



Regina Alcomendras
Santa Clara County
Clerk-Recorder
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Receipt: 19-214152

Product	Name	Extended
CEQA	ENVIRONMENTAL FILING	\$0.00
	# Pages	13
	Document #	ENV22437
	Document Info:	CITY OF CAMPBELL
	Filing Type	F
Total		\$0.00
Change (Cash)		\$0.00

PLEASE KEEP FOR REFERENCE

1



State of California - Department of Fish and Wildlife
2019 ENVIRONMENTAL FILING FEE CASH RECEIPT
 DFW 753.5a (REV. 12/01/18) Previously DFG 753.5a

RECEIPT NUMBER:
 ENV22437

STATE CLEARINGHOUSE NUMBER (If applicable)

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY CITY OF CAMPBELL	LEAD AGENCY EMAIL	DATE 10/07/2019
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COUNTY/STATE AGENCY OF FILING SANTA CLARA	DOCUMENT NUMBER
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PROJECT TITLE
 CAMPBELL TROJAN SELF-STORAGE PROJECT

PROJECT APPLICANT NAME KELLY SNIDER ON BEHALF OF TROJAN STORAGE	PROJECT APPLICANT EMAIL	PHONE NUMBER (650) 387-3132
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PROJECT APPLICANT ADDRESS 1732 AVIATION BLVD.,	CITY REDONDO	STATE CA	ZIP CODE 92078
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PROJECT APPLICANT (Check appropriate box)

- Local Public Agency
 School District
 Other Special District
 State Agency
 Private Entity

CHECK APPLICABLE FEES:

- | | | |
|---|------------|----------|
| <input type="checkbox"/> Environmental Impact Report (EIR) | \$3,271.00 | \$ _____ |
| <input type="checkbox"/> Mitigated/Negative Declaration (MND)(ND) | \$2,354.75 | \$ _____ |
| <input type="checkbox"/> Certified Regulatory Program (CRP) document - payment due directly to CDFW | \$1,112.00 | \$ _____ |

- Exempt from fee
 Notice of Exemption (attach)
 CDFW No Effect Determination (attach)
 Fee previously paid (attach previously issued cash receipt copy)

- | | | |
|---|----------|----------|
| <input type="checkbox"/> Water Right Application or Petition Fee (State Water Resources Control Board only) | \$850.00 | \$ _____ |
| <input type="checkbox"/> County documentary handling fee | | \$ _____ |
| <input type="checkbox"/> Other | | \$ _____ |

PAYMENT METHOD:

- Cash
 Credit
 Check
 Other

TOTAL RECEIVED \$ _____ \$0.00

SIGNATURE
 X *M. Khamphilath*

AGENCY OF FILING PRINTED NAME AND TITLE
 Nina Khamphilath, Deputy County Clerk-Recorder

County of Santa Clara
Office of the County Clerk-Recorder
Business Division



County Government Center
70 West Hedding Street, E. Wing, 1st Floor
San Jose, California 95110 (408) 299-5688

File Number: ENV22437

ENVIRONMENTAL FILING

No. of Pages: 13

Total Fees: \$0.00

File Date: 10/07/2019

Expires: 10/29/2019

REGINA ALCOMENDRAS, Clerk-Recorder

By: Nina Khamphilath, Deputy Clerk-Recorder

CEQA DOCUMENT DECLARATION

ENVIRONMENTAL FILING FEE RECEIPT

PLEASE COMPLETE THE FOLLOWING:

- 1. LEAD AGENCY: City of Campbell
- 2. PROJECT TITLE: Campbell Trojan Self-Storage Project
- 3. APPLICANT NAME: Kelly Snider on behalf of Trojan Storage PHONE: (650) 387-3132
- 4. APPLICANT ADDRESS: 1732 Aviation Blvd., Redondo Beach, CA 92078
- 5. PROJECT APPLICANT IS A: Local Public Agency School District Other Special District State Agency Private Entity
- 6. NOTICE TO BE POSTED FOR 22 DAYS.

7. CLASSIFICATION OF ENVIRONMENTAL DOCUMENT

a. PROJECTS THAT ARE SUBJECT TO DFG FEES

<input type="checkbox"/> 1. <u>ENVIRONMENTAL IMPACT REPORT</u> (PUBLIC RESOURCES CODE §21152)	\$ 3,271.00	\$ <u>0.00</u>
<input type="checkbox"/> 2. <u>NEGATIVE DECLARATION</u> (PUBLIC RESOURCES CODE §21080(C))	\$ 2,354.75	\$ <u>0.00</u>
<input type="checkbox"/> 3. <u>APPLICATION FEE WATER DIVERSION</u> (STATE WATER RESOURCES CONTROL BOARD ONLY)	\$ 850.00	\$ <u>0.00</u>
<input type="checkbox"/> 4. <u>PROJECTS SUBJECT TO CERTIFIED REGULATORY PROGRAMS</u>	\$ 1,112.00	\$ <u>0.00</u>
<input type="checkbox"/> 5. <u>COUNTY ADMINISTRATIVE FEE</u> (REQUIRED FOR a-1 THROUGH a-4 ABOVE) Fish & Game Code §711.4(e)	\$ 50.00	\$ <u>0.00</u>

b. PROJECTS THAT ARE EXEMPT FROM DFG FEES

<input type="checkbox"/> 1. NOTICE OF EXEMPTION (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)	\$ 50.00	\$ <u>0.00</u>
<input type="checkbox"/> 2. A COMPLETED "CEQA FILING FEE NO EFFECT DETERMINATION FORM" FROM THE DEPARTMENT OF FISH & GAME, DOCUMENTING THE DFG'S DETERMINATION THAT THE PROJECT WILL HAVE NO EFFECT ON FISH, WILDLIFE AND HABITAT, OR AN OFFICIAL, DATED RECEIPT / PROOF OF PAYMENT SHOWING PREVIOUS PAYMENT OF THE DFG FILING FEE FOR THE *SAME PROJECT IS ATTACHED (\$50.00 COUNTY ADMINISTRATIVE FEE REQUIRED)		
DOCUMENT TYPE: <input type="checkbox"/> ENVIRONMENTAL IMPACT REPORT <input type="checkbox"/> NEGATIVE DECLARATION	\$ 50.00	\$ <u>0.00</u>

c. NOTICES THAT ARE NOT SUBJECT TO DFG FEES OR COUNTY ADMINISTRATIVE FEES

<input type="checkbox"/> NOTICE OF PREPARATION	<input checked="" type="checkbox"/> NOTICE OF INTENT	NO FEE	\$ <u>NO FEE</u>
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8. OTHER: _____ FEE (IF APPLICABLE): \$ _____

9. TOTAL RECEIVED..... \$ 0.00

*NOTE: "**SAME PROJECT**" MEANS NO CHANGES. IF THE DOCUMENT SUBMITTED IS NOT THE SAME (OTHER THAN DATES), A "NO EFFECT DETERMINATION" LETTER FROM THE DEPARTMENT OF FISH AND GAME FOR THE SUBSEQUENT FILING OR THE APPROPRIATE FEES ARE REQUIRED.

THIS FORM MUST BE COMPLETED AND ATTACHED TO THE FRONT OF ALL CEQA DOCUMENTS LISTED ABOVE (INCLUDING COPIES) SUBMITTED FOR FILING. WE WILL NEED AN ORIGINAL (WET SIGNATURE) AND TWO (2) COPIES. IF THERE ARE ATTACHMENTS, PLEASE PROVIDE THREE (3) SETS OF ATTACHMENTS FOR SUBMISSION. (YOUR ORIGINAL WILL BE RETURNED TO YOU AT THE TIME OF FILING.)

CHECKS FOR ALL FEES SHOULD BE MADE PAYABLE TO: SANTA CLARA COUNTY CLERK-RECORDER

PLEASE NOTE: FEES ARE ANNUALLY ADJUSTED (Fish & Game Code §711.4(b)); PLEASE CHECK WITH THIS OFFICE AND THE DEPARTMENT OF FISH AND GAME FOR THE LATEST FEE INFORMATION.

"... NO PROJECT SHALL BE OPERATIVE, VESTED, OR FINAL, NOR SHALL LOCAL GOVERNMENT PERMITS FOR THE PROJECT BE VALID, UNTIL THE FILING FEES REQUIRED PURSUANT TO THIS SECTION ARE PAID." Fish & Game Code §711.4(c)(3)

(Fees Effective 01-01-2019)

ORIGINAL



CITY OF CAMPBELL
Community Development Department

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
October 9, 2019

Lead Agency: City of Campbell, 70 N. 1st St., Campbell CA, 95008
Contact Person: Daniel Fama, Senior Planner – (408) 866-2193 / daniel.fama@campbellca.gov
Project Title: Campbell Trojan Self-Storage Project
Project Location: 680, 700, 710, 750 E McGlincy Ln., Campbell, CA 95008

Note: The project site is not listed on the Hazardous Waste and Substances Sites List as set forth in Government Code Section 65962.5.

Project Description: The proposed project includes the following land use entitlement requests:

Zoning Map Amendment (PLN2018-336): To amend the Campbell Zoning Map to rezone 680 and 700 E. McGlincy Lane from C-PD (Condominium Planned Development) to M-1 (Light Industrial).

Conditional Use Permit with Site and Architectural Review (PLN2018-337): To allow construction of an approximately 156,500 square-foot 3-story self-storage facility including a basement level and caretaker/employee housing unit, associated site, lighting, parking, and landscaping improvements, an increased floor area ratio (FAR) of 1.26, an adjustment to the landscape requirements, and an increase to the allowable fence height.

Tentative Vesting Parcel (PLN2018-338): To merge existing parcels and abandon existing public and private easements and to create a new parcel and associated public and private easements.

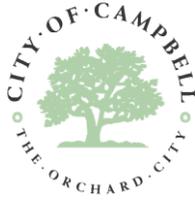
Major Modification (PLN2019-114): To formally eliminate Phases 3 and 4 of the McGlincy Business Center Project located at 710 and 750 E McGlincy Lane.

NOTICE IS HEREBY GIVEN that the City of Campbell has prepared a draft Mitigated Negative Declaration, pursuant to Public Resources Code Section 21092(b)(1), for the above described project. The Initial Study prepared by the City was undertaken for the purpose of determining whether the project may have a significant effect on the environment. On the basis of the Initial Study, the Community Development Director has determined that the project will not have a significant effect on the environment due to the incorporation of certain mitigation measures, and therefore, has prepared a draft Mitigated Negative Declaration for consideration by the Planning Commission and City Council.

PUBLIC REVIEW PERIOD: A 20-day public review period for the draft Mitigated Negative Declaration will commence on October 9, 2019 through October 29, 2019 (closing at 5:00 PM) for interested individuals and public agencies to submit written comments on the document. Any comments on the draft Mitigated Negative Declaration must be submitted to the City in writing at the above address or by email to the project planner at daniel.fama@campbellca.gov before the close of the public review period. Comments may also be received at public hearings on the project. The Initial Study and draft Mitigated Negative Declaration are available for review from 8:00 AM to 5:00 PM at the Campbell Community Development Department, City Hall, 70 North First Street, Campbell, CA and online at <http://www.cityofcampbell.com/501/Public-Notices> under 'Environmental Notices'.

PUBLIC HEARINGS: The Planning Commission and City Council are tentatively scheduled to consider the proposed project and draft Mitigated Negative Declaration at public hearings to be held on **November 12, 2019** and **December 3, 2019**, respectively. The meetings will be held at 7:30 p.m., or shortly thereafter, in the City Hall City Council Chambers, 70 North First Street, Campbell, CA.

PLANNING COMMISSION
CITY OF CAMPBELL
PAUL KERMOYAN, SECRETARY



CITY OF CAMPBELL
Community Development Department

MITIGATED NEGATIVE DECLARATION

The Community Development Director has reviewed the proposed project described below to determine whether it could have a significant effect on the environment as a result of the project completion. “Significant effect on the environment” means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

Project Title: Campbell Trojan Self-Storage Project

Project Address: 680 and 700 E McGlincy Ln., Campbell, CA 95008 (Primary)
710 and 750 E McGlincy Ln., Campbell, CA 95008 (Secondary)

Entitlement(s): **Zoning Map Amendment** (PLN2018-336): To amend the Campbell Zoning Map to rezone 680 and 700 E. McGlincy Lane from C-PD (Condominium Planned Development) to M-1 (Light Industrial).

Conditional Use Permit with Site and Architectural Review (PLN2018-337): To allow construction of an approximately 156,500 square-foot 3-story self-storage facility including a basement level and caretaker/employee housing unit, associated site, lighting, parking, and landscaping improvements, an increased floor area ratio (FAR) of 1.26, an adjustment to the landscape requirements, and an increase to the allowable fence height.

Tentative Vesting Parcel (PLN2018-338): To merge existing parcels and abandon existing public and private easements and to create a new parcel and associated public and private easements.

Major Modification (PLN2019-114): To formally eliminate Phases 3 and 4 of the McGlincy Business Center Project located at 710 and 750 E McGlincy Lane.

