



# Summary of Community Comments to PLN2012-207 Environmental Impact Report of the Dell Avenue Area Plan

## **1. VAGUENESS OF STANDARDS**

- 1.1. How can an EIR properly account for traffic and pollution impact without knowing the concrete construction pattern? Shall it assume that all development turns out to be “Tech Development and Research”, threatening the ground water with noxious chemicals? Shall it consider the possibility of all “Software Development,” with the concentrated traffic that 9-5 commutes would imply? If some kind of averaging mix is used, will those assumptions be made corresponding restrictions on building permits in the DAAP? We seriously question whether a meaningful EIR can be prepared given the current DAAP draft plan.
- 1.2. Each construction project must be required to perform its own Environmental Impact Report, notwithstanding the existence of an EIR for PLN2012-207.

## **2. DEFINITION OF TERMS**

- 2.1. The term “tech use” is very vague and could be made to mean anything. “Mixed use residential with tech use preference” is very unclear as to how this could be applied. We require clarification of terms.
- 2.2. We require that the EIR include analysis of mixed use such as theatre, movie, arcade entertainment, retail stores, restaurants, bars and other commercial enterprises.

## **3. THE SAN TOMAS AREA NEIGHBORHOOD PLAN**

- 3.1. The Dell Avenue Area Plan conflicts with the governing San Tomas Area Neighborhood Plan. The DAAP West part of the DAAP is located in an area governed by the San Tomas Area Neighborhood Plan (STANP). The STANP is law in Campbell. It explicitly enumerates quality standards for construction, including planned developments. The EIR must consider

3.2. these requirements as impacts. In particular, the STANP directs that development must ensure that:

- “New developments and additions to existing homes should be integrated with homes in the surrounding area;
- ... Projects in planned developments zones are compatible with the surrounding area; and
- ...use landscaping to enhance the rural characteristics of the area.”

3.3. To comply with Campbell codes, the EIR must consider any contradiction of these objectives an impact within its scope and discuss mitigations to restore these objectives.

3.4. The San Tomas Area Neighborhood Plan plan “recognizes the unique qualities of the San Tomas Area and serves as a blueprint for the concrete steps to be taken to preserve the neighborhood.” The plan was developed after extensive public participation, including neighborhood workshops. It highlights factors that should be considered which include but are not limited to privacy impacts, traffic and noise.

3.5. The San Tomas Area Neighborhood Plan serves as a resource to guide building or remodeling in the San Tomas area. It is in place and adopted as part of our General Plan, and must be followed; the San Tomas Area Neighborhood Plan is the established framework for development in the San Tomas neighborhood, and serves as a blueprint for the concrete steps to be taken to preserve the unique character of the San Tomas Area and enhance the quality of life for its residents. The San San Tomas Area Neighborhood Plan may serve as a model for other areas of the city, insofar as these areas impact the San Thomas Area.

#### **4. DEVELOPMENTS - IMPACT OF NEIGHBORING DEVELOPMENTS**

4.1. There are a number of proposed and future possible developments in a very small radius, that cannot be considered individually, but must be considered as a cumulative effect on the communities in and around the regions.

4.2. Synergistic impact analysis is required to get as true a picture as possible of the total impact to the neighborhoods affected.

4.3. Establish an Advisory Committee/Task Force involving planners and citizens from the cities of Los Gatos, Saratoga, Monte Sereno, Campbell, San Jose and Santa Clara County.

4.4. Here are some developments in the area that we are aware of, and we would like to see what other future developments are being considered

4.4.1. Los Gatos court - development

4.4.2. 40 Single Family homes, Capri & Knowles - development of new residential units.

4.4.3. El Camino Hospital - future development plans on Knowles - we understand they plan on putting Medical Offices on the property they purchased.

