

**NOTICE OF INTENT
INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF CAMPBELL, CALIFORNIA**

Notice is hereby given of the intent of the Campbell Planning Commission to adopt a Mitigated Negative Declaration for the Kennedy Avenue Development; an application for a Planned Development Permit (File No.: PLN2013-006), a Tentative Subdivision Map (PLN2013-007), and a Tree Removal Permit (PLN2013-146) to allow construction of an 18-unit residential development consisting of eight detached and ten attached residences, pursuant to Public Resources Code Section 21092(b)(1), for properties located at **45 - 81 Kennedy Avenue, Campbell, CA.**

The project site consists of three separate parcels totaling .94 gross acres and located on the north side of Kennedy Avenue, between Industrial Way and Winchester Boulevard. The proposed project site is currently developed with three single-family residences subject to demolition. The subject properties are surrounded by a commercial use to the west and residential uses to the east and north. A public assembly use (church & private school) is directly south.

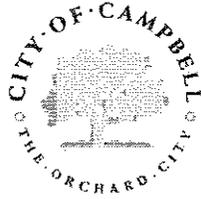
The Initial Study prepared by the City was undertaken for the purpose of determining whether the project may have a significant effect on the environment. On the basis of the Initial Study, Community Development Department staff has determined that the project will not have a significant effect on the environment due to the incorporation of certain mitigation measures, and therefore, has prepared a draft Mitigated Negative Declaration for consideration by the Campbell Planning Commission

All interested parties are invited and encouraged to submit comments in writing regarding the draft Mitigated Negative Declaration and/or attend the below described public hearing. The public review period for the draft Mitigated Negative Declaration begins on **January 7, 2014** and ends on **January 27, 2014**. Any comments must be submitted in writing, including email, to the Community Development Department by 5:00 p.m. on **January 27, 2014**. The Initial Study and draft Mitigated Negative Declaration are available for review from 8:00 a.m. to 5:00 p.m. at the Community Development Department, City Hall, 70 North First Street, Campbell, CA or online at <http://www.cityofcampbell.com/General/PublicNotices.htm>.

The Campbell Planning Commission will consider the project and draft Mitigated Negative Declaration at a public hearing to be held on **January 28, 2014**. The meeting will be held at 7:30 p.m., or shortly thereafter, in the City Hall City Council Chambers, 70 North First Street, Campbell, CA.

Please be advised that if you challenge the decision on the Mitigated Negative Declaration and/or project in court, you may be limited to raising only those issues you or someone else raised at the public hearings described in this notice, or in written correspondence delivered to the City of Campbell prior to the public hearings. Questions and written comments may be addressed to Steve Prosser, Associate Planner, at (408) 866-2142 or by email at stevep@cityofcampbell.com.

PLANNING COMMISSION
CITY OF CAMPBELL
PAUL KERMOYAN
SECRETARY



DRAFT 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: Kennedy Avenue Development

File Number(s):

PLN2013-006 (Planned Development Permit)
PLN2013-007 (Tentative Subdivision Map)
PLN2013-146 (Tree Removal Permit)

Project Location: 45-81 Kennedy Avenue

Name and Address of Project Proponent:

Villa Developers, LLC
c/o Tony Baig
1210 S. Bascom Avenue, #228
San Jose, CA 95128

Lead Agency Name and Address:

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

Contact Person(s):

Steve Prosser, Associate Planner
(408) 866-2142
stevep@cityofcampbell.com

Zoning Designation:

Current: P-D (Planned Development)
Proposed: No Change Proposed

General Plan Designation:

Current: Medium Density Residential (14 to 20 units per gross acre)

Proposed: No Change Proposed

Other public agencies whose approval is required: None**Surrounding Land Uses / General Plan / Zoning:**North: Single-Family Residential / Low/Med-Den. Res./P-DSouth: Public AssemblyEast: Multiple-Family Residential / Med-Den. Res./P-DWest: Commercial / Central Commercial/P-D**Project Description:** A residential subdivision resulting in the creation of an eighteen unit residential development consisting of both attached and detached units.**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:****Mitigation Measure AES – 1**

1.1. *Prior to recordation of the final subdivision map, the applicant shall submit a comprehensive landscaping plan for the entire subdivision that shall specify landscape treatment for front yards, back yards, and stormwater retention areas. The plan shall be consistent with the City Landscaping Requirements (CMC § 21.26 and the State Water Efficient Landscape Requirements (California Code of Regulations, Title 23, Ch. 2.7, Div. 2).*

Mitigation Measure AIR – 1

- 1.1. *Use dust-proof chutes for loading construction debris onto trucks.*
- 1.2. *Water or cover stockpiles of debris, soil, and other materials that can be blown by the wind.*
- 1.3. *Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.*
- 1.4. *Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site.*
- 1.5. *Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets, as directed by the City Engineer.*
- 1.6. *Enclose, cover, water twice daily or, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).*
- 1.7. *Install erosion control measures to prevent runoff from the project site.*

Mitigation Measure CUL – 1

- 1.1. *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

- 2.1 *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.*

Mitigation Measure NOISE – 1

- 1.1. *Construction activities shall be limited to weekdays between 8:00 a.m. and 5:00 p.m. and Saturdays between 9:00 a.m. and 4:00 p.m. No construction shall take place on Sundays or holidays unless an exception is granted by the Building Official.*
- 1.2. *Truck routes to and from the construction site shall be established to avoid access to the project site via residential streets where possible.*
- 1.3. *All construction equipment with internal combustion engines used on the project site shall be properly muffled and maintained in good working condition.*
- 1.4. *Unnecessary idling of internal combustion engines shall be strictly prohibited.*
- 1.5. *All stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors such as existing residences and businesses.*
- 1.6. *Prior to the issuance of building permits, the project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street so that the contractor can be made aware of noise complaints.*

PUBLIC REVIEW PERIOD

Any person may file a written protest of the draft Mitigated Negative Declaration before 5:00 p.m. on **January 27, 2014**. 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.

Steve Prosser
PROJECT PLANNER

Associate Planner
TITLE

City of Campbell
AGENCY


SIGNATURE

January 7, 2014
DATE

INITIAL STUDY

45-81 KENNEDY AVENUE

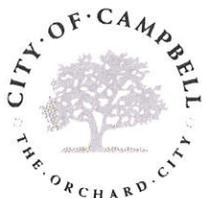
*An environmental evaluation
prepared in compliance with the
California Environmental Quality Act*



Prepared by
Steve Prosser
Associate Planner

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

Public Review Period
January 7, 2014 – January 27, 2014



I. PROJECT OVERVIEW

Project Title: 45-81 Kennedy Avenue Subdivision

File Number(s):

PLN2013-006 (Planned Development Permit)

PLN2013-007 (Tentative Subdivision Map)

PLN2013-146 (Tree Removal Permit)

Project Location: 45-81 Kennedy Avenue

Name and Address of Project Proponent:

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Zoning Designation:

Current: P-D (Planned Development)

Proposed: No Change Proposed

General Plan Designation:

Current: Medium Density Residential (14-20 units per gross acre)

Proposed: No Change Proposed

Other public agencies whose approval is required: None

Surrounding Land Uses / General Plan / Zoning:

North: Single-Family Residential / Low/Med-Den. Res./P-D

South: Public Assembly

East: Multiple-Family Residential / Med-Den. Res./P-D

West: Commercial / Central Commercial/P-D

Project Location: The project site consists of three separate parcels totaling .94 gross acres that are located on the north side of Kennedy Avenue, between Industrial Way and Winchester Boulevard (reference Pg. 3, Location Map). The proposed project site is currently developed with three single-family residences that are proposed to be demolished in conjunction with this application. The subject properties are surrounded by a commercial use to the west and residential uses to the east and an alleyway and residence to the north. A public assembly use (church & private school) is directly south

The City of Campbell Zoning Map classifies the project site as P-D (Planned Development). The corresponding General Plan Land Use Designation is *Medium Density Residential (14 to 20 units/gr. acre)*.

Project Description: The project includes the construction of 18 single-family dwelling units with eight units detached on individual “small-lot” parcels (non-standard lots defined by the Zoning Code as being less than 6,000 square feet of a typical “R-1” parcel) facing Kennedy Avenue and two groups of five attached “townhome style” dwelling units to the rear of the site. The site plan depicts a central drive aisle accessed via a two-way driveway off Kennedy Avenue, located at the approximate mid-point of the project site. Vehicular access is at the rear of the residences from garages located along the internal private roadway. The residences front either the adjacent public street (detached units) or the rear property line (attached units). Site landscaping includes planting of trees, ground cover, and shrubs. Much of the landscaping plan reflects both State mandated landscaping water efficiency standards and stormwater treatment requirements (reference Exhibit 1, Project Plans).

The development includes an assortment of three-story attached and detached residences ranging in size from 2,304 - 2,423 square feet (including garages) on individual parcels ranging from 1,223 – 1,553 square feet. The project elevations depict traditional building forms that include gable and hip roof elements, covered entryways and porches, articulated garage doors with upper windows, and divided light windows.

The project will include public improvement along Kennedy Avenue. These include the removal of all existing sidewalk, curb, and gutter along the street frontage; installation of City standard sidewalk, curb, and gutter; installation of City street trees and landscaping irrigation system; relocation of existing off-site utilities boxes, covers, poles from the sidewalk area; and undergrounding of all utilities serving the project site.

Location Map



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 on the following pages. The impacts of the project, as well as a recommended mitigation measures, are summarized in Section III: Recommendation and Determination.

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> (1) Aesthetics
(Page 11) | <input type="checkbox"/> (2) Agriculture Resources
(Page 12) | <input checked="" type="checkbox"/> (3) Air Quality
(Page 13) |
| <input type="checkbox"/> (4) Biological Resources
(Page 15) | <input checked="" type="checkbox"/> (5) Cultural Resources
(Page 16) | <input checked="" type="checkbox"/> (6) Geology/Soils
(Page 18) |
| <input type="checkbox"/> (7) Greenhouse Gas Emissions
(Page 20) | <input checked="" type="checkbox"/> (8) Hazards & Hazardous
Material (Page 21) | <input type="checkbox"/> (9) Hydrology/Water
Quality (Page 23) |
| <input type="checkbox"/> (10) Land Use/Planning
(Page 25) | <input type="checkbox"/> (11) Mineral Resources
(Page 26) | <input checked="" type="checkbox"/> (12) Noise
(Page 27) |
| <input type="checkbox"/> (13) Population/Housing
(Page 29) | <input type="checkbox"/> (14) Public Services
(Page 30) | <input type="checkbox"/> (15) Recreation
(Page 31) |
| <input type="checkbox"/> (16) Transportation/Traffic
(Page 32) | <input type="checkbox"/> (17) Utilities/Service System
(Page 34) | <input type="checkbox"/> (18) Mandatory Findings
of Significance
(Page 35) |

1. AESTHETICS

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(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)	Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a to c): The project will alter the existing visual character of the site and its surroundings through demolition of existing structures and eventual development of eighteen residences. However, since neither the project site nor any area, roadway, or view-corridor in the vicinity of the project site is a recognized scenic vista or scenic resource, these activities will not result in a significant environmental affect.

Moreover, introduction of residential development consistent with the broader neighborhood will improve the visual character of the area. The project is subject to various policies and strategies of the Campbell General Plan, intended to facilitate development that improves the visual character of the community through good design and site planning. To maintain the visual character of the project over time, *Mitigation Measure AES – 1* will require preparation of a "master" landscaping plan to ensure a consistent landscaping treatment throughout the project.

Mitigation Measure AES – 1

1.1. Prior to recordation of the final subdivision map, the applicant shall submit a comprehensive landscaping plan for the entire subdivision that shall specify landscape treatment for front yards, back yards, and stormwater retention areas. The plan shall be consistent with the City Landscaping Requirements (CMC § 21.26 and the State Water Efficient Landscape Requirements (California Code of Regulations, Title 23, Ch. 2.7, Div. 2).