Zoning District (E): C-PD (Condominium Planned Development)

Zoning District (P): M-1 (Light Industrial)

General Plan: *Light Industrial*

Project Sponsor: Kelly Snider on behalf of Trojan Storage
1732 Aviation Blvd.
Redondo Beach, CA 92078

Property Owners: Trojan Storage of Campbell LLC
680-700 McGlincy Ln.
Campbell, CA 95008

Lead Agency: City of Campbell, Community Development Department
70 N. First Street, Campbell, CA 95008

Contact Person: Daniel Fama, Senior Planner
(408) 866-2193 | danielf@campbellca.gov

Date Posted: October 9, 2019

Other public agencies whose approval is required: None

Project Location and Surrounding Land Use: The project site is composed of two one acre (approximately) parcels, located along the south side of E. McGlincy Lane, between Westchester and Forman Drives. The project site is located within the C-PD (Condominium Planned Development) Zoning District and the Light Industrial General Plan Land Use District. The site abuts single-family residences along Regis Drive to the south, and is adjacent to the McGlincy Business Center, a commercial/industrial condominium complex to the east, and various industrial uses to the north and west. The site is currently developed with an outdoor cargo storage container facility, Instant Storage Service.

Project Description: The proposed project includes an application for a Conditional Use Permit with Site and Architectural Review to allow construction of a three-story self-storage facility with a basement level, totaling approximately 156,500 square-feet. The facility would include a ground-floor office and a second-floor caretaker living unit. To facilitate the construction, the proposed project also includes a Zoning Map Amendment to revert the zoning to M-1 (Light Industrial) and a Tentative Parcel Map to merge the two existing parcels into one and remove and replace existing private easements. A Planned Development Permit Modification is also proposed to sever the phasing relationship between the project site and the adjacent McGlincy Businesses Center property so that each may maintain its own independent land use approval.

Finding: The Community Development Director finds that the project described above will not have a significant effect on the environment in that the attached Initial Study identifies one or more potentially significant effects on the environment for which the project proponent, before public release of this draft Mitigated Negative Declaration, has made or agrees to make project revisions that clearly mitigate the effects to a less than significant level.

Mitigation Measures Included in the Project to Reduce Potentially Significant Environmental Effects to a Less Than Significant Level:

Air Quality - AQ

Mitigation Measure AQ-1: Include measures to control dust and exhaust during construction:

During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following best management practices that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure AQ-2: Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:

The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 85-percent reduction in DPM exhaust emissions or greater. Specifically, all diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA NOx and particulate matter emissions standards for Tier 3 engines and this equipment shall include CARB-certified Level 3 Diesel Particulate Filters⁹ or equivalent. Equipment that meets U.S. EPA Tier 4 interim standards or use of equipment that is electrically powered or uses non-diesel fuels would meet this requirement.

Cultural Resources – CUL

Mitigation Measure CUL-1: If archaeological or paleontological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity.

Mitigation Measure CUL-2: In the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The City and the Santa Clara County Coroner's office shall be notified. If deemed prehistoric, the Coroner's office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.

Geology and Soils – GEO

Mitigation Measure GEO-1: The applicant shall comply with the recommendations in the Geotechnical Evaluation, dated August 24, 2018 prepared by EEI Engineering Solutions. Such recommendations shall be incorporated into the project's final engineering design as submitted to the Campbell Building Division for issuance of a building permit. The project shall use standard engineering techniques and conform to the requirements of the International Building Code to reduce the potential for seismic damage and risk to future occupants.

Hazards and Hazardous Materials - HAZ

Mitigation Measure HAZ-1: Prior to issuance of a demolition permit, a qualified contractor shall assess the property for presence of Lead-based paint (LBP) and Asbestos containing building materials (ACBM), and if present, prepare a plan, to the satisfaction of the Building Official, to properly manage and dispose of such materials.

Noise - NOI

Mitigation Measure NOI-1: The following measures shall be implemented during all phases of the project (e.g. demolition, grading, and construction):

- In accordance with the Campbell Municipal Code, construction activities shall be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday, and between 9:00 a.m. to 4:00 p.m. on Saturdays, with no construction occurring on Sundays or Holidays.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and notify in writing all adjacent business, residences, and other noise-sensitive land uses of the construction schedule. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

PUBLIC REVIEW PERIOD

Any person may file a written protest of the draft Mitigated Negative Declaration during the public comment period running from October 9, 2019 through October 29, 2019 (closing at 5:00 PM). Such protest must be filed at the Community Development Department, City Hall, 70 North First Street, Campbell, California. The written protest should make a "fair argument" that the project will have one or more significant effects on the environment based on substantial evidence.

Daniel Fama
PROJECT PLANNER

Senior Planner
TITLE

City of Campbell
AGENCY



SIGNATURE

October 7, 2019
DATE

Encl: Mitigation Monitoring and Reporting Program

The Initial Study is available for review from 8:00 AM to 5:00 PM at the Campbell Community Development Department, City Hall, 70 North First Street, Campbell, CA and online at <http://www.cityofcampbell.com/501/Public-Notices> under 'Environmental Notices'.

INITIAL STUDY

Campbell Trojan Self-Storage Project

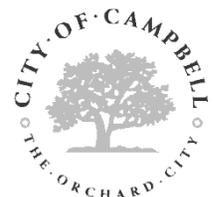
*An environmental evaluation
prepared in compliance with the
California Environmental Quality Act*



Prepared by
Daniel Fama, Senior Planner

City of Campbell
Community Development Department
Planning Division
70 N. First Street
Campbell, CA 95008

Public Review Period
October 9, 2019 – October 29, 2019



I. PROJECT OVERVIEW

- Project Title:** Campbell Trojan Self-Storage Project
- Project Address:** 680 and 700 E McGlincy Ln., Campbell, CA 95008 (Primary)
710 and 750 E McGlincy Ln., Campbell, CA 95008 (Secondary)
- Entitlement(s):** **Zoning Map Amendment** (PLN2018-336): To amend the Campbell Zoning Map to rezone 680 and 700 E. McGlincy Lane from C-PD (Condominium Planned Development) to M-1 (Light Industrial).
- Conditional Use Permit with Site and Architectural Review** (PLN2018-337): To allow construction of an approximately 156,500 square-foot 3-story self-storage facility including a basement level and caretaker/employee housing unit, associated site, lighting, parking, and landscaping improvements, an increased floor area ratio (FAR) of 1.26, an adjustment to the landscape requirements, and an increase to the allowable fence height.
- Tentative Vesting Parcel** (PLN2018-338): To merge existing parcels and abandon existing public and private easements and to create a new parcel and associated public and private easements.
- Major Modification** (PLN2019-114): To formally eliminate Phases 3 and 4 of the McGlincy Business Center Project located at 710 and 750 E McGlincy Lane.
- Zoning District (E):** C-PD (Condominium Planned Development)
- Zoning District (P):** M-1 (Light Industrial)
- General Plan:** *Light Industrial*
- Project Sponsor:** Kelly Snider on behalf of Trojan Storage
1732 Aviation Blvd.
Redondo Beach, CA 92078
- Property Owners:** Trojan Storage of Campbell LLC
680-700 McGlincy Ln.
Campbell, CA 95008
- Lead Agency:** City of Campbell, Community Development Department
70 N. First Street, Campbell, CA 95008
- Contact Person:** Daniel Fama, Senior Planner
(408) 866-2193 | danielf@campbellca.gov
- Date Posted:** October 9, 2019
- Other public agencies whose approval is required:** None

Project Location and Surrounding Land Use: The project site is composed of two one acre (approximately) parcels, located along the south side of E. McGlincy Lane, between Westchester and Forman Drives. The project site is located within the C-PD (Condominium Planned Development) Zoning District and the Light Industrial General Plan Land Use District. The site abuts single-family residences along Regis Drive to the south, and is adjacent to the McGlincy Business Center, a commercial/industrial condominium complex to the east, and various industrial uses to the north and west. The site is currently developed with an outdoor cargo storage container facility, Instant Storage Service.

The project site was intended as a second phase of the McGlincy Business Center commercial/industrial condominium project, located next door to the east. That project was originally approved in 2005-2006. However, due to the economic downturn, only the first phase was completed. The most recent extension of the project's approval expired in May 2014. However, the Parcel Map for the entire site was recorded and all off-site public improvements were completed.

Proposed Project: The proposed project includes an application for a Conditional Use Permit with Site and Architectural Review to allow construction of a three-story self-storage facility with a basement level, totaling approximately 156,500 square-feet. The facility would include a ground-floor office and a second-floor caretaker living unit. To facilitate the construction, the proposed project also includes a Zoning Map Amendment to revert the zoning to M-1 (Light Industrial) and a Tentative Parcel Map to merge the two existing parcels into one and remove and replace existing private easements. A Planned Development Permit Modification is also proposed to sever the phasing relationship between the project site and the adjacent McGlincy Businesses Center property so that each may maintain its own independent land use approval.

PROJECT DATA

Existing Zoning: C-PD (Condominium Planned Development)
Proposed Zoning: M-1 (Light Industrial)

General Plan Designation: *Light Industrial* (No Proposed Change)

Net Lot Size: 45,439 sq. ft.
45,838 sq. ft.
 91,277 sq. ft. (2.1 acres)

Building Areas:	<u>Storage Areas</u>	<u>Other Areas</u>
1st Level:	34,821 sq. ft.	1,152 sq. ft. (office)
2nd Level:	35,329 sq. ft.	857 sq. ft. (office + living area)
3rd Level:	<u>42,713 sq. ft.</u>	<u>0 sq. ft.</u>
	112,863 sq. ft.	2,009 sq. ft.

Total Area (Above Grade): 114,872 sq. ft.

Basement Level: 41,585 sq. ft.
 156,457 sq. ft (Total Building Area)

Floor Area Ratio (FAR): 1.26 (114,872 sq. ft.)

