Stantec

Campbell Tech Park Project

Final Environmental Impact Report

September 22, 2026

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ACRONYMS AND ABBREVIATIONS

afy	Acre feet per year
AMMR	Alternative Materials and Methods Request
Applicant	Campbell Technology Park, LLC
BLTS	Bicycle Level of Traffic Stress
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
Caltrans	California Department of Transportation
CC&R	Covenants, conditions, and restrictions
CEQA	California Environmental Quality Act
City	City of Campbell
CL-	Comment Letter
CMP	Congestion Management Plan
Draft EIR	Draft Environmental Impact Report
EVA	Emergency vehicle access
FHWA	Federal Highway Administration
Final EIR	Final Environmental Impact Report
gcpd	gallons per capita per day
gpd	gallons per day
HMBP	Hazardous Materials Business Plan
LOS	Level of Service
MG	million gallons
mgy	million gallons per year
MMRP	Mitigation Monitoring and Reporting Program
MUTCD	Manual on Uniform Traffic Control Device
NOP	Notice of Preparation
PC-	Planning Commission
PRC	Public Resources Code
proposed project	Campbell Tech Park Project
ROW	Right-of-way
RWQCB	Regional Water Quality Control Board
R&D	research and development

Santa Clara Valley Water District	Valley Water
SB	Senate Bill
SJWC	San Jose Water Company
SR	State Route
UST	underground storage tank
UWMP	Urban Water Management Plan
VMT	Vehicle miles traveled
VTA	Santa Clara Valley Transportation Authority
WVCC	West Valley Construction Company



1.0 INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of Campbell (City), as the lead agency, has evaluated the comments received on the Campbell Tech Park Project (proposed project) Draft Environmental Impact Report (Draft EIR) (State Clearinghouse No. 2024121066). The Draft EIR was circulated for a 45-day public review between April 15, 2026, and June 1, 2026. The responses to the comments and other documents, which are included in this document, together with the Mitigation Monitoring and Reporting Program (MMRP), comprise the Final Environmental Impact Report (Final EIR) for use by the City of Campbell, City Council in its review.

1.1 BACKGROUND AND PURPOSE OF THE EIR

CEQA requires a Lead Agency that has prepared a Draft EIR to provide a copy of the Draft EIR to responsible and trustee agencies that have jurisdiction by law with respect to the proposed project and to provide the general public with an opportunity to comment on the Draft EIR. The Final EIR is the mechanism for responding to these comments. This Final EIR has been prepared to respond to comments received on the Draft EIR, which are reproduced in this document; and to present corrections, revisions, and other clarifications and amplifications to the Draft EIR as a result of the City's ongoing planning efforts. The Draft EIR and Final EIR will be used to support the City's decision regarding whether to approve the proposed project.

This Final EIR can also be used by responsible and trustee agencies to ensure that they have met their requirements under CEQA before deciding whether to approve or permit project elements over which they have jurisdiction. It may also be used by other state, regional, and local agencies that may have an interest in resources that could be affected by the project or that have jurisdiction over portions of the project. The following agencies may serve as responsible and/or trustee agencies:

- San Francisco Bay Regional Water Quality Control Board (RWQCB)

1.2 PROJECT SUMMARY

The proposed project is located at 635, 655, 675, and 695 Campbell Technology Parkway in the City of Campbell on an approximately 17.28-acre site (project site). The project site consists of four contiguous parcels and is bounded by State Route (SR)-17 to the north and west, Campbell Technology Parkway and commercial uses to the south, and single-family developments to the east. The project site is located within a highly urbanized area and the site is entirely developed with a research and development (R&D) campus consisting of four buildings that total approximately 280,684 square feet, known as the Campbell Technology Park. Campbell Technology Park, LLC (Applicant) is proposing to demolish the existing onsite structures to construct a new residential development consisting of 290 residential units. The proposed development would consist of 27 two-story single-family detached homes, three-story townhome-style condominiums with 149 units across 28 buildings, and four-story townhome-style condominiums with 114 units across 15 buildings. Additionally, the proposed project would include public and private open space and on and offsite public improvements.

A detailed description of the proposed project is provided in Section 2.0, Project Description, of the Draft EIR.

1.3 CEQA PUBLIC REVIEW PROCESS

The following provides a summary of the environmental review process to date for the proposed project that has resulted in the preparation of this Final EIR.

1.3.1 Notice of Preparation

The Notice of Preparation (NOP) for the Draft EIR was submitted for an extended 30-day public review period (for a total of 40 days) on January 6, 2025. The comment period for the NOP closed on February 14, 2025. A Public Scoping Meeting was held on January 28, 2025, to solicit input from interested agencies and the public. The City received oral comments at the scoping meeting and also received several written comment letters during the public review period. The comments received were considered during the preparation of the Draft EIR and are summarized in Appendix A of the Draft EIR.

1.3.2 Draft EIR

The Draft EIR was circulated for a 45-day public review between April 15, 2026, and June 1, 2026. The Draft EIR contains a description of the proposed project, description of the environmental setting, identification of proposed project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of proposed project alternatives. The Draft EIR was provided to interested public agencies and the public and was made available for review at City offices and on the City's website.

1.3.3 Final EIR

The City received comment letters from the State Clearinghouse and the public regarding the Draft EIR. This document responds to the written comments received as required by CEQA. This document also contains edits to the Draft EIR, which are included in Section 3.0 Revisions to the Draft EIR. This document constitutes the Final EIR.

1.4 CERTIFICATION OF THE FINAL EIR/PROJECT CONSIDERATION

The City will review and consider the Final EIR. If the City finds that the Final EIR is "adequate and complete," the City may certify the Final EIR. The rule of adequacy generally holds that the EIR can be certified if it does the following: (1) shows a good faith effort at full disclosure of environmental information; and (2) provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of its environmental consequences.

Upon review and consideration of the Final EIR, the City may act to adopt, revise, or reject the proposed project. A decision to approve the proposed project would be accompanied by written findings in accordance with CEQA Guidelines Sections 15091 and 15093. Public Resources Code (PRC) Section 21081.6 also requires lead agencies to adopt an MMRP to describe measures that have been adopted or made a condition of the proposed project approval to mitigate or avoid significant impacts on the environment.



1.5 INTENDED USE OF THE EIR

The EIR is intended to evaluate the environmental impacts of the project to the greatest extent possible. This EIR, in accordance with CEQA Guidelines Section 15126, should be used as the primary environmental document to evaluate all planning and permitting actions associated with the proposed project, alternative or modified project approved by City. Please refer to Section 2.0, Project Description, of the Draft EIR for a detailed discussion of the proposed project.

1.6 ORGANIZATION AND SCOPE OF THE EIR

This document is organized into the following sections:

Section 1.0: Introduction

Section 1.0 provides an overview of the EIR process to date and the requirements of the Final EIR.

Section 2.0: Comments and Responses to the Draft EIR

Section 2.0 provides a list of the agencies, organizations, and individuals that commented on the Draft EIR. Copies of all the letters received regarding the Draft EIR and responses thereto are included in this section.

Section 3.0: Revisions to the Draft EIR

Section 3.0 includes an addendum listing refinements and clarifications on the Draft EIR, which have been incorporated as a result of comments or staff-initiated changes.

Section 4.0: References

Section 4.0 includes a list of references identified in this Final EIR.

Mitigation Monitoring and Reporting Program

Measures that have been adopted or made a condition of the project approval in order to mitigate or avoid significant impacts on the environment have been included in the MMRP, provided under separate cover.

Because of its length, the text of the Draft EIR is not included with these written responses; however, it is included by reference in this Final EIR. None of the revisions or clarifications to the Draft EIR identified in this document constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5. As a result, recirculation of the Draft EIR is not required.



2.0 COMMENTS AND RESPONSES TO THE DRAFT EIR

2.1 LIST OF COMMENTERS

Written comments on the Draft EIR received during the public review period and verbal comments received during the Planning Commission meeting held on April 28, 2026, are included in this section.

The format of the responses to all the comments is based on a unique letter and number code for each comment. The first set of letters refer to the format the comment was received in (comment letter [CL-]; verbal comment at the planning commission meeting held on April 28, 2026 [PC-]). The second set of letters refers to the individual agency, business, group, organization, or individual member of the public that provided the comment. The number at the end of the code refers to a specific comment within the individual communications. Therefore, each comment has a unique code assignment so that comments can be cross-referenced with the responses. Following this list, the text of the communication is summarized and followed by the corresponding response. When similar comments are made by multiple parties, the response is provided the first time the comment is made, and all other similar comments are referred back to that response. The written and verbal comments received on the Draft EIR are provided as Appendix A to this Final EIR.

Additionally, a number of comments received on the Draft EIR focused on several main issues and topics associated with the proposed project and the CEQA analysis of project impacts. As such, the City determined it would be appropriate, and would facilitate public review, to provide topical responses to address these comments and provide the necessary context for considering the issues raised.

A list of public agencies, organizations, and individuals that provided comments on the Draft EIR is presented below.

Table 2-1: List of Commenters

Commenter(s)	Affiliation	Comment Date (mm/dd/yyyy)	Comment Format	Commenter Code
Jon Kunkel	Lisjan Nation	4/21/2026	Email	CL-LJ
Plan Review Team	PG&E	4/21/2026	Letter	CL-PGE
Kevin Wun	PG&E	4/24/2026	Letter	CL-PGE2
Susan Landry		4/15/2026	Email	CL-SLandry
Susan Landry		4/28/2026	Email	CL-SLandry2
Susan Landry		4/28/2026	Letter	CL-SLandry3
Tony Clements		4/16/2026	Email	CL-TClements
Vito Racanelli	Roco’s Gardening	5/21/2026	Letter	CL-VRacanelli
Patricia Tinto	Paseo de Palomas Board of Directors	5/26/2026	Letter	CL-PTinto
Unknown (hnh360@gmail.com)		5/29/2026	Email	CL-Unknown
Kenneth Burg	Bellcore Construction	6/1/2026	Email	CL-KBurg

Commenter(s)	Affiliation	Comment Date (mm/dd/yyyy)	Comment Format	Commenter Code
Aaron Liebelt	EmberWest Fireplace & Patio	5/23/2026	Email	CL-ALiebelt
Frank Adorno III	Adorno Construction	5/29/2026	Letter	CL-FAdorno
Glenna Mai	De Anza Water Conditioning, Inc	5/20/2026	Letter	CL-GMai
Jennifer Street	D&J Pest Control, Inc.	5/21/2026	Letter	CL-JStreet
Tim Syslo	Coastline Cabinets	5/20/2026	Letter	CL-TSyslo
Keith Klafter	Sequoia Cabinets	5/20/2026	Letter	CL-KKlafter
Mark Young		5/22/2026	Letter	CL-MYoung
Mark Young	J&M Windows and Glass, Inc.	5/22/2026	Letter	CL-MYoung2
Lorelei Alli	Amah Mutsun Tribal	04/12026	Email	CL-AM
Jaeho Hahn	Santa Clara Valley Water District	6/1/2026	Email	CL-ValleyWater
	Santa Clara County Roads and Airports Departments	6/1/2026	Letter	CL-SCCounty
Triana Crighton	Santa Clara Valley Transportation Authority (VTA)	6/1/2026	Letter	CL-VTA
Yunsheng Luo	California Department of Transportation (Caltrans)	6/1/2026	Letter	CL-Caltrans
Jonathan H. Riker	Atkinson, Andelson, Loya, Ruud & Romo; Fehr & Peers; Kosmont Companies (on behalf of West Valley Construction Company [WVCC])	6/1/2026	Letter	CL-WVCC
Commissioner Adam Buchbinder	City of Campbell Planning Commission	4/28/2026	PC Meeting	PC-ABuchbinder
Commissioner Phil Alne	City of Campbell Planning Commission	4/28/2026	PC Meeting	PC-PAlne
Commissioner Alan Zisser	City of Campbell Planning Commission	4/28/2026	PC Meeting	PC-AZisser
Vice Chair Gary Aquilina	City of Campbell Planning Commission	4/28/2026	PC Meeting	PC-GAquilina
Chair Davis Fields	City of Campbell Planning Commission	4/28/2026	PC Meeting	PC-DFields
Commissioner Matt Kamkar	City of Campbell Planning Commission	4/28/2026	PC Meeting	PC-MKamkar
Mark Rodriguez	Chief Financial Officer and Secretary for WVCC	4/28/2026	PC Meeting	PC-MRodriguez
Chris Darman	WVCC	4/28/2026	PC Meeting	PC-CDarman

Commenter(s)	Affiliation	Comment Date (mm/dd/yyyy)	Comment Format	Commenter Code
Susan Landry		4/28/2026	PC Meeting	PC-SLandry
Graciela Martin-Han		4/28/2026	PC Meeting	PC-GMartinhan
Tony Pedia		4/28/2026	PC Meeting	PC-TPedia
Natalie Strange		4/28/2026	PC Meeting	PC-NStrange
Trudy LaFrance		4/28/2026	PC Meeting	PC-TLaFrance

2.2 REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issues raised and must be detailed, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, there must be a good faith and reasoned analysis in the written response. However, lead agencies need only respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways that the significant effects of the project might be avoided or mitigated. CEQA Guidelines Section 15204 also notes that commenters should provide an explanation and evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence supporting such a conclusion.

CEQA Guidelines Section 15088 also recommends that where a response to comments results in revisions to the Draft EIR, those revisions be incorporated as a revision to the Draft EIR or as a separate section of the Final EIR.

2.3 TOPICAL RESPONSES

A number of comments received on the Draft EIR focused on several main issues and topics associated with the proposed project and the CEQA analysis of project impacts. As such, the City determined it would be appropriate, and would facilitate public review, to provide topical responses to address these comments and provide the necessary context for considering the issues raised. The main issues and topics warranting typical responses are provided in full, below, and include the following:

Table 2-2: Topical Responses

Topics	Topical Response No.
Increased Traffic Congestion and Backup Within the Vicinity of the Project Site	1
Pedestrian and Bicycle Safety	2
Economic Impacts to Existing Businesses	3

Topics	Topical Response No.
Alternate Site Access	4
Conflicts With Existing Industrial Uses and Operations	5
Emergency Access and Response	6
Environmental Setting, Baseline Conditions	7
VMT Analysis	8

2.3.1 Topical Response No. 1: Increased Traffic Congestion and Backup Within the Vicinity of the Project Site

Several commenters stated their concerns regarding increased traffic congestion and backup within the vicinity of the project site in areas where congestion and backup already exist.

Under CEQA, traffic congestion and automobile delay caused by a proposed project are not considered significant environmental impacts. Before July 1, 2020, traffic congestion levels were the standard measurement to determine the potential transportation impacts of a proposed project and a Level of Service (LOS) rating system was used to determine the projected traffic impacts of proposed development on nearby intersections. However, under Senate Bill (SB) 743 which took effect on July 1, 2020, vehicle miles traveled (VMT) replaced LOS as the primary transportation impact metric that is used for the purposes of the CEQA, shifting analysis from congestion to how many miles are traveled per person over a given period of time. As such, LOS and congestion impacts are no longer evaluated as part of CEQA and VMT is the new standard for assessing the effects of growth on the transportation system. Therefore, potential changes in intersection LOS or traffic congestion, including concerns regarding neighborhood cut-through traffic and adding traffic to already congested streets, are not by themselves considered significant environmental impacts under CEQA. The transportation analysis (Appendix G to the Draft EIR) concluded that the proposed project would result in a less than significant transportation impact based on the applicable CEQA criteria.

The intersection LOS analysis included in the Draft EIR was provided for informational purposes only and is not part of the CEQA significance determination. The study intersections included in the Draft EIR's transportation analysis were selected to provide information on anticipated operational conditions in the vicinity of the proposed project. This analysis determined that, even in pre- and post-project circumstances, local intersections would operate at LOS A/B (Draft EIR Appendix G, p. 21). These grades indicate congestion is largely absent from local intersections.

The concerns regarding increased traffic congestion and backup are noted. The purpose of the CEQA analysis is to identify the proposed project's impacts on the existing environment and reduce any potential impacts to the extent feasible. The presence of existing congestion and backup issues at nearby intersections is an existing condition not related to the proposed project. For this reason, and the reasons stated above, the proposed project is not required to mitigate or reduce the existing congestion impacts on nearby roadways.



2.3.2 Topical Response No. 2: Pedestrian and Bicycle Safety

Several commenters expressed concerns related to pedestrian and bicycle safety in the project vicinity due to perceived inadequate pedestrian infrastructure, increased pedestrian and bicycle traffic resulting in increased potential for accidents, and the presence of trucks in the area resulting in pedestrian safety concerns.

The transportation analysis (provided on pp. 3-159 to 3-161 and 3-163 to 3-164 of the Draft EIR and in Appendix G to the Draft EIR) evaluates existing pedestrian and bicycle conditions in the project vicinity, including the location and continuity of sidewalks, bicycle facilities, pedestrian crossings, and the Bicycle Level of Traffic Stress (BLTS) on adjacent roadways. The analysis also documents existing operating speeds, including 85th percentile vehicle speeds, along East McGlincy Lane and Campbell Technology Parkway. In addition, the analysis estimates project-generated pedestrian and bicycle trips and evaluates whether the existing transportation network can safely accommodate the additional activity. The transportation analysis estimated bicycle and pedestrian activity using standard methodologies using ITE trip generation rates, which is accepted industry practice. These estimates were developed for the purpose of evaluating potential changes in multimodal activity associated with the proposed project and informing the qualitative assessment of bicycle and pedestrian conditions.

A commenter stated the proposed project would generate substantial new pedestrian and bicycle trips in the area. Based on the ITE trip generation rates, it is estimated that the proposed project would generate 392 daily pedestrian trips, with 32 pedestrian trips during the AM peak hour and 46 pedestrian trips during the PM peak hour. The estimated number of pedestrian trips generated by the existing development was deducted from the estimated number of trips generated by the proposed project, which resulted in an estimated net increase of 322 daily pedestrian trips with 26 additional pedestrian trips in the AM peak hour and 38 additional pedestrian trips in the PM peak hour. During peak hours, such would amount to one additional pedestrian approximately every two minutes. Additionally, based on the ITE trip generation rates, it is estimated that the proposed project would generate 58 daily bicycle trips, with 3 bicycle trips during the AM peak hour and 9 bicycle trips during the PM peak hour. During peak hours, this translates into one additional bicyclist every 6.5 to 20 minutes. The total number of trips generated by the existing development was deducted from the estimated number of trips generated by the proposed project, which results in a net increase of 51 bicycle trips on a daily basis with 2 additional bicycle trips in the AM peak hour and 9 additional bicycle trips in the PM peak hour. The City does not consider this number of new trips to be substantial. There is a park directly across the street that would attract pedestrian trips, and a crosswalk to access the park is proposed as part of the project in Mitigation Measure TRANS-1. After installation of the crosswalk, pedestrians would have a protected pathway along Campbell Technology Parkway and along East McGlincy Lane to walkable destinations east of the project vicinity, including those specifically identified by a commenter.

Currently, between the project site and East McGlincy Lane, there is a continuous sidewalk on the west side of Campbell Technology Parkway and a discontinuous sidewalk on the east side of the street. Continuous sidewalks also are present along both sides of East McGlincy Lane to the east toward Union Avenue. There are no sidewalks on East McGlincy Lane to the west of Campbell Technology Parkway. A commenter requested that a continuous pedestrian facility be constructed along the extent of East McGlincy Lane. However, the lack of sidewalks in the area is an existing condition. It is unlikely that pedestrians associated with the proposed project would walk on East McGlincy Lane west of Campbell



Technology Parkway because there are no obvious pedestrian destinations in that direction, and there are no sidewalks. The Starbucks at Curtner Avenue and Camden Avenue that one commenter mentioned (which is not part of any larger commercial development), for instance, is not a mandatory trip but a discretionary trip, and would not be considered a viable pedestrian destination. As such, the proposed project would not create the need for sidewalks on that section of East McGlincy Lane and is not required to construct sidewalks along East McGlincy Lane west of Campbell Technology Parkway.

While the proposed project would not interfere with or conflict with existing or planned pedestrian facilities, the project would create a demand for pedestrian facilities on the east side of Campbell Technology Parkway where the sidewalk is discontinuous. As such, the transportation analysis in the Draft EIR identified a potentially significant impact related to discontinuous sidewalks and recommended mitigation consisting of installation of a high visibility ADA-compliant crosswalk across Campbell Technology Parkway at the project's mid-block driveway along with the associated pedestrian warning signs and yield lines in each direction, new ADA-compliant ramps at both ends of this new crosswalk, and installation of a crosswalk along the north leg of the Campbell Technology Parkway at East McGlincy Lane intersection to connect the northeast and northwest corners of the Campbell Technology Parkway/East McGlincy Lane intersection. These recommended measures were included in Mitigation Measure TRANS-1 in Draft EIR Section 3.7, Transportation. With implementation of these measures, the pedestrian impact would be reduced to a less than significant level. The analysis concluded that the proposed project would have a less than significant impact on bicycle facilities because Campbell Technology Parkway and East McGlincy Lane have a BLTS rating of 2, indicating a level of comfort suitable for the average adult bicyclist.

Several comments received on the Draft EIR stated the proposed project and its increase in residents would exacerbate existing conditions along roadways leading to a safety impact. Existing roadway characteristics, including the presence or absence of sidewalks and bicycle facilities and prevailing vehicle speeds, are existing conditions. The commenters did not provide substantial evidence to support their conclusions that the proposed project would exacerbate these existing conditions. Changes in pedestrian and bicycle volumes, by themselves, do not constitute a significant environmental impact under CEQA. The analysis of bicycle and pedestrian conditions focused on whether the existing and planned transportation network would adequately accommodate project-related activity, including access to nearby streets and intersections. Based on this evaluation, the transportation analysis did not identify significant and unavoidable impacts related to bicycle or pedestrian safety or circulation and the proposed project would not require any additional mitigation under CEQA beyond what is already incorporated in the Draft EIR.

A response to comment related to increases in congestion along nearby roadways as a result of increased residents in the area is provided under Topical Response No. 1: Increased Traffic Congestion and Backup Within the Vicinity of the Project Site. Further, there is no evidence that increases in roadway congestion would result in traffic safety impacts; in fact, congested roads tend to reduce average vehicle speeds and, as noted below, most accidents on local streets were the result of excess speeding. Additionally, the City's traffic engineer observed local traffic and observed that speeds along local roads were modest, as identified on p. 3-164 of the Draft EIR and Appendix G to the Draft EIR. This analysis determined that, even in pre- and post-project circumstances, local intersections would operate at LOS A/B (Draft EIR Appendix G, p. 21). These grades indicate congestion is largely absent from local intersections, and there is no evidence that roadway traffic will change in any significant way.



The concerns regarding truck activity, bicycle and pedestrian circulation, and transportation safety are noted and addressed in the Draft EIR, including under Table 1.2-1: Comments Received on the NOP, Section 3.5, Land Use and Planning, Section 3.7, Transportation, Appendix B (which include responsive information to NOP comments), and Appendix G. Transportation impacts under CEQA were evaluated based on VMT, traffic safety, and other issues, including whether incompatible uses had any potential to create or exacerbate safety risks, in accordance with SB 743 and Section 15064.3 of the CEQA Guidelines. As described above, potential impacts to pedestrians, bikes, and safety were evaluated and mitigated in Section 3.7, Transportation, of the Draft EIR.

In addition, evidence demonstrates that existing roadway conditions are not considered dangerous. The California Manual on Uniform Traffic Control Devices (MUTCD) indicates a roadway might be unsafe, and warrant further study, where there is a minimum of four accidents within a one-year period that involve angle or pedestrian crashes (California MUTCD, Part 4 – Highway Traffic Signals, Chapter 4C, Caltrans, Sacramento, CA, January 18, 2026, p. 1053-1054, 1074). Collision reports included in the Draft EIR document there has been one accident along East McGlincy Lane and Campbell Technology Parkway from 2019 to 2024. Based on public comments received (see Response to Comment CL-WVCC-52), the collision analysis has been clarified to reflect five reported collisions based on SWITRS data for the years 2019 to 2024, which equate to one accident per year on a roadway segment that is almost two-thirds of a mile long. This information does not change the conclusion of the analysis provided in the Draft EIR. No fatal or severe injury collisions were reported. The most common primary collision factors were unsafe speed (four collisions) and improper turning (one collision). Two collisions involved a pedestrian and two collisions involved a motorcyclist. No collisions involved bicyclists.

Additionally, the presence of trucks using the roadway does not present an unusual safety condition. The City’s traffic consultant determined, as identified on pp. 3-163 to 3-164 of the Draft EIR, that heavy trucks (Classes 5-13) made up approximately five to six percent of all local vehicle traffic. The proposed project would add only a small number of trucks to the road during construction. Trucks are present to varying degrees on all streets in Campbell, and the streets are built accordingly. The evidence provided in the Draft EIR and herein shows there is nothing unusual about the local street network that renders it dangerous. Having trucks and bicycles both using the same street is a typical condition throughout the City. Furthermore, the comment that trucks are incompatible with bicycles or pedestrians represents a potential impact of the environment on the project users. Comments that the area has narrow streets (e.g., Campbell Technology Parkway), that cannot accommodate pedestrians and bicyclists are not accurate. For example, Campbell Technology Parkway has road widths that range from approximately 25 to 40 feet, with its widest point near the commenter's properties. Under California Fire Code requirements, the minimum width for fire apparatus access road is 20 feet. As Campbell Technology Parkway meets these requirements that are required for large fire apparatus vehicles to navigate the streets, Campbell Technology Parkway would not be considered as a street with narrow widths that cannot accommodate vehicle, pedestrian, and bicycle circulation.

Regarding comments stating trucks and bicycles are believed to be a land use incompatibility issue, please see Topical Response No. 5 - Conflicts With Existing Industrial Uses and Operations. The evidence here and the topical response demonstrates there are no incompatible uses at issue as identified under Draft EIR Impact TRANS-c and there are no demonstrated increases to hazards.



Finally, for the purposes of CEQA, the purpose of the Draft EIR is to identify the significant effects of the proposed project on the environment, not the significant effects of the environment on the proposed project (*California Bldg. Indus. Ass'n v. Bay Area Air Quality Mgmt. Dist.* (2015) 62 Cal.4th 369, 377, 386; *South Orange County Wastewater Authority v. City of Dana Point* (2011) 196 Cal.App.4th 1604, 1614-1618; *City of Long Beach v. Los Angeles Unified School Dist.* (2009) 176 Cal.App.4th 889, 905). Accordingly, the Draft EIR's significance conclusions regarding traffic safety are supported by the evidence provided in the Draft EIR. and responses provided in this Final EIR.

A discrepancy between the text and the tables included in Appendix G to the Draft EIR was discovered after the public review period of the Draft EIR. The text in Appendix G correctly stated the daily pedestrian and bicycle trips that would result from the proposed project; however, the applicable tables omitted the existing daily trips from existing uses at the project site. As such, revisions have been completed to Appendix G to the Draft EIR to resolve these discrepancies and are included as Appendix B to this Final EIR document. Revisions completed did not change the conclusion of the analysis provided in the Draft EIR. No "significant new information" is introduced that would warrant recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5.

2.3.3 Topical Response No. 3: Economic Impacts to Existing Businesses

The commenter expressed concern that the proposed project could adversely affect the economic viability of existing industrial businesses and uses in the surrounding area.

CEQA evaluates reasonably foreseeable physical changes to the environment. A change which is speculative or unlikely to occur is not reasonably foreseeable (CEQA Guidelines Section 15064(d)(3)). Economic or social effects, including potential effects on business operations, profitability, property values, rents, market competition, or the continued viability of existing industrial uses, are not considered significant environmental effects and are not required to be analyzed as independent impacts. (CEQA Guidelines, Sections 15064(e), 15131; *Preserve Poway v. City of Poway* (2016) 245 Cal.App.4th 560. 575; *Visalia Retail, L.P. v. City of Visalia* (2018) 20 Cal.App.5th 1, 13; *Chico Advocates for a Responsible Economy v. City of Chico* (2019) 40 Cal.App.5th 839, 848.) Furthermore, impacts that solely affect a single individual or single business, as opposed to the environment of the general public, are not environmental impacts for the purpose of CEQA. (See *Joshua Tree Downtown Business Alliance v. County of San Bernardino (*2016) 1 Cal.App.5th 677, 685*; Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 492*; Eureka Citizens for Responsible Government v. City of Eureka* (2007) 147 Cal.App.4th 357, 376.)

Economic effects may be relevant only where substantial evidence demonstrates that they would result in a reasonably foreseeable physical change to the environment, such as physical deterioration or urban decay. The comment does not provide substantial evidence demonstrating that the project would cause such an effect.

The CEQA document evaluates the proposed project's potential physical effects, including land use compatibility, air quality, noise, transportation, hazardous materials, and other applicable environmental topics. Concerns regarding the retention or protection of existing industrial businesses may be considered by the City as part of its broader land use and policy decision-making process, but they do not constitute environmental impacts under CEQA.



The commenter argues that potential indirect impacts to existing businesses including reduction in service capacity, displacement, and altered operational patterns could result in downstream economic impacts and result in the business needing to relocate. This assumption is speculative. A business decision by the commenter to relocate their business to another site to improve their operational efficiency is at the discretion of the business and would not be an impact of the proposed project on the environment. Additionally, future action or inaction by private property owners is not a reasonably foreseeable impact without evidence in the record to support such a presumption. (See *Save the El Dorado Canal v. El Dorado Irrigation District* (2022) 75 Cal.App.5th 239, 263 – 64.) Economic impacts on a small group of private businesses are not physical environmental impacts under CEQA and as such, the Draft EIR is not required to analyze the proposed project's potential economic impacts to nearby businesses, nor any impacts that are not a reasonably foreseeable impact as a result of the proposed project.

The comment letter provided by WVCC includes an Economic and Operational Impact Memorandum prepared by Kosmont Companies that purportedly evaluates "the relationship between industrial viability and environmental outcomes, including implications for public infrastructure services." Much of the evidence cited is related to the economic importance of industrial activity as a general matter. The letter claims industrial businesses in California are "frequently forced to scale back, relocate, or shut down entirely following residential complaints over odors, noise, and pollution." This comment presents generalized, uncertain, and hypothetical predictions of future actions and does not present any specific facts showing a localized, likely physical impact resulting from the proposed project. The comment also does not acknowledge the specific conditions of the neighborhood surrounding the project site, specifically the operation of businesses, including WVCC, in close proximity to the Paseo de Palomas residential community, homes on West Valley Drive, the larger Campbell Village neighborhood, and Edith Morley Park. These uses have co-existed for more than fifty years without documented displacement. Lead agencies are not required to "dimly guess" at or further analyze such consequences. (*Santa Rita Union Sch. Dist. v. City of Salinas* (2023) 94 Cal.App.5th 298, 349.) The comment letter does not provide substantial evidence to support its assumptions nor require further environmental analysis under CEQA.

2.3.4 Topical Response No. 4: Alternate Site Access

Several commenters suggested a project with alternate site access configurations and site designs should be included in the alternatives analysis including providing primary access through the emergency vehicle access (EVA) easement on Paseo de Palomas Lane or adding an additional access point through Cristich Lane.

Alternatives considered and analyzed in the Draft EIR are included in Section 5.0, Alternatives to the Proposed Project, of the Draft EIR. Alternatives analyzed in the Draft EIR included the No Project No Development Alternative and the No Project Future Development Alternative. Additionally, the Draft EIR considered but rejected one alternative identified as the Mixed Use Alternative due to infeasibility due to the project site location and increased impacts related to transportation and noise.

The alternatives analyzed in the Draft EIR are derived from the proposed project's significant impacts. This is in compliance with CEQA Guidelines, which requires a lead agency's alternatives analysis to focus on alternatives that "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." (CEQA Guidelines, Section 15126.6, subd. (a); *Citizens of Goleta Valley v. Bd. of Supervisors* (1990) 52 Cal.3d 553, 565; *In re Bay-Delta etc.*



(2008) 43 Cal.4th 1143, 1163.) A lead agency need not consider alternatives designed to address impacts that the Draft EIR does not identify as significant. (See CEQA Guidelines, Section 15126.6, subd. (f) [lead agency may eliminate alternatives from detailed consideration if they fail to avoid or substantially lessen significant environmental effects].) The record and analysis provided in the Draft EIR does not support analyzing additional alternatives. As outlined in the Draft EIR, the proposed project was determined to not have any significant and unavoidable impacts and all potentially significant impacts were reduced to less than significant with implementation of mitigation measures identified in the Draft EIR. As such, the alternatives analyzed in the Draft EIR included the traditional "No Project Alternative" where no development would take place and existing uses would continue, and the "No Project Future Development Alternative" which analyzed the potential impacts that could result if the project site was developed in accordance with the uses envisioned in the City's 6th Cycle Housing Element and 2040 General Plan.

As the Draft EIR did not identify any significant impacts related to site access, CEQA does not require the Draft EIR to evaluate alternatives specifically designed to modify the proposed project's site access configurations. As such, alternatives related to providing additional site access points or reconfiguring the site design to allow for an additional access point other than from Campbell Technology Parkway were not required to be considered.

Nonetheless, the City did consider alternative project access via Cristich Lane and/or Paseo de Palomas during the project application review process. However, Paseo de Palomas and Cristich Lane are private streets and are therefore not available to provide public access to the proposed project without the underlying fee owners granting appropriate rights, which has not happened. Therefore, in addition to not being required under CEQA, the commenter's proposed alternative is legally infeasible, and need not be considered. (See, e.g. *Kenneth Mebane Ranches v. Superior Ct.* (1992) 10 Cal. App. 4th 276, 292.)

Statements that Campbell Technology Parkway is the only ingress/egress route to the project site are incorrect. The project site includes an EVA easement connection to Paseo de Palomas that can accommodate emergency vehicle access if needed. For more details, please see Topical Response No. 6 - Emergency Access and Response, below. The EVA easement can be seen on Figure 2-10 of the Draft EIR. Retaining this connection for emergency access while providing primary site access via the existing public street network is appropriate given the surrounding land uses and roadway conditions.

Whether the City will further evaluate opportunities to extend Cristich Lane to Campbell Technology Parkway as part of a broader future, independent transportation planning effort is beyond the scope of the proposed project and does not alter the conclusions of the Draft EIR's transportation analysis or the determination of a less than significant transportation impact under CEQA.

2.3.5 Topical Response No. 5: Conflicts with Existing Industrial Uses and Operations

The commenter stated that the project site is located in an active industrial corridor and would result in conflicts with existing industrial uses and operations in the area. The commenter stated the Draft EIR does not evaluate how the introduction of residential uses will affect existing business operations in the area nor does it assess the reciprocal effects of these operations on the proposed residential use. Additionally, the commenter stated the Draft EIR fails to evaluate the foreseeable indirect impacts arising



if existing operations were to be constrained as a result of land use conflicts, including the potential displacement, relocation, or modification of industrial activities.

The commenter's description of the area being an active industrial corridor is not accurate and the commenter has not provided any evidence to support its claim that the proposed project could cause a significant environmental impact due to conflicting land uses. Uses surrounding the project site are characterized as a mix of predominantly commercial and residential uses with some industrial uses. As described in Section 2.1.5, Surrounding Land Uses, of the Draft EIR, land uses surrounding the project site include residential and commercial uses. The residential uses in the project's vicinity are substantial. Directly east of the project site is Paseo de Palomas, a senior living residential community, has existed in the area since 1967. Additionally, the Campbell Village neighborhood is located approximately 1,000 feet south of the project site which is a residential area of over 400 single family homes. As identified in the Campbell Village Neighborhood Plan, the Campbell Village neighborhood was developed in several phases starting in the 1940s. These existing residential uses identified to be located adjacent to or within the vicinity of the project site existed prior to many of the industrial businesses that now reside in the area.

The language in the provided comments that the area is an "industrial corridor" is not supported by any City adopted planning documents including the City's General Plan, General Plan EIR, and Municipal Code. As identified in Section 3.5, Land Use and Planning, of the Draft EIR, under the adopted 6th Cycle Housing Element and 2040 General Plan, three of the project site parcels were redesignated from R&D to HD MU, which generally consists of residential uses as provided for by the High Density Residential land use designation and commercial uses as provided for by the General Commercial land use designation. As such, the project site is designated for high density residential uses by the City. The commenter's assertion that the area is designated for industrial use is based on a land use plan that was proposed by the City over 25 years ago in the 2001 General Plan. The City's anticipated growth and land uses have changed drastically over the last 25 years due to market conditions and changes over time and as such, the most recent iteration of the City's General Plan and Housing Element identified the project site for residential uses.

As noted above, there is also a substantial number of commercial uses in the project vicinity. These consist of dozens of commercial businesses, including commercial service businesses (e.g., auto repair), business support services, professional offices (e.g., insurance and architectural services offices), gyms and fitness studios, pet grooming services, and medical care providers. The area has a diverse mix of uses which have co-existed for decades without presenting any safety issues or other incompatibility impacts. Each of the Draft EIR's environmental analysis, as discussed in greater detail below in Topical Response No. 7 – Environmental Setting, Baseline Conditions, fully accounts for nearby industrial uses (and other non-residential uses). Where appropriate, the Draft EIR identifies impacts of the proposed project and the surrounding uses under cumulative conditions and other respects. Additionally, the Draft EIR, accounting for the project site's surrounding uses, provides an analysis of potential land use compatibility issues under Impact LU-b under Section 3.5, Land Use and Planning. The analysis provided on pp. 3-124 to 3-126 of the Draft EIR addresses a full array of compatibility considerations, including air quality and noise considerations, and determined nearby non-residential uses could co-exist with the proposed project, without violating any environmental thresholds of significance. Evidence is provided that the Draft EIR's analysis accounted for nearby industrial uses, such as in the Draft EIR's air analysis (see Table 3.1-10 and Table 3.1-11 of the Draft EIR, where nearby light industrial uses are identified) and



the Draft EIR's noise analysis (see Table 3.6-6 of the Draft EIR, where project effects were measured in the context of ambient noise, which necessarily accounted for noise from all nearby uses). All of the NOP comments that raise issues concerning nearby industrial uses are also memorialized and addressed in Section 1.0 of the Draft EIR, under Table 1.2-1, and Appendix B to the Draft EIR. As such, the assumption that the Draft EIR did not account for nearby industrial uses, or that the proposed project would increase conflicts with nearby industrial business operations is unfounded. Additionally, impacts on a private business and its operations are not physical environmental impacts under CEQA and as such, the Draft EIR is not required to analyze the proposed project's potential operational impacts to nearby businesses.

The commenter argues that the Draft EIR fails to analyze potential operational impacts to existing businesses and the potential indirect impacts arising from operational conflicts, such as relocation and modifications to their existing operations.

The business has operated adjacent to existing residential communities for many years. The assumption that the proposed project would increase conflicts with the business operations is speculative and contradicted by evidence provided in the Draft EIR. CEQA requires evaluation of the proposed project's potential physical effects, including land use compatibility, air quality, noise, transportation, hazardous materials, and other applicable environmental topics. The commenter asserts that the land use conflicts or incompatibility would create or exacerbate pedestrian safety issues, bicycle safety issues, or transportation hazards. However, as shown by the analysis provided under Impacts TRANS-a and TRANS-c of the Draft EIR, there is not substantial evidence in the record to support the commenter's conclusion. To the extent there are any claims that the proximity of industrial and project uses create air, noise, or other impacts, the Draft EIR shows otherwise (as explained above).

The Draft EIR properly analyzes the impacts that the proposed project may have on the surrounding physical environment that have the potential to adversely affect the general public. Regarding the commenter's claims of indirect impacts, they are addressed above and also in Topical Response No. 3 – Economic Impacts to Existing Businesses, Topical Response No. 8 – Baseline Conditions, Environmental Setting, and Topical Response No. 2 – Pedestrian and Bicycle Safety.

2.3.6 Topical Response No. 6: Emergency Access and Response

Several comments were received related to emergency access and response. Specifically, WVCC's comment letter dated 6/1/2026 stated that the City's staff report states that secondary emergency access to the site has not been secured or designed. The commenter states the City's staff report concludes that secondary emergency access is required but has not been secured or demonstrated and the Draft EIR does not analyze whether the EVA easement identified is legally available, physically feasible, or capable of supporting reliable emergency access under operating conditions. The commenter states the emergency access is contingent on compliance with City standards "subject to an AMMR".

The staff report that the commenter references is the City's Staff Report dated June 13, 2023, which was prepared to support the Preliminary Application Study Session for the proposed project. The Staff Report was prepared when the proposed project application was first submitted to the City and is based on outdated information. The statement that the June 2023 Staff Report notes that the County Fire District determined that secondary EVA to the site is required in addition to the primary access through Campbell



Technology Parkway, and the applicant would need to demonstrate that they have a legal right to use that easement and that the roadway would satisfy minimum design requirements is correct. In response to such feedback, the applicant secured emergency access to the site that satisfies the City's design requirements, and during the application completeness process which concluded in September 2023, access routes to the project site were clarified.

The EVA easement through the Paseo de Palomas property is an existing easement that serves the existing office campus located at the project site. The EVA easement through Paseo de Palomas was executed on June 2, 1999, and grants the City an easement for emergency vehicle access, as well as for drainage purposes. The County Fire Department reviewed the project plans and provided their approval in a Development Review Comment Letter from February 2024. The County Fire comment letter confirmed documentation was provided for EVA easement along Paseo de Palomas Lane and notes that the EVA easement on Paseo de Palomas Lane meets the fire access roadway requirements. Figure 2-10 of the Draft EIR shows that the primary fire access point to the project site is through Campbell Technology Parkway with a secondary fire access point located within the existing easement on Paseo de Palomas. This EVA exceeds the 20-foot minimum width under SCCFD A-1, Section II.A, and the two fire access roads satisfy the separation requirement under Section V.A (995 feet between centerlines versus 900 feet required). The proposed project provides two fire apparatus access roads of the type and dimensions required by SCCFD A-1, Section IV.B, for multi-family projects exceeding 100 dwelling units. No provision of the California Fire Code, the SCCFD standards, or the Campbell Municipal Code requires a third access road or a standalone evacuation plan beyond the access configuration analyzed in the Draft EIR.

The Alternative Materials and Methods Request (AMMR) approval pertains to a separate issue involving aerial apparatus access to certain buildings and is separate from the EVA easement. Specifically, because some of the buildings do not have compliant aerial apparatus access, the developer is providing enhanced fire sprinkler protection as an alternative means to achieve the same level of protection to allow time for emergency response and access. The AMMR was approved by the County Fire District in September 2024. The Draft EIR's project description accurately describes the proposed access configuration for the project site and the EVA access. Access through the EVA easement on Paseo de Palomas is not contingent or conditional as stated by the commenter. The required access roads and driveways are documented and meet applicable standards including roadway width and truck turning radii. The Draft EIR's discussion of the proposed access configuration and its conclusion that the proposed project would not result in inadequate emergency access or associated impacts is supported by facts in the record.

2.3.7 Topical Response No. 7: Environmental Setting, Baseline Conditions

The commenter stated the Draft EIR did not adequately describe the environmental setting or existing baseline conditions in the project vicinity stating the Draft EIR lacked information regarding existing industrial uses and operations in the area.

As required by CEQA Guidelines, the Draft EIR must describe the environmental setting for the project, which is made up of the physical environmental conditions in the vicinity of the proposed project. Under CEQA Guidelines, the "environment" refers to the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, objects of



historic or aesthetic significant. One of the purposes of describing the environmental setting is to ensure the baseline conditions that exist at the time of release of the NOP are identified and to ensure that environmental impacts can be measured. The environmental setting and baseline for the proposed project utilized in the Draft EIR includes information regarding nearby uses and operations as they relate to land uses, air emissions, and existing noise conditions. The commenter's assertion that the environmental baseline should include specific business operations, specifically the types of services provided and hours of service, is not valid under CEQA as operational features of a business is not considered part of the "environment" outside of how they related to land use, air, and noise.

The commenter states the Draft EIR did not adequately describe the environmental setting or baseline conditions and lacked information regarding existing industrial uses in the area. The commenter points to sections of Draft EIR's project description, in which adjacent properties were described (pp. 2-18 and 2-22 of the Draft EIR). This description of adjacent properties indicates the project site is bounded by SR-17, single-family development to the east, and commercial uses to the south. This information is accurate as there is a mobile home park community to the east of the project site, consisting of more than 100 residences, and an office building to the south of the project site.

The larger project vicinity is completely and consistently acknowledged, and accounted for, in the environmental analysis. Specifically, the Draft EIR notes the presence of commercial and light industrial uses in the vicinity of the project site in several locations including Section 1.0, Introduction, Section 3.1, Air Quality, Section 3.5, Land Use and Planning, Section 3.6, Noise, and Appendix B of the Draft EIR.

Impact AIR-c under Section 3.1, Air Quality, of the Draft EIR identifies facilities within 1,000 feet of the project site which are identified as permitted stationary sources of emissions in the project area to determine potential health risks posed to the proposed project from nearby industrial and commercial uses. Many industrial uses, for instance, are specifically identified in Table 3.1-10 and Table 3.1-11 of the Draft EIR, including the commenter's businesses. Impact LU-b under Section 3.5, Land Use and Planning, of the Draft EIR includes an analysis of potential conflicts that could occur with existing commercial and industrial land uses in the vicinity of the project site due to inconsistent land uses (Draft EIR pp. 3-124 to 3-126). Additionally, as identified in Section 3.6.1, Environmental Settings, of the Draft EIR, a community noise survey was conducted in February 2025 which consisted of documenting noise levels at and around the project site by taking noise measurements during daytime and nighttime hours at several locations to determine the current ambient noise levels at the site from existing nearby uses including the commercial and industrial uses in the area. Table 1.2-1 and Appendix B also acknowledge and address information received during the NOP process that the area has industrial uses. As such, the existing industrial operations were observed, accurately described, and considered in the Draft EIR analysis and were included in the environmental baseline. As such, the environmental setting and baseline provided in the Draft EIR is accurate and adequate for the purposes of CEQA.

Additionally, the commenter is not correct that the larger project vicinity is dominated by industrial uses. To the east of the project site, a number of residential developments and projects exist, including the Paseo de Palomas mobile home community, the Union Manor Apartments, and the Woodleaf Apartments. To the south, beyond the southerly frontage of East McGlincy Lane, the Campbell Village Neighborhood has existed for decades. There are other residential homes along East McGlincy Lane. Further, and as noted previously, there is also a significant number of commercial uses in the project vicinity, including commercial service businesses (e.g., auto repair), business support services,



professional offices (e.g., insurance and architectural services offices), gyms and fitness studios, pet grooming services, and medical care providers. The area has a diverse mix of uses, and it is not accurate to identify it as an industrial corridor. The Draft EIR is conscious of this fact and, when a particular existing use was pertinent to an environmental analysis, the Draft EIR clearly identified the nature of those uses and, where relevant, the distance between them and the project site.

The commenter stated the Draft EIR excludes actual roadway conditions resulting in an incomplete environmental baseline and provided independent traffic counts. The transportation analysis (provided as Appendix G to the Draft EIR) included existing traffic counts along East McGlincy Lane, which indicated average daily traffic volumes of approximately 1,800 vehicles. The traffic counts referenced by the commenter indicate average daily volumes ranging from approximately 1,570 to 1,750 vehicles. These volumes are generally consistent and reflect similar existing traffic conditions. Additionally, the transportation analysis included vehicle classification data based on standard Federal Highway Administration (FHWA) classification methods. The project counts identified approximately 21 percent Class 3–4 vehicles and approximately 5–6 percent Class 5–13 vehicles. By comparison, the independently conducted counts referenced by the commenter identified approximately 18 percent Class 3–5 vehicles and approximately 2 percent Class 5–13 vehicles. Overall, the datasets are generally consistent in magnitude and distribution. Class 3 and Class 4 vehicles are typically categorized as light-duty and medium-duty vehicles (e.g., vans, pickups, and small commercial vehicles), rather than heavy trucks. Heavy truck classifications for transportation studies generally correspond to FHWA Class 5–13 vehicles, which include single-unit trucks and combination tractor-trailers. The traffic counts provided by the commenter does not provide substantial evidence to support their assertion that the Draft EIR is based on an incorrect environmental baseline or environmental setting.

Some of the comments suggest that unsafe roadway operations constitute part of the environmental setting and baseline. The City's traffic consultants have evaluated the roadway and did not observe improper or unsafe traffic operations on local roadways. The applicant reports that it, neither, has observed any such behavior. While there might be isolated instances when unlawful or unsafe operations occur, it is improper to assume unlawful operations, once identified, will be permitted to continue. CEQA is clear, under PRC Section 21174, that its environmental review laws shall not be employed as "a limitation or restriction on the power or authority of any public agency in the enforcement or administration of any provision of law which it is specifically permitted or required to enforce or administer." Civil Code Section 3517 underscores that "[n]o one can take advantage of their own wrong." Finally, unlawful or unsafe traffic activities occur on all City streets, and the City of Campbell's Police Department Traffic Unit is charged with enforcement of vehicle safety laws. If unlawful activities are occurring on streets in the vicinity of the project site, there is no evidence they occur at a frequency greater than incidents on other roadways (see the prior discussion about collision data in Topical Response No. 2 - Pedestrian and Bicycle Safety), and it is a reasonable assumption that the Police Department's Traffic Unit will enforce City laws and regulations.

2.3.8 Topical Response No. 8: VMT Analysis

The commenters stated the Draft EIR's VMT analysis is inadequate and not supported by substantial evidence as the use of the screening threshold leads to an incomplete analysis.



The City's VMT analysis was prepared in accordance with SB 743, Section 15064.3 of the CEQA Guidelines, and the City's adopted VMT Policy, as amended in April 2024. Under the City's VMT Policy, projects that meet established screening criteria, including consistency with the General Plan and proximity to high-quality transit, are presumed to result in less than significant VMT impacts. This screening approach is consistent with CEQA Guidelines Section 15064.3(c), which provides that projects located within 0.5-mile of a major transit stop or high-quality transit corridor are generally presumed to have a less than significant transportation impact.

The City's VMT Policy establishes objective eligibility criteria for application of these screening thresholds. The policy does not require evaluation of individual pedestrian path-of-travel conditions or specific infrastructure improvements to determine eligibility. Rather, it relies on defined proximity and consistency standards adopted by the City for implementation of SB 743. In addition, CEQA Guidelines Section 15064.3 allows lead agencies to rely on screening thresholds as part of a streamlined VMT evaluation where applicable. Where a project meets adopted screening criteria, a separate project-level VMT calculation is not required.

The proposed project's VMT analysis was completed in accordance with City and state guidelines for VMT. As identified in Section 3.7, Transportation, of the Draft EIR under Impact TRANS-b, the proposed project applies the Transit Screening criteria identifying that the project site is within 0.5-mile of the Winchester light rail transit station and is also located within 0.5-mile of the South Bascom Avenue and Surrey Place bus stops, which include Routes 26 and 61, running 15 and 20 minute intervals respectively during peak periods. As outlined in the Draft EIR, the City's VMT policy specifies that land use projects located within 0.5-mile of a light rail station shall be presumed to have a less than significant transportation impact on VMT presuming these projects are consistent with the General Plan. The City's VMT policy complies with state law requirements including CEQA Guidelines Section 15064.3, which states: "generally, projects within 0.5-mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact." As outlined under Impact TRANS-b in Section 3.7, Transportation, of the Draft EIR, distance to transit for purposes of VMT evaluation is measured by straight-line distance. Based on the City's adopted VMT Policy and applicable CEQA Guidelines, the proposed project is presumed to result in a less than significant transportation impact.

Additionally, the commenter stated the Draft EIR's use of straight line distance to calculate proximity to transit is incorrect. However, straight line distance is the metric used by the City's adopted VMT Policy. It is also the metric used by the California Department of Housing and Community Development in interpreting the path of measurement to a major transit stop, as evidenced by a Letter of Technical Assistance it provided to the City of San Clemente dated November 17, 2023, where it states "the one-half mile to a major transit stop should be measured in a straight, direct line from the nearest edge of the parcel containing the project site to any point on the parcel(s) that make up the property upon which a major transit stop is located" (p. 2 to 3) (HCD 2023).

From a policy standpoint, a straight-line methodology is appropriate because CEQA Guidelines Section 15064.3 does not require, let alone provide guidance regarding, separate measurement of the specific pedestrian route to/from a major transit stop, and VMT screening does not assume that all transit users from a project will be pedestrians. The use of an objective and clear standard of 0.5-mile distance supports overall proximity of a project to transit. Some portion of transit users will consist of those who



drive the short distance to a nearby transit stop, especially where there is ample parking. The Downtown Campbell Light Rail Station is located in the vicinity of more than 1,000 parking spaces that are available for use. As such, considerable VMT savings are expected even in situations where project residents drive a short distance to a transit stop and proceed with the remainder of their commute to Bay Area cities, some of which are located dozens of miles away, using transit.

2.4 RESPONSES TO COMMENTS

In accordance with the CEQA Guidelines Section 15088, the City of Campbell, as the lead agency, evaluated the comments received on the Draft EIR (State Clearinghouse No. 2024121066) for the Campbell Tech Park Project, and has prepared the following responses to the comments received. This Response to Comments document becomes part of the Final EIR for the proposed project in accordance with CEQA Guidelines Section 15132.