(d): Currently, the project site has very limited lighting associated with the existing single-family residences. New site lighting is anticipated to include down-lit fixtures for new residences. As all new lighting is subject to the City’s 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 project would not result in new sources of substantial light or glare.

2. AGRICULTURAL RESOURCES

<i>Would the project:</i>		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a to c): The project site is not used for, nor zoned for farmland or other agricultural or horticultural purpose. Neither the project site nor surrounding properties contain farmland or support agricultural activity that could be impacted by the project. As a result, no impact to farmland or agricultural/horticultural uses will occur.

3. AIR QUALITY

Issues		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)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a): The City of Campbell is located within the southern region of the San Francisco Bay Area air basin. The California Air Resources Board coordinates and oversees both state and federal air quality control programs in California. The management of air quality in the basin is the responsibility of the Bay Area Air Quality Management District (BAAQMD). Specifically, the BAAQMD is responsible for monitoring ambient air pollutant levels throughout the basin, and developing and implementing attainment strategies to ensure that future emissions will be within Federal and State standards.

The Bay Area Air Basin is currently classified as a “non-attainment” area for the state ozone standard, meaning that the level of ozone during a one-hour period exceeds the standard of 0.09 parts per million (ppm) on more than one day per year, excluding those occasions when a violation was caused by an exceptional event. For particulate matter less than 10 micrometers in diameter (PM₁₀), the Bay Area Air Basin is currently designated as a “non-attainment” area for the state standard. All other pollutants are designated as “attainment” or “unclassified” for federal standards and as an “attainment” area for the state standard.

The BAAQMD has established thresholds for determining whether a given project has the potential for a significant impact upon air quality. If a project exceeds the threshold(s), detailed air quality analyses are typically required, as well as review by BAAQMD staff. If a project does not exceed the thresholds, then it is assumed to have a less than significant impact upon air quality, unless there are special circumstances. For single-family residential developments, the BAAQMD has established 325- and 114-unit thresholds for operational- and construction-related air pollutants, respectively. Since the project is a hybrid of detached and attached single family residences, the creation of eighteen residential units is found to be below the most conservative minimum thresholds for air quality analysis and, therefore would not conflict with or obstruct implementation of the applicable air quality plan.

(b): As the project would result in the eventual construction of eighteen residences, construction activities such as excavation, construction vehicle traffic and equipment and wind blowing over exposed earth could generate exhaust emissions and fugitive particulate matter emissions that could affect local and regional air quality. However, concentrations of these emissions are not anticipated to be substantial, and would be temporary. Construction activities are also a source of organic gas emissions. Solvents in adhesives, non-water-based paints, thinners, some insulation materials and caulking materials would evaporate into the atmosphere and would participate in the photochemical

reaction that creates urban ozone. Asphalt used in paving is also a source of organic gases for a short time after its application. Construction vehicles would produce cumulatively insubstantial amounts of ozone emissions. Short-term dust could potentially be produced during excavation and construction. The BAAQMD CEQA Guidelines identify thresholds of significance for construction emissions. BAAQMD's approach to CEQA analyses of construction impacts is to emphasize implementation of effective and comprehensive control measures rather than detailed quantification of emissions. With the implementation of the ***Mitigation Measure AIR – 1***, potential short-term air quality impacts associated with construction would be reduced to a less than significant level. The project would therefore, not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Mitigation Measure AIR – 1

- 1.1. *Use dust-proof chutes for loading construction debris onto trucks.*
- 1.2. *Water or cover stockpiles of debris, soil, and other materials that can be blown by the wind.*
- 1.3. *Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard.*
- 1.4. *Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at the construction site.*
- 1.5. *Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets, as directed by the City Engineer.*
- 1.6. *Enclose, cover, water twice daily or, or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).*
- 1.7. *Install erosion control measures to prevent runoff from the project site.*

(c): As described above, the proposed project would not result in any cumulatively considerable net increase of ozone or PM₁₀, the two criteria pollutants for which the project region is non-attainment, under an applicable federal or state ambient air quality standard with implementation of ***Mitigation Measure AIR – 1***.

(d): The BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (e.g., children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses can include residences, hospitals, schools, child-care centers, retirement centers, convalescent homes, and medical clinics. According to the BAAQMD 'Risk and Hazard Screening Analysis Process', project sites not located within 1,000 feet of a roadway in excess of 10,000 vehicles/day AATD may assume no significant impact for risk and hazards. Vehicle trip (AATD) data provided by the City Traffic Engineer indicates that no roadway in the vicinity of the project site exceeds 10,000 vehicles/day AATD.¹ As a result, the project would not expose sensitive receptors to substantial pollutant concentrations.

(e): No element of construction or normal activities associated with single-family residences would result in creation of objectionable odors.

¹ Based on City AADT counts collected November 2009 along Westmont and Hacienda Avenues.

4. BIOLOGICAL RESOURCES

<i>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, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game 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 or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game 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 federally protected wetlands as defined by Section 404 of the Clean Water Act (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 checked="" type="checkbox"/>	<input 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"/>

Discussion:

(a to d): According to the California Natural Diversity Database and the City's General Plan, no species identified as a candidate, sensitive or special status species, or habitat for such species are known to occupy the project site.

(e): The project site includes limited foliage including twelve trees to be removed. As the project consist of multiple family development, all twelve of the trees slated for removal are considered "protected" under the City of Campbell Tree Protection Ordinance (CMC Ch. 21.32) regardless of species or condition. Based on the City's desire to see higher density at the project site, the removal of the existing trees is necessary due to the expanded building footprint. As a Condition of Approval, the applicant shall be required to submit a final landscaping plan with Building Permit construction documents, which shall specify the exact number, type, size, and location of replacement trees to be planted, in conformance with the City's Tree Protection Ordinance. Therefore, the project will incur a less than significant impact.

(f): 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.

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 as defined in §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 §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(c)	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"/>
(d)	Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion:

(a): The project site does not contain known historical resources as defined in §15064.5 of the CEQA Guidelines.

(b and c): The project site is currently developed with three existing residential structures and landscaping that contain no known archaeological, paleontological, or other cultural resources. Should any cultural resources be discovered during project construction, the implementation of the following mitigation measure would reduce any potential impacts to a less than significant level:

Mitigation Measure CUL-1

1.1 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.

(d): No human remains are known to exist on the project site. Should human remains be discovered during excavation or construction, the implementation of the following mitigation measure would reduce any potential impacts to a less than significant level:

Mitigation Measure CUL-2

2.1 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

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Expose people or structures to 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? Refer to Division of Mines and Geology Special Publication 42.	<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 type="checkbox"/>	<input checked="" type="checkbox"/>
	iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 waste water?	<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 geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a): 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 proposed residential buildings. Because construction practices in the State of California—pursuant to the California Building Code—take into account that earthquakes could potentially damaged buildings, they are designed to withstand moderate ground-shaking, resulting in a less than significant impact. 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): The project's preliminary grading, draining, and utility plan, indicates the project would include minimal grading, which would not result in substantial soil erosion or the loss of topsoil.

(c): As the project site currently consists of single family residential structures, there is no indication that the site consists of soil that is unstable, or would become unstable as a result of the project. In addition, the project will be subject to current building code requiring an appropriately designed foundation based on the existing soil type.

(d): Based on historical construction data, The site does not consist of expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks of life or property.

(e): The project would not involve the use of septic tanks or alternative waste water disposal systems.

(f): 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 any 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.

6. 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 effect 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 adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

(a): Gases that trap heat in the atmosphere are referred to as green house gases (GHGs) because they capture heat radiated from the sun as it is reflected back into the atmosphere, much like an actual greenhouse does. California State law defines greenhouse gases as including, but not limited, to Carbon Dioxide Hydroflourocarbons, Methane Perfluorocarbons, Nitrous Oxide, and Sulfur Hexafluoride. The accumulation of GHGs is the principal cause of global climate change. Although definitions of climate change vary between and across regulatory authorities and the scientific community, climate change is the observed phenomena of the alteration of the earth’s climate through natural fluctuations and anthropogenic activities that have altered the composition of the global atmosphere.

GHGs are reviewed under the California Environmental Quality Act (CEQA) in compliance with statutory provision of the Global Warming Solutions Act of 2006. The City of Campbell’s overall approach to calculating GHG is based on the technical advisory of the Governor’s Office of Planning and Research (OPR), *CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review* and CEQA thresholds of significance (Guidelines) adopted by the Bay Area Air Quality Management District (BAAQMD). The Guidelines provide that a development project, other than a stationary source, would have a significant cumulative impact of GHGs unless:

- The project can be shown to be in compliance with a qualified Climate Action Plan; or
- Project emissions of CO2 equivalent GHGs (CO2e) are less than 1,100 metric tons per year; or
- Project emissions of CO2 equivalent GHGs are less than 4.6 metric tons per year per service population (residents plus employees).

For single-family residential development, the Guidelines establish a threshold of significance of 56 residential units. Conservatively, since the project would result in the construction of only eighteen single-family residences it would not exceed the threshold, and therefore not result in a measurable increase of GHG emissions. Consequently, what incremental increases in GHG emissions may result from project-related vehicular traffic and energy use attributable to the new residents would not result in a significant environmental effect.

(b): The City of Campbell has not adopted a Climate Action Plan or any comparable policy or regulation pertaining to the reduction or monitoring of greenhouse gases.

7. HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(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 type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it 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, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g)	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"/>
(h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a and b): No routine transport, use or disposal of hazardous materials would be associated with the project. A slight hazardous potential would exist during project construction when materials and construction equipment are at the site; however, long-term hazard risk is very low. 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.

(c): The project site is within ¼ mile of St. Lucy's private school, located south of the project site. However, the operation of the project will not include hazardous emission or handling of hazardous or acutely hazardous materials, substances. Further, as discussed in Section 3 (Air Quality), construction and demolition related air pollutants that may constitute a hazard are regulated through Best Management Practices as required by City ordinances and reiterated through *Mitigation Measure AIR – 1*.

(d): The project site is not listed on the Hazardous Waste and Substances Sites List (available at http://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm) compiled pursuant to Government Code Section 65962.5, therefore it would not create a significant hazard to the public or the environment.

(e to f): 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.

(g): The project would not interfere with emergency response or evacuation plans. Sufficient emergency access and emergency services staff would be provided for the project site in compliance with the State Uniform Building Code Standards and requirements of the Santa Clara County Fire and Health Departments. The project would improve sidewalk access and lighting in the area, thereby potentially improving access for emergency response or emergency evacuation.

(h): The project site is not located near any wildland areas and would not increase a wildland fire hazard.

8. HYDROLOGY AND WATER QUALITY

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Create the potential for significant changes in the flow velocity or volume of stormwater runoff to cause environmental harm?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	Create significant increases in erosion of the project site or surrounding areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(g)	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(h)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(i)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(j)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(k)	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(l)	Potentially impact stormwater runoff from construction activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(m)	Potentially impact stormwater runoff from post-construction activities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(n)	Result in a potential for discharge of stormwater pollutants from areas of material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas, loading docks or other outdoor work areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(o)	Result in the potential for discharge of stormwater to affect the beneficial uses of the receiving waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(p)	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a): The project will be adequately served by the existing water supplies, as confirmed in written correspondence (“will serve” letter) by San Jose Water Company, the local area water utility. As such, the project will not deplete or otherwise interfere with groundwater supplies.

(b to e): The project would entirely alter the existing drainage pattern of the project site through demolition of all structures and re-grading to accommodate residential development. As discussed below, the project includes advanced stormwater treatment and retention that will prevent erosion, siltation, runoff related flooding, or increases in flow velocity or volume of stormwater runoff. The

changes to the project site as a result of on-site improvements will not substantially alter the existing drainage pattern of the surrounding area, alter the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site.