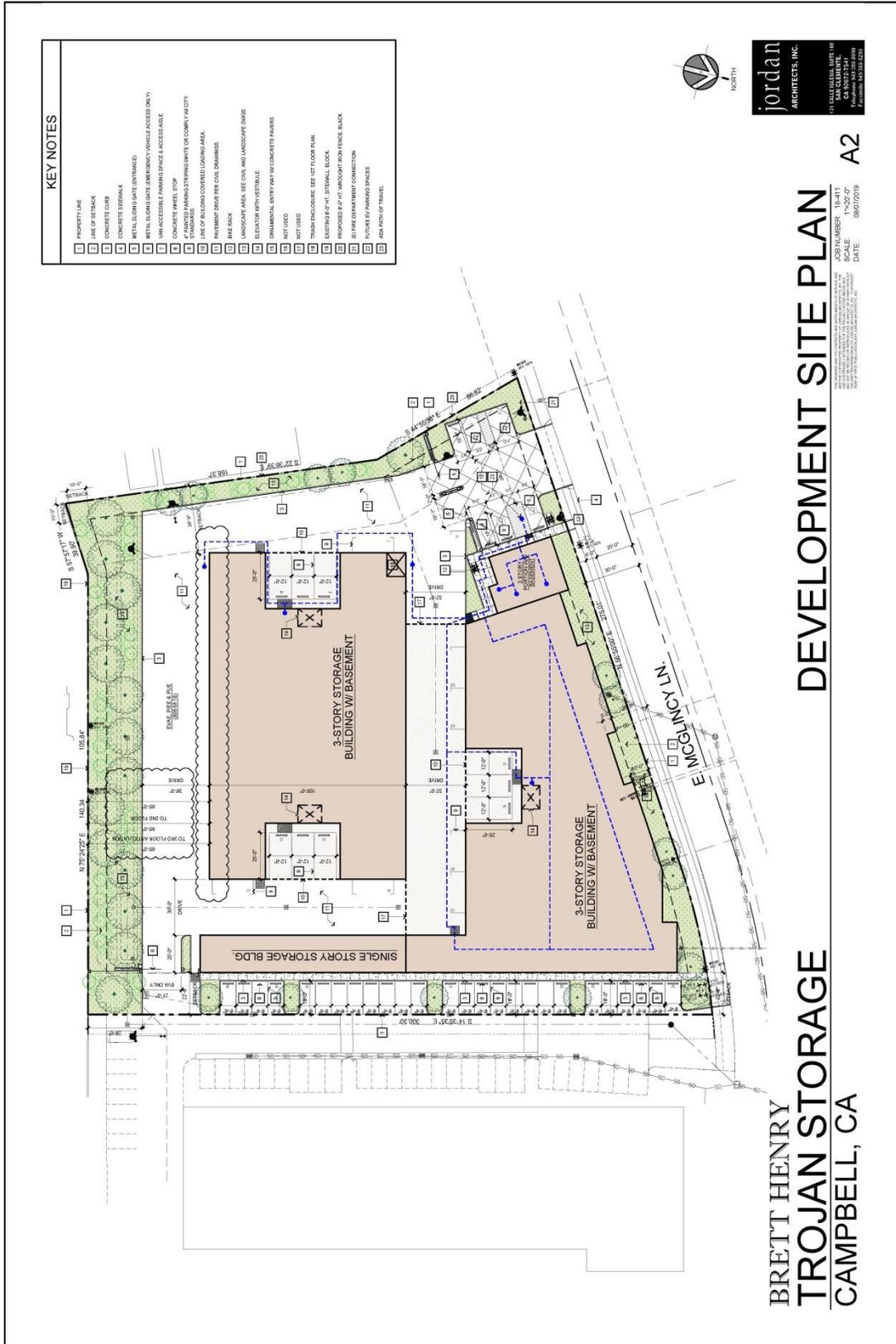
Building Height: 40 feet

Parking: 49 spaces

Project Location



Proposed Site Plan



KEY NOTES

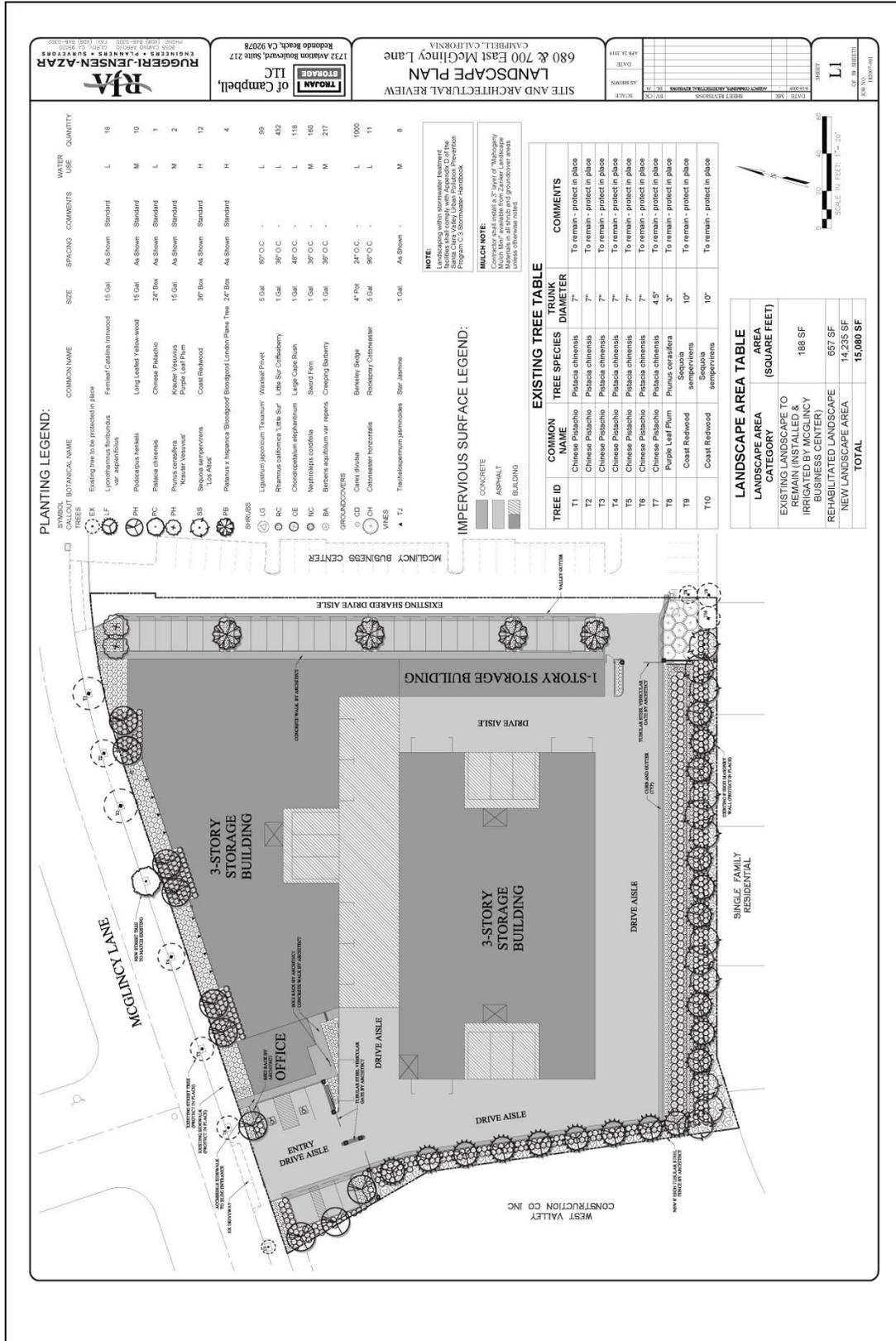
- PROPERTY LINE
- LINE OF SETBACK
- CONCRETE CURB
- CONCRETE EDGEMARK
- METAL FLOORING (EMERGENCY VEHICLE ACCESS ONLY)
- ADA ACCESSIBLE PARKING SPACES ACCESSIBLE
- CONCRETE PAVEMENT STOP
- PAINTED PARKING STRIPES WHITE OR COUNTY ANCHOR
- TRANSVERSE CURB (SEE LAYOUT FOR LOCATION)
- PAVEMENT (SEE SITE PLAN FOR DAMAGE)
- SIDE WALK
- LANDSCAPE AREA, SEE CIVIL AND LANDSCAPE DRAWING
- ELEVATOR WITH VESTIBULE
- ORNAMENTAL ENTRY WAY W/ CONCRETE FINISHES
- NOT USED
- TRASH ENCLOSURE SEE SET FLOOR PLAN
- EXISTING 8'-0" FT. STEEL WALL BLOCK
- PROPOSED 8'-0" FT. WOODPOST IRON FENCE BLOCK
- 6" PIPE DRAINAGE CONNECTION
- FUTURE BICYCLE PARKING SPACES
- ADA PATH OF TRAVEL



jordan
ARCHITECTS, INC.
171 CALLE PERLA, SUITE 110
SAN JOSE, CA 95034
Tel: (408) 253-1100
Fax: (408) 253-1101

BRETT HENRY
TROJAN STORAGE
CAMPBELL, CA
DEVELOPMENT SITE PLAN
 DRAWING NUMBER: 13-2027
 SCALE: 1"=20'-0"
 DATE: 08/07/2019
 A2

Preliminary Landscaping Plan



II. ENVIRONMENTAL IMPACT EVALUATION:

The following evaluation has been prepared to determine if the proposed project may result in a “significant impact” on the environment. For the purposes of this study, a significant impact means a substantial or potentially substantial change in the physical environment. The following terms used in the evaluation are defined as specified below:

"Potentially Significant Impact" means that there is either substantial evidence that an effect may be significant or, due to lack of existing information, may have potential to be a significant effect.

"Less than Significant With Mitigation Incorporated" means the incorporation of one or more mitigation measures can reduce the effect from potentially significant to a less than significant level.

"Less Than Significant Impact" means that there is sufficient evidence available to determine that the effect is less than significant and no mitigation is necessary to reduce the impact to a lesser level.

"No Impact" means that the effect does not apply to the proposed project, or clearly will not impact nor be impacted by the project.

A description of the proposed mitigation measures and the factual data or evidence used to reach conclusions regarding impact significance follows each section. The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Less Than Significant with Mitigation Incorporation" as indicated by the checklist below:

- | | | | |
|-------------------------------------|--|-------------------------------------|--|
| <input type="checkbox"/> | 1. Aesthetics | <input type="checkbox"/> | 12. Mineral Resources |
| <input type="checkbox"/> | 2. Agricultural & Forest Resources | <input checked="" type="checkbox"/> | 13. Noise |
| <input checked="" type="checkbox"/> | 3. Air Quality | <input type="checkbox"/> | 14. Population/Housing |
| <input type="checkbox"/> | 4. Biological Resources | <input type="checkbox"/> | 15. Public Services |
| <input checked="" type="checkbox"/> | 5. Cultural Resources | <input type="checkbox"/> | 16. Recreation |
| <input type="checkbox"/> | 6. Energy | <input type="checkbox"/> | 17. Transportation |
| <input checked="" type="checkbox"/> | 7. Geology/Soils | <input checked="" type="checkbox"/> | 18. Tribal Cultural Resources |
| <input type="checkbox"/> | 8. Greenhouse Gas Emissions | <input type="checkbox"/> | 19. Utilities/Service System |
| <input checked="" type="checkbox"/> | 9. Hazards & Hazardous Materials | <input type="checkbox"/> | 20. Wildfire |
| <input type="checkbox"/> | 10. Hydrology/Water Quality | <input type="checkbox"/> | 21. Mandatory Findings of Significance |
| <input type="checkbox"/> | 11. Land Use/Planning | | |

1. AESTHETICS

Issues <i>Except as provided in Public Resources Code Section 21099, would the project:</i>		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(a-c) – No Impact: The project will alter the existing visual character of the project site and its surroundings through demolition of existing structures and removal of cargo storage containers and construction of the proposed self-storage facility. However, since neither the project site, nor any area, roadway or view-corridor in vicinity of the project site, is a recognized scenic vista or scenic resource, these activities will not result in an adverse environmental affect. Further, the project is subject to various policies and strategies of the Campbell General Plan and Campbell Municipal Code (CMC), intended to facilitate development that improves the visual character of the community through good design and site planning and by an iterative design review and approval process that takes considers public input.

(d) – Less than Significant Impact: New development projects are subject to the City of Campbell Lighting Design Standards (CMC Sec. 21.18.090) which requires lighting to be designed and installed so that light rays are not emitted across property lines. The proposed project incorporates lighting fixture details and a photometric plan that demonstrates compliance with these standards. At the perimeter property lines, the proposed project would not emit more than 0.5 foot-candles of lighting.

In addition to lighting regulations set forth in the Campbell Municipal Code, the proposed project must comply with regulations set forth in the California Building Code (CBC) to reduce light impacts on neighboring businesses and residential uses. The CBC regulates lighting standards for both residential and non-residential development in the State of California. Regulations include the use of high-efficiency lighting, shielded or hooded in a way that reduces light or glare pollution from spilling onto adjacent properties. Provided that the proposed project is consistent with the Municipal Code lighting standards, and the CBC, impacts from lighting would be considered *less-than-significant*.

Mitigation Measures(s): None Required.

2. AGRICULTURE & FORESTRY RESOURCES

Issues¹		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) – No Impact: The project is not converting farmland nor an area designated as “Prime Farmland”, “Unique Farmland”, or “Farmland of Statewide Importance (Farmland)” (hereinafter collectively referred to as ‘farmland’) as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, it can be reasonably concluded that *no impacts* to farmland would result from the project.

(b-c) – No Impact: The project site may have historically been used for agricultural production, but is no longer used for, nor zoned for, farmland or other agricultural or horticultural purpose. Neither the project site nor surrounding properties contain farmland, support agricultural activity, or subject to a Williamson Act contract that could be impacted by the project. Therefore, it can be reasonably concluded that *no impacts* to this issue topic would result from the project.

(d) – No Impact: The project site is not defined as forestland, timberland, or timberland zoned Timberland Production. Therefore, it can be reasonably concluded that *no impacts* to this issue topic would result from the project.

(e) – No Impact: Neither the project site nor properties in the vicinity of the project site are designated as farmland or forest land and, as a result, no changes to the existing environment, due to their location or nature, have been identified that would result in the conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use as a result of the project. Therefore, it can be reasonably concluded that *no impacts* to this issue topic would result from the project.

Mitigation Measure(s): None Required.

¹ In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

3. AIR QUALITY

Issues²		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The following discussion is excerpted in part from *Trojan Storage Facility Air Quality and Greenhouse Gas Assessment*, prepared by Illingworth & Rodkin, Inc. for this project (reference **Attachment 1**).

The project is located in Santa Clara County, which is in the San Francisco Bay Area Air Basin. Ambient air quality standards have been established at both the State and federal level. The Bay Area meets all ambient air quality standards with the exception of ground-level ozone, respirable particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}).

Air Pollutants of Concern

High ozone levels are caused by the cumulative emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x). These precursor pollutants react under certain meteorological conditions to form high ozone levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area’s attempts to reduce ozone levels. The highest ozone levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources. High ozone levels aggravate respiratory and cardiovascular diseases, reduced lung function, and increase coughing and chest discomfort.

Particulate matter is another problematic air pollutant of the Bay Area. Particulate matter is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM₁₀) and fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}). Elevated concentrations of PM₁₀ and PM_{2.5} are the result of both region wide (or cumulative) emissions and localized emissions. High particulate matter levels aggravate respiratory and cardiovascular diseases, reduce lung function, increase mortality (e.g., lung cancer), and result in reduced lung function growth in children.

Toxic Air Contaminants

Toxic air contaminants (TAC) are a broad class of compounds known to cause morbidity or mortality (usually because they cause cancer) and include, but are not limited to, the criteria air pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a

² Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

freeway). Because chronic exposure can result in adverse health effects, TACs are regulated at the regional, State, and federal level.

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs (based on the Bay Area average). According to the California Air Resources Board (CARB), diesel exhaust is a complex mixture of gases, vapors, and fine particles. This complexity makes the evaluation of health effects of diesel exhaust a complex scientific issue. Some of the chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the CARB, and are listed as carcinogens either under the State's Proposition 65 or under the Federal Hazardous Air Pollutants programs.

Regulatory Agencies

CARB has adopted and implemented a number of regulations for stationary and mobile sources to reduce emissions of DPM. Several of these regulatory programs affect medium and heavy-duty diesel trucks that represent the bulk of DPM emissions from California highways. These regulations include the solid waste collection vehicle (SWCV) rule, in-use public and utility fleets, and the heavy-duty diesel truck and bus regulations. In 2008, CARB approved a new regulation to reduce emissions of DPM and nitrogen oxides from existing on-road heavy-duty diesel fueled vehicles. The regulation requires affected vehicles to meet specific performance requirements between 2014 and 2023, with all affected diesel vehicles required to have 2010 model-year engines or equivalent by 2023. These requirements are phased in over the compliance period and depend on the model year of the vehicle.