The verbal and written individual comments received on the Draft EIR are provided as Appendix A to this Final EIR and the responses to those comments are provided below. The comment letters and verbal comments made at the Planning Commission meeting are reproduced in their entirety in Appendix A. All comments are indicated by a line bracket and an identifying number in the margin of the comment letter.

2.4.1 Response to Comment CL-LJ: John Kunkle – Lisjan Nation

Response to Comment CL-LJ-1

The commenter stated the project does not land within their traditional territory and deferred to Tribal Chairwoman of the Tamien Nation.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.2 Response to Comment CL-PGE: PG&E Plan Review Team

Response to Comment CL-PGE-1

The commenter stated they will review the submitted plans in relationship to any existing PG&E facilities in the area and if the project is determined to be adjacent or within PG&E property, they will work to ensure compatible use. Attachments provided include requirements related to gas facilities, requirements related to electric facilities, and PG&E's Plan Review Step by Step Guide.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. The proposed project will be constructed and operated in accordance with applicable PG&E requirements. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision



to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-PGE-2

The commenter outlined the information and attachments provided as part of the comment letter and provided additional information regarding PG&E's review process and application process for gas or electric service needs.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. The proposed project will be constructed and operated in accordance with applicable PG&E requirements. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-PGE-3

The commenter stated any uses within PG&E's fee strip or easement may include a CPUC Section 851 filing and noted PG&E will advise if the filing is required.

The commenter outlined PG&E requirements that are applicable to the proposed project. The comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. The proposed project will be constructed and operated in accordance with applicable PG&E requirements. As such, no further response is required.

Response to Comment CL-PGE-4

The commenter stated this letter does not constitute PG&E's consent to utilize any portion of PG&E land for purposes not previously granted and stated they would provide project specific response as required.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.3 Response to Comment CL-PGE2: Kevin Wun - PG&E

Response to Comment CL-PGE2-1

The commenter expressed gratitude for the opportunity to review the project and stated the project site is in the same vicinity as PG&E's existing facilities that impact the property.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments



received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-PGE2-2

The commenter stated they have no comment on the adequacy of the Draft EIR but noted the Draft EIR does not make note of PG&E's existing electric and gas facilities within the project boundary and stated the Applicant is to ensure the development of the project complies with the attached PG&E guidelines for projects near PG&E's electric and gas facilities.

The commenter outlined PG&E requirements that are applicable to the proposed project. The proposed project will be constructed and operated in accordance with applicable PG&E requirements. The comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. As such, no further response is required.

Response to Comment CL-PGE2-3

The commenter stated the Applicant is to provide development plans to PG&E's Plan Review Team for comment when available.

The commenter outlined PG&E requirements that are applicable to the proposed project. The proposed project will be constructed and operated in accordance with applicable PG&E requirements. The comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. As such, no further response is required.

Response to Comment CL-PGE2-4

The commenter provided contact information for any modification or relocation requests, or for additional service requests.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-PGE2-5

The commenter outlined PG&E's requirement for any digging or excavation work prior to commencement of any work.

The commenter outlined PG&E requirements that are applicable to the proposed project. The comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. The proposed project will be required to comply with applicable PG&E requirements. As such, no further response is required.



Response to Comment CL-PGE2-6

The commenter provided contact information in case the City has questions or would like to discuss the comments provided.

The City appreciates inclusion of contact information; however, general comments providing contact information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.4 Response to Comment CL-SLandry: Susan Landry

Response to Comment CL-SLandry-1

The commenter stated the Draft EIR missed the point in their comment provided during the NOP scoping period. The commenter provided a map to show where they think impacts will occur in the vicinity related to transportation and provided suggestions for improvements. The commenter stated the Draft EIR does not address their concerns of traffic impacts resulting from cut through traffic in the neighborhood and questioned why the Draft EIR does not address these impacts. Specifically, the commenter questions why it does not mention traffic along Curtner and questions what the boundaries are for the area of influence.

The City notes the suggestions provided by the commenter related to improvements to the roadways. Refer to Topical Response No. 1 for response to comment regarding increased traffic impacts within the vicinity of the project site.

2.4.5 Response to Comment CL-SLandry2: Susan Landry 2

Response to Comment CL-SLandry2-1

The commenter provided clarification on their comment provided in-person at the Draft EIR Public Comment meeting. The commenter states the Draft EIR does not evaluate cut through traffic in the area and states morning traffic conditions in the area already cause traffic to back up and the increase in traffic from the project would further exacerbate the issue.

Refer to Topical Response No. 1 for response to comment regarding increased traffic impacts within the vicinity of the project site.

Response to Comment CL-SLandry2-2

The commenter stated the increase in traffic in the neighborhood raises safety concerns due to lack of sidewalks and bike lanes, as well as cars exceeding the speed limits during their commute.

Safety impacts related to roadways are analyzed in Section 3.7, Transportation, of the Draft EIR. As outlined in the Draft EIR analysis, the proposed project would not result in significant impacts related to safety. However, the analysis in Section 3.7, Transportation, of the Draft EIR did identify potentially significant impacts related to discontinuous sidewalks along Campbell Technology Parkway. As such,



Impact TRANS-a identified Mitigation Measure TRANS-1 to reduce potential impacts. Mitigation Measure TRANS-1 required improvements along Campbell Technology Parkway to reduce potential impacts related to discontinuous sidewalks. With implementation of Mitigation Measure TRANS-1, potential safety impacts related to discontinuous sidewalks was reduced to a less than significant level. Additionally, refer to Topical Response No. 2 for response to comment related to pedestrian and bicycle safety.

2.4.6 Response to Comment CL-SLandry3: Susan Landry 3

Response to Comment CL-SLandry3-1

The commenter provided comments regarding Draft EIR Section 3.7.1 stating that it does not mention Curtner Avenue which needs to be evaluated. The commenter noted the intersection of Curtner and McGlincy is a 3-way stop and notes morning traffic is already bad on McGlincy and the Camden/Curtner Avenue intersection. The commenter stated the increase in traffic from the project will worsen backup and cars will go around Union then cut through Campbell Village to get onto Curtner. The commenter stated that the impacts along Curtner, Camden, and McGlincy need to be identified and addressed in the EIR.

Revisions to the Draft EIR have been completed to include a description of Curtner Avenue in Section 3.7, Transportation, of the Draft EIR. Revisions completed as a response to the comment received did not change the conclusion of the analysis provided in the Draft EIR. These revisions do not include identification of a new significant impact, a substantial increase in the severity of an impact, or a feasible alternative or mitigation measure that is considerably different than those analyzed. Therefore, recirculation of the Draft EIR is not required. Revisions to the Draft EIR made as a result of comments received on the Draft EIR can be found in Section 3.0, Revisions to the Draft EIR, of this Final EIR document. Additionally, refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site.

Response to Comment CL-SLandry3-2

The commenter provided comments during the NOP process and stated the EIR includes an incomplete summary of their comments, and it is missing their concerns about traffic backup at Curtner and McGlincy. The commenter stated the impact to Campbell Village needs to be identified and addressed in the EIR.

Comments received during the NOP process were summarized in Table 1.2-1 of the Draft EIR. The table includes a summary of the comments received and identifies the section of the Draft EIR where the comment is addressed. If the comments were determined to be related to CEQA and the proposed project, it was responded to in the Draft EIR. Section 3.7, Transportation, of the Draft EIR analyzed the proposed project's potential impacts related to nearby roadways. Additionally, see Topical Response No. 1 for a response related to increased traffic congestion and backup within the vicinity of the project site.



2.4.7 Response to Comment CL-TClements: Tony Clements

Response to Comment CL-TClements-1

The commenter stated they live in the area and this project would impact quality of life he signed up for.

Impacts to the physical environment are disclosed in the Draft EIR. The commenter provided a general statement that does not provide any specific comments regarding the adequacy or accuracy of the Draft EIR's coverage of physical impacts. General comments providing one's opinion, including impacts to quality of life, does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. Additionally, any alleged impacts that solely affect a single individual, as opposed to the general public, are not environmental impacts for the purpose of CEQA. (See *Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 685; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 492; *Eureka Citizens for Responsible Government v. City of Eureka* (2007) 147 Cal.App.4th 357, 376.) Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-TClements-2

The commenter asked what is being done or planned for the influx of traffic in the area that would occur on already overloaded streets (Curtner/McGlincy) and questioned how the rush hour tie up that exists at the Curtner/Camden/Hwy 17 interchange going to be alleviated or addressed.

Refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site.

Response to Comment CL-TClements-3

The commenter asked what is being done for infrastructure (power, sewer, trash removal, road maintenance, internet service).

Impacts to existing utilities and infrastructure such as power and internet service are described and analyzed in Section 3.9, Utilities and Service Systems, of the Draft EIR. Impacts to trash removal was analyzed in the Initial Study (provided as Appendix A to the Draft EIR) and was scoped out of the Draft EIR as the Initial Study determined impacts would be less than significant; however, a summary of the analysis is also provided in Section 7.0, Effects Found Not to be Significant, in the Draft EIR. Any potential improvements completed to infrastructure and service systems in the vicinity of the proposed project are described in Section 2.0, Project Description, of the Draft EIR.

Response to Comment CL-TClements-4

The commenter asked how school children will be transported to and from school and which school the children will be attending.

Impacts to schools were analyzed in the Initial Study (provided as Appendix A to the Draft EIR) and was scoped out of the Draft EIR as the Initial Study determined impacts would be less than significant;

however, a summary of the analysis is also provided in Section 7.0, Effects Found Not to be Significant, in the Draft EIR. As identified in the Initial Study and Draft EIR, the proposed project would generate new school aged children and determined that the proposed project's residents would be located within the service area for Cambrian School District (K-8) and Campbell Union High School District. Additionally, students living at the new development would be within the boundaries of Bagby Elementary School, Price Middle School, and Branham High School and would be anticipated to attend the identified schools unless otherwise advised by the school districts. Residents would be anticipated to travel to and from school similar to other students in the area including driving, walking, bicycling, and utilizing public transportation. Finally, as indicated on p. 7-225 of the Draft EIR, SB 50 fees will be due, and are deemed appropriate as complete mitigation for school impacts. Under the terms of this statute, payment of statutory fees by property owners or property developers is considered to mitigate in full, for the purposes of CEQA, any impacts to school facilities associated with a qualifying project.

2.4.8 Response to Comment CL-VRacanelli: Vito Racanello – Roco's Gardening

Response to Comment CL-VRacanelli-1

The commenter stated their objection to the proposed project and stated they have significant concerns on the suitability of the project location.

The project site was chosen for development with the proposed project as the 6th Cycle Housing Element and 2040 General Plan adopted by the City designated the site for residential uses. The suitability of the site for development with a residential use was analyzed during the City's Housing Element process. Each site identified for residential development by the City's Housing Element was chosen after analysis of the site's suitability for residential development based on various factors such as proximity to transit, existing infrastructure, and surrounding land uses, including residential uses. The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-VRacanelli-2

The commenter stated the project underestimates the impact on existing businesses in the area and displacing or negatively impacting them without adequate mitigation could result in long-term economic and social consequences.

Refer to Topical Response No. 3 for response to comment regarding economic impacts to existing businesses in the area.



Response to Comment CL-VRacanelli-3

The commenter stated there are infrastructure limitations in the area which would raise serious concerns such as the project relying on a narrow single main access road already utilized by nearby businesses; creating more traffic congestion; safety impacts due to limited sidewalks; safety hazards due to longer response times; and concerns about increased accidents, noise complaints, and on-street parking.

With regards to commenter's concern about parking, as outlined in Section 2.2.8, Parking, of the Draft EIR, the proposed project would provide a total of 718 parking spaces onsite to accommodate the proposed residential development and would provide more parking spaces than required per Campbell Municipal Code Section 21.28.040. Of the total 718 parking spaces, 580 parking spaces would be provided as residential in-garage spaces and 138 spaces would be guest parking spaces dispersed throughout the site. As such, the project residents and any visitors would be anticipated to park within the project site and would not utilize street parking available along nearby roadways. The comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088. Additionally, refer to Topical Response No. 4 for response to comments related to alternate site access. Refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site. Refer to Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety. Additionally, see Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

2.4.9 Response to Comment CL-PTinto: Patricia Tinto – Paseo de Palomas Board of Directors

Response to Comment CL-PTinto-1

The commenter provided information regarding the history of Paseo de Palomas and the co-op, and its location next to the project site.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-PTinto-2

The commenter stated the project has a shared boundary with the existing neighborhood noted the existing buffer provided by a structural wall and large established trees. The commenter states it is important that the buffer continue to exist and be improved as part of the project.



As outlined in Section 2.2.1, Single-Family Homes, of the Draft EIR, the single family homes would be provided along the eastern edge of the project site and would be separated from the existing residential development to the east by existing trees and fencing located within the property line. As such, the existing buffer would continue to be located between the new proposed development and the existing residential uses to the east. Additionally, as outlined in Section 2.2.5, Open Space and Landscaping, of the Draft EIR, the proposed project would require removal of some existing trees located along the buffer in order to remove existing large trees which may be a hazard. However, the proposed project would comply with Campbell Municipal Code Chapter 21.32 - Tree Protection Regulations and would plant replacement trees along the buffer. As such, the proposed project would include improvements to the existing buffer. As the comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts, no further response is required.

Response to Comment CL-PTinto-3

The commenter stated they agree that replacing existing large trees that may be a hazard to both sides is necessary and endorse the Draft EIR's use of City requirements for tree removal and replacement as mitigation.

As outlined in Section 2.2.5, Open Space and Landscaping, of the Draft EIR, the proposed project would require removal of existing trees onsite and would comply with Campbell Municipal Code Chapter 21.32 - Tree Protection Regulations which outlines standards and regulations related to removal of protected trees. In accordance with City requirements, the proposed project would be required to obtain a Tree Removal Permit concurrently with the City processing the development application proposal, which would include requirement for replacement trees to be planted. As the comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts, no further response is required.

Response to Comment CL-PTinto-4

The commenter stated the mitigation measure included in the Draft EIR regarding pollution during construction meets their needs.

As outlined in Section 3.1, Air Quality, of the Draft EIR, the proposed project would be required to implement mitigation measures to reduce construction exhaust emissions to ensure impacts are reduced and nearby sensitive receptors are protected during construction. As the comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts, no further response is required.

Response to Comment CL-PTinto-5

The commenter stated they have no experience or data that challenge the assumptions or conclusions in the Draft EIR regarding wastewater and sewer system along Paseo de Palomas and as such, defers to the City and developers for assessing the impact.

Section 3.9, Utilities and Service Systems, of the Draft EIR includes an analysis of potential impacts related to wastewater and sewer systems, specifically regarding capacity for increased treatment.



Additionally, the Initial Study (provided as Appendix A to the Draft EIR) included an analysis of potential impacts to existing wastewater infrastructure. A summary of the analysis in the Initial Study is provided in Section 7.0, Effects Found Not to be Significant, in the Draft EIR. As the comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts, no further response is required.

Response to Comment CL-PTinto-6

The commenter stated the first alternative in the Draft EIR is not feasible and the second alternative would result in increased impacts from what is addressed in the Draft EIR and as such, support the Draft EIR's argument that the proposed project has the least significant impact.

The commenter expresses support for the proposed project and agreement with the comparative conclusions of the analysis of alternatives as provided in Section 5.0, Alternatives to the Proposed Project, in the Draft EIR. As the comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts, no further response is required.

Response to Comment CL-PTinto-7

The commenter stated they understand there are concerns regarding traffic patterns and notes that the cumulative projects could constitute an even bigger traffic problem. However, the commenter notes that they understand this issue is not a part of the Draft EIR other than what has been included and adequately addressed. However, they state they would like to be a part of any discussion that involves future traffic patterns.

The comment requesting to be a part of the discussion for future traffic patterns is noted by the City. Additionally, see Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site.

2.4.10 Response to Comment CL-Unknown: Unknown (hnh360@gmail.com)

Response to Comment CL-Unknown-1

The commenter provided statements expressing their opinion on and opposition of the project.

The comments are a general statement expressing the commenter’s opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.



2.4.11 Response to Comment CL-KBurg: Kenneth Burg – Bellcore Construction

Response to Comment CL-KBurg-1

The commenter stated their concerns with impact on traffic on the street from the new residential homes and provided suggestions for an alternate access through Cristich Lane or Paseo de Palomas to dilute traffic.

Refer to Topical Response No. 4 for response to comments related to alternate site access and refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site.

2.4.12 Response to Comment CL-ALiebelt: Aaron Liebelt – EmberWest Fireplace & Patio

Response to Comment CL-ALiebelt-1

The commenter stated they would like to bring to the City's attention that the project is unnecessary and will cause safety issues.

Impacts related to safety are discussed in several locations in the Draft EIR. Section 3.7, Transportation, of the Draft EIR includes Impacts TRANS-c and TRANS-d which analyze potential safety impacts related to increased hazards due to a design feature or incompatible uses, and impacts related to emergency access. Both impact analysis determined that impacts would be less than significant. Impact TRANS-c included Mitigation Measure TRANS-1 which requires parking restrictions at each driveway and pedestrian improvements which would allow for sight distance for exiting vehicles to be maintained and reduce potential safety impacts. Impact TRANS-d determined there would be no impacts related to emergency access as emergency vehicles would access the site via an existing EVA easement through the Paseo de Palomas Lane, which connects to Union Avenue and the proposed project's fire access plan shows that emergency vehicles would be able to access the project site via the proposed driveways and would be able to maneuver around the project site through specific streets within the site. Additional safety impacts were analyzed in Initial Study Section 3.9, Hazards and Hazardous Materials (provided as Appendix A to the Draft EIR), which determined that all safety impacts were less than significant. A summary of the analysis in the Initial Study is provided in Section 7.0, Effects Found Not to be Significant, in the Draft EIR. Additionally, see Topical Response No. 2 for response to comment related to pedestrian and bicycle safety.

Response to Comment CL-ALiebelt-2

The commenter stated the City has other large housing complexes completed in the last few years within proximity to the project site and asserts that most of these finished projects sit at half vacancies and as such, another housing project is not needed in the area.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision



makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-ALiebelt-3

The commenter stated the traffic in the area is currently tolerable but would not be once large equipment trucks are blocking the roadway from industrial operations and questions if the city will ticket them for double parking.

The proposed project and existing surrounding residential, commercial, and industrial uses would be required to comply with City standards and guidelines related to roadways. If a business or resident is identified to be operating in an illegal manner, such as blocking roadway access or double parking, the Campbell Police Department would have jurisdiction on ticketing the illegal operations and offence. Additionally, refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations and Topical Response No. 7 for a response related to environmental setting and baseline conditions regarding potential for trucks to block roadways.

Response to Comment CL-ALiebelt-4

The commenter stated McGlincy Lane cannot accommodate the increase of traffic that will occur from the project which will affect businesses and residents in the area.

Refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site.

Response to Comment CL-ALiebelt-5

The commenter stated there is a safety issue related to the fire department located at 123 Union Avenue as they witness the trucks using Union and McGlincy to respond to calls. The commenter questions how the trucks will be able to get through the traffic increase that would result from the project.

Refer to Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-ALiebelt-6

The commenter expressed their opinion that the project is not needed and stated it will cause undue traffic stress and create a safety issue regarding the fire department's ability to respond to calls.

The comments are a general statement expressing the commenter’s opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088. Additionally, see Topical Response No. 1 for a response related to increased traffic congestion and backup in the vicinity



of the project site and Topical Response No. 6 for a response to comment related to emergency access and response.

2.4.13 Response to Comment CL-FAdorno: Frank Adorno III – Adorno Construction

Response to Comment CL-FAdorno-1

The commenter stated they are the owner of Adorno Construction and stated their opposition of the project.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-FAdorno-2

The commenter stated his company along with others in the area depend on East and South McGlincy Lane for operation and the streets are heavily congested presently with delivery trucks frequently blocking portions of the roadway during operation. The commenter stated the project will introduce new traffic which will create ongoing conflict, increased congestion, parking issues, safety risks, and potential complaints against businesses in the area.

Alleged impacts that solely affect a single business, as opposed to the general public, are not environmental impacts for the purpose of CEQA (See *Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 685; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 492; *Eureka Citizens for Responsible Government v. City of Eureka* (2007) 147 Cal.App.4th 357, 376.) Additionally, refer to Topical Response No. 1 for a response related to increased traffic congestion and backup in the vicinity of the project site and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-FAdorno-3

The commenter expressed concerns about emergency access and evacuation for businesses and residents due to increased traffic from new residents.

Refer to Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-FAdorno-4

The commenter urges the Planning Commission to reject the project and preserve the area as an industrial area and existing businesses should not be placed at risk by an incompatible project.



The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088. Additionally, refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site, Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, and Topical Response No. 6 for a response to comment related to emergency access and response.

2.4.14 Response to Comment CL-GMai: Glenna Mai – De Anza Water Conditioning, Inc

Response to Comment CL-GMai-1

The commenter stated their company operates in the project area relying on the existing industrial roadway access for operation and stated their opposition of the project.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Additionally, alleged impacts that solely affect a single business, as opposed to the general public, are not environmental impacts for the purpose of CEQA (See *Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 685; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 492; *Eureka Citizens for Responsible Government v. City of Eureka* (2007) 147 Cal.App.4th 357, 376.) Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-GMai-2

The commenter stated traffic, parking, and receiving shipments from trucks is difficult under current conditions on McGlincy and delivery trucks frequently blocking portions of the roadway during operation creating congestion and safety concerns. The commenter states the project will introduce new traffic which will worsen issues and the area lacks adequate sidewalks and safe pedestrian infrastructure creating concerns for drivers, bicyclists, pedestrians, and future residents. Additionally, the commenter expressed concerns about emergency access and evacuation for businesses and residents due to increased traffic from new residents.

Refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations. Additionally, see Topical Response No. 2 for a response to comment related to



pedestrian and bicycle safety and Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-GMai-3

The commenter urges the Planning Commission to consider the impacts that will occur on existing businesses and the safety challenges the project will create for everyone using McGlincy Lane.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088. Additionally, refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site, Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, and Topical Response No. 6 for response to comment related to emergency access and response.

2.4.15 Response to Comment CL-JStreet: Jennifer Street – D&K Pest Control, Inc.

Response to Comment CL-JStreet-1

The commenter stated their company operates in the project area and expressed their concerns of the project.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-JStreet-2

The commenter stated their operation depends on McGlincy and delivery trucks frequently block the roadway. The commenter notes the only sidewalks are between Campbell Technology Parkway and Union Avenue and the roadway is dangerous for pedestrians, bicyclists, and drivers which raises traffic concerns with accidents, noise complaints about operation, and on-street parking. Additionally, the commenter expressed concerns about emergency access and evacuation for businesses and residents due to increased traffic from new residents.

Alleged impacts that solely affect a single business, as opposed to the general public, are not environmental impacts for the purpose of CEQA (See *Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 685; *Mira Mar Mobile Community v. City of*



Oceanside (2004) 119 Cal.App.4th 477, 492; *Eureka Citizens for Responsible Government v. City of Eureka* (2007) 147 Cal.App.4th 357, 376.) Additionally, refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety, and Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-JStreet-3

The commenter urges the Planning Commission to consider the impacts that will occur on existing businesses and the safety challenges the project will create for everyone using McGlincy Lane.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.16 Response to Comment CL-TSyslo: Tim Syslo – Coastline Cabinets

Response to Comment CL-TSyslo-1

The commenter stated their company operates in the project area and expressed their concerns about the project.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-TSyslo-2

The commenter stated their operation depends on McGlincy and delivery trucks frequently block the roadway. The commenter notes the only sidewalks are between Campbell Technology Parkway and Union Avenue and the roadway is dangerous for pedestrians, bicyclists, and drivers which raises traffic concerns with accidents, noise complaints about operation, and on-street parking. Additionally, the commenter expressed concerns about emergency access and evacuation for businesses and residents due to increased traffic from new residents.

Alleged impacts that solely affect a single business, as opposed to the general public, are not environmental impacts for the purpose of CEQA (See *Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 685; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 492; *Eureka Citizens for Responsible Government v. City of*



Eureka (2007) 147 Cal.App.4th 357, 376.) Additionally, refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety, and Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-TSyslo-3

The commenter urges the Planning Commission to consider the impacts that will occur on existing businesses and the safety challenges the project will create for everyone using McGlincy Lane.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.17 Response to Comment CL-KKlafter: Keith Klafter – Sequoia Cabinets

Response to Comment CL-KKlafter1

The commenter stated their company operates in the project area and expressed their concerns about the project.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-KKlafter-2

The commenter stated their operation depends on McGlincy and delivery trucks frequently block the roadway. The commenter notes the only sidewalks are between Campbell Technology Parkway and Union Avenue and the roadway is dangerous for pedestrians, bicyclists, and drivers which raises traffic concerns with accidents, noise complaints about operation, and on-street parking. Additionally, the commenter expressed concerns about emergency access and evacuation for businesses and residents due to increased traffic from new residents.

Alleged impacts that solely affect a single business, as opposed to the general public, are not environmental impacts for the purpose of CEQA (See *Joshua Tree Downtown Business Alliance v. County of San Bernardino* (2016) 1 Cal.App.5th 677, 685; *Mira Mar Mobile Community v. City of Oceanside* (2004) 119 Cal.App.4th 477, 492; *Eureka Citizens for Responsible Government v. City of Eureka* (2007) 147 Cal.App.4th 357, 376.) Additionally, refer to Topical Response No. 5 for a response to



comment related to conflicts with existing industrial uses and operations. Additionally, see Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety and Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-KKlafter-3

The commenter urges the Planning Commission to consider the impacts that will occur on existing businesses and the safety challenges the project will create for everyone using McGlincy Lane.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.18 Response to Comment CL-MYoung: Mark Young

Response to Comment CL-MYoung-1

The commenter stated they are a property owner in the project area and expressed their concerns about the project.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-MYoung-2

The commenter stated their operation depends on McGlincy and delivery trucks frequently block the roadway. The commenter notes the only sidewalks are between Campbell Technology Parkway and Union Avenue and the roadway is dangerous for pedestrians, bicyclists, and drivers which raises traffic concerns with accidents, noise complaints about operation, and on-street parking. Additionally, the commenter expressed concerns about emergency access and evacuation for businesses and residents due to increased traffic from new residents.

Refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations. Additionally, see Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety and Topical Response No. 6 for a response to comment related to emergency access and response.



Response to Comment CL-MYoung-3

The commenter expressed their concern about how this project will negatively affect their ability to lease their property due to the impacts on traffic and accessibility that would result.

Refer to Topical Response No. 3 for a response to comment regarding potential economic impacts to existing businesses.

Response to Comment CL-MYoung-4

The commenter urges the Planning Commission to consider the impacts that will occur on existing businesses and the safety challenges the project will create for everyone using McGlincy Lane.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.19 Response to Comment CL-MYoung2: Mark Young – J&M Windows and Glass, Inc.

Response to Comment CL-MYoung-1

The commenter stated their company operates in the project area and expressed their concerns about the project.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-MYoung-2

The commenter stated their operation depends on McGlincy and delivery trucks frequently block the roadway. The commenter notes the only sidewalks are between Campbell Technology Parkway and Union Avenue and the roadway is dangerous for pedestrians, bicyclists, and drivers which raises traffic concerns with accidents, noise complaints about operation, and on-street parking. Additionally, the commenter expressed concerns about emergency access and evacuation for businesses and residents due to increased traffic from new residents.



Refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations. Additionally, see Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety and Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-MYoung-3

The commenter urges the Planning Commission to consider the impacts that will occur on existing businesses and the safety challenges the project will create for everyone using McGlincy Lane.

The comments are a general statement expressing the commenter's opinion on (or preference about) the proposed project. General comments expressing opposition to the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.20 Response to Comment CL-AM: Lorelei Alli – Amah Mutsun Tribal

Response to Comment CL-AM-1

The commenter provided their recommendations for addressing discovery of tribal resources during construction and provided their contact information for any questions or meeting to discuss consultation.

The commenter's recommendations are noted. As outlined in Section 3.2, Cultural Resources, and Section 3.8, Tribal Cultural Resources, of the Draft EIR, the proposed project identified Mitigation Measures CUL-1 through CUL-3 which outline requirements for discovery of unknown archaeological or cultural resources during construction. Mitigation Measures CUL-1 through CUL-3 include requirements such as completion of cultural sources sensitivity training prior to the start of any project related ground-disturbance activities, and stop work authority if tribal cultural resources or human remains are discovered during construction. With implementation of these mitigation measures, the Draft EIR determined impacts to tribal cultural resources would be less than significant. Additionally, the proposed project would be required to comply with applicable federal, state, and local guidelines and regulations related to tribal cultural resources. General comments providing recommendations for the proposed project do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This consideration is carried out independent of the environmental review process. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.21 Response to Comment CL-ValleyWater: Jaeho Hahn – Santa Clara Valley Water District

Response to Comment CL-ValleyWater-1

The commenter requested several revisions to the Draft EIR text on how Valley Water is referenced, outlined that the Water Supply and Infrastructure Master Plan referenced in the Draft EIR is no longer accurate and the currently planning document (Water Supply Master Plan 2050 adopted in 2030) should be utilized in the water supply analysis, and noted San Jose Water is in the process of adopting its 2025 UWMP and the Draft EIR should incorporate most current UWMP data.

The Draft EIR has been revised to update references to Valley Water and update any reference documents utilized in the Draft EIR analysis. Revisions completed as a response to the comment received did not change the conclusion of the analysis provided in the Draft EIR. Revisions to the Draft EIR made as a result of comments received on the Draft EIR can be found in Section 3.0, Revisions to the Draft EIR, of this Final EIR document. No "significant new information" is introduced that would warrant recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5.

Response to Comment CL-ValleyWater-2

The commenter provided contact information for any questions.

The commenter provided contact information in case the City has questions or would like to discuss the comments provided. The City appreciates inclusion of contact information; however, general comments providing contact information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.22 Response to Comment CL-SCCounty: Santa Clara County Roads and Airports Department

Response to Comment CL-SCCounty-1

The commenter expressed their appreciation for the opportunity to provide comments.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-SCCounty-2

The commenter requested plans for the proposed restriping improvements at the Camden Avenue/White Oaks Road/Curtner Avenue intersection be provided for review. The commenter requests information demonstrating how the restriping would address queuing issues identified in the Traffic Analysis to



determine if the improvements are sufficient to mitigate the identified queuing and operational impact. Additionally, the commenter noted the intersection may be within Caltrans jurisdiction and any improvements within Caltrans right-of-way (ROW) will require coordination and approval from Caltrans.

The comment that roadways are physically constrained is not accurate as area roadways are sufficiently wide to accommodate traffic from a mix of land uses and were constructed in accordance with City standards and requirements. The Draft EIR addresses vehicle queues and the proposed project's effect on them, as outlined in Section 3.7, Transportation, of the Draft EIR. In the traffic analysis supporting the Draft EIR, the analysis identifies two movements where the existing queues are currently substandard, meaning the queues exceed the available storage at the two given intersections (Draft EIR Appendix G, pp. 30-31). The proposed project's effect on the queues was determined to be negligible, lengthening these queues by one car length under existing conditions, and by two car lengths under the cumulative conditions. As such, there is no evidence the proposed project would result in significant queuing impacts. Minor striping is already proposed independently of the proposed project, which would minimize the one- to two-car queue addition of the proposed project. The transportation analysis (provided as Appendix G to the Draft EIR) evaluated an independent restriping improvement at the Camden Avenue/White Oaks Road/Curtner Avenue intersection to assess its effect on projected vehicle queuing. Under cumulative plus project conditions, the analysis shows that the restriping would reduce the eastbound left-turn queue by approximately one vehicle during both the AM and PM peak hours. The southbound right-turn queue would be reduced by approximately three vehicles during the AM peak hour and one vehicle during the PM peak hour.

All project plans, including for the roadway improvements, will be provided to the city and applicable reviewing agencies at the time of design review. Additionally, if the project's roadway improvements encroach into Caltrans jurisdiction, the improvements would be completed in accordance with all applicable requirements and would include coordination with Caltrans.

Response to Comment CL-SCCounty-3

The commenter requested the project contribute a fair share toward transportation improvements identified in the adopted Santa Clara County Expressway Plan 2008 specifically contributing toward the Plan's Tier 1A project, At-Grade Improvements at SR-17/San Tomas Expressway.

As outlined in Appendix G of the Draft EIR, proposed project traffic to the SR-17/San Tomas Expressway intersection is not expected to exceed 20 trips per hour, or an increase of less than a 0.5 percent, which is negligible and did not merit further analysis as it would continue to operate with sufficient capacity. The proposed project would be required to pay all applicable fees as required by the City in accordance with state law. Further, the requested fair-share contribution is not required as mitigation under CEQA as mitigation measures may be required only to address the significant environmental impacts of a project, and there must be an essential nexus and rough proportionality between any required measure and the project's impacts (CEQA Guidelines, Section 15126.4(a)(3); 15041(a)). The Draft EIR did not identify a potentially significant impact to the intersection in question with respect to CEQA purposes, as the contribution request is related to alleviating roadway congestion. Under CEQA, traffic congestion and automobile delay caused by a proposed project are not considered significant environmental impacts.



Response to Comment CL-SCCounty-4

The commenter provided contact information for any questions.

The commenter provided contact information in case the City has questions or would like to discuss the comments provided. The City appreciates inclusion of contact information; however, general comments providing contact information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.23 Response to Comment CL-VTA: Triana Crighton – Santa Clara Valley Transportation Authority

Response to Comment CL-VTA-1

The commenter expressed their appreciation for the opportunity to provide comments.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-VTA-2

The commenter stated their appreciation for Draft EIR's acknowledgements of the need for the project to leave an easement for a future potential bicycle and pedestrian bridge over SR-17 and supports the specific language in the Draft EIR's transportation analysis. The commenter recommends the City require this easement as a COA for the project and recommends the City and developer conduct outreach to future residents and surrounding neighborhoods about the overcrossing.

The requirement for the public access easement across the project streets to preserve bicycle and pedestrian access for a potential future bicycle and pedestrian bridge over SR-17 is included in Mitigation Measure TRANS-1 and as such, would be enforced by the City as a condition of the proposed project. It is not intended or needed to remedy a project impact, but to facilitate access to the overpass if and when it is ever constructed. General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.



Response to Comment CL-VTA-3

The commenter requested clarification on the reasoning for not including the SR-17 southbound on- and off-ramp intersections in the project's analysis, as the northbound ramps were included. The commenter also requested the Union Avenue/East McGlincy Lane intersection be included in the study, as the trip distribution map shows that 50 percent of trips utilize it.

As outlined in Appendix G to the Draft EIR, using the VTA's one-percent threshold, a freeway level of service analysis for SR-17 would be needed if the project would add 69 or more peak-hour trips to the freeway segments near the site. A review of the project trip assignment indicated that the greatest number of project trips in any direction on the subject freeway segment would be no more than 10 trips during the AM and PM peak hours. As such, the SR-17 southbound ramps are not expected to see a significant increase in the number of trips and is therefore unnecessary to examine this intersection further. For the comment regarding the Union Avenue/McGlincy Lane intersection, it is a signalized T-intersection where McGlincy Lane terminates, and has already been improved with sidewalks, pedestrian crosswalks, and corner ramps. As such, there is no evidence that additional traffic would cause any safety issues at this intersection. Additionally, refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site.

Response to Comment CL-VTA-4

The commenter stated intersection movement operation and queue analysis should use PTV VISTRO instead of TRAFFIX in accordance with VTA's 2025 transportation analysis Guidelines.

The two traffic methodologies address LOS, or congestion, which is not a CEQA topic. Both methodologies are equally adept at identifying whether an intersection might have a safety issue, and all intersections in the vicinity were separately assessed by traffic consultants for safety considerations, as outlined in Section 3.7, Transportation, and Appendix G of the Draft EIR. The methodology for the analysis utilized in the transportation analysis (provided as Appendix G to the Draft EIR) and Section 3.7, Transportation, of the Draft EIR is the appropriate methodology for analysis. The analysis utilized TRAFFIX as VTA's 2025 Transportation Analysis Guidelines was not adopted at the time of the NOP release, when the project's environmental review commenced. Separately, use of TRAFFIX is an established, credible methodology. It is understood that some agencies view PTV VISTRO as having a more modern interface, better integration with other PTV products, and the ability to produce outputs more compatible with CMP roadway analysis; however, TRAFFIX is adequate and utilized by a number of traffic engineering firms and public agencies, and its use for CEQA purposes is supported by substantial evidence. The City has the discretion to use this modeling software, but acknowledges that use of PTV VISTRO is preferred for any future analysis.

Response to Comment CL-VTA-5

The commenter provided contact information in case the City has questions or would like to discuss the comments provided.

The City appreciates inclusion of contact information; however, general comments providing contact information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft



EIR's coverage of physical environmental impacts. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.24 Response to Comment CL-Caltrans: Yunsheng Luo - Caltrans

Response to Comment CL-Caltrans-1

The commenter expressed their appreciation for the opportunity to provide comments and provided a summary of their responsibility to review land use projects and provided a summary of the proposed project.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-Caltrans-2

The commenter provided a summary of the VMT analysis in the Draft EIR, the identified impact levels, and requested Caltrans be updated as the potential bicycle and pedestrian bridge project across SR-17 progresses to ensure early coordination.

With respect to VMT impacts, impacts were addressed in Section 3.7, Transportation, of the Draft EIR under Impact TRANS-b on pp. 3-161 to 3-162. The commenter indicates the light rail station is 2.3 miles from the project site, which is not accurate. Additionally, see Topical Response No. 8 for response to comment related to VMT analysis. When a proposal for development of the future bicycle and pedestrian bridge across SR-17 is received by the City, applicable agencies will be contacted to ensure coordination. General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-Caltrans-3

The commenter requested any increase in storm water runoff to State Drainage Systems or Facilities from the project be treated, contained on project site, and metered to preconstruction levels and any floodplain impacts be documented and mitigated. Additionally, the commenter noted the project may impact the State Drainage System given the project site's adjacency to SR-17 and requested a hydraulic report be submitted during the design phase for Caltrans to review that addresses how the existing SR-17 drainage system would be impacted by the project, includes pre- and post-construction surface runoff flows, and discusses whether any mitigation is necessary.



The commenter outlined Caltrans requirements related to stormwater runoff to the State Drainage System and hydraulic report that Caltrans believes are applicable to the proposed project. The comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. The proposed project will be required to comply with applicable Caltrans requirements. Campbell Municipal Code Sections 14.02.030 and 20.80.020 requires the proposed project to comply with applicable National Pollutant Discharge Elimination System, grading, drainage, erosion-control, and stormwater-management requirements. Consistent with these generally applicable requirements, the Public Works conditions of approval will require a hydrology study, an engineered grading and drainage plan, a Storm Water Pollution Prevention Plan, and source-control, site-design, and treatment measures to reduce runoff quantity and improve runoff quality. These obligations notwithstanding, the proposed project's stormwater will not be discharged to a Caltrans drainage system. Public Works has confirmed that runoff will be conveyed to a City storm drain main in Union Avenue, then to Campbell Avenue, and ultimately to Los Gatos Creek. This system is separate from the Caltrans drainage system serving SR-17. Accordingly, the proposed project would not increase runoff to a State drainage system or facility, and a hydraulic report evaluating impacts to the State system is not required.

Response to Comment CL-Caltrans-4

The commenter stated should construction activities within Caltrans ROW take place, mitigation measures be implemented if there is a discovery of cultural resources including: contacting Caltrans Office of Cultural Resources Studies, a staff archaeologist evaluate the finds within one business day after contact, and Caltrans review of any potential data recovery plans within Caltrans' ROW.

The commenter outlined Caltrans requirements related to discovery of cultural resources within Caltrans ROW during construction. As outlined in Section 3.2, Cultural Resources, of the Draft EIR, the proposed project identified Mitigation Measures CUL-1 through CUL-3 which outline requirements for discovery of unknown archaeological or cultural resources during construction. The proposed project would not include any construction activities within existing Caltrans ROWs and as such, no revisions to the mitigation measures are required to include Caltrans requirements. Caltrans requirements related to discovery of cultural resources within Caltrans ROW are not applicable to the proposed project. The proposed project will be required to comply with other applicable Caltrans requirements and the comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. As such, no further response is required.

Response to Comment CL-Caltrans-5

The commenter noted project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans and noted coordination with Caltrans to develop a Transportation Management Plan may be required prior to construction to reduce construction traffic impacts.

The commenter outlined Caltrans requirements that are applicable to the proposed project. The proposed project will be required to comply with applicable Caltrans requirements. Additionally, as indicated in the Draft EIR on pp. 2-39, 3-119, 3-160, 7-220, and 7-229, for any temporary restrictions or closures required for adjacent roadways during construction, the applicant would prepare and implement a traffic control plan in accordance with City requirements. The comment does not raise specific environmental concerns



regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. As such, no further response is required.

Response to Comment CL-Caltrans-6

The commenter outlined Caltrans requirements that are applicable to the proposed project.

The proposed project would be required to comply with applicable Caltrans requirements. The comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. As such, no further response is required.

Response to Comment CL-Caltrans-7

The commenter provided contact information in case the City has questions or would like to discuss the comments provided.

The City appreciates inclusion of contact information; however, general comments providing contact information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.25 Response to Comment CL-WVCC: Atkinson, Andelson, Loya, Ruud & Romo; Kosmont Companies; Fehr & Peer (on behalf of West Valley Construction Company)

Response to Comment CL-WVCC-1

The commenter stated they represent WVCC and provide background on WVCC's operations and services.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-WVCC-2

The commenter stated the Draft EIR has the following deficiencies: incomplete environmental baseline; failure to analyze impacts to surrounding industrial environmental; transportation analysis relied on unsupported assumptions and insufficient presumptions; feasible mitigation measures and alternatives are omitted; and City failed to respond to substantial evidence presented during scoping. The commenter stated substantial revisions and recirculation is required.

Scoping meeting comments were provided in Table 1.2-1 of the Draft EIR and information provided during the scoping meeting were incorporated and considered in the analysis where applicable.



Proposed alternatives were discussed and analyzed in Section 5.0, Alternatives to the Proposed Project, of the Draft EIR. The Draft EIR analyzed two alternatives to the proposed project, as more fully described in Section 5.0, Alternatives to the Proposed Project, of the Draft EIR. The alternatives analyzed in the Draft EIR were derived and analyzed in accordance with CEQA Guidelines Section 15126.6(a). The purpose of an alternatives analysis is to provide alternatives that could lessen the identified significant impact of the proposed project. The Draft EIR did not identify any significant and unavoidable impacts. As such, the alternatives provided in the Draft EIR included an analysis of the traditional “No Project” alternative required by Section 15126 of CEQA Guidelines, and a "No Project Future Development Alternative" which analyzed the potential impacts that could result if the project site was developed in accordance with the uses envisioned in the City’s 6th Cycle Housing Element and 2040 General Plan. Additionally, mitigation measures were identified throughout the Draft EIR where potentially significant impacts were identified. See Topical Response Alternative Site Access for a discussion of potential additional alternatives.

The request for re-evaluation of the Draft EIR and recirculation is noted. Recirculation of a Draft EIR is required under CEQA Guidelines Section 15088.5 only when the lead agency adds significant new information to the Draft EIR after public notice but prior to certification of the EIR. Significant new information includes identification of a new significant impact, a substantial increase in the severity of an impact, or a feasible alternative or mitigation measure that is considerably different than those analyzed. This criteria has not been met and as such, recirculation is not required. General comments providing one’s opinion regarding adequacy of the Draft EIR does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project.

Additionally, refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site, Topical Response No. 4 for response to comment related to alternative site access, Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions, and Topical Response No. 8 for a response to comment regarding the VMT analysis.

Response to Comment CL-WVCC-3

The commenter stated the Draft EIR fails to analyze impacts on the existing physical environment noting that: the project is located in an active industrial corridor and the Draft EIR does not analyze how introduction of residential uses would affect the functioning of the existing environment, and the Draft EIR does not evaluate how the project will affect existing industrial operations in the area including heavy truck movement, loading activity, and other operational conditions. Additionally, the commenter stated CEQA requires evaluation of environmental changes caused by a project to the existing setting and as such, analysis is incomplete. Commenter cites Communities for a Better Environment v. South Coast AQMD (2010) 48 Cal.4th 310, 328 and Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 712 in support of its comments.

The Draft EIR notes the presence of commercial and light industrial uses in the vicinity of the project site in several locations including Section 1.0, Introduction, Section 3.1, Air Quality, Section 3.5, Land Use and Planning, and Section 3.6, Noise, and Appendix B of the Draft EIR. Impact AIR-c under Section 3.1,



Air Quality, of the Draft EIR identifies facilities within 1,000 feet of the project site which are identified as permitted stationary sources of emissions in the project area to determine potential health risks posed to the proposed project from nearby industrial and commercial uses. Many industrial uses, for instance, are specifically identified in Table 3.1-10 and Table 3.1-11 of the Draft EIR, including the commenter's businesses (Draft EIR p. 3-72). Impact LU-b under Section 3.5, Land Use and Planning, of the Draft EIR includes an analysis of potential conflicts that could occur with existing commercial and industrial land uses in the vicinity of the project site due to inconsistent land uses (Draft EIR pp. 3-124 to 3-126). Additionally, as identified in Section 3.6.1, Environmental Settings, of the Draft EIR, a community noise survey was conducted in February 2025 which consisted of documenting noise levels at and around the project site by taking noise measurements during daytime and nighttime hours at several locations to determine the current ambient noise levels at the site from existing nearby uses including the commercial and industrial uses in the area (Draft EIR pp. 3-132 to 3-134). Table 1.2-1 (Draft EIR pp. 1-3 to 1-13) and Appendix B to the Draft EIR also acknowledge and address information received during the NOP process that the area has industrial uses. As such, the existing non-residential operations, including industrial uses where applicable, were thoroughly considered in the Draft EIR analysis. The Draft EIR's analysis compares the conditions expected to occur with the proposed project to existing physical conditions without the proposed project and documents any foreseeable environmental impacts, consistent with *Communities for a Better Env't v. South Coast AQMD* (2010) 48 Cal.4th 310 and *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692. Additionally, see Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations and Topical Response No. 7 for response to comment related to environmental setting and baseline conditions.

Response to Comment CL-WVCC-4

The commenter stated the environmental baseline described is incomplete and misleading stating that Draft EIR description does not match the Staff Report and states the Draft EIR fails to characterize the area as an active industrial and infrastructure-support corridor with constrained circulation and operational limitations. Commenter stated: the site is part of an established employment district; vehicular access to and from the site is constrained and funneled toward McGlincy Lane, with limited connection points; secondary emergency access is required but has not been secured or designed. The commenter stated the comment letters and traffic counts submitted during scoping process show that heavy vehicle activity is present and constrained roadway conditions and operational conflicts exists. The commenter stated the Draft EIR does not incorporate or analyze the documented conditions in the baseline description and does not address heavy truck staging, constrained roadway widths, or industrial circulation patterns. Additionally, the commenter stated the Draft EIR has incomplete and misleading baseline which undermines the validity of its analysis and conclusions and renders the document legally inadequate and these same deficiencies directly undermine the Draft EIR's VMT analysis. Commenter cites Communities for a Better Environment v. South Coast Air Quality Management Dist. (2010) 48 Cal.4th 310, 315; San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus (1994) 27 Cal.App.4th 713, 729; and Laurel Heights Improvement Assn. v. Regents of the University of California (1988) 47 Cal.3d 376, 393 in support of its comments.

The Draft EIR's analysis compared the conditions anticipated to occur with the proposed project to existing, "on the ground" physical conditions without the proposed project and documents any foreseeable environmental impacts, consistent with *Communities for a Better Env't v. South Coast AQMD*



(2010) 48 Cal.4th 310 and *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713. The Draft EIR's analysis and conclusions are based on substantial evidence, in accordance with *Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376. Refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, Topical Response No. 6 for a response to comment related to emergency access and response, Topical Response No. 7 for a response to comment regarding environmental setting and baseline conditions, and Topical Response No. 8 for a response to comment regarding the VMT analysis.

Response to Comment CL-WVCC-5

The commenter stated the Draft EIR fails to analyze the physical and operational conflicts resulting from placing dense residential development adjacent to heavy industrial operations. The commenter stated their prior submissions and attached technical materials show existing conditions include continuous truck movements, routine staging within roadway corridors, early morning and 24/7 emergency response operations, and ongoing equipment and material handling activities. The commenter stated the Draft EIR does not evaluate how the introduction of a residential population will affect these operations, nor does it assess the reciprocal effects of these operations on the proposed residential use, and the Draft EIR fails to evaluate the reasonably foreseeable indirect impacts arising if these operations are constrained by land use conflict, including the potential displacement, relocation, or modification of industrial activities. The commenter stated reasonably foreseeable indirect impacts further include increased vehicle travel, emissions, and inefficiencies associated with relocated operations, as well as degradation of emergency response capabilities and stated these impacts are analyzed in the Economic and Operational Impact Memorandum provided.

The commenter's suggestion that the Draft EIR should evaluate the effects of surrounding operations on the proposed residential use is contrary to established law. CEQA evaluates the impacts of a proposed project on the environment, not the impacts of the existing environment on the project's future users (*California Building Industry Assn. v. Bay Area Air Quality Management Dist.* (2015) 62 Cal.4th 369, 386). Additionally, see Topical Response No. 3 for response to comment related to economic impacts and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-6

The commenter stated the Draft EIR acknowledges but does not meaningfully analyze the project's reliance on a constrained and conditional access assumptions citing that: the City's staff report concludes that secondary emergency access is required but has not been secured or demonstrated; the Draft EIR does not analyze whether the EVA easement identified is legally available, physically feasible, or capable of supporting reliable emergency access under operating conditions and concludes the project would not affect response times and would not require new or expanded fire protection facilities; emergency access is contingent on compliance with City standards "subject to an AMMR" and relies in part on the EVA easement from Paseo de Palomas; the City's staff report confirms that circulation is funneled toward McGlincy Lane and that alternate routes, including Cristich Lane and Paseo de Palomas, do not provide functional access to the site. Additionally, the commenter stated the Draft EIR fails to evaluate a functional secondary access connection via Paseo de Palomas as a feasible alternative or design

modification. The commenter stated the Draft EIR fails to meaningfully evaluate emergency response times, evacuation feasibility, or system reliability under foreseeable conditions, including partial or full roadway obstruction.

Refer to Topical Response No. 4 for response to comments related to alternate site access and Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-WVCC-7

The commenter stated the deficiencies described in CL-WVCC-6 undermine the Draft EIR's alternative analysis and fails to evaluate whether alternative circulation configurations could reduce operational conflicts, improve emergency access reliability, or better respond to the site's constrained conditions. The commenter stated the Draft EIR does not provide a sufficient basis for rejecting or refining feasible alternatives involving modification or expanded use of available access points, including the Paseo de Palomas easement, which may represent the most feasible opportunity to establish a functional and reliable primary or enhanced access configuration.

Refer to Topical Response No. 4 for response to comments related to alternate site access.

Response to Comment CL-WVCC-8

The commenter stated the existing roadway conditions include frequent truck staging, constrained maneuverability, overlapping use by industrial vehicles and non-industrial users, and the absence of adequate pedestrian and bicycle infrastructure, which present existing safety constraints that would be exacerbated by the introduction of residential uses. The commenter stated these conditions are not meaningfully analyzed in the Draft EIR and noted the attached independent traffic data collected by Fehr & Peers. The commenter stated the Draft EIR does not evaluate how the introduction of residential traffic, pedestrians, and cyclists would interact with these conditions, including truck staging within travel lanes, turning movements at constrained intersections, and conflicts at site access points. Instead, it appears to rely on generalized assumptions regarding roadway safety and historical collision data.

Refer to Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety, Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, and Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions.

Response to Comment CL-WVCC-9

The commenter stated the Draft EIR's treatment of existing roadway conditions is undermined by its attempt to attribute documented circulation constraints to the alleged "conduct" of existing industrial users rather than to the physical and operational characteristics of the surrounding environment. The commenter references the Draft EIR's responses to scoping comments letter prepared by Hanson Bridgett LLP (included in Draft EIR Appendix B). The commenter stated the Draft EIR does not evaluate whether these existing conditions will continue, intensify, or interact with new residential uses introduced by the project. Nor does it analyze whether the project would exacerbate conflicts between necessary industrial operations and increased pedestrian, bicycle, and passenger vehicle activity.



Refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-10

The commenter stated the Draft EIR suggests that existing operational practices should be eliminated or materially altered through future regulatory enforcement. The commenter stated the EIR must evaluate the project's impacts under reasonably foreseeable real-world conditions, not under hypothetical scenarios in which existing land uses or essential infrastructure-support activities are constrained or removed.

Refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations and Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions.

Response to Comment CL-WVCC-11

The commenter stated the Draft EIR's VMT analysis is legally deficient and unsupported by substantial evidence and the analysis relies on a generalized transit-proximity screening presumption, not an evidence based analysis, and fails to evaluate whether that presumption is valid under the actual conditions present at the site. The commenter stated the Draft EIR cites no statutory authority establishing a conclusive presumption applicable to the project and states CEQA requires agencies to move beyond generalized thresholds where project-specific evidence calls those assumptions into question.

Refer to Topical Response No. 8 for a response to comment regarding the VMT analysis.