(f to g): In compliance with Provision C.3 of the National Pollution Discharge Elimination System (NPDES), the project incorporates stormwater management measures. The project's stormwater treatment plan (reference Exhibit 1) indicates use of private bio-retention areas (vegetated swales) that allow water to percolate into the ground through a passive (natural) infiltration medium before flowing to a central storm drain within the street. As required by *Mitigation Measure AES – 1*, the landscaping of the retention areas will be restricted, thereby ensuring their continued effectiveness. The proposed treatment system will treat and contain stormwater on-site and therefore not exceed the capacity of existing or planned storm water drainage systems, provide substantial additional sources of polluted stormwater runoff, or otherwise substantially degrade water quality.

(h to i): According to the Federal Emergency Management Agency Flood Insurance Rate Maps, the majority of the project site is located in Zone X, an area determined to be outside the 500-year annual chance floodplain.

(j to k): 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. 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.

(l): As discussed in Section 3 (Air Quality), construction and demolition activities are regulated through Best Management Practices as required by City ordinances and reiterated by *Mitigation Measure AIR – 1*, which is designed to limit air and water contamination related to construction activity. With the implementation of this measure, potential short-term air and water quality impacts associated with construction would be reduced to a less than significant level.

(m to p): The daily activities associated with residential dwellings do not generally discharge pollutants or contaminants to an extent that would impact stormwater quality or receiving waters. Therefore, the project would not result in an environmental impact.

9. 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)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a): 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): The Campbell General Plan Land Use Element Diagram and Campbell Zoning Map designate the project site as *Medium Density Residential (14 to 20 units/gr. acre)* and P-D (Planned Development), respectively. The proposed subdivision would result in the creation of an eighteen unit private residential development at an approximant density of 19 units per gross acre. As such, the proposed subdivision would not conflict with the City of Campbell General Plan or Zoning Ordinance or any other applicable land use plan or regulation. In this regard, the application would further the following General Plan Land Use Policies by encouraging development consistent with the General Plan:

Strategy LUT-5.2a: Density Change Criteria: In considering changes to residential densities, employ criteria such as compatibility with the residential surroundings, privacy, noise, and changes in traffic levels on neighboring streets and major thoroughfares.

Strategy LUT-9.1c: Land Use Objectives and Redevelopment Plans: Permit only those uses that are compatible with land use objectives and redevelopment plans.

Strategy LUT-9.3d: Building Design: Design buildings to revitalize streets and public spaces by orienting the building to the street, including human scale details and massing to ensure the long-term quality of the built environment.

(c): No habitat conservation plan or natural community conservation plans are applicable to the project site.

10. MINERAL RESOURCES

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Result in the loss of availability of a known mineral resource that would be of 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"/>

Discussion:

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

11. NOISE

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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, 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"/>
(f)	For a project within the vicinity of a private airstrip, 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"/>

Discussion:

(a to b): The City's Noise Ordinance (CMC Sec. 21.16.070.E) provides the following noise exposure standards for new residential development:

- Noise from stationary sources. New residential development shall conform to a stationary source noise exposure standard of 65 dBA for exterior noise levels and 45 dBA for interior noise levels.
- Traffic-related noise. New residential development shall conform to a traffic-related noise exposure standard of 60 dBA CNEL for outdoor noise in noise-sensitive outdoor activity areas and 45 dBA CNEL for indoor noise.

Acoustical studies are required for all new noise-sensitive projects that may be affected by existing noise from stationary sources, including all new residential developments with a noise exposure greater than 60 dBA CNEL. Since no sources of stationary noise are known to exist within vicinity of the project site and the General Plan (reference Pg. CNR-9 – Figure CNR-2) does not identify any streets within the vicinity as having noise-related conditions in excess of 60 dBA CNEL, the project will not result in noise exposure in excess of local standards.

(c): Single-family residences are classified as sensitive receptors of noise, and to this extent do not themselves generate noise of any appreciable level. As such, the project would not result in increase in ambient noise within the vicinity of the project site.

(d): Construction of the project will temporarily increase ambient noise levels in the project vicinity. Project construction includes the operation of construction equipment, excavation and other development activities. The implementation of the following mitigation measure would reduce potential noise impacts during project construction to a less than significant level:

Mitigation Measure NOISE – 1

- 1.1. *Construction activities shall be limited to weekdays between 8:00 a.m. and 5:00 p.m. and Saturdays between 9:00 a.m. and 4:00 p.m. No construction shall take place on Sundays or holidays unless an exception is granted by the Building Official.*
- 1.2. *Truck routes to and from the construction site shall be established to avoid access to the project site via residential streets where possible.*
- 1.3. *All construction equipment with internal combustion engines used on the project site shall be properly muffled and maintained in good working condition.*
- 1.4. *Unnecessary idling of internal combustion engines shall be strictly prohibited.*
- 1.5. *All stationary noise-generating construction equipment, such as air compressors and portable power generators, shall be located as far as possible from noise-sensitive receptors such as existing residences and businesses.*
- 1.6. *Prior to the issuance of building permits, the project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street so that the contractor can be made aware of noise complaints.*

(e and f): 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.

12. POPULATION AND HOUSING

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Induce substantial population growth in an area, 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 checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a): The project will eventually result in the construction of eighteen residential units on a property identified by the Campbell General Plan Housing Element as being suitable and appropriate for housing. The introduction of eighteen residences in a predominantly developed residential neighborhood represents only a nominal increase of population growth.

(b and c): The project will require the demolition of the existing residences that have been vacated, and therefore will not result in the displacement of any people or housing units, which would necessitate the construction of replacement housing elsewhere.

13. PUBLIC SERVICES

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Would the project result in substantial adverse physical impacts associated with the provision of or 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"/>

Discussion:

(a): The project will require public services such as fire, police services, schools, open space, and street maintenance, commensurate with the scale of the project. The County Fire District, Campbell Police Department, City stakeholder agencies, and area school districts reviewed the project. As this project will result in only a nominal increase in population, a less than significant impact to existing services was determined by the reviewing agencies. Existing parkland is sufficient to serve the residents of the project, as discussed in Section 14 (Recreation).

14. RECREATION

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(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 checked="" type="checkbox"/>	<input 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"/>

Discussion:

(a): Residents of the project are likely to access the Campbell Community Center or John D. Morgan Park, each located less than one-half mile from the project site. Due to the limited scope and scale of the project, only a nominal increase in the use of City and regional parks and other recreational facilities can be expected as a result of the project, which would not result in a significant impact.

(b): The project does not any include recreational facilities.

15. TRANSPORTATION and TRAFFIC

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(d)	Substantially increase hazards due to a design feature (e. g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(e)	Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(f)	Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
(g)	Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

(a and b): A trip generation analysis based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, prepared by the City Traffic Engineer anticipates that the project would result in an average of 76 new daily trips, including 8 AM peak hour (7:00 – 9:00) trips and 9 PM peak hour (4:00 – 6:00) 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, congestion at area intersections, or any other significant impact.

Net Project Trips									
Land Use	Qty	Units	AM Peak			PM Peak			ADT
			Total	Inbound	Outbound	Total	Inbound	Outbound	
SF Detached	-3	DU	-2	-1	-2	-3	-2	-1	-29
SF Housing	18	DU	8	1	7	9	6	3	105
Total Net Trips									76

(c): The project will not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

(d): The proposed public roadway is designed consistent with public roadway standards for residential streets as determined by the City Engineer and would not result in hazards due to a design feature or incompatible uses.

(e): The project has been designed to comply with emergency access requirements of the Santa Clara Fire Department. The project plans include an emergency vehicle access plan that illustrates compliance with said standards. The County Fire Department has reviewed the project during the City’s department review committee process and will again review the access routes during review of construction drawings.

(f): Anticipated residential development will be subject to the City’s parking standard of two spaces per unit, which will result in adequate parking capacity.

(g): The project site is in vicinity of a light-rail or comparable bus rapid transit (BRT) line. As a result, it would be subject to City policies encouraging alternative transporting solutions (e.g., provision of transit-passes, incorporation of bicycle parking, etc.), if not a residential project. The City’s adopted requirements for alternative transportation solutions per CMC Sec. 21.28.070 require provision bicycle and clean-air vehicle parking only for non-residential development subject to the Green Building Standards Code (CALGreen). The project, therefore, will not conflict with adopted policies, plans, or programs supporting alternative transportation.

16. UTILITIES and SERVICE SYSTEMS

Issues		Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Would the project:</i>					
(a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(b)	Require or result in the construction of new water or wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(e)	Result in a determination by the wastewater 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"/>
(f)	Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
(g)	Comply with federal, state, and local statutes and regulations related to solid wastes.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion:

(a to b): The utilities for the proposed project, including sewage disposal, would require the construction of a publicly maintained on-site sewer system and off-site sewer improvements. The project would not generate significant amounts of wastewater, and would therefore not exceed wastewater treatment requirements for the Regional Water Quality Control Board. The West Valley Sanitation District has provided written correspondence ("will serve" letter) which indicates that the sewer facilities, with the construction of on- and off-site improvements, are adequate to support the site.

(c): The 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. Therefore, the proposed drainage facility for the project site would not cause any significant environmental effects.

(d): The project will be adequately served by the existing water supplies, as confirmed in written correspondence ("will serve" letter) by San Jose Water Company, the local area water utility.

(e): 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 to meet its current commitments for service.

(f to g): 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.

17. 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 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, 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"/>

Discussion:

(a): 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): 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): 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.

III. RECOMMENDATION and 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"/>

Steve Prosser
PROJECT PLANNER

Associate Planner
TITLE

City of Campbell
AGENCY


SIGNATURE

January 6, 2014
DATE

IV. REFERENCE MATERIALS

Exhibits:

1. Project Plans.

Reference Documents:

1. Bay Area Air Quality Management District (BAAQMD), June 2010, *CEQA Air Quality Guidelines*.
2. Bay Area Air Quality Management District (BAAQMD), December 2008, *Source Inventory of Bay Area Greenhouse Gas Emissions*.
3. California Environmental Protection Agency (CEPA) California Air Resources Board (CARB), April 2005, *Air Quality and Land Use Handbook: A Community Health Perspective*.
4. California Environmental Protection Agency (CEPA) California Air Resources Board (CARB), November 16, 2007, *Staff Report: California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit*.
5. California Natural Diversity Database, 2000.
6. California Office of Planning and Research (OPR), June 19, 2008, *Technical Advisory: CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA) Review*.
7. CEQA Guidelines, 2012 version.
8. City of Campbell General Plan.
9. City of Campbell Zoning Code.
10. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map, Community Map Number 06085C0241H, Effective Date May 18, 2009.
11. State of California, Seismic Hazard Zones Map, San Jose West Quadrangle, February 7, 2002.
12. U.S. Environmental Protection Agency, April 15, 2009, *Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2007*.