The BAAQMD is the regional agency tasked with managing air quality in the region. At the State level, the CARB (a part of the California Environmental Protection Agency [EPA]) oversees regional air district activities and regulates air quality at the State level. The BAAQMD has published California Environmental Quality Act (CEQA) Air Quality Guidelines that are used in this assessment to evaluate air quality impacts of projects.²

City of Campbell General Plan

The City of Campbell's General Plan includes goals, policies, and strategies to improve air quality and meet the State and National ambient air quality standards. The following goals, policies, and actions are applicable to the proposed project:

- | | |
|---------------------|--|
| Goal CNR-11: | Work toward improving air quality and meeting all federal and State ambient air quality standards. |
| Policy CNR-11.2: | <u>Effects of Development on Air Quality:</u> Use the City's development review process and the California Environmental Quality Act to evaluate and mitigate the local and cumulative effects of new development on air quality |
| Strategy CNR-11.2d: | <i>Construction Dust Control:</i> Require dust control measures, including those included in the Santa Clara Valley Non-Point Pollution Control Program, during construction. |
| Strategy CNR-11.2e: | <i>Buffering or Mitigation Requirements:</i> Require adequate buffering or other mitigation of all potential air pollutant sources, including commercial and industrial emissions. |

Sensitive Receptors

There are groups of people more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools. The closest sensitive receptors to the project site are residences adjacent to the southern project boundary. There are additional residences at farther distances from the project site.

Significance Thresholds

In June 2010, BAAQMD adopted thresholds of significance to assist in the review of projects under CEQA and these significance thresholds were contained in the District’s 2011 *CEQA Air Quality Guidelines*. These thresholds were designed to establish the level at which BAAQMD believed air pollution emissions would cause significant environmental impacts under CEQA. The thresholds were challenged through a series of court challenges and were mostly upheld. BAAQMD updated the *CEQA Air Quality Guidelines* in 2017 to include the latest significance thresholds that were used in this analysis are summarized in Table 1.

Table 1. Air Quality Significance Thresholds

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NO _x	54	54	10
PM ₁₀	82 (Exhaust)	82	15
PM _{2.5}	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other Best Management Practices	Not Applicable	
Health Risks and Hazards	Single Sources Within 1,000-foot Zone of Influence	Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)	
Excess Cancer Risk	>10.0 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual PM _{2.5}	>0.3 µg/m ³	>0.8 µg/m ³	
Greenhouse Gas Emissions			
Land Use Projects – direct and indirect emissions		Compliance with a Qualified GHG Reduction Strategy OR 1,100 metric tons annually or 4.6 metric tons per capita (for 2020) and adjusted to 2.6 metric tons per capita (for 2030)*	
Note: ROG = reactive organic gases, NO _x = nitrogen oxides, PM ₁₀ = coarse particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, PM _{2.5} = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less. GHG = greenhouse gases.			
*BAAQMD does not have a recommended post-2020 GHG threshold.			

(a) – Less than Significant Impact: BAAQMD is the regional agency responsible for overseeing compliance with State and Federal laws, regulations, and programs within the San Francisco Bay Area Air Basin (SFBAAB). BAAQMD, with assistance from the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), has prepared and implements specific plans to meet the applicable laws, regulations, and programs. The most recent and comprehensive of which is the *Bay Area 2017 Clean Air Plan*. The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHGs.

The BAAQMD, with assistance from ABAG and MTC, has prepared and implemented the Clean Air Plan to meet the applicable laws, regulations, and programs. The primary goals of the Clean Air Plan are to attain air quality standards, reduce population exposure and protect public health, and reduce GHG emissions and protect the climate. The BAAQMD has also developed CEQA guidelines to assist lead agencies in evaluating the significance of air quality impacts. In formulating compliance strategies, BAAQMD relies on planned land uses established by local general plans. Land use planning affects vehicle travel, which in turn affects region-wide emissions of air pollutants and GHG. The project proposed land use is consistent with the City of Campbell General Plan designation for this site.

The 2017 Clean Air Plan includes control measures that are intended to reduce air pollutant emissions in the Bay Area either directly or indirectly. The most recent clean air plan is the *2017 Clean Air Plan* that was adopted by BAAQMD in April 2017. The proposed project would not conflict with the latest Clean Air planning efforts since 1) the project would have emissions below the BAAQMD thresholds (see Impact 2), 2) the project would be considered urban infill, 3) the project would be located near employment centers, and 4) the project would be located near transit with regional connections.

(b) – Less than Significant Impact with Mitigation: The Bay Area is considered a non-attainment area for ground-level ozone and PM_{2.5} under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM₁₀ under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM₁₀, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (ROG and NO_x), PM₁₀, and PM_{2.5} and apply to both construction period and operational period impacts.

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate emissions from construction and operation of the site assuming full build-out of the project. The project land use types and size, and anticipated construction schedule were input to CalEEMod.

Construction Period Emissions

CalEEMod provides annual emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The construction schedule was based on information provided by the project applicant, but the equipment list was based on CalEEMod defaults for a project of this type and size.

The following proposed project land uses were inputted into CalEEMod: 157,467-sf entered as “General Light Industry” and 50 spaces entered as “Parking Lot” on a 2.1-acre site. In addition, 40,000-sf of building demolition was entered into the model.

The construction schedule assumed that the project would be built out over a period of approximately 10 months. There were an estimated 220 construction workdays. Average daily emissions were computed by dividing the total construction emissions by the number of construction days. Table 2 shows average daily construction emissions of ROG, NO_x, PM₁₀ exhaust, and PM_{2.5} exhaust during construction of the project. As indicated in Table 2, predicted construction period emissions would not exceed the BAAQMD significance thresholds.

Table 2. Construction Period Emissions

Scenario	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Total construction emissions (tons)	1.1 tons	1.9 tons	0.1 tons	0.1 tons
Average daily emissions (pounds)¹	10 lbs./day	17.3 lbs./day	0.9 lbs./day	0.9 lbs./day
<i>BAAQMD Thresholds (pounds per day)</i>	54 lbs./day	54 lbs./day	82 lbs./day	54 lbs./day
Exceed Threshold?	No	No	No	No
Notes: ¹ Assumes 220 workdays.				

Additionally, construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less-than-significant if best management practices are implemented to reduce these emissions. *Mitigation Measure AQ-1* would implement BAAQMD-recommended best management practices.

(c) – Less than Significant Impact with Mitigation:

Operational Community Health Risk Impacts

Operation of the project is not expected to cause any localized emissions that could expose sensitive receptors to unhealthy air pollutant levels. When operating, the project would generate automobile traffic; however, these emissions are anticipated to result in fairly low impacts in terms of TAC or PM_{2.5} exposure. No stationary sources of TACs, such as diesel-powered emergency generators, are proposed as part of the project. Therefore, operational sources of TAC or PM_{2.5} would not be substantial and were not further evaluated.

Construction Community Health Risk Impacts

Project Construction Activity

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust are known as a TAC. These exhaust air pollutant emissions would not be considered to contribute substantially to existing or projected air quality violations. Construction exhaust emissions may still pose health

risks for sensitive receptors such as surrounding residents. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to PM_{2.5}. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A health risk assessment of the project construction activities was conducted that evaluated potential health effects of sensitive receptors at these nearby residences from construction emissions of DPM and PM_{2.5}. Dispersion modeling was conducted to predict the off-site concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated.

Construction Emissions

The CalEEMod model provided total annual PM₁₀ exhaust emissions (assumed to be DPM) for the off-road construction equipment and for exhaust emissions from on-road vehicles, with total emissions from all construction stages as 0.0913 tons (183 pounds). The on-road emissions are a result of haul truck travel during demolition and grading activities, worker travel, and vendor deliveries during construction. A trip length of one mile was used to represent vehicle travel while at or near the construction site. It was assumed that these emissions from on-road vehicles traveling at or near the site would occur at the construction site. Fugitive PM_{2.5} dust emissions were calculated by CalEEMod as 0.02361 tons (47 pounds) for the overall construction period.

Dispersion Modeling

The U.S. EPA AERMOD dispersion model was used to predict concentrations of DPM and PM_{2.5} concentrations at sensitive receptors (residences) in the vicinity of the project construction area. The AERMOD dispersion model is a BAAQMD-recommended model for use in modeling analysis of these types of emission activities for CEQA projects.⁷ The modeling utilized two area sources to represent the on-site construction emissions, one for exhaust emissions and one for fugitive dust emissions. To represent the construction equipment exhaust emissions, an emission release height of 6 meters (19.7 feet) was used for the area source. The elevated source height reflects the height of the equipment exhaust pipes plus an additional distance for the height of the exhaust plume above the exhaust pipes to account for plume rise of the exhaust gases. For modeling fugitive PM_{2.5} emissions, a near-ground level release height of 2 meters (6.6 feet) was used for the area source. Emissions from the construction equipment and on-road vehicle travel were distributed throughout the modeled area sources. Construction emissions were modeled as occurring daily between 8 a.m. to 4 p.m. per the project applicant's construction schedule.

The modeling used a five-year data set (2006-2010) of hourly meteorological data from the San José Airport meteorological site that was prepared for use with the AERMOD model by BAAQMD. Annual DPM and PM_{2.5} concentrations from construction activities during the 2020-2021 period were calculated using the model. DPM and PM_{2.5} concentrations were calculated at nearby sensitive receptors. Receptor heights of 1.5 meters (5 feet) and 4.5 meters (15 feet) were used to represent the breathing heights of residents in nearby single-family residences and apartments.

Community Risk Impacts

Figure 1, below, shows the locations where the maximum-modeled DPM and PM_{2.5} concentrations occurred. The maximum concentrations occurred at a single-family residence (1.5 meters) immediately south of the project site. The maximum increased cancer risk at the location of the maximally exposed individual (MEI) was calculated using the BAAQMD recommended methods and the maximum annual modeled DPM concentration. The cancer risk calculations are based on applying the BAAQMD recommended age sensitivity factors to the TAC

concentrations. Age-sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. BAAQMD-recommended exposure parameters were used for the cancer risk calculations. Infant and adult exposures were assumed to occur at all residences through the entire construction period. Construction emission calculations and source information used in the modeling and the cancer risk calculations are included in the full in Attachment 3 of the *Trojan Storage Facility Air Quality and Greenhouse Gas Assessment*.

Results of this assessment indicated that the maximum excess residential cancer risks would be greater than the BAAQMD significance threshold of 10 in one million and the maximum PM_{2.5} concentrations would exceed the BAAQMD significance threshold of 0.3 µg/m³. Implementation of **Mitigation Measures AQ-2** would reduce this impact to a level of less-than-significant as seen in Table 4, which summarizes the maximum cancer risks, PM_{2.5} concentrations, and health hazard indexes for project related construction activities affecting the residential MEI. Note that Table 4 is presented after the Cumulative Impacts section.

Figure 1. – Project Construction Site and Locations of Off-Site Sensitive Receptors