Response to Comment CL-WVCC-12

The commenter stated the Draft EIR's use of straight-line distance is inconsistent with CEQA's requirement that environmental analysis reflect actual physical conditions and real-world behavior. The commenter stated the site is not meaningfully accessible to transit due to: physical separation by SR-17, indirect and constrained pedestrian and bicycle routes, and lack of functional, safe connections between the site and the transit station. The commenter stated meaningful access to the rail station would likely require substantial infrastructure improvements such as the pedestrian bridge crossing over SR-17 but that the Draft EIR does not evaluate the feasibility, cost, or environmental implications of such improvements, nor does it analyze whether transit access is realistically achievable absent them. The commenter stated the Draft EIR's reliance on a transit-proximity presumption is unsupported and that a full quantitative VMT analysis is required.

Refer to Topical Response No. 8 for a response to comment regarding the VMT analysis.

Response to Comment CL-WVCC-13

The commenter stated the Draft EIR does not evaluate how future residents will travel to work and services, whether transit is a feasible alternative to driving, and whether the project's location will result in increased vehicle trips. The commenter stated the Draft EIR assumed reduced VMT based on proximity



classification and CEQA requires analysis of actual environmental effects, including how a project will influence travel patterns and behavior and as such, the Draft EIR provides no evidentiary basis for its VMT conclusion.

Refer to Topical Response No. 8 for a response to comment regarding the VMT analysis and Topical Response No. 1 for a response to comment regarding increased traffic and congestion impacts within the vicinity of the project site.

Response to Comment CL-WVCC-14

The commenter stated the Draft EIR provides no legal or analytical basis for treating plan consistency as determinative of VMT impacts and the use of the term "deemed" consistent does not establish actual environmental consistency or eliminate the need for evidence-based CEQA analysis.

Refer to Topical Response No. 8 for a response to comment regarding the VMT analysis.

Response to Comment CL-WVCC-15

The commenter stated the deficiencies in the VMT analysis are directly tied to the defective baseline and both analyses ignore actual roadway conditions, disregard physical constraints on access, and substitute simplified assumptions for real-world conditions. The commenter provided WVCC's job location data which demonstrates that employee travel and worksite activity are regionally distributed and centered around the Campbell operations hub, and noted that potential relocation sites are located significantly farther from that hub, as discussed in the economic memorandum provided.

Refer to Topical Response No. 3 for a response to comment regarding potential economic impacts to existing businesses and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations. Additionally, refer to Topical Response No. 7 for a response to comment regarding environmental setting and baseline conditions, and Topical Response No. 8 for a response to comment regarding the VMT analysis.

Response to Comment CL-WVCC-16

The commenter stated because the Draft EIR relies on a rebuttable presumption, ignores contradictory evidence, fails to analyze real-world conditions, and omits project-specific analysis, its conclusion that the project will have a less than significant VMT impact is not supported by substantial evidence.

Refer to Topical Response No. 7 for a response to comment regarding environmental setting and baseline conditions and Topical Response No. 8 for a response to comment regarding the VMT analysis.

Response to Comment CL-WVCC-17

The commenter stated the Draft EIR fails to comply with CEQA's requirement to evaluate a reasonable range of alternatives capable of avoiding or substantially lessening the project's significant environmental effects and stated the Draft EIR fails to evaluate alternatives responsive to the project site's constrained access conditions and surrounding industrial context. The commenter stated reasonable alternatives include: reconfiguration of ingress and egress points, redistribution of traffic flows, or modified internal circulation patterns designed to reduce reliance on constrained roadway segments; the use of the Paseo



de Palomas EVA easement and formally integrating, expanding, or reconfiguring it as a potential secondary access point or primary access point to reduce traffic congestion and operation conflicts and improve emergency access; and site design modifications, circulation management strategies, or access reconfiguration that respond to the surrounding industrial context.

Refer to Topical Response No. 4 for a response to comments related to alternate site access.

Response to Comment CL-WVCC-18

The commenter stated the Draft EIR fails to include enforceable mitigation measures addressing the project's significant impacts, including transportation conflicts, safety hazards, and access constraints and the transportation mitigation measures are deficient. The commenter stated the Draft EIR identifies potentially significant impacts related to circulation, roadway safety, and conflicts between transportation modes but the mitigation is limited to pedestrian improvements. The commenter stated these measures do not address the project's fundamental circulation constraints and as such, the mitigation measures are not responsive to the identified impacts and cannot support the Draft EIR's conclusion that transportation impacts would be reduced to a less than significant level. The commenter stated the Draft EIR also fails to identify mitigation measures addressing foreseeable conflicts between heavy industrial vehicle activity and new pedestrian and bicycle traffic in an area lacking adequate multimodal infrastructure.

Mitigation measures for potentially significant impacts are provided in Section 3.1, Air Quality, Section 3.2, Cultural Resources, Section 3.5, Land Use and Planning, Section 3.7, Transportation, and Section 3.8, Tribal Cultural Resources, of the Draft EIR. Additionally, mitigation measures were identified in the Initial Study (Appendix A to the Draft EIR) for Initial Study Section 3.4, Biological Resources and Initial Study Section 3.7, Geology and Soils. A summary of the mitigation measures included in the Initial Study and Draft EIR can be found in Table ES-1: Summary of Impacts and Mitigation Measures from the Initial Study and Table ES-2: Summary of Impacts and Mitigation Measures from the Draft EIR, in the Draft EIR. The mitigation measures identified in the Initial Study and Draft EIR are also included in the MMRP which include the timing of the mitigation measure, the responsible party, and the steps to be taken to implement the mitigation measures. The MMRP will be provided to the City with the Final EIR.

Potentially significant impacts related to transportation are analyzed in Section 3.7, Transportation, of the Draft EIR which found that it would result in significant impacts related to pedestrian access and circulation due to disconnected sidewalks in the area and as such, Mitigation Measure TRANS-1 was included to reduce potential impacts to a less than significant level. Mitigation Measure TRANS-1 outlines pedestrian improvements required to be constructed by the Applicant including the installation of a high visibility crosswalk across Campbell Technology Parkway, installation of ADA compliant ramps at the crosswalks, installation of a crosswalk at the East McGlincy Lane intersection, providing red curb at each project driveway to maintain sight distance for exiting vehicles, and providing a public access easement across the project streets to preserve bicycle and pedestrian access for a potential future bicycle and pedestrian bridge across SR-17 as identified in the Santa Clara Countywide Bicycle Plan. This mitigation measure is responsive to the potential impact identified for pedestrian circulation and access and would reduce the identified impact by providing improvements to allow for better pedestrian circulation and access within and around the project site. No other circulation constraints or transportation impacts were identified in the Draft EIR. An EIR is not required to mitigate impacts that are not found to be significant

(CEQA Guidelines Section 15126.4(a)(3)). As such, no other mitigation measures are required including for conflicts between the existing industrial activity and new pedestrian and bicycle traffic.

Additionally, refer to Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-19

The commenter stated the Draft EIR references roadway widening along Campbell Technology Parkway as part of the project's offsite improvements but fails to analyze the nature or effectiveness of those improvements in addressing the project's identified transportation impacts. The commenter stated the Draft EIR does not evaluate whether the proposed widening would accommodate heavy truck turning movements, reduce queuing and blockage events, or improve emergency access conditions along this constrained corridor, nor does it assess whether such improvements would alter the project's circulation or safety impacts.

The proposed project would not widen Campbell Technology Parkway but would include improvements along the Campbell Technology Parkway frontage which include new curb and gutters, sidewalks, and accessible curb ramps at all pedestrian road crossings. Revisions have been completed to Section 2.2.10. Offsite Improvements, of the Draft EIR, to clarify the proposed improvements to Campbell Technology Parkway, which are proposed as part of the proposed project. Revisions to the Draft EIR can be found in Section 3.0, Revisions to the Draft EIR, of this Final EIR document. No "significant new information" is introduced that would warrant recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5.

Potentially significant impacts related to transportation are analyzed in Section 3.7, Transportation, of the Draft EIR which found that the proposed project would result in potentially significant impacts related to pedestrian access and circulation and as such, Mitigation Measure TRANS-1 was included to reduce potential impacts to a less than significant level. Mitigation Measure TRANS-1 outlines pedestrian improvements required to be constructed by the Applicant including the installation of a high visibility crosswalk across Campbell Technology Parkway, installation of ADA compliant ramps at the crosswalks, installation of a crosswalk at the East McGlincy Lane intersection, providing red curb at each project driveway to maintain sight distance for exiting vehicles, and providing a public access easement across the project streets to preserve bicycle and pedestrian access for a potential future bicycle and pedestrian bridge across SR-17 as identified in the Santa Clara Countywide Bicycle Plan. This mitigation measure is responsive to the potential impact identified for pedestrian circulation and access and would reduce the identified impact by providing improvements to allow for better pedestrian circulation and access within and around the project site. No other circulation constraints or transportation impacts were identified in the Draft EIR.

Response to Comment CL-WVCC-20

The commenter stated the Draft EIR is inconsistent in their treatment of potential access improvements and the Draft EIR includes a requirement to preserve an easement for a future pedestrian and bicycle bridge across SR-17, while simultaneously acknowledging in the administrative record that such a bridge



is not part of the proposed project and is not subject to environmental review. The commenter stated the Draft EIR cannot rely on speculative or uncertain future infrastructure – including assumptions regarding the Paseo de Palomas easement as a potential access connection – to support its impact conclusions while failing to analyze the feasibility, timing, or function of that access.

The SR-17 overcrossing public access easement across the project streets to preserve bicycle and pedestrian access for a potential future bicycle and pedestrian bridge across SR-17 is included in Mitigation Measure TRANS-1 in Section 3.7, Transportation, of the Draft EIR to include references to VTA's Santa Clara Countywide Bicycle Plan's proposed plans. The SR-17 overcrossing is not a component of the proposed project and was only included to indicate to VTA an acknowledgement of their future plans. The overcrossing is a separate, independent project identified in VTA's Santa Clara Countywide Bicycle Plan. The actual details of the overcrossing, such as the facility type and ROW location, will be identified and coordinated between the City and VTA when the proposed improvement is moving forward. When actual development of the overcrossing is proposed, then it would become subject to environmental review. The proposed project does not rely on the public access easement across the project streets to preserve bicycle and pedestrian access for a potential future overcrossing across SR-17 to support the impact conclusions included in the Draft EIR.

Additionally, refer to Topical Response No. 4 for a response to comments related to alternate site access and Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-WVCC-21

The commenter stated CEQA requires mitigation measures be specific, enforceable, and capable of effective implementation and the Draft EIR does not meet this standard and fails to identify specific, enforceable measures that would address the project's significant circulation and safety impacts.

Mitigation measures for potentially significant impacts are provided in Section 3.1, Air Quality, Section 3.2, Cultural Resources, Section 3.5, Land Use and Planning, Section 3.7, Transportation, and Section 3.8, Tribal Cultural Resources, of the Draft EIR. Additionally, mitigation measures were identified in the Initial Study (Appendix A to the Draft EIR) for Initial Study Section 3.4, Biological Resources and Initial Study Section 3.7, Geology and Soils. A summary of the mitigation measures included in the Initial Study and Draft EIR can be found in Table ES-1: Summary of Impacts and Mitigation Measures from the Initial Study and Table ES-2: Summary of Impacts and Mitigation Measures from the Draft EIR, in the Draft EIR. The mitigation measures identified in the Initial Study and Draft EIR are also included in the MMRP which include the timing of the mitigation measure, the responsible party, and the steps to be taken to implement the mitigation measures. The MMRP will be provided to the City with the Final EIR.

A potentially significant impacts related to transportation and safety were identified in Section 3.7, Transportation, of the Draft EIR which found that it would result in significant impacts related to pedestrian access and circulation. As such, Mitigation Measure TRANS-1 was included to reduce potential impacts. Mitigation Measure TRANS-1 outlines pedestrian improvements required to be constructed by the Applicant including the installation of a high visibility crosswalk across Campbell Technology Parkway, installation of ADA compliant ramps at the crosswalks, installation of a crosswalk at the East McGlincy Lane intersection, and providing red curb at each project driveway to maintain sight distance for exiting vehicles. The component indicating the applicant will be providing a public access easement across the

project streets to preserve bicycle and pedestrian access for a potential bicycle and pedestrian bridge across SR-17 as identified in the Santa Clara Countywide Bicycle Plan, as noted in Response to Comment CL-WVCC-20, is not in fact necessary to mitigate impacts, and the potential pedestrian impact identified in Section 3.7, Transportation, of the Draft EIR can be mitigated by the other proposed pedestrian improvements included in Mitigation Measure TRANS-1. If preservation of the public access easement across the project streets was not included in Mitigation Measure TRANS-1, the impact analysis conclusion would be unchanged, and the other measures included in Mitigation Measure TRANS-1 would adequately reduce the potentially significant impact related to pedestrian safety and circulation, Accordingly, this mitigation measure is responsive to the potential impact identified for pedestrian circulation and access and would reduce the identified impact by providing improvements to allow for better pedestrian circulation and access within and around the project site. No other circulation constraints or transportation impacts were identified in the Draft EIR. An EIR is not required to mitigate impacts that are not found to be significant. (CEQA Guidelines Section 15126.4(a)(3).)

Response to Comment CL-WVCC-22

The commenter stated the City has failed to provide reasoned, good-faith responses required under CEQA to substantive comments in the administrative record, including those submitted by WVCC and its consultants during the EIR scoping period.

Comments received during the NOP process are provided in Table 1.2-1 of the Draft EIR. The table includes a summary of the comments received and identifies the section of the Draft EIR where the comment is addressed. If the comments were determined to be related to CEQA and the proposed project, it was responded to in the Draft EIR.

Response to Comment CL-WVCC-23

The commenter stated the Draft EIR fails to analyze cumulative impacts associated with the interaction of residential development, industrial operations, and constrained transportation infrastructure.

Cumulative impacts are analyzed in Section 4.0, Cumulative Effects, of the Draft EIR. As outlined in the Draft EIR, Section 15130(a) of the CEQA Guidelines requires a discussion of the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Cumulatively considerable, as defined in CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." The CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact analysis included a list of past, current, and probable future projects identified as "related projects". The list of past, present, and probable future projects used for the cumulative analysis was restricted to those projects that have occurred or are planned to occur (i.e., pending applications at the time of the NOP release) within the vicinity of the project site. See Section 4.0, Cumulative Effects, of the Draft EIR for a discussion of potential cumulative impacts that could result from implementation of the proposed project in conjunction with related projects in the vicinity of the project site. Cumulative impacts do not require an analysis of potential impacts associated with the interaction of existing industrial operations and constrained transportation infrastructure in the area as the existing uses are included as the

environmental baseline. As the existing conditions are included in the environmental baseline utilized as the basis of the impact analysis, a cumulative impact analysis of the project's interaction with the existing conditions is not appropriate. Additionally, see Topical Response No. 5 for response to comment related to conflicts with existing industrial uses and operations, Topical Response No. 1 for response to comment related to increased traffic congestion and backup within the vicinity of the project site, and Topical Response No. 2 for response to comment related to pedestrian and bicycle safety.

Response to Comment CL-WVCC-24

The commenter stated recirculation of the Draft EIR is required as the Draft EIR relies on incorrect assumptions, fails to analyze key impact pathways including emergency access, industrial compatibility, and project-specific VMT impacts, fails to adopt effective mitigation measures for acknowledged transportation and safety impacts, and fails to evaluate feasible access alternatives.

The request for re-evaluation of the Draft EIR and recirculation is noted. Recirculation of a Draft EIR is required under CEQA Guidelines Section 15088.5 only when the lead agency adds significant new information to the Draft EIR after public notice but prior to certification of the EIR. Significant new information includes identification of a new significant impact, a substantial increase in the severity of an impact, or a feasible alternative or mitigation measure that is considerably different than those analyzed. This criteria has not been met and as such, recirculation is not required. General comments providing one’s opinion regarding adequacy of the Draft EIR does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. As such, no further response is required.

Response to Comment CL-WVCC-25

The commenter expressed their reservation of rights including the right to supplement these comments, submit additional evidence, and challenge any certification of the EIR or approval of the project and noted that deficiencies identified in their letter raise serious concerns regarding compliance with CEQA and may require further legal review.

General comments providing information does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Additionally, the Draft EIR was prepared in compliance with CEQA Guidelines. As such, no further response is required.

Response to Comment CL-WVCC-26

The commenter provided their conclusion statement stating the Draft EIR fails to provide the substantial evidence-based analysis required under CEQA; relies on presumptions rather than facts, including the improper substitution of rebuttable screening thresholds for project specific VMT analysis; relies on incomplete descriptions of the existing environment rather than the full disclosure required under CEQA. As such the commenter requested revision and recirculation of the Draft EIR.



The request for recirculation of the Draft EIR. Recirculation of a Draft EIR is required under CEQA Guidelines Section 15088.5 only when the lead agency adds significant new information to the Draft EIR after public notice but prior to certification of the EIR. Significant new information includes identification of a new significant impact, a substantial increase in the severity of an impact, or a feasible alternative or mitigation measure that is considerably different than those analyzed. This criteria has not been met and as such, recirculation is not required. General comments providing one's opinion regarding adequacy of the Draft EIR does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. However, these comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Additionally, the Draft EIR was prepared in compliance with CEQA Guidelines. As such, no further response is required. Also see Topical Response No. 5 for response to comment related to conflicts with existing industrial uses and operations, Topical Response No. 7 for response to comment related to environment setting and baseline conditions, and Topical Response No. 8 for response to comment related to the VMT analysis.

Response to Comment CL-WVCC-27

The commenter provided their own independent traffic counts and a summary of the results prepared by Fehr & Peers to support their comment letter.

Traffic counts provided in the transportation analysis (Appendix G to the Draft EIR) was taken on Tuesday, January 9, 2024, during AM peak and PM peak hours at the Campbell Technology Parkway and East McGlincy Lane intersection, on Wednesday November 8, 2023, during AM peak hours at the Curtner Avenue and Camden Avenue intersection, and on September 1, 2022, during PM peak hours at the Curtner Avenue and San Thomas Expressway intersection.

The transportation analysis included existing traffic counts along McGlincy Lane, which indicated average daily traffic volumes of approximately 1,800 vehicles. The traffic counts referenced by the commenter indicate average daily volumes ranging from approximately 1,570 to 1,750 vehicles. These volumes are generally consistent and reflect similar existing traffic conditions. The traffic count data is provided for informational purposes to characterize existing conditions and does not affect the project's CEQA transportation conclusions, which are based on VMT in accordance with SB 743 and Section 15064.3 of the CEQA Guidelines. Additionally, see Topical Response No. 5 for response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-28

The commenter provided a memorandum prepared by Kosmont Companies who provided an analysis of economic impacts related to the project. The following set of comments (CL-WVCC-28 through CL-WVCC-48) are included in the Kosmont memorandum.

The commenter provided a background of Kosmont Companies and its services and experience.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision



to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-WVCC-29

The commenter stated the analysis provided is intended to identify indirect physical environmental effects under CEQA and states introduction of sensitive residential receptors adjacent to established industrial and construction-service operations may constrain industrial activities, resulting in operational degradation, reduced service capacity, displacement pressures, altered logistics patterns, and downstream environmental effects, which in turn may cause reasonably foreseeable indirect physical environmental impacts under CEQA, including increased VMT, emissions, congestion, and inability to provide emergency responses to the City of Campbell and surrounding regions. The commenter stated the proposed project will result in changes in vehicle, bicycle and pedestrian traffic and noise impacts as compared to the prior office use as impacts would no longer be limited to typical weekday work hours and now would be 24/7.

Refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-30

The commenter stated though the project's reliance on Builders Remedy limits the scope of issues the City can consider as a basis for denying or condition the project, the city can impose conditions on the project if the city has evidence the project could result in specific impacts. The commenter stated there is evidence the project has significant potential fire/life safety impacts as no secondary roadway analysis nor comprehensive evacuation plan has been studies and recommended the lead agency require a comprehensive secondary roadway access analysis and a detailed evacuation plan, including evaluation of the feasibility, design, and functionality of a secondary ingress/egress connection via the existing easement at Paseo de Palomas to determine whether the project can be served safely, maintain acceptable emergency response times, and avoid impairing existing circulation and emergency service functions.

A comprehensive evacuation plan and secondary roadway study are not required as secondary EVA access to the site has been secured through an existing easement on Paseo de Palomas and the fire department has reviewed and approved the EVA access to the site. As outlined in Section 3.7, Transportation, of the Draft EIR under Impact TRANS-d, the proposed project would not result in impacts related to emergency access. Additionally, as identified in Section 7.0, Effects Found Not to be Significant, in the Draft EIR and Initial Study Section 3.9, Hazards and Hazardous Materials, the proposed project would not modify any existing roadways in such a way that would impede emergency access or evacuation. Additionally, as part of the design review requirements, the proposed project design would be reviewed by the City’s Fire and Police departments prior to approval to ensure that the proposed project has adequate ingress and egress, setbacks, clearances, turning radii, etc.; and does not impede emergency access. As such, impacts related to emergency access and evacuation were determined to be less than significant. The preparation of a comprehensive evacuation plan and secondary roadway study are not required.



Otherwise, the commenter correctly states the legal standard. Under the Housing Accountability Act, Government Code Section 65589.5(d)(2), a local agency may not disapprove a Builder's Remedy Project unless it makes written findings, supported by a preponderance of the evidence in the record, that the project would have a "specific, adverse impact upon the public health or safety" and there is no feasible method to satisfactorily mitigate or avoid the impact other than disapproval. The statute defines "specific, adverse impact" as "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (Gov. Code Section 65589.5(d)(2)). Consistent with the response provided above, the Draft EIR does not identify any significant, unavoidable transportation or emergency access impacts as shown in Section 3.7, Transportation, of the Draft EIR. Additionally, see Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-WVCC-31

The commenter provided operational context and existing conditions including information regarding WVCC and the services it provides, the location of their operations and services, and employment and operation history.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-WVCC-32

The commenter stated due to the narrow configuration of East and South McGlincy Lane, the prevalence of on-street parking by large vehicles, and the substantial width and turning requirements of WVCC's commercial fleet vehicles, the introduction of significant new residential vehicular, pedestrian, bicyclist, and e-bike activity associated with the proposed residential development would create foreseeable circulation conflicts, increased vehicle conflicts, queuing, delay, and substantial safety hazards for both roadway users and WVCC personnel operating heavy vehicles. The commenter stated these operational characteristics are locationally dependent and cannot be replicated without adversely affecting travel distances, response times, and related environmental outcomes.

Refer to Topical Response No. 3 for a response to comment regarding potential economic impacts to existing businesses and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-33

The commenter provided a figure illustrating WVCC's operational footprint and service area, and states substantial evidence is provided that industrial uses are forced out of business as cities impose strict operating standards in response to resident opposition.



Refer to Topical Response No. 2 for response to comment related to pedestrian and bicycle safety, Topical Response No. 3 for a response to comment regarding potential economic impacts to existing businesses, Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, and Topical Response No. 7 for response to comment related to environmental setting and baseline conditions.

Response to Comment CL-WVCC-34

The commenter provided an overview of existing conditions at the project site and neighborhood stating the area contains dozens of long-established industrial and construction-related businesses that rely upon the existing roadway network to accommodate daily truck circulation, employee access, equipment deliveries, and dispatch operations, and these conditions define the existing operation environmental which project related impacts must be evaluated, including compatibility of adjacent land uses and functional performance of the roadway network. The commenter provides a figure that outlines the relationship between the project site, surrounding industrial operations, and the ingress and egress patterns associated with WVCC and nearby industrial operations.

Refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations and Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions.

Response to Comment CL-WVCC-35

The commenter stated the introduction of high density residential uses into an established industrial corridor may create land use incompatibility and circulation conflicts that constrain WVCC's operations and could reduce WVCC's ability to provide efficient regional service, impair WVCC's emergency response capabilities, and increase pressure for industrial displacement or relocation. Additionally, the commenter states operational changes could result in foreseeable indirect physical environmental impacts under CEQA, including increased VMT, longer truck haul routes, increased diesel emissions and criteria air pollutants, additional idling and congestion, and less efficient regional goods movement and infrastructure service patterns.

Refer to Topical Response No. 3 for a response to comment regarding potential economic impacts to existing businesses, Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions, and Topical Response No. 8 for a response to comment related to the VMT analysis.

Response to Comment CL-WVCC-36

The commenter stated the surrounding area lacks neighborhood serving commercial amenities, schools, and dining with a one mile radius and as such, would result in future residents generating substantial daily vehicle, pedestrian, bicycle, and e-bike trips. New circulation patterns would be introduced to an existing industrial environment that was not originally designed to accommodate high pedestrian and bicycle activity and the commenter stated the area lacks dedicated bicycle infrastructure and would create new roadway safety concerns.

Refer to Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety.

Response to Comment CL-WVCC-37

The commenter stated the traffic counts prepared by Fehr & Peers on behalf of WVCC show that the roadway functions as a heavily utilized industrial corridor serving the WVCC site, with a pronounced presence of truck traffic integral to its operations. As a result, the project would place residential uses in direct proximity to a truck-intensive environment and the shared roadway network would likely increase interactions between passenger vehicles, bicycles, pedestrians, and heavy trucks, raising safety and compatibility concerns while also creating pressure to restrict truck movements. The commenter stated environmental impact is not solely a function of total trip volume, but of trip type, timing, routing efficiency, and interaction with constrained industrial circulation conditions. This, in turn, could constrain access and operational flexibility for WVCC, impairing its ability to efficiently use the site and maintain its existing industrial functions.

Refer to Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety, Topical Response No. 3 for a response to comment regarding potential economic impacts to existing businesses and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations. Additionally, see Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions.

Response to Comment CL-WVCC-38

The commenter provided information regarding the areas that WVCC serves and the commenter states WVCC's operational efficiency are related to the facility's geographic location and would be affected by displacement or relocation. The commenter stated the facility's existing infrastructure, including onsite underground fuel storage tanks and emergency fueling systems, highlight the operational necessity of the current use and should relocation be required, it would result in environmental implications such as remediation requirements. The commenter stated displacement of the existing operations would impose economic and operational burdens, with associated environmental consequences and that existing high levels of truck activity and constrained roadway conditions in the project vicinity underscores the sensitivity of current industrial operations to access and circulation disruptions.

Refer to Topical Response No. 3 for a response to comment regarding potential economic impacts to existing businesses and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-39

The commenter stated WVCC worked with local commercial real estate brokers to do a search to identify potentially alternative locations that could accommodate their operations and the search revealed that available sites are limited, would be costly to entitle and build new facilities, industrial resale value of the existing site would be minimal due to residential conflicts, and redevelopment of the site with residential would be difficult due to existing underground fuel tanks at the site. Additionally, the commenter stated relocation would result in increased VMT due to increased driving distance for service calls and increased commute lengths for existing employees.



Refer to Topical Response No. 3 for a response to comment regarding potential economic impacts to existing businesses and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-40

The commenter stated the following categories of foreseeable impacts warrant further evaluation: construction period truck ingress and egress and construction worker employee parking will interfere with WVCC operations; initial housing occupant's vehicle, pedestrian and bicycle/e-bike ingress and egress on Campbell Technology Parkway will likely result in accidents with WVCC and other industrial user vehicles along McGlincy Lane; in the event of natural or manmade disaster in the area, there are inadequate evacuation routes for the estimated 1,000 residents; inevitable public nuisance complaints will result in limitations on operating hours and noise abatement. The commenter stated because of contractual obligations / necessary response times, WVCC may be forced to relocate many of its operations facilities outside the City, increasing VMT and GHG/Diesel emissions from longer truck trips and employee commutes.

The commenter states construction period truck ingress and egress and construction worker parking will interfere with existing industrial operations in the area. As outlined in the Draft EIR, the proposed project's construction activities would be completed in compliance with applicable City requirements for construction staging, hours, and development standards. Though construction activities would increase the number of workers and activity in the area, the construction activities would be replacing the recently occupied R&D professional office tenants at the site. As identified under Methodology of Analysis under Section 3.7.3, Environmental Impacts, of the Draft EIR, though the existing R&D campus at the project site is currently vacated, the Applicant noted the R&D campus has historically been near capacity. The Applicant noted the campus is currently vacant as in the event the City approves the proposed project, the Applicant did not want leases to encumber the Applicant's ability to development the proposed project. The campus was partially occupied at the time the traffic analysis was conducted and at partial occupancy, the R&D campus generated approximately 889 total daily trips. As noted in Section 2.2., Construction Equipment and Workers, construction is expected to require approximately 100 workers during the peak construction stage. The 100 construction workers during the peak construction stage would generate less total daily trips than the R&D campus at partial and full capacity. As construction activities for the proposed project would be required to comply with applicable city requirements, regulations, and laws, construction activities are not anticipated to interfere with existing industrial operations. Additionally, refer to Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety, Topical Response No. 3 for a response to comment regarding potential economic impacts to existing businesses and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations. Also see Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-WVCC-41

The commenter stated the project would introduce residential uses into an area that has been use for office/research & development/industrial purposes since it was developed approximately 50 years ago and the proposed residential use is contrary to the original zoning and general plan designation for the area. The commenter stated even if the project is permissible by law, it does not mean that it is safe to



allow inconsistent land uses to exist in close proximity to one another accessed on a single two land road and while the City maybe legally required to approve the project, it can still require that the project proponents obtain other means of entry to the project site rather than solely by Campbell Technology Parkway.

As identified in Section 3.5, Land Use and Planning, of the Draft EIR, under the adopted 6th Cycle Housing Element and 2040 General Plan, three of the project site parcels were redesignated as HD MU which generally consists of residential uses as provided for by the High Density Residential land use designation and commercial uses as provided for by the General Commercial land use designation. As such, the project site is designated for high density residential uses by the City. The commenter's assertion that the proposed residential use is contrary to the original zoning and general plan designation for the area is based on a land use plan that was proposed by the City over 25 years ago in the 2001 General Plan. The City's anticipated growth and land uses have changed drastically over the last 25 years due to market conditions and changes over time and as such, the most recent iteration of the City's General Plan and Housing Element identified the project site for residential uses. Additionally, the commenter states the project would introduce residential uses in an area that has been used for office, R&D, and industrial purposes since it was developed 50 years ago. However, residential uses has existed in the project area for over 50 years and residential uses has existed in the area prior to the area being developed with office, R&D, and industrial purposes. As such, the proposed project does not propose inconsistent land uses with the area. Additionally, see Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety, Topical Response No. 4 for a response to comments related to alternate site access, and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-42

The commenter stated an analysis of the effects on public health and safety resulting from the project should address traffic and pedestrian safety and air quality for the new residents, who will be living in an industrial area. The commenter cited articles that indicate increased e-bike sales in recent years and states the increasing prevalence of e-bikes and similar mobility devices has introduced new safety considerations, particularly in constrained industrial roadway environments lacking dedicated pedestrian or bicycle infrastructure.

Public health and safety impacts related to traffic and pedestrian safety and air quality for new residents are provided in Section 3.1, Air Quality, Section 3.4, Greenhouse Gas Emissions, and Section 3.7, Transportation of the Draft EIR. The commenter states the increased prevalence of e-bikes has introduced new safety considerations. All potential modes of transportation including walking, bicycling, and driving are analyzed in the Draft EIR and as such, the potential safety impacts related to different modes of transportation are included in the existing analysis. Under state law, e-bikes that meet state regulations are considered bicycles and the Draft EIR addresses conformance with the City's Pedestrian and Bicycle Plans as well as safety impacts for bicycles. Additionally, the City has adopted standards for public roadways that encompass all allowable uses including e-bikes and the proposed project complies with all City standards. As such, the use of e-bikes are not anticipated to result in impacts not already identified in the Draft EIR. There are no specific requirements included in the CEQA Guidelines related to increased use of e-bikes. Finally, e-bikes have been available on the market for many decades, though sales have increased significantly in recent years, with particular surges in sales during the pandemic.

Throughout this period, available data shows accidents in the project's vicinity have not increased, and there is no evidence of a causal connection between increased use of e-bikes and accidents on nearby streets. Additionally, see Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety.

Response to Comment CL-WVCC-43

The commenter stated mitigations should be studied such as redirecting ingress and egress (except in case of emergency) away from Campbell Technology Parkway and restricting parking on Campbell Technology Parkway and on East and South McGlincy.

As outlined in Section 2.2.8, Parking, of the Draft EIR, the proposed project would provide a total of 718 parking spaces onsite to accommodate the proposed residential development and would provide more parking spaces than required per Campbell Municipal Code Section 21.28.040. Of the total 718 parking spaces, 580 parking spaces would be provided as residential in-garage spaces and 138 spaces would be guest parking spaces dispersed throughout the site. As such, the project residents and any visitors would be anticipated to park within the project site and would not utilize street parking available along nearby roadways. The comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088. Additionally, see Topical Response No. 4 for a response to comments related to alternate site access.

Response to Comment CL-WVCC-44

The commenter cited California Penal Code 372 which provides local jurisdictions with authority to regulate conditions or activities that affect community health, safety, or welfare, including noise, traffic, dust, odors, and similar operational impacts. The commenter stated California law requires property owners to maintain their operations in a manner that does not create nuisance conditions; however, where surrounding land uses change, activities that were previously lawful and appropriate for an industrial area may become subject to increased scrutiny. The commenter stated introduction of residential uses into established industrial areas would increase the potential for complaints and regulatory responses would be reasonably foreseeable such as constraining industrial operations, reducing operational flexibility, and contributing to relocation pressures. These operational changes would in turn result in indirect physical environmental impacts.

Refer to Topical Response No. 3 for a response to comment regarding potential economic impacts to existing businesses and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-45

The commenter provided examples of case studies and information related to benefits of suburban industrial areas and residential and industrial adjacency conflicts.



General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment CL-WVCC-46

The commenter provided recommendations for additional evaluations related to alternatives and mitigation measures including: additional access improvements or circulation alternatives; alternative access configurations where the project does not rely on Campbell Technology Parkway as primary access point; legal availability, design feasibility, and operational performance of utilizing Paseo de Palomas as primary access point; introduction of a second functional access point or multi-access configuration (Paseo de Palomas as primary access and Cristich Lane as supplemental access); and evaluation of potential infrastructure improvements to enhance connectivity, including a potential crossing of SR-17.

Refer to Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety and Topical Response No. 4 for a response to comments related to alternate site access.

Response to Comment CL-WVCC-47

The commenter stated additional mitigation measures should be evaluated including: industrial adjacency disclosures consistent with Proposition 65 and California Air Resources Board guidance for residential development near industrial operations; use of recorded disclosures, easements, or covenants, conditions, and restrictions (CC&Rs) to provide notice of adjacent industrial operations and establish procedures for addressing compatibility concerns prior to initiation of nuisance complaints or enforcement actions; installation of visible signage at project entrances advising residents of adjacent active industrial operations; parking and circulation restrictions designed to preserve truck maneuverability along Campbell Technology Parkway and East/South McGlincy Lane; and restrictions or limitations on e-bike operations within constrained industrial roadway segments lacking adequate bicycle infrastructure.

The CEQA Guidelines defines a "mitigation measure" as a measure designed to minimize a project's significant environmental impacts. CEQA Guidelines § 15370 outlines that the purpose of the mitigation measure is to describe any feasible measures that could avoid the impact all together, minimize impacts by limiting the magnitude of the impact, rectify the impact by repairing, rehabilitating, or restoring the impacted environment, reduce or eliminate the impact over time by preservation and maintenance operations during the life of the life of the action, or compensate for significant adverse impacts by replacing or providing substitute resources or environments. Mitigation measures are not required for environmental impacts that are found to be less than significant. As identified in the Draft EIR and outlined in Table ES-2: Summary of Impacts and Mitigation Measures from the Draft EIR, the Draft EIR included mitigation measures for all potentially significant impacts identified in the Draft EIR analysis including for air quality, cultural and tribal cultural resources, land use and planning, and transportation. Mitigation measures included in the Draft EIR were determined to reduce all potentially significant impacts to a less than significant level. As such, no further mitigation is required. As required by CEQA



Guidelines, mitigation measures are only identified for impacts that could result in a significant impact. Additional measures recommended by the commenter are noted; however, they would not be included as mitigation measures in the Draft EIR as there are no potentially significant impacts that would be required to be reduced through the recommended measures. The City stated they are considering application of these recommendations as potential conditions of approvals to the proposed project.

Response to Comment CL-WVCC-48

The commenter stated WVCC recognizes the City's obligation to accommodate additional housing opportunities. However, the introduction of a high-density residential development within a constrained industrial area presents substantial land use compatibility and public safety concerns. The commenter requested the project incorporate appropriate analysis, infrastructure improvements, and mitigation measures necessary to allow existing industrial businesses be able to continue operations without interference; mitigate transportation, safety, operational and environmental impacts; minimize potential future nuisance conflicts; and maintain safe circulation conditions for industrial and residential roadway users.

Refer to Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety, Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, and Topical Response No. 7 for a response to comment related to environmental setting and baseline conditions.

Response to Comment CL-WVCC-49

The commenter provided a memorandum prepared by Fehr & Peers who provided an analysis of transportation section of the Draft EIR. The following set of comments (CL-WVCC-49 through CL-WVCC-58) are included in the Fehr & Peers memorandum.

The commenter (Fehr & Peers) stated the Draft EIR and associated TA does not adequately acknowledge or provide appropriate mitigation to address concerns related to high level trucking activity, bike/pedestrian circulation, or safety and urges the City to address these topics in the final EIR.

Refer to Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety and Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions.

Response to Comment CL-WVCC-50

The commenter stated the VTA VMT Tool is only intended as an initial screening check and a screening result is only the starting point and it does not, by itself, determine the project's VMT impact or exemption. The commenter states the project's transit proximity VMT exemption does not apply as while a light rail station is within 0.5-mile as measured straight-line, the effective walking distance is approximately 1.5 miles. Because the project is not located within a reasonable walking distance to transit, the Draft EIR cannot rely on a screening-level conclusion and fails to provide the project-specific VMT analysis CEQA requires. The commenter also cited VTA's Transportation Analysis Guidelines (2025) and Governor's Office of Planning Research/Governor's Office of Land Use and Climate Innovation guidance to support that the Draft EIR cannot rely on the exemption. The commenter stated as the project is not located within



a reasonable walking distance to transit, there is a possibility it would result in VMT impacts that must be mitigated.

Refer to Topical Response No. 8 for a response to comment regarding the VMT analysis.

Response to Comment CL-WVCC-51

The commenter stated the Draft EIR's attached TA collected vehicle classification data, but it did not include a full breakdown of truck classifications that are present in the area. The commenter states the TA's statement that trucks only make up 5 to 6 percent of vehicle traffic assumes only trailer trucks and single unit trucks as trucks operate on McGlincy Lane. Additionally, the commenter states the language is vague and does not specify the truck types that are included in those two categories. The commenter stated Fehr & Peers conducted traffic counts and vehicle classifications that found that 26-33 percent of the vehicles on McGlincy Lane were Class 3-4 vehicles and 2-3 percent of the vehicles on McGlincy were Class 5-13 vehicles and as such, recommended a full classification breakdown of the vehicle activity. The commenter states the implications of existing truck activity were not adequately addressed, resulting in an inadequate baseline for evaluating project impacts.

The transportation analysis included vehicle classification data based on standard FHWA classification methods. The project counts identified approximately 21 percent Class 3–4 vehicles and approximately 5–6 percent Class 5–13 vehicles. By comparison, the independently conducted counts referenced by the commenter identified approximately 18 percent Class 3–5 vehicles and approximately 2 percent Class 5–13 vehicles. Overall, the datasets are generally consistent in magnitude and distribution. Class 3 and Class 4 vehicles are typically categorized as light-duty and medium-duty vehicles (e.g., vans, pickups, and small commercial vehicles), rather than heavy trucks. Heavy truck classifications for transportation studies generally correspond to FHWA Class 5–13 vehicles, which include single-unit trucks and combination tractor-trailers. Under CEQA, vehicle classification detail is provided for informational purposes to describe existing traffic composition and does not constitute a standalone impact metric under SB 743, which focuses on VMT rather than traffic composition. Therefore, variations in the level of vehicle classification detail do not affect the transportation analysis conclusions. The project's VMT-based evaluation and overall transportation findings remain unchanged.

Additionally, see Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions.

Response to Comment CL-WVCC-52

The commenter stated the TA's collision data did not accurately report the total number of collisions on Campbell Technology Parkway and East McGlincy Street and data from a source different than what was utilized in the TA identified more collisions along the same routes. The commenter states by understating existing collision conditions, the Draft EIR fails to disclose existing safety risks and does not provide a sufficient basis for evaluating the project's impacts on pedestrian and bicycle safety and the final EIR should clarify and resolve the discrepancy between the TA and TIMS/SWITRS collision records, disclose all reported collisions within the study area, and identify roadway treatments to improve transportation safety.

The comment is correct in that the SWITRS report shows five collisions in the area for the years 2019 to 2024. Four collisions resulted in visible injuries, while one resulted in a complaint of pain injury. No fatal or severe injury collisions were reported. The most common primary collision factors were unsafe speed (four collisions), improper turning (one collision). Two collisions involved a pedestrian and two collisions involved a motorcyclist. No collisions involved bicyclists. The collision analysis has been corrected to reflect five reported collisions based on SWITRS data for the years 2019 to 2024. This correction does not change the conclusions of the transportation analysis or the CEQA determination. The five accidents equate to one accident per year on a roadway segment that is almost two-thirds of a mile long. The California MUTCD indicates a roadway might be unsafe, and warrant further study, where there is a minimum of four accidents within a one-year period that involve angle or pedestrian crashes (California MUTCD, Part 4 – Highway Traffic Signals, Chapter 4C, Caltrans, Sacramento, CA, January 18, 2026, pp. 1053-1054, 1074). Accordingly, the data presented by the commenter does not affect the Draft EIR's significance conclusions regarding traffic safety. No "significant new information" is introduced that would warrant recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5. Additionally, see Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety.

Response to Comment CL-WVCC-53

The commenter stated the project would introduce greater level of varied types of active transportation in the area and the lack of bike and pedestrian facilities, along with high level of truck traffic, necessitates an evaluation of the bike and pedestrian circulation in the area to address access and safety concerns not included in the Draft EIR. The commenter stated the Draft EIR proposes mitigation to address pedestrian infrastructure gaps along Campbell Technology Parkway, but it does not address how pedestrians or cyclists will safely walk or bike from the project to any nearby location. The commenter notes that there are no bicycle or pedestrian facilities along McGlincy Lane to the west of Campbell Technology Parkway and the Draft EIR does not properly address potential impacts to pedestrian or bicycle travel and safety on this portion of McGlincy Lane. The commenter stated at a minimum the project should mitigate potential impacts by constructing a continuous pedestrian facility along the full extent of McGlincy Lane. The commenter stated the Draft EIR fails to evaluate foreseeable conflicts between heavy vehicle operations and new non-motorized uses.

Refer to Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety and Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations.

Response to Comment CL-WVCC-54

The commenter stated the TA's report of traffic accidents and daily pedestrian and bicycle trips may understate actual levels of activity and the final EIR should properly report expected levels of pedestrian and bicycle activity and should evaluate whether the existing transportation network can safely accommodate the increase in pedestrian and bicycle activity generated by the project.

The pedestrian and bicycle trip estimates utilized in the Draft EIR, including Section 3.7, Transportation, and Appendix G, use standard ITE trip generation methodology, which is the accepted industry practice. Fehr & Peers' assertion that the estimates "may understate actual levels" is unsupported by project-specific data. General references to "recent household level travel surveys" do not constitute substantial



evidence that the TA's project-specific estimates are inaccurate. Additionally, see Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety and Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions.

Response to Comment CL-WVCC-55

The commenter stated the project identifies the need for an alignment to be proposed for the bicycle and pedestrian overcrossing and as part of the Final EIR, the project site plan must be updated to show the specific alignment of the overcrossing route through the project site, along with the proposed facility type and ROW.

The SR-17 overcrossing public access easement across the project streets to preserve bicycle and pedestrian access for a future bicycle and pedestrian bridge across SR-17 is included in Mitigation Measure TRANS-1 in Section 3.7, Transportation, of the Draft EIR to include references to VTA's Santa Clara Countywide Bicycle Plan's proposed plans. The SR-17 overcrossing is not a component of the proposed project and was only included to indicate to VTA an acknowledgement of their future plans. The overcrossing is a separate, independent project identified in VTA's Santa Clara Countywide Bicycle Plan. The actual details of the overcrossing, such as the facility type and ROW location, will be identified and coordinated between the City and VTA when the proposed improvement is moving forward. The Draft EIR's analysis does not rely on or assume operation of the SR-17 overcrossing; this improvement is currently conceptual, and its implementation is not reasonably foreseeable. Nor does the Draft EIR rely on the public access easement across the project streets to preserve bicycle and pedestrian access for a potential future bicycle and pedestrian bridge to support the impact conclusions in the Draft EIR.

Response to Comment CL-WVCC-56

The commenter stated the EIR notes of the EVA easement along Paseo de Palomas but does not indicate how the access easement would operate with the project and if private automobiles would be able to use the EVA during an evacuation scenario. The commenter stated because of the project's proximity of existing industrial uses, including facilities with toxic chemicals and other dangerous uses, the potential need to quickly evacuate the project site is elevated and as a result, the project must fully consider emergency evacuation needs under different types of evacuation scenarios and for different types of evacuation modes, including walking and biking. The commenter stated the access easement should be open to bicycle and pedestrian travel at all hours and should be used as a second full time vehicle access point. The commenter stated the Draft EIR fails to analyze how emergency access would function under actual operating conditions, including evacuation scenarios and interaction with existing industrial uses.

Emergency access and evacuation are analyzed in Section 3.7, Transportation, and Section 7.0, Effects Found Not to be Significant, in the Draft EIR. Additional analysis is also included in Section 3.9, Hazards and Hazardous Materials, of the Initial Study (provided as Appendix A to the Draft EIR). As identified in the Draft EIR and Initial Study, the proposed project would not impair implementation of interfere with an adopted emergency response plan or evacuation plan and would not result in inadequate emergency access. The EVA would be available for use during emergency scenarios such as an evacuation scenario. The commenter's suggestion to provide the Paseo de Palomas access easement as a full time vehicle access point has been considered. Paseo de Palomas is a private street and is therefore not



available to provide public access to the project. Nor does the project require two ingress and egress points for residents. As outlined in the Draft EIR and the administrative record of proceedings, including project application completeness documents, the proposed project's circulation system complies with all County Fire District and California Fire Code requirements. As noted under Impact TRANS-d in the Draft EIR on p. 3-164, onsite circulation would be “constructed in accordance with City standards for fire and emergency access and to allow for emergency vehicle egress/ingress, subject to an AMMR approved by the SCCFD.”

The commenter states the project site is located in close proximity to facilities with toxic chemicals and other dangerous uses which increases the potential need to quickly evacuate the project site. A review of California Environment Protection Agency’s (CalEPA) Regulated Sites Portal identified that there are uses in the vicinity of the project site that are identified as Chemical Storage Facilities. However, a review of the types of chemicals utilized at these facilities in the vicinity of the project site determined that chemicals utilized are those commonly utilized at uses such as automotive repair and light industrial uses and there are no chemical utilized that are out of the ordinary and pose a significant threat to the public that could cause an evacuation scenario.

CalEPA’s Regulated Sites Portal identified one undergrounds storage tank (UST) within 0.5-mile of the site, located at 580 McGlincy Lane. Though USTs present an explosion and fire hazard, USTs are heavily regulated to prevent any potential accident scenarios. Under existing regulations, UST owners must utilize leak detection systems, corrosion protection, and spill prevention equipment to mitigate risks. All federally regulated USTs must be registered with the appropriate regulatory authority, meet leak detection requirements, and meet spill, overfill, and corrosion protection requirements. In addition, owners and operators must perform a site check and corrective action in response to leaks, spills and overfills, follow regulatory rules during installation of new tanks and closure of existing tanks, have periodic checks performed on corrosion protection and leak detection systems.

Additionally, all industrial uses in the vicinity of the project are anticipated to currently operate in compliance with existing regulations and laws related to onsite storage and use of hazardous materials, and the potential for a scenario where nearby residents are required to evacuate to occur are low. Under existing CalEPA regulations, facilities that use and store hazardous materials onsite are required to implement a Hazardous Materials Business Plan (HMBP). A HMBP is a regulatory requirement for businesses handling threshold quantities of hazardous materials. An HMBP is required to include procedures for spill containment, evacuation and annual employee safety training which reduce the potential for accidental leaks or spills to affect nearby areas. With compliance with existing regulations and laws related to storage and handling of hazardous materials onsite, the nearby industrial uses that store and use toxic chemicals are not anticipated to result in a safety hazard to nearby residents. The potential for a scenario where evacuation would be required due to an accident at nearby facilities that use toxic chemicals is extremely low. Additionally, see Topical Response No. 6 for a response to comment related to emergency access and response.

Response to Comment CL-WVCC-57

The commenter stated the project would result in additional vehicle trips at the Union Avenue/Bascom Avenue intersection and because it is a designated Congestion Management Program intersection, it should be evaluated in the EIR. The commenter stated the Draft EIR does not evaluate whether the



project's additional trips at this intersection would affect traffic operations, level of service, or regional performance standards associated with CMP facilities and without this analysis, the Draft EIR fails to disclose whether project generated traffic would result in measurable changes to circulation conditions at a regionally significant intersection. The commenter stated as a result, the transportation analysis is incomplete and does not provide sufficient information to assess the project's impacts on the surrounding roadway network.

Compliance with Congestion Management Program (CMP) requirements for the study area is administered pursuant to the VTA's CMP and is separate from the determination of transportation impacts under CEQA. The CMP is a regional transportation planning and monitoring program that establishes procedures for maintaining eligibility for certain transportation funding and for monitoring the performance of the regional roadway network. While CMP-related analyses may be required as part of the City's separate compliance with regional transportation planning requirements, they are not environmental impact analyses required under CEQA and do not constitute a basis for determining the significance of transportation impacts in the EIR. Therefore, the absence of a CMP intersection operations analysis does not render the transportation analysis incomplete under CEQA. However, the Draft EIR's traffic analysis demonstrates the proposed project would add 7 trips per lane to the Bascom Avenue and Union Avenue intersection, which is below the CMP's threshold of 10 trips per lane. See Section 2.2.1 of the June 2025 VTA Transportation Analysis Guidelines and Appendices B and G to the Draft EIR. Additionally, see Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site.

Response to Comment CL-WVCC-58

The commenter provided an exhibit showing WVCC's telematic map depicting the location of jobs, location of WVCC facilities, and conceptual relocation sites.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.26 Response to Comment PC-Buchbinder: Commissioner Adam Buchbinder

Response to Comment PC-ABuchbinder-1

The commissioner questioned if parking and traffic is a part of the scope of impacts analyzed and asked what constitutes a safety issue.

Traffic operations as it presents a safety impact and VMT (measure of traffic) is part of CEQA. However, parking is not a required topic of analysis under CEQA and is outside the scope of impacts. The traffic analysis is provided in Section 3.7, Transportation, of the Draft EIR. Additionally, see Topical Response No. 1 for a response to comment related to increased traffic congestion and backup within the vicinity of the project site and Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety. Also see Response to Comment CL-WVCC-43.



2.4.27 Response to Comment PC-Palne: Commissioner Phil Alne

Response to Comment PC-PAlne-1

The commenter asked where it is appropriate to discuss concerns that are out of scope.

Topics outside of the scope of CEQA may be considered and weighed by the decisions makers prior to rendering a final decision to approve, modify, or disapprove the project. No further response is required.

Response to Comment PC-PAlne-2

The commenter provided suggestions to ask state government to pay for improvements to infrastructure if they want more housing.

The city will take into consideration the recommendations provided and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. This recommendation is beyond the scope of the proposed project and as such does not require a further response pursuant to CEQA Guidelines Section 15088.

Response to Comment PC-PAlne-3

The commenter stated Cristch Lane used to connect to this area in the past and maybe it can be reconfigured to provide access.

Cristch is a private road and as such, is not available for use by the City. Additionally, refer to Topical Response No. 4 for a response to comments related to alternate site access.

2.4.28 Response to Comment PC-AZisser: Commissioner Alan Zisser

Response to Comment PC-AZisser-1

The commenter expressed concerns related to egress/ingress to the property and only having one point of access and questioned what is being done as part of the project in terms of the roads and associated streets and what are the mitigation and improvements suggested as part of the EIR.

The project has secondary emergency egress that exists through the adjacent mobile home park and that had been negotiated by the former RDA as part of the current Campbell Technology campus. The fire department required as part of alternative means and measures approval enhanced fire protection safety requirements for the building. Additionally, see Topical Response No. 1 for a response to comment related to increased traffic congestion and backup within the vicinity of the project site, Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety, Topical Response No. 4 for a response to comments related to alternate site access, and Topical Response No. 6 for a response to comment related to emergency access and response.



Response to Comment PC-AZisser-2

The commenter questioned if sewer capacity and stormwater capacity are evaluated in the Draft EIR.

An analysis of sewer capacity is provided in Section 3.9, Utilities and Service Systems of the Draft EIR and stormwater capacity is discussed in Initial Study Section 3.10. Hydrology and Water Quality (provided as Appendix A to the Draft EIR), and Section 7.0, Effects Found Not to be Significant, in the Draft EIR.

