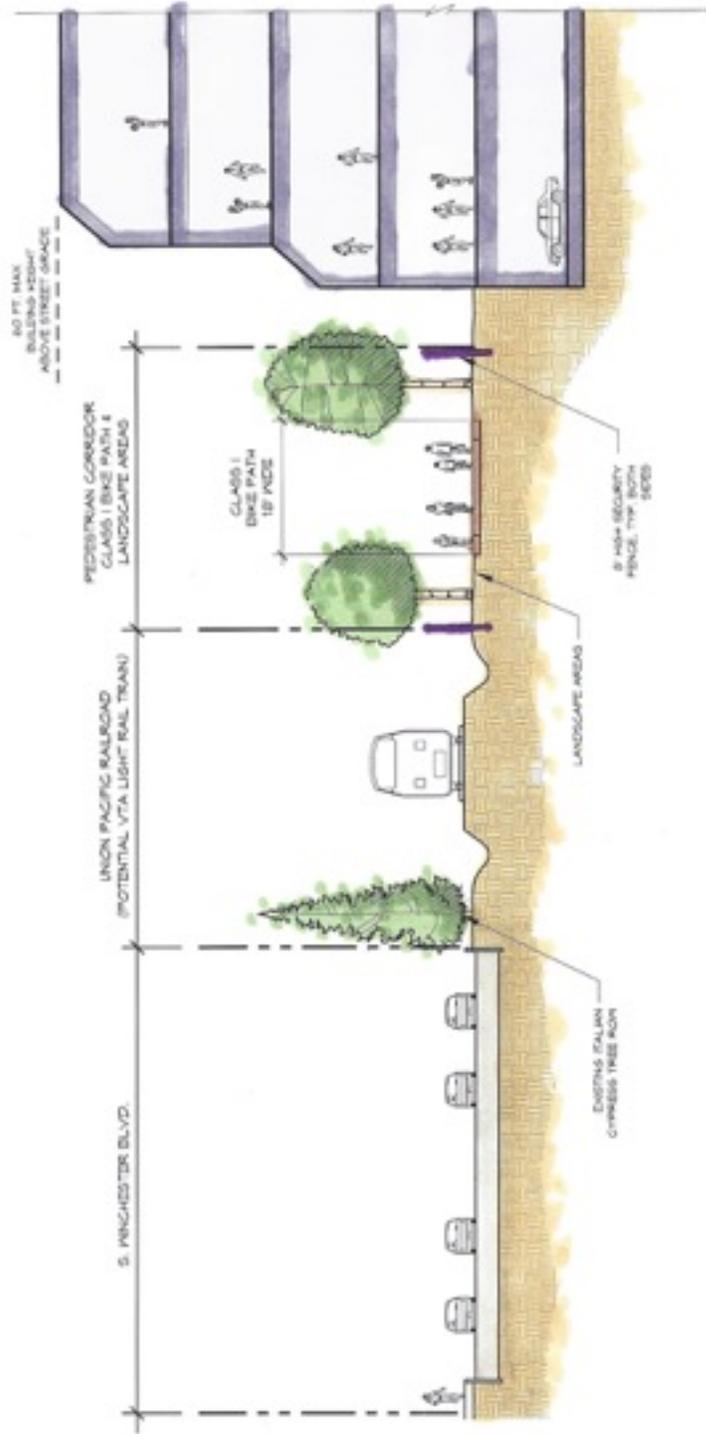
**B** The ~Peoplescape~ along Dell Avenue

Refer to DAAP page 55



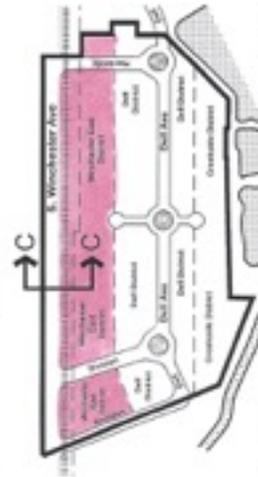
KEY MAP with Location of Cross Section

Modified Cross Section  
 Land Use & Development Standards  
**MODIFIED LAND USE CONCEPT**  
**DEIR & DELL AVENUE AREA PLAN**



**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**