EXHIBIT 1

PROJECT PLANS

PROJECT DATA

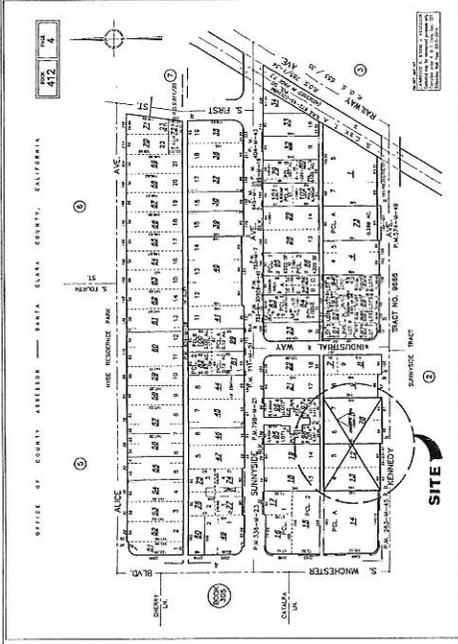
- APN - 412-04-013 / 412-04-012 / 412-04-078 AND LOT MERGE IS REQ'D (SEE TENTATIVE MAP). GROSS LOT SIZE = (145 X 120) + (150 X 120) = 35400 (0.81 AC) AND STREET DEDICATION IS REQ'D (SEE TENTATIVE MAP)
- THIS NET LOT SIZE = 35,400 - 1,600 = 33,600 SF
- GENERAL PLAN (MEDIUM DENSITY RESIDENTIAL (14-20) DUA)
- CONING OF WORK - TO DEMOLISH ON-SITE 1-STORY W/D FR STRUCTURES TOTAL OF 4; TO CONSTRUCT EIGHTEEN (18), 3-STORY, WOOD-FRAMED, DETACHED/ATTACHED SINGLE - FAMILY RESIDENCES.
- DENSITY - 18/0.81 = 22.15 DU/AC
- TYPE OF CONSTRUCTION - TYPE VB & SPRINKLERED
- TYPE OF OCCUPANCY - R3 & U
- TYPE HOUSING - 8-UNIT DETACHED (LOT 1 THRU LOT 8) 10-UNIT ATTACHED (LOT 9 THRU LOT 18)
- OFF-STREET PARKING (18) X 2-CAR GARAGE = 36 GUEST PARKING = 4 (9' X 20')
- PROVIDED: TOTAL = 40
- COVERAGE - BLDG - 14,622 SF (43%) DWY - 6,236 SF (19%) LS/OS - 12,742 SF (38%) TOTAL - 33,600 SF (100%)

11. PARCEL A (AREA TABLE)

LOCATION	PLAN TYPE	LOT SIZE	1ST FLR	2ND FLR	3RD FLR	CONDITIONED LIVING AREA	GARAGE	8	9
LOT 1			387	886	678	1928	443		50
LOT 2			378	832	652	1872	432		50
LOT 3			378	839	661	1878	432		50
LOT 4	ATTACHED		387	883	674	1944	443		50
LOT 5			387	883	674	1944	443		50
LOT 6	DETACHED		378	839	661	1878	432		50
LOT 7			378	832	652	1872	432		50
LOT 8			387	886	678	1928	443		50
TOTAL	8		3060	6834	5350	15244	3500		400
LOT 9			360	775	756	1891	442		50
LOT 10			363	770	809	1942	446		50
LOT 11			363	781	833	1977	446		50
LOT 12			363	770	809	1942	446		50
LOT 13			360	775	756	1891	442		50
LOT 14			360	775	756	1891	442		50
LOT 15	ATTACHED		363	770	809	1942	446		50
LOT 16			363	781	833	1977	446		50
LOT 17			363	770	809	1942	446		50
LOT 18			360	775	756	1891	442		50
TOTAL	10		3618	3811	7926	19286	4444		500

OWNER: DEGAN DEVELOPMENT CORPORATION
2959 S. WINCHESTER BLVD, SUITE 200A
CAMPBELL, CA 95008
(408) 825-2895

LOCATION MAP N.T.S.



DRAWING INDEX

- ARCHITECTURAL**
- SHEET 1 AT-1 TITLE SHEET
 - SHEET 2 A-2 COLOR RENDERING, STREET VIEW
 - SHEET 3 AS-1 PRELIMINARY ARCHT. SITE PLAN
 - SHEET 4 A-1 DETACHED PRELIMINARY FLOOR PLANS, LOT 1 & 8
 - SHEET 5 A-2 PRELIMINARY FLOOR PLANS, LOT 4 & 5
 - SHEET 6 A-3 PRELIMINARY FLOOR PLANS, LOT 2 & 7
 - SHEET 7 A-4 PRELIMINARY FLOOR PLANS, LOT 3 & 6
 - SHEET 8 A-5 PRELIMINARY BUILDING ELEVATIONS, LOT 1 THRU 8 FRONT & MISC.
 - SHEET 9 A-6 PRELIMINARY BUILDING ELEVATIONS, LOT 1 THRU 8 REAR & MISC.
 - SHEET 10 A-7 PRELIMINARY BUILDING ELEVATIONS, LOT 2 & LOT 7
 - SHEET 11 A-8 PRELIMINARY TYPICAL BUILDING SECTIONS
 - SHEET 12 A-9 ATTACHED PRELIMINARY FLOOR PLANS, LOT 9 THRU LOT 18
 - SHEET 13 A-10 PRELIMINARY BUILDING ELEVATIONS, LOT 9 THRU LOT 18
 - SHEET 14 A-11 NEW & EXISTING STREETScape
- TENTATIVE MAP**

CONSULTANTS

ARCHITECT: STEVE YANG & ASSOCIATES 1818 WILLOWHURST AVE TEL (408) 864-1818
SAN JOSE, CA 95125 FAX (408) 864-1888

CIVIL ENGINEER: STERLING CONSULTANTS 300 PARAL CT. TEL (925) 705-3833
SAN RAMON, CA 94689

SOIL ENGINEER: DILLIP S. KISHNANI

LANDSCAPE ARCHITECT:

STRUCTURAL ENGINEER:

MECHANICAL ENGINEER:

ELECTRICAL ENGINEER:

PLANNING COMMISSION
SITE AND ARCHITECTURAL
REVIEW (SARC)

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9/16/13	NH
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SY

Steve Yang & Associates
ARCHITECTS
1818 WILLOWHURST AVE
SAN JOSE, CA 95125
(408) 864-1818

BRAXTON TERRACE

EIGHTEEN (18) SINGLE-FAMILY RESIDENTIAL DEVELOPMENT

45 - 81 KENNEDY AVE.

CAMPBELL, CA



COLOR RENDERING (STREET VIEW)

Steel, King
& Associates
Architects
10000 Wilshire Blvd., Suite 1000
Beverly Hills, CA 90210
Tel: 310.274.1111
Fax: 310.274.1112

BRXTON TERRACE
18- SINGLE-FAMILY RESIDENTIAL DEVELOPMENT
45 - 81 KENNEDY AVE.
CAMPBELL, CA

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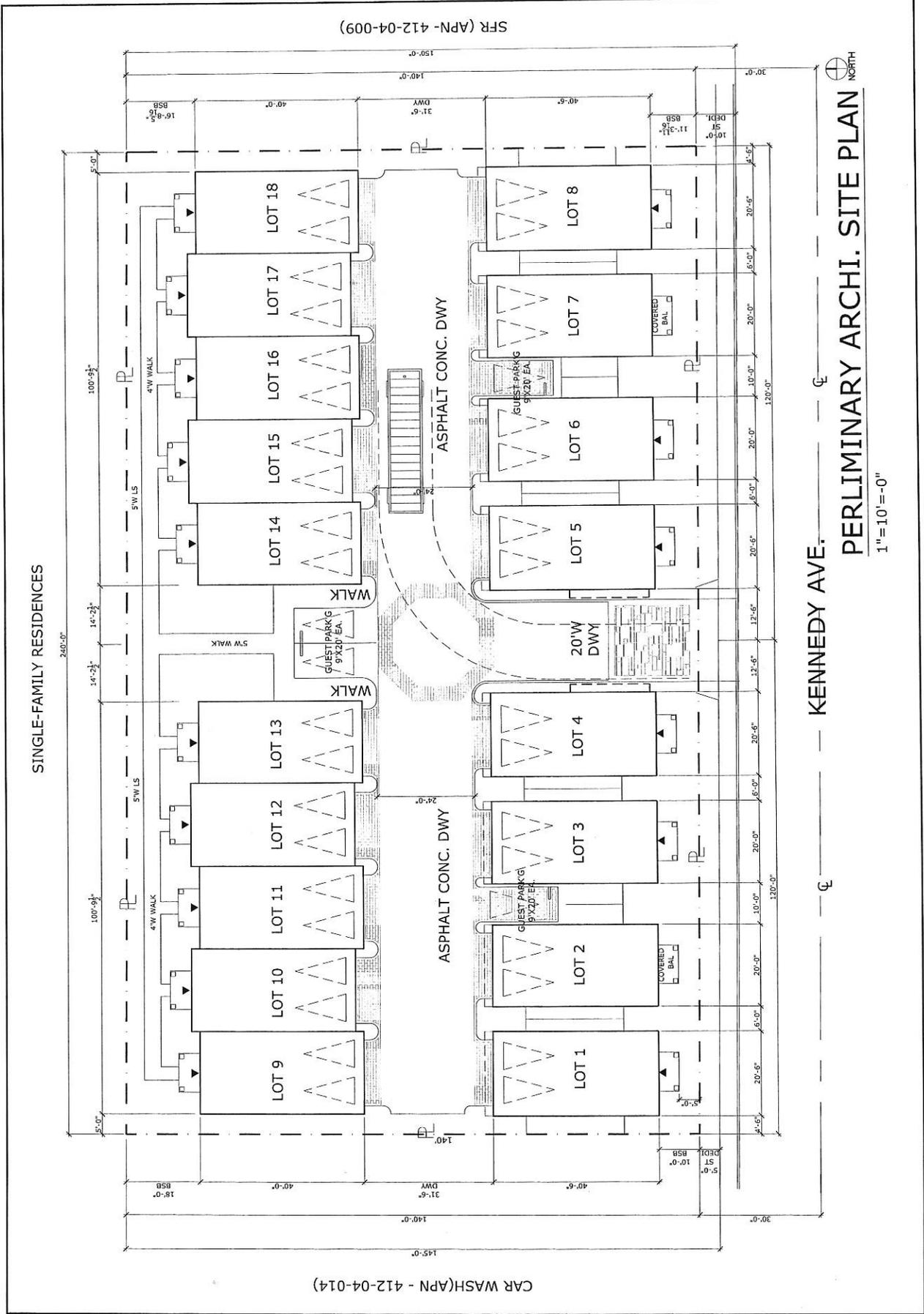
 Steve Yano
 & Associates
 Architects
 45/81 Kennedy Ave
 Campbell, CA 95008
 (408) 384-1116

18- SINGLE-FAMILY RESIDENTIAL DEVELOPMENT
 45/ 81 KENNEDY AVE
 CAMPBELL, CA

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KENNEDY AVE.