Response to Comment PC-AZisser-3

The commenter questioned if the construction schedule outlined is a standard kind of schedule for a project this size and can there be anything done beyond what is included in the Draft EIR to mitigate the issue of ongoing construction in that time frame or a way to collapse it.

The project construction schedule is provided in Section 2.3, Project Construction, in the Draft EIR. The proposed construction schedule is similar and comparable to similar projects of size and scale. Additionally, as outlined in Section 3.1, Air Quality, the proposed project would be required to minimize construction exhaust emissions as part of Mitigation Measure AIR-1. As outlined in the Draft EIR, implementation of Mitigation Measure AIR-1 would reduce potential construction related impacts for air emissions and the Draft EIR did not identify any other potentially significant impacts related to construction. The commenter's question regarding if there is a way to collapse the construction schedule do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

Response to Comment PC-AZisser-4

The commenter asked where traffic congestion be handled if it is not part of the scope of the EIR and provided suggestions that city and council look into the issue in conjunction with project to come up with solutions that the city is responsible for.

Offsite existing traffic impacts is beyond the scope of the proposed project and reduction of existing traffic impacts beyond the project's contribution to the impact is beyond the scope of the proposed project. The commenter's suggestion that the city and city council look into a specific issue related to traffic congestion do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088. Additionally, see Topical Response No. 1 for a response to comment related to increased traffic congestion and backup within the vicinity of the project site.



2.4.29 Response to Comment PC-GAquilina: Vice Chair Gary Aquilina

Response to Comment PC-GAquilina-1

The commenter asked what time of day the AQ measurements were taken and observed. The commenter expressed concerns with use of model and asked what is the model based on (historical component) and would like to see someone going out to the site and measuring AQ during peak vehicle times and during operation of adjacent industrial uses.

No real-time air quality measurements were taken for the proposed project as the air quality analysis relies on modeling to estimate potential operational emissions that could result from a proposed project. As outlined in Section 3.1, Air Quality, of the Draft EIR, the air analysis utilized the California Emissions Estimator Model (CalEEMod) to model potential air emissions. CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and GHG emissions associated with both construction and operations from a variety of land use projects. CalEEMod quantifies direct GHG emissions, such as construction and operational activities and vehicle use, and indirect emissions, such as energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, CalEEMod identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from measures chosen by the user. CalEEMod was developed for the California Air Pollution Control Officers Association in collaboration with the California Air Districts. Default data (e.g., emission factors, trip lengths, meteorology, source inventory) have been provided by the various California Air Districts to account for local requirements and conditions. CalEEMod is a comprehensive tool for quantifying air quality impacts from land use projects located throughout California. The model can be used for a variety of situations where an air quality analysis is necessary or desirable, such as preparing CEQA or National Environmental Policy Act documents, conducting pre-project planning, and verifying compliance with local air quality rules and regulations, etc. CalEEMod version 2022.1.1.29 was used to estimate construction and operational emissions of the proposed project.

Response to Comment PC-GAquilina-2

The commenter stated City Council and the city needs to address the traffic issue if it is not within the scope of impacts for the Draft EIR.

Traffic considerations within the scope of CEQA are analyzed in Section 3.7, Transportation, of the Draft EIR, and Appendix G of the Draft EIR, as well as in the Topical Responses of the Final EIR. Offsite existing traffic impacts is beyond the scope of the proposed project and reduction of existing traffic impacts beyond the project's contribution to the impact is beyond the scope of the proposed project. The commenter's suggestion that the city and city council look into a specific issue related to traffic do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.



2.4.30 Response to Comment PC-DFields: Chair Davis Fields

Response to Comment PC-DFields-1

The commenter questioned how the public comments received during NOP scoping was utilized and if anything changed based on the public comments. How much input has shaped the plan.

Public comments provided during the NOP Scoping Period are outlined in Table 1.2-1 of the Draft EIR, and written comments received during the NOP Scoping Period and applicant responses are included in Appendix B to the Draft EIR. Comments received that were relevant to the proposed project's environmental analysis were considered during preparation of the Draft EIR. If certain concerns were identified by multiple commenters, such as those related to noise and transportation, those comments were considered in the analysis of potential impacts and a more detailed analysis was provided for topics where concerns were identified.

2.4.31 Response to Comment PC-MKamkar: Commissioner Matt Kamkar

Response to Comment PC-MKamkar-1

The commenter provided potential solution to put highway on ramp and off ramp under 17 north to not have to utilize McGlincy and stated this possibility is worth analyzing in the EIR.

A highway on and off ramp is not a proposed component of this project and is not analyzed in the Draft EIR. The city cannot condition a project to include development of a new highway on and off ramp to resolve an existing transportation congestion issue. Construction of highway on and off ramps requires a phased, multi-year process involving initial feasibility studies, environmental impact reviews (National Environmental Policy Act/CEQA), ROW acquisition, and physical grading and would require consultation with Caltrans and other transportation related agencies. As the city has not initiated any of described processes, a potential highway on and off ramp in the vicinity of the project site cannot be included as part of this proposed project and cannot be included in the Draft EIR analysis.

2.4.32 Response to Comment PC-MRodriguez: Matt Rodriguez – West Valley Construction

Response to Comment PC-MRodriguez-1

The commenter provided background information for their company and existing operations.

General comments providing information do not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.



Response to Comment PC-MRodriguez-2

The commenter stated concerns related to access, public safety, and industrial compatibility. Stated concerns that project relies on the same limited access route as multiple active industrial businesses and stated the Draft EIR does not adequately analyze real world conditions (trucks blocking roadway, etc.), heavy truck access.

Impacts to public services, including public safety related to police and fire service, are analyzed in Section 7.0, Effects Found Not to be Significant, on pp. 7-224 and 7-225 of the Draft EIR. Additionally, refer to Topical Response No. 4 for a response to comments related to alternate site access, Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, Topical Response No. 6 for a response to comment related to emergency access and response, and Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions.

2.4.33 Response to Comment PC-CDarman: Chris Darman – West Valley Construction

Response to Comment PC-CDarman-1

The commenter stated the Draft EIR's transportation analysis relies on assumptions and the analysis understates queuing temporary roadway blockages and operation conflicts that would be exaggerated by the project. Emergency access and public safety - truck maneuvering and temporary access blockages can delay their ability to respond to emergency calls for service. The commenter stated the Draft EIR does not demonstrate reliable emergency access to project site or surrounding industrial areas. The commenter stated the Draft EIR does not provide an adequate and meaningful response to prior comments submitted and stated the Draft EIR does not discuss industrial compatibility with noise and the Draft EIR excludes or minimizes existing activity when establishing baseline conditions. The commenter urges the city to address these issues in Draft EIR.

Public comments provided during the NOP Scoping Period are outlined in Table 1.2-1 of the Draft EIR. Comments received that were relevant to the proposed project's environmental analysis were considered during preparation of the Draft EIR. If certain concerns were identified by multiple commenters, those comments were considered in the analysis of potential impacts and a more detailed analysis was provided for topics where concerns were identified. The Draft EIR addresses vehicle queues and the proposed project's effect on them. As outlined in the traffic analysis supporting the Draft EIR (Appendix G to the Draft EIR), the analysis identifies two movements where the existing queues are currently substandard, meaning the queues exceed the available storage at the two given intersections (Draft EIR Appendix G, pp. 30 to 31). The proposed project's effect on the queues is negligible, lengthening these queues by one car length under existing conditions, and by two car lengths under the cumulative conditions. There is no evidence the proposed project would result in significant queuing impacts. Minor striping will occur via an independent City project, and will counteract the one- to two-car queue addition of the proposed project. Additionally, refer to Topical Response No. 5 for a response to comment related to conflicts with existing industrial uses and operations, Topical Response No. 6 for a response to comment related to emergency access and response, and Topical Response No. 7 for a response to comment regarding the environmental setting and baseline conditions.



2.4.34 Response to Comment PC-SLandry: Susan Landry

Response to Comment PC-SLandry-1

The commenter stated the Draft EIR gave an incomplete summary of their comments provided during the NOP scoping and stated concerns with traffic backup at Curtner and McGlincy. The commenter stated that the Draft EIR response said Curtner is more than 0.4-mile away and does not require CEQA unless a significant safety related issue is identified. The commenter stated the Draft EIR does not mention Curtner in the description of roadways and you cannot get from McGlincy to SR-17 without going on Curtner. The commenter noted traffic backup at Curtner and McGlincy will result in traffic cutting through Campbell Village and Union and cut through Central Park. Stated the intersection of Central Park Avenue and Union is within 1,950 feet that is less than 0.4-mile. Issue is the traffic will go around through Campbell Village. The commenter stated their safety concern on Central Avenue, Dallas, Solarno, into Campbell Village onto Cutner. The multimodal plan is starting to address that issue but there's nothing that addresses the impact.

To the extent the commenter claims that Curtner Avenue was not taken into account, such is not accurate. The Draft EIR discusses Curtner Avenue multiple times, including on pp. 3-145, and complete NOP comments, including those concerning Curtner Avenue, are included as Appendix B to the Draft EIR. Table 1.2-1: Comments Received on the NOP in the Draft EIR only provides a brief summary of the overall comments provided during the NOP Scoping Period and written comments received during the NOP Scoping Period are provided in Appendix B to the Draft EIR. Responsive comments to concerns about Curtner Avenue are also included in Appendix B, and Curtner Avenue is accounted for as a studied intersection in Appendix G to the Draft EIR. During AM peak hours, which appear to concern the commenter, approximately 115 total trips heading away from the project site are anticipated, as indicated, for instance, in Table 6 of Appendix G. Approximately 50 percent of project traffic exiting the site is anticipated to turn west on East McGlincy Lane and the remaining 50 percent is anticipated to turn east on East McGlincy Lane. While Curtner Avenue might be congested by westerly traffic, congestion is not a CEQA consideration, and there is no evidence that project traffic would create or increase any risks along this roadway. There also is no evidence any significant project traffic would "cut through" Cambell Village streets but, even if such were to occur, more vehicle traffic does not, absent any specific evidence, result in land use conflicts, traffic safety concerns, or other impacts. Regarding issues pertaining to sidewalks, project mitigations will ensure sidewalk connectivity to destinations east of the project site, and there are no pedestrian destinations west of the project site. Topical Responses, as indicated below, address these concerns in more detail. Refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site and Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety.

2.4.35 Response to Comment PC-GMartinhan: Graciela Martin-Han

Response to Comment PC-SGMartinhan-1

The commenter provided background on where they live and stated not providing alternative proper access is putting pressure on Campbell Village.



Refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site and Topical Response No. 4 for a response to comment related to alternative site access.

2.4.36 Response to Comment PC-TPedia: Tony Pedia

Response to Comment PC-TPedia-1

The commenter stated there is currently no parking along Edith Morley Park and questions how the project will address the issue with the park being there and the traffic going through, currently backed up. The commenter noted a lot of vehicles that sit by park.

As outlined in Section 2.2.8, Parking, of the Draft EIR, the proposed project would provide a total of 718 parking spaces onsite to accommodate the proposed residential development and would provide more parking spaces than required per Campbell Municipal Code Section 21.28.040. Of the total 718 parking spaces, 580 parking spaces would be provided as residential in-garage spaces and 138 spaces would be guest parking spaces dispersed throughout the site. As such, the project residents and any visitors would be anticipated to park within the project site and would not utilize street parking available along nearby roadways. The comment does not raise specific environmental concerns regarding the adequacy or accuracy of the Draft EIR's coverage of physical environmental impacts. All comments received during the public review period of the Draft EIR are discussed and considered in this Final EIR. The comments may be considered and weighed by the decision makers prior to rendering a final decision to approve, modify, or disapprove the project. Therefore, no further response to these comments is required pursuant to CEQA Guidelines Section 15088.

2.4.37 Response to Comment PC-NStrange: Natalia Strange

Response to Comment PC-NStrange-1

The commenter provided background that they live on West Valley Drive and own property there. The commenter stated the Draft EIR does not adequately analyze how traffic from this project will function within a physically constrained road network. The commenter stated the project is relying on single access point feeding into an already congested two lane road on McGlincy and that road feeds into Curtner, Union, and West Valley Drive which are all roads that are already heavily impacted during peak hours. The commenter stated the Draft EIR should analyze whether project-generated traffic will queue back into the site or spill into the public roadway and how that interacts with existing congestion on surrounding streets. Additionally, the commenter stated the Draft EIR does not provide clear analysis of pedestrian safety given the lack of sidewalks on McGlincy and the project will exacerbate existing conditions. Unclear how traffic impacts can be less than significant or mitigated. The commenter questioned if the Draft EIR be revised to include additional analysis and specific enforceable mitigation measures.

The comment that roadways are physically constrained is not accurate as area roadways are sufficiently wide to accommodate traffic from a mix of land uses and were designed and constructed in accordance with City standards and requirements. The Draft EIR addresses vehicle queues and the proposed project's effect on them. In the traffic analysis supporting the Draft EIR (Appendix G to the Draft EIR), the



analysis identifies two movements where the existing queues are currently substandard, meaning the queues exceed the available storage at the two given intersections (Draft EIR Appendix G, pp. 30 to 31). The proposed project's effect on the queues is negligible, lengthening these queues by one car length under existing conditions, and by two car lengths under the cumulative conditions. There is no evidence the proposed project would result in significant queuing impacts. Additionally, minor striping is proposed as a project condition to counteract the one- to two-car queue addition of the project. Refer to Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site, Topical Response No. 2 for a response to comment related to pedestrian and bicycle safety, and Topical Response No. 4 for a response to comments related to alternate site access. Also see Topical Response No. 5 for a response to comments related to conflicts with existing industrial uses and operations and Topical Response No. 7 for a response to comment related to environmental setting and baseline conditions.

2.4.38 Response to Comment PC-TLaFrance: Trudy LaFrance

Response to Comment PC-TLaFrance-1

The commenter stated they are glad that there would be more housing built but is concerned about local residents being able to safely exit their neighborhood at Union and Curtner and traffic cutting through neighborhood. The commenter stated the accident discovery completed only covered a 5 year period and there needs to be more study on that.

Traffic data for the preceding five-year period is relevant and comprehensive information for purposes of a traffic analysis. Data older than five years would not provide any meaningful information affecting the CEQA analysis, and the commenter presents no information that examining historical data would provide useful information. The SWITRS report shows five collisions in the area for the years 2019 to 2024. Four collisions resulted in visible injuries, while one resulted in a complaint of pain injury. No fatal or severe injury collisions were reported. The most common primary collision factors were unsafe speed (four collisions), improper turning (one collision). Two collisions involved a pedestrian and two collisions involved a motorcyclist. No collisions involved bicyclists. The collision analysis has been corrected to reflect five reported collisions based on SWITRS data for the years 2019 to 2024. This correction does not change the conclusions of the transportation analysis or the CEQA determination. No “significant new information” is introduced that would warrant recirculation of the Draft EIR as set forth in CEQA Guidelines Section 15088.5. Additionally, see Topical Response No. 1 for response to comment regarding increased traffic and congestion impacts within the vicinity of the project site.

3.0 REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

This section includes minor edits to the Draft EIR. These modifications resulted from minor clarifications and staff-initiated changes.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strikeout~~ for deleted text).

3.2 MINOR CHANGES AND EDITS TO THE DRAFT EIR

3.2.1 DEIR Section 2.0 Project Description

Section 2.1.5 – Surrounding Land Uses; Page 2-22.

The project site is surrounded by the following land uses:

- **North** –SR-17
- **East** –single-family residential uses
- **South** – Campbell Technology Parkway, Edith Morley Park, and commercial uses
- **West** – SR-17

The area surrounding the project site is characterized by a diverse mix of uses. To the east of the project site, a number of residential developments exist, including the Paseo de Palomas mobile home community, the Union Manor Apartments, and the Woodleaf Apartments. The Campbell Village Neighborhood is located to the south, beyond the southerly frontage of East McGlincy Lane. Additional residential homes are located along East McGlincy Lane. Additionally, there are a significant number of commercial uses in the project vicinity, including commercial service businesses (e.g., auto repair), business support services, professional offices (e.g., insurance and architectural services offices), gyms and fitness studios, pet grooming services, and medical care providers. Some light industrial uses are also located in the project vicinity along East McGlincy Lane.

Section 2.2.9 Utilities – Water Supply; Page 2-35.

Water service at the project site is provided by the San Jose Water Company (SJWC). The proposed project would include the installation of new 8-inch water lines throughout the site that would connect to the existing 8-inch potable water mains within Campbell Technology Parkway. The ~~Applicant determined that the~~ proposed project is anticipated to have an annual water usage of ~~30~~ 25.6 million gallons per year (mgy). This demand estimate was calculated using a flow generation rate of ~~109~~ 97 gallons per capita per day (gpcd) assumed per the ~~2020~~ 2025 Urban Water Management Plan (UWMP) and the City's average

household size of ~~2.6~~ 2.49 persons per household per the ~~U.S. Census Bureau, last updated in 2021~~ City's 2022 General Plan EIR.

Section 2.2.10 Offsite Improvements Page 2-38.

The proposed project would include construction of several offsite improvements to support the development. The proposed project would ~~widen Campbell Technology Parkway and~~ construct improvements along the Campbell Technology Parkway frontage ~~is proposed~~ which include new curb and gutters, sidewalks, and accessible curb ramps at all pedestrian road crossings. Additionally, new street trees, street lighting, and fire hydrants are proposed along the Campell Technology Parkway frontage. Stormwater bioretention areas would be provided to treat the stormwater from the roadway along the project frontage and new storm drain infrastructure would be provided to serve the stormwater treatment areas. Additionally, the proposed project would include sanitary sewer, water, and storm drain connections to the existing infrastructure within the Campbell Technology Parkway frontage.

3.2.2 DEIR Section 3.5 Land Use and Planning

Section 3.5.5 Environmental Impacts – Impact LU-b – Table 3.5-1: 2001 General Plan Consistency Analysis; Page 3-120.

LUT-7.1: Road Maintenance: Maintain and repair roads.	**Consistent.** As outlined in Section 2.2.10, Offsite Improvements, the proposed project would include offsite roadway improvements including ~~widening of Campbell Technology Parkway and~~ improvements along the Campbell Technology Parkway frontage that would include new curb and gutters, sidewalks, and accessible curb ramps at all pedestrian road crossings.
LUT-7.2: Public Utilities and Improvements: Provide a comprehensive network of sidewalks, public utilities and multi-modal improvements that are safe, attractive, efficient, well maintained and accessible for pedestrians, bicyclists and motorists.	**Consistent.** As outlined above under discussion of Policy LUT-7.1, the proposed project would include offsite improvements including ~~widening of Campbell Technology Parkway and~~ improvements along the Campbell Technology Parkway frontage that would include new curb and gutters, sidewalks, and accessible curb ramps at all pedestrian road crossings. In addition, the proposed project includes implementation of Mitigation Measure TRANS-1 which outlines specific pedestrian improvements to be constructed by the proposed project. Additionally, the proposed project would include construction of new utility improvements on and offsite. All utilities and infrastructure improvements proposed as part of the project would be designed and constructed in accordance with City standards and regulations.

3.2.3 DEIR Section 3.7 Transportation

Section 3.7.1 Environmental Setting – Roadway System; Page 3-153.

The project site is bounded by SR-17 to the north and west and Campbell Technology Parkway to the south. The following describes the local roadways that would serve the proposed project.

State Route 17. SR-17 provides regional access to the project site. SR-17 is a six-lane freeway (with additional auxiliary lanes) located along the westerly frontage of the project site. It runs generally in a north/south direction in the vicinity of the proposed project with a speed limit of 65 mph.

Campbell Technology Parkway. Campbell Technology Parkway is a two-lane undivided local street. It is approximately 1,500 feet in length with multiple driveways and does not provide through access. It begins at the stop-controlled T-intersection with East McGlincy Lane and ends at the project site. It has sidewalks on both sides of the roadway with the exception of approximately 400 feet on the east side of the roadway nearest to the intersection with East McGlincy Lane. Edith Morley Park is located on the east side of the street. On-street parking is available only along the park frontage and from 7:00 AM to 6:00 PM, Monday through Friday, parking is limited to a 3-hour duration.

East McGlincy Lane. East McGlincy Lane is classified as a Commercial/Industrial Collector in the City's General Plan and connects the proposed project's street to the City's arterial network. It is a two-lane undivided roadway with a posted speed limit of 25 mph. It is approximately 0.8 miles in length and runs from Union Avenue to Curtner Avenue.

Union Avenue. Union Avenue is classified as a Class II Arterial in the City's General Plan. In the vicinity of the project site, it is generally a two-lane roadway with sidewalks on both sides. It has a posted speed limit of 30 mph.

Curtner Avenue. Curtner Avenue is classified as a Residential Collector in the City's General Plan and is located to the south of the project site. It is a two-lane roadway with a posted speed limit of 25 mph.

Cristich Lane. Cristich Lane is a private street that abuts the project site at the southwest corner. However, because it is private street, it does not provide access to the project site nor connect to Campbell Technology Parkway. This condition would not change with the proposed project.

Section 3.7.3 Environmental Impacts – Impact TRANS-b; Page 3-162; Footnote.

The City's VMT Policy and the project screening criteria are described under Section 3.7.2 above. The City's VMT policy specifies that land use projects located within 0.5-mile of a light rail station shall be presumed to have a less than significant transportation impact on VMT presuming these projects are consistent with the General Plan. The City's VMT policy complies with state law requirements including CEQA Guidelines Section 15064.3, which states: "generally, projects within 0.5-mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact." Distance to transit for purposes of VMT evaluation is measured by straight-line distance. The proposed project site is within 0.5-mile of the Winchester light rail transit station. The project site is also located within 0.5-mile of the South Bascom Avenue and Surrey Place bus stop, which includes Routes 26 and 61, running 15- and 20-min intervals, respectively, during peak periods. While bus stops are not specifically included in the City's Transit Screening criteria, the project site's proximity to this station is relevant given that a 0.5-mile radius to a major transit stop is a commonly accepted distance for transit priority areas where it can be assumed there will be a reduction in

VMT[1]2. Finally, as already established, the City must treat the proposed project as consistent with its General Plan for all purposes under AB 1893 (Government Code 65589.5(f)(6)(D)). In light of the foregoing, the City finds that the proposed project meets the screening criteria for transit and is presumed to have a less than significant transportation impact. Therefore, the proposed project is presumed to have a less than significant VMT impact.

Section 3.7.3 Environmental Impacts – Impact TRANS-c; Page 3-164.

Campbell Technology Parkway east of East McGlincy Lane and East McGlincy Lane west of Cambell Technology Parkway were counted for vehicle classification, speed, and volume for a 24-hour period. The number of trucks on either roadway was identified to be modest (approximately 5 to 6 percent of all vehicles) and speeds along Campbell Technology Parkway were identified to be low, and the speed along East McGlincy Lane was identified to be modest. Collision data from the Statewide Integrated Traffic Records System was reviewed along East McGlincy Lane and Campbell Technology Parkway, which provide primary site access. The result indicates that there was only one collision on East McGlincy Lane over a six-year span between January 1, 2019, and December 31, 2024. The reported collision on East McGlincy Lane was located about 50 feet east of Campbell Technology Parkway and was due to improper turning. One of the vehicles was a motorcycle, and alcohol was involved. However, data from the Transportation Injury Mapping System which compiles statewide SWITRS collision records identified five collisions in the area for the years 2019 to 2024. Four collisions resulted in visible injuries, while one resulted in a complaint of pain injury. No fatal or severe injury collisions were reported. The most common primary collision factors were unsafe speed (four collisions), improper turning (one collision). Two collisions involved a pedestrian and two collisions involved a motorcyclist. No collisions involved bicyclists. Given only ~~one~~ five collisions in six years, it appears that these streets do not have a collision problem. The proposed project would add trips to the roadways but would not alter their design. Therefore, the proposed project is not expected to cause an increase in the collision rate and result in safety hazards.

3.2.4 DEIR Section 3.9 Utilities and Service Systems

Section 3.9.1 Environmental Setting – Water Supply – Potable Water Supply; Pages 3-173 - 3-174.

SJWC owns and operates its water distribution system that consists of a pipe network, which lies predominantly beneath the traveled roadways in the public street right-of-way. The SJWC provides the water supply for potable water and fire suppression in the City. SJWC's service area encompasses 139 square miles, including most of San Jose, most of Cupertino, the entire cities of Campbell, Monte Sereno, Saratoga, the Town of Los Gatos, and parts of unincorporated Santa Clara County. In addition to its own water system, SJWC also operates, maintains, and improves the Cupertino Municipal Water System through a lease agreement (SJWC ~~2021~~ 2026).

[1] *Why Creating Affordable Homes Near Transit is a Highly Effective Climate Strategy*, California Housing Partnership, May 2024.
[2] The City, in addition to their own independent analysis, reviewed a memo dated February 20, 2026, provided by the Applicants and their transportation consultants, Abrams Associated Traffic Engineering, Inc., which supported the use of straight-line distance to measure proximity to transit under the VMT Transit Screening criteria.

The regional wholesale supplier of water to the South Bay Area, which includes the SJWC, is the Santa Clara Valley Water District (Valley Water), which derives water from local, recycled, and imported supplies (City of Campbell 2022). ~~The~~ Valley Water's water supply system is comprised of storage, conveyance, recharge, treatment and distribution facilities that include local reservoirs, the groundwater basin, groundwater recharge facilities, treatment plants, imported supply, and raw and treated water conveyance facilities.

The SJWC has three primary sources of potable water supply: purchased or imported treated surface water from Valley Water, groundwater from the Santa Clara Subbasin, and surface water from local watersheds. Non-potable recycled water is a fourth and growing source of supply (SJWC ~~2021~~ 2026). On average, purchased water from Valley Water makes up over half of SJWC's total water supply. This water originates from several sources including Valley Water's local reservoirs, the State Water Project and the federally funded Central Valley Project San Felipe Division. Water is piped into SJWC's system at various turnouts after it is treated at one of three Valley Water-operated water treatment plants.

SJWC draws water from the Santa Clara Subbasin, which is part of the larger Santa Clara Valley Basin. Valley Water is responsible for maintaining the subbasin and ensuring the subbasin does not become overdrafted. Aquifers in the subbasin are recharged naturally by rainfall and streams and artificially mainly by recharge ponds operated by Valley Water. On average, groundwater from the Santa Clara Subbasin accounts for 30 to 40 percent of SJWC's total water supply.

Surface water utilized for potable water by SJWC include Saratoga Creek and Los Gatos Creek. SJWC has "pre-1914 water rights" to surface water in Saratoga Creek, Los Gatos Creek, and associated watersheds (City of Campbell 2022). SJWC diverts surface water in the local Saratoga Creek and Los Gatos Creek watersheds to one of the three SJWC water treatment plants for treatment prior to entering the distribution system. Surface water supplies are highly variable depending on annual rainfall and generally contribute less than 10 percent of total water supply. Additionally, as of ~~2020~~ 2025, recycled water made up 2 percent of the total water supply (SJWC ~~2021~~ 2026).

SJWC's is required to prepare and update a UWMP every five years. SJWC's most recent UWMP is its ~~2020~~ 2025 UWMP which includes an analysis of projected demand and supply for water in its service area through the year ~~2045~~ 2050. According to the UWMP, in ~~2020~~ 2025, the total demand for potable and non-potable water within the SJWC service area was ~~39,592~~ 33,996 million gallons (MG). The ~~2020~~ 2025 UWMP estimates that total water demand for SJWC's service area would increase to approximately ~~45,605~~ 38,119 mgy in ~~2045~~ 2050 (SJWC ~~2021~~ 2026).

Table 3.9-1 below shows a summary of current and planned water supplies and a comparison of the projected supply and demand in a normal year scenario for SJWC's service area.

Table 3.9-1: Projected Supply vs. Demand for Normal Year Scenario

	Year					
	~~2025~~	2030	2035	2040	2045	2050
Water Supply	~~44,201~~	~~44,275~~ 40,837	~~44,629~~ 40,812	~~45,156~~ 40,525	~~45,605~~ 39,982	38,119
Water Demand	~~44,201~~	~~44,275~~ 38,858	~~44,629~~ 38,769	~~45,156~~ 38,419	~~45,605~~ 37,864	37,000
Surplus or (Deficit)	~~*0*~~	~~*0*~~ *1,979*	~~*0*~~ *2,042*	~~*0*~~ *2,106*	~~*0*~~ *2,118*	*1,119*

Section 3.9.2 Regulatory Setting – State – Urban Water Management Planning Act; Page 3-175.

In 1983, the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The Urban Water Management Planning Act requires that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre feet per year (afy) shall prepare and adopt an UWMP. Water suppliers are required to prepare a UWMP within a year of becoming an urban water supplier and update the plan at least once every five years. The Urban Water Management Planning Act also specifies the content that is to be included in an UWMP. It is the intention of the legislature to permit levels of water management planning commensurate with the number of customers served and the volume of water supplied. The Urban Water Management Planning Act states that urban water suppliers should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple-dry years. The Urban Water Management Planning Act also states that the management of urban water demands, and the efficient use of water shall be actively pursued to protect both the people of the state and their water resources. SJWC is the service provider for the City and therefore, prepared the UWMP. The latest SJWC UWMP is the ~~2020~~ 2025 UWMP which was adopted in ~~2021~~ 2026.

Section 3.9.3 Environmental Impacts – Methodology for Analysis; Page 3-176.

The following analysis is based on a review of documents pertaining to the project site, including the General Plan, the General Plan EIR, ~~2020~~ 2025 UWMP, and Section 2.0, Project Description, of this EIR. The following impact discussions consider the impacts of the proposed project related to utilities and service systems in the City.

Section 3.9.3 Environmental Impacts – Impact UTIL-b; Pages 3-177 – 3-178.

As identified in Section 2.2.9, Utilities, the Applicant determined that the proposed project is anticipated to result in an average daily water demand of ~~82,126~~ 70,034 gallons per day (gpd) or ~~30~~ 25.6 mgy. This demand estimate was calculated using a flow generation rate of ~~109~~ 97 gpcd assumed per the ~~2020~~ 2025 UWMP and the City's average household size of ~~2.6~~ 2.49 persons per household per the ~~U.S. Census Bureau, last updated in 2021~~ City's 2022 General Plan EIR. The ~~2020~~ 2025 UWMP identifies that SJWC's actual water use in ~~2020~~ 2025 was ~~109~~ 97 gpcd.

~~However, as stated in the 2020 UWMP, for demand projections included in the 2020 UWMP, it was assumed that all developments constructed after 2020 would require high water efficiency fixtures and thus, a lower daily per capita water use of 75 gpcd was applied to new population growth after 2020~~

~~(SJWC 2021). Additionally, as identified in Section 3.14, Population and Housing, of the Initial Study (Appendix A), to accurately estimate the resulting population of the proposed project, the population and average household size identified in the City's most recent 2022 General Plan EIR was utilized to calculate the anticipated population growth from implementation of the proposed project. The City's 2022 General Plan EIR identifies an average household size of 2.49 persons per household. Using this more updated data and the projected daily per capita water use of 75 gpcd for new developments, the proposed project is anticipated to result in a water demand of 54,150 gpd or 19.8 mgy.~~

The ~~2020~~ 2025 UWMP identified that projected water demand in ~~2025~~ 2030 for SJWC's service boundary was ~~44,201~~ 38,858 MG. The proposed project's anticipated water demand of ~~19.8~~ 25.6 mgy would represent approximately ~~0.04~~ 0.07 percent of SJWC's total water demand for ~~2025~~ 2030. Therefore, the proposed project would not result in a substantial increase in demand for water. Additionally, as the project site is currently developed and operated as a R&D campus, there is already existing water demand at the site that is serviced by SJWC. At the time of preparation of this EIR, we do not have information regarding how much water demand exists at the site from operation of the existing R&D campus. However, as we know that there is existing water demand at the site, the existing water demand would offset some of the total water demand anticipated from implementation of the project and the anticipated increase in total water demand at the site would be less than ~~19.8~~ 25.6 mgy. The proposed project would also include design features to reduce water use such as the use of native and drought-tolerant plants and use of water efficient fixtures that would meet specified water use rates as required by the California Plumbing Code.

The ~~2020~~ 2025 UWMP identified that SJWC anticipated adequate water supplies to meet demand under normal year, single dry, and multiple dry year scenarios through ~~2045~~ 2050. Therefore, as the proposed project is not anticipated to result in substantial increases in water demand at the site, there would be sufficient water supplies available to serve the proposed project and reasonably foreseeable future development during normal, dry and multiple dry years. As such, the proposed project would result in a less than significant impact to water supplies.

3.2.5 DEIR Section 4.5 Cumulative Impact Analysis

Section 4.5.9 Utilities and Service Systems; Page 4-191.

The geographic area for cumulative utilities and service systems impacts is the service area of the utility and service systems providers. Therefore, the geographic area for cumulative water supply impacts is the service area of the SJW and WVSD which provide potable water and wastewater services to the City, respectively. As discussed in Section 3.9, Utilities and Service Systems, the analysis conducted for the proposed project determined that SJW would have adequate water supplies available to serve the proposed project and all other users and the proposed project would not result in an increase in water supply shortage. Therefore, the proposed project would result in a less than significant impact related to available water supplies. Additionally, the proposed project includes water efficiency measures to reduce anticipated demand during operation of the proposed project. Related projects in SJW's service area would have the potential to result in a cumulative impact associated with available water supplies if the related project would substantially increase demand in the City. As determined in Section 3.9, Utilities and Service Systems, the proposed project's anticipated water demand would represent approximately 0.04 percent of SJWC's total water demand for 2025. As also explained in Section 3.9, Utilities and Service

Systems, ~~and the City's 2022 General Plan EIR,~~ the ~~2020~~ 2025 UWMP identified that SJWC anticipated adequate water supplies to meet demand under normal, single dry, and multiple dry year scenarios through ~~2045~~ 2050. Finally, implementation and buildout of the General Plan, as disclosed in the 2022 General Plan EIR, would not result in the need to construct or expand water supply and treatment facilities that have not already been described and accounted for in the relevant water master plans, which include the SJWC UWMP, SCVWD UWMP, and ~~Santa Clara Valley Water District Water Supply and Infrastructure Master Plan~~ Santa Clara Valley Water District Water Supply Master Plan 2050, incorporated herein by reference.

3.2.6 DEIR Section 5.5 Alternatives Considered

Section 5.5.2 No Project Future Development Alternative -- Utilities and Service Systems; Page 5-203.

The No Project Future Development Alternative would result in an increase in water demand and wastewater generation at the site. As identified in Section 3.9, Utilities and Service Systems, the City's 2022 General Plan EIR identified an average household size of 2.49 persons per household and the ~~2020~~ 2025 UWMP identified a ~~projected daily per capita water use~~ flow generation rate of ~~75~~ 97 gpcd ~~for new residential developments~~. Utilizing this data, the No Project Future Development Alternative's 467 residential units would result in a population growth of 1,163 residents and a resulting water demand of ~~87,225~~ 112,811 gpd. The proposed project is anticipated to result in a water demand of ~~54,150~~ 70,034 gpd and therefore, the No Project Future Development Alternative would result in a greater increase in water demand over the proposed project. Additionally, the existing demand from the R&D use on the fourth project site parcel not identified for residential uses would continue to exist. However, this increase in water demand would not be substantial and the No Project Future Development Alternative's water demand of ~~87,225~~ 112,811 gpd (~~31.8~~ 41.2 mgy) would represent approximately ~~0.07~~ 0.11 percent of SJWC's total water demand for ~~2045~~ 2030, compared to the proposed project ~~0.04~~ 0.07 percent. Additionally, the No Project Future Development Alternative's residential development would be required to include design features to reduce water use, similar to the proposed project and there would be sufficient water supplies available to serve future development under the No Project Future Development Alternative.

3.2.7 DEIR Section 7.0 Effects Found Not to be Significant

Hydrology and Water Quality – Groundwater Management; Page 7-221.

The project site is underlain by the Santa Clara Subbasin which is a subbasin of the Santa Clara Valley groundwater basin. Most of the project site is paved and is not a major groundwater recharge area. The proposed project would increase the amount of impervious area by two percent on the project site from what currently exists. As the project site is not a major groundwater recharge area and most of the project site is already covered in impervious surfaces, the proposed project is not expected to substantially interfere with groundwater recharge.

San Jose Water provides municipal water services to the City and draws groundwater from the Santa Clara Subbasin, which is part of the larger Santa Clara Valley Basin. According to San Jose Water's ~~2020~~ 2025 UWMP, on average groundwater ~~made~~ makes up approximately ~~43~~ 30 to 40 percent of San Jose



Water's ~~the~~ total water supply ~~in 2020~~. As the proposed project's water demand would be supplied by San Jose Water which uses groundwater as a supply, the proposed project could decrease groundwater supplies. However, the proposed project would not result in substantial increases in water demand at the site that would require San Jose Water to increase its groundwater pumping. Therefore, the proposed project would not substantially decrease groundwater supplies or interfere with groundwater recharge such that the proposed project would impede sustainable groundwater management of the basin and impacts would be less than significant.

3.2.8 DEIR Section 9.0 References

Section 3.9: Utilities and Service Systems; Page 9-237.

~~SJWC. 2021. 2020 Urban Water Management Plan, June 2021. https://www.sjwater.com/sites/default/files/2021-06/2020%20UWMP%20FINAL%20with%20Appendices.pdf. Accessed January 2025.~~

SJWC. 2026. 2025 Urban Water Management Plan, June 2026. https://www.sjwater.com/media/filfewve/2025-uwmp-with-appendices-final.pdf. Accessed July 2026.

Section 7.0: Effects Found Not to be Significant; Page 9-238.

CPD. 2025. Campbell Police Department 2025 Year in Review. https://campbellca.hflip.co/2025YIR. Accessed March 2026.

3.2.9 DEIR Appendix G

A discrepancy between the text and the tables included in Appendix G to the Draft EIR was discovered after the public review period of the Draft EIR. The text in Appendix G correctly stated the daily pedestrian and bicycle trips that would result from the proposed project; however, the applicable tables omitted the existing daily trips from existing uses at the project site. Revisions were made to Table 1 and Table 2 on pages 5 and 7, respectively, in Appendix G to the Draft EIR which provided the Transportation Analysis prepared by Hexagon Transportation Consultants, Inc. See Appendix B to this Final EIR for the revised Draft EIR Appendix G. The Draft EIR did not include the incorrect tables as a reference in the Draft EIR's transportation analysis and as such, revisions to the Draft EIR are not required and the analysis provided in Section 3.7, Transportation, of the Draft EIR correctly states the anticipated daily pedestrian and bicycle trips from the proposed project.

4.0 LIST OF PREPARERS AND ORGANIZATIONS CONSULTED

4.1 LEAD AGENCY

City of Campbell

Senior Planner .....Daniel Fama

4.2 REPORT PREPARERS

Stantec Consulting Services, Inc.

Principal-in-Charge ..... Trevor Macenski

Project Manager/ Principal Planner ..... Anna Radonich

Deputy Project Manager/Environmental Planner.....Jennifer Webster

5.0 REFERENCES

California Department of Housing and Community Development (HCD). 2023. RE: AB 2097 Transit Distance Criteria – Letter of Technical Assistance, November 17, 2023. https://www.hcd.ca.gov/sites/default/files/docs/planning-and-community/HAU/san-clemente-ta-ab2097-hau459-111723.pdf. Accessed August 2026.

Stantec Consulting Services Inc. (Stantec). Campbell Tech Park Project Draft Environmental Impact Report, April 15, 2026. PDF.

Appendix A
Comments Received on the Draft EIR

From: Lisjan Nation
To: Planning Division
Cc: Quirina Geary; tcarrasco@tamien.org
Subject: Re: Notice of Availability of Draft EIR for the Campbell Tech Park Project
Date: Tuesday, April 21, 2026 6:43:04 PM

You don't often get email from cvltribe@gmail.com. Learn why this is important

WARNING: This email originated from an external sender! Please do not open attachments or click on links unless you are certain it is legitimate.

Greetings,

Thank you for your email. This project does not land within our traditional territory. We will defer to Tribal Chairwoman Quirina Geary of the Tamien Nation, also cc'd on this email. CL-LJ-1

Uuha'yi (With Gratitude),

Jon Kunkel, Tribal Administrative Assistant
Confederated Villages of Lisjan Nation

On Wed, Apr 15, 2026 at 4:41 PM Planning Division <planning@campbellca.gov> wrote:

> **NOTICE OF AVAILABILITY OF**
>
> **A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)**
>
> **(SCH# 2024121066)**
>
> A Draft Environmental Impact Report (DEIR) for the Campbell Tech Park Project, located at 635, 655, 675, and 695 Campbell Technology Parkway, Campbell, CA, is now available for public review and comment, and may be downloaded at the links below. The 45-day public review period runs from April 15, 2026, through June 1, 2026. Written comments may be submitted to techparkproject@campbellca.gov.
>
> Draft EIR (without appendices) – 22 MB
> Draft EIR (with appendices) – 185 MB
>
> As noted in the Notice of Availability (NOA) below, a public hearing to receive comments on the adequacy of the Draft EIR will be held before the Planning Commission on **Tuesday, April 28, 2026, at 7:00 PM**, or shortly thereafter, in the City Council Chambers, 70 N. 1st Street, Campbell, CA 95008. The meeting may be attended in-person or remotely via ZOOM at https://campbellca.gov/PCSignup.



Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

April 21, 2026

Campbell City Planning
70 N. 1st Street
Campbell, CA 95008

Ref: Gas and Electric Transmission and Distribution

Dear Campbell City Planning,

Thank you for submitting the **Campbell Tech Park** project plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities. CL-PGE-1

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en/account/service-requests/building-and-renovation.html.

2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

CL-PGE-2

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851filing is required. CL-PGE-3

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required. CL-PGE-4

Sincerely,

Plan Review Team
Land Management

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 24 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 24 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 24 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING."**

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), plant only low-growing shrubs under the wire zone and only grasses within the area directly below the tower. Along the border of the transmission line right-of-way, plant only small trees no taller than 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Pacific Gas and Electric Company
Kevin Wun
Land Management
San Jose, CA 95113

April 24, 2026

Daniel Fama, Senior Planner
City of Campbell
70 N. 1st Street
Campbell, CA, 95008
techparkproject@campbellca.gov

Re: Notice of Availability of Draft EIR for the Campbell Tech Park Project

635, 655, 675 & 695 Campbell Technology Pkwy, Campbell, CA 95008

Dear Daniel,

Thank you for giving us the opportunity to review the subject plans, Notice of Availability of Draft EIR for the Campbell Tech Park Project. The proposed Campbell Tech Park Project is within the same vicinity as PG&E's existing facilities that impact this property. CL-PGE.2-1

PG&E has no comment on the adequacy or the draft Environment Impact Report. However, the draft Environment Impact Report doesn't make note of PG&E's existing electric and gas facilities within the boundary of the Campbell Tech Park Project. The applicant is to ensure the development of the Campbell Tech Park Project within, near, etc., PG&E's electric and gas facilities complies with the attached guidelines for projects near PG&E electric and gas facilities. CL-PGE.2-2

The applicant is to provide development plans to PG&E's Plan Review Team for comment when they are available. The applicant may contact PG&E's Plan Review Team via email at PGEPlanReview@pge.com. CL-PGE.2-3

Please contact the Building and Renovation Center (BRSC) for facility map requests by calling 1-877-743-7782 and PG&E's Service Planning department at www.pge.com/cco for any modification or relocation requests, or for any additional services you may require. CL-PGE.2-4

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site. CL-PGE.2-5

If you have any questions regarding our response, please contact the me at Kevin.Wun@PGE.com. CL-PGE.2-6

Sincerely,

Kevin Wun
Land Management

Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING."**

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 10 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.
8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.
Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe. Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4 5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 24 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch wide trench being dug along a 36 inch pipeline, the centerline of the

trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 24 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 24 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line ‘kicker blocks’, storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for

PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E’s ability to access its facilities 9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4’) in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an “Impressed Current” cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E’s facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

From: Susan Landry-Offsite
To: Daniel Fama
Subject: Re: Tech Park Update
Date: Wednesday, April 15, 2026 5:27:46 PM

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the Draft EIR's response to my comments states:
The commenter provided a map that displays roadway and related facilities improvements in the general project area; however, the improvements are not currently proposed as part of the proposed project and therefore, is not related to the proposed project or its environmental analysis.

This response missed the point in my verbal comments about the potential impacts to our neighborhood. The map was to show where we think impacts will be and suggestions on improvements.
The EIr does not address our concerns and makes no mention of the traffic impacts, i.e. cut though traffic, in our neighborhood. Why not?

It mentions traffic as far away as McGlincey and Union. It does not even mention Curtner. Why not?

What are the boundaries for the area of influence

CL-SLandry-1

Susan M. Landry
Environmental Edges
Principal Landscape Architect
Lic. No. 3161

On Wednesday, April 15, 2026 at 03:14:24 PM PDT, Daniel Fama <danielf@campbellca.gov> wrote:

Hi Susan – The EIR public notice is going out shortly (today). We'll be scheduling a April 28th PC meeting to take public comment.

Daniel

From: Susan Landry <environmental.edges@yahoo.com>
Sent: Wednesday, February 4, 2026 3:56 PM
To: Daniel Fama <danielf@campbellca.gov>
Cc: Rob Eastwood <RobE@campbellca.gov>
Subject: Re: Tech Park Update

thanks for th eupdate.

Terry Hines said the project is on hold

Susan M. Landry
Environmental Edges
Principal Landscape Architect
Lic. No. 3161

On Wednesday, February 4, 2026 at 01:59:25 PM PST, Daniel Fama <danielf@campbellca.gov> wrote:

Hi Susan – We're running into some delay. The Planning Commission DEIR meeting will be pushed, with an exact date to be determined.

From: Daniel Fama
Sent: Friday, January 9, 2026 2:58 PM
To: Susan Landry-Offsite <environmental.edges@yahoo.com>
Cc: Rob Eastwood <RobE@campbellca.gov>
Subject: Tech Park Update

Hi Susan – Just a heads up, we're tentatively looking at a March 10 Planning Commission meeting to take comment on the draft EIR. We're currently reviewing a revised administrative draft. Once that review is complete, I'll send out a broader update with confirmed dates for the EIR release and the Planning Commission meeting.

Daniel

From: Susan Landry-Offsite
To: Daniel Fama; Rob Eastwood
Subject: Tech Park Housing - Distance to Central Park Drive
Date: Tuesday, April 28, 2026 11:45:01 PM
Attachments: Tech park to Central Park Drive.pdf

I miss spoke when I said where the distance of 0.4 miles is measured.

I said Central Park and Union, I meant to say portions of Central Park Drive. - My measurement on City's GIS is less than 0.4miles (2,112 lf) see attached.

Am I correct that is is measured propety line of tech park to the property lines of the homes on Central Park Drive?

The issue is the DEIR does not evaluate the cut through traffic on Central Park and through Campbell Village.

DEIR references Hwy 17 and McGlincy with no mention of Curtner.
In the morning McGlincy backs up because the section of Curtner to Camdem backs up and it can take 3 signals at Camdem to get throughto Hwy 17. The incease in traffic on McGlincy from Tech Park Housing will cause even further back up.
The Intersection of Curtner & McGlincy is 2-way stop - one car from McGlincy, then one car from Curtner.
People wiill try to get around the McGlincy back up via Union to Central Park Drive, then through Campbell Village to get to Curtner.

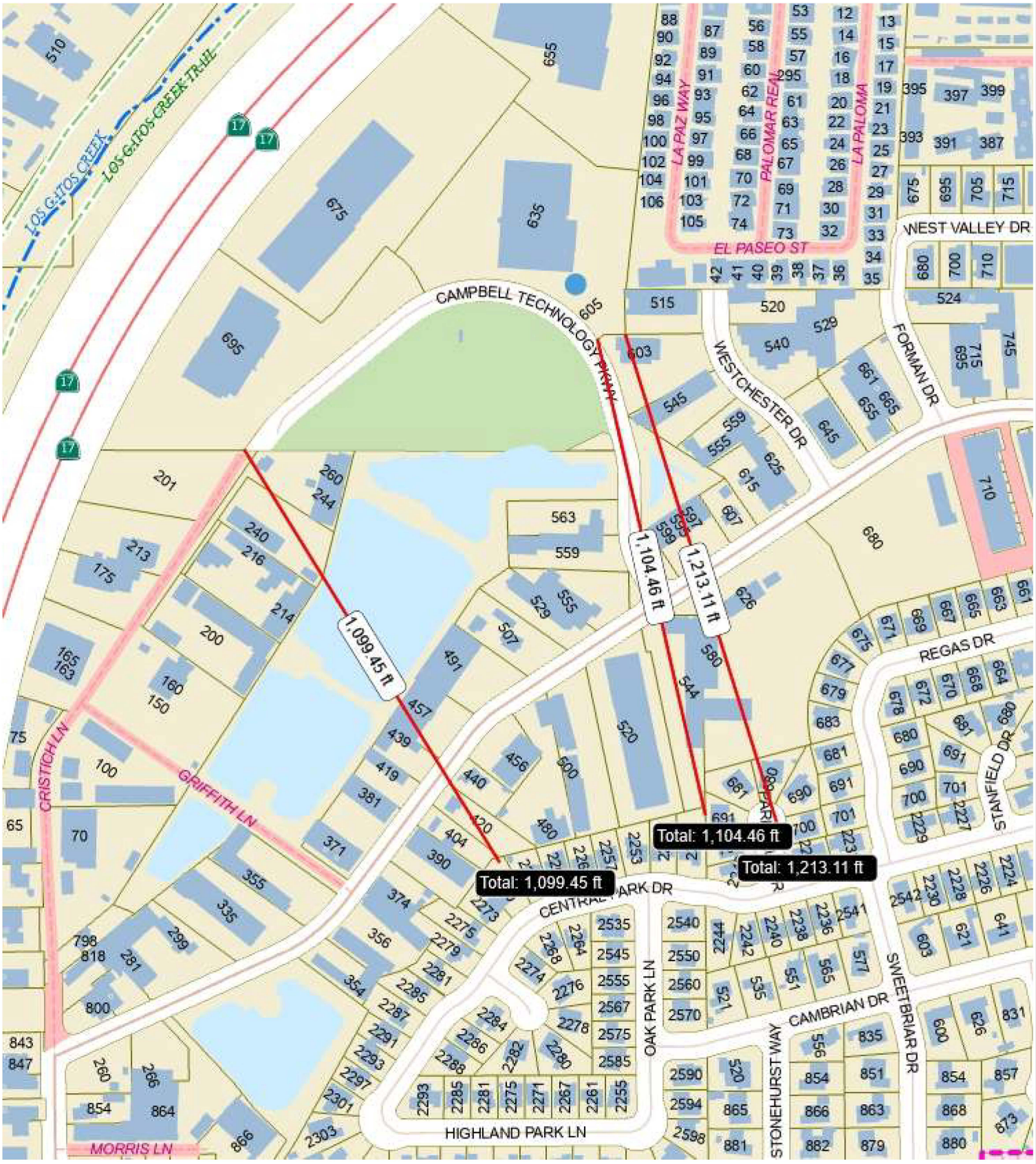
CL-SLandry2-1

This increase in traffic through the neighborhood raises safety concerns due to lack of sidewalks and bike lanes. The hours of increased traffic are when children are going to school. There are also safety concerns about cars exceeding the residentail speed limits as they rush to work.

CL-SLandry2-2

Susan M. Landry
Environmental Edges
Principal Landscape Architect
Lic. No. 3161

City of Campbell



752 0 376 752 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
Campbell IT, GIS Services

Scale 1: 4,514

This map is based on GIS Information and reflects the most current information at the time of this printing. The map is intended for reference purposes only and the City and its staff is not responsible for errors.

Public Comments on the Draft EIR for the Technology Park Husing project

CL-SLandry3-1

1. **Item 3.7.1 Environmental Setting - Roadway System –** p. 3-153
   a. No mention of Curtner Ave
   b. Curtner Ave connects McGlincy to Camden and Hwy 17 – Curtner needs to be evaluated
   c. The intersection of Curtner and McGlincy is a 3 -way stop – one car at a time
   d. Currently in the morning to get from this intersection to Camden can take 3 cycles of the light at Curtner and Camden.
   e. Traffic already backs up on McGlincy
   f. The increase in traffic from Tech Park Housing will worsen the backup and cars will go around to Union then cut through Campbell Village to get onto Curtner.
   g. The impacts need to be identified and addressed in the EIR.