4.4.4. Los Gatos "North 40" - future development of North 40 area.

4.4.5. Capri/Hacienda Corner - Development, former Chevron Gas Station. Possible EPA cleanup required.

4.4.6. Hamilton/San Thomas Expressway - development currently underway

4.4.7. Merrill Gardens - completed

4.4.8. Netflix to Knowles and Lost Gatos Creek - Los Gatos is rezoning the area's adjacent to Netflix for multi use, is this part of the EIR?

4.4.9. Netflix new development in Los Gatos - Addition of four new technology campus buildings.

4.4.10. Economy Lumber - Area near Light Rail and Los Gatos Creek Trail.

4.4.11. RV Cloud and surroundings - from Dell to San Thomas/Sunnyoaks. Is this area a candidate for redevelopment? If so, what type of development, and what impact will this have on the EIR?

4.4.12. Light Rail - there are two new stations proposed, how does this affect the surrounding areas.

- Elevation of tracks
- Number and location of stations
- Noise abatement
- Parking for riders
- Sidewalk access

## **5. TRAFFIC**

5.1. Growth, be it technology or retail business, residential or transportation stations, will generate population growth. With this population growth there will be a permanent increase to local and regional traffic on our surface streets and intersections. Currently, traffic in this area at peak times already gridlocked. DAAP and DAAP-West will only add to an otherwise over capacity infrastructure.

### **5.2. *Area of Effect* -**

5.2.1. The EIR needs to do a metered traffic analysis during peak hours (5-10 a.m., 11 a.m. to 1:30 p.m. and 3 p.m. to 7 p.m.) not during holidays or school breaks of the following defined area to set a baseline for existing traffic patterns:

5.2.2. Highway 17 Lark, Highway 85 and Camden Ave. off-ramps;

5.2.3. Highway 85 Winchester off-ramp and Highway 17 transition:

5.2.4. San Tomas Expressway and Camden Ave. off-ramp, Winchester Blvd. on and off ramps,

5.2.5. Dell Ave. from Sunnyoaks to Knowles Drive (all intersections including but not limited to Hacienda Ave., Vandell Way, and Winchester Blvd.).

5.2.6. Dell Avenue to San Tomas Expressway intersection (leading to Highway 17 and 85)

5.2.7. Winchester Blvd. and Dell Ave., Hacienda, Chapman Dr., Division St., and Knowles Dr., and Lark Ave.. intersections

5.2.8. Lark Ave. and Winchester Blvd. intersection

5.2.9. Hacienda and Walnut Dr., Capri Dr., and Virginia intersections

5.2.10. Knowles Dr. and Capri Dr.

### **5.3. *School traffic*-**

5.3.1. There are three schools in this area, Capri Elementary School, Rolling Hills Middle School, and Village School. How will traffic during prime school day hours be impacted?

5.3.2. The EIR needs to include an approximation of future traffic increases according to the DAAP. How will staggered work schedules impact the flow of traffic?

#### **5.4. Traffic Limiters -**

5.4.1. How will traffic be effected if we include or do not include residential traffic limiters such as roundabouts, speed bumps, diversionary islands, traffic lights, stop signs, signage, permit parking, incoming companies policies?

#### **5.5. Chapman Extension Traffic studies -**

5.5.1. The EIR needs to perform intersection traffic studies with multiple scenarios.

5.5.2. **With** Chapman Dr. and Vandell Way Extension. If this extension goes through, how will surrounding streets and traffic on Winchester be affected? Another traffic light and required railway crossing so near to Hacienda and Knowles will slow traffic even more, potentially causing even more bypass traffic into the surrounding neighborhoods.

5.5.3. **Without** Chapman and Vandell Way extension. If this extension does not happen, what are the effects?

#### **5.6. Impact of shared Railroad Track -**

5.6.1. What impact is there with the Light Rail and Freight train sharing the same tracks?

#### **5.7. Railroad Xing -**

5.7.1. What impact does the shutdown of the cross streets during railroad and light rail crossings have on the scenarios? (Hacienda, Knowles, Winchester, Capri & Walnut Dr., & 85)

#### **5.8. Light Rail -**

5.8.1. The EIR needs to include the impact to the traffic pattern and parking if:

5.8.1.1. The proposed Hacienda Ave. VTA light rail extension to Campbell, and the additional extension to Los Gatos is installed.