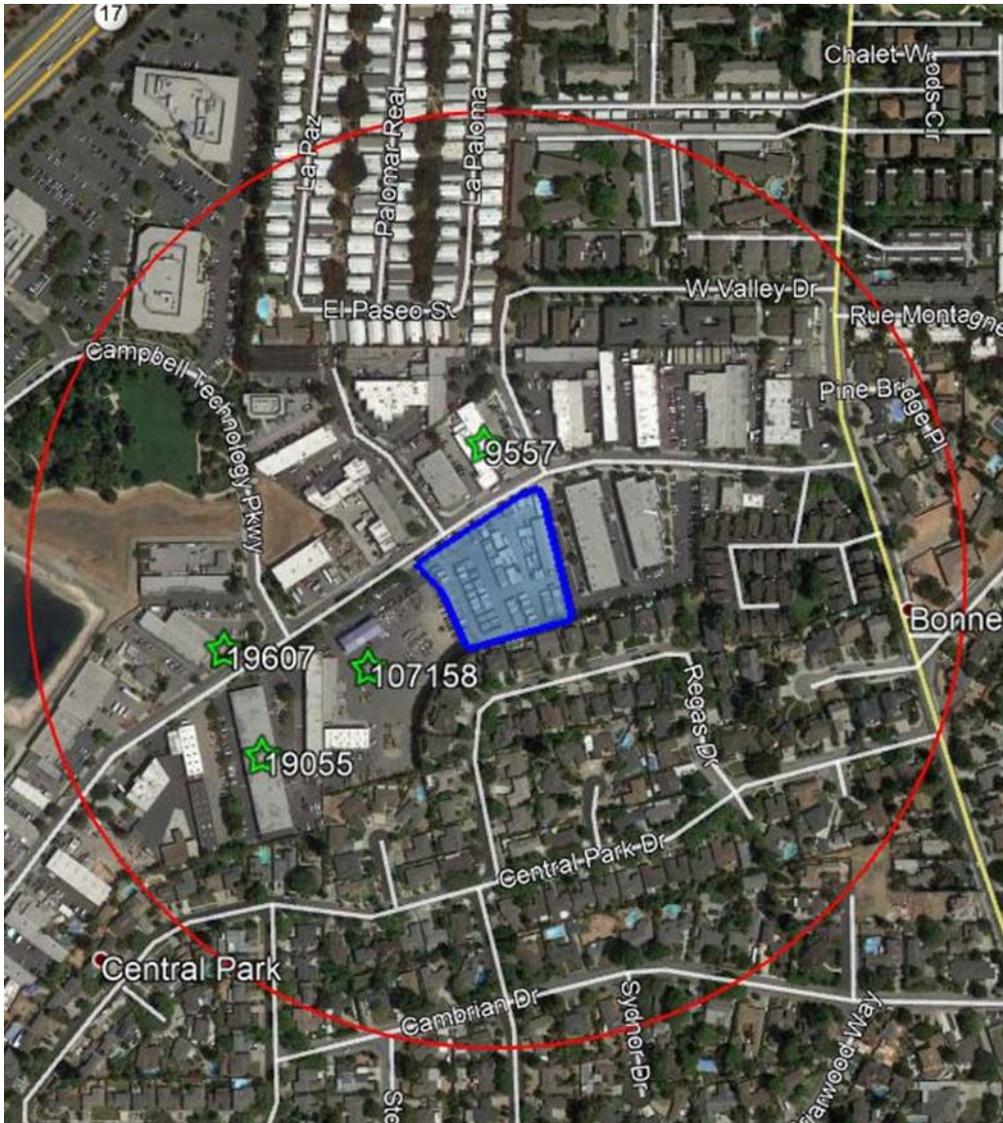


Cumulative Impact on Construction MEI

Cumulative community risk impacts were addressed through an evaluation of TAC sources located within 1,000 feet of the construction MEI. These sources could include freeways or highways, busy surface streets, and stationary sources identified by BAAQMD. A review of the project area indicates that most nearby streets are assumed to have less than 10,000 vehicles per day. A review of BAAQMD’s stationary source Google Earth map tool identified four stationary sources with the potential to affect the construction MEI. Figure 2 shows the

sources affecting the project site, nearby cumulative sources affecting the construction MEI. Community risk impacts from these sources upon the construction MEI are reported in Table 4.

Figure 2. Project Site and Nearby TAC and PM_{2.5} Sources



Stationary Sources

Permitted stationary sources of air pollution near the project site were identified using BAAQMD's *Stationary Source Risk & Hazard Analysis Tool*. This mapping tool uses Google Earth and identified the location of seven stationary sources and their estimated risk and hazard impacts. A Stationary Source Information Form (SSIF) containing the four identified sources was prepared and submitted to BAAQMD. They provided updated risk levels, emissions and adjustments to account for new OEHHA guidance⁸. The agency identified Plants #19055 and #9557 as spray booths that are not adjusted for distance. Plant #9557 was identified as a coating operation with low risk values that are calculated as zero, so this stationary source was not considered within the cumulative impact analysis. The remaining Plant #107158 was identified as a gas dispensing

facility and adjusted with the BAAQMD’s *Distance Adjustment Multiplier Tool for Gasoline Dispensing Facilities (GDF)*. Concentration levels and community risk impacts from these sources upon the project are reported in Table 4.

Summary of Construction Health Risk Impacts

Table 4 reports both the project and cumulative community risk impacts. Without mitigation, the project would have a significant impact with respect to community risk caused by project construction activities, since the maximum cancer risk and PM_{2.5} concentration exceed the single-source thresholds of 10.0 per million for cancer risk and 0.3 µg/m³ for PM_{2.5}, respectively. As shown in Table 4, the combined annual cancer risk, PM_{2.5} concentration and Hazard risk values, which includes unmitigated and mitigated, would not exceed the cumulative threshold.

considered within the cumulative impact analysis. The remaining Plant #107158 was identified as a gas dispensing facility and adjusted with the BAAQMD’s *Distance Adjustment Multiplier Tool for Gasoline Dispensing Facilities (GDF)*. Concentration levels and community risk impacts from these sources upon the project are reported in Table 4.

Summary of Construction Health Risk Impacts

Table 4 reports both the project and cumulative community risk impacts. Without mitigation, the project would have a significant impact with respect to community risk caused by project construction activities, since the maximum cancer risk and PM_{2.5} concentration exceed the single-source thresholds of 10.0 per million for cancer risk and 0.3 µg/m³ for PM_{2.5}, respectively. As shown in Table 4, the combined annual cancer risk, PM_{2.5} concentration and Hazard risk values, which includes unmitigated and mitigated, would not exceed the cumulative threshold.

Table 4. Impacts from Combined Sources at Construction MEI

Source	Maximum Cancer Risk (per	PM _{2.5} concentration	Hazard Index
Project Construction	Unmitigated	65.9 (infant)	0.62
	Mitigated	7.5 (infant)	0.11
BAAQMD Single-Source Threshold	>10.0	>0.3	>1.0
Significant?			
Unmitigated	Yes	Yes	No
Mitigated	No	No	No
Plant #107158 (Gas Dispensing Facility) at 420 feet	<0.1	-	<0.01
Plant #9055 (Spray Booth)	-	-	<0.01
Plant #19607 (Spray Booth)	-	-	<0.01
Combined Sources	Unmitigated	66.0 (infant)	0.62
	Mitigated	7.6 (infant)	0.11
BAAQMD Cumulative Source Threshold	>100	>0.8	>10.0
Significant?			
Unmitigated	No	No	No
Mitigated	No	No	No

(d) – Less than Significant: Emissions of air pollutants or TACs are addressed under impacts A and B, above. Emission of greenhouse gases are addressed separately. In terms of odor emissions, the proposed project would construct a storage facility that is categorized as a general light industry land use. The proposed project does not fall under any of the land uses BAAQMD identified within their odor screening table of the CEQA Air Quality Guidelines. Therefore, odors that could cause complaints from the general public and affect a substantial number of people are not expected.

Mitigation Measure(s): The following mitigation measures shall be incorporated into the project approval:

Mitigation Measure AQ-1: Include measures to control dust and exhaust during construction.

During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following best management practices that are required of all projects:

1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph).
5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure AQ-2: Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:

The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 85-percent reduction in DPM exhaust emissions or greater. Specifically, all diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA NOx and particulate matter emissions standards for Tier 3 engines and this equipment shall include CARB-certified Level 3 Diesel Particulate Filters⁹ or equivalent. Equipment that meets U.S. EPA Tier 4 interim standards or use of equipment that is electrically powered or uses non-diesel fuels would meet this requirement.

4. BIOLOGICAL RESOURCES

<i>Would the project:</i>		Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)		Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plan, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)		Have a substantial adverse effect on any riparian habitat ³ or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)		Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.)through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)		Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)		Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)		Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) – No Impact: The project site does not contain any trees or other vegetation nor is it expected to support any species identified as a candidate, sensitive, or special-status species.

(b) – No Impact: The project site is highly disturbed and does not contain any sensitive natural communities and, therefore, will not result in a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations.

(c) – No Impact: The project site is highly disturbed and does not contain any wetland resources; therefore, it will not adversely affect federally protected wetlands as defined by the Clean Water Act.

(d) – No Impact: The project will not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

(e) – No Impact: The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

(f) – No Impact: No adopted Habitat Conservation Plan, Natural Community Conservation Plan or approved local, regional or state habitat conservation plans apply to the project or the project site.

Mitigation Measures(s): None Required.

³ The evaluation of a project’s effect on sensitive natural communities should encompass aquatic and wetland habitats. Consider “aquatic and wetland habitat” as examples of sensitive habitat.

5. CULTURAL RESOURCES

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(a) – No Impact: The project site does not contain known historical resources as defined in §15064.5 of the CEQA Guidelines.

(b) – Less than Significant Impact with Mitigation: The project site is not known to contain archaeological, paleontological, or other cultural resources. However, should any cultural resources be discovered during project construction, the implementation of the *Mitigation Measure CUL-1* would minimize any potential impact(s). Therefore, the impact would be less-than-significant with mitigation incorporated.

(c) – Less than Significant Impact with Mitigation: No human remains are known to exist on the project site. However, should human remains be discovered during excavation or construction, the implementation of the *Mitigation Measure CUL-2* would reduce any potential impacts to a less than significant level.

Mitigation Measure(s): The following mitigation measures shall be incorporated into the project approval:

Mitigation Measure CUL-1: If archaeological or paleontological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity.

Mitigation Measure CUL-2: In the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The City and the Santa Clara County Coroner's office shall be notified. If deemed prehistoric, the Coroner's office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.

6. ENERGY

<i>Would the project:</i>		Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(a) – Less than Significant Impact: During construction activities there would be a temporary increase in the consumption of energy resources for the movement of equipment, soils, and materials (as well as for the assembly of materials); however, the duration of such activity would be limited to construction phases and would be relatively brief compared to the life-cycle of the proposed project.

During operation of the residences, there would be no unusual project characteristics or processes that would require the use of equipment that would be more energy than is used for comparable activities, or the use of equipment that would not conform to current emission standards and related fuel efficiencies. Through compliance with the California Green Building Standards Code and California Green Building Standards (CALGreen), or successor document(s), the homes could be anticipated to use less energy as a result of using more efficient HVAC systems, insulation, water-heating systems, and electrical fixtures than existing/older single-family homes. As such, operation the project should continue to avoid wasteful, inefficient, or unnecessary consumption of energy resources for the life cycle of the building.

(b) – Less than Significant Impact: State and local agencies regulate the use and consumption of energy through various methods and programs, including the California Green Building Code and CAL Green Building Standards. As a result of the passage of Assembly Bill 32 (AB32; the California Global Warning Solutions Act of 2006) which seeks to reduce the effects of Greenhouse Gas (GHG) Emissions, a majority of the state regulations are intended to reduce energy use and GHG emissions. These include, among others, California Code of Regulations Title 24, Part 6 – Energy Efficiency Standards, and the California Code of Regulations Title 24, Part 11 – California Green Building Standards (CALGreen).

At the local level, the City of Campbell’s Building Division enforces the applicable requirements of these documents. Accordingly, the proposed project would not conflict with or obstruct State or local plans for renewable energy or energy efficiency.

Mitigation Measure(s): None required.

7. GEOLOGY AND SOILS

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
	i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv. Landslides, mudslides, or other similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	Be located on expansive soil, as defined by Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(a) – Less than Significant Impact: The project site is located within the seismically active San Francisco Bay Area. According to maps prepared under the Alquist-Priolo Earthquake Fault Zone Act, there are no zoned active faults within the City of Campbell. Therefore, ground rupture is not likely to occur at the site. The nearest major earthquake faults are the Monte Vista Shannon Fault, San Andreas Fault, the Hayward-Rogers Creek Fault and the Calaveras Fault, all of which pose the greatest earthquake threat because of their high quake potential. The project will likely be subjected to at least one moderate to severe earthquake that will cause moderate to severe ground shaking during the useful life of the building. Because construction practices in the State of California—pursuant to the California Building Code—take into account that earthquakes could potentially damage buildings, they are designed to withstand moderate ground-shaking, resulting in a less than significant impact.

In regard to liquefaction, the Geotechnical Evaluation prepared for this project (reference **Attachment 2**) concluded that although the property, based on mapping of the San Jose West 7.5 minute quad (CGS), is located within a liquefaction zone (2002), due to the presence of generally well consolidated soils which underlie the site, and absence of shallow groundwater conditions, the potential for liquefaction at the site is considered to be low. Lastly, according to the State Seismic Hazard Zones Map, the project site is not located in any hazard zone and therefore does not have the potential for liquefaction or earthquake-induced landslides.

(b) – Less than Significant Impact: Development of the project will require grading that could result in a temporary increase in erosion. This increase in erosion is expected to be relatively minor due to the small size and flatness of the site. Additionally, the project is subject to the mandatory stormwater protection requirements (“best management practices”) of the City’s NPDES permit.

(c-d) – Less than Significant Impact with Mitigation: According to the Santa Clara County Geologic Hazard Zones Map, the project site is not geologically unstable and would not pose a risk of landslide, lateral spreading, subsidence, liquefaction or collapse. Additionally, the Geotechnical Evaluation evaluated the geotechnical conditions of the site. The review included a total of five exploratory HSA borings and four CPT soundings to depths ranging from 19 to 40 feet bgs. Based on the results of the investigation the project site was determined to be geotechnically suitable for the proposed development. However, there the analysis identified geotechnical conditions associated with the property that warrant mitigation and/or consideration during planning stages. With incorporation of *Mitigation Measure GEO-1*—requiring compliance with all measures identified by the geotechnical report—the project would not be located soil that is unstable, or that would become unstable as a result of the project.

(e) – No Impact: The project would not involve the use of septic tanks or alternative waste water disposal systems.

(f) – Less than Significant Impact with Mitigation: As discussed in Section 5 (Cultural Resources), no unique paleontological resources or unique geological features are known to exist on the project site. However, should such resources exist, their disturbance would be a potentially significant impact. Incorporation of *Mitigation Measure CUL-1* will ensure that in such event, treatment of paleontological resources or unique geological features, would be conducted in an appropriate manner as to preserve their integrity.