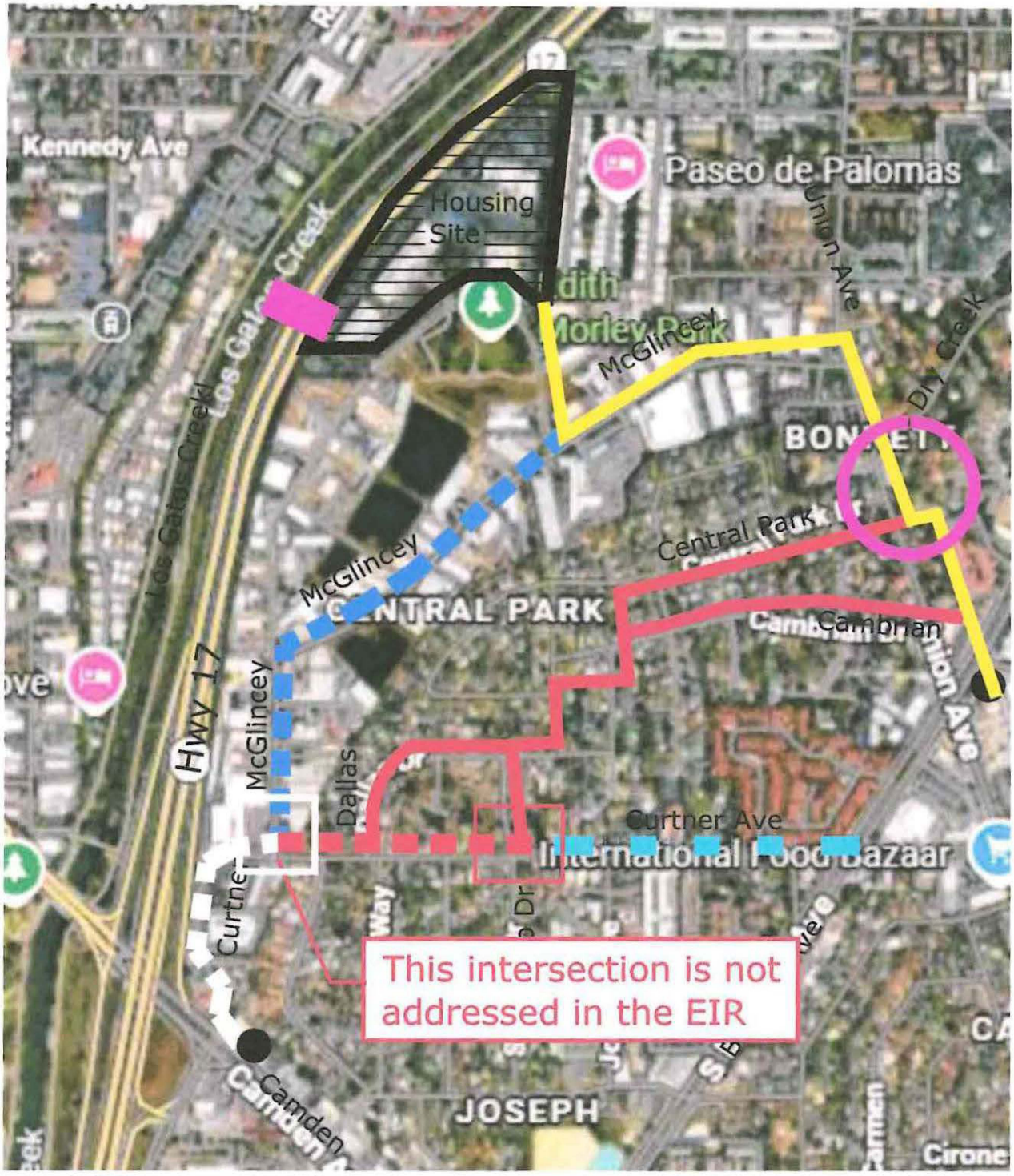
CL-SLandry3-2

2. **Table 1.2-1: Comments Received on the NOP -** page 1-9 - Susan Landry Comments
   a. Incomplete summary of my comments
   b. It is missing my concerns about the traffic backup at Curtner and McGlincy – referenced above.
   c. The impact to Campbell Village needs to be identified and addressed in the EIR.

New Housing Development
at Technology Park

DRAFT EIR comments

026-04-28



Legend

- New Traffic Calming
- Existing Bike Route/Sharrows
- New Traffic Calming, Sidewalks Bike Route/Sharrows
- New Crosswalks
- Existing Sidewalks
- New Sidewalks
- Future Pedestrian Bridge
- New Stop Sign & Crosswalks
- Existing Bus stop

From: TONY CLEMENTS
To: techparkproject
Cc: Terry Hines
Subject: Campbell Tech Park Project Draft EIR
Date: Thursday, April 16, 2026 6:51:36 AM

[You don't often get email from ttuba@comcast.net. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

WARNING: This email originated from an external sender! Please do not open attachments or click on links unless you are certain it is legitimate.

Dear Mr. Fama,

I am a neighbor (on Dallas Dr) of the Campbell Tech Park Project recently proposed. It would impact, greatly, the quality of life for which I signed up when I moved into this neighborhood in 1988. I have several questions regarding this project: CL-TClements-1

1 - What is being done (or planned for) the inevitable HUGE influx of traffic along McGlincy towards Union Avenue, and the already overloaded Curtner and McGlincy corner.?

2 - How is the intolerable rush hour tie up that already exists at the Curtner/Camden/Hwy 17 interchange going to be aleviated, or at least addressed? CL-TClements-2

3 - What is being done as far as infrastructure, meaning power, sewer, trash removal, road maintenance, and internet services? CL-TClements-3

4 - How are school children to be transported to and from school? AND which school(s) will the influx of children be attending? CL-TClements-4

Thank you.

TONY CLEMENTS
ttuba@comcast.net

ROCO'S GARDENING & ARROYO VISTA LANDSCAPING, INC.

May 21, 2026

City of Campbell, Planning Commission
City Hall Council Chamber
70 N. First Street
Campbell, CA 95008
planning@cityofcampbell.com

Re: Objection to Proposed Residential Development at Campbell Technology Park

Dear Planning Commission,

I am writing to formally express my concerns and objection to the proposed future development of dense residential housing project in the area located at Campbell Technology Park.

While I recognize the importance of addressing housing needs, I have significant concerns on the suitability of this project for the proposed location. CL-VRacanelli-1

First, the project appears to underestimate the impact on existing small businesses that currently operate in this commercial area. These businesses contribute to the local economy, provide jobs, and serve the community. Displacing or negatively impacting them without adequate mitigation measures could result in long-term economic and social consequences. CL-VRacanelli-2

Second, the infrastructure limitations of the area raise serious concerns. The project relies on a narrow single main access road, which is already heavily utilized. Businesses depend on the streets of East and South McGlincey, as well as the side streets off McGlincey. Big rigs and delivery trucks often block the entire street of McGlincey.

Converting the 17.28 acre industrial park into 290 high density residences (27 single family homes and 263 townhomes) creates more traffic congestion and safety hazards. According to the existing developmental plan, traffic will increase by 1,368 daily vehicle trips. The only sidewalks now are between Campbell Technology Parkway and Union Ave. The roadways are already dangerous for pedestrians and bicyclists and for our drivers seeking to avoid them. This raises concerns about accidents, noise complaints about our activities, and on-street parking, just to name a few.

Adding a large residential development will lead to increased traffic congestion, longer emergency response times, and safety hazards.

Given these concerns, I respectfully request that the Planning Commission consider all the businesses that will be affected and possibly be forced to relocate or close. CL-VRacanelli-3

Sincerely,

Vito Racanelli, CEO

Date: May 26, 2026
To: Daniel Fama, Senior Planner
City of Campbell, 701 N. 1st. Street
Campbell CA, 95008
From: Dr. Patricia Tinto for Paseo de Palomas Board of Directors
Re: Campbell Tech Park Project Draft EIR
techparkproject@campbellca.gov

Established in 1983, Paseo de Palomas has a history of being a quality example of sustainable residential housing for senior citizens. Each of our 106 homes pays Santa Clara secured property tax including the Campbell Special Assessment taxes. We, as a co-op, are responsible for the upkeep of the infrastructure that supports our homes. Last year, we upgraded our electrical system at a cost of 1.2 million dollars and just recently repaved every street at a cost of approximately 400,000 dollars. We do not draw any funds from the City of Campbell, Santa Clara County, or the State of California. CL-PTinto-1

Paseo de Palomas is adjacent to the proposed project. We have two possible significant points of impact as described in the Draft EIR:

1. The shared boundary between the proposed row of detached two-story family homes consisting of:
    a. One street of homes (la Paz)
    b. The park common recreation area including swimming pool, spa, bocce courts, dog park.

CL-PTinto-2

Paseo has enjoyed a structural wall and large established trees as a current buffer to existing traffic and noise within the tech park. The existence of the buffer will be felt not only in the construction phases of the proposed project for noise and dust but also for the noise and privacy as the proposed housing becomes filled with active families and traffic along interior roads. It is a primary importance to us that this buffer not only continue but improve.

Replacing existing large trees that may be deemed a hazard to both sides is seen by us as a necessity. We endorse the Draft EIR's use of the requirements of the City of Campbell for replacement of large and heritage trees as the mitigating measure for removal of large and/or heritage trees. CL-PTinto-3

We find that the mitigation measures for pollution during construction phases to be adequately addressed in the Draft EIR for our needs. CL-PTinto-4

2. The proposed tie-in to the established wastewater system and sewer system that runs down our private road (Paseo de Palomas Lane). CL-PTinto-5

Paseo de Palomas is currently limited to 106 homes. We are a senior park, and do not foresee substantial increases in our number of residents, thus any increase in use would come from the proposed project. Given the moderate use of the wastewater and sewer systems in the past by the technology project, we have no experiences or data that challenge the assumptions, and conclusions made in the Draft EIR. We have to defer to the developers and the City of Campbell for assessing that impact.

CL-PTinto-5 cont.

The Draft EIR speaks to two other possible projects: the No project no development option and the No project future development project. We do not see the first as feasible given the need for housing. The second could include a much larger, high-density project and/or mixed-use project. We do not see that the latter would lessen but would rather increase the types of impacts being addressed in the Draft EIR. We support the Draft EIR's argument and conclusion that the proposed project has the least significant impact on our area.

CL-PTinto-6

We understand the concerns for traffic patterns in the area by other neighborhoods. For us, the pending projects listed as 2029-2045 S. Bascom Avenue with mixed use and 205 residential units, 972 Michael Drive with 16 residential units, 600 East Campbell with 90 residential units, and the ongoing development of the Pruneyard (Draft EIR pp. 4-183 & 184) could constitute even more of a traffic problem. Traffic on the stretch of Union Avenue from Camden Avenue to Campbell Avenue is heavy during commute hours. However, we understand that this is also not part of the Draft EIR other than what has for us been adequately addressed. We definitely want to be part of any discussion that involves future traffic patterns.

CL-PTinto-7

From: D hnh360
To: Planning Division
Subject: Campbell Tech Park
Date: Friday, May 29, 2026 8:08:41 PM

You don't often get email from hnh360@gmail.com. Learn why this is important

WARNING: This email originated from an external sender! Please do not open attachments or click on links unless you are certain it is legitimate.

Been on McGlincy for 25 years. The Traffic has increased exponentially over the last 10 years due to the wealth gap in the Bay Area as well as the State. If any of you have the slightest bit of moral clarity and testicular fortitude, you will help stop the urbanization of the suburbs. And then someday you can have a sense of pride when you look into your grandchildren's eyes for you were in position to avoid creating the planned helllscape by our so-called betters. Have a long look in the mirror about this and make the right choice. Surprise the community with courage. Sincerely A Fresh Emigrant

CL-Unknown-1

From: Ken Burg
To: Planning Division
Subject: Campbell Technology Park impact on Mc Glincey Lane traffic
Date: Monday, June 1, 2026 6:46:30 AM

[You don't often get email from kenburg@bellcoreinc.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification]

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Bellcore Construction 440 E Mc Glincey Lane is concerned with the impact on traffic on our street, if all of the residential traffic from the new homes in the Campbell technology business park is funneled out onto Mc Glincey. There must be some alternate access to this site. Cristich Lane, or Paseo De Palomas both seem to be viable options somewhat diluting the traffic impact.
Kenneth Burg, concerned property owner

CL-KBurg-1

From: Aaron Liebelt
To: Planning Division
Subject: Fwd: Opposition letter Technology Park development
Date: Tuesday, May 26, 2026 3:48:31 PM

You don't often get email from aaron@emberwest.com. Learn why this is important

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---------- Forwarded message ---------
From: **Aaron Liebelt** <aaron@emberwest.com>
Date: Tue, May 26, 2026 at 3:01 PM
Subject: Opposition letter Technology Park development
To: <planning@cityofcampbell.com>, <cdarman@wvcc.com>

Aaron Liebelt
DBA/ EmberWest Fireplace
535 Union Ave
Campbell, Ca. 95008
408 599 9789
aaron@emberwest.com

05/23/2026

I would like to bring to the city's attention that the “proposed” housing project at Technology Park is not only unnecessary but also causes severe safety issues. CL-ALiebelt-1

1. There have already been multiple—I count around 6—large housing complexes completed in the last few years all within 5 miles of this “proposed” new project. Expand to 10 miles, and it’s around 20. Most of those finished projects still sit at half vacancies. Clearly another housing project is not needed in this area, especially since we still have the enormous Cambrian project and the one across the street at the old Carl's Jr getting ready to start. CL-ALiebelt-2
2. Traffic in this area is currently tolerable, but it won’t be once large equipment trucks are blocking the roadway. Will the city ticket them for double parking? I’ll take that as a no. CL-ALiebelt-3
3. McGlincey cannot accommodate the amount of traffic the city is blindly going to subject our businesses and residents to. Doing business in this area will become intolerable and unmanageable. CL-ALiebelt-4
4. One fact that I don’t see brought up is the safety issue regarding the fire department located at 123 Union Ave. Several times a day I CL-ALiebelt-5

see a fire truck on its way to an emergency call using Union and McGlincy. How will they get through the traffic mess you are about to create? I assume you don't think there will be any emergency calls between 7-9am and 4-6pm or clearly you don't care.

CL-ALiebelt-5 cont.

This housing project is not needed; it will cause immense undue traffic stress in the area and create a safety issue regarding the fire department's ability to respond to calls in a timely manner.

CL-ALiebelt-6

Aaron Liebelt

--
The fireplace busy season runs from Oct-Mar. Expect a 2-3 week lead time for installs on in stock items and services. Also product lead times increase dramatically during this period. Installations run 2-3 weeks out from when the item arrives. Please plan accordingly.

My in office days are Tue-Thur 9-5, Fri 9-4, Sat 10-4.

EmberWest Fireplace & Patio
Aaron Liebelt, Accounts manager.
Store 408 599 9789
Cel 408 728 5935
aaron@emberwest.com
535 Union Ave
Campbell, Ca. 95008

--
The fireplace busy season runs from Oct-Mar. Expect a 2-3 week lead time for installs on in stock items and services. Also product lead times increase dramatically during this period. Installations run 2-3 weeks out from when the item arrives. Please plan accordingly.

My in office days are Tue-Thur 9-5, Fri 9-4, Sat 10-4.

EmberWest Fireplace & Patio
Aaron Liebelt, Accounts manager.
Store 408 599 9789
Cel 408 728 5935
aaron@emberwest.com
535 Union Ave
Campbell, Ca. 95008

520 Westchester Drive, Suite 2
Campbell, CA 95008
(408) 369-8675 Office
(408) 369-1865 Fax

May 29, 2026

City of Campbell Planning Commission
City Hall Council Chamber
70 N. First Street
Campbell, CA 95008

Re: Opposition to Proposed Residential Development at Campbell Technology Park

Dear Planning Commissioners,

As the owner of Adorno Construction Inc. I strongly oppose the proposed residential development at Campbell Technology Park. CL-FAdorno-1

My company, along with many others in the industrial park, depends on East and South McGlincy Lane for employee, customer, and delivery access. These streets are already heavily congested, and delivery trucks frequently block portions of the roadway while servicing businesses.

The proposal to replace 17.28 acres of industrial property with 290 residential units will add substantial traffic to an area that is already strained. The project's own traffic study estimates an increase of approximately 1,368 daily vehicle trips. At the same time, pedestrian infrastructure remains limited, creating additional safety concerns for drivers, pedestrians, cyclists, and future residents. CL-FAdorno-2

Industrial parks are designed to support business operations, commercial traffic, and large delivery vehicles, not dense residential neighborhoods. Introducing housing into the center of an active industrial area will create ongoing conflicts, increased congestion, parking issues, safety risks, and potential complaints against businesses that have operated here for years.

I am also concerned about emergency access and evacuation routes for both businesses and residents. Existing roadways already experience significant congestion, and adding hundreds of new residents will only worsen these challenges. CL-FAdorno-3

I respectfully urge the Planning Commission to reject this proposal and preserve Campbell Technology Park as an industrial and employment focused area. Existing businesses should not be placed at risk by a project that is incompatible with the current use of the property and surrounding infrastructure. CL-FAdorno-4

Thank you for your consideration.

Sincerely,

Frank Adorno III

Owner, Adorno Construction Inc.

DeAnza WATER CONDITIONING
OFFICE: (408) 371-5521
FAX: (408) 371-7909
customer@deanzawater.com

May 20, 2026

planning@cityofcampbell.com

City of Campbell, Planning Commission
City Hall Council Chamber
70 N. First St.
Campbell, CA 95008

Re: Opposition to Proposed Residential Development at Campbell Technology Park

Dear Planning Commission,

De Anza Water Conditioning, Inc. strongly opposes the proposed redevelopment of Campbell Technology Park into a high-density residential project. Our company has operated at 355 E. McGlincy Lane for over 40 years and depends on the existing industrial roadway access to serve our customers and support daily operations. CL-GMai-1

Traffic, parking, and receiving shipments from trucks are already difficult under current conditions. East and South McGlincy Lane are narrow industrial streets that regularly accommodate large delivery trucks, employee traffic, and customer access. Trucks often block the roadway while making deliveries, creating congestion and safety concerns.

Adding approximately 290 residential units and an estimated 1,368 additional daily vehicle trips will significantly worsen these issues. The area already lacks adequate sidewalks and safe pedestrian infrastructure, creating concerns for drivers, bicyclists, pedestrians, and future residents. We are also concerned about emergency access and evacuation capabilities for both businesses and residents if these roads become further congested. CL-GMai-2

We respectfully urge the Planning Commission to consider the serious impacts this project will have on long-established businesses and the safety challenges it will create for everyone using East and West McGlincy Lane. Please consider that all the businesses that will be affected, and may be forced to relocate or close, in addition to the dangers the potential residents will face if this project moves forward. CL-GMai-3

Sincerely,

Glenna Mai
Vice President of Operations
De Anza Water Conditioning, Inc.

D & J Pest Control, Inc.
645 E McGlincy Lane #C
Campbell CA 95008

May 21, 2026

planning@campbellca.gov

City of Campbell, Planning Commission
City Hall Council Chamber
70 N. First St.
Campbell, CA 95008

Re: Opposition to Proposed Residential Development at Campbell Technology Park

Dear Planning Commission;

Our business, D & J Pest Control, is deeply concerned about the future development of the Campbell Technology Park into a dense residential housing project. The only access to this dense housing project will be straight through our business park. CL-JStreet-1

We depend on the narrow streets of East and South McGlincy for our employees and customers to access our business. Delivery trucks often block the entire street to enter the industrial park.

Converting a 17.28 acre industrial park into **290** high density residences (**27** single family homes and **263** townhomes) creates more traffic congestion. According to the existing developmental plan traffic will increase by **1,368** daily vehicle trips. The only sidewalks now are between Campbell Technology Parkway and Union Ave. CL-JStreet-2

The roadways are already dangerous for pedestrians and bicyclists and for our drivers seeking to avoid them. This raises traffic concerns with accidents, noise complaints about our activities, and on-street parking, to name a few. We are also concerned about what will happen if there is an emergency and the residences and the industrial park must be evacuated?

Using East and West McGlincy creates a hazardous environment for everyone. We urge the Planning Commission to consider all the businesses that will be affected, and may be forced to relocate or close, in addition to the dangers the potential residents will face if this project moves forward. Thank you for your consideration. CL-JStreet-3

Sincerely,

Jennifer Street
Manager, D & J Pest Control, Inc.

COASTLINE CABINETS
520 E MCGLINCY LANE SUITE 6

5/20/2026

planning@cityofcampbell.com

City of Campbell, Planning Commission
City Hall Council Chamber
70 N. First St.
Campbell, CA 95008

Re: Opposition to Proposed Residential Development at Campbell Technology Park

Dear Planning Commission;

Our business, COASTLINE CABINETS, is deeply concerned about the future development of the Campbell Technology Park into a dense residential housing project. The only access to this dense housing project will be straight through our business park. CL-TSyslo-1

We depend on the narrow streets of East and South McGlincy for our employees and customers to access our business. Delivery trucks often block the entire street to enter the industrial park.

Converting a 17.28 acre industrial park into **290** high density residences (**27** single family homes and **263** townhomes) creates more traffic congestion. According to the existing developmental plan traffic will increase by **1,368** daily vehicle trips. The only sidewalks now are between Campbell Technology Parkway and Union Ave. CL-TSyslo-2

The roadways are already dangerous for pedestrians and bicyclists and for our drivers seeking to avoid them. This raises traffic concerns with accidents, noise complaints about our activities, and on-street parking, to name a few. We are also concerned about what will happen if there is an emergency and the residences and the industrial park must be evacuated?

Using East and West McGlincy creates a hazardous environment for everyone. We urge the Planning Commission to consider all the businesses that will be affected, and may be forced to relocate or close, in addition to the dangers the potential residents will face if this project moves forward. CL-TSyslo-3

Thank you,

TIM SYSLO

Sequoia Cabinet
165 Cristich lane Suite C
Campbell, CA 95008

5/20/2026

planning@cityofcampbell.com

City of Campbell, Planning Commission
City Hall Council Chamber
70 N. First St.
Campbell, CA 95008

Re: Opposition to Proposed Residential Development at Campbell Technology Park

Dear Planning Commission;

Our business, [insert name], is deeply concerned about the future development of the Campbell Technology Park into a dense residential housing project. The only access to this dense housing project will be straight through our business park. CL-KKlafter-1

We depend on the narrow streets of East and South McGlincy for our employees and customers to access our business. Delivery trucks often block the entire street to enter the industrial park.

Converting a 17.28 acre industrial park into **290** high density residences (**27** single family homes and **263** townhomes) creates more traffic congestion. According to the existing developmental plan traffic will increase by **1,368** daily vehicle trips. The only sidewalks now are between Campbell Technology Parkway and Union Ave. CL-KKlafter-2

The roadways are already dangerous for pedestrians and bicyclists and for our drivers seeking to avoid them. This raises traffic concerns with accidents, noise complaints about our activities, and on-street parking, to name a few. We are also concerned about what will happen if there is an emergency and the residences and the industrial park must be evacuated?

Using East and West McGlincy creates a hazardous environment for everyone. We urge the Planning Commission to consider all the businesses that will be affected, and may be forced to relocate or close, in addition to the dangers the potential residents will face if this project moves forward. CL-KKlafter-3

Thank you,
Keith M. Klafter
(owner)

May 22, 2026

City of Campbell, Planning Commission
City Hall Council Chamber
70 N. First St.
Campbell, CA 95008

Re: Opposition to Proposed Residential Development at Campbell Technology Park

Dear Planning Commission;

CL-MYoung-1

I am the owner of the property located at 745 E. McGlincy Lane and have serious concerns about the future development of the Campbell Technology Park into a dense residential housing project. The only access to this housing project is straight through our business park. I have witnessed a vast increase in the traffic through the park already without this addition.

CL-MYoung-2

Converting a 17.28 acre industrial park into 290 high density residences creates more traffic congestion. According to the existing developmental plan traffic will increase by 1,368 daily vehicle trips. There are only sidewalks now on the portion of E. McGlincy between Union and the Campbell Technology Parkway.

The roadway is already dangerous for pedestrians and bicyclists and drivers seeking to avoid them. This raises traffic concerns with accidents, noise complaints and on-street parking, to name a few. There is also the concern about what will happen if there is an emergency and the residences and the industrial park must be evacuated.

I am also concerned about how this proposed development may negatively affect my ability to lease my property. Increased congestion, traffic and accessibility concerns may discourage businesses from wanting to locate on this street, potentially forcing property owners to lower rental rates in order to attract or retain tenants.

CL-MYoung-3

Using East and South McGlincy creates a hazardous environment for everyone. We urge the Planning Commission to consider all businesses and property owners that will be affected by this project, including the potential negative impact on property values, leasing opportunities, business operations and overall accessibility within the industrial park.

CL-MYoung-4

Thank you,

Mark Young
45 Hardy Ave.
Campbell, CA 95008

J&M
WINDOWS AND GLASS, INC.

745 McGlincey Lane
Campbell, CA 95008
TEL: 408-371-7255
FAX: 408-371-2510

May 22, 2026

City of Campbell, Planning Commission
City Hall Council Chamber
70 N. First St.
Campbell, CA 95008

Re: Opposition to Proposed Residential Development at Campbell Technology Park

Dear Planning Commission;

Our Business, J&M Windows and Glass, Inc, is deeply concerned about the future development of the Campbell Technology Park into a dense residential housing project. The only access to this dense housing project will be straight through our business park. CL-MYoung2-1

We depend upon the narrow streets of East and South McGlincy for our employees, customers and suppliers to access our business. Delivery trucks are often large and need the entire street to enter and exit businesses along the route. Our business receives one or more deliveries a day on big rig trucks.

Converting a 17.28 acre industrial park into 290 high density residences creates more traffic congestion. According to the existing developmental plan traffic will increase by 1, 368 daily vehicle trips. There are only sidewalks now on the portion of E. McGlincy between Union and the Campbell Technology Parkway. CL-MYoung2-2

The roadway is already dangerous for pedestrians and bicyclists and drivers seeking to avoid them. This raises traffic concerns with accidents, noise complaints and on-street parking, to name a few. There is also the concern about what will happen if there is an emergency and the residences and the industrial park must be evacuated.

Our business has been located here since 1975 and have weathered many changes. The traffic has increased with the additional construction and we don't think having and increase of 1,300 plus trips a day will be good for the business park.

We urge the Planning Commission to consider all the businesses that will be affected, and may be forced to relocate or close, in addition to the dangers the potential residents will face if this project moves forward. CL-MYoung2-3

Thank You,

Mark Young, President

From: Amah Mutsun Tribal
To: Planning Division
Subject: Re: Notice of Availability of Draft EIR for the Campbell Tech Park Project
Date: Wednesday, April 15, 2026 7:39:05 PM
Attachments: 2026 Rate sheet W Insurance Cert.pdf
General Recommendations (1) (1) (1).pdf

You don't often get email from irennezwierlein@gmail.com. Learn why this is important

WARNING: This email originated from an external sender! Please do not open attachments or click on links unless you are certain it is legitimate.

Hello and Good Afternoon,

Thank you for the information on the proposed project, and please see the attached documents with our recommendations. If you have any questions about the attached documents, or would like to set up a meeting to discuss consultation, please give us a call at 916-730-9468 or email us at amtbinc21@gmail.com. CL-AM-1

Thank you,

Lorelei Alli

On Wed, Apr 15, 2026 at 4:41 PM Planning Division <planning@campbellca.gov> wrote:

> **NOTICE OF AVAILABILITY OF**
>
> **A DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)**
>
> **(SCH# 2024121066)**
>
> A Draft Environmental Impact Report (DEIR) for the Campbell Tech Park Project, located at 635, 655, 675, and 695 Campbell Technology Parkway, Campbell, CA, is now available for public review and comment, and may be downloaded at the links below. The 45-day public review period runs from April 15, 2026, through June 1, 2026. Written comments may be submitted to techparkproject@campbellca.gov.
>
> Draft EIR (without appendices) – 22 MB
> Draft EIR (with appendices) – 185 MB
>
> As noted in the Notice of Availability (NOA) below, a public hearing to receive comments on the adequacy of the Draft EIR will be held before the Planning Commission on **Tuesday, April 28, 2026, at 7:00 PM**, or shortly thereafter, in the City Council Chambers, 70 N. 1st Street, Campbell, CA 95008. The meeting may be attended in-person or remotely via ZOOM at https://campbellca.gov/PCSignup.



Provisions to Address Discovery of a Tribal Cultural Resource During Construction

Tribal Cultural Resources Sensitivity Training. The project sponsor, in consultation with any Cultural Resources Team if one is available, shall retain the services of an Ohlone Native American representative and/or archeological consultant from the Qualified List of Archaeological Consultants to provide cultural sensitivity and archeological awareness training to all work crews who will be involved in ground disturbing activities at the project site. The training shall inform all project contractors, subcontractors and work crew members to be on the alert for evidence of the presence of potential tribal cultural resource(s), of how to identify the evidence of such a resource(s), and of stop work, resource protection, and notification requirements in the event of suspected discovery of a tribal cultural resource by construction crew members.

Stop Work and Notification Upon Discovery. Should any indication of a tribal cultural resource be encountered during any soils-disturbing activity of the project, the project Head Foreperson and/or project sponsor shall immediately notify tribe and shall immediately suspend any soils-disturbing activities in the vicinity of the discovery until the Cultural Monitor and a qualified archeological consultant from the Qualified Archeological Consultants List have assessed the find and the respective parties have determined whether and what additional measures should be undertaken.

Preservation in Place. In the event of the discovery of a tribal cultural resource, the cultural resource team (if one is present on job), the project sponsor, the archeological consultant, and the Ohlone representative shall consult to determine whether preservation in place would be feasible and effective in preserving the values represented by the resource. The archeological consultant, in consultation with the Ohlone representative, shall document the find to current professional standards. The tribe may also require that the project sponsor immediately implement a site security program if the resource is at risk from vandalism, looting, or other damaging actions.

If it is determined that preservation-in-place of the tribal cultural resource would be both feasible and effective, the archeological consultant shall prepare a Resource Preservation Plan (RPP) in consultation with the Ohlone representative, for review, which shall be implemented by the project sponsor during construction.

If it is determined that preservation in place would not be feasible or effective, then archeological assessment and treatment shall be implemented and in consultation with the Ohlone representative, as detailed below.

Archeological Treatment. If it is determined, in consultation with the Ohlone representative and the project sponsor, determines that preservation-in-place of the tribal cultural resources is not a sufficient or feasible option to preserve the values represented by the resource, then the archeological consultant, in consultation with the Ohlone representative, shall conduct archeological assessment to determine

the significance of the find and determine whether it retains sufficient integrity to warrant additional treatment. If the tribal cultural resource is determined to be a significant archeological resource, the archeological consultant, in consultation with the Ohlone representative, shall recommend appropriate archeological treatment to preserve the data and values of the tribal cultural resource, which may include archeological data recovery. Data recovery shall be implemented in consultation with the Ohlone representative and shall include appropriate analyses and reporting. If an archeological interpretive, monitoring, and/or testing program is required, it shall be consistent with Standard guidelines for such programs and shall be implemented immediately.

Human Remains and Funerary Objects. The treatment of any human remains, and funerary objects discovered during any soils disturbing activity shall comply with applicable State laws, including Section 7050.5 of the Health and Safety Code and Public Resources Code 5097.98. If human remains or suspected human remains are encountered during construction, the contractor and project sponsor shall ensure that ground-disturbing work within 50 feet of the remains is halted immediately and shall arrange for the protection in place of the remains until appropriate treatment and disposition have been agreed upon and implemented in accordance with this section. The project sponsor shall immediately notify the Medical Examiner of the County in which the job resides and the Tribe of the find. In the event of the Medical Examiner's determination that the human remains are Native American in origin, the Medical Examiner will notify the California State Native American Heritage Commission (NAHC) within 24 hours and all provisions of Public Resources Code 5097.98 will be followed.

Interpretive Program. If it is determined, in consultation with Ohlone representative and the project sponsor, determines that preservation-in-place of the tribal cultural resource is not a sufficient or feasible option, the project sponsor, in consultation with local Native American representatives, shall prepare a Cultural Resources Public Interpretation Plan (CRPIP) to guide the interpretive program. The CRPIP shall be submitted for review and approval prior to implementation of the program. The interpretive program may but is not limited to artist installations, preferably by local Native American artists, oral histories with local Native Americans, cultural displays, educational panels, or other interpretive elements agreed upon by the sponsor, and Ohlone Native American representatives, and shall include an on-site acknowledgement that the project is built on traditional Ohlone land. The plan shall identify, as appropriate, proposed locations for installations or displays, the proposed content and materials of those displays or installation, the producers or artists of the displays or installation, and a long-term maintenance program. Upon approval of the CRPIP and prior to project occupancy, the interpretive program shall be implemented by the project sponsor. The project sponsor shall work with the tribal representative to identify the scope of work by the tribal representative to fulfill the requirements of this mitigation measure, which may include participation in preparation and review of deliverables (e.g., plans, interpretive materials, artwork). Tribal representatives shall be compensated for their work as identified in the agreed upon scope of work.

From: Jaeho Hahn
To: techparkproject
Cc: Colleen Haggerty
Subject: Draft Environmental Impact Report for the Campbell Tech Park Project
Date: Monday, June 1, 2026 4:04:11 PM
Attachments: image001.png

You don't often get email from jhahn@valleywater.org. Learn why this is important

WARNING: This email originated from an external sender! Please do not open attachments or click on links unless you are certain it is legitimate.

Dear Daniel,

The Santa Clara Valley Water District (Valley Water) has reviewed the Draft Environmental Impact Report (DEIR) for the Campbell Tech Park Project, which was received on April 15, 2026. Valley Water has the following comments and clarifications.

1. On page 3-173, the DEIR refers to the agency as "the Valley Water." Valley Water's preferred usage is simply "Valley Water," without the article "the." Please revise this reference throughout the document as appropriate.

2. On page 4-191, the DEIR references the "Santa Clara Valley Water District Water Supply and Infrastructure Master Plan (WSIMP)." It is over 10 years old and is no longer accurate. Valley Water's current planning document is the Water Supply Master Plan 2050, adopted in 2023, which should be used in water supply analysis.
   Please revise the document accordingly.

3. Please note that San Jose Water is in the process of adopting its 2025 Urban Water Management Plan (UWMP). The DEIR should incorporate and reference the most current UWMP data and projections for supplies and demands, as these updates may affect the accuracy of the analysis in Chapter 3 - Utilities and Service Systems.

CL-ValleyWater-1

Please reference Valley Water file number 34951 in further correspondence regarding the project. If you have any further questions regarding Valley Water's comments, you may contact me at (408) 630-3119 or email me at jhahn@valleywater.org.

CL-ValleyWater-2

Sincerely,

JAEHO HAHN, P.E.
Pronouns: he/him/his
Associate Engineer
Community Projects Review Unit
JHahn@valleywater.org
Tel (408) 630-3119 | Work Cell (408) 604-5837
CPRU Hotline Tel. (408) 630-2650
CPRU Hotline e-mail: CPRU@valleywater.org



SANTA CLARA VALLEY WATER DISTRICT
5750 Almaden Expressway, San Jose CA 95118
www.valleywater.org

Clean Water · Healthy Environment · Flood Protection

County of Santa Clara
Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
1-408-573-2400

June 1, 2026

VIA EMAIL (techparkproject@campbellca.gov)

City of Campbell
70 N. 1st Street
Campbell, CA 95008
Attn: Daniel Fama

SUBJECT: Roads and Airports Department Comments on the Notice of Availability of a Draft Environmental Impact Report for the Campbell Tech Park.

The County of Santa Clara Roads and Airports Department (the "Department") appreciates the opportunity to review and comment on the Campbell Tech Park Draft EIR. On behalf of the Department, we submit the following comments: CL-SCCounty-1

- Per the Traffic Analysis, please provide plans for the proposed restriping improvements at the **Camden Avenue / White Oaks Road / Curtner Avenue intersection** for review.
    - The County requests further information demonstrating how the restriping would address the queueing issues identified in the Traffic Analysis to help determine whether the proposed improvements are sufficient to mitigate the identified queueing and operational impacts, or whether additional transportation improvements at or near the intersection should be considered.
    - Note that this intersection may be partially within Caltrans jurisdiction, and any improvements within Caltrans right-of-way will require coordination with and approval from Caltrans.

CL-SCCounty-2

- The County requests that the project **contribute a fair share** toward transportation improvements identified in the adopted Santa Clara County Expressway Plan 2008.

  Specifically, the project should consider contributing toward the Plan's Tier 1A project, **At-Grade Improvements at SR 17/San Tomas Expressway**:
    - Re-striping the eastbound through lane on White Oaks Road to provide an optional left-turn movement as a third left-turn lane;
    - Providing a second right-turn lane on the southbound SR 17 off-ramp; and
    - Studying potential operational and safety improvements within the interchange area.

CL-SCCounty-3

Board of Supervisors: Sylvia Arenas, Betty Duong, Otto Lee, Susan Ellenberg, Margaret Abe-Koga
County Executive: James R. Williams

Thank you again for your continued outreach and coordination with the Department. If you have any questions or concerns about these comments, please feel free to contact me at ben.aghegnehu@rda.sccgov.org

CL-SCCounty-4

Thank you

Santa Clara Valley Transportation Authority

June 1, 2026

City of Campbell
70 N. 1st Street
Campbell, CA, 95008
Attn: Daniel Fama, Senior Planner

Dear Daniel,

VTA appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Campbell Tech Park Project at 635, 655, 675, and 695 Campbell Technology Parkway, shared by City staff on April 15, 2026. CL-VTA-1

VTA has reviewed the document and have the following comments:

Bicycle & Pedestrian Overcrossing/Bridge Over State Route 17

VTA appreciates the DEIR's numerous acknowledgements of the need for the project to leave easement for a future potential bicycle and pedestrian bridge over SR 17 and supports the specific language in the DEIR's attached Transportation Analysis: "[t]he project also should provide an easement across the property for a potential future bicycle and pedestrian bridge across Highway 17 that is currently being studied by Campbell. Implementation of this mitigation measure would reduce the pedestrian impact to a less than significant level." VTA strongly recommends the City require this easement as a specific Condition of Approval for the project. CL-VTA-2

VTA also recommends that the City and the developer conduct outreach to the future residents and the surrounding neighborhoods about the potential bicycle and pedestrian overcrossing. Gaining early community buy-in could also help in pursuing future funding opportunities for the bridge's delivery.

Transportation Analysis (TA)

VTA request clarification on the reasoning for not including the SR 17 southbound on- and off-ramp intersection southbound ramp intersections in the project's analysis, as the northbound ramps were included. VTA also requests the Union Avenue /E McGlincy Lane intersection be included in the study, as the trip distribution map shows that 50% of trips utilize it. CL-VTA-3

Per VTA's 2025 Transportation Analysis Guidelines, intersection movement operation and queue analysis should use PTV VISTRO instead of TRAFFIX. Please ensure future analyses, for this project and otherwise, are complying with the VTA Guidelines. CL-VTA-4

Thank you again for the opportunity to review this project. If you have any questions, please CL-VTA-5

do not hesitate to contact me at triana.crighton@vta.org, or the VTA Land Use and Development Review team at plan.review@vta.org

CL-VTA-5 cont.

Sincerely,



Triana Crighton
Senior Transportation Planner
CM2401

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS–10D | OAKLAND, CA 94623-0660
www.dot.ca.gov

June 1, 2026

SCH #: 2024121066
GTS #: 31872
GTS ID: 04-SCL-2024-01512
Co/Rt/Pm: SCL/17/11.299

Daniel Fama, Senior Planner
City of Campbell
70 N First Street
Campbell, CA 95008

Re: Campbell Tech Park Project — Draft Environmental Impact Report (DEIR)

Dear Daniel Fama:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Campbell Tech Park Project. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the April 2026 DEIR.

Please note this correspondence does not indicate an official position or approval by Caltrans on this project and is for informational purposes only.

CL-Caltrans-1

Project Understanding

The proposed project would demolish the existing office buildings on the 17.28-acre project site to develop a total of 290 residential units consisting of 27 two-story single-family detached homes, 149 three-story townhome-style condominiums across 28 buildings, and 114 four-story townhome-style condominiums across 15 buildings. Twenty percent of the units will be reserved for affordable housing. The project site is located directly adjacent to State Route (SR) 17.

Travel Demand Analysis

The project Vehicle Miles Traveled (VMT) analysis and significance determination are undertaken in a manner consistent with the City's adopted VMT policy. Per the DEIR, this project is found to have a less than significant VMT impact as it is located within 0.5-mile of the Winchester light rail station when measuring by straight-line distance. When measuring by travel distance on the local street/path network, however, the

CL-Caltrans-2

station has a travel distance of approximately 2.3 miles from the project site, which is estimated to be a 50-minute walk or a 13-minute bike ride.

Per the DEIR, the project will provide a public access easement across the property streets to preserve bicycle and pedestrian access for the potential future development of a bicycle and pedestrian bridge across SR 17. This proposed bridge, identified in the Santa Clara Valley Transportation Authority's (VTA) 2018 Countywide Bicycle Plan, would shorten travel distance between the project site and Winchester station and further reduce project-generated VMT by improving access to transit and improving connectivity for active transportation modes. Please keep Caltrans updated as this potential bicycle and pedestrian bridge project progresses and contact us at LDR-D4@dot.ca.gov to discuss early coordination.

CL-Caltrans-2 cont.

Hydrology

Please ensure that any increase in storm water runoff to State Drainage Systems or Facilities be treated, contained on project site, and metered to preconstruction levels. Any floodplain impacts must be documented and mitigated.

The proposed development may impact the State Drainage System given the project site's adjacency to SR 17. During the design phase, please submit a hydraulic report for Caltrans review that addresses how the existing SR 17 drainage system would be impacted by the project, includes pre- and post-construction surface runoff flows, and discusses whether any mitigation is necessary.

CL-Caltrans-3

Cultural Resources

Should construction activities within Caltrans' Right-of-Way (ROW) take place in relation to this project, these mitigation measures shall be implemented if there is an archaeological discovery. If there is an inadvertent archaeological or burial discovery within Caltrans' ROW, please immediately contact the Caltrans Office of Cultural Resource Studies at (510) 847-1977. A staff archaeologist will evaluate the finds within one business day after contact. Caltrans requires review of any potential data recovery plans within Caltrans' ROW.

CL-Caltrans-4

Construction-Related Impacts

Project work that requires movement of oversized or excessive load vehicles on State roadways requires a transportation permit that is issued by Caltrans. To apply, please visit Caltrans Transportation Permits (*link*).

Prior to construction, coordination may be required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the State Transportation Network (STN).

CL-Caltrans-5

Encroachment Permit
Please be advised that any temporary or permanent work including traffic control that encroaches in, under, or over any portion of the State highway ROW requires a Caltrans-issued encroachment permit.

The Office of Encroachment Permits requires 100% complete design plans and supporting documents to review and circulate the permit application package. The review and approval of encroachment projects is managed through the Encroachment Permits Office Process (EPOP) or the Project Delivery Quality Management Assessment Process (QMAP), depending on project scope, complexity, and completeness of the application. Please use the following resources to determine the appropriate review process:

- TR-0416 Applicant's Checklist (*link*)
- Caltrans Encroachment Projects Processes – Information Video (*link*)
- Flowchart, Figure 1.2 in Section 108, Overview of the Encroachment Review Process, of Chapter 100 – The Permit Function, Caltrans Encroachment Permit Manual (*link*)

The permit approval typically takes less than 60 days, but may take longer depending on the project scope, size, complexity, completeness, compliance with applicable laws, standards, policies, and quality of the permit package submitted. Projects requiring exceptions to design standards, exceptions to encroachment policies, or external agency approvals may need more time to process.

To obtain more information and download the permit application, please visit Caltrans Encroachment Permits (*link*).

CL-Caltrans-6

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter, please contact Luana Chen, Associate Transportation Planner, via LDR-D4@dot.ca.gov. For future early coordination opportunities or project referrals, please visit Caltrans LDR website (*link*) or contact LDR-D4@dot.ca.gov.

CL-Caltrans-7

Sincerely,

YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse

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June 1, 2026

VIA EMAIL

Daniel Fama, Senior Planner
City of Campbell
70 N. 1st Street
Campbell, CA 95008
techparkproject@campbellca.gov

Re: Campbell Tech Park Project Draft Environmental Impact Report (SCH No. 2024121066) – Comments on Draft EIR on Behalf of West Valley Construction Company

Dear Mr. Fama:

We represent West Valley Construction Company, Inc. ("***WVCC***"), a longstanding employer and essential infrastructure contractor operating multiple industrial facilities in the immediate vicinity of the proposed Campbell Technology Park Project (the "***Project***") in the City of Campbell (the "***City***"). WVCC has operated in this location for more than fifty years and provides 24-hour emergency utility response services, including but not limited to restoring potable water, fire suppression, restoring telecom services, and underground utility piping, to the City and the surrounding community. CL-WVCC-1

WVCC supports the City's obligation to facilitate the development of housing. However, CEQA requires that such projects be evaluated through a legally adequate Environmental Impact Report ("***EIR***") that accurately describes existing environmental conditions, analyzes reasonably foreseeable impacts on the surrounding environment, and evaluates feasible mitigation measures and alternatives.

The Draft Environmental Impact Report ("***DEIR***") for the Project fails to satisfy these requirements. The deficiencies are structural and pervasive, including that: CL-WVCC-2

- The environmental baseline is incomplete and misleading;
- The DEIR fails to analyze impacts to the surrounding industrial environment;
- The transportation analysis relies on unsupported assumptions and legally insufficient presumptions;

- Feasible mitigation measures and alternatives are omitted, and
- The City has failed to respond meaningfully to substantial evidence presented during scoping.

CL-WVCC-2 cont.

These deficiencies preclude informed decision-making and meaningful public participation. As a result, substantial revision and recirculation under CEQA Guidelines §15088.5 are required. *(Vineyard Area Citizens for Responsible Growth v. City of Rancho Cordova (2007) 40 Cal.4th 412, 435.)*

I. The DEIR Fails to Analyze Impacts on the Existing Environment

The DEIR's central analytical flaw is its failure to evaluate the Project's effects on the existing physical environment, instead focusing primarily on internal site design and conditions affecting future residents. CEQA, however, requires that an EIR evaluate how a project will affect the environment "in the vicinity of the project," including existing land uses and operational conditions. (CEQA Guidelines §§15125(a), 15360.)

Here, the record demonstrates that the Project site is located within an active industrial and infrastructure-support corridor characterized by truck-intensive uses, constrained roadways, and limited circulation capacity. Yet, the DEIR does not meaningfully analyze how introduction of a high-density residential use into this setting will affect the functioning of that environment.

CL-WVCC-3

In particular, the DEIR does not evaluate how the Project will affect existing lawful industrial and infrastructure-support operations in the surrounding area, including heavy truck movement, loading activity, and other operational conditions that define the existing environment. Instead, the DEIR focuses primarily on site-specific conditions and impacts to future residents, rather than the Project's effects on the surrounding physical environment. This omission is contrary to CEQA's requirement that an EIR evaluate impacts to environmental conditions "in the vicinity of the project," including existing land uses and operations.

This omission is legally significant. The California Supreme Court has emphasized that CEQA requires evaluation of environmental changes caused by a project to the existing setting, not merely the project itself. (*Communities for a Better Environment v. South Coast AQMD (2010) 48 Cal.4th 310, 328.*) By failing to evaluate impacts to adjacent industrial operations and shared infrastructure, the DEIR omits entire categories of foreseeable impact, rendering its analysis incomplete. (*Kings County Farm Bureau v. City of Hanford (1990) 221 Cal.App.3d 692, 712.*).

II. The Environmental Baseline is Incomplete and Misleading

The DEIR does not accurately describe the Project area or existing conditions. The City's own staff report confirms that the Project site is currently developed as a 17-acre research and development campus consisting of four commercial buildings totaling approximately 280,000 square feet, forming part of an established employment district developed under a Planned

CL-WVCC-4

Development. (City of Campbell Planning Commission Staff Report, PLN-2023-74, June 13, 2023, pp. 3, 5–6.) The staff report further confirms that the site has historically functioned as part of a technology park and employment-generating campus, not a residential environment. (Staff Report, pp. 3, 5–6.)

In addition, the City's own analysis acknowledges that vehicular access to and from the site is constrained and funneled toward McGlincy Lane, with limited connection points and reliance on existing roadway infrastructure. (Staff Report, pp. 3, 5–6.)

The staff report also identifies that secondary emergency access is required but has not been secured or designed, and that internal circulation would rely on private roadways with uncertain external connectivity. (Staff Report, pp. 3, 5–6.)

Despite these explicit findings in the administrative record, the DEIR describes surrounding uses only in generalized terms and fails to meaningfully characterize the area as an active industrial and infrastructure-support corridor with constrained circulation and operational limitations. (See, e.g., DEIR, Section 2.1, Project Description, p. 2-22, describing surrounding uses in broad land use categories without addressing active industrial operations, truck-intensive activity, or circulation constraints.)

CL-WVCC-4 cont.

In contrast, comment letters submitted during the scoping process by WVCC, its traffic consultant, and legal counsel provide substantial evidence that the Project area is characterized by:

- Active industrial operations and infrastructure-support uses;
- Frequent heavy truck traffic, including staging and loading activity along public roadways;
- Two-lane roadway segments with limited capacity and maneuvering space for large vehicles; and
- Incomplete and constrained pedestrian and bicycle infrastructure.

These conditions are not incidental—they define the existing physical environment that CEQA requires the DEIR to analyze. As further confirmed by traffic count data in the record (Traffic Count Summary, **Exhibit A**), heavy vehicle activity—including construction and service vehicles—is a defining characteristic of the Project area.

Notably, the staff report's acknowledgment that traffic is concentrated onto McGlincy Lane and that circulation is limited to a small number of access points reinforces the evidence submitted by WVCC regarding constrained roadway conditions and operational conflicts (Staff Report, pp. 3, 5–6). Yet, the DEIR does not incorporate or analyze these documented conditions in its baseline description. (See DEIR, Section 3.7, Transportation, pp. 3-153 to 3-154, describing roadway network and traffic conditions without addressing heavy truck staging, constrained roadway width, or industrial circulation patterns identified in the record.)

This failure violates well-established CEQA principles governing environmental baselines. The California Supreme Court has held that an EIR must describe the "physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published," because this baseline "is the yardstick against which an agency measures the impact of a proposed project." *(Communities for a Better Environment v. South Coast Air Quality Management Dist. (2010) 48 Cal.4th 310, 315.)* An EIR that relies on an inaccurate or incomplete baseline "skews the environmental analysis" and precludes informed decision-making. *(Id. at 322.)*

CL-WVCC-4 cont.

Similarly, courts have invalidated environmental documents where agencies failed to disclose and analyze actual on-the-ground conditions, emphasizing that CEQA requires analysis of the real-world environment, not hypothetical or generalized assumptions. *(San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus (1994) 27 Cal.App.4th 713, 729.)*

Here, the DEIR omits critical characteristics of the existing environment—industrial operations, truck activity, and constrained roadways—that are directly relevant to the Project's impacts. Because the baseline fails to reflect these conditions, the DEIR's impact analysis is necessarily flawed.

Further, the failure to incorporate the City's own findings and other substantial evidence in the record – particularly where the DEIR adopts conclusions contrary to those findings – violates CEQA's requirement that conclusions be supported by substantial evidence, not selective or incomplete information. *(Laurel Heights Improvement Assn. v. Regents of the University of California (1988) 47 Cal.3d 376, 393.)*

Accordingly, the DEIR's incomplete and misleading baseline undermines the validity of its impact analysis and conclusions and renders the document legally inadequate. These same deficiencies directly undermine the DEIR's Vehicle Miles Traveled ("***VMT***") analysis, which similarly relies on abstract assumptions regarding accessibility rather than the real-world conditions documented in the administrative record, further confirming that the DEIR's transportation conclusions are unsupported (see Section IV.C, below).

III. Failure to Analyze Industrial/Residential Conflicts and Indirect Impacts

The DEIR fails to analyze one of the Project's most foreseeable and consequential impact pathways: the physical and operational conflicts resulting from placing dense residential development adjacent to heavy industrial operations.

As documented in the administrative record, including WVCC's prior submissions and the attached technical materials (**Exhibits A–D**), existing conditions include continuous truck movements, routine staging within roadway corridors, early morning and 24/7 emergency-response operations, and ongoing equipment and material handling activities necessary to maintain

CL-WVCC-5

public infrastructure. These activities are inherent to the existing environment and are not episodic or discretionary.

The DEIR does not evaluate how the introduction of a residential population will affect these operations, nor does it assess the reciprocal effects of these operations on the proposed residential use. This omission is particularly significant given that the DEIR acknowledges increased "active transportation" and residential activity in the Project area but does not evaluate how those uses will interact with existing industrial operations, including heavy vehicle circulation, staging, and maneuvering within constrained roadway segments. Most critically, the DEIR fails to evaluate the reasonably foreseeable indirect impacts arising if these operations are constrained by land use conflict, including the potential displacement, relocation, or modification of industrial activities.

Such impacts are squarely within the scope of CEQA. Indirect environmental effects include those that are "caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable." (CEQA Guidelines §15358(a)(2).) The California Supreme Court has held that agencies must analyze secondary effects where they are a reasonably foreseeable consequence of the project. (*Laurel Heights Improvement Assn. v. Regents of the University of California (1988) 47 Cal.3d 376, 396.*)

CL-WVCC-5 cont.

Here, reasonably foreseeable indirect impacts further include increased vehicle travel, emissions, and inefficiencies associated with relocated operations, as well as degradation of emergency response capabilities. These impacts are further analyzed in the attached Economic and Operational Impact Memorandum prepared by Kosmont Companies (**Exhibit B**), June 1, 2026, which evaluates the relationship between industrial viability and environmental outcomes, including implications for public infrastructure services.

The DEIR's failure to analyze these foreseeable consequences renders it legally inadequate.