5.8.1.2. The light rail extensions are delayed or cancelled.

#### **5.9. Public Transportation, Private Transportation-**

5.9.1. The DAAP and DAAP West rely heavily on the use of public transportation, pedestrian and bicycle ways to alleviate the expected traffic and parking congestion.

5.9.2. The EIR needs to include a study of what happens if the planned transportation services are not available:

5.9.2.1. The light -rail is not completed or delayed;

5.9.2.2. VTA Buses and routes are increased or not;

5.9.2.3. Private Transportation, such as Corporate buses are or are not utilized.

**5.10. Pedestrian impact on Traffic -**

5.10.1. There are two pedestrian crossing from Winchester Blvd East to West. (Hacienda Blvd and Knowles Dr.) Pedestrians currently jay-walk Winchester Blvd in order to access buildings on the other side of the street. This is a safety issue.

5.10.2. The EIR needs to include a study of the existing and proposed capacity of the Pedestrian pathways and crossings to ensure safety.

**5.11. Corner Visibility -**

5.11.1. Existing street intersections are not always on a 90 degree angle making safe entrance/exits difficult. The EIR needs study setback requirements to ensure safe corner visibility. (Chapman Dr., W. Parr Ave. and Division St.)

**6. PARKING**

6.1. The parking areas designated for the development will be quickly filled by those who live and work there along with their visitors. They will then spill into the surrounding neighborhoods as a common occurrence. Currently our neighborhoods have become extended parking lots and the City has been unresponsive to our requests. The areas in front of our yards are extensions of our homes and are not structurally designed to fit an overwhelming amount of outside parkers. Additionally, the enforcement of forthcoming parking rules and regulations will need to be addressed very specifically and efficiently. What permit parking restrictions will be implemented to restrict employees and customers of local businesses from parking in our neighborhood?

**6.2. Light Rail Parking-**

6.2.1. What impact will the Light Rail parking have on surrounding residential neighborhoods, particularly as it overflows into the neighboring areas?

**6.3. Park and Ride -**

6.3.1. The extension of the Light Rail to new stations will allow riders to park their vehicles and ride to other destinations. What impact will this have on proposed parking?

**6.4. Business and Residence Parking -**

6.4.1. What is the impact of overflow parking taking up street space in surrounding neighborhoods? We believe that the proposed parking

allowance of 2.8 spaces/1,000sf of building is grossly inadequate for the square footage proposed, and will certainly lead to more overflow parking into our residential streets. The EIR must study all factors before recommending parking allowance for proposed buildings.

### **6.5. Parking Hours -**

6.5.1. What time restraints will be placed on hours of parking at the various parking spaces? How will this affect parking?

### **6.6. Parking Structures-**

6.6.1. Will parking structures be part of the plan? If so, where are they and what impact will they have? Due to the existence of a subterranean water table, if underground parking structures are proposed, what effect will they have on the environment? A feasibility study must be performed.

### **6.7. Parking for Los Gatos Creek Trail, Public Recreation, Amphitheater -**

6.7.1. The EIR study must include the parking impact of people driving to use the public recreation facilities, such as the Los Gatos Creek Trail, the proposed Amphitheater, outdoor shopping, restaurants and green space.

## **7. PARKS AND RECREATION**

### **7.1. Los Gatos Creek Trail and Percolation Ponds -**

7.1.1. The Los Gatos Creek Trail and percolation ponds are a wonderful multi-jurisdictional Campbell community asset. In its currently undeveloped natural state it is a home to very diverse wildlife and provides multiple types of recreation, such as walking, bicycling, skating, and fishing by local community members. Building a promenade access would allow full access to this area from the proposed DAAP development. We would like answers to the following Existing buildings along the trail are spread out and no more than 2 stories. The EIR needs to include how the proposed building heights and density will cut off the open space views. Existing Los Gatos Creek Trail has undeveloped berms (gently sloping). The EIR needs to include what types of berms, and retaining walls will be required by Santa Clara Valley County and Water District to be built in order to stop erosion and leaching. Who will be responsible for building these? How will these be paid for? Who will be responsible for maintaining them?