Mitigation Measures(s): The following mitigation measures shall be incorporated into the project approval:

Mitigation Measure GEO-1: The applicant shall comply with the recommendations in the Geotechnical Evaluation, dated August 24, 2018 prepared by EEI Engineering Solutions. Such recommendations shall be incorporated into the project’s final engineering design as submitted to the Campbell Building Division for issuance of a building permit. The project shall use standard engineering techniques and conform to the requirements of the International Building Code to reduce the potential for seismic damage and risk to future occupants.

8. GREENHOUSE GAS EMISSIONS

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion is excerpted in part or whole from *Trojan Storage Facility Air Quality and Greenhouse Gas Assessment*, prepared by Illingworth & Rodkin, Inc. for this project (reference **Attachment 1**).

(a) – Less than Significant Impact: GHG emissions associated with development of the proposed project would occur over the short- term from construction activities, consisting primarily of emissions from equipment exhaust and worker and vendor trips. There would also be long-term operational emissions associated with vehicular traffic within the project vicinity, energy and water usage, and solid waste disposal. Emissions for the proposed project are discussed below and were analyzed using the methodology recommended in the BAAQMD CEQA Air Quality Guidelines.

CalEEMod Modeling

CalEEMod was used to predict GHG emissions from operation of the site assuming full build- out of the project. The project land use types and size and other project-specific information were input to the model, as described above in the operational period emissions section. CalEEMod output is included in Attachment 2 of the *Trojan Storage Facility Air Quality and Greenhouse Gas Assessment*.

Construction Emissions

GHG emissions associated with construction were computed to be 277 MT of CO_{2e} for the total construction period. These are the emissions from on-site operation of construction equipment, vendor and hauling truck trips, and worker trips. Neither the City nor BAAQMD have an adopted threshold of significance for construction-related GHG emissions, though BAAQMD recommends quantifying emissions and disclosing that GHG emissions would occur during construction. BAAQMD also encourages the incorporation of best management practices to reduce GHG emissions during construction where feasible and applicable. Best management practices assumed to be incorporated into construction of the proposed project include but are not limited to: using local building materials of at least 10 percent and recycling or reusing at least 50 percent of construction waste or demolition materials.

Operational Emissions

The CalEEMod model, along with the project vehicle trip generation rates, was used to estimate daily emissions associated with operation of the fully-developed site under the proposed project. As shown in Table 5, annual net emissions resulting from operation of the proposed project are predicted to be 765 MT of CO_{2e} for the year 2021 and 638 MT of CO_{2e} for the year 2030. The 2030 net emissions do not exceed the 2030 bright-line threshold of 660 MT CO_{2e}/year. Therefore, the project would have a less-than-significant impact regarding GHG emissions.

Table 5. Annual Project GHG Emissions (CO₂e) in Metric Tons

Source Category	Existing Land Use in 2021	Proposed Project in 2021	Proposed Project in 2030
Area	<1	<1	<1
Energy Consumption	100	396	396
Mobile	231	590	463
Solid Waste Generation	25	98	98
Water Usage	12	48	48
Total (MT CO ₂ e/year)	368	1,133	1,006
Net Emissions		765	638
Significance Threshold			660 MT CO₂e/year
<i>Significant?</i>			<i>No</i>

(b) – No Impact: Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, codifies the State of California’s GHG emissions target by directing CARB to reduce the State’s global warming emissions to 1990 levels by 2020. AB 32 was signed and passed into law by Governor Schwarzenegger on September 27, 2006. Since that time, CARB, California Energy Commission (CEC), the California Public Utilities Commission (CPUC), and the Building Standards Commission have all been developing regulations that will help meet the goals of AB 32 and Executive Order S-3-05.

A Scoping Plan for AB 32 was adopted by CARB in December 2008. It contains the State of California’s main strategies to reduce GHGs from business-as-usual (BAU) emissions projected in 2020 back down to 1990 levels. BAU is the projected emissions in 2020, including increases in emissions caused by growth, without any GHG reduction measures. The Scoping Plan has a range of GHG reduction actions, including direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. It required CARB and other state agencies to develop and adopt regulations and other initiatives reducing GHGs by 2012.

As directed by AB 32, CARB has also approved a statewide GHG emissions limit. On December 6, 2007, CARB staff resolved an amount of 427 million metric tons (MMT) of CO₂e as the total statewide GHG 1990 emissions level and 2020 emissions limit. The limit is a cumulative statewide limit, not a sector- or facility-specific limit. CARB updated the future 2020 BAU annual emissions forecast, in light of the economic downturn, to 545 MMT of CO₂e. Two GHG emissions reduction measures currently enacted that were not previously included in the 2008 Scoping Plan baseline inventory were included, further reducing the baseline inventory to 507 MMT of CO₂e. Thus, an estimated reduction of 80 MMT of CO₂e is necessary to reduce statewide emissions to meet the AB 32 target by 2020.

SB 32 was passed in 2016, which codified a 2030 GHG emissions reduction target of 40 percent below 1990 levels. CARB is currently working on a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by SB 32. The proposed Scoping Plan Update was published on January 20, 2017 as directed by SB 32 companion legislation AB 197. The mid-term 2030 target is considered critical by CARB on the path to obtaining an even deeper GHG emissions target of 80 percent below 1990 levels by 2050, as directed in Executive Order S-3-05. The Scoping Plan outlines the suite of policy measures, regulations, planning efforts, and investments in clean

technologies and infrastructure, providing a blueprint to continue driving down GHG emissions and obtain the statewide goals.

The proposed project would not conflict or otherwise interfere with the statewide GHG reduction measures identified in CARB's Scoping Plan. For example, proposed buildings would be constructed in conformance with CALGreen and the Title 24 Building Code, which requires high-efficiency water fixtures and water-efficient irrigation systems.

Mitigation Measure(s): None Required.

9. HAZARDS AND HAZARDOUS MATERIALS

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	Emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g)	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) – Less than Significant Impact: The proposed self-storage development would not involve the routine transport, use, or disposal of hazardous materials. No storage of hazardous materials will be allowed within individual storage units, which is prohibited in the lease agreement. In addition, warning signs will be posted onsite. Therefore, operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

(b) – Less than Significant Impact with Mitigation: A slight hazardous potential would exist during the demolition of the existing structures (i.e., presence of lead and/or asbestos) and project construction when materials and construction equipment are at the site; however, long-term hazard risk is very low. With incorporation of *Mitigation Measure HAZ-1*, which requires qualified contractors assess the presence of the lead and asbestos in order to properly manage and dispose of such materials, the project would not create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Hazard risks during construction would be regulated by the City’s standard conditions of approval and will be required to be performed in accordance with state and federal hazardous materials regulations and current Best Management Practices (BMP’s) for construction activities. The use of toxic chemicals for landscaping (pesticides, herbicides, etc.) will not be above what is generally required for landscape maintenance and is not considered significant. Therefore, the impact would be less-than-significant with mitigation incorporated.

(c) – No Impact: There is not a school within ¼ mile of the project site.

(d) – No Impact: The project site is not listed on the Hazardous Waste and Substances Sites List (available at <https://dtsc.ca.gov/dtscs-cortese-list/>) compiled pursuant to Government Code Section 65962.5, therefore it would not create a significant hazard to the public or the environment. Further the site is not listed as a past or present case (or informational item) on the State Water Resources Control

Board GeoTracker website (<https://geotracker.waterboards.ca.gov/>). Lastly, the Phase I Environmental Site Assessment (reference **Attachment 3**) did not identify any "recognized environmental conditions"—meeting the standard set forth by American Society for Testing and Materials (ASTM)—that could be considered a "significant effect" under CEQA (Guideline § 21068).

(e) – No Impact: The project site is not located within the Santa Clara County Airport Land Use Commission jurisdiction, within two miles of a public airport or within the vicinity of a private airstrip.

(f) – No Impact: The project would not interfere with emergency response or evacuation plans. Sufficient emergency access would be provided for the project site in compliance with the State of California Building Code Standards and requirements of the Santa Clara County Fire District.

(g) – No Impact: The project site is not located near any wildland areas and would not cause an increase in wildland fire hazard. See Environmental Impact Evaluation topic Wildfire for an expanded discussion.

Mitigation Measure(s): The following mitigation measures shall be incorporated into the project approval:

Mitigation Measure HAZ-1: Prior to issuance of a demolition permit, a qualified contractor shall assess the property for presence of Lead-based paint (LBP) and Asbestos containing building materials (ACBM), and if present, prepare a plan, to the satisfaction of the Building Official, to properly manage and dispose of such materials.

10. HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>		Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? ⁴⁵		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Substantially alter the existing drainage pattern of the site or area ⁶ , including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would: <ul style="list-style-type: none"> i. Result in substantial erosion or siltation on- or off-site; ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff⁷; or iv. Impede or redirect flood flows? 		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	In a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e)	Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) – Less than Significant Impact: The project will not violate any water quality standards or substantially degrade surface or ground water quality. The project does not have any of the State Water Board Section 303.(d) list of impaired water bodies downstream. The project also incorporates water quality control measures detailed in the SCVURPPP Hydromodification Management Plan such as bio-retention areas which will improve water quality by treating it before discharging it into the city storm drain system.

(b) – Less than Significant Impact: The project will be adequately served by existing water supplies, and will be served by the local area water utility as confirmed in written correspondence (“will serve” letter) by the San Jose Water Company (reference **Attachment 4**). The project would not directly deplete

⁴ The evaluation of a project’s compliance with water quality standards should consider the project’s potential effect on water bodies on the Section 303(d) list (http://www.waterboards.ca.gov/water_issues/programs/tmdl/integrated2010.shtml), as well as the potential for conflict with applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses.

⁵ The evaluation of a project’s potential to degrade water quality should consider whether a project has the potential to result in a significant impact to surface water quality, marine, fresh, or wetland waters, or to groundwater quality. As with every category of environmental impact, effects must be considered both during and after construction. The evaluation of water quality impacts should include a description of how the project will comply with the requirements of SCVURPPP’s Municipal Regional Stormwater NPDES Permit and the State’s Construction General Permit. The description should also include a statement that the project should avoid creation of mosquito larval sources that would subsequently require chemical treatment to protect human and animal health.

⁶ The evaluation of a project’s effect on drainage patterns should refer to the SCVURPPP Hydromodification Management Plan (2005), where applicable, to assess the significance of altering existing drainage patterns and to develop any mitigation measures. The evaluation of hydromodification effects should also consider any potential for streambed or bank erosion downstream from the project.

⁷ The evaluation of a project’s potential to create or contribute runoff should consider whether the project meets or exceeds the size thresholds for regulation under Provision C.3 (i.e., projects that create and/or replace 10,000 square feet of impervious surface, or 5,000 square feet for certain land uses?). The response to this question will indicate how Provision C.3 requirements will be met. Applicants must address Provision C.3 requirements in environmental documents for projects that meet or exceed the impervious surface thresholds.

groundwater supplies (no wells) or interfere substantially with groundwater recharge (the project is evaluated for the amount of proposed pervious and impervious area to maintain or improve upon existing conditions) such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Additionally, site improvements are designed to direct runoff towards bio-retention planters which will be unlined to allow treated runoff to infiltrate and recharge the groundwater table.

(c) – Less than Significant Impact: The proposed project would entirely alter the existing drainage pattern of the project site through demolition of all structures and re-grading to accommodate the proposed development. However, this would not alter the existing drainage pattern outside of the project site nor alter the course of any streams or rivers. The runoff from construction of the proposed project would not exceed the capacity of existing or planned stormwater drainage systems, provide substantial additional sources of polluted runoff, or substantially degrade water quality.

- i. The project will not result in substantial erosion or siltation on- or -offsite. Surface runoff will be directed in the bio-retention areas where it will be treated and either infiltrate the groundwater table through the unlined bottom or flow through pipes into the city's storm drains. Bio-retention areas are an approved stormwater management technique as per Chapter 5 of the SCVURPPP Hydromodification Management Plan. The bio-retention areas are sized to retain up to a 2-year storm and with a minimum ponding depth of eight inches. Runoff from greater than 2-year storm events will overflow into the underground pipes which will flow into city owned storm drains along East McGlincy Lane.

Landscaped pervious areas will be either covered with grass and plants or mulch to prevent erosion. Runoff on these areas will infiltrate naturally, or in major storms or be directed to grates connecting to the individual lot bio-retention areas.

- ii. Based on the impervious areas added, the project accounts for the bio-retention areas for water quality purposes and the proposed underground storm pipes are sized to handle 10-year storm events. Based on this design there is little to no risk of flooding on-site. Additionally, through proper grading there will be no flood-prone impervious areas. All low points created through grading will have drainage leading to bio-retention areas. The bio-retention areas which will collect the treated water to an area where it will be piped into the city owned storm drain system which flows to the San Francisco Bay.

Offsite, there will be no risk of flooding as the pipes in East McGlincy Lane are adequately sized to contain 10-year flows. If the site experiences back to back storm events or a higher magnitude storm event (50-year), the site will not flood as the private street is graded positively towards the fronting public street. The overland release is to East McGlincy Lane. All in-fill sites are designed to carry runoff from 10-year storm events in pipes & streets are supposed to carry excess runoff over 10-year storm event & especially 100-year storm event.