IV. Transportation, Access and Safety Deficiencies

A. Access Constraints and Emergency Response

The DEIR acknowledges—but does not meaningfully analyze—the Project's reliance on a constrained access network centered on Campbell Technology Parkway and McGlincy Lane. The City's own staff report confirms that circulation is funneled toward McGlincy Lane and that alternate routes, including Cristich Lane and Paseo de Palomas, do not provide functional access to the site. (Staff Report, p. 5.) While the record also identifies a potential access connection via Paseo de Palomas, that connection has not been demonstrated to be legally available or physically feasible, and the DEIR does not analyze its feasibility or its potential role as part of the Project's circulation or emergency access system.

CL-WVCC-6

The same report further states that the County Fire District has determined that secondary emergency vehicle access is required to ensure adequate emergency response and life-safety protection, but expressly acknowledges that the applicant has not demonstrated a legal right to utilize the identified easement or that the access would meet applicable design requirements. (Staff Report, p. 5.)

Accordingly, the administrative record presents a direct and unresolved contradiction: while the City's staff report concludes that secondary emergency access is required but has not been secured or demonstrated, the DEIR proceeds as though such access will be available and relies on that assumption to support less-than-significant impact findings.

CL-WVCC-6 cont.

The DEIR compounds this deficiency by relying on the assumed availability of the Paseo de Palomas emergency vehicle access ("***EVA***") easement to support its conclusion that emergency access impacts would be less than significant. The DEIR states that emergency vehicles would access the site via the EVA and utilize the same circulation routes as passenger vehicles. (DEIR, Section 3.7, Transportation, p. 3-164.) However, the DEIR does not analyze whether the easement is legally available, physically feasible, or capable of supporting reliable emergency access under actual operating conditions, including conditions involving increased traffic volumes and heavy truck activity. Instead, the DEIR assumes that emergency access would be adequate without providing substantial evidence to support that conclusion.

The DEIR's reliance on the assumed availability of the Paseo de Palomas easement—without analyzing its feasibility or role in the Project's circulation system—underscores the absence of substantial evidence supporting its emergency access conclusion. This omission also bears directly on the DEIR's failure to evaluate a functional secondary access connection via Paseo de Palomas as a feasible alternative or design modification, as discussed in Section V below.

The DEIR then relies on this assumed access to conclude that the Project would not affect response times and would not require new or expanded fire protection facilities. (DEIR, Section 7, Effects Found Not to be Significant—Public Services, Fire, p. 7-224.) The DEIR's conclusion that emergency access impacts would be less than significant is not supported by substantial evidence.

The DEIR's conclusion is particularly unsupported in light of its own Project Description. As described on page 2-31, emergency access is contingent on compliance with City standards "subject to an alternative means and methods request ("***AMMR***")" and relies in part on the EVA easement from Paseo de Palomas. These features reflect constrained and conditional access assumptions. Nevertheless, the DEIR's impact analysis summarily assumes that emergency vehicles "would be able to access the project site" and concludes, without further analysis, that impacts would be less than significant (DEIR, p.

3-164). The DEIR does not evaluate how the proposed EVA, limited roadway widths, or the need for AMMR approval would function under actual operating conditions, particularly in the context of surrounding industrial activity and constrained circulation patterns documented in the record. Importantly, the issue is not the potential use of the EVA itself, but the DEIR's failure to analyze its operational feasibility, reliability, and capacity to accommodate emergency access under real-world conditions. Notably, because the Paseo de Palomas connection is one of the only access points not entirely dependent on the constrained McGlincy Lane corridor, its role in the Project's access strategy is central to determining whether a feasible and reliable access configuration can be achieved.

This inconsistency renders the DEIR's analysis incomplete and unsupported because it assumes the existence of a critical access feature without evaluating its feasibility or incorporating that uncertainty into the Project's impact analysis. CEQA requires a stable and accurate project description and prohibits reliance on internal contradictions regarding essential project features. *(County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 193.)* Here, the existence and functionality of the Project's required secondary emergency access—a critical life-safety component—remains unresolved, yet the DEIR proceeds as though it is certain. At a minimum, the DEIR must evaluate Project impacts both with and without the proposed access connection and analyze, as part of the Project description and alternatives analysis, a constructed, code-compliant access configuration— including the potential to expand and formalize the Paseo de Palomas easement as a primary site access route, or as a central component of a dual-access configuration providing both primary and secondary ingress/egress route—prior to Project approval.

CL-WVCC-6
cont.

Moreover, the conclusion that fire protection impacts would be less than significant is not supported by substantial evidence. The Fire District's determination that secondary access is required constitutes affirmative evidence that existing infrastructure may be inadequate to serve the Project safely. The DEIR may not disregard this evidence and substitute unsupported assumptions regarding future compliance. *(Laurel Heights Improvement Assn. v. Regents of the University of California (1988) 47 Cal.3d 376, 393.)*

The DEIR also effectively defers resolution of this issue by assuming that adequate access will be achieved at a later stage, without demonstrating feasibility or incorporating that access as a defined component of the Project. CEQA does not permit reliance on speculative or uncertain future actions—particularly where they involve critical life-safety infrastructure—to avoid analyzing or mitigating potential impacts. *(Communities for a Better Environment v. South Coast AQMD (2010) 48 Cal.4th 310, 333.)*

In light of these unresolved and internally inconsistent assumptions, the DEIR fails to meaningfully evaluate emergency response times, evacuation feasibility, or system reliability under foreseeable conditions, including partial or full roadway obstruction. CEQA requires evaluation of public safety risks and infrastructure constraints where the

record identifies known deficiencies. *(California Clean Energy Committee v. City of Woodland (2014) 225 Cal.App.4th 173, 206.)* CL-WVCC-6 cont.

These deficiencies also undermine the DEIR's alternatives analysis. By assuming—rather than analyzing—the adequacy of site access, including the role of the EVA easement, the DEIR fails to evaluate whether alternative circulation configurations could reduce operational conflicts, improve emergency access reliability, or better respond to the site's constrained conditions. As a result, the DEIR does not provide a sufficient basis for rejecting or refining feasible alternatives involving modification or expanded use of available access points, including the Paseo de Palomas easement, which may represent the most feasible opportunity to establish a functional and reliable primary or enhanced access configuration, as discussed in Section V below. CL-WVCC-7

B. Heavy Vehicle Conflicts and Safety Conditions

The administrative record, including WVCC's submissions and the attached traffic and operational summaries, demonstrates that existing roadway conditions include frequent truck staging, constrained maneuverability, overlapping use by industrial vehicles and non-industrial users, and the absence of adequate pedestrian and bicycle infrastructure, including sidewalks and dedicated bike facilities. These conditions present existing safety constraints that would be exacerbated by the introduction of residential uses, including pedestrians and cyclists, yet are not meaningfully analyzed in the DEIR. This characterization is further confirmed by independent traffic data collected by Fehr & Peers, which found that, when properly classified, truck-related vehicles comprise a substantially higher percentage of traffic along McGlincy Lane—including approximately 26 to 33 percent of vehicles classified as Class 3–4 trucks—in contrast to the DEIR's reported 5 to 6 percent figure. (Fehr & Peers Memorandum, May 29, 2026, at p. 2, attached hereto as **Exhibit C**.) CL-WVCC-8

The DEIR does not evaluate how the introduction of residential traffic, pedestrians, and cyclists would interact with these conditions, including truck staging within travel lanes, turning movements at constrained intersections, and conflicts at site access points. Instead, it appears to rely on generalized assumptions regarding roadway safety and historical collision data. Although the DEIR recognizes that the Project will increase pedestrian and non-motorized activity, it does not analyze how these uses will interact with existing industrial traffic patterns, including heavy trucks and equipment operating along constrained two-lane roadway segments.

This approach is inconsistent with CEQA. Courts have repeatedly held that agencies must analyze foreseeable risks, not simply document existing conditions. (*Berkeley Keep Jets Over the Bay Comm. v. Board of Port Commrs. (2001) 91 Cal.App.4th 1344, 1370.*)

Here, the foreseeable introduction of sensitive receptors (residents, children, pedestrians) into a heavy industrial roadway environment requires detailed analysis. The DEIR fails to provide such analysis.

CL-WVCC-8 cont.

The DEIR's treatment of existing roadway conditions is further undermined by its attempt to attribute documented circulation constraints to the alleged "conduct" of existing industrial users rather than to the physical and operational characteristics of the surrounding environment, as reflected in the DEIR's responses to scoping comments, including the June 11, 2025 letter prepared by Hanson Bridgett LLP (included in DEIR Appendix B). Regardless of how the DEIR characterizes individual activities, CEQA requires that the environmental baseline reflect actual, on-the-ground conditions as they exist in the project vicinity, including the movement and staging needs of large industrial vehicles operating within constrained roadway segments. The record demonstrates that such conditions—including temporary double-parking, loading activity within travel lanes, and limited maneuvering space for large trucks—are inherent features of a functioning industrial corridor, not isolated or aberrational conduct.

CL-WVCC-9

Critically, the DEIR does not evaluate whether these existing conditions will continue, intensify, or interact with new residential uses introduced by the Project. Nor does it analyze whether the Project would exacerbate conflicts between necessary industrial operations and increased pedestrian, bicycle, and passenger vehicle activity. Instead, the DEIR seeks to dismiss these conditions as unrelated to the Project, thereby avoiding analysis of reasonably foreseeable operational conflicts and safety impacts.

Moreover, to the extent the DEIR suggests that existing operational practices should be eliminated or materially altered through future regulatory enforcement, such assumptions are speculative and cannot substitute for environmental analysis under CEQA. The EIR must evaluate the Project's impacts under reasonably foreseeable real-world conditions, not under hypothetical scenarios in which existing land uses or essential infrastructure-support activities are constrained or removed. (*Communities for a Better Environment v. South Coast AQMD (2010) 48 Cal.4th 310, 322; County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 193.*)

CL-WVCC-10

The DEIR may not redefine the environmental baseline by characterizing existing conditions as avoidable or improper in order to avoid analyzing the Project's impacts. (*Communities for a Better Environment, supra, 48 Cal.4th at 322; Cherry Valley Pass Acres & Neighbors v. City of Beaumont (2010) 190 Cal.App.4th 316, 337.*) By failing to evaluate these existing conditions as they actually occur, the DEIR omits a critical category of impact associated with the introduction of residential uses into an active industrial environment.

C. The DEIR's VMT Analysis Is Legally Deficient and Unsupported by Substantial Evidence

The DEIR's conclusion that the Project will result in a less-than-significant VMT impact is legally and factually deficient. The analysis improperly relies on a generalized transit-proximity screening presumption and fails to evaluate whether that presumption is valid under the actual conditions present at the Project site.

This error mirrors and compounds the baseline defect identified in Section II: in both instances, the DEIR substitutes abstract assumptions for real-world conditions, contrary to established CEQA principles.

1. Reliance on a Rebuttable Presumption Does Not Constitute Substantial Evidence

The DEIR concludes that the Project will have a less-than-significant transportation impact because it is "within 0.5 miles" of a transit stop and is therefore presumed to reduce VMT. However, this conclusion is premised entirely on a screening presumption, not an evidence-based analysis. (DEIR, Section 3.7, Transportation, p. 3-162, stating that projects within 0.5 mile of transit are presumed to have less-than-significant VMT impacts.) CL-WVCC-11

California Evidence Code sections 600 and 601 establish that a presumption is an assumption of fact, not evidence, and that all presumptions are rebuttable unless expressly made conclusive. *(Evid. Code §§600–601.)*. Therefore, as a matter of law, a presumption is not evidence and must yield where contrary facts are present in the record.

CEQA independently requires that conclusions in an EIR be supported by substantial evidence in the record, not by default assumptions or policy-based screening tools. *(Laurel Heights Improvement Assn. v. Regents of the University of California (1988) 47 Cal.3d 376, 393.)*

Accordingly, the DEIR's reliance on a transit-proximity presumption is legally insufficient unless the City demonstrates, based on record evidence, that the presumption applies under actual project conditions. The DEIR cites no statutory authority establishing a conclusive presumption applicable here.

2. CEQA Guidelines §15064.3 "Generally Presumed" Language Requires Site-Specific Analysis

The DEIR relies on CEQA Guidelines §15064.3, which states that projects near transit are "generally presumed" to have less-than-significant VMT impacts.

The use of the term "generally" is legally significant. It expressly acknowledges that:

- The presumption is not universally applicable;
- Exceptions must be evaluated; and
- Site-specific conditions may rebut the screening assumption.

Courts have emphasized that CEQA requires agencies to move beyond generalized thresholds where project-specific evidence calls those assumptions into question. *(Sierra Club v. County of Fresno (2018) 6 Cal.5th 502, 516–517.)*

Here, substantial evidence in the record—including the City's own findings—demonstrates that the Project is precisely the type of exception the Guidelines contemplate. The DEIR fails to engage in that analysis.

CL-WVCC-11 cont.

3. The DEIR's Use of "Straight-Line Distance" Is Unsupported and Contrary to CEQA

The DEIR measures proximity to transit using a straight-line (Euclidean) distance without citation or analytical justification. The record demonstrates that:

- The actual travel distance to the Winchester Light Rail Station is substantially greater than the assumed half-mile proximity—approximately 1.5 to 2.25 miles depending on the route analyzed, reflecting indirect and constrained travel paths;
- The route is indirect and constrained;
- Access is physically impeded by SR-17 and limited crossing points.

CL-WVCC-12

This approach is fundamentally inconsistent with CEQA's requirement that environmental analysis reflect actual physical conditions and real-world behavior.

The California Supreme Court has held that reliance on hypothetical or artificial assumptions—rather than existing conditions—renders environmental analysis invalid because it "skews the environmental analysis and undermines the EIR's core informational purpose." *(Communities for a Better Environment v. South Coast AQMD (2010) 48 Cal.4th 310, 322.)*

The DEIR's reliance on straight-line distance suffers from this exact defect. It substitutes an abstract geometric measurement for real travel conditions, thereby overstating accessibility and understating VMT impacts.

4. Physical Barriers and Network Constraints Rebut the Presumption

The record affirmatively demonstrates that the Project site is not meaningfully accessible to transit due to:

- Physical separation by SR-17;
- Indirect and constrained pedestrian and bicycle routes; and
- Lack of functional, safe connections between the site and the transit station.

The DEIR's failure to evaluate actual transit accessibility is particularly egregious given that meaningful access to the Winchester Light Rail Station would likely require substantial infrastructure improvements, such as a grade-separated pedestrian crossing or similar facility to overcome the barrier posed by SR 17. The DEIR notes that a pedestrian bridge is not a component of the proposed project and therefore, is not relevant to the EIR. (DEIR, Introduction, p. 1-10.) The DEIR does not evaluate the feasibility, cost, or environmental implications of such improvements, nor does it analyze whether transit access is realistically achievable absent them. Instead, it assumes functional proximity based on abstract distance metrics. This omission further underscores that the DEIR's VMT conclusion is not based on real-world conditions, but on unsupported assumptions regarding accessibility.

CL-WVCC-12 cont.

The City's own staff report acknowledges that the proximity designation applies "irrespective" of the SR-17 barrier, confirming that the DEIR's conclusion is not based on actual accessibility conditions. (City of Campbell Planning Commission Staff Report, PLN-2023-74, June 13, 2023, pp. 3, 5–6.)

This evidence directly rebuts the transit-proximity presumption. Under applicable law, once rebutted, the presumption cannot serve as the basis for a CEQA finding and must be replaced with a fact-specific analysis. (See Evid. Code §604 [effect of contrary evidence].) The DEIR does not provide such analysis.

These deficiencies are further confirmed by the independent transportation review prepared by Fehr & Peers (May 29, 2026) (attached as **Exhibit C**), which concludes that the Project does not qualify for a transit-proximity VMT exemption under CEQA Guidelines section 15064.3. As explained in that memorandum, the DEIR's reliance on a straight-line distance of one-half mile to transit is methodologically improper, and the actual pedestrian travel distance to the nearest light rail station is approximately 1.5 miles due to network constraints and physical barriers. The Fehr & Peers analysis further confirms that the screening tool relied upon in the DEIR is intended only as an initial threshold check and does not substitute for a project-specific VMT analysis. Accordingly, substantial evidence in the record demonstrates that the DEIR's reliance on a transit-proximity presumption is unsupported and that a full quantitative VMT analysis is required.

5. The DEIR Fails to Analyze Actual Travel Behavior or Mode Choice

The DEIR does not evaluate: (1) how future residents will travel to work or services; (2) whether transit is a feasible alternative to driving; and (3) whether the Project's location will result in increased vehicle trips.

Instead, it assumes reduced VMT based solely on proximity classification. This omission is legally significant. CEQA requires analysis of actual environmental effects, including how a project will influence travel patterns and behavior. *(See Bakersfield Citizens for Local Control v. City of Bakersfield (2004) 124 Cal.App.4th 1184, 1215 [EIR must analyze how project will affect traffic and circulation patterns].)* CL-WVCC-13

Without such analysis, the DEIR provides no evidentiary basis for its VMT conclusion.

6. Improper Reliance on "Deemed Consistent" and General Plan Compliance

The DEIR asserts that the Project must be treated as consistent with the General Plan under Government Code section 65589.5 and appears to rely on this conclusion to support its VMT findings.

However, compliance with land use policy does not substitute for CEQA analysis. Courts have repeatedly held that:

> "Consistency with a general plan does not excuse the agency from analyzing environmental impacts." *(Friends of Eel River v. North Coast Railroad Authority (2017) 3 Cal.5th 677, 713.)* CL-WVCC-14

Moreover, the use of "deemed" language does not create a conclusive presumption and does not eliminate the requirement for evidentiary support.

The DEIR provides no legal or analytical basis for treating plan consistency as determinative of VMT impacts. Moreover, the use of the term "deemed" consistent does not establish actual environmental consistency or eliminate the need for evidence-based CEQA analysis. At most, such language reflects a legal equivalency for limited statutory purposes and does not create a conclusive presumption applicable to environmental review.

7. The VMT Analysis Is Fundamentally Tainted by the Defective Baseline

The deficiencies in the VMT analysis are directly tied to the defective baseline described in Section II. Both analyses ignore actual roadway conditions, disregard physical constraints on access, and substitute simplified assumptions for real-world conditions. These real-world travel patterns are further illustrated by CL-WVCC-15

WVCC's job location data (**Exhibit D**), which demonstrates that employee travel and worksite activity are regionally distributed and centered around the Campbell operations hub, while identifying potential relocation sites located significantly farther from that hub, as discussed in the Kosmont memorandum (**Exhibit B**).

CEQA requires that environmental analysis be grounded in the actual physical environment, because that baseline "is the yardstick" for evaluating impacts. *(Communities for a Better Environment, supra, 48 Cal.4th at 315.)*

Where, as here, the baseline is inaccurate, the resulting impact analysis—including VMT conclusions—cannot be reliable.

CL-WVCC-15 cont.

8. The DEIR Lacks Substantial Evidence to Support Its VMT Conclusion

Because the DEIR relies on a rebuttable presumption, ignores contradictory evidence, fails to analyze real-world conditions, and omits project-specific analysis, its conclusion that the Project will have a less-than-significant VMT impact is not supported by substantial evidence.

Under CEQA, such unsupported conclusions are legally inadequate and require revision. *(Laurel Heights, supra, 47 Cal.3d at 393.)*

CL-WVCC-16

V. Failure to Analyze Feasible Alternatives

The DEIR fails to comply with CEQA's requirement to evaluate a reasonable range of alternatives capable of avoiding or substantially lessening the Project's significant environmental effects. An EIR must analyze feasible alternatives that attain most of the project's basic objectives while addressing site-specific constraints and environmental consequences. (Pub. Res. Code § 21002; CEQA Guidelines § 15126.6(a).) Here, the DEIR does not satisfy this standard because it fails to evaluate alternatives responsive to the Project Site's constrained access conditions and surrounding industrial context. In particular, the DEIR fails to evaluate whether the Paseo de Palomas access point could serve a primary or central role in the Project's access strategy despite its relative independence from the most constrained roadway segments.

CL-WVCC-17

As discussed in Section IV.A, the DEIR assumes—rather than analyzes—the adequacy of the Project's access and circulation system, including its reliance on the Paseo de Palomas as the primary emergency vehicle access easement. By treating these assumptions as fixed and sufficient, the DEIR improperly narrows the range of alternatives considered and fails to evaluate whether different access configurations, circulation patterns, or site designs could reduce operational conflicts, improve emergency response conditions, or better accommodate existing roadway constraints.

A. Failure to Evaluate Access-Responsive Alternatives

The administrative record establishes that the Project Site is served by a constrained and limited roadway network, with primary access funneled through Campbell Technology Parkway and McGlincy Lane, and with unresolved issues regarding secondary emergency access. Despite these known constraints, the DEIR does not evaluate alternatives that would modify or redistribute site access in a manner responsive to these conditions.

Reasonable alternatives could include reconfiguration of ingress and egress points, redistribution of traffic flows, or modified internal circulation patterns designed to reduce reliance on constrained roadway segments. However, the DEIR does not meaningfully analyze such alternatives or explain why they were eliminated from consideration. This omission is particularly significant because access constraints are central to the Project's identified operational and safety concerns.

B. Failure to Evaluate EVA-Based Access Configurations

The DEIR's treatment of the Paseo de Palomas EVA easement underscores the inadequacy of its alternatives analysis. While the DEIR relies on the EVA easement to support its conclusion that emergency access impacts would be less than significant, it does not evaluate whether that easement could be formally integrated, expanded, or reconfigured as part of an alternative site access strategy.

This omission is critical because the EVA easement represents one of the only potential secondary access points to the Project Site. As such, it provides a particularly compelling basis for alternative configurations, such as access strategies utilizing both the Paseo de Palomas and Cristich Lane corridors, , including those in which it functions as a primary or principal access point that could:

CL-WVCC-17 cont.

- Improve emergency access redundancy and reliability;
- Reduce traffic congestion and operational conflicts along primary routes, and
- Enhance overall circulation efficiency for residents, service vehicles, and emergency responders.

Importantly, the issue is not whether the EVA easement must be used in a particular manner, but that the DEIR fails to evaluate its potential role as part of a feasible alternative despite relying on it to support its impact conclusions. CEQA requires evaluation of alternatives that could substantially lessen environmental impacts, and the omission of EVA-based configurations from that analysis is inconsistent with this requirement.

C. Improper Reliance on Assumed and Unresolved Project Features

The DEIR's alternatives analysis is further flawed because it relies on a fixed and internally inconsistent project description. As discussed in Section IV.A, the Project's

access configuration depends on unresolved legal and design considerations, including the availability of the EVA easement and approval of an AMMR for emergency access.

Rather than evaluating alternatives that account for these uncertainties, the DEIR proceeds as though these elements are certain and does not analyze how different access scenarios could affect both impacts and feasible project designs. An EIR may not limit its alternatives analysis based on speculative or undefined project features. (*County of Inyo v. City of Los Angeles (1977) 71 Cal.App.3d 185, 193.*) By failing to evaluate alternatives under varying access conditions, the DEIR does not provide decision-makers with the information necessary to compare environmentally superior options. Because the Paseo de Palomas connection is one of the only access points not wholly dependent on the constrained McGlincy Lane corridor, its potential role as a primary ingress/egress route warrants focused analysis, which the DEIR does not provide. CL-WVCC-17 cont.

D. Failure to Respond to Surrounding Industrial Conditions

The DEIR also fails to evaluate alternatives that respond to the Project Site's location within an active industrial and infrastructure-support corridor. The administrative record reflects that surrounding uses involve truck-intensive activity, constrained circulation, and competing operational demands on local roadways. However, the DEIR does not consider alternatives that could mitigate these conflicts through site design modifications, circulation management strategies, or access reconfiguration.

This omission further restricts the range of alternatives and prevents meaningful consideration of designs that could reduce vehicle miles traveled, traffic conflicts, emissions, and operational inefficiencies associated with introducing a residential land use into an industrial setting. Similarly, the DEIR does not evaluate whether infrastructure improvements, such as a pedestrian connection overcoming the SR 17 barrier, could alter transit accessibility or affect VMT outcomes.

E. Proposed Modified Access (EVA-Integrated) Alternative

A reasonable alternative that the DEIR fails to evaluate is a Modified Access (EVA-Integrated) Alternative, which would incorporate and formalize the Paseo de Palomas EVA easement as part of an enhanced site access and circulation system.

In particular, this alternative would evaluate whether shifting primary access functions to the Paseo de Palomas connection could alleviate the documented constraints associated with McGlincy Lane and related circulation bottlenecks.

Under this alternative, the Project would be redesigned to expand, formalize, or otherwise integrate the EVA easement into the Project's primary ingress/egress network, or as a central component of a rebalanced multi-access configuration, subject to applicable

legal, engineering, and fire code requirements. This may include physical improvements to the easement, clarification or acquisition of access rights, and modifications to internal site circulation to support safe and efficient use.

This alternative would directly address the site's constrained access conditions by:

- Providing additional ingress/egress capacity;
- Improving emergency response redundancy and reliability;
- Reducing congestion and conflicts on primary access routes; and
- Enhancing circulation efficiency for both residential and service-related traffic.

Importantly, this alternative does not assume that the EVA easement is adequate in its current condition, but instead evaluates whether targeted improvements could enable it to function as a reliable primary or principal access route in its current form. Rather, it evaluates whether feasible modifications could allow the easement to function as part of a reliable and code-compliant access system—an analysis the DEIR does not perform. In addition, access or right-of-way constraints associated with this corridor may be addressable through standard public mechanisms, which the DEIR does not evaluate. CL-WVCC-17 cont.

The reasonableness of this alternative is reinforced by the DEIR's own reliance on the EVA easement in its impact analysis. While the DEIR assumes that emergency vehicles will utilize the easement, it does not evaluate whether formally incorporating or improving that access could reduce impacts or improve safety outcomes relative to the proposed Project.

In addition, this alternative could be paired with modified internal circulation patterns or site layout adjustments to further reduce conflicts with surrounding industrial uses, including heavy truck activity. By better aligning site access with existing roadway conditions, such an alternative could reduce vehicle inefficiencies, emissions, and operational constraints.

Given the documented limitations of the existing primary access routes, the Paseo de Palomas connection may represent the most viable opportunity to establish a functional, code-compliant, and operationally efficient access configuration. The DEIR's failure to evaluate this possibility—particularly as a primary access strategy—results in an incomplete and potentially misleading assessment of both impacts and feasible design alternatives.

Available information indicates that the Paseo de Palomas connection is not merely conceptual, but may be capable of accommodating a functional access configuration with reasonable modifications consistent with applicable safety and design requirements. In addition, preliminary review suggests that the corridor may be subject to relatively limited

ownership constraints and may include existing easement rights, although further evaluation is required. These considerations indicate that legal and physical constraints, while requiring analysis, are not necessarily prohibitive.

The DEIR, however, does not evaluate these considerations or assess whether the Paseo de Palomas connection could be feasibly improved and utilized as part of the Project's primary access system. By failing to do so, the DEIR omits a potentially viable and impactful alternative from its analysis. CL-WVCC-17 cont.

Despite these potential benefits, the DEIR does not evaluate this or any comparable access-focused alternative, nor does it explain why such an alternative would be infeasible. Because the EVA easement is already identified in the record as a potential access point, it represents a facially reasonable basis for an alternative that must be considered under CEQA.

F. Resulting Deficiency Under CEQA

Because the DEIR fails to evaluate reasonable alternatives addressing access constraints, circulation limitations, and the potential role of the EVA easement, it does not provide the meaningful comparative analysis required under CEQA. The omission of such alternatives is particularly significant because the DEIR relies on unexamined assumptions regarding access and circulation to support its conclusions of less-than-significant impact.

Accordingly, the DEIR must be revised to include a reasonable range of alternatives that:

- Evaluate feasible access configurations, including the potential for the Paseo de Palomas easement to serve as a primary ingress/egress route;
- Analyze circulation and emergency response conditions under realistic operating scenarios;
- Consider site design modifications responsive to the surrounding industrial context; and
- Compare environmental impacts and safety outcomes across alternative configurations.

Without such analysis, the DEIR fails to provide decision-makers and the public with the information necessary to evaluate environmentally superior options and therefore does not comply with CEQA.

VI. Mitigation and MMRP Deficiencies

The DEIR fails to include enforceable mitigation measures addressing the Project's most significant impacts, including transportation conflicts, safety hazards, and access constraints. The DEIR's treatment of transportation mitigation measures is particularly deficient. The document identifies potentially significant impacts related to circulation, roadway safety, and conflicts between transportation modes, yet the proposed mitigation measures are limited to pedestrian improvements such as crosswalks, ADA-compliant ramps, signage, and minor curb modifications. These measures do not address the Project's fundamental circulation constraints, including reliance on a single primary access route, interaction with heavy industrial truck traffic, the absence of demonstrated secondary emergency access, and the lack of adequate pedestrian and bicycle infrastructure along constrained roadway segments. CL-WVCC-18

As a result, the mitigation measures are not responsive to the identified impacts and cannot support the DEIR's conclusion that transportation impacts would be reduced to a less-than-significant level. The DEIR also fails to identify mitigation measures addressing foreseeable conflicts between heavy industrial vehicle activity and new pedestrian and bicycle traffic in an area lacking adequate multimodal infrastructure. The provision of crosswalks and pedestrian ramps does not mitigate the Project's fundamental access, circulation, and safety deficiencies. CL-WVCC-18

The DEIR also references roadway widening along Campbell Technology Parkway as part of the Project's offsite improvements but fails to analyze the nature or effectiveness of those improvements in addressing the Project's identified transportation impacts. (DEIR, Section 3.7; Policy Consistency Analysis LUT-7.1 and LUT-7.2.) The document does not evaluate whether the proposed widening would accommodate heavy truck turning movements, reduce queuing and blockage events, or improve emergency access conditions along this constrained corridor. Nor does it assess whether such improvements would alter the Project's circulation or safety impacts. In the absence of such analysis, the DEIR cannot rely on unspecified roadway widening to support its conclusions that impacts would be less than significant. The lack of detail regarding the extent and function of the proposed roadway widening further demonstrates that the DEIR's transportation analysis is incomplete. CL-WVCC-19

This deficiency is compounded by the DEIR's inconsistent treatment of potential access improvements. The document includes a requirement to preserve an easement for a future pedestrian and bicycle bridge across SR 17, while simultaneously acknowledging in the administrative record that such a bridge is not part of the proposed project and is not subject to environmental review. (DEIR, Section 3.7, Transportation; Executive Summary, Table 3.7.) The DEIR cannot rely on speculative or uncertain future infrastructure – including assumptions regarding the Paseo de Palomas easement as a potential access connection – to support its impact conclusions while failing to analyze the feasibility, timing, or function of that access. CL-WVCC-20

Accordingly, the DEIR fails to adopt effective, enforceable mitigation measures and instead relies on limited and non-responsive improvements that do not address the Project's core transportation and safety impacts, in violation of CEQA. CL-WVCC-21

CEQA requires that mitigation measures be specific, enforceable, and capable of effective implementation, supported by a monitoring program. (Pub. Resources Code §21081.6; *Federation of Hillside Canyon Associations v. City of Los Angeles (2000) 83 Cal.App.4th 1252, 1261.*)

The DEIR does not meet this standard and fails to identify specific, enforceable measures that would address the Project's most significant safety and circulation impacts.

CL-WVCC-21 cont.

VII. Failure to Respond to Comments

The City has failed to provide reasoned, good-faith responses required under CEQA to substantive comments in the administrative record, including those submitted by WVCC and its consultants during the EIR scoping period.

CEQA requires reasoned, good-faith responses addressing significant environmental issues. (CEQA Guidelines §15088; *Vineyard Area Citizens, supra, 40 Cal.4th at 447.*) The responses here are conclusory and fail to engage with the evidence presented. (See Responses to Comments, DEIR Appendix B, which do not address the substance of the issues raised.)

CL-WVCC-22

VIII. Cumulative Impacts

The DEIR fails to analyze cumulative impacts associated with the interaction of residential development, industrial operations, and constrained transportation infrastructure.

CEQA requires a meaningful cumulative analysis evaluating the combined effects of related impacts. (CEQA Guidelines §15130; *Communities for a Better Environment v. California Resources Agency (2002) 103 Cal.App.4th 98, 120.*) The DEIR does not provide such analysis.

CL-WVCC-23

IX. Recirculation is Required

Because the DEIR relies on incorrect assumptions, fails to analyze key impact pathways—including emergency access, industrial compatibility, and project-specific VMT impacts—and fails to adopt effective mitigation measures for acknowledged transportation and safety impacts, recirculation is required. (CEQA Guidelines §15088.5.)

Recirculation is also required because the DEIR's transportation analysis identifies potentially significant impacts but relies on mitigation measures that do not address the Project's fundamental circulation, access, and safety deficiencies. The failure to evaluate feasible access alternatives or to provide effective mitigation measures for these impacts deprives decisionmakers and the public of meaningful information regarding the Project's true environmental consequences. Correcting these deficiencies would require substantial revisions to the transportation and safety analysis and could result in different conclusions regarding the significance of impacts. The DEIR's reliance on minimal pedestrian improvements to address complex access and safety impacts further demonstrates that the document fails to provide the informed analysis required under CEQA.

CL-WVCC-24

X. Reservation of Rights

WVCC expressly reserves all rights, including the right to supplement these comments, submit additional evidence, and challenge any certification of the EIR or approval of the Project. Nothing in this letter shall be construed as a waiver of any legal claim or remedy.

CL-WVCC-25

WVCC further notes that the deficiencies identified herein raise serious concerns regarding compliance with CEQA and, if not corrected, may require further legal review.

XI. Conclusion

The DEIR fails to provide the substantial evidence-based analysis required under CEQA and instead relies on internally inconsistent assumptions, rebuttable screening thresholds, and an incomplete characterization of the existing physical environment. It relies on presumptions rather than facts, most notably the improper substitution of rebuttable screening thresholds for project-specific VMT analysis grounded in real-world conditions; it substitutes theoretical assumptions for actual travel behavior and documented physical constraints; and it relies on incomplete descriptions of the existing environment rather than the full disclosure required under CEQA.

CL-WVCC-26

As the California Supreme Court has emphasized, CEQA requires "full disclosure of the environmental consequences of a project." (*Laurel Heights, supra, 47 Cal.3d at 392.*) The DEIR does not meet this standard, and WVCC respectfully requests that the City revise and recirculate the DEIR.

We appreciate the opportunity to comment and look forward to the City's response.

Best regards,

ATKINSON, ANDELSON, LOYA, RUUD & ROMO



Jonathan H. Riker

JHR:
Enclosures
cc: Paula Clark
Sblend Sblendorio
Will Mazzota
Kevin Kelly
Jeff Boss
Mark Rodriguez

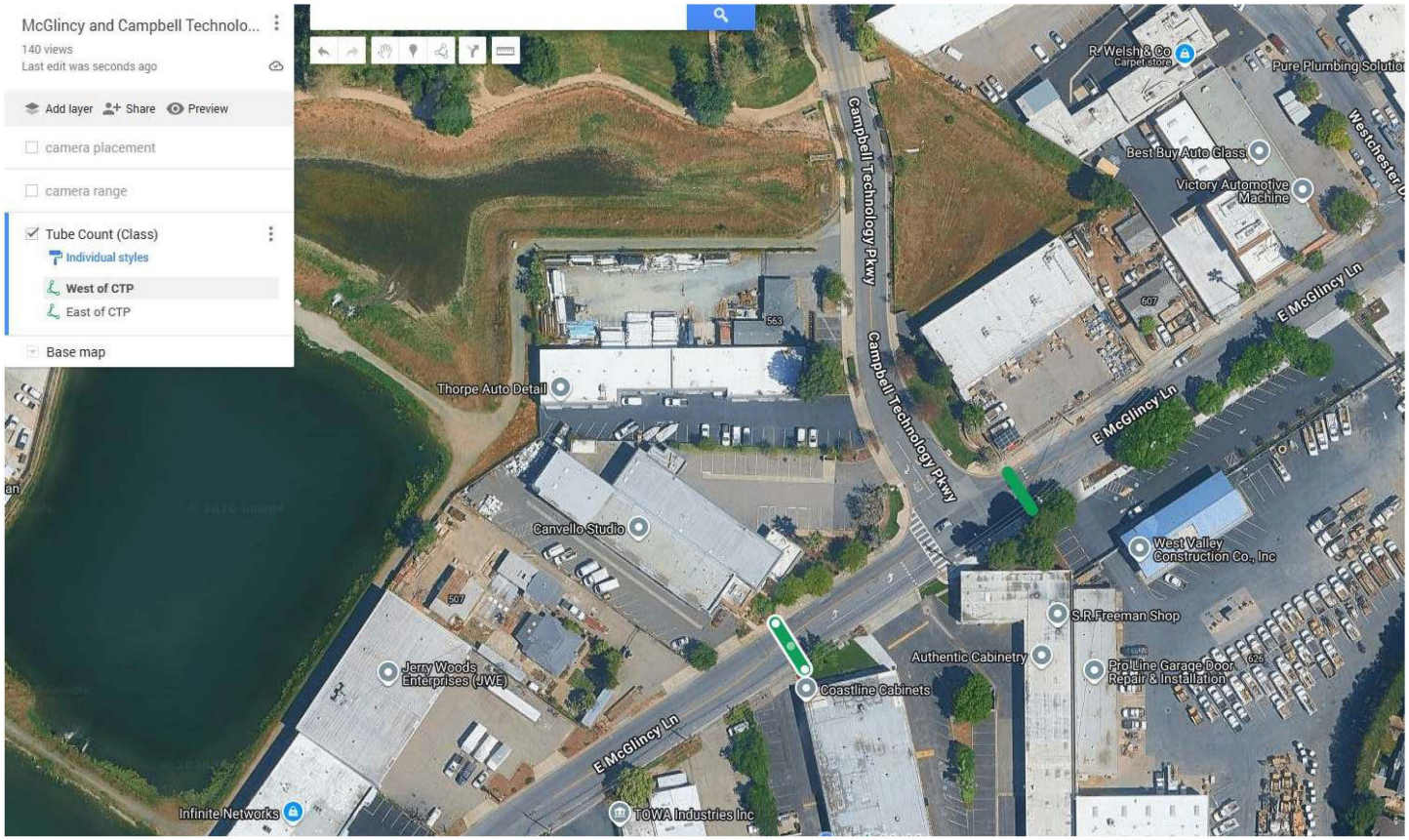
Exhibit A: Traffic Count Summary

CL-WVCC-27

Vehicle Count Summary

Count Date	Daily Vehicle Count				AM Peak Hour (7 AM)				PM Peak Hour (4 PM)			
	E of McGlincy		W of McGlincy		E of McGlincy		W of McGlincy		E of McGlincy		W of McGlincy	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
July 8–11, 2025	1,819	1,647	1,703	1,649	103	143	101	132	183	108	151	127
October 20–23, 2025	1,746	1,568	1,675	1,488	107	130	167	151	180	112	99	94

Traffic Count Location



Traffic Counts

July 2025

Traffic Counts – Total Vehicle Volume at Peaks

Weekday Traffic Count July 8 – 11, 2025



AM Peak Hour (7 AM)



PM Peak Hour (4 PM)

The volume is consistent with TA counts in winter 2025.

Traffic Counts – Daily Total Vehicle Volume

Weekday Traffic Count July 8 – 11, 2025



Daily Total

Truck Class



Class 1





Class 2



Class 3



Class 4







Class 5–13

Daily Truck Counts

% of Trucks in Average Daily Traffic Over 3 Days of Counts



% Class 3 Vehicles



% Class 5-13 Vehicles





Truck Activity

- Traffic count shows high percentage of truck on McGlincy near CTP; Class 3 pick-up trucks makes up 20-30%, and larger trucks make up additional 1-2%.
- Typical heavy-duty vehicle makes up 3% on California roads.
- The TA collected vehicle class but fails to recognize the amount of truck activity and high truck % on main access roadways for the residential development.

Average Truck % from Counts on McGLincy Lane

Avg % Trucks Class 3-13	Avg % Trucks (Class 3-5)	Avg % Trucks (Class 5-13)
20%	18%	2%

Traffic Counts

October 2025

Traffic Counts – Total Vehicle Volume at Peaks

Weekday Traffic Count October 20 – 23, 2025



AM Peak Hour (7 AM)



PM Peak Hour (4 PM)

Traffic Counts – Daily Total Vehicle Volume

Weekday Traffic Count October 20 – 23, 2025



Daily Total

Daily Truck Counts

% of Trucks in Average Daily Traffic Over 4 Days of Counts



% Class 3 Vehicles



% Class 5-13 Vehicles





Truck Counts

Classification	Definition
1	Motorcycles
2	Passenger cars
3	Other Two-Axle Four-Tire Single-Unit Vehicles
4	Buses
5	Two-Axle, Six-Tire, Single-Unit Trucks
6	Three-Axel Single Unit Trucks
7	Four or More Axle Single-Unit Trucks
8	Four or Fewer Axle Single-Trailer Trucks
9	Five-Axle Single Trailer Trucks
10	Six or More Axle Single-Trailer Trucks
11	Five or Fewer Axle Multi- Trailer Trucks
12	Six -Axle Multi-Trailer Trucks
13	Seven or more Axle Multi-Trailer Trucks

Exhibit B: Economic Memo (Kosmont)

MEMORANDUM

Date: June 1, 2026

To: Atkinson, Andelson, Loya, Ruud & Romo

From: Kosmont Companies

Re: **Analysis of Campbell Tech Park Draft EIR**

Kosmont & Associates, Inc. doing business as Kosmont Companies ("Kosmont") is pleased to present this analysis to Atkinson, Andelson, Loya, Ruud & Romo related to a review of the Campbell Tech Park Draft EIR, which evaluated impacts from the development of 290-units of high density for-sale housing on 17 acres ("Project"), replacing four existing office buildings on a site, which functions as a constrained cul-de-sac roadway with limited ingress and egress options.

Kosmont is a full-service local government, economics and real estate advisory firm with a 40-year track record of working with cities and public agencies on thousands of advisory assignments including land use, zoning and community planning, economic development strategies, real estate market analyses, and public-private projects across the entire State of California. Kosmont brings an understanding of how economics relates to project shaping, as well as our understanding of both the public and private sectors.

Kosmont has prepared hundreds of land use and economic impact studies for industrial, commercial and residential development projects in rural, suburban and urban areas. Kosmont has received numerous awards from the California Association for Local Economic Development (CALED) including

- **2024 Award of Excellence for Economic Development Partnerships**
- **2017 Award of Excellence for Economic Development Partnerships**

CL-WVCC-28

FINDINGS AND RECOMMENDATION

The analysis herein is intended to identify reasonably foreseeable indirect physical environmental effects under CEQA. CEQA defines indirect impacts as those caused by the project and reasonably foreseeable, even if occurring later in time or at a different location. The conclusions in this memorandum are based on observed operational characteristics, regional service patterns, and standard transportation and logistics relationships between facility location, travel distance, and vehicle emissions.

Introduction of sensitive residential receptors adjacent to established industrial and construction-service operations may foreseeably constrain lawful industrial activities, resulting in operational degradation, reduced service capacity, displacement pressures, altered logistics patterns, and downstream environmental effects, which in turn may cause reasonably foreseeable indirect physical environmental impacts under CEQA, including increased VMT, emissions, congestion, and inability to provide 24/7 emergency responses to the City of Campbell and surrounding regions.

CL-WVCC-29

:
The analysis is based on the following core relationships:

- Introduction of residential uses into an established industrial corridor creates reasonably foreseeable land use conflicts;
- Such conflicts commonly result in operational restrictions, either through regulatory action or functional limitations;
- Operational restrictions reduce efficiency, limit dispatch flexibility, and may require relocation or redistribution of industrial activities;
- These changes result in increased travel distances, altered logistics patterns, and associated environmental effects.

CL-WVCC-29 cont.

The proposed Project will result in dramatic changes in vehicle, bicycle and pedestrian traffic and noise impacts as compared to the prior office use. Existing office and industrial-area employees and visitors in the surrounding corridor were exposed to impacts primarily limited to 8:00 AM to 6:00 PM, Monday through Friday, excluding emergency response callouts. New housing residents and visitors will be impacted by ingress, egress and noise impacts twenty-four hours a day, seven days a week.

While we understand that the Project' reliance upon Builder's Remedy limits the scope of issues that the City can consider as a basis to deny or condition the Project, the City may impose conditions on the Project if the City has substantial evidence that the Project could likely result in specific, adverse impacts.

If approved at the proposed level of density, there is substantial evidence that the Project has significant potential fire / life safety impacts, as no secondary roadway analysis nor comprehensive evacuation plan has been sufficiently studied. Emergency access is assumed to occur via a proposed easement connection at Paseo de Palomas, although the feasibility, legal availability, and operational adequacy of this access have not been fully evaluated over Paseo de Palomas, but there is no discussion of how to evacuate the occupants and visitors of the Project in the case of a sudden emergency. Based on the foregoing analysis, it is recommended that the Lead Agency requires a comprehensive secondary roadway access analysis and a detailed evacuation plan, including evaluation of the feasibility, design, and functionality of a secondary ingress/egress connection via the existing easement at Paseo de Palomas, which is not meaningfully analyzed in the Draft EIR, to determine whether the Project can be served safely, maintain acceptable emergency response times, and avoid impairing existing circulation and emergency service functions.

CL-WVCC-30

OPERATIONAL CONTEXT AND EXISTING CONDITION

The following section provides context regarding existing operations, circulation patterns, and service functions that inform the analysis of potential indirect environmental impacts.

West Valley Construction Company, Inc. ("WVCC") was founded in 1958 and has been a vital part of the City of Campbell since 1971. Headquartered in Campbell, it is committed to serving and supporting the local communities. For decades, it has maintained essential infrastructure, primarily underground water supply systems and dry utilities, including communications. Service agreements to provide these services often include specific response times and 24/7 availability requirements.

CL-WVCC-31

The location of these operations within the City of Campbell provides a geographically central base of operations that minimizes travel distances for both routine and emergency service activities. WVCC owns six (6) properties around the intersection of E. McGlincy Lane and Campbell Technology Parkway. Two (2)

are on Campbell Technology Parkway (603 and 563) and the other three (3) are located on E. McGlincy Lane (530, 571-599 and 555). WVCC also owns a property at 545 Westchester with access to McGlincy. These properties are on either side of Campbell Technology Parkway, the only ingress/egress route to the Project. WVCC also operates two ancillary maintenance and storage facilities in Redwood City and Hayward that are fully utilized.

From the Campbell yard at 580 E. McGlincy, WVCC provides 24/7 emergency water supply repair services to the residents of Campbell under a service agreement with San Jose Water Company. In the event of a major earthquake or other disaster in which essential utilities are unexpectedly disrupted, WVCC is a crucial regional partner that is responsible for restoring services to the residents of Campbell in an emergency. During 2025, WVCC responded to 140 unscheduled utility emergency events in the Bay Area. The Campbell operations center also maintains fuel reserves and backup generation for use in catastrophic events. In fact, the Campbell operations center was critical for immediate response following the 1989 Loma Prieta earthquake. WVCC's crews worked non-stop for weeks to help restore the distribution lines.

CL-WVCC-31 cont.

WVCC employs over 130 employees based in Campbell. Many of these employees are Campbell residents accommodating shorter commute times and fewer vehicle miles traveled on local highways and roads.

Operating a construction and infrastructure company comes with inherent impacts. The primary yard at 580 E. McGlincy Lane, along with a storage facility (consisting of primarily piping materials) at 563 Campbell Technology Parkway, are active worksites where noise and heavy equipment operations are necessary. The handling of backfill material stored at 580 E. McGlincy Lane creates dust. WVCC vehicles are equipped with audible back up alarms as per California Vehicle code 27000 d.1 which requires an audible alarm when backing with a 200 foot range that will create issues at the 563 property.

WVCC operates a fleet of 114 on-road vehicles, including Class 1 through Class 8 trucks and trailers, in addition to approximately eighty-seven (87) employee vehicles accessing the Campbell facilities on a daily basis. For routine non-emergency operations, crews typically depart the yard beginning around 7:00 AM and return throughout the afternoon, generally by 4:00 PM. Due to the narrow configuration of East and South McGlincy Lane, the prevalence of on-street parking by large vehicles, and the substantial width and turning requirements of WVCC's commercial fleet vehicles, the introduction of significant new residential vehicular, pedestrian, bicyclist, and e-bike activity associated with the proposed residential development would create foreseeable circulation conflicts and substantial safety hazards for both roadway users and WVCC personnel operating heavy vehicles. These operational characteristics are locationally dependent and cannot be replicated without adversely affecting travel distances, response times, and related environmental outcomes.

The egress of vehicles from the yard at 580 E. McGlincy includes the vehicles immediately adjacent to the intersection of E. McGlincy and Campbell Technology Parkway. This intersection would pose a conflict with residents as vehicles commonly leave the yard in the morning and afternoons.

In addition to WVCC fleet activity, large commercial delivery trucks access the facilities multiple times each day to deliver materials and equipment necessary for ongoing operations. Due to the size and turning radius requirements of these vehicles, deliveries frequently require use of the full width of Campbell Technology Parkway and portions of E. McGlincy Lane to safely maneuver into the yards, resulting in temporary but routine traffic stoppages. For example, pipe deliveries to the storage facility at 563 Campbell Technology Parkway are typically made by long-bed tractor-trailers that must reverse into the yard from the roadway. During these maneuvers, the full width of Campbell Technology Parkway may be blocked for short periods, temporarily halting vehicle access. Similar delivery and backing operations regularly occur along E. McGlincy Lane. The introduction of substantial new residential vehicle, pedestrian, bicycle, and e-bike traffic

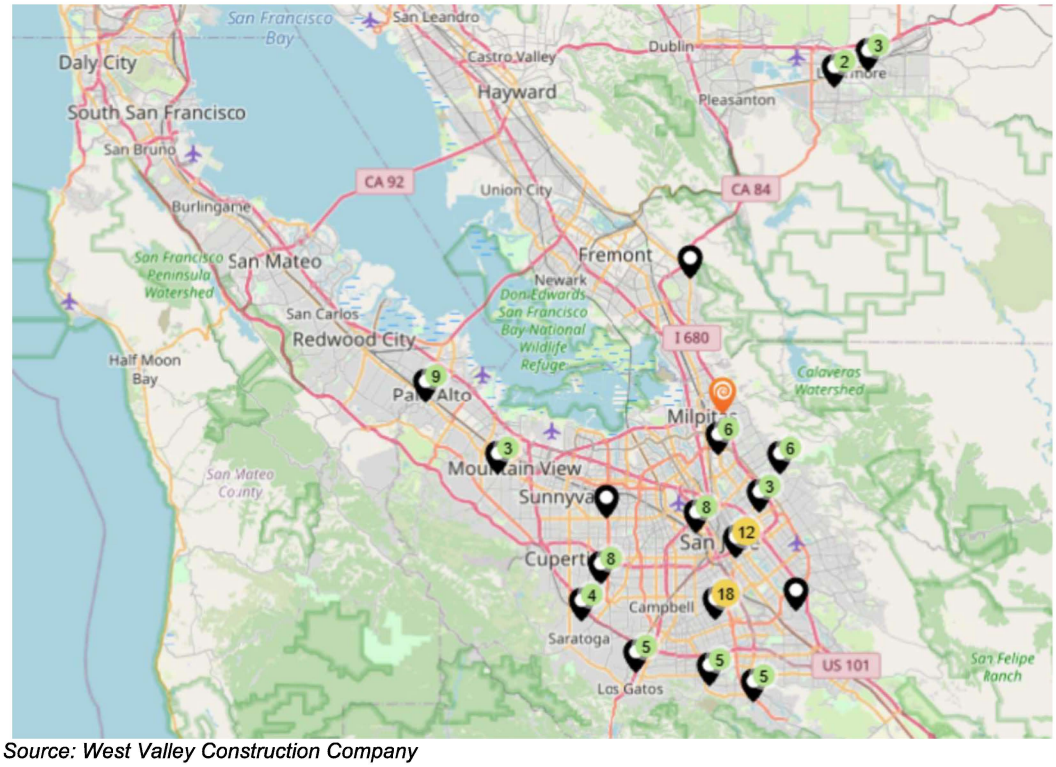
CL-WVCC-32

into this constrained industrial circulation environment would foreseeably increase vehicle conflicts, queuing, delay, and roadway safety hazards.

CL-WVCC-32 cont.

The WVCC campus is well situated to provide the infrastructure and emergency services for Campbell and surrounding communities as shown by the service locations. The following figures illustrate WVCC's operational footprint, service area, and relationship to the Project site.

WVCC Service Area Overview



Source: West Valley Construction Company

CL-WVCC-33

Cities across California have faced challenges for decades permitting new housing development to accommodate the dramatic population growth. In many cities, this housing development has been located near industrial areas. As explained below, here is substantial evidence that industrial uses are forced out of business as cities impose strict operating standards in response to resident opposition.

EXISTING CONDITIONS

Project Site & Neighborhood Overview

The area immediately south of the Project site contains dozens of long-established industrial and construction-related businesses that are accessed primarily via East and South McGlincy Lane from the south and east. Collectively, these businesses have supported well over 1,000 jobs in the area for decades and rely upon the existing roadway network to accommodate daily truck circulation, employee access, equipment deliveries, and dispatch operations. These conditions define the existing operational environment against which project-related impacts must be evaluated, including the compatibility of adjacent land uses and the functional performance of the roadway network.