 PERLIMINARY ARCHI. SITE PLAN

 1" = 10' = 0"

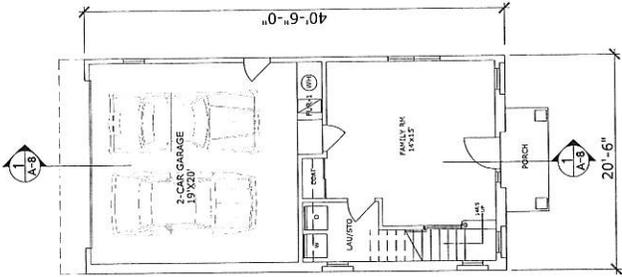
SHAW, YOUNG & ASSOCIATES
ARCHITECTS, INC.
1418 W. UNIVERSITY AVE.
LOS ANGELES, CA 90024
(405) 944-1505

BRXTON TERRACE
18- SINGLE-FAMILY RESIDENTIAL DEVELOPMENT
45 - 81 KENNEDY AVE.
CAMPBELL, CA

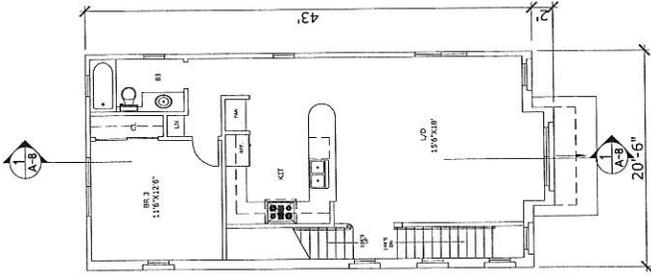
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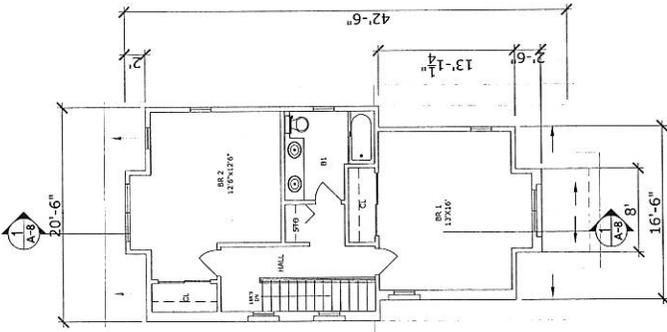
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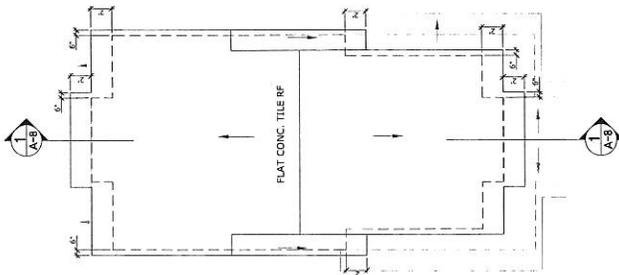
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GAR - 443 SF



2ND FLOOR
886 SF



3RD FLOOR
678 SF

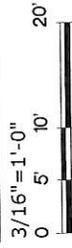


ROOF PLAN

LOT 1 SHOWN
LOT 8 OPP. SAME



PERLIMINARY FLOOR PLAN





 1148 WILLOWDALE AVE.
 NEWTON, MASSACHUSETTS 02459
 TEL: (617) 552-1111
 FAX: (617) 552-1112
 WWW: WWW.AJWARCHITECTS.COM

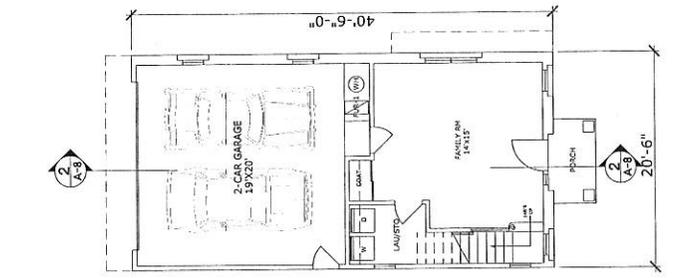
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 18 SINGLE-FAMILY RESIDENTIAL DEVELOPMENT
 45 - 81 KENNEDY AVE.
 CAMPBELL, CA



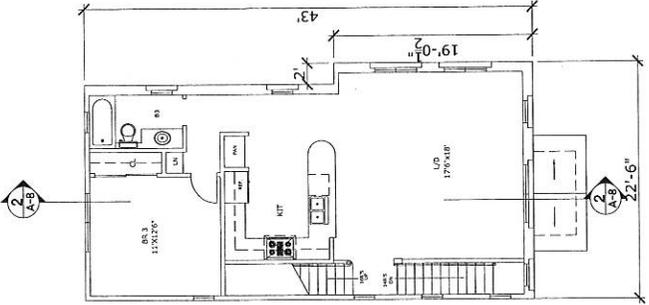
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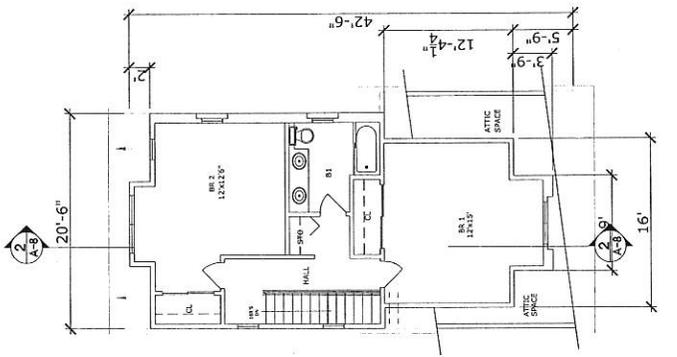
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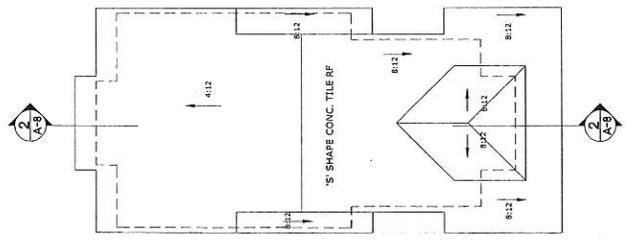
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 GAR - 443 SF



2ND FLOOR
 883 SF

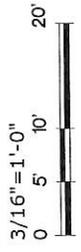


3RD FLOOR
 674 SF



ROOF PLAN

LOT 4 SHOWN
 LOT 5 OPP. SAME
PERLIMINARY FLOOR PLAN



Steven Tracy
 & Associates
 1118 WILLOWDALE AVE
 SUITE 200
 WILLOWDALE, MA
 (508) 581-1815

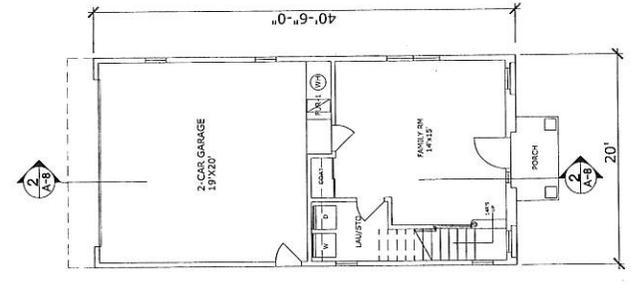
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 45 - 81 KENNEDY AVE
 CAMPBELL, CA



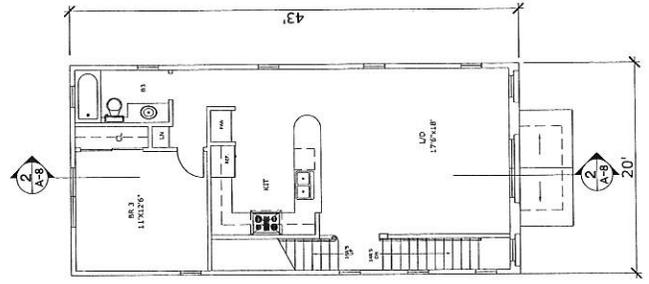
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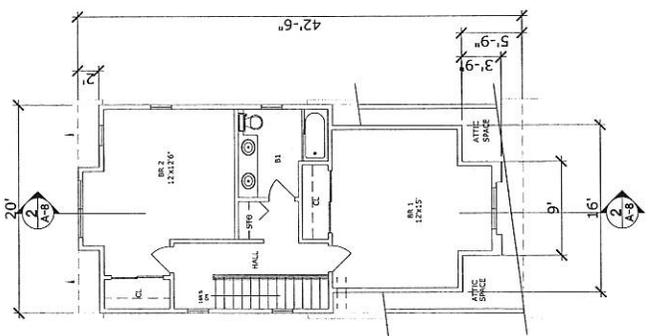
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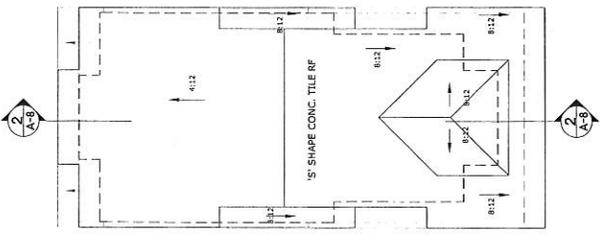
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 GAR - 432 SF



2ND FLOOR
 832 SF

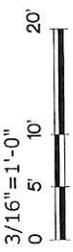


3RD FLOOR
 662 SF



ROOF PLAN

LOT 2 SHOWN
 LOT 7 OPP. SAME
PERLIMINARY FLOOR PLAN





 100 Main Street
 & Exchange
 Portsmouth, NH 03801
 Phone: 603.866.1111
 Fax: 603.866.1112

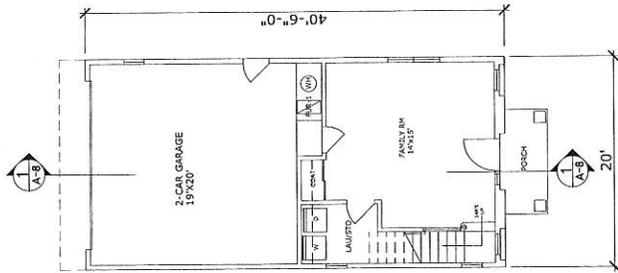
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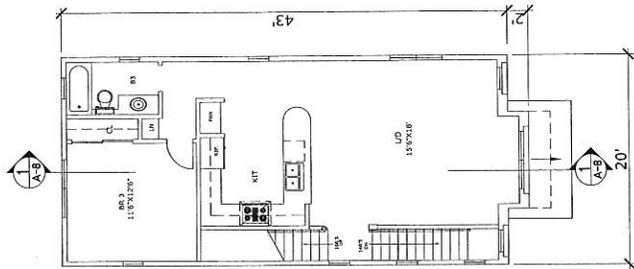
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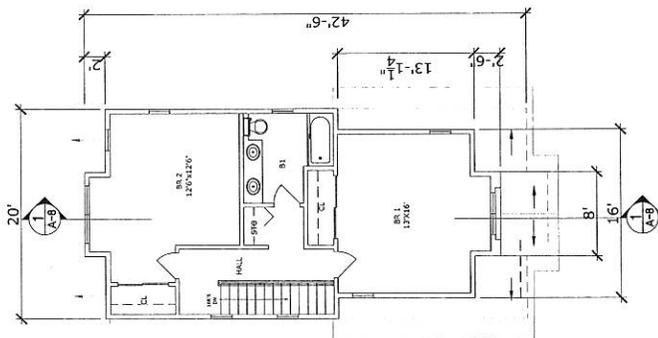
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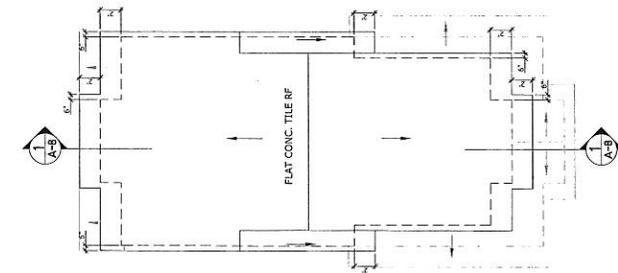
1ST FLOOR
 LIV'G - 378 SF
 GAR - 432 SF



2ND FLOOR
 832 SF



3RD FLOOR
 662 SF



ROOF PLAN

LOT 3 SHOWN
 LOT 6 OPP. SAME
PERLIMINARY FLOOR PLAN





 Clark, Tracy & Associates

 ARCHITECTS

 1818 WILSON AVENUE, SUITE 100

 CAMPBELL, CA 95008

 TEL: (408) 554-1318

BRXTON TERRACE

 18- SINGLE-FAMILY RESIDENTIAL DEVELOPMENT

 45 - BI KENNEDY AVE

 CAMPBELL, CA

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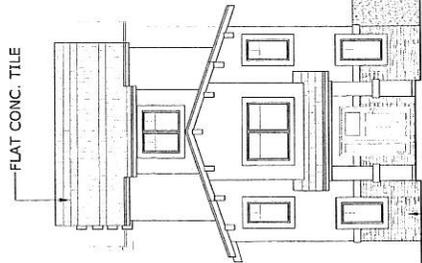
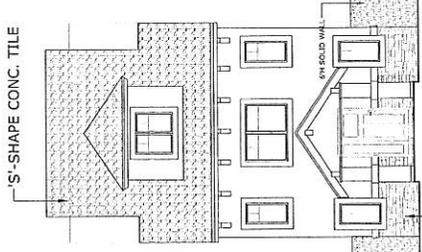
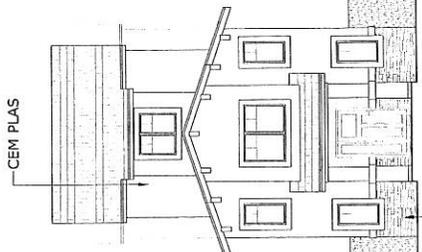
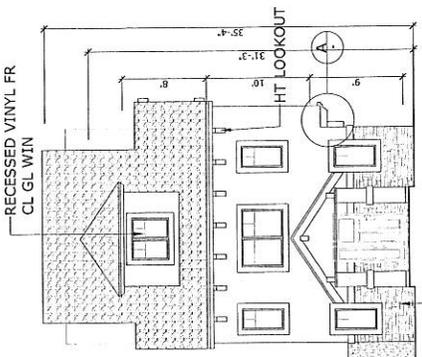
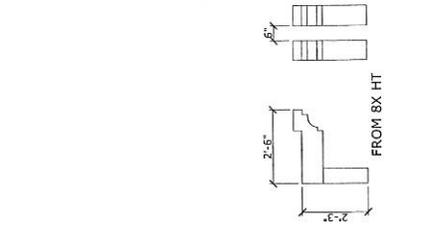
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Date	11/11/13
Scale	AS NOTED
Job No.	13.17

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 of

PERLIMINARY BLDG ELEVATIONS



CORBEL A

 N.T.S.