- iii. The project will not contribute runoff which would exceed the capacity of existing stormwater drainage system nor would it create substantial additional sources of polluted runoff. The runoff from the project site will be piped into the city owned storm drain system. The city's storm drain system is designed to accommodate future development.

Since this is a self-storage facility without any outdoor activity other than the parking of vehicles, there are no additional sources of pollutants. Any pollutants related to motor vehicles being parked outside will be treated with the first flush in the bio-retention planters proposed along the low side of the private street. These bio-retention planters will trap & treat the pollutants from the site.

Additionally, runoff piped into the city storm drain will come from the project's bio-retention areas. Per the list source control measures in Chapter 5 of the SCVURPPP Hydromodification Management Plan, bio-retention areas treat the water before it can infiltrate groundwater or is drained into the San Francisco Bay.

- iv. Not applicable. The site is in a FEMA designated area of minimal flood hazard (Zone X, FIRM 060338). Additionally, the site is positively draining to front and is matching grades along the east, north & west. There are no flood flows to impede from any of these directions.

(d) – Less than Significant Impact: The project site is located downstream of Lexington Reservoir, in an area defined by the Association of Bay Area Governments as a dam failure inundation area. However, the project would not expose any additional people or structures to a new significant risk of loss, injury, or death involving flooding in consideration that the site is in a FEMA designated area of minimal flood hazard (Zone X, FIRM 060338). Furthermore, as the project is not modifying flood protection measures or creating a condition where adjacent properties are exposed to a new significant risk of loss, injury or death involving flooding, no additional exposure to water-related hazards is expected as a result of the project construction or operation.

(e) – No Impact: The project would be fully compliant with the water quality standards of the SCVURPPP and its Hydromodification Management Plan as well as Provision C.3 of the National Discharge Elimination System (NPDES). The project incorporates source control measures and best practices listed in the plan such as bio-retention facilities and minimizing impervious surfaces to maintain or improve upon existing drainage patterns. The bio-retention facilities will treat runoff and their unlined bottoms will allow the treated runoff to infiltrate to the groundwater table. This method of stormwater control is commonly used in the San Francisco Bay Area as retains, treats, and discharges stormwater in a controlled manner to ensure water quality and prevent erosion and flooding.

Mitigation Measure(s): None Required.

11. LAND USE and PLANNING

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) – No Impact: Projects that have the potential to physically divide an established community typically include construction that would eliminate formal or informal travel ways through a property. No such pathways or other forms of informal access through the project site currently exist. Therefore, the project would not physically divide an established community.

(b) – No Impact: In response to concerns that the City of Campbell had a disproportionate number of self-storage facilities—relative to population—as compared to neighboring jurisdictions, the following policy guidance was included in the 2001 General Plan:

Strategy LUT-9.3o: Single-Purpose Buildings: Discourage the development of single-purpose buildings (i.e. self-storage facilities).

Land Use Compatibility (Page LUT-31)

...

Another type of potential incompatible use within a commercial neighborhood is a single purpose building. Single-purpose buildings have a greater likelihood of remaining vacant through changing economic times. *In particular, buildings specifically designed for self storage limit the flexibility and types of future uses.* Commercial buildings should be flexibly designed to accommodate a variety of tenant types and to ensure they remain viable and contribute to the success and vitality of the surrounding commercial or industrial district. A key element in retaining flexibility is the provision of sufficient parking, landscaping and an enhanced street appearance.

To what extent the proposed project may be found consistent with this policy guidance will be a matter for the Planning Commission and City Council to discuss and determine. However, since this policy was not adopted with the purpose of avoiding or mitigating an environmental effect, potential conflict does not constitute an environmental impact under CEQA.

Mitigation Measure(s): None Required.

12. MINERAL RESOURCES

<i>Would the project:</i>		Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)		Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)		Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-b) – No Impact: No known mineral resources are present at the project site.

Mitigation Measure(s): None Required.

13. NOISE

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project result in:</i>					
(a)	Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(b)	Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The following discussion is excerpted in part or whole from *Trojan Storage Facility Noise and Vibration Assessment*, prepared by Illingworth & Rodkin, Inc. for this project (reference **Attachment 5**).

(a) – Less than Significant Impact with Mitigation: Although the Campbell Municipal Code and General Plan have established decibel-based noise level maximums only for development of new residential projects, a noise and vibration assessment have been prepared for the proposed project, as summarized below:

Permanent Noise from On-site Operational Noise

Based on the site plan, rooftop HVAC equipment is not anticipated. On-site mechanical equipment will be housed on the ground floor of the building and would not be anticipated to be audible outside the building structure. A portion of the ground floor storage on the north, south and west side of the building, will be equipped with roll-up doors. The nearest sensitive receptors (residences) would be located 50 feet south of the roll-up doors. With a worst-case assumption that a motorized roll-up door generates noise level of 70 dBA at 3 feet, the closest residences would be exposed to up to 46 dBA L_{max}. It is anticipated that use of the door mechanisms would be infrequent, resulting in substantially lower levels on an hourly or daily average basis. Noise levels generated by the door mechanisms would be below those generated by existing noise sources, would not substantially contribute to the noise environment, and would result in noise levels that are significantly below the exterior threshold of 60 dBA for residential use areas. This is a less- than-significant impact.

Permanent Noise Increases from Project Traffic

A permanent increase in the day-night average noise level of 3 dBA CNEL or greater at noise- sensitive receptors would be considered significant when projected noise levels would exceed those considered satisfactory for the affected land use. An increase of 5 dBA CNEL or greater would be considered significant when projected noise levels would continue to meet those considered satisfactory for the affected land use. The City of Campbell defines a noise level of 60 dBA CNEL or less to be normally acceptable for residential land uses and 70 dBA CNEL or less to be normally acceptable for commercial land uses. For reference, a doubling in traffic volumes would result in a noise level increase of 3 dBA.

Based on project trip generation estimates, the proposed project would generate approximately 207 trips over a 24-hour period, with approximately 23 trips occurring during the AM peak hour

and 40 trips occurring during the PM peak hour. Vehicles would access the site from McGlincy Lane. A comparison with existing traffic noise levels generated along McGlincy Lane indicates that project traffic would result in traffic noise increases of less than 1 dBA at noise sensitive locations. This noise increase is below the 5 dBA CNEL and 3 dBA CNEL criteria and would not be anticipated to be perceptible or measurable. This is a less-than-significant impact.

Temporary Noise Increases from Project Construction

The City of Campbell General Plan requires that all construction operations within the City to use best available noise suppression devices and techniques and to limit construction hours near residential uses per the Municipal Code allowable hours between 8 a.m. and 5 p.m. Monday through Friday, and between 9 a.m. and 4 p.m. Saturday. The City of Campbell does not specify quantitative thresholds for the impact of temporary increases in noise due to construction. The threshold for speech interference indoors is 45 dBA. Assuming a 15 dB exterior-to-interior reduction for standard residential construction with windows open and a 25 dB exterior-to-interior reduction for standard commercial construction, assuming windows closed, this would correlate to an exterior threshold of 60 dBA L_{eq} at residential land uses and 70 dBA L_{eq} at commercial land uses. Therefore, the project would be considered to generate a significant temporary construction noise impact if project construction activities exceeded 60 dBA L_{eq} at nearby residences or exceeded 70 dBA L_{eq} at nearby commercial land uses and exceeded the ambient noise environment by 5 dBA L_{eq} or more for a period longer than one year.

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Construction activities would include demolition, site preparation, excavation, grading, trenching, building construction, paving, and architectural coating and is anticipated to occur over a period of 10 months. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating. The hauling of excavated materials and construction materials would generate truck trips on local roadways as well.

The closest residences to project construction are located about 50 feet from construction activity. As shown in Table 7, at 50 feet from the noise source maximum instantaneous noise levels generated by project construction equipment are calculated to range from 78 to 90 dBA L_{max} and hourly average noise levels are calculated to range from 74 to 85 dBA L_{eq} . Residential receptors to the south of the project, on Regas Drive, are exposed to existing daytime ambient noise levels in the range of 45 to 60 dBA L_{eq} (see ST-1 and ST-2) and commercial receptors, located 30 feet to the east of the project site, have existing daytime ambient noise levels in the range of 55 to 70 dBA L_{eq} (see LT-1). Noise levels at these receptors would be anticipated to exceed 60 dBA L_{eq} at residences and 70 dBA L_{eq} at commercial uses and the ambient by more than 5 dBA. However, construction will occur over a period of only 10 months, less than the 12-month long threshold used to identify significant impacts. With inclusion of the best management practices provided below, incorporated ***Mitigation Measure NOI-1*** this would be rendered a less-than-significant impact.

(b) – Less than Significant Impact: For structural damage, the California Department of Transportation recommends a vibration limit of 0.5 in/sec PPV for buildings structurally sound and designed to modern engineering standards, 0.3 in/sec PPV for buildings that are found to be structurally sound but where structural damage is a major concern, and a conservative limit of 0.08 in/sec PPV for ancient buildings or buildings that are documented to be structurally weakened (see Table 3). The 0.3 in/sec PPV vibration limit would be applicable to properties in the vicinity of the project site.

The construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used. Construction activities would include demolition, site preparation, excavation, grading, trenching, building construction, paving, and architectural coating. Project construction equipment to be used on the project is anticipated to include concrete saws, excavators, graders, dozers, backhoes, forklifts, cement mixers, aerial lifts, cranes, welders, generators, pavers, paving equipment, rollers, and pick-up trucks. Pile driving, a typically high vibration generating activity, is not anticipated during the project.

Vibration levels would vary depending on soil conditions, construction methods, and equipment used. Construction activities, such as drilling, the use of jackhammers, rock drills and other high- power or vibratory tools, and rolling stock equipment (tracked vehicles, compactors, etc.) may generate substantial vibration in the immediate vicinity. The nearest structures are located approximately 25 feet south of the shared property line. At 25 feet, construction vibration is anticipated to range from about 0.21 in/sec PPV during use of a vibratory roller to 0.003 in/sec PPV during use of smaller construction vehicles circulating the site. These vibration levels may be perceptible to occupants, but would be below the 0.3 in/sec PPV vibration limit and would not be anticipated to cause architectural or structural damage. As construction moves away from the shared property lines, vibration levels would be even lower. This is a less-than-significant impact.

(c) – No Impact: The project is not located within the vicinity of an airport land use plan or within two miles of an airport. The project is not located within the vicinity of a private airstrip.

Mitigation Measure(s):

Mitigation Measure NOI-1: The following measures shall be implemented during all phases of the project (e.g. demolition, grading, and construction):

- In accordance with the Campbell Municipal Code, construction activities shall be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday, and between 9:00 a.m. to 4:00 p.m. on Saturdays, with no construction occurring on Sundays or Holidays.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and notify in writing all adjacent business, residences, and other noise-sensitive land uses of the construction schedule. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

14. POPULATION AND HOUSING

<i>Would the project:</i>		Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)		Induce substantial unplanned population growth or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)		Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a) – No Impact: The proposed project is non-residential in nature with the exception of a single dwelling unit intended to house an on-site caretaker/manager. As such, there is no foreseeable indirect population growth associated with the project.

(b) – No Impact: The proposed project will not result in the demolition of any existing dwelling units. As such, it would not result in displacement of any people or housing units, which would necessitate the construction of replacement housing elsewhere.

Mitigation Measure(s): None Required.

15. PUBLIC SERVICES

<i>Would the project:</i>		Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:					
	i)	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	ii)	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iii)	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	iv)	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	v)	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(a) – Less than Significant Impact: As a self-storage facility without regular daytime or nighttime occupancy, the proposed project would require only limited public services that can be provided by existing agency capacities.

Mitigation Measure(s): None Required.

16. RECREATION

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-b) – No Impact: The proposed project would not increase the use of existing park facilities or require the construction or expansion of recreational facilities. Storage uses, unlike residential land uses, do not generate the need to provide greater parkland improvements. In this regard, no expansion of recreational facilities would be required.

Mitigation Measure(s): None Required.

17. TRANSPORTATION

<i>Would the project:</i>		Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)		Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)		Conflict or be inconsistent with CEQA Guidelines § 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)		Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)		Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(a) – Less than Significant Impact: The project site is not in vicinity of any light-rail or comparable bus rapid transit (BRT) line and as a result is not subject to City policies encouraging alternative transporting solutions (e.g., provision of transit-passes, incorporation of bicycle parking, etc.).

Further, a trip generation analysis based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, was prepared by the City Traffic Engineer that anticipates that the project would result in a an average of 256 daily trips, including 18 AM peak hour trips and 29 PM peak trips. The number of trips is well below the potentially significant thresholds that would a traffic impact analysis (TIA) as provided by the Valley Transportation Authority (VTA) TIA Guidelines (100 net new peak hour trips). This nominal increase in trips would not result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at area intersections. As such, the proposed project would maintain would not conflict with a program, plan, ordinance, or policy addressing the circulation system.

Land Use	Net Project Trips									ITE Code
	Qty	Units	AM Peak			PM Peak			ADT	
			Total	Inbound	Outbound	Total	Inbound	Outbound		
Mini-Warehouse	154.5	ksf	15	9	6	26	12	14	233	151
General Office	1.369	ksf	2	2	0	2	0	2	13	710
Single-Family Detached Housing	1	ksf	1	0	1	1	1	0	10	210
Total			18	11	7	29	13	16	256	

(b) – No Impact: The provisions contained under California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15064.3, subdivision b., do not apply statewide until July 1, 2020. While a lead agency may elect to be governed by the provisions immediately, the City of Campbell has not done so at this time. As such, the criteria used for analyzing transportation impacts of the project were based on the ITE Trip Generation Manual as discussed under (a) above, and not based on VMT.