7.1.2. The existing trails are graded dirt and asphalt (2 lane built for bicycles, runners, and walkers). What are the requirements (from Santa Clara Valley County and Water District) for the Promenade that is being proposed in order to integrate with these trails? Who will be responsible for building the Promenade? How will these be paid for? Who will be responsible for maintaining them?

7.1.3. The Los Gatos Creek Trails are normally opened at sun-up and closed at sunset. Most entrances are closed off by gates. If the expectation is that the trails will be used for business commuters, how will they enter and exit? Will there be restrictions as to access from the Promenade?

7.1.4. *Safety and Lighting* - The LG Creek Trails are currently patrolled by Santa Clara Valley Parks & Recreation. What will be the requirements for extended patrolling? Who will pay for these? If the normal hours of access are extended, will the pathways be lighted for night time use?

***7.2. Green space - The study should determine the adequacy of the existing and planned green space for the amount of new development in the plan.***

## **8. HAZARDOUS WASTE**

8.1. Many of the properties targeted for redevelopment have previously or are currently using hazardous waste in their processes.

8.2. The EIR needs to take into account new studies that must be performed to determine the amount of hazardous contamination existing in the proposed DAAP and DAAP-West plan area.

8.3. What studies will be performed to determine health effects on the residents from exposure to these waste materials? What processes will be used, and which firms will be hired, to do the cleanup required to allow for human habitation? How much will this cost? Who will pay for it? Will followup studies after cleanup be performed to determine the effectiveness of the cleanup efforts and the results made public?

### **8.4. Demolition Hazards**

8.4.1. What is the proposed plan to protect against hazards such as airborne asbestos, and other contaminants polluting the air and dropping into residential area?



## **9. AGRICULTURE AND FORESTRY**

### **9.1. *Biosphere***

9.1.1. Currently the community as a whole donates 25,000 to 30,000lbs. of fruit annually to charitable organizations such as Village Harvest and Second Harvest food banks. How will these developments impact the existing climate that supports this thriving agricultural endeavor?

### **9.2. *Wildlife Endangerment***

9.2.1. The DAAP and DAAP-West areas are currently habitats for several endangered species, including the Peregrine Falcon - *Falco Peregrinus*, the Western Pond Turtle, and the Garter snake. What will be done to ensure that these species, and others, will not be harmed?

9.2.2. There is also a flock of green parrots which now makes this area their habitat, and which are a very special part of this neighborhood. We request that the EIR include studies on the effects of developments on all of the local wildlife.

## **10. IMPACT ON SCHOOLS**

10.1. The EIR must include an examination of the ability of schools to absorb increased populations. The existing schools in the neighborhood are Capri Elementary School, Rolling Hills Middle School, and Village School.

10.2. Under the terms of the proposed DAAP, the Handprints Preschool will be eliminated.

10.3. See also Traffic and Parking for additional concerns.

## **11. PUBLIC SERVICES**

11.1. With the anticipation of at least 4x the current population in the DAAP and DAAP-West, how will the existing services be impacted?

### **11.2. *Low Income and elder services* -**

11.2.1. The proposed residential units include low and moderate income housing elements. These occupants need additional services such as elder care, daycare, special transportation, handicapped access. The EIR needs to include an analysis of these special needs in their impact study.

### **11.3. Disaster Response -**

11.3.1. The EIR needs to include the study of the ability of all these service to respond in the case of man made or natural disasters, such as but not limited to terrorist attack, fire, flood, earthquakes, storms, mud slides, and rodent infestation.

