



San Tomas Area Community Coalition

P.O. Box 320663
Los Gatos CA 95032

408.410.6528 phone
info@staccna.org
<http://staccna.org>

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City of Campbell
70 N. First Street
Campbell CA 95008

Mark Linder, City Manager
Cindy McCormick, Planning Manager
Paul Kermoyan, Director CDD
Planning Commission & City Council Members

Dear Council Members, Planning Commission Members and Staff:

Comments from STACC on PLN2015-107 Public Hearing to consider the application of Barracuda Networks, Inc. for Modifications to a Planned Development Permit and Site and Architectural Review Permit (PLN2015-107), and a Tree Removal Permit (PLN2015-215) on properties located at 3175 S. Winchester and 471/485 Chapman Drive.

This letter is supplemental to previous letters on this topic.

Driveways on Chapman Dr.:

Barracuda Networks is in the purview of the STANP, and has proposed a parking lot design which violates a key tenant of that plan which clearly states on Page 20 (**See Attachment A**);

“Traffic through the area should be discouraged and routed via Winchester Boulevard, Pollard Road, Quito Road and Campbell Avenue.”

It is also in direct opposition to the General Plan Land Use Element Strategy LUT-5.3h which states in its Parking and Circulation section (**See Attachment B**);

*“Provide adequate parking and encourage circulation patterns to serve commercial districts so as to **discourage** commercial traffic into adjacent residential zones.”*

The proposed driveways onto Chapman Drive directly contradict the requirements of the STANP and the General Plan, and would instead **direct traffic into** the residential neighborhood streets.

Entry to the Barracuda Networks parking lot is currently achieved through the existing two driveways on Winchester Blvd. This fulfills the requirements as outlined in both the STANP and the General Plan Land Use Element Strategy.

Traffic Study:

The staff report states that “a traffic study is warranted when a new development will generate ‘substantial new traffic.’” We believe this criterion is amply met; Staff have made an erroneous assumption that just because there are 40 parking spots there will only be 40 trips twice a day. Neither Public Works nor Planning Staff have considered the additional traffic from vehicles seeking a parking spot and finding the lot full. These vehicles will drive through the residential neighborhood and will either park on the residential streets, or circle through them to get to the main Barracuda Networks parking lot. This significantly increases the number of trips per day and meets the criteria of 50 prime time trips to qualify for a traffic study.

Gate onto Walnut Dr.:

Ever since the original Planned Development Review for the site in 1984 there has been a concrete wall protecting the residential neighborhood of Walnut Drive and the commercial property now occupied by Barracuda Networks. This bastion of protection, with its strong wall, has stood sentinel for more than 30 years, until in 2014 when the facilities workers took a chainsaw to the wall and opened up a hole which now has a metal gate installed.

By insisting that the gate to the residential neighborhood be retained, Barracuda is making it obvious that they are planning to continue to use our residential streets as an extension of their parking lot. By their own admission, as recorded in the Planning Commission minutes from July 28th, **Diane Honda, the Barracuda representative, said that “as soon as we get our added parking we would no longer need to use it [the gate].”**

STACC asks that the Planning Commission and City Council:

Require modifications to the proposed plan that:

1. Require the removal of the pedestrian gate onto Walnut Drive, restore the solid wall.
2. Remove the proposed driveways into Chapman Dr. and create a plan that moves traffic to and from the Barracuda Networks main parking lot.
3. Perform a traffic study to determine if the estimated additional traffic added to neighboring streets from the proposed parking lot would create a noticeable increase in traffic.

Best regards,

Audrey Kiehtreiber, President



Attachment A: Page 20 of the San Tomas Area Neighborhood Plan**San Tomas Area
Neighborhood Plan****TRANSPORTATION ISSUES****Goal Statement**

The City should manage and develop the transportation system in the area to retain the rural character while providing for adequate traffic, pedestrian and bicycle circulation and safety. For local streets it is undesirable to introduce urban street standards in those neighborhoods that have remained rural.

Objectives

1. Maintain the rural appearance of the local streets in the San Tomas Area.
2. Take the minimum amount of right-of-way and provide only the minimum street widths necessary to maintain appropriate traffic function and safety.
3. Match the actual use of streets with their functional classification and also provide for a more uniform physical appearance along all streets.
4. Traffic through the area should be discouraged and routed via Winchester Boulevard, Pollard Road, Quito Road and Campbell Avenue.

Transportation Policies**A. Truck Routes**

Truck routes in the San Tomas Area should be restricted to arterial routes and only those collectors where the predominant abutting land uses are commercial and industrial. This means that only Pollard Road and Winchester Boulevard are truck routes within the San Tomas Area and the Campbell Municipal Code should be changed accordingly.

B. Street Design Standard Implementation Policies**1. New Streets**

All newly created streets shall be designed and built according to the San Tomas Public Improvement Plan and the corresponding City Standard details. New streets shall be improved with rolled curbs for improved drainage.

Attachment B: General Plan Land Use Element Strategy LUT-5.3h

conditions of approval are adopted that require businesses to be well kept and operated in a way that limit impacts to adjacent uses.

Strategy LUT-5.3e: Alternative Shopping Opportunities: Encourage farmers’ markets, community and cultural events in the Downtown commercial area that provide alternative shopping opportunities and community interaction.

Strategy LUT-5.3f: Redevelopment: Facilitate redevelopment opportunities that further revitalization efforts in the Downtown commercial area.

Strategy LUT-5.3g: Day and Evening Activities: Encourage restaurant and specialty retail uses in the Downtown commercial area that will foster a balance of day and evening activity.

Strategy LUT-5.3h: Parking and Circulation: Provide adequate parking and encourage circulation patterns to serve commercial districts so as to discourage commercial traffic into adjacent residential zones.

Strategy LUT-5.3i: Mixed-Use in Commercial Districts: Consider revising the Zoning Ordinance to include standards for mixed-use development (residential and/or office above ground floor retail) in commercial districts.

Strategy LUT-5.3j: Winchester Boulevard Plan: Develop an Area Plan for Winchester Boulevard. The Area Plan should address specific boundaries, mix of uses, street amenities, landscaping, building and site design.

Strategy LUT-5.3k: Auto Services: Restrict auto related uses to minor auto services (e.g. oil changers and auto parts stores) on major streets that define Campbell’s image. These “image” streets are defined in the Streetscape Standards located in Appendix A.

Policy LUT-5.4: Industrial Neighborhoods: Safeguard industry’s ability to operate effectively, by limiting the establishment of incompatible uses in industrial neighborhoods and encouraging compatible uses.