CUL. STONE (COLOR A)

 LOT 4

 LOT 5 OPP.

CUL. STONE (COLOR B)

 LOT 3

 LOT 6 OPP.

CUL. STONE (COLOR A)

 LOT 2

 LOT 7 OPP.

CUL. STONE (COLOR B)

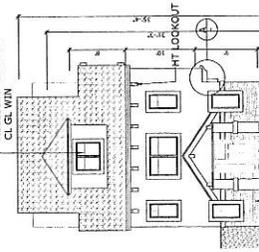
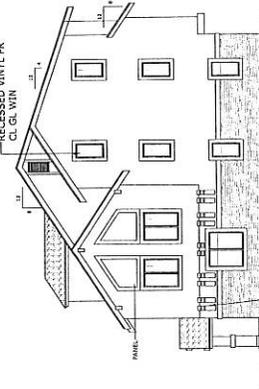
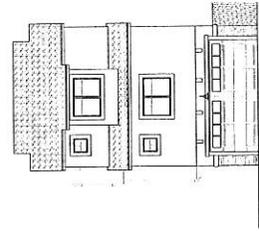
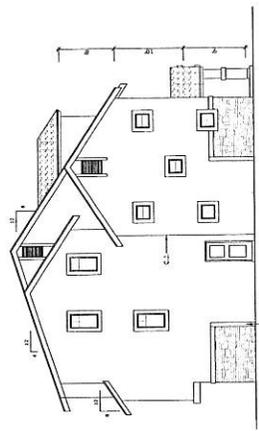
 LOT 1

 LOT 8 OPP.

FRONT (SOUTH)

 3/16" = 1'-0"

 0 5 10 20'



LOT 4

 LOT 5 OPP.

SIDE (WEST)

REAR (NORTH)

SIDE (EAST)

FRONT (SOUTH)

LOT 4 & 5 ELEVATIONS

 1/8" = 1'-0"

 0 5 10 20'

PERLIMINARY BLDG ELEVATIONS

SHAW

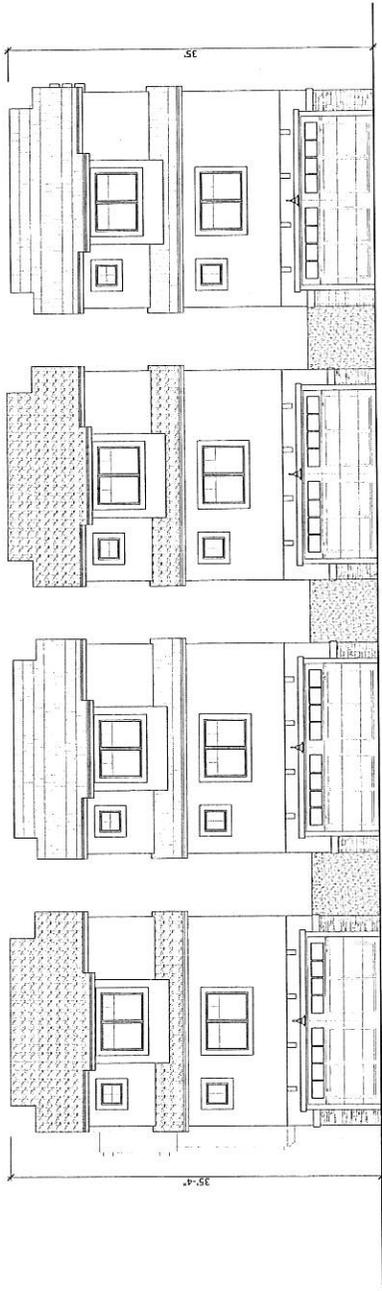
Shaw York
& Associates
ARCHITECTS
1111111113
(408) 641-1113

BXTON TERRACE
18- SINGLE-FAMILY RESIDENTIAL DEVELOPMENT
45 - 81 KENNEDY AVE.
CAMPBELL, CA

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9/9/13	NH
11/11/13	NH

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Check SY
Date 11/11/13
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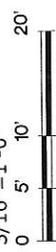
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of



LOT 1
LOT 8 OPP.

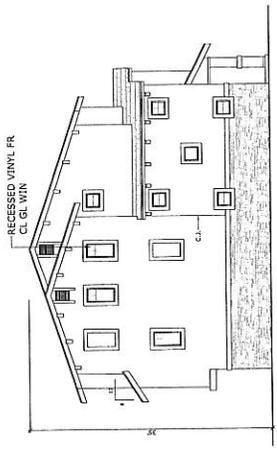
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LOT 7 OPP.

REAR ELEVATIONS (NORTH)
3/16" = 1'-0"

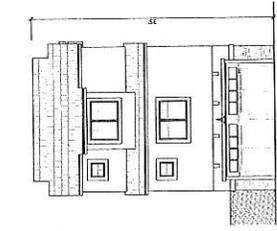


LOT 3
LOT 6 OPP.

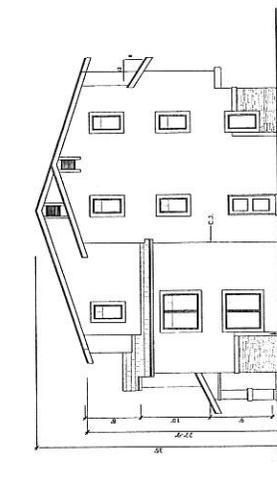
LOT 4
LOT 5 OPP.



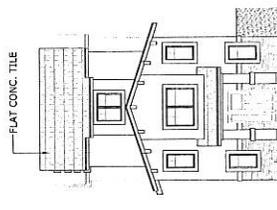
LOT 1/2
LOT 5/8 OPP.
SIDE (WEST)



LOT 1
LOT 8 OPP.
REAR (NORTH)



LOT 1/2
LOT 5/8 OPP.
SIDE (EAST)

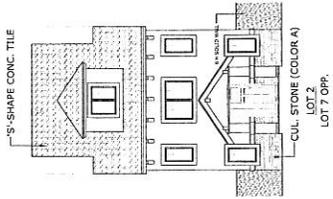


LOT 1
LOT 8 OPP.
FRONT (SOUTH)

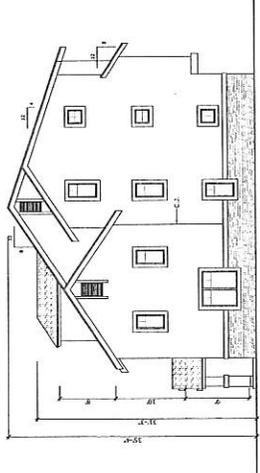
ELEVATION
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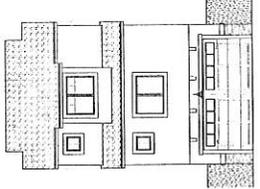
PERLIMINARY BLDG ELEVATIONS



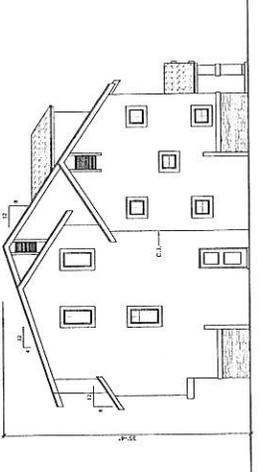
FRONT (SOUTH)



SIDE (EAST)



REAR (NORTH)



SIDE (WEST)

LOT 2 ELEVATIONS

1/8"=1'-0"



BRXTON TERRACE
-18- SINGLE-FAMILY RESIDENTIAL DEVELOPMENT
45 - 81 KENNEDY AVE
CAMPBELL, CA
1818 WILLOWCROFT, AVE
SAN JOSE, CA 95128
(408) 944-1518



Revisions	By
9/5/13	INH
11/11/13	INH

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A-7
of

PERLIMINARY BLDG ELEVATIONS



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BRXTON TERRACE

 18- SINGLE-FAMILY RESIDENTIAL DEVELOPMENT

 45 - 81 KENNEDY AVE.

 CAMPBELL, CA

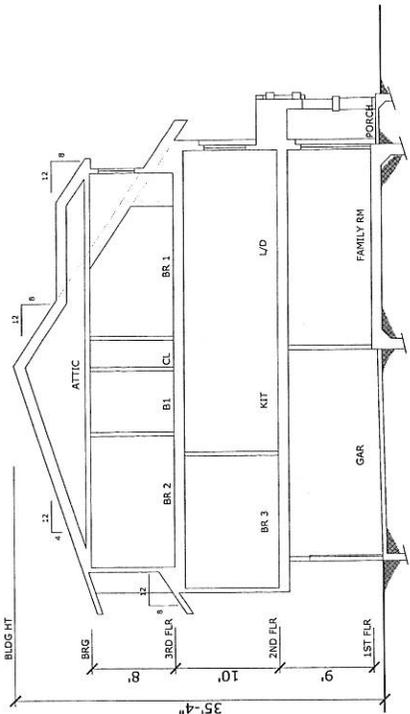
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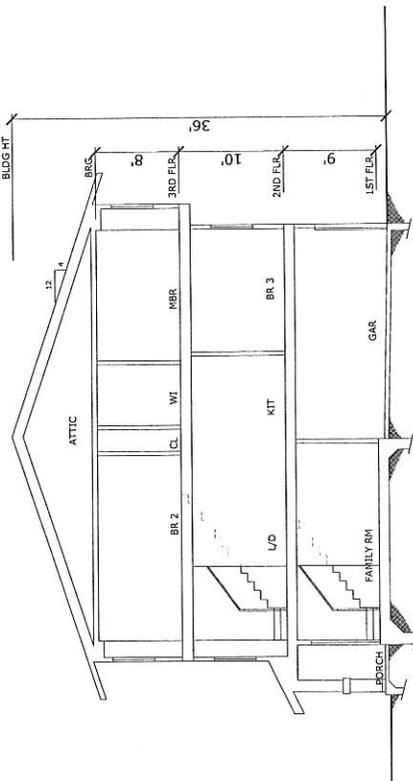
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BLDG SECTION 1