11.3.2. Taking into consideration Campbell's Emergency Guidelines, the EIR needs to include the effect of the traffic solutions on emergency evacuation routes, both current and future.

### **11.4. Police -**

11.4.1. The EIR needs to include the study of the needed capacity for dealing with increased population (resident and transient), traffic and parking, and increase in crime, (domestic and civil, alcohol related, etc.).

### **11.5. Graffiti Abatement -**

11.5.1. The appearance of the neighborhood is important to the enjoyment of life and the property values. Who will police and who will be responsible for the clean up?

### **11.6. Fire -**

11.6.1. The EIR needs to include the study of the impact on existing fire and emergency services to determine whether these existing services are sufficient to handle increased population and commercial enterprises.

### **11.7. Health Services -**

11.7.1. Existing medical services include, Kaiser, El Camino Hospital and Santa Clara Family Health Plan. The proposed DAAP will eliminate two of these services. How will the removal of these existing Health Services currently in the DAAP area affect the surrounding area?

11.7.2. With the increased populations due to new and proposed developments, what plans will be implemented to insure that there are sufficient medical services to support this surge in population in such a small area?

### **11.8. Public transportation -**

11.8.1. What are the capacity need for buses, Light Rail, train, pedestrian and bicycle paths? See also Traffic and Parking.

### **11.9. US Postal Services**

11.9.1. Study the impact on already strained postal delivery services due to the loss of the Campbell Dell Post Office, which services a large portion of Campbell.

## **12. INFRASTRUCTURE**

- 12.1. Existing services will be inadequate to support the new developments. What assurances will there be that the infrastructure will be in place prior to construction? In general, when will infrastructure be built? Prior to the development commencement, or during the development? Who will pay for the infrastructure?
- 12.2. The EIR must include capacity capabilities for the following services which will be critical to the success of the proposed businesses:
- 12.2.1. Sewer, Waste Management, Electricity, Gas, Water, Telecommunications Services (cell phone towers, land line, fiber optic, etc.), Cable and Satellite.

## **13. COMMUNITY QUALITY OF LIFE**

- 13.1. The choices made in the DAAP will have a long lasting impact on the residents of the San Tomas neighborhood, particularly those residents in the immediate area of DAAP. The topics that impact our community's quality of life include, but are not limited to: noise, traffic, parking, air pollution and vistas.

### ***13.2. Noise -***

- 13.2.1. The addition of the mixed use developments such as restaurants and bars, the light rail extension and associated station(s), increase of commuters to the technology centers, buses, garbage trucks, service vehicles, pickup and delivery vehicles, and after hours businesses will contribute to a permanent escalation of local noise levels.

- 13.2.2. The EIR must include a study of the effects of the permanent increase in ambient noise levels in the surrounding area. The study must be performed to include recommendations on noise abatement for the community, and also on the effects if noise abatement efforts are not put in place.

### **13.2.3. Demolition & Construction**

- 13.2.3.1. What is the communications plan to the surrounding community with regards to the planned demolition and construction?

### ***13.3. Air Pollution:***

- 13.3.1. The EIR must include the effects of increased Air Pollution on the region of the DAAP and DAAP West. The increased frequency of cars,

buses, delivery services and garbage trucks will contribute to a much higher level of air pollution than we currently experience. Urban transport is obviously a major contributor to air pollution, and will negatively impact the quality of life and overall health of our community's residents.

#### **13.4.Vistas:**

13.4.1.The density of the proposed 45- to-75 foot tall buildings will significantly impact the visual beauty and livability of the surrounding area. This degradation of the visual character of Walnut/Hacienda and surrounding areas will be permanent and very obvious to those who reside there and those who visit.

13.4.2.DAAP-WEST in particular will bring a permanent change to nighttime vistas. Increased business and residential lighting, combined with the lighting required to abate community safety concerns, will increase nighttime glare, adversely affecting the neighborhood.

13.4.3.The EIR must study the effects of loss of light and sight line to the health and welfare of the residents in the surrounding community.