(c-d) – Less than Significant: The project has been designed to comply with the emergency access requirements of the Santa Clara County Fire District and California Building Code (i.e. egress windows). The project plans include an emergency vehicle access plan that illustrates compliance with District standards. The Santa Clara County Fire Department reviewed the project during the City’s Development Review Committee process (DRC) and has approved its site layout and building design.

Mitigation Measure(s): None Required.

18. TRIBAL CULTURAL RESOURCES

Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>(a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code § 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:</p> <ul style="list-style-type: none"> i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code § 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code § 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. 	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(a) – Less than Significant Impact with Mitigation: The project is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historic resources, in that: 1) the property is not known to be associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of the California; 2) is not known to be associated with the lives of persons important to local, California, or national history; 3) does not embody distinctive characteristics of type, period, region or method of construction or is known to be representative of the work of a master or possesses high artistic value; and 4) is not known to have yielded, or have the potential to yield important prehistory or history of the local area, California or the nation. In the event any archaeological, paleontological resources, or human burial or skeletal element are encountered during excavation or construction *Mitigation Measures CUL-1 and CUL-2* will reduce any potential impact to a prehistory or historical resource to the area (or California Native American Tribe) to a less than significant level.

Mitigation Measure(s): Reference *Mitigation Measures CUL-1 and CUL-2*

19. UTILITIES and SERVICE SYSTEMS

<i>Would the project:</i>		Issues	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Result in a determination by the waste water treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e)	Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(a) – Less than Significant Impact: The project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. The West Valley Sanitation District has provided written correspondence (“will serve” letter) which indicates that the sewer facilities are adequate to support the site.

(b) – Less than Significant Impact: The San Jose Water Company did not identify any water shortages in the foreseeable future during normal, dry or multiple dry years and has provided written correspondence (“will serve” letter) which indicates that they will serve further development of the site in accordance with their rules and regulations in effect and on file with the California Public Utilities Commission (reference **Attachment 4**).

(c) – Less than Significant Impact: The project would connect to the existing waste water treatment system, which currently has sufficient capacity to receive the additional waste water generated from the proposed project. Therefore, the project would not impact the ability of the waste water treatment provider (West Valley Sanitation District) to meet its current commitments for service, as further evidenced by the will serve letter provided by West Valley Sanitation (reference **Attachment 4**). Stormwater runoff generated by the project site would be collected and treated on-site in compliance with Provision C.3 of the National Pollution Discharge Elimination System (NPDES) requirements as discussed in Section 9 (Hydrology and Water Quality) and will not require expansion or construction of new stormwater treatment facilities.

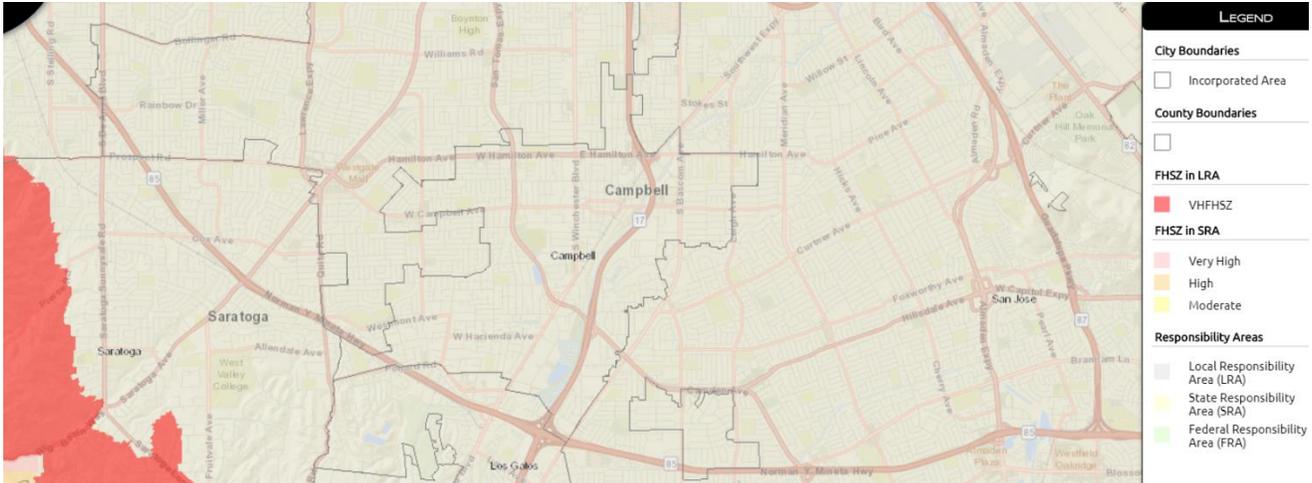
(d-e) – Less than Significant Impact: Existing capacity at local landfills can accommodate the amount of waste generated as a result of project operation. The project would comply with Federal, State and local statutes and regulations related to solid waste.

Mitigation Measure(s): None Required.

20. WILDFIRE

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:</i>					
(a)	Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(a-d) – No Impact: The entire City of Campbell, including the property, is not located or near state responsibility areas or lands classified as a very high fire hazard severity zone as identified on the California Department of Forestry and Fire Protection’s Fire and Resource Assessment Program (FRAP) map. Further, the City of Campbell has not adopted a local ordinance establishing a very high fire hazard severity zone.



Mitigation Measure(s): None Required.

21. MANDATORY FINDINGS OF SIGNIFICANCE

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a)	Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

(a) – Less than Significant Impact: Based on the findings of the Initial Study, construction and operation of the project, with mitigation, would not substantially degrade the quality the environment; reduce the habitat, population, or range of species; nor eliminate important examples of California history or prehistory.

(b) – Less than Significant Impact: Based on the findings of this Initial Study, the project would not have individual or cumulative environmental impacts that cannot be mitigated to a less than significant level.

(c) – Less than Significant Impact: Based on the findings of the Initial Study, there is no evidence to demonstrate that the project would cause a substantial adverse effect on human beings, either directly or indirectly.

Mitigation Measure(s): None Required.

Determination: On the basis of this initial evaluation, and incorporation of the recommended mitigation measures into the project design:

1.	I find that the project could not have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	<input type="checkbox"/>
2.	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	<input checked="" type="checkbox"/>
3.	I find the proposed project may have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	<input type="checkbox"/>
4.	I find that the proposed project may have a “potentially significant impact” or “potentially significant unless mitigated impact” on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	<input type="checkbox"/>
5.	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	<input type="checkbox"/>

Daniel Fama
PROJECT PLANNER

Senior Planner
TITLE

City of Campbell
AGENCY



SIGNATURE

October 1, 2019
DATE

III. REFERENCE MATERIALS

Attachments (May be viewed at <http://www.ci.campbell.ca.us/Archive.aspx?AMID=48>):

1. Trojan Storage Facility Air Quality and Greenhouse Gas Assessment by Illingworth & Rodkin, Inc, dated December 3, 2018.
2. Geotechnical Evaluation by EEI Engineering Solutions, dated August 24, 2018.
3. Phase I Environmental Site Assessment by AEI Consultants, dated June 12, 2018.
4. Will Serve Letters (WVSD, PG&E, AT&T, & San Jose Water)
5. Trojan Storage Facility Noise and Vibration Assessment by Illingworth & Rodkin, Inc, dated January 15, 2019.

Reference Documents:

1. Bay Area Air Quality Management District (BAAQMD). (Adopted) April 19, 2017. Final 2017 Clean Air Plan (CAP).
2. Bay Area Air Quality Management District (BAAQMD). May 2017. California Environmental Quality Act Air Quality Guidelines. Table 2-1. Air Quality CEQA Thresholds of Significance. (Including Risk and Hazards for new sources and receptors).
3. Bay Area Air Quality Management District (BAAQMD). Accessed online in November 2017. Tools and Methodologies, BAAQMD CEQA Air Quality Risks and Hazards Analysis Tools. (various online risks and hazards screening analysis tools) (Primary Webpage [with links to various online screening tools]. <http://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/ceqa-tools> (accessed online).
4. Hazardous Waste & Substances Sites List. http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm (accessed online)
5. State Water Resources Control Board Geotracker data management system. <https://geotracker.waterboards.ca.gov/> (accessed online)
6. State Water Resource Control Board: <https://geotracker.waterboards.ca.gov/> (accessed online)
7. State of California, Seismic Hazard Zones Report for the San Jose West 7.5 Minute Quadrangle, dated 2002 as revised on October 10, 2005. http://gmw.conservation.ca.gov/SHP/EZRIM/Reports/SHZR/SHZR_058_San_Jose_West.pdf (accessed online)
8. California Natural Diversity Database, 2000.
9. CEQA Guidelines, 2019 version. <https://www.califaep.org/images/ceqa/statute-guidelines/2019/2019-Appendix-G-Checklist-Final.pdf> (accessed online)
10. California Fire, Fire Hazard Severity Zone Viewer. <http://egis.fire.ca.gov/FHSZ/> (accessed online)
11. City of Campbell General Plan & City of Campbell Zoning Code.



CITY OF CAMPBELL
Community Development Department

MITIGATION MONITORING AND REPORTING PROGRAM
Campbell Trojan Self-Storage Project

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
Air Quality - AIR							
<p><i>Mitigation Measure AQ-1: Include measures to control dust and exhaust during construction:</i></p> <p>During any construction period ground disturbance, the applicant shall ensure that the project contractor implement measures to control dust and exhaust. Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to a less-than-significant level. Additional measures are identified to reduce construction equipment exhaust emissions. The contractor shall implement the following best management practices that are required of all projects:</p> <ol style="list-style-type: none"> 1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2. All haul trucks transporting soil, sand, or other loose 	Site Preparation and Construction	City of Campbell	Public Works Department and Building Division	Periodic Compliance Report			

<p>material off-site shall be covered.</p> <ol style="list-style-type: none"> 3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph). 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7. All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. 8. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District’s phone number shall also be visible to ensure compliance with applicable regulations. 						
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<p>Mitigation Measure AQ-2: Selection of equipment during construction to minimize emissions. Such equipment selection would include the following:</p> <p>The project shall develop a plan demonstrating that the off-road equipment used on-site to construct the project would achieve a fleet-wide average 85-percent reduction in DPM exhaust emissions or greater. Specifically, all diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA NOx and particulate matter emissions standards for Tier 3 engines and this equipment shall include CARB-certified Level 3 Diesel Particulate Filters⁹ or equivalent. Equipment that meets U.S. EPA Tier 4 interim standards or use of equipment that is electrically powered or uses non-diesel fuels would meet this requirement.</p>							
<p>Cultural Resources – CUL</p>							
<p>Mitigation Measure CUL-1: If archaeological or paleontological resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity.</p> <p>Mitigation Measure CUL-2: In the event a human burial or skeletal element is identified during excavation or</p>							

<p>construction, work in that location shall stop immediately until the find can be properly treated. The City and the Santa Clara County Coroner’s office shall be notified. If deemed prehistoric, the Coroner’s office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.</p>						
<p>Geology and Soils – GEO</p>						
<p><i>Mitigation Measure GEO-1:</i> The applicant shall comply with the recommendations in the Geotechnical Evaluation, dated August 24, 2018 prepared by EEI Engineering Solutions. Such recommendations shall be incorporated into the project’s final engineering design as submitted to the Campbell Building Division for issuance of a building permit. The project shall use standard engineering techniques and conform to the requirements of the International Building Code to reduce the potential for seismic damage and risk to future occupants.</p>	<p>Site Preparation and Construction</p>	<p>City of Campbell</p>	<p>Building Division</p>	<p>Periodic Compliance Report</p>		
<p>Hazards and Hazardous Materials - HAZ</p>						
<p><i>Mitigation Measure HAZ-1:</i> Prior to issuance of a demolition permit, a qualified contractor shall assess the property for presence of Lead-based paint (LBP) and Asbestos containing building materials (ACBM), and if present, prepare a plan, to the satisfaction of the Building Official, to properly manage and dispose of such materials.</p>	<p>Prior to Issuance of Demolition Permit</p>	<p>City of Campbell</p>	<p>Building Division</p>	<p>Assessment Report by Qualified Contractor</p>		

Noise - NOI

Mitigation Measure NOI-1: The following measures shall be implemented during all phases of the project (e.g. demolition, grading, and construction):

- In accordance with the Campbell Municipal Code, construction activities shall be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday, and between 9:00 a.m. to 4:00 p.m. on Saturdays, with no construction occurring on Sundays or Holidays.
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines should be strictly prohibited.
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- Control noise from construction workers' radios to a point where they are not audible at existing residences bordering the project site.

Prior to Issuance of Building Permit

City of Campbell

Building Division

Assessment Report by Structural Engineer or Compliance Statement by Acoustical Consultant

<ul style="list-style-type: none">• The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities and notify in writing all adjacent business, residences, and other noise-sensitive land uses of the construction schedule. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.• Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.						
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