BLDG SECTION 2



PERLIMINARY TYPICAL BLDG SECTIONS

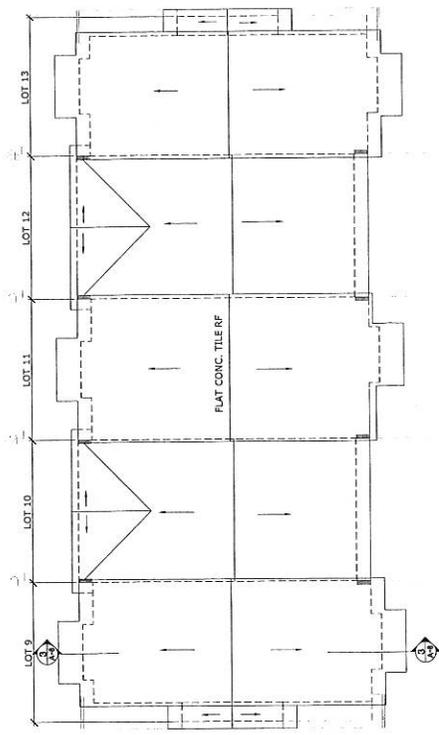
BRIGHTON TERRACE
 18- SINGLE-FAMILY RESIDENTIAL DEVELOPMENT
 45 - 81 KENNEDY AVE.
 CAMPBELL, CA

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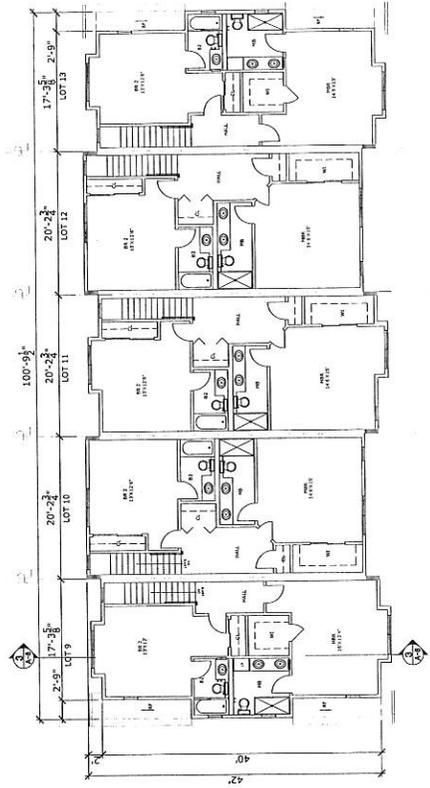
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9/16/13	NH
11/21/13	NH

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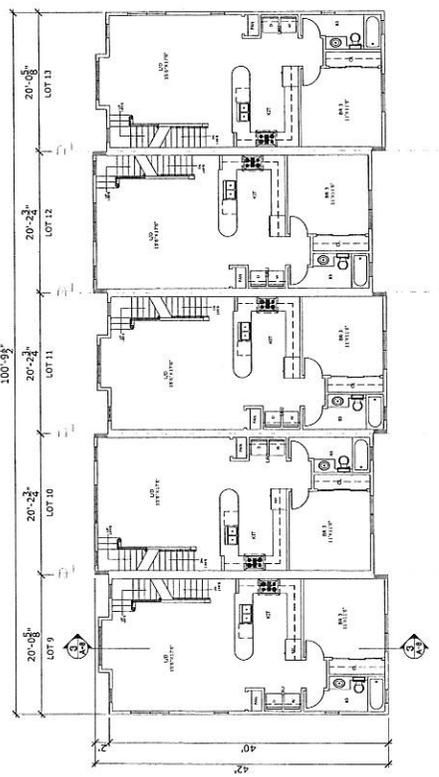


ROOF PLAN

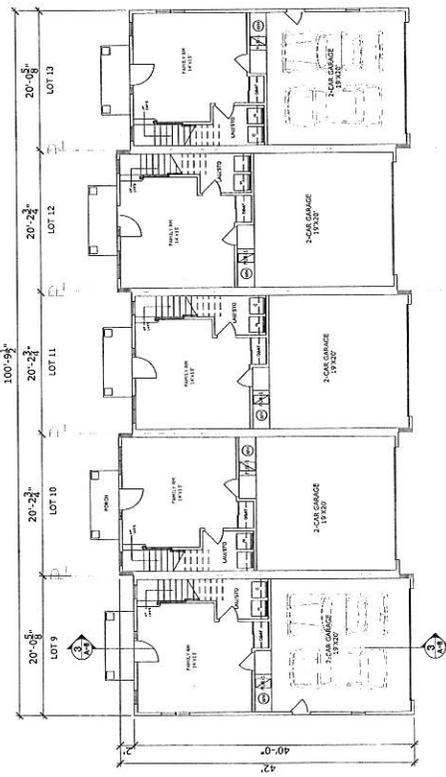


3RD FLOOR

LOT 9 THRU LOT 13 SHOWN
 LOT 14 & LOT 18 OPP. SAME



2ND FLOOR



1ST FLOOR

PERLIMINARY FLOOR PLAN NORTH



WUP

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Architects & Planners
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188 WALKER STREET, A.C.
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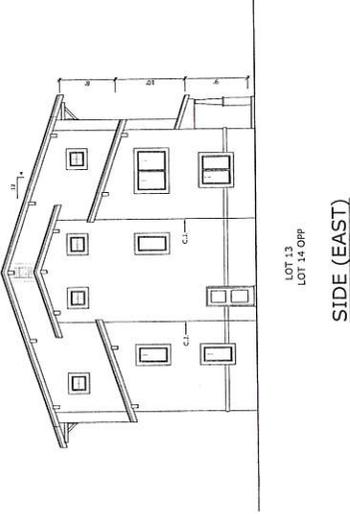
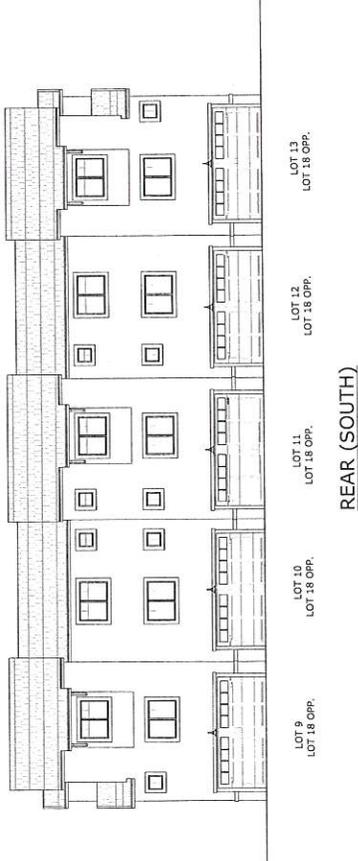
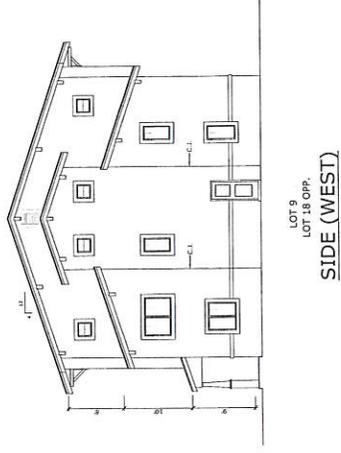
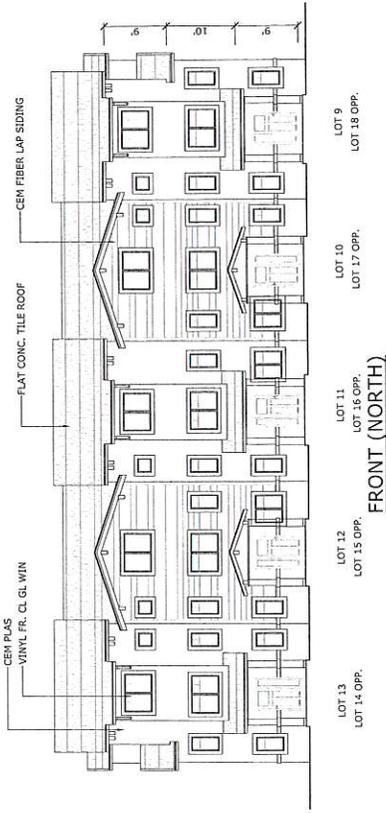
BRIXTON TERRACE
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CAMPBELL, CA



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11/1113	NH

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of



LOT 9 THRU LOT 18 ELEVATIONS

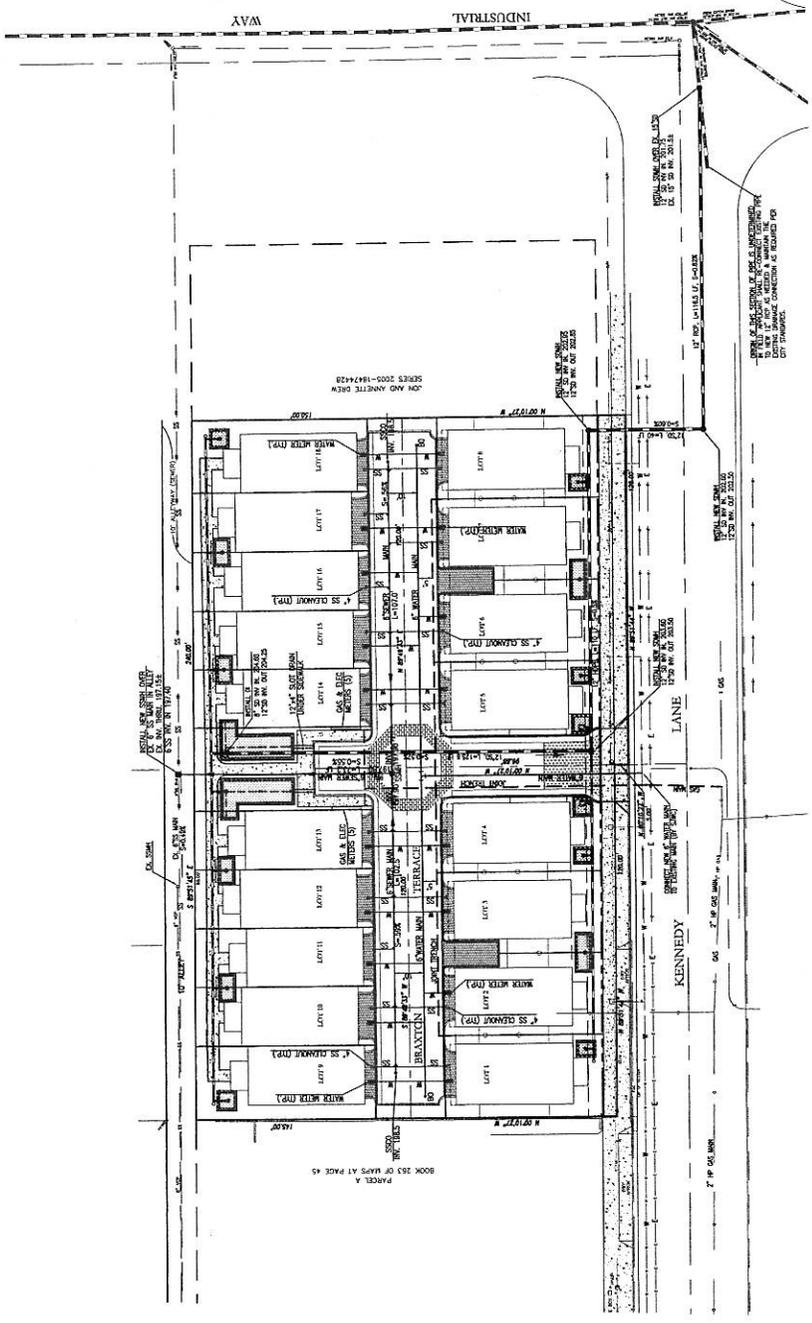
1/8" = 1'-0"
0 5' 10' 20'