CL-WVCC-34

The aerial photograph illustrates the relationship between the Project site, surrounding industrial properties, and the ingress and egress patterns associated with WVCC's facilities and nearby industrial operations.

Project Site & Environs



Source: West Valley Construction Company

CL-WVCC-34 cont.

SUMMARY OF POTENTIAL IMPACTS

Overall Theory of Impact

This section evaluates the mechanism by which land use incompatibility may translate into indirect environmental impacts under CEQA. The proposed introduction of high-density residential uses into an established industrial corridor may create foreseeable land use incompatibility and circulation conflicts that constrain truck access, loading and unloading activities, dispatch functions, operating hours, and other essential industrial operations conducted by WVCC and neighboring businesses. Because WVCC provides critical construction, utility infrastructure, and emergency response services that rely upon efficient truck circulation, immediate freeway access, and uninterrupted industrial operations, restrictions or operational impairments associated with residential adjacency could reduce regional service efficiency, impair emergency response capabilities, and increase pressure for industrial displacement or relocation.

CL-WVCC-35

Such operational changes may, in turn, result in reasonably foreseeable indirect physical environmental impacts under CEQA, including increased vehicle miles traveled ("VMT"), longer truck haul routes, increased diesel emissions and criteria air pollutants, additional idling and congestion, and less efficient regional goods movement and infrastructure service patterns. This relationship between facility location

and environmental impact is well-established: increases in travel distance directly correspond to increases in fuel consumption and emissions, particularly for heavy-duty diesel vehicles.

CL-WVCC-35 cont.

Neighborhood Impacts

The surrounding area lacks neighborhood-serving commercial amenities, schools, and dining establishments within approximately one mile of the Project site entrance. As a result, future residents of the proposed Project would be expected to generate substantial daily vehicle, pedestrian, bicycle, and e-bike trips associated with school drop-offs and pick-ups, commuting, shopping, and other routine activities. These new circulation patterns would be introduced into an existing industrial roadway environment that was not originally designed to accommodate high volumes of residential pedestrian and bicycle activity. These changes in circulation patterns are reasonably foreseeable consequences of the Project and represent a substantial change from existing conditions.

CL-WVCC-36

In particular, East and South McGlincy Lane currently lack dedicated bicycle infrastructure and, in certain segments, adequate pedestrian facilities. The increasing prevalence of e-bikes and similar mobility devices in residential areas has created new roadway safety concerns throughout California, particularly in constrained industrial corridors where heavy trucks, delivery vehicles, and large commercial equipment regularly operate. The introduction of substantial residential bicycle and e-bike traffic into this environment would foreseeably increase the potential for safety conflicts between industrial vehicles and residents.

Local Traffic Impacts

Based on the traffic data prepared by Fehr & Peers, their analysis indicates that McGlincy Lane near the Campbell Tech Park currently sees daily traffic counts ranging from approximately 1,500 to 1,800 vehicles in each direction and notable peak hour activity during both the morning and afternoon periods. The findings also show a significantly elevated share of truck traffic compared to typical roadways, with Class 3 vehicles (such as pickup trucks) comprising roughly 300-400 vehicles, and 25-30 large trucks (Classes 5–13).

McGlincy Daily Traffic Volume



Source: Fehr & Peers (October 20-23, 2025

CL-WVCC-37

These findings demonstrate that the roadway functions as a heavily utilized industrial corridor serving the WVCC site, with a pronounced presence of truck traffic integral to its operations. As a result, the introduction of new residential development at Campbell Tech Park would place residential uses in direct proximity to this truck-intensive environment, materially altering traffic patterns, including the timing, distribution, and modal composition of trips on McGlincy Lane. The shared roadway network would likely increase interactions between passenger vehicles, bicycles, pedestrians, and heavy trucks, raising safety and compatibility concerns while also creating pressure to restrict truck movements. The environmental impact is not solely a function of total trip volume, but of trip type, timing, routing efficiency, and interaction with constrained industrial circulation conditions, all of which influence real-world vehicle miles traveled, emissions, and safety outcomes. This, in turn, could constrain access and operational flexibility for WVCC, impairing its ability to efficiently use the site and maintain its existing industrial functions.

CL-WVCC-37 cont.

Operational & Service Impacts

From the City of Campbell, WVCC's job and service concentrations are highly accessible. Many of the largest job clusters in San Jose, Santa Clara, Cupertino, and Sunnyvale are located within approximately 5 to 15 miles of Campbell, generally representing a 10- to 25-minute drive under typical conditions. Even the more northern job centers in Mountain View, Palo Alto, and Milpitas are generally within 15 to 25 miles, making Campbell a centrally positioned residential and business location with convenient access to many of Silicon Valley's major employment hubs. These operational efficiencies are directly related to the facility's geographic location and would be materially affected by displacement or relocation.

WVCC's Campbell operations are strategically located at the geographic center within the San Jose Water Company service area in the South Bay. The majority of daily service calls and infrastructure work occur within this same regional footprint, demonstrating that WVCC's existing Campbell yard minimizes travel distances for field crews.

CL-WVCC-38

Furthermore, the facility's existing infrastructure, including on-site underground fuel storage tanks and emergency fueling systems, highlights both the operational necessity of the current use and the potential environmental implications, such as remediation requirements, should land use changes introduce additional residential projects on the existing WVCC site. Collectively, this demonstrates that the proposed Project's impacts on existing industrial operations are not only economically significant but also translate into reasonably foreseeable indirect physical environmental effects under CEQA.

Based on materials provided by WVCC outlining its day-to-day operations and regional emergency response requirements for both natural and man-made disasters, there is a clear conclusion that displacement of the existing Campbell operations would impose substantial economic and operational burdens, with associated environmental consequences. WVCC further documents that existing high levels of truck activity and constrained roadway conditions in the project vicinity, underscoring the sensitivity of current industrial operations to access and circulation disruptions.

Alternate Locations for WVCC

In evaluating potential displacement impacts, it is necessary to consider the feasibility and consequences of relocation. WVCC worked with local commercial real estate brokers to do an extensive search to identify possible alternative locations that can accommodate their critical emergency operations. Preliminary research revealed less than dozen sites in the entire S.F Bay area, and that the closest locations that could offer comparable 6 to 7 acres of land and buildings would be approximately 30-35 miles away (35-50 minutes) in the cities of Livermore or Gilroy. The cost to acquire the site, entitle and build the necessary facilities would take at least three years and cost $35 to $40 million. These capital costs exclude further expenses related to business interruption, workforce retention, and relocation logistics, indicating that total economic impacts would be materially higher.

CL-WVCC-39

Meanwhile the industrial resale value of the existing facilities would be minimal due to residential conflicts, and the potential residential reuse would be extremely challenging due to the underground diesel and gasoline fuel tanks that may not be able to be mitigated.

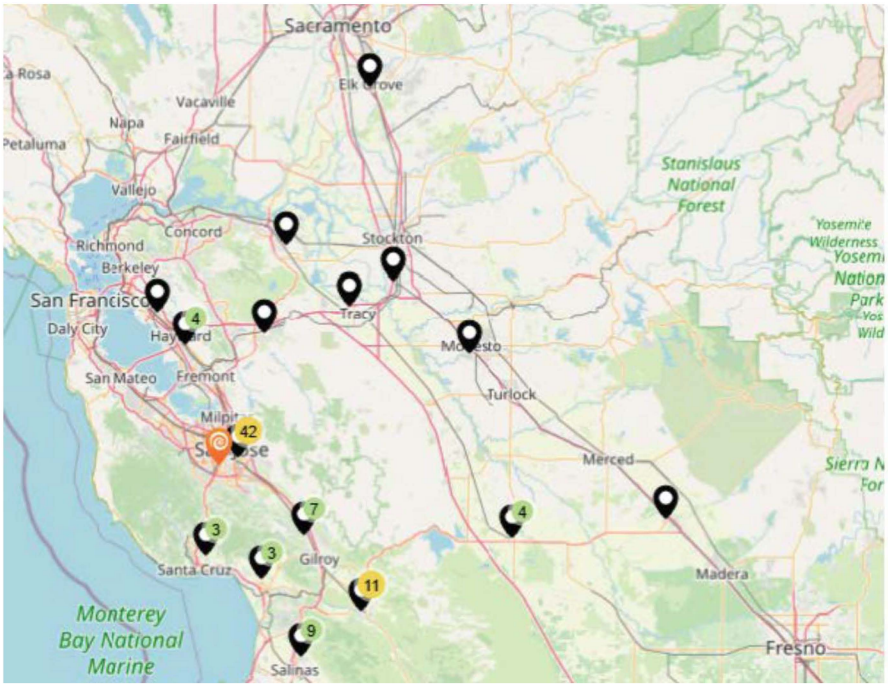
This would likely create significant environmental impacts and disruption in service. In addition, modeled mileage and operational data demonstrate that relocation would substantially increase vehicle travel distances, fuel consumption, emissions, and labor time, with corresponding increases in fuel costs and total operating costs, thereby reinforcing the linkage between project-induced displacement and measurable environmental effects.

From a transportation and VMT perspective, the service facility located in Campbell is the most efficient location relative to WVCC's current job concentrations. Relocating the operation to Livermore or Gilroy would increase average VMT by an estimated 30,000 miles per week for the +100 vehicles in service. This increase represents a substantial and quantifiable change in environmental conditions attributable to displacement of existing industrial operations. Maintaining the Campbell location will minimize commuting distances, fuel use, and associated transportation-related emissions compared with any alternative location.

CL-WVCC-39 cont.

80% of the WVCC employees live in San Jose area or south. The proximity of employee residences to the Campbell facility supports efficient mobilization and response times. Relocating operations away from Campbell would introduce longer travel distances for routine and emergency service work, increasing vehicle miles traveled, response times, and operational inefficiencies, with corresponding impacts to the company's ability to reliably and cost-effectively serve its Bay Area water contracts.

Campbell Employee's Residence Map.



Source: West Valley Construction Company
Note: 91 employee's work at the Campbell yard. Map Does not include 27 Corporate employees.

Summary of Environmental Impacts

Based on Kosmont's assessment of the EIR and other related documentation, the following categories of reasonably foreseeable impacts warrant further evaluation

1. Construction period truck ingress and egress and construction worker employee parking will interfere with WVCC operations
2. Initial housing occupant's vehicle, pedestrian and bicycle/e-bike ingress and egress on Campbell Technology Parkway will likely result in accidents with WVCC and other industrial user vehicles along McGlincy Lane
3. In the event of natural or manmade disaster in the area, there are inadequate evacuation routes for the estimated 1,000 residents
4. Inevitable public nuisance complaints will result in limitations on operating hours and noise abatement. Because of contractual obligations / necessary response times, WVCC may be forced to relocate many of its operations facilities outside the City, increasing VMT and GHG/Diesel emissions from longer truck trips and employee commutes.

CL-WVCC-40

CEQA Overview

As proposed, the Project would introduce 290 residential units into an area that has been continuously used for office/research & development/industrial purposes since it was developed approximately 50 years ago.

The proposed residential use is contrary to original zoning and general plan designations for the area. WVCC, other property owners and businesses invested hundreds of millions of dollars to develop their respective parcels, and have operated their businesses thereon for decades, in reliance upon the original industrial zoning.

Assuming that Project is permissible under the law, it does not mean that it is safe to allow such entirely inconsistent land uses to exist in close proximity to one another accessed on a single two land road. While the City of Campbell maybe legally required to approve the Project, it can still require that the Project proponents obtain other means of entry to the Project Site rather than solely by Campbell Technology Parkway.

CL-WVCC-41

Analysis of the effects on public health and safety resulting from the Project should address traffic and pedestrian safety and air quality for the new residents, who will be living in an industrial area. A general literature search found dozens of articles indicating that E-bike sales in the U.S. have skyrocketed since the Covid Pandemic from an estimated 250,000 to over 2 million annually. Forecasts by Global Market Insights expect annual E-bike sales to double again by 2035.

A March 26, 2026 article in the Orange County Register "E-bikes are moving fast and local laws, safety measures are trying ot catch up" cited Highway Patrol statistics showing reported E-bike accidents increased from 48 in 2020 to 1,366 in 2025, a 30-fold increase. The majority of the accidents represent serious injuries to the riders. E-bikes are a significant hazard around residential areas, especially in those areas with no sidewalks or dedicated bike lanes. The increasing prevalence of e-bikes and similar mobility devices has introduced new safety considerations, particularly in constrained industrial roadway environments lacking dedicated pedestrian or bicycle infrastructure.

CL-WVCC-42

Mitigations should be studied such as redirecting ingress and egress (except in case of emergency) away from Campbell Technology Parkway and restricting parking on Campbell Technology Parkway and on E. and S. McGlincy.

CL-WVCC-43

California Penal Code 372 provides local jurisdictions with authority to regulate conditions or activities that affect community health, safety, or welfare, including noise, traffic, dust, odors, and similar operational impacts.

Public nuisances can take many forms, including physical obstructions affecting public rights-of-way and ongoing operational activities such as noise, odors, dust, truck traffic, or other conditions that may interfere with surrounding uses.

- Examples include business operations that generate recurring noise, odors, or other impacts affecting nearby residential uses.
- In practice, nuisance complaints may lead to enforcement actions, permit conditions, or operational limitations that affect how industrial facilities are able to function.
- Property owners convicted of maintaining public nuisances on their property may face civil consequences where neighbors file civil lawsuits seeking damages and injunctive relief.

Determinations of nuisance conditions are often context-specific and may involve subjective assessments of what constitutes an unreasonable interference with surrounding uses, particularly where residential and industrial activities are located in close proximity. In such settings, activities that are typical and expected in industrial areas—such as noise, truck traffic, or early-morning operations—may be perceived by nearby residents as disruptive or excessive, increasing the likelihood of complaints and regulatory scrutiny.

CL-WVCC-44

California law requires property owners to maintain their operations in a manner that does not create nuisance conditions. In practice, however, where surrounding land uses change, activities that were previously lawful and appropriate for an industrial area may become subject to increased scrutiny. As a result, industrial operations may be required to modify practices, limit hours of operation, or adjust site circulation in response to complaints or regulatory concerns. These types of operational constraints are a common and reasonably foreseeable outcome of introducing residential uses into established industrial areas.

Where residential uses are introduced into established industrial areas, the potential for increased complaints and regulatory responses is reasonably foreseeable. Such responses may constrain industrial operations, reduce operational flexibility, and in some cases contribute to relocation pressures. These operational changes may in turn result in indirect physical environmental impacts, including increased vehicle miles traveled, emissions, and reduced efficiency of regional infrastructure service delivery.

CASE STUDIES

Numerous jurisdictions have documented the impacts of residential encroachment on industrial uses, including operational constraints, displacement, and associated economic and environmental consequences.

Benefits of Suburban Industrial Areas

CL-WVCC-45

Industrial areas are vital to suburban communities because they provide a robust local tax base, drive job creation, and shorten supply chains. They reduce commuting traffic, support local services, and foster economic resilience in surrounding neighborhoods.

- **Economic Stability:** Industrial and light-manufacturing properties generate a high tax revenue-to-service cost ratio. They demand less from local schools, parks, and emergency services compared to residential developments, helping to keep taxes lower for homeowners.
- **Local Job Opportunities:** These zones provide middle-wage jobs near where people live, reducing the need for long commutes.
- **Decreased Carbon Footprint:** By bringing employment and services closer to where residents live, industrial hubs naturally reduce vehicle miles traveled (VMT), easing local traffic congestion and lowering greenhouse gas emissions.
- **Community Investment:** Industrial tenants and business parks frequently engage in social responsibility initiatives, contributing to local educational programs, infrastructure improvements, and charitable causes.

Residential & Industrial Adjacency Conflicts

When communities prioritize housing, industrial businesses often find themselves in conflict with their new neighbors over noise, odors, foot traffic and truck traffic requirements. To prevent the loss of important blue-collar jobs, cities across the country have had to create explicitly protected "industrial zones" that block residential development entirely.

CL-WVCC-45 cont.

The following case studies illustrate well-documented patterns of conflict and operational constraint that arise when residential development is introduced into established industrial areas; these examples are illustrative and demonstrate the types of impacts that may reasonably be expected under similar land use conditions:

- **Los Angeles: -** The Arts District in downtown Los Angeles transitioned from a gritty, heavy industrial and warehousing zone into a booming residential and mixed-use hub. The influx of high-density lofts created immense regulatory and financial pressure, forcing many original workshops and manufacturing businesses to relocate due to escalating land values and friction with new residential tenants.
- **Seattle Washington -** the historic Ballard industrial and maritime hub experienced significant pressure as luxury apartments and mixed-use developments expanded. This residential encroachment forced a number of craft breweries and light industrial operators to either move or heavily restrict their operations to avoid nuisance complaints. In response, Seattle established a new industrial plan in 2021 to exclude housing to protect existing industrial districts.
- **New York -** Greenpoint and Williamsburg waterfronts in Brooklyn transformed former manufacturing districts into dense residential neighborhoods. The resulting clash of uses and skyrocketing real estate values caused a massive displacement of traditional urban manufacturers, warehouses, and shipping businesses.
- **Dallas Texas -** In April 2026, the City of Dallas initiated a planning study examining land use conflicts between long-standing industrial uses and adjacent residential development in west Dallas, reflecting broader concerns regarding land use compatibility, environmental conditions, and operational constraints associated with residential encroachment into industrial areas.

There have also been major research studies done by both northern and southern California public agencies, which are highlighted herein.

Los Angeles Planning Dept. "Sustaining a Dynamic City Economy"

As a result of the expansion of housing development in the downtown region, the City of Los Angeles Planning Commission embarked on a 2-year Industrial Land Use Policy study to evaluate the viability of industrial areas facing pressure for conversion to residential uses.

It culminated in a 2007 report "Sustaining a Dynamic City Economy". This study showed how job producing land is vital to city fiscal health and maintaining jobs-housing balance and recommended stricter zoning to protect industrial uses. It reaffirmed City policy to retain industrial land for job producing uses and directed staff to implement adopted policy guidance. Report urged that development agreements for new development be utilized to effectuate appropriate benefits to the existing community, such as relocation consultants to identify relocation sites and require developer make financial contributions to a job training assistance fund.

CL-WVCC-45 cont.

The report categorized the city into several areas:

1. Employment Protected District
2. Industrial Mixed-use District
3. Transition District

For the Employment Protected District, City identified mechanisms to improve the physical environment for industrial users and take actions to invest in infrastructure necessary to instill confidence among business owners that City plans ensure long term viability of these areas.

For Industrial Mixed-Use District all development should have a significant jobs producing component and provide significant community benefits.

For Transition Districts and other areas, City needs to invest in infrastructure, design regulations and mitigations for areas for areas converting to residential uses. Staff is also directed to avoid juxtaposition of incompatible uses and explore ways that potentially displaced businesses can be effectively relocated and analyze ways that industrial uses can be retained as other uses are introduced.

California Dept. of Transportation – "Industrial Land and Jobs"

In 2017 the Calif Department of Transportation commissioned a major study by UC Transportation Center (UCTC) "Industrial Land and Jobs Study" to help Bay Area communities understand the importance of industrial / businesses service to their communities, and how those businesses are faced with pressures to relocate to peripheral locations due to residential encroachment, causing increase in vehicle miles traveled and greenhouse gas emissions.

Public Nuisance Laws

Industrial businesses in California are frequently forced to scale back, relocate, or shut down entirely following residential complaints over odors, noise, and pollution. The state utilizes strict public nuisance laws (e.g., California Penal Code 372) and local zoning codes to penalize or permanently close non-compliant facilities.

Specific examples of closures in California include:

- **Huy Fong Foods (Sriracha Plant) in Irwindale:** A high-profile case where local residents filed complaints citing headaches, throat irritation, and burning eyes caused by the pungent chili and garlic fumes. A Los Angeles County Superior Court judge ultimately sided with the city, granting an injunction that forced the company to cease the odor-producing operations.
- **Concrete/Asphalt and Logistics Facilities:** South Coast Air Quality Management District continually take enforcement actions for particulate matter and idling truck traffic. In many cases, facilities have their operating permits revoked or are legally forced to retrofit operations with expensive enclosure filters to avoid shutdown.
- **Suprema Meat Company:** In Oakland, an industrial meat processing facility faced massive backlash and a lawsuit filed by the Oakland City Attorney after enduring more than a decade of relentless noise and operational complaints from adjacent residential neighbors.

CL-WVCC-45 cont.

Local entities routinely investigate industrial operations over zoning infractions and air quality violations, using summary abatement procedures to halt operations

RECOMMENDATIONS

Based on the foregoing analysis, the following alternatives and mitigation measures should be evaluated to reduce or avoid potential environmental impacts under CEQA:

The significant environmental and public safety impacts associated with the proposed Project are largely attributable to the fact that Campbell Technology Parkway—a narrow, two-lane roadway lacking sidewalks and dedicated bicycle infrastructure—would serve as the Project's primary vehicle ingress and egress route. As proposed, the Project would introduce several thousand additional daily vehicle trips, as well as substantial pedestrian, bicycle, and e-bike activity, into an existing industrial corridor currently utilized by heavy trucks, construction equipment, material deliveries, and dispatch operations associated with WVCC and dozens of other industrial businesses operating along East and South McGlincy Lane. Without additional access improvements or circulation alternatives, these conflicts may result in significant and potentially unavoidable impacts related to traffic operations, roadway safety, emergency access, evacuation capacity, and industrial operations. Evaluation of these alternatives and mitigation measures is necessary to fully assess the Project's potential environmental impacts and ensure compliance with CEQA

Potential alternative access configurations should be evaluated to determine whether the Project's reliance on Campbell Technology Parkway as the sole or primary access point can be avoided or substantially reduced.

CL-WVCC-46

In particular, the administrative record identifies an easement connection at Paseo de Palomas along the northern boundary of the Project site. This access point warrants evaluation as a potential primary ingress/egress route, including analysis of its legal availability, design feasibility, and operational performance.

Introduction of a second functional access point would be expected to meaningfully redistribute Project-related traffic away from Campbell Technology Parkway, reducing congestion, improving circulation, and enhancing emergency access conditions within this constrained roadway network. Additional access configurations that should be evaluated include:

1. Paseo de Palomas (primary access): Evaluation of a full-access ingress/egress connection to serve as the primary circulation route for Project traffic, subject to legal, design, and safety constraints;
2. Cristich Lane (supplemental access): Evaluation of Cristich Lane as a secondary or supporting access route to further distribute traffic and improve network redundancy;

3. Multi-access configuration: Evaluation of a combined system of access points to reduce concentration of traffic, improve emergency response, and enhance evacuation capacity, and
4. Evaluation of potential infrastructure improvements to enhance connectivity, including a potential pedestrian and bicycle crossing of State Route 17, to assess whether such improvements would materially affect travel behavior or VMT outcomes.

CL-WVCC-46 cont.

These configurations should be analyzed to determine whether they could feasibly reduce transportation, safety, and emergency access impacts associated with the Project. These measures should be evaluated to determine whether they could reduce reliance on constrained roadway segments and improve both operational efficiency and public safety outcomes. Failure to evaluate Paseo de Palomas as a potential primary access configuration may result in an incomplete assessment of feasible measures to reduce significant impacts.

Additional mitigation measures should also be evaluated, including:

- Industrial adjacency disclosures consistent with Proposition 65 and California Air Resources Board ("CARB") guidance for residential development near industrial operations;
- Use of recorded disclosures, easements, or covenants, conditions, and restrictions (CC&Rs) to provide notice of adjacent industrial operations and establish procedures for addressing compatibility concerns prior to initiation of nuisance complaints or enforcement actions;
- Installation of visible signage at Project entrances advising residents of adjacent active industrial operations;
- Parking and circulation restrictions designed to preserve truck maneuverability along Campbell Technology Parkway and East/South McGlincy Lane; and
- Restrictions or limitations on e-bike operations within constrained industrial roadway segments lacking adequate bicycle infrastructure.

CL-WVCC-47

WVCC recognizes the City of Campbell's obligation to accommodate additional housing opportunities. However, the introduction of a high-density residential development within a constrained industrial area, characterized by limited roadway infrastructure, heavy truck activity, and inadequate pedestrian and bicycle facilities, presents substantial land use compatibility and public safety concerns.

WVCC's objective is not to oppose residential development, but rather to ensure that any approved Project incorporates appropriate analysis, infrastructure improvements, and mitigation measures necessary to:

(i) Allow existing industrial businesses to continue lawful and essential operations without unreasonable interference;
(ii) Adequately mitigate transportation, safety, operational, and environmental impacts associated with the Project;
(iii) Minimize the potential for future nuisance conflicts between new residents and established industrial uses; and
(iv) Maintain safe circulation conditions for industrial vehicles, pedestrians, bicyclists, and other roadway users within this important, but constrained industrial corridor.

CL-WVCC-48

Exhibit C: Fehr & Peers Memo

Fehr & Peers

Memo

Date: June 1, 2026

To: Daniel Fama, City of Campbell

CC: Jeff Boss, West Valley Construction and Sblend Sblendorio, Hoge Fenton

From: Emma Meyer and Matt Haynes, Fehr & Peers

Subject: DEIR Comment Letter for Proposed Development at 635, 655, 675, and 695 Campbell Technology Parkway

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Dear Daniel,

The purpose of this letter is to comment on the Draft Environmental Impact Report (DEIR) for the proposed housing development at 635, 655, 675, and 695 Campbell Technology Parkway (referred to as the "project" in this memo). Fehr & Peers reviewed the Transportation section of the DEIR dated April 15, 2026 for the proposed project. This review was undertaken due to concerns that the DEIR does not adequately address the area's high level of trucking activities, bike/pedestrian circulation, safety, and responses to previous comments in the project's Notice of Preparation.

Our review found that the DEIR, and the associated Transportation Analysis (TA), does not adequately acknowledge or provide appropriate mitigation to address these concerns. Therefore, we urge the City to properly consider potential transportation impacts of the project and address these crucial topics in the final EIR.

CL-WVCC-49

The following presents our areas of concern not adequately addressed in the DEIR:

1. Project Vehicle Miles Travelled Analysis

Vehicle Miles Travelled is not reported as part of the EIR. Instead, the project is presumed to have a less than significant VMT impact based on meeting the Transit Screening criteria of being located within a half-mile of a rail station. Under CEQA Statute and Guidelines section 15064.3(b), projects located near frequent, high-capacity transit may qualify for a VMT exemption. The project used the VTA VMT Tool, which uses "straight-line" distance to transit as an initial screen check to help inform if additional analysis may be necessary. However, the VTA VMT Tool is only intended as an initial screening check. A screening result is only the starting point and it does not, by itself, determine the project's VMT impact or exemption.

Importantly, a VMT exemption is conditional because California Office of Planning and Research/Land Use and Climate Innovation (OPR/LCI) guidance identifies several circumstances where an exemption would not apply, even if a project passes an initial screening check.

CL-WVCC-50

For this project, the transit-proximity VMT exemption would not apply. While a light rail station is within ½ mile as measured straight-line, the effective walking distance is approximately 1.5 miles. Because the Project is not located within a reasonable walking distance to transit, the DEIR cannot rely on a screening-level conclusion and fails to provide the project-specific VMT analysis CEQA requires. As a result, a full quantitative VMT analysis is required to determine whether the project would result in significant impacts. This finding is supported by other documents, including:

- VTA's Transportation Analysis Guidelines (2025), which rely on walking distance rather than straight line distance when assessing eligibility for trip reductions.
- OPR/LCI guidance which describes additional VMT evaluation criteria, and if those criteria are not met, a VMT exemption does not apply.

Because the project is not located within a reasonable walking distance to transit, there is a strong possibility it would result in a VMT impact that must be mitigated.

CL-WVCC-50 cont.

2. Truck Activity Data Collection

The Transportation Analysis (TA) dated March 18, 2026, collected vehicle classification data, but it did not include a full breakdown of truck classifications that are present in the study area. A full classification breakdown would better tell the story of the amount and types of trucks on McGlincy Lane. The statement that trucks only make up 5 to 6 percent of vehicle traffic assumes only trailer trucks and single unit trucks as trucks operate on McGlincy Lane. Additionally, the language is vague and does not specify the truck types that are included in those two categories.

In October 2025 Fehr & Peers collected 24-hour traffic counts and vehicle classifications over three weekdays. We found that roughly 26-33 percent of the vehicles on McGlincy Lane were Class 3-4 vehicles and 2-3 percent of the vehicles on McGlincy were Class 5-13 vehicles. We recommend a full classification breakdown of the vehicle activity. Classes 5-13 include all trailer trucks and single unit trucks.

Many trucks and vans that are commonly used for West Valley Construction operations would fall under truck Classes 3-4. However, assuming the DEIR only considered Class 5-13 vehicles, it does not address this type of truck activity. Therefore, the implications of existing truck activity were not adequately addressed, resulting in an inadequate baseline for evaluating project impacts.

CL-WVCC-51

Table 1: Vehicle Classification Comparison

Location	Percentage of Class 5-13 Trucks (October 2025)	Percentage of Class 3-4 Trucks (October 2025)	Reported DEIR Truck Percentage
E McGlincy Ln east of CTP: Eastbound	2%	27%	5-6%
E McGlincy Ln west of CTP: Eastbound	3%	30%	
E McGlincy Ln east of CTP: Westbound	2%	33%	
E McGlincy Ln west of CTP: Westbound	2%	26%	

Source: Fehr & Peers, 2026.

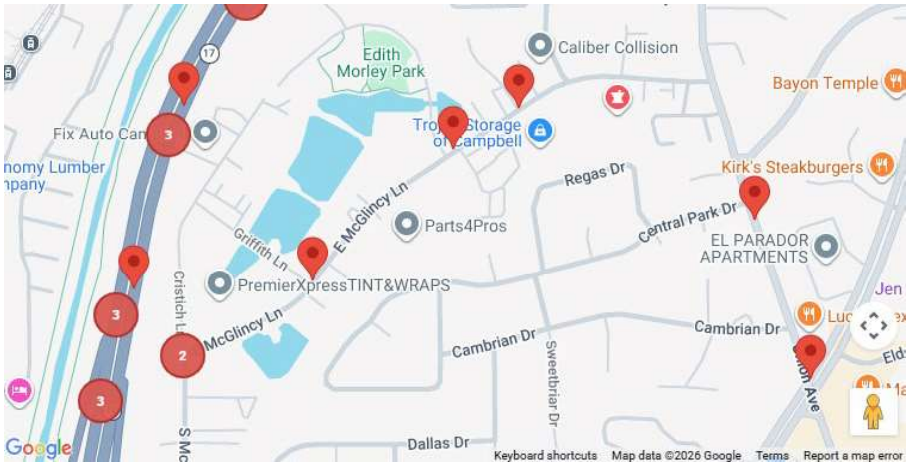
3. Inaccurate Safety Analysis

The TA analyzed collision data from Statewide Integrated Traffic Records System (SWITRS) along East McGlincy Lane and Campbell Technology Parkway between January 1, 2019, and December 31, 2024, but did not accurately report the total number of collisions along both streets. The TA reported one collision over a six-year period. However, data from the Transportation Injury Mapping System (TIMS), which compiles statewide SWITRS collision records, identified five collisions reported along East McGlincy Lane between 2019-2024 including two collisions involving pedestrians. One of the collisions involving a pedestrian identified unsafe speed as the primary collision factor.

Accurate reporting of existing safety conditions is important because the proposed project would substantially increase pedestrian and bicycle activity in an area with existing truck activity, loading and limited bicycle and pedestrian infrastructure. Underreporting the number of collisions may understate existing roadway safety concerns and the potential for conflicts between vehicles, pedestrians, and bicyclists. By understating existing collision conditions, the DEIR fails to disclose existing safety risks and does not provide a sufficient basis for evaluating the project's impacts on pedestrian and bicycle safety. The final EIR should clarify and resolve the discrepancy between the TA and TIMS/SWITRS collision records, disclose all reported collisions within the study area, and identify roadway treatments to improve transportation safety.

CL-WVCC-52

Figure 1: TIMS 2019-2024 Collision Data



Source: TIMS, 2026.

4. Bicycle and Pedestrian Access

The proposed project would introduce a greater level and varied types of active transportation, including walking, bicycling, e-bikes and scooters. The lack of bike and pedestrian facilities, along with the high level of truck traffic, necessitate a thorough evaluation of the bike and pedestrian circulation in the study area to address access and safety concerns that were not done in the DEIR.

CL-WVCC-53

The DEIR proposes mitigation to address pedestrian infrastructure gaps along Campbell Technology Parkway, but it does not address how pedestrians or cyclists will safely walk or bike from the project to any nearby location. This includes the Pruneyard shopping center approximately one mile away, Maplewood Plaza less than a mile away, and Bagby Elementary School, Ida Price Charter Middle

School, and Fammatre Elementary School, located about 1.5 miles to the east. In addition, there are bicycle and pedestrian trips that will occur on McGlincy Lane to the west of Campbell Technology Parkway, destined for locations such as Starbucks at McGlincy Lane and Camden Avenue. Because there are no pedestrian or bicycle facilities on this portion of McGlincy Lane, the DEIR does not properly address potential impacts to pedestrian or bicycle travel and safety. At a minimum the project should mitigate potential impacts by constructing a continuous pedestrian facility along the full extent of McGlincy Lane. As a result, the DEIR fails to evaluate foreseeable conflicts between heavy vehicle operations and new non-motorized uses, contrary to CEQA's requirement to analyze safety impacts under real-world conditions.

CL-WVCC-53 cont.

The TA reports an additional 391 daily pedestrian trips and 57 daily bicycle trips would be generated by the project. This may understate actual levels of bicycle and pedestrian activity, given data from recent household level travel surveys and the likelihood of higher walking and bicycling trip rates on weekends. The Final EIR should properly report expected levels of pedestrian and bicycle activity, including the distribution of those trips. It should evaluate whether the existing transportation network can safely accommodate the increase in pedestrian and bicycle activity generated by the proposed project, particularly given the industrial nature of the surrounding roadway network and documented truck activity in the area.

CL-WVCC-54

The project also identifies the need for an alignment to be proposed for the bicycle and pedestrian overcrossing. As part of the Final EIR, the project site plan must be updated to show the specific alignment of the overcrossing route through the project site, along with the proposed facility type and right-of-way.

CL-WVCC-55

6. Emergency Evacuation and Access

The EIR notes there is an existing emergency access easement along Paseo de Palomas. However, it does not indicate how the access easement will operate with the project and if private automobiles will be able to use the easement during an evacuation scenario.

Because of the project's proximity of existing industrial uses, including facilities with toxic chemicals and other dangerous uses, the potential need to quickly evacuate the project site is elevated. As a result, the project must fully consider emergency evacuation needs under different types of evacuation scenarios and for different types of evacuation modes, including walking and biking.

This access easement should be open to bicycle and pedestrian travel at all hours and should be used as a second full time vehicle access point. Typical guidance in areas with emergency evacuation needs suggests developments of over 100 dwelling units should have at least 2 full time access roads open to all vehicles, pedestrians, and bicyclists. The DEIR fails to analyze how emergency access would function under actual operating conditions, including evacuation scenarios and interaction with existing industrial uses. Therefore, its conclusion of a less-than-significant impact is unsupported.

CL-WVCC-56

7. Intersection Analysis

Considering the different directionality of vehicle trips between existing and proposed uses, the project would result in an additional 10 vehicle trips per lane at the Union Avenue / Bascom Avenue intersection for southbound traffic in the AM peak hour and northbound traffic in the PM peak hour.

Because it is a designated Congestion Management Program (CMP) intersection, it should therefore be evaluated in the EIR. The DEIR does not evaluate whether the project's additional trips at this

CL-WVCC-57

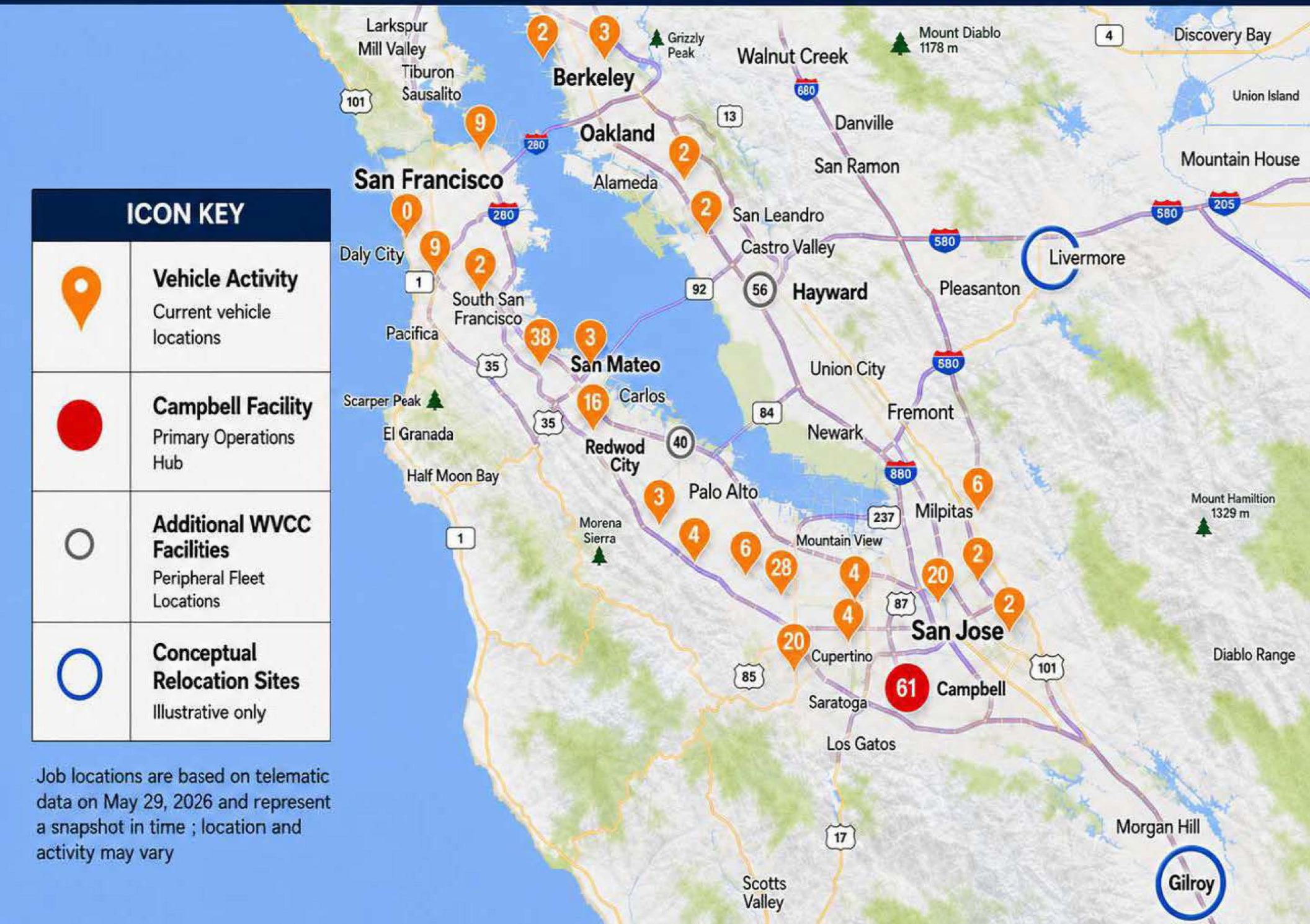
location would affect traffic operations, level of service, or regional performance standards associated with CMP facilities. Without this analysis, the DEIR fails to disclose whether project-generated traffic would result in measurable changes to circulation conditions at a regionally significant intersection. As a result, the transportation analysis is incomplete and does not provide sufficient information to assess the project's impacts on the surrounding roadway network.

CL-WVCC-57 cont.

CL-WVCC-58

Exhibit D: WVCC Telematic Map

WVCC Job Locations (Telematic Data)



WEBVTT

1
00:03:11.990 --> 00:03:26.269
Council Chambers: Good evening. Good evening, everybody. By way of introduction, my name is Davis Fields, I'm the chair of the Campbell Planning Commission. Welcome to tonight's meeting of April 28th, 2026. I'd love to call this meeting to order. Ken, can we have a roll call, please?

2
00:03:26.640 --> 00:03:35.769
Council Chambers: Commissioner Scissor? Here. Commissioner Kamkar? Here. Commissioner Alni? Here. Commissioner Bookbinder? Present. Last Chair Equalino? Present. Chair Fields? Present.

3
00:03:36.500 --> 00:03:40.269
Council Chambers: Moving to the second item on the minutes, has everyone had a chance to review the minutes?

4
00:03:41.480 --> 00:03:44.619
Council Chambers: Motion? No, I have a… An edit.

5
00:03:45.090 --> 00:03:50.850
Council Chambers: So, I had to be picky, but on the report of the Community Development Director.

6
00:03:51.250 --> 00:03:53.110
Council Chambers: If I'm not mistaken.

7
00:03:56.760 --> 00:04:00.460
Council Chambers: The director brought up the future council meeting.

8
00:04:00.690 --> 00:04:03.010
Council Chambers: It was gonna come the following week.

9
00:04:04.070 --> 00:04:08.579
Council Chambers: about the, about the, starter homes.

10
00:04:09.090 --> 00:04:11.140
Council Chambers: And so, that's not on the list.

11
00:04:11.380 --> 00:04:15.299
Council Chambers: Of things that he mentioned, and there was some brief discussion.

12
00:04:15.850 --> 00:04:17.779
Council Chambers: So, I would like that.

13
00:04:18.079 --> 00:04:20.559

Council Chambers: If I'm not mistaken about that, I'd like that to be added.

14
00:04:20.769 --> 00:04:21.940
Council Chambers: There's another bullet item.

15
00:04:22.890 --> 00:04:24.730
Council Chambers: to the report of the Community Development Director.

16
00:04:26.380 --> 00:04:33.050
Council Chambers: Okay, any other… Would you like to make a motion with that included?

17
00:04:34.030 --> 00:04:40.630
Council Chambers: Sure, I'll move to approve the minutes of… The April 14th, 2026.

18
00:04:42.610 --> 00:04:47.469
Council Chambers: do I have? What's the amendments? With the amendment to the director…

19
00:04:48.340 --> 00:04:49.869
Council Chambers: Do you have a second? Second.

20
00:04:50.410 --> 00:04:52.140
Council Chambers: Ken, could we have a roll call, please?

21
00:04:52.940 --> 00:04:54.440
Council Chambers: Mr. Scissor? Aye.

22
00:04:54.920 --> 00:05:00.210
Council Chambers: Commissioner Capcorp? Aye. Commissioner Bookminder? Aye. Vice Chair Equilino? Aye.

23
00:05:00.430 --> 00:05:03.600
Council Chambers: Chair Fields? Aye. And, Commissioner Alley?

24
00:05:04.340 --> 00:05:05.470
Council Chambers: Hi. There he is.

25
00:05:06.390 --> 00:05:11.170
Council Chambers: Alright, next item, Communications or Agenda Modifications, Director Eastwood, do we have either?

26
00:05:11.290 --> 00:05:16.380
Council Chambers: Chairfields, Honorable Commissioners, no communications, agenda modifications, or postcardments.

27

00:05:16.550 --> 00:05:31.760
Council Chambers: Thank you. Next section is oral requests. I'm going to open the public portion of this meeting. This is the point of the meeting. The public can speak on any item that is not on the agenda. We have one item on the agenda, which is the environmental report about a property.

28
00:05:31.920 --> 00:05:41.969
Council Chambers: But you have up to 2 minutes if you'd like to come and address the Council about anything that is not on the agenda besides that. Can I get a quick show of hands? Is anyone here who'd like to speak on anything that's not on the agenda tonight?

29
00:05:44.850 --> 00:05:47.670
Council Chambers: All right. Going once, going twice.

30
00:05:48.050 --> 00:05:49.320
Council Chambers: Anybody in line?

31
00:05:50.720 --> 00:05:52.579
Council Chambers: Alright, closing oral requests.

32
00:05:53.750 --> 00:06:04.239
Council Chambers: We're moving on to the public hearing. This is gonna give you a brief overview of how this goes. We have the staff presentation. We're gonna hear about the first and only item on the agenda.

33
00:06:04.240 --> 00:06:17.279
Council Chambers: Then it goes to the Commission, where we're all going to ask some questions about this item. We will then open up public comment. You can fill out a speaker card, you're welcome to come up for up to 2 minutes. Please say who you are, when you do, and share your opinions.

34
00:06:17.280 --> 00:06:29.870
Council Chambers: Tonight is not a decision-making meeting. We're here to really hear public input on this property. There will be future meetings where we are deciding on this property. This is more about getting input on the environmental report for this property.

35
00:06:29.900 --> 00:06:39.260
Council Chambers: So, with that, let's do item number 2 on the agenda, which is the Campbell Technology Park DEIR Public Hearing.

36
00:06:39.520 --> 00:06:42.520
Council Chambers: With staffer Daniel Fado.

37
00:06:49.980 --> 00:07:01.039
Council Chambers: All right, thank you, good evening. So this is a public comment meeting on the Campbell Technology Park Project's Draft Environmental Impact Report, the DEIR.

38
00:07:01.550 --> 00:07:18.900
Council Chambers: So the purpose of this meeting is to solicit and receive public comment on the EIR from

the public at large, as well as the Commission. And as the Chair noted, this is not a decision-making meeting, so this is simply a listening session, and for staff to answer any questions the Commission may have on the draft EIR.

39
00:07:20.750 --> 00:07:26.829
Council Chambers: So, brief agenda, we'll go through introductions, we do have consultant staff online. Project a little bit.

40
00:07:27.170 --> 00:07:32.360
Council Chambers: a little bit about what CEQA is, and where we stand with the environmental review to date.

41
00:07:33.190 --> 00:07:45.159
Council Chambers: So, of course, Rob and I are here online. We have Stantec staff, Anna and Jenny, who are here to do part of the presentation and to address any questions on the SQL review the Commission may have.

42
00:07:46.560 --> 00:07:59.589
Council Chambers: So in terms of the project site, so this currently is the Campbell Technology Park, which is a 280,000 square foot R&D campus that consists of 4 buildings and 4 parcels spanning 17 acres.

43
00:07:59.810 --> 00:08:10.349
Council Chambers: This is located along Campbell Technology Parkway, north of McLincy. It is currently zoned PD, fine development, with a research and development general plan designation.

44
00:08:11.850 --> 00:08:27.819
Council Chambers: The proposed project is a 290-unit housing development project consisting of 27 detached single-family homes, 149 three-story townhome-style condos, and 114 four-story townhome-style condos.

45
00:08:28.020 --> 00:08:39.070
Council Chambers: This is the City Sole Builder's remedy project, that was submitted in 2023 under a preliminary application during a period where the city did not have a certified housing element.

46
00:08:40.909 --> 00:08:43.519
Council Chambers: And with that, I will hand it off to Anna.

47
00:08:45.630 --> 00:08:48.100
Anna Radonich: Okay, good evening, can everybody hear me?

48
00:08:49.820 --> 00:08:51.189
Council Chambers: Yes, yes we can.

49
00:08:51.800 --> 00:09:04.900
Anna Radonich: Good evening, Chair, members of the Planning Commission, and the public. My name is Anna Radnich. I'm a principal planner with Stantec, and on behalf of the City, we prepared the CEQA

document for the project.

50
00:09:05.090 --> 00:09:09.760
Anna Radonich: An EIR was prepared, so what is CEQA? What is an EIR?

51
00:09:10.230 --> 00:09:16.980
Anna Radonich: CEQA is the California Environmental Quality Act, so it's the state's foundation environmental review law, basically.

52
00:09:17.250 --> 00:09:26.410
Anna Radonich: And an EIR is an environmental impact report, and it's just one type of CEQA document, but it is the one that was prepared for this project.

53
00:09:26.560 --> 00:09:43.319
Anna Radonich: The purpose of CEQA is really to inform decision makers and the public, and to identify ways to avoid, reduce, or mitigate significant environmental impacts where feasible. So this could be done through mitigation measures or project alternatives.

54
00:09:43.650 --> 00:10:02.560
Anna Radonich: But keep in mind that an EIR does not approve or deny a project. Rather, it ensures environmental effects are disclosed, and that they're considered as part of the public decision-making process. So, as you'll see on the next slide in a sec, CEQA provides meaningful opportunities for public input.

55
00:10:02.880 --> 00:10:07.000
Anna Radonich: So here on this slide,

56
00:10:07.360 --> 00:10:20.049
Anna Radonich: The graphic is basically an overview of the process, and so just the high level is squares that are in green are opportunities for public input throughout the process. There's 6 opportunities.

57
00:10:20.150 --> 00:10:24.940
Anna Radonich: And the yellow star is where we're at in the process tonight. So…

58
00:10:25.240 --> 00:10:33.460
Anna Radonich: An initial study was prepared for this project and released for public review about a year ago, on January 6, 2025.

59
00:10:33.690 --> 00:10:40.820
Anna Radonich: And the NOP was that first invite to the party. It was the first, hey, we're releasing it.

60
00:10:41.030 --> 00:10:49.400
Anna Radonich: Here's your opportunities for input. Comments received during the NOP process were incorporated into the EIR.

61
00:10:49.500 --> 00:10:55.900

Anna Radonich: And then that's what's in front of you tonight. Any comments received tonight will then be incorporated into the final EIR.

62
00:10:56.210 --> 00:10:59.540
Anna Radonich: So then on the slide that's currently up.

63
00:10:59.960 --> 00:11:10.080
Anna Radonich: This is kind of walking us through a recap of the initial study. So, this slide probably looks familiar if you were at the NOP scoping meeting.

64
00:11:10.470 --> 00:11:27.089
Anna Radonich: last January. All 20 resources of the Appendix G CEQA guidelines are required to be reviewed for this project, for every project, but some of the resources were scoped out of the EIR through that initial study process.

65
00:11:27.090 --> 00:11:43.350
Anna Radonich: So it doesn't mean that we didn't analyze the resources, but under CEQA, an initial study identifies resource areas that have potential for significant impacts, and provides the technical, legal basis for focusing your EIR analysis on those topics.

66
00:11:43.570 --> 00:11:49.050
Anna Radonich: allowing other resources to be scoped out. So here, these 11 resources

67
00:11:49.280 --> 00:11:54.079
Anna Radonich: We're determined through the initial study process to scope out of the EIR,

68
00:11:54.240 --> 00:12:08.400
Anna Radonich: The ones that are not in bold, so everything except for biological resources and geology and soils, those all resulted in less than significant impacts without the need for mitigation, or there was no impact.

69
00:12:08.480 --> 00:12:15.639
Anna Radonich: But the two biological resources and geology and soils did have mitigation measures. Next slide, please.

70
00:12:16.800 --> 00:12:21.459
Anna Radonich: And here's a summary of those mitigation measures. So, the first,

71
00:12:21.670 --> 00:12:27.750
Anna Radonich: really, it's four mitigations. It's hard to tell the four bullets on the right. So, biore resources.

72
00:12:27.980 --> 00:12:31.619
Anna Radonich: For a candidate-sensitive or special status species.

73
00:12:31.940 --> 00:12:40.659

Anna Radonich: Those had 3 mitigation measures identified. So, pre-construction surveys for Northern California legless lizards.

74
00:12:41.380 --> 00:12:44.130
Anna Radonich: Dusty and birds, and roosting bats.

75
00:12:44.390 --> 00:12:53.689
Anna Radonich: And then there was a fourth mitigation measure for Bioimpact E, and that was the implementation of the City's Tree Protection Ordinance.

76
00:12:53.930 --> 00:13:13.619
Anna Radonich: And then on the next slide, it goes over the remaining mitigation measures identified in the initial study, which is from geology and soils, so they're in regard to the topics of seismic hazards, unstable geologic unit or soil, and expansive soils, and that's through a preparation of design-level geotech report.

77
00:13:14.940 --> 00:13:34.029
Anna Radonich: On this slide, we moved to the EIR. So, as I mentioned earlier, you know, we prepared the NOP, we prepared the initial study to support the NOP, and coming out of that, the draft EIR was prepared to analyze the remaining 9 resources that you see here. So, like the initial study slide.

78
00:13:34.390 --> 00:13:41.760
Anna Radonich: The impacts that are less than significant, without mitigation are shown in standard text.

79
00:13:41.960 --> 00:13:49.489
Anna Radonich: And the five resources that do require mitigation are shown in bold, and they're summarized on the next slide, please.

80
00:13:49.790 --> 00:14:00.959
Anna Radonich: So these are those same five as the previous slide that were in bold, just to make it really clear. And then on the next slide, kind of the same thing as the mitigation measures for the initial study.

81
00:14:01.580 --> 00:14:03.040
Anna Radonich: Excuse me.

82
00:14:03.760 --> 00:14:23.500
Anna Radonich: Here's a summary of the mitigation measures. So, air quality did, require mitigation for the impact related to sensitive receptors. There were two mitigation measures identified, so minimized construction exhaust emissions and HEPA filter maintenance schedule information.

83
00:14:24.220 --> 00:14:34.409
Anna Radonich: Under cultural resources, The three cultural resource questions, so historic resources, archaeological resources, and human remains.