#### **13.5.Privacy & Security-**

13.5.1.Residents of the East side of Walnut Drive and the condominiums at Hacienda Avenue & Winchester Blvd. will be faced with the loss of privacy, security and serenity that they currently enjoy.

13.5.2.With a proposed fence height of only a 7' dividing the residential homes from the alleyways behind the new businesses privacy for the residences is lost. Access to the residential homes becomes a simple matter of jumping the fence. In addition, noise and materials will easily make their way over the fence into the residential properties.

#### **13.6.Construction and Demolition-**

13.7.The EIR needs to include an analysis of how projects of this magnitude, with construction over an extended period of time, effect all of the above.

## **14. COMMUNICATION**

Results of all studies, Environmental Impact Reports, plans and guideline documentation must be made available to the public for review in a timely manner, and in such a way as to allow for a reasonable period of review before any implementation.

Summary of Community Comments to PLN2012-207  
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Name	Address	Signature
Joanne Carroll	1395 Walnut Drive, Campbell, CA	
Hal Carroll	1395 Walnut Drive, Campbell, CA	
Andy Kiehlreiber	1509 Walnut Dr	
Peter Kiehlreiber	"	
Nancy Biggers	1510 Capri Dr	
ELLEN DORSA	1573 WALNUT DR.	
GEORGE BAKER	635 Chapman Dr	
BRUCE & KIM LING PEAT	1263 Walnut Dr	
Carlene McVea	621 W. Park Ave	
Julia Dederer	578 Chapman Dr	
Robert Hardy Brim	585 Chapman Dr.	
Ken Campbell	1440 Juanita Way	
Christine Campbell	1440 Juanita Way	
Roger Bruntz	1441 Capri Dr	
Danielle Mirdutt	1471 Walnut Dr.	
John Mirdutt	1471 Walnut Dr.	
Gary D. Mirdutt	1471 Walnut Dr.	
Barbara Lonsbury	1300 Walnut Dr	
Cataldo "Aldo" Maresca	1300 Walnut Dr	
Karen Kane-Froupe	1400 Capri Dr.	
Jovanna Maresca	1300 Walnut Dr	
Sofia Maresca	1300 Walnut Dr	
Michael Tehranian	509 Chapman Dr.	
Nahid Tehranian	509 Chapman Drive	
Patricia Noack	661 Chapman Drive	
Emily Kim	1500 Walnut Dr	
Linda St. John	1518 Hack Ave.	
Chris Marks	1610 Dell Ave #767 Podd	

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Name	Address	Signature
Match Sterner	1312 Walnut Dr	
Michelle Thompson	1225 Bracebridge Ct	
James Biggers	1510 Capri Dr	
Robney Asaw	1546 Walnut Dr	
Gina Healey	645 Chapman Dr.	
Paul Leeman	645 Chapman	
Juan Garcia	1384 Walnut Dr	
Tommy	1384 Walnut Dr.	
Summerfield	621 West Park	
Chase Gessling	1384 Walnut Dr.	
By ST	1351 Stevens Ct	
Russell Lee	1351 Stevens Ct	
Charlene A. Baker	645 Chapman Dr.	
Carolyn Brown	565 Chapman Dr.	
Robert Hill	1560 Capri Dr.	
NZARO	11690 Dell Ave Campbell, CA 95223	
Carol Zimmering	456 W. HACIENDA AVE	
LALIT MERANI	1284 Walnut Dr.	
Riae Galloway	1926 Walnut Dr	
Tran Dally	661 Chapman	
JOHN RICHARDS	423 E. LATIMER ST	
Linda Ryalls	1394 Walnut Dr.	
Sam Ryalls	1394 Walnut Dr	
Tina Retzer	1570 Walnut Dr	
CLIFFORD RETZER	1570 WALNUT DR	
BRIAN HARPER	1458 Capri Dr.	
Stephanie Brian	350 Pedal Lane	
Robert Gudant	485 Chapman Dr	