PERLIMINARY BLDG ELEVATIONS

VESTING TENTATIVE TRACT MAP

FOR
KENNEDY VILLAS

RE-SUBDIVISION OF LOTS 4, 5, 6 & 7, BLOCK 1 OF SUNNYSIDE TRACT
45 - 81 KENNEDY AVENUE, CITY OF CAMPBELL, CALIFORNIA
SCALE: 1" = 20'



PRELIMINARY UTILITY PLAN
SCALE: 1"=20'



DATE: NOV 12, 2013	PREPARED BY:	STERLING CONSULTANTS	PREPARED FOR:	DE/GAN DEVELOPMENT CORPORATION	VESTING TENTATIVE TRACT MAP	45 - 81 KENNEDY AVENUE	SHEET NO.	TM-3
SCALE: AS NOTED	BY:	ENGINEERING SURVEYING CONSTRUCTION	MR. MACK MOSHEN, PRINCIPAL	KENNEDY VILLAS	PRELIMINARY UTILITY PLAN	CAMPBELL	CITY NO.	2012-012
DRAWN: DSK	CHECKED:	PHONE: 937.765.8133						
DESIGNED: DSK	APPROVED:	FAX: 866.966.040						
ENGINEER: DSK								
MANAGER: DSK								
NO.	BY	DATE	REVISIONS	CITY APPROVAL				



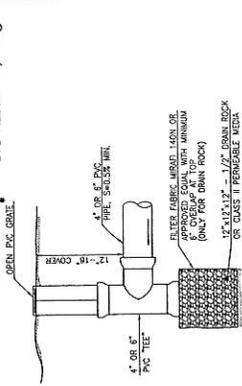
VESTING TENTATIVE TRACT MAP

FOR
KENNEDY VILLAGES

RE-SUBDIVISION OF LOTS 4, 5, 6 & 7, BLOCK 1 OF SUNNYSIDE TRACT
45 - 81 KENNEDY AVENUE, CITY OF CAMPBELL, CALIFORNIA

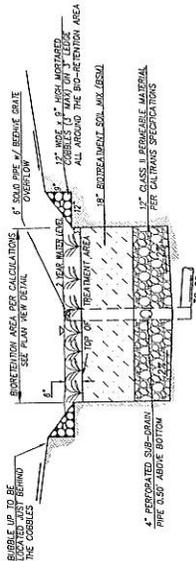
NOVEMBER, 2013

SCALE: 1" = 20'



- USE 6x12 TOP GRADES FOR LAWN AREAS AND DOMED OR W/THIN GRADES WHERE ADJOINING OR ADJACENT TO CONCRETE AND CAST IRON GRATES IN PARKING AREAS.
- 12" x 12" x 12" - 1/2" DRUM ROCK OR CLASS 1 REMOVABLE MEDIA.

BUBBLE UP DETAIL
NOT TO SCALE

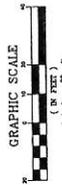


TYPICAL - BIO-RETENTION PLANTER

NOT TO SCALE

NOTES:

- CALCULATIONS SHOWN HERE ARE PER THE LATEST SCVUPWP C3 STORMWATER TECHNICAL GUIDANCE HANDBOOK.
- MEAN ANNUAL PRECIPITATION (MAP) FOR THE PROJECT SITE IS 16.0 INCHES PER FIGURE 5.1.
- WITH A PROJECT MAP OF 16 INCHES IS CLOSER TO THE RAIN GAUGE AT SAN JOSE AIRPORT WITH A MAP OF 13.9 INCHES, THE MAP ADJUSTMENT FACTOR = 16.0/13.9 = 1.151.
- THE ROOF RUNOFF TRIBUTARY TO DMAs #3 - #11 & #14 - #16 IS HARD PIPED DOWN DOWN SPOUTS AND TERMINATES AT THE BIO-RETENTION AREAS VIA A BUBBLE UP PER DETAIL SHOWN ABOVE. ROUTING OF DOWN SPOUTS IS NOT SHOWN ON THIS PLAN.
- THE RUNOFF (STREET + ROOF) FROM DMAs #1 & #2 SURFACE DRAIN INTO THE RESPECTIVE BIO-RETENTION AREAS THROUGH A METAL CHANNEL (12" X 9") UNDER THE SIDEWALK.
- THE STREET RUNOFF FROM DMAs #12 & #13 IS CONVEYED INTO THE RESPECTIVE BIO-RETENTION AREAS THROUGH A CURB OPENING AT THE LOW POINT.
- REQUIRED FLOW DEPTHS VARY BETWEEN 1" AND 9". THE EDGES OF THE PROPOSED BIO-RETENTION AREAS SHALL BE BORDERED WITH GROUDED COBBLES AS SHOWN ON THE TYPICAL DETAIL. THIS IS TO GIVE THESE FEATURES A SENSE OF PERMANENCE AND TO ENSURE THE FEATURES WOULD BE MAINTAINED AND NOT REMOVED OR MODIFIED TO AVOID THIS WHILE KEEPING THE AESTHETIC APPEAL.
- THE FOLLOWING BIO-RETENTION AREAS SHALL HAVE FIVE INCHES THICK TYPICAL SOILS (SAND, SILT, CLAY) WITH A 12" MINIMUM DRAINAGE LAYER (BRM2 & BRM4) BRM2 & BRM4 SHALL BE ILLUMINATED DURING CONSTRUCTION PLANS BY ALIGHTLY MODIFYING THE COMMON LANDSCAPE AREAS.
- ALL OVERFLOW RISERS SHALL BE 6" MINIMUM IN DIAMETER & SHALL BE SIZED TO CARRY 10 YEAR STORM EVENT, UNLESS STATED OTHERWISE. ALL SUDRAIN PIPES IN THE BIO-RETENTION AREAS SHALL BE 4" PVC.



VESTING TENTATIVE TRACT MAP
KENNEDY VILLAGES
PRELIMINARY STORMWATER MANAGEMENT PLAN
CITY OF CAMPBELL
SANTA CLARA COUNTY
CALIFORNIA

45 - 81 KENNEDY AVENUE
NOVEMBER, 2013

PREPARED FOR:
DEVELOPMENT CORPORATION
MR. MARK BISHEN, PRINCIPAL

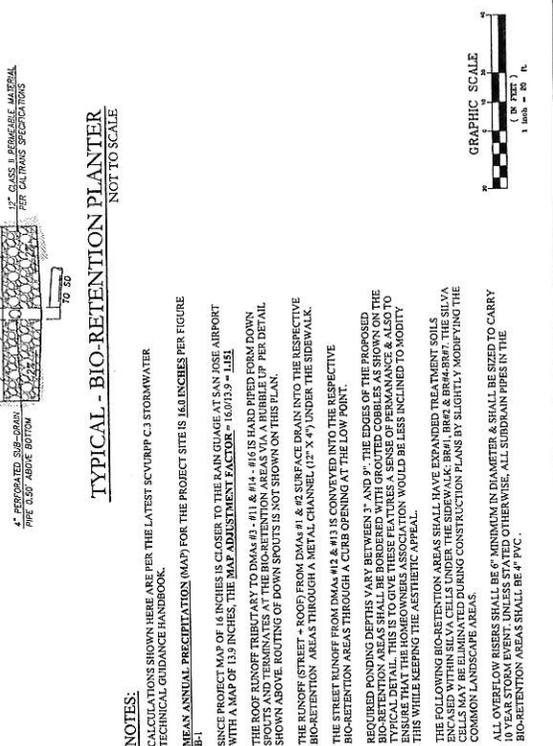
PREPARED BY:
STERLING CONSULTANTS
ENGINEERING SURVEYING
CONSTRUCTION
PHONE: 925.703.8433
FAX: 866.866.6043
sterlingconsultants@gmail.com

DATE: NOV 12, 2013
SCALE: AS SHOWN
DRAWN: [blank]
DESIGNED: [blank]
CHECKED: [blank]
MANAGER: [blank]

NO. [blank] BY [blank] DATE [blank]
REVISIONS [blank]

STORMWATER CONTROL PLAN

SCALE: 1"=20'



DRAINAGE MANAGEMENT AREA	TOTAL TRIBUTARY AREA (SF)	% IMPERVIOUS	UBS (FOOT CUBIC FEET)	ADJUSTED UBS (FOOT CUBIC FEET)	TREATMENT VOLUME (CUBIC FEET)	DURATION (HOURS)	TREATMENT AREA (SQ FEET)	FILTERED VOLUME (CUBIC FEET)	STORAGE VOLUME (CUBIC FEET)	PONDING DEPTH (INCHES)
DMA #1	8,937 SF	73%	0.48 in	0.552 * 8937 * (1/12)	411 Cubic Feet	2.76 Hours	217 SF	217.0	161.4	0.36 to 9 inches
DMA #2	8,937 SF	73%	0.48 in	0.552 * 8937 * (1/12)	411 Cubic Feet	2.76 Hours	217 SF	217.0	161.4	0.36 to 9 inches
DMA #3	951 SF	59%	0.42 in	0.4834 * 951 * (1/12)	38.3 Cubic Feet	2.42 Hours	25 SF	25.2	13.1	0.42 to 5 inches
DMA #4	1,492 SF	75%	0.48 in	0.552 * 1492 * (1/12)	68.5 Cubic Feet	2.76 Hours	48 SF	48.2	12.6	0.39 to 4.7 inches
DMA #5	1,472 SF	76%	0.48 in	0.552 * 1472 * (1/12)	68.4 Cubic Feet	2.79 Hours	48 SF	48.2	12.0	0.375 to 4.5 inches
DMA #6	1,457 SF	77%	0.49 in	0.566 * 1457 * (1/12)	68.4 Cubic Feet	2.82 Hours	48 SF	48.2	12.0	0.375 to 4.5 inches
DMA #7	1,455 SF	77%	0.49 in	0.566 * 1455 * (1/12)	68.4 Cubic Feet	2.82 Hours	48 SF	48.2	11.8	0.375 to 4.5 inches
DMA #8	918 SF	55%	0.42 in	0.4834 * 918 * (1/12)	37 Cubic Feet	2.42 Hours	25 SF	25.2	12.7	0.42 to 5 inches
DMA #9	848 SF	56%	0.43 in	0.4949 * 848 * (1/12)	35 Cubic Feet	2.47 Hours	20 SF	20.5	20.5	0.42 to 5 inches
DMA #10	1,710 SF	55%	0.42 in	0.4834 * 1710 * (1/12)	55.8 Cubic Feet	2.42 Hours	39 SF	39.3	8.1	0.42 to 5 inches
DMA #11	686 SF	70%	0.465 in	0.613 * 686 * (1/12)	34.0 Cubic Feet	2.68 Hours	23 SF	23.3	6.1	0.42 to 5 inches
DMA #12	702 SF	80%	0.502 in	0.6813 * 702 * (1/12)	34.0 Cubic Feet	2.91 Hours	23 SF	23.3	6.1	0.42 to 5 inches
DMA #13	702 SF	80%	0.502 in	0.6813 * 702 * (1/12)	34.0 Cubic Feet	2.91 Hours	23 SF	23.3	6.1	0.42 to 5 inches
DMA #14	692 SF	69%	0.46 in	0.526 * 692 * (1/12)	30.6 Cubic Feet	2.65 Hours	20 SF	20.5	8.4	0.42 to 5 inches
DMA #15	1,749 SF	54%	0.415 in	0.477 * 1749 * (1/12)	69.6 Cubic Feet	2.39 Hours	48 SF	47.8	2.8	0.45 to 2.5 inches
DMA #16	881 SF	54%	0.415 in	0.477 * 881 * (1/12)	35.1 Cubic Feet	2.39 Hours	20 SF	20.5	15.2	0.26 to 9 inches
TOTAL TRIBUTARY AREA	33,590 SF (0.711 AC.)									

DATE: NOV 12, 2013
SCALE: AS SHOWN
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DESIGNED: [blank]
CHECKED: [blank]
MANAGER: [blank]