84
00:14:34.750 --> 00:14:41.209
Anna Radonich: had the same three mitigation measures that were applicable. These are pretty typical,

85
00:14:41.410 --> 00:14:57.520
Anna Radonich: mitigation measures for cultural resources, so it's Archaeological Monitoring Plan and Archaeological monitoring, cultural resources, sensitivity Training, and procedures in the event of discovery. So, what do you do if you do discover a resource?

86
00:14:57.980 --> 00:15:11.119
Anna Radonich: Next slide, thanks. So here, we're summarizing the land use and planning mitigation measures. So the impacts were related to con… would it… would the project conflict with plans, policies, or regulations?

87
00:15:11.500 --> 00:15:23.199
Anna Radonich: We did identify that it would in terms related back to air quality, so this HEPA filter maintenance schedule information is that same mitigation measure that you saw on the previous slide for air quality.

88
00:15:24.000 --> 00:15:30.430
Anna Radonich: Transportation, two of the impact questions, Trans A and C.

89
00:15:30.600 --> 00:15:41.089
Anna Radonich: which were a conflict with program plan, ordinance, or policy and hazard design feature. These both have the same mitigation measure, which is to construct pedestrian improvements.

90
00:15:42.450 --> 00:15:54.709
Anna Radonich: Lastly, tribal cultural resources. There was an identified potential impact needing mitigation, and these are the same three mitigation measures that were identified in cultural resources.

91
00:15:56.560 --> 00:16:11.199
Anna Radonich: So, under CEQA guidelines, cumulative impacts are also required to be evaluated. So, cumulative impacts refer to two or more individual projects, when considered together, are…

92
00:16:11.510 --> 00:16:18.280
Anna Radonich: considered to… it could increase other environmental impacts or not combined. So…

93
00:16:19.070 --> 00:16:37.310
Anna Radonich: Excuse me. The cumulative impact from a single or several separate projects, it's really the change in the environment which would result from that incremental impact of the project when added to other closely related past, present, and reasonably foreseeable projects.

94
00:16:37.460 --> 00:16:53.939
Anna Radonich: So, cumulative impacts can result from individually minor, but collectively significant projects taking place over a period of time. The Campbell Tech Park project, though, in conjunction with related projects, would not have a cumulatively considerable impact.

95
00:16:53.940 --> 00:16:58.429
Anna Radonich: on environmental resources, so that is a chapter in our document.

96
00:16:59.340 --> 00:17:06.549
Anna Radonich: And then also, under CEQA, project alternatives. So, CEQA requires that alternatives to a proposed project

97
00:17:06.660 --> 00:17:22.799
Anna Radonich: that they have the potential to avoid or… that they be identified and have the potential to actually avoid or substantially lessen one or more significant effects of the project. So, the Campbell Tech Park project itself does not have

98
00:17:22.819 --> 00:17:28.359
Anna Radonich: a significant and unavoidable impact, sometimes referred to as, like, an SU impact.

99
00:17:28.470 --> 00:17:40.769
Anna Radonich: That maybe you've seen on other projects, but project alternatives are still required to be reviewed, and so we look at project alternatives which could reduce and further reduce

100
00:17:40.900 --> 00:17:44.879
Anna Radonich: Any of our impacts that already have mitigation identified for them.

101
00:17:45.540 --> 00:17:56.309
Anna Radonich: Under CEQA, CEQA requires identification of an environmentally superior alternative as well, not just automatic selection of the smallest or no project.

102
00:17:56.360 --> 00:18:05.919
Anna Radonich: So on this slide, we outline the two in black, bold, are the two project alternatives that were identified specifically for this project.

103
00:18:06.210 --> 00:18:09.099
Anna Radonich: The no project, no development alternative.

104
00:18:09.440 --> 00:18:10.880
Anna Radonich: So, under this,

105
00:18:11.040 --> 00:18:17.179
Anna Radonich: Project Alternative, the site would remain developed with the existing uses and structures, nothing would change.

106
00:18:17.200 --> 00:18:34.689
Anna Radonich: And under the no-project future development alternative, the project could be redeveloped per what has been envisioned in the city's current general plan. So that would result in 3 of the parcels being developed and resulting in about 467 units.

107
00:18:34.740 --> 00:18:42.319
Anna Radonich: And then the fourth parcel would have the remaining R&D use, or would have the R&D use remain, and the structure remain.

108
00:18:42.490 --> 00:18:45.169
Anna Radonich: So, in the case of this project.

109
00:18:45.470 --> 00:18:56.840
Anna Radonich: The proposed project has been identified as the environmentally superior alternative, because it meets all of the project objectives and would result in the least amount of impact.

110
00:18:58.100 --> 00:18:59.750
Anna Radonich: Next slide.

111
00:19:00.630 --> 00:19:19.179
Anna Radonich: So mitigation and monitoring… mitigation monitoring and reporting program. So earlier on, we broke out the initial study potential impacts and mitigations, as well as the EIR potential impacts and mitigations, and the reason we did that is because your MMRP

112
00:19:19.390 --> 00:19:28.499
Anna Radonich: the culmination of all mitigation measures that are required for the project, not just the mitigation measures that are identified in your EIR.

113
00:19:28.720 --> 00:19:45.280
Anna Radonich: So it's… it's a way, an MMRP is prepared at the end with the final EIR, and it's a way to actually ensure that mitigation measures are implemented. It identifies the responsible party, and when it'll be…

114
00:19:45.350 --> 00:19:51.010
Anna Radonich: Implemented throughout the project, maybe during construction, maybe during development.

115
00:19:52.030 --> 00:19:54.630
Anna Radonich: But it's basically the guiding document.

116
00:19:56.310 --> 00:20:04.409
Anna Radonich: And then, next steps, we're currently in the 45-day public comment period on the draft EIR.

117
00:20:05.010 --> 00:20:08.590
Anna Radonich: So… That is running through June 1st.

118
00:20:09.030 --> 00:20:10.420
Anna Radonich: And then…

119
00:20:10.640 --> 00:20:19.060
Anna Radonich: Any comments, like I mentioned earlier, any comments that we receive tonight or during the 45 days, will be addressed in the final EIR.

120
00:20:19.220 --> 00:20:24.900
Anna Radonich: And then the final EIR will go to the Planning Commission, for consideration.

121
00:20:26.390 --> 00:20:30.680
Anna Radonich: Daniel, I can turn it back to you, or… I can finish it off.

122
00:20:32.940 --> 00:20:34.270
Council Chambers: Let's go ahead and finish it off.

123
00:20:34.470 --> 00:20:37.410
Anna Radonich: Okay, great. So, how to submit a comment.

124
00:20:37.610 --> 00:20:48.199
Anna Radonich: Of course, we're welcoming all verbal comments tonight. On Stantec's side, we are documenting the comments. We'll also go back and rewatch this video to make sure we did capture them.

125
00:20:48.370 --> 00:20:51.580
Anna Radonich: But written comments are also really helpful.

126
00:20:52.370 --> 00:21:06.130
Anna Radonich: It just gives us a way to ensure we're, you know, we're capturing your comments. So here, there's an email address where you can email your comments. It's techparkproject at cambellca.gov.

127
00:21:06.280 --> 00:21:21.820
Anna Radonich: And there's a suggested subject line, which would be the name of the project, Campbell Tech Park Project, EIR. You can also mail your comments, and that would be to Daniel Fema's attention at, the Planning Division at City Hall.

128
00:21:22.780 --> 00:21:25.209
Anna Radonich: And… that is it. Thank you.

129
00:21:28.060 --> 00:21:34.130
Council Chambers: Thank you very much for the report. We're gonna do the Commissioner's questions. Let's start with Commissioner Bookwinder.

130
00:21:35.280 --> 00:21:41.070
Council Chambers: Thank you for that thorough… Thorough presentation. One question.

131
00:21:41.660 --> 00:21:43.990
Council Chambers: So, as I understand it, the…

132
00:21:44.100 --> 00:21:52.780
Council Chambers: categories of environmental impacts are given there. I remember we asked earlier on, is parking an environmental impact? And we were told, no. So…

133
00:21:52.900 --> 00:21:55.950
Council Chambers: If people want to say that we did not adequately

PC-ABuchbinder-1 cont.

134
00:21:56.640 --> 00:22:05.580
Council Chambers: consider the impact on parking, that's just not part of this, because it's out of scope, am I right? Correct. Okay, is traffic part of it?

135
00:22:06.240 --> 00:22:26.160
Council Chambers: Not in the traditional sense. Traffic operations, if it presents a safety impact, could be a CEQA issue. And then V&T, which is a different measure of traffic, is a consideration under CEQA, but traditional level of service that is a measure of vehicle congestion is not a CEQA consideration.

136
00:22:26.250 --> 00:22:30.570
Council Chambers: Okay, what would constitute a safety issue?

PC-ABuchbinder-1 cont.

137
00:22:31.990 --> 00:22:37.199
Council Chambers: If you had, Let me think. We had a…

138
00:22:37.380 --> 00:22:41.079
Council Chambers: I think some years ago, a situation where a project

139
00:22:41.400 --> 00:22:49.909
Council Chambers: Could have resulted in excess vehicle queuing in the left-hand turn lane that could result in vehicles backing into an intersection.

140
00:22:50.340 --> 00:23:03.659
Council Chambers: And so that conflict could actually result in potential vehicle collisions, which itself is a safety issue, not just the congestion. Okay, I have a… It's a pretty high bar. Right. I have a premonition that people

141
00:23:04.010 --> 00:23:11.129
Council Chambers: A number of people may be here to talk about traffic, so I want to make sure that we know what is in scope and what is out of scope.

142
00:23:12.520 --> 00:23:19.330
Council Chambers: That's all I have. And to clarify, too, we are evaluating project impacts on existing conditions.

143
00:23:19.980 --> 00:23:23.110
Council Chambers: But… Could you then, perhaps.

PC-PAlne-1

144
00:23:23.310 --> 00:23:27.730
Council Chambers: Describe where it is appropriate to discuss such concerns if this is not the place.

PC-PAlne-1 cont.

145
00:23:29.250 --> 00:23:36.810
Council Chambers: Concerns with existing traffic conditions? Anything that's, quote, out of scope, I think it might be helpful to then point people to where that does belong.

146
00:23:37.420 --> 00:23:39.739
Council Chambers: You mean, like, the Neighborhood Traffic Calming Program?

147
00:23:40.360 --> 00:23:43.149
Council Chambers: If you're… Sounds good to meet you.

148
00:23:43.490 --> 00:23:44.939
Council Chambers: So just to discuss it.

149
00:23:47.210 --> 00:23:49.570
Council Chambers: Like, would this be coming back to the…

150
00:23:50.210 --> 00:24:07.900
Council Chambers: the Planning Commission on the project itself. Well, there are some things that are simply outside the scope of the project. I mean, if there are existing issues within a neighborhood, those are really more policy considerations for the City Council, perhaps as part of a capital improvement plan, but that is not within the scope of this particular application.

151
00:24:09.790 --> 00:24:10.750
Council Chambers: Do you want to…

152
00:24:10.890 --> 00:24:14.659
Council Chambers: Oh, sorry, I was gonna say, do you want to ask your other questions, then I'll come back to the Vice Chair.

153
00:24:15.890 --> 00:24:16.930
Council Chambers: Okay.

154
00:24:17.190 --> 00:24:22.719
Council Chambers: Is parking, off because of baby 2079, or…

155
00:24:23.170 --> 00:24:26.150
Council Chambers: And also, reforms to CEQA itself.

156
00:24:28.970 --> 00:24:31.209
Council Chambers: Other questions, Commissioner Punker?

157
00:24:32.530 --> 00:24:33.610
Council Chambers: Commissioner Zisser?

158
00:24:34.090 --> 00:24:41.570
Council Chambers: Coming to me now? Yeah, we're going left to right. Okay, so, you know, I think maybe I've…

159
00:24:42.180 --> 00:24:47.379
Council Chambers: reviewed another EIR in the 5 years I've been here, so it's a… it's a… it's a daunting

160
00:24:47.540 --> 00:24:54.480
Council Chambers: document, and it looks very complete, and I have a lot of things I wrote down, but it's probably…

161
00:24:54.750 --> 00:24:56.199
Council Chambers: Most of them are not.

162
00:24:56.570 --> 00:24:59.540
Council Chambers: Appropriate for this particular, in terms of

163
00:24:59.740 --> 00:25:07.879
Council Chambers: giving input on ERI. So I'm gonna be, I'm gonna be interested in what, the audience has to say.

164
00:25:09.930 --> 00:25:17.400
Council Chambers: you know, I was… on the original scoping, and also in the… I also saw the original,

165
00:25:17.670 --> 00:25:27.230
Council Chambers: application. So, you know, my concerns continue to be about the, you know, the egress and…

166
00:25:28.770 --> 00:25:40.369
Council Chambers: you know, the egress and ingress to this property. That's, to me, the single biggest issue in terms of it being one place, one way in and one way out. So,

167
00:25:40.840 --> 00:25:43.689
Council Chambers: I, I, I guess the only…

168
PC-AZisser-1
00:25:43.800 --> 00:25:47.469
Council Chambers: Question I have that I would like a little clarification on.

169
00:25:47.950 --> 00:25:55.089
Council Chambers: On that issue is… Make sure to me, to us what…

170
00:25:55.200 --> 00:26:01.589
Council Chambers: What is being done in terms of, as part of the project, in terms of

171
00:26:01.900 --> 00:26:06.310
Council Chambers: You know, and this is in the transportation area, in terms of the,

PC-AZisser-1 cont.

172
00:26:09.000 --> 00:26:22.300
Council Chambers: In terms of the roads, the technology parkway, and associated streets that are going to be part of this project, and what are the mitigations and improvements that are being,

173
00:26:23.210 --> 00:26:25.229
Council Chambers: suggested as part of the CIR.

174
00:26:27.350 --> 00:26:32.509
Council Chambers: Can you kind of answer that a little bit? Well, I guess, what impact are you referring to?

175
00:26:35.140 --> 00:26:51.180
Council Chambers: Well, you know, in this document, they talk about the questions of entry to the location from Kurtner and McGlincy onto the parkway, and those issues associated with

176
00:26:51.310 --> 00:26:58.390
Council Chambers: with it, so I don't have it all in front of me at the moment. I just know that there's a lot of things in there about what

177
00:26:58.500 --> 00:26:59.960
Council Chambers: what,

178
00:27:01.100 --> 00:27:16.379
Council Chambers: what is considered part of the project, what's not considered part of the project? I mean, if you're alluding to emergency vehicle access, I mean, that has been addressed in the IR, and it really is part of the project review. The fire department does a very extensive analysis off-site access.

179
00:27:16.590 --> 00:27:30.520
Council Chambers: So the project does have secondary emergency egress that is existing through the adjacent mobile home park, and that had been negotiated by the former RDA as part of the current Campbell Technology campus, and so that retains in existence.

180
00:27:30.560 --> 00:27:36.729
Council Chambers: The fire department also required, as part of the alternative means and measures

181
00:27:37.060 --> 00:27:43.539
Council Chambers: approval, enhanced fire protection safety requirements for the buildings themselves.

182
00:27:43.940 --> 00:27:52.300
Council Chambers: So, in terms of adequate safety access, I mean, that has been addressed as just kind of a critical component to,

183

00:27:52.570 --> 00:27:54.130
Council Chambers: To any project review.

184
00:27:55.800 --> 00:27:56.600
Council Chambers: Okay.

185
00:27:56.880 --> 00:28:03.510
Council Chambers: And of course, the project itself doesn't physically modify any of the existing roadway that leads to the site.

186
00:28:05.060 --> 00:28:06.060
Council Chambers: That's what I thought.

187
00:28:06.390 --> 00:28:15.829
Council Chambers: Yeah, I had some things here that I think are answered in it after I wrote it down.

188
00:28:16.920 --> 00:28:21.959
Council Chambers: And then there's some questions I have that aren't really relevant to DIR.

189
00:28:22.650 --> 00:28:29.809
Council Chambers: Can I just clarify one thing, though? I used to work in the water and wastewater business in another life.

190
00:28:30.060 --> 00:28:38.809
Council Chambers: And the issue of the sewer systems and the stormwater systems. Now, did I… did I read this right, that we have

191
00:28:38.960 --> 00:28:53.120
Council Chambers: we have separate systems, right? We have a stormwater system that… that drains into creek… probably the creek, right? Yeah. Among other places. And then… and then the sewer system is independent, goes… it goes to the plant.

192
00:28:53.510 --> 00:28:55.550
Council Chambers: In Milpitas.

PC-AZisser-2

193
00:28:55.920 --> 00:29:11.330
Council Chambers: or North San Jose. So those are separate systems, right? Yeah. And in this, they talk about the… that the West Valley Sanitation has, evaluated

194
00:29:11.850 --> 00:29:15.519
Council Chambers: the needs, right? That they said that, you know, the…

195
00:29:15.650 --> 00:29:19.000
Council Chambers: they… I'm assuming that they have,

196
00:29:19.310 --> 00:29:25.340
Council Chambers: I've done the calculations on what the sewer capacity will need to be, and they talk about that.

197
00:29:25.470 --> 00:29:32.919
Council Chambers: And, and I assume that's done by the West Valley Sanitation part, PC-AZisser-2 cont.

198
00:29:33.920 --> 00:29:35.780
Council Chambers: district, right? Is that correct?

199
00:29:36.310 --> 00:29:38.080
Council Chambers: Anna, can you speak to that?

200
00:29:42.840 --> 00:29:56.310
Anna Radonich: Yeah, sure. So, are you asking, are you just wanting to make sure that stormwater runoff has been evaluated and accounted for in the existing available infrastructure and capacity?

201
00:29:56.650 --> 00:30:15.900
Council Chambers: Both the sewer… those are separate. The Sanitation District handles the sewer, if I'm not mistaken, and then we have what I didn't realize is a stormwater group that handles the stormwater issues separately. So both of those, have or will be evaluating, this project.

202
00:30:16.290 --> 00:30:21.710
Anna Radonich: Yeah, so stormwater is addressed in the hydrology, and…

203
00:30:23.240 --> 00:30:32.680
Anna Radonich: It's in the hydrology and water quality section, and then the sewer is, excuse me.

204
00:30:33.270 --> 00:30:41.430
Anna Radonich: Also, I should also add that the stormwater is evaluated in the initial study as well, and in the initial study,

205
00:30:44.840 --> 00:30:46.130
Anna Radonich: Excuse me.

206
00:30:47.070 --> 00:30:50.880
Anna Radonich: It was evaluated Sorry, one sec, please. Sorry.

207
00:30:55.030 --> 00:30:59.269
Anna Radonich: Excuse me, I'm not feeling the best tonight, I apologize for that.

208
00:30:59.480 --> 00:31:05.130
Anna Radonich: Stormwater was evaluated in the initial study, and it was scoped out

209
00:31:05.810 --> 00:31:15.030
Anna Radonich: It's further discussed at a high level in the EIR, and also in the cumulatives, and then the effects found not to be significant.

210
00:31:15.410 --> 00:31:26.249
Anna Radonich: And then sewer is discussed in Section 3.9 of the draft EIR, and that's our, our utilities section.

211
00:31:26.620 --> 00:31:27.310
Council Chambers: Okay.

212
00:31:27.900 --> 00:31:28.660
Council Chambers: Alright.

213
00:31:28.780 --> 00:31:32.499
Council Chambers: I don't think I have anything else right now.

214
00:31:33.820 --> 00:31:37.970
Council Chambers: Vice Chair, any questions? Thank you. Yes, I have,

215
00:31:38.450 --> 00:31:43.550
Council Chambers: Questions regarding the air quality measurements, in Section 3.1.

PC-GAquilina-1

216
00:31:43.780 --> 00:31:49.709
Council Chambers: When were those measurements taken? I mean, what time of day were they… Taken and observed.

217
00:31:54.940 --> 00:31:59.839
Anna Radonich: Let me pull that up for you. I don't have that information off the top of my head. I…

218
00:32:00.500 --> 00:32:05.290
Council Chambers: I guess what… was it taken, like, once in the morning, once in the afternoon, once in the afternoon?

PC-GAquilina-1cont.

219
00:32:05.920 --> 00:32:11.650
Anna Radonich: So, air quality, we did not specifically go out to collect air quality measurements.

220
00:32:12.290 --> 00:32:17.939
Anna Radonich: Rather, we relied on… we did perform modeling, so…

221
00:32:18.060 --> 00:32:21.170
Anna Radonich: we use the modeling for the results, so…

222

00:32:21.640 --> 00:32:27.709
Anna Radonich: I would have to check. I don't know the specific input that was, put into the model.

223
00:32:28.130 --> 00:32:33.330
Anna Radonich: But I can get that and follow back up with you through Daniel after this meeting.

224
00:32:33.330 --> 00:32:37.800
Council Chambers: Okay, because I just have a concern that, you know, you can use the model all you want.

225
00:32:38.140 --> 00:32:42.780
Council Chambers: But what's the model based on? Like, what's… is there a historical…

226
00:32:43.390 --> 00:32:51.320
Council Chambers: component to that, I would like to see the possibility of somebody going out there and actually measuring the air quality.

227
00:32:51.440 --> 00:32:52.400
PC-GAquilina-1cont.
Council Chambers: Now…

228
00:32:52.640 --> 00:33:00.350
Council Chambers: During the heavy traffic loads of the morning and the late afternoon. And then during the day, while business is operating.

229
00:33:00.540 --> 00:33:04.680
Council Chambers: Because during construction, you're gonna have a lot of air moving around.

230
00:33:04.890 --> 00:33:10.730
Council Chambers: Between vehicle exhaust, dust being created,

231
00:33:12.260 --> 00:33:16.340
Council Chambers: etc. So, I'd just like to get a feel for that, if we could. Thank you.

232
00:33:17.600 --> 00:33:36.890
Anna Radonich: Yeah, and I will just add, if you don't mind, the CalEMOD, which is the modeling tool, it was developed, for the California Air Pollution Control Officers Association in collaboration with the California Air Districts. So the tool itself has had a lot of,

233
00:33:37.360 --> 00:33:54.409
Anna Radonich: of input into the development of it, and default data, has been provided by various California air districts to account for different local requirements and conditions, but we can certainly look into your comment more in the final EIR.

234
00:33:55.080 --> 00:33:56.260
Council Chambers: Thank you. Huh.

235
00:33:57.410 --> 00:33:58.180
Council Chambers: That's it.

236
00:33:58.650 --> 00:34:12.940
Council Chambers: My main question, so, there were 17 written comments on the first, sort of, scoping. Can you just help me, like, trace, like, how did that public comment then plug into the process? Like, did anything change?

PC-DFields-1

237
00:34:13.190 --> 00:34:22.439
Council Chambers: Based on the public comment that we've gotten so far, because you've sort of presented, like, what changed from then, but I'm just curious how much, input has sort of shaped the plan.

238
00:34:25.739 --> 00:34:34.059
Anna Radonich: Sorry, so, let me just pull up the section number for the actual, table itself, but…

239
00:34:34.279 --> 00:34:51.849
Anna Radonich: Comments that were received during the NOP were addressed in the EIR, and we included them in a table. And so, let me just find that table number for you, and the section so you have it. It's captured in section 1.2.

240
00:34:52.239 --> 00:35:02.399
Anna Radonich: Under Table 1.2-1, So let me go to that. So here, we do list out all of the

241
00:35:02.899 --> 00:35:09.059
Anna Radonich: Individuals, the private parties who provided written response, or excuse me, written comment.

242
00:35:09.369 --> 00:35:17.209
Anna Radonich: We also captured the Planning Commission's comments, that provided comment during the scoping meeting.

243
00:35:17.819 --> 00:35:20.609
Anna Radonich: And we have a column in that table

244
00:35:21.069 --> 00:35:23.879
Anna Radonich: That identifies, kind of, we summarize the comment.

245
00:35:24.719 --> 00:35:30.639
Anna Radonich: pointing to the resource section in the CEQA document where that comment is addressed.

246
00:35:31.359 --> 00:35:36.919
Anna Radonich: So, some of the comments… are you kind of looking for a summary of the type of comments that were received?

247

00:35:36.920 --> 00:35:41.619
Council Chambers: Yeah, what… it's a 300-page document. Can you tell us what page number that was on?

248
00:35:41.620 --> 00:35:50.089
Anna Radonich: Yeah, so, this table is in section 1.2, and 1.2 starts on page 1-3.

249
00:35:51.700 --> 00:35:55.389
Anna Radonich: And so the table starts at the bottom of page 1-3.

250
00:35:55.720 --> 00:35:59.839
Anna Radonich: And then it points you, kind of, to, like, a summary of each comment.

251
00:36:00.000 --> 00:36:04.139
Anna Radonich: A summary of the response, our initial response.

252
00:36:04.520 --> 00:36:15.230
Anna Radonich: and it points you directly to which resource section or chapter section in the draft EIR where you could get more information and where the comment is actually addressed.

253
00:36:15.720 --> 00:36:22.340
Council Chambers: Okay, I found it now. So, I guess my question is, there were a lot of these that were about, sort of, traffic?

254 PC-DFields-1 cont.
00:36:22.510 --> 00:36:25.579
Council Chambers: Related? So, like, where did those then get funneled?

255
00:36:25.890 --> 00:36:34.699
Anna Radonich: So, if it's directly related to a comment, and I'm just making this up, of like, oh, the project's gonna bring more traffic, since traffic's not

256
00:36:34.860 --> 00:36:49.119
Anna Radonich: a CEQA issue, per se, that are common… our response might say something along the lines of, you know, issues and impacts related to traffic, you know, are not a CEQA issue, or there was some related to crime.

257
00:36:49.440 --> 00:36:52.669
Anna Radonich: which also isn't a CEQA issue per se.

258
00:36:53.000 --> 00:36:58.640
Anna Radonich: would maybe just kind of share in response that, you know, it's not a secret issue, however…

259
00:36:58.970 --> 00:37:02.339
Anna Radonich: X, Y, and Z. We might provide some additional information.

260
00:37:02.710 --> 00:37:18.740
Anna Radonich: But yes, I do recall there were a lot of comments related to traffic on specific streets near the project site, and as Daniel was saying, a lot of those are related to the existing condition that are independent of this project.

261
00:37:19.910 --> 00:37:20.469
Council Chambers: Got it.

262
00:37:21.220 --> 00:37:28.129
Council Chambers: Thank you. Any other questions? Yeah, go ahead. One more thing. So, I don't know.

263
00:37:28.520 --> 00:37:29.819
Council Chambers: Maybe, Daniel, you can…

264
00:37:30.360 --> 00:37:35.290
Council Chambers: Give me some… So, one of the things that I saw was the, the schedule.

265
00:37:35.500 --> 00:37:37.050
Council Chambers: In four phases.

266
00:37:37.950 --> 00:37:41.730
Council Chambers: it's on, gone.

PC-AZisser-3

267
00:37:42.000 --> 00:37:43.240
Council Chambers: Page 78.

268
00:37:43.390 --> 00:37:50.229
Council Chambers: So, so this is, in theory, going to start in early 2027 and be completed in

269
00:37:50.570 --> 00:37:53.950
Council Chambers: 2032, early in 2030, so it's a 5-year

270
00:37:54.520 --> 00:37:57.079
Council Chambers: In theory, it's a good 5-year-long project.

271
00:37:57.370 --> 00:37:59.959
Council Chambers: And… you know, I…

272
00:38:00.110 --> 00:38:05.260
Council Chambers: I'm guessing this could be the single biggest residential project that's ever been done in Campbell.

273
00:38:05.730 --> 00:38:09.320

Council Chambers: So… and I'm certainly not… familiar with

274
00:38:09.540 --> 00:38:11.899
Council Chambers: How long these kinds of things take.

275
00:38:12.150 --> 00:38:15.620
Council Chambers: And, because we don't usually see something this…

PC-AZisser-3 cont.

276
00:38:15.870 --> 00:38:24.850
Council Chambers: substantial. So, I guess my question is that I know they talk about mitigation of construction,

277
00:38:25.020 --> 00:38:29.569
Council Chambers: But, you know, I see this as, like,

278
00:38:30.680 --> 00:38:32.740
Council Chambers: And maybe Gary can help on this one.

279
00:38:32.850 --> 00:38:38.019
Council Chambers: over a five-year period, you would be building… first, you build a…

280
00:38:38.160 --> 00:38:41.960
Council Chambers: Certain section, then you build the next section, then you build the next section.

281
00:38:42.110 --> 00:38:49.180
Council Chambers: And… Which means that, There's a lot of construction going on in this period, and

282
00:38:49.660 --> 00:39:08.699
Council Chambers: you know, I see it potentially having not only impact to the neighbors, like the mobile home people, but also to the people that are moving into… into it, that they're gonna have… they're gonna be moving in, and then for 2 more years, or 3 more years, they're gonna see construction. So… so I guess my question is.

283
00:39:08.910 --> 00:39:15.839
Council Chambers: Is this… is this pretty much a standard kind of schedule for something this big? And… and… and… and…

284
00:39:15.960 --> 00:39:23.430
Council Chambers: I saw in there that there was a lot of mitigation in terms of the construction period, but is that…

285
00:39:23.530 --> 00:39:27.120
Council Chambers: Is there anything that… that…

286

00:39:27.570 --> 00:39:40.039
Council Chambers: Could be done beyond what we're talking about to mitigate the issue of ongoing construction in that long time frame? Or is there a way to collapse it?

287
00:39:44.440 --> 00:39:55.520
Council Chambers: And if Gary wants to chime in… Okay, so let me weigh in, just for context, Rob Eastwood, Community Development Director. Remember, today is a listening session. Just note, I'm not going to ask the environmental consultant or Daniel to…

288
00:39:56.800 --> 00:40:08.840
Council Chambers: talk about mitigation and ways to mitigate. If you have comments on the IR, like, this should have been looked at more, or a question of, could you mitigate it, I'd submit that into the record. It's our job to run off, write that down, come back with a formal response. All right.

289
00:40:10.190 --> 00:40:10.989
Council Chambers: I get it.

290
00:40:11.180 --> 00:40:12.090
Council Chambers: Alright.

291
00:40:12.280 --> 00:40:16.209
Council Chambers: If there's no more questions, I will move us into…

292
00:40:16.480 --> 00:40:19.540
Council Chambers: The next portion of the meeting, which is the public hearing.

293
00:40:20.480 --> 00:40:34.340
Council Chambers: So, members of the public, are welcome to come up. Like I said before, please identify yourselves. There's a red light on there, it's very tricky, but you tap it, and that unmutes this, so whoever comes up first, best of luck to you. Do we have speaker cards?

294
00:40:34.630 --> 00:40:39.490
Council Chambers: Great, so we'll start with people in the room here, and then we'll move to online.

295
00:40:40.350 --> 00:40:41.980
Council Chambers: Mark Rodriguez.

296
00:40:43.260 --> 00:40:49.370
Council Chambers: And just to reiterate, you have up to 2 minutes, we are timing you. You'll hear a beep, and the lights will change.

297
00:40:50.160 --> 00:40:52.170
Council Chambers: Let's see if he does it.

298
00:40:52.370 --> 00:40:54.070

Council Chambers: There you go, perfect.

299
00:40:55.040 --> 00:41:03.740
Council Chambers: Yeah, and if you could identify yourself up front. Okay, good evening. My name is Mark Rodriguez. I'm the Chief Financial Officer and Secretary of West Valley Construction Company.

P-MRodriguez-1

300
00:41:03.740 --> 00:41:18.880
Council Chambers: Our company operates out of facilities on East McGlincy Lane and Campbell Technology Parkway. These facilities are not storage yards, they are active industrial yards. Every morning, our crews dispatch early. Heavy trucks move in and out, and large delivery vehicles regularly access our site throughout the day.

301
00:41:19.060 --> 00:41:32.810
Council Chambers: West Valley Construction has been part of the City of Campbell for a long time. We were founded in 1958, and have been headquartered here since 1971. More than 50 years of continuous operation in the city. Generation of families have worked here, and many still do today.

302
00:41:32.810 --> 00:41:48.439
Council Chambers: We are an underground construction contractor providing essential infrastructure services, including water, sewer, and utility work, to the City of Campbell and surrounding communities. Operations depend on safe, reliable, and predictable side access, including regular deliveries by large semi-trucks.

303
00:41:48.440 --> 00:42:06.640
Council Chambers: and the ability for our crews and emergency response teams to move in and out of our facilities at all hours. When a water main breaks, when there is a sewer failure, or when service must be restored quickly, we are one of the companies the public relies on. That is not a… this is not theoretical work. It is emergency, time-sensitive infrastructure that keeps homes and businesses functioning.

304
00:42:06.640 --> 00:42:16.479
Council Chambers: My comments focus on several significant concerns with the draft EIR that directly affect access, public safety, and industrial compatibility. First, ingress and egress.

PC-MRodriguez-2

305
00:42:16.610 --> 00:42:31.430
Council Chambers: project relies on the same limited access routes that currently serve multiple active industrial businesses, not just West Valley Construction. These streets already support construction companies, service providers, and other industrial employers with daily truck traffic and shift-based employees.

306
00:42:31.430 --> 00:42:48.360
Council Chambers: The draft EIR does not adequately analyze real-world access conditions, where entry and exit are periodically constrained or temporarily blocked due to truck maneuvering, deliveries, and queuing. Given the site configuration, this effectively creates a single point of access condition that, under CEQA, requires careful and realistic evaluation.

307
00:42:48.360 --> 00:42:58.679
Council Chambers: That level of analysis is missing. Second, heavy truck traffic. West Valley Construction routinely receives large semi-truck deliveries that require additional space, timing, and 2D radii.

308
00:43:00.900 --> 00:43:02.049
Council Chambers: Thank you very much.

309
00:43:04.600 --> 00:43:06.430
Council Chambers: Ken, who's up next?

310
00:43:08.120 --> 00:43:09.429
Council Chambers: Chris Darman?

311
00:43:11.560 --> 00:43:12.390
Council Chambers: Hello?

312
00:43:13.810 --> 00:43:16.630
Council Chambers: I need to finish for Mark, can I ask for more time than 2 minutes?

313
00:43:18.080 --> 00:43:22.719
Council Chambers: eat out of chair. We're doing 2 minutes for each member. Two minutes? Okay, fair enough.

314
00:43:23.060 --> 00:43:41.619
Council Chambers: Let me finish up for Mark. He gave you an introduction of, what we do. Our neighboring industrial users rely on similar truck access to serve their businesses and employees. However, the transportation analysis in the draft EIR appears to rely on assumptions more than consistent with passenger

315
00:43:41.620 --> 00:43:56.260
Council Chambers: vehicle traffic than with ongoing heavy truck operations. As a result, the analysis understates queuing temporary roadway blockages and operational conflicts that are ready today and would be exaggerated by the proposed project.

PC-CDarman-1

316
00:43:56.700 --> 00:44:06.619
Council Chambers: Third, emergency access and public safety. Truck maneuvering and temporary access blockages can directly delay our ability to respond to a 24-hour basis

317
00:44:06.720 --> 00:44:21.710
Council Chambers: to emergency infrastructure needs for the City of Campbell and surrounding communities. This is a critical public service function. The draft EAR does not demonstrate that reliable emergency access to the project site or to the surrounding industrial areas.

318
00:44:22.100 --> 00:44:32.850
Council Chambers: will be maintained at all times. The admission raises a clear public safety concern under CEQA. Fourth, draft EIR does not provide an adequate response to prior technical comments.

319
00:44:32.850 --> 00:44:43.170
Council Chambers: West Valley Construction previously submitted consultant comments identifying these

access and truck-related issues in detail. CEQA requires a reason

PC-CDarnman-1 cont.

320
00:44:43.950 --> 00:45:01.309
Council Chambers: substantive response to each… to such comments. It is not evident that the draft EIR meaningfully addresses those concerns or incorporates them into revised analysis or effective mitigation measures. Fifth, industrial compatibility with noise.

321
00:45:01.660 --> 00:45:13.200
Council Chambers: This is an active industrial environment, supporting multiple businesses and substantial workforce. Yet, the noise analysis appears to exclude or minimize existing

322
00:45:13.510 --> 00:45:32.759
Council Chambers: activity when establishing baseline conditions. In closing, these access, safety, and compatibility issues must be fully and accurate analyzed before the EIR is finalized. We urge this… we will pursue all available avenues to ensure that this project does not compromise site access

323
00:45:32.970 --> 00:45:49.340
Council Chambers: public safety, or existing industrial uses. We urge the City to address these deficiencies now, at the draft EIR stage, rather than carry them forward into an inadequate final EIR. Thank you, Chris. Thank you.

324
00:45:50.230 --> 00:45:59.209
Council Chambers: Great question. I didn't catch your name. My name is Chris Darman with West Valley Construction. Okay, so you're associated with West Valley. Yes.

325
00:45:59.850 --> 00:46:07.670
Council Chambers: Do you have any… how long have you worked there? 24 years I've been at that site in Cameron. Okay. Do you have any,

326
00:46:08.050 --> 00:46:12.470
Council Chambers: I know this is not a session to come up with solutions, But…

327
00:46:12.640 --> 00:46:26.320
Council Chambers: if, you know, let's say we needed the homes, and the homes had to go there, what would you… So, let me just start by saying we're not opposed to the housing. We understand it, everyone needs it, we're with it.

328
00:46:26.680 --> 00:46:34.610
Council Chambers: Our thing is, we need to continue to do business as we have, and we're in a zoned light industrial area, right?

329
00:46:35.610 --> 00:46:40.339
Council Chambers: McGlincy Lane, as per the 2040 scope.

330
00:46:40.460 --> 00:46:48.460
Council Chambers: is a… Is labeled as a commercial industrial collector.

331
00:46:48.850 --> 00:46:49.840
Council Chambers: Road work.

332
00:46:50.560 --> 00:46:53.109
Council Chambers: So, industrial, commercial.

333
00:46:53.390 --> 00:47:12.840
Council Chambers: So, light industrial zone, we're putting… the plan is to put residential behind it. We want to protect our businesses and all the other businesses on McGlency that are light industrial zones. Makes sense. Thank you. Yeah, and let me just go on for a second here. The… Can I suggest something, Chris? Sure, because we have to… Sure, sure.

334
00:47:13.160 --> 00:47:17.910
Council Chambers: you know, this is the game information, so I would suggest that if you

335
00:47:18.610 --> 00:47:29.150
Council Chambers: per my fellow commissioner, he's looking for solutions, is if you have ideas and solutions, we suggest… I suggest that you write them down and submit them to the city and to,

336
00:47:29.360 --> 00:47:40.020
Council Chambers: consultant in a very large way that should have recommendations, rather than just throwing out stuff right here in the next minute or two.

337
00:47:40.510 --> 00:47:43.790
Council Chambers: We could definitely write it down. Okay, I appreciate that.

338
00:47:44.150 --> 00:47:55.060
Council Chambers: I can ask a question to the… Well, you want to know the solution to this? No, no, he does. Sure! But I'll be willing to hear it, for sure. I was going to add for my comment that…

339
00:47:55.210 --> 00:48:02.089
Council Chambers: you know, I really appreciate construction guys that have very long roots in the community coming here to help us out.

340
00:48:02.200 --> 00:48:04.979
Council Chambers: And if somebody's in the business of building.

341
00:48:05.130 --> 00:48:18.779
Council Chambers: as concerns, it's… it's like a… at least a yellow light to me. So, I… I concur. Write it down, send it in, put your letterhead on it, and don't spare the details. Okay. We will do that. Thank you, Chris.

342
00:48:19.470 --> 00:48:21.029
Council Chambers: Ken, who's up next?

343
00:48:23.340 --> 00:48:24.649
Council Chambers: Susan Landry.

344
PC-SLandry-1
00:48:28.180 --> 00:48:30.580
Council Chambers: Good evening, honorable…

345
00:48:30.580 --> 00:48:52.980
Council Chambers: Planning Commission, I was going to say Council, but I think most of you do know me. I will state I am a landscape architect, and I am in construction, so does that give me some clout? Okay, good. You have my letter here. I'll start with the fact that you gave an incomplete summary of my comments on page 1-9. You're missing my concern about the traffic backup at Kurtner and McGlincy.

346
00:48:52.980 --> 00:49:17.539
Council Chambers: And, oh, I will state, also on page 49, Thomas Keller brought up the same issues, and their response was, Kurtner is more than 0.4 miles away and does not require CEQA unless there's a significant safety-related impact. The intersection of Central Park and Union is with 1,950 linear feet, that is less than 0.4 miles.

347
00:49:17.650 --> 00:49:25.359
Council Chambers: If the traffic backs up at Kurtner and McGlency, which it does right now, I live on Kurtner, and it backs up past my house.

348
00:49:25.360 --> 00:49:38.299
Council Chambers: It takes me 4… 3 or 4 lights to get out at 17. The report doesn't even mention the word Kirtner in a description of a street. You cannot get from the Glency to Highway 17 without going on Kurtner.

349
00:49:38.300 --> 00:50:01.390
Council Chambers: So, if the traffic backs up, which it does at Kurtner and McGlincy, they're going to cut through Campbell Village, they're going to go over to Union and cut through Central Park. The intersection of Central Park and Union is 1,950 feet, which is less than .4 miles, and if you drew it as the crow flies, the whole stretch of Central Park Avenue is within that .4 miles.

350
00:50:01.390 --> 00:50:17.210
Council Chambers: The issue is the traffic will go around through Campbell Village because it's a stop sign, and it's who gets at each side, so if McGuincy's backed up and you get on Kurtner, you get through the light quicker. And so our whole concern has been from the beginning.

351
00:50:17.230 --> 00:50:24.200
Council Chambers: There is a safety concern on Central Avenue, Dallas, Solarno, into Campbell Village, onto Kurtner.

352
00:50:24.200 --> 00:50:39.079
Council Chambers: Yes, we want sidewalks. The multimodal plan is starting to address that issue, but there's nothing that addresses our impact, and we are within the .4 miles. And I included a nice little map you guys know I love to draw on.

353

00:50:39.080 --> 00:50:40.180
Council Chambers: So, thank you.

354
00:50:40.380 --> 00:50:41.450
Council Chambers: Thanks, Susan.

355
00:50:43.230 --> 00:50:55.529
Council Chambers: Did you have a question? Oh, I just said thank you. Oh, okay. I did. Do you have a question? Yeah, I do. Go ahead. There's one question. Oh, okay. Weren't you a planning commissioner at one time? No, I was the city council member and the mayor twice.

356
00:50:55.650 --> 00:51:03.520
Council Chambers: I think I appointed some of you guys. So be nice to me. Yes.

357
00:51:03.690 --> 00:51:15.150
Council Chambers: You had a question, Matt? No, thank you for your presentation. Oh, come on, ask me a question. Thank you. Thanks. Good map. Thank you. Yeah. Ken, who's up next?

358
00:51:16.250 --> 00:51:25.770
Council Chambers: That's it for the speaker cards, unless someone… okay, I have Natalie Strange online who would like to speak. Is there anyone else in the room who'd like to speak to?

359
00:51:28.450 --> 00:51:46.260
Council Chambers: I usually do all the room people first. Yeah, let's do everybody in the room, and then we'll move online. So come on up, and please identify yourself, and… That's okay, yeah. My name is Graciela Martis-Han, and good evening. I live on Normandy, and we fought for many years,

360 PC-GMartinhan-1
00:51:46.420 --> 00:51:57.019
Council Chambers: to close, the Salerno area, so that we could stop the traffic from running through. And I've even sat there and timed traffic.

361
00:51:57.260 --> 00:52:03.420
Council Chambers: And so, all you're doing by not providing alternative

362
00:52:03.650 --> 00:52:09.840
Council Chambers: proper access, you're putting the pressure right back on us, Campbell Village.

363
00:52:10.160 --> 00:52:16.140
Council Chambers: And we're asking you to keep in mind that we chose to stay part of Campbell.

364
00:52:16.270 --> 00:52:18.589
Council Chambers: We even tax ourselves separately.

365
00:52:18.810 --> 00:52:22.840
Council Chambers: for the services. Please don't forget about us. Thank you.

366
00:52:24.920 --> 00:52:27.050
Council Chambers: And I think in the back there, one more?

367
00:52:36.100 --> 00:52:37.100
Council Chambers: Good evening.

368
00:52:37.250 --> 00:52:39.380
Council Chambers: Good evening. My name's Tony Fedito.

369
00:52:39.720 --> 00:52:42.970

Council Chambers: I walk Ethan Rolley Park every day.

370
00:52:43.370 --> 00:52:53.190
Council Chambers: And the traffic, right now, there's no parking there. So, when they build the buildings, there will be no parking there. Saturdays, Sundays, they have parties here.

371
00:52:53.400 --> 00:53:00.229
Council Chambers: So I'm just wondering how they're going to address that issue, with the park being there, and all the, traffic going through.

372
00:53:00.350 --> 00:53:03.420
Council Chambers: Because right now, one way in, it's backed up.

373
00:53:03.780 --> 00:53:08.330
Council Chambers: Especially when these guys are trying to get out of their parking lot right next to the

374
00:53:08.460 --> 00:53:15.219
Council Chambers: the perk ponds. They can't, you know, they can't get out, so I'll just wait for them to back up. So, that's a big issue.

375
00:53:15.700 --> 00:53:17.349
Council Chambers: Because you have the park.

376
00:53:17.800 --> 00:53:27.730
Council Chambers: And then you have people parking that aren't even in the park, because they're in different buildings on McClintsy, and they drop off their people in vans.

377
00:53:27.980 --> 00:53:30.240
Council Chambers: They park their cars there, they pick them up at…

378
00:53:30.790 --> 00:53:34.059
Council Chambers: 8 o'clock in the morning, they drop them off at 5, then they go home.

379
00:53:34.270 --> 00:53:37.430
Council Chambers: So, I don't know if you guys have been out there during the daytime, but…

PC-TPedia-1

380
00:53:37.720 --> 00:53:43.680
Council Chambers: There's a lot of vehicles out there, aren't… venues. They're just sitting there.

381
00:53:44.560 --> 00:53:46.439
Council Chambers: So I just thought I'd bring that up to you guys.

382
00:53:46.760 --> 00:53:48.059
Council Chambers: Thank you very much.

383
00:53:48.170 --> 00:53:49.010
Council Chambers: Thank you.

384
00:53:49.450 --> 00:53:54.970
Council Chambers: Go Cardinal. I said, go Cardinal. Anybody else in the chamber?

385
00:53:56.960 --> 00:53:59.279
Council Chambers: Alright, we have at least one person online.

386
00:54:01.630 --> 00:54:03.589
Council Chambers: No, Natalie Strange.

387
00:54:05.420 --> 00:54:06.250
Natalie Strange: Hi.

388
00:54:06.980 --> 00:54:21.380
Natalie Strange: So my concern… I live on West Valley Drive, I also own property here, and my concern is that the DEIR does not adequately analyze how traffic from this project will function within a physically constrained road network.

PC-NStrange-1

389
00:54:21.600 --> 00:54:41.330
Natalie Strange: This project is basically relying on a single access point feeding into an already congested two-lane road on McGlinsee, with what seems to be no capacity for expansion, no room for additional lanes or medians, and existing impacts from delivery vehicles that block lanes. And that road then feeds into, as it's been mentioned by others.

390
00:54:41.400 --> 00:54:49.269
Natalie Strange: Kurtner Union, and what has not been mentioned, West Valley Drive, which are all roads that are already heavily impacted during peak hours at this time.

391
00:54:49.530 --> 00:54:58.480
Natalie Strange: So, there's no second outlet, and seems to be no planned roadway improvements that

would increase capacity. Given these constraints, the DEIR should

PC-NStrange-1 cont.

392
00:54:58.950 --> 00:55:08.680
Natalie Strange: Analyze whether project-generated traffic will queue back into the site or spill into the public roadway, and how that interacts with existing congestion on surrounding streets.

393
00:55:08.730 --> 00:55:20.640
Natalie Strange: The DEIR also does not appear to adequately address cut-through traffic into adjacent residential streets, including West Valley Drive and surrounding neighborhoods, or parking spillover into areas that are already impacted.

394
00:55:20.990 --> 00:55:27.399
Natalie Strange: So there's no clear analysis of pedestrian safety, particularly given the lack of sidewalks on the Quincy.

395
00:55:27.630 --> 00:55:32.990
Natalie Strange: And there's no existing… or there are existing conditions that will be exacerbated by this project.

396
00:55:33.440 --> 00:55:41.829
Natalie Strange: Without a clear and detailed analysis of these issues, it is unclear how traffic and circulation impacts can be considered less than significant or properly mitigated.

397
00:55:42.020 --> 00:55:45.459
Natalie Strange: So, my request or question is…

398
00:55:45.610 --> 00:55:55.140
Natalie Strange: Is the DEIR going to be revised to include a more complete analysis of circulation, queuing, cut-through traffic, parking spillover, and pedestrian safety?

399
00:55:55.140 --> 00:56:06.069
Natalie Strange: Along with specific and enforceable mitigation measures, or is this even being taken into account? It's already… our street is already so impacted as it is. We can't even park in front of our own homes.

400
00:56:06.070 --> 00:56:11.639
Natalie Strange: So… and I'm not hearing anything about how you guys are going He meant anything for us.

401
00:56:14.150 --> 00:56:14.870
Council Chambers: Thank you.

402
00:56:15.400 --> 00:56:17.290
Council Chambers: anyone else online?

403
00:56:20.490 --> 00:56:22.380

Council Chambers: Trudy LaFrance?

404
00:56:33.590 --> 00:56:36.410
Council Chambers: Judy, you can go ahead if you're there.

405
00:56:40.230 --> 00:56:42.009
Council Chambers: And you can see the little symbol. Yeah.

406
00:56:43.370 --> 00:56:45.789
Council Chambers: She's unmuted, so I believe it's on her end.

407
00:56:46.460 --> 00:56:47.380
Council Chambers: Trudy?

408
00:56:57.470 --> 00:57:01.050
Council Chambers: Trudy, I'm sorry, we're not able to actually hear you on the conference here.

409
00:57:02.970 --> 00:57:06.880
Council Chambers: Give her 10 seconds to maybe mess with the microphone.

410
00:57:08.490 --> 00:57:10.070
Council Chambers: Anybody else on the line?

411
00:57:13.440 --> 00:57:15.309
Council Chambers: I have 5 seconds.

412
00:57:16.790 --> 00:57:19.630
Council Chambers: Can I call Trudy to try to get her on the phone.

413
00:57:20.800 --> 00:57:24.630
Council Chambers: Do we have a way of projecting that?

414
00:57:25.290 --> 00:57:35.609
Council Chambers: You can come back around to… I assume there are other people who want to comment? No, that's your last one. Possibly putting it on speaker, and then just…

415
00:57:36.410 --> 00:57:41.600
Council Chambers: Hold on, I have her, I can put her on speaker. Yeah, put her on speaker, yeah.

416
00:57:42.490 --> 00:57:47.369
Council Chambers: Quick thinking. Hi, sweetie, you're on speakerphone?

417
00:57:47.810 --> 00:58:00.169

Council Chambers: Okay. Modern is also a transportation issue. Can you hear me? We can. Okay.

418
00:58:00.470 --> 00:58:07.919
Council Chambers: I am glad that there would be more housing built, but my concern is for the local residents.

419
00:58:08.380 --> 00:58:13.200
Council Chambers: able to safely exit their neighborhood, that Union and Kurtner.

420
00:58:13.460 --> 00:58:17.090
Council Chambers: And concerned about traffic cutting through our neighborhood.

PC-TLaFrance-1

421
00:58:17.270 --> 00:58:20.479
Council Chambers: When there's an estimated net in…

422
00:58:20.660 --> 00:58:27.849
Council Chambers: T-E-I-R, about 1,368 more trips per day.

423
00:58:28.700 --> 00:58:33.829
Council Chambers: Then when they did an accident discovery, they said there was only one accident

424
00:58:34.560 --> 00:58:39.680
Council Chambers: for the 5-year period up to 2022 on McGlincy.

425
00:58:39.920 --> 00:58:42.460
Council Chambers: But that was only a short period.

426
00:58:43.240 --> 00:58:49.070
Council Chambers: And I think that there needs to be more study on that, too. Thank you.

427
00:58:49.730 --> 00:58:54.349
Council Chambers: Thank you, Trudy. Thank you, Susan, for getting her on the line. Thanks, Trudy.

428
00:58:54.730 --> 00:58:58.670
Council Chambers: Alright, last call. Anybody else online?

429
00:59:02.550 --> 00:59:10.979
Council Chambers: Nope. Okay. With that, I will close the public hearing. Again, we're not making any decisions, but I think maybe we might have…

430
00:59:11.100 --> 00:59:20.040
Council Chambers: a couple more questions for staff, if we can do that. So why don't we do one more round, based on the public comment we just heard? I don't have any questions.

431
00:59:20.470 --> 00:59:21.970
Council Chambers: Moment.

432
00:59:22.440 --> 00:59:28.809
Council Chambers: We do questions slash comments. Okay. Again, trying to stick to the EIR if possible. Yeah, I mean…

433
00:59:30.160 --> 00:59:41.740
Council Chambers: again, I'm assuming that, you know, we had a lot of comments about traffic and circulation and egress, ingress, and I had been on the,

434
00:59:41.890 --> 00:59:43.650
Council Chambers: original scoping.

435
00:59:43.920 --> 00:59:46.000
Council Chambers: And I had that question, and…

436
00:59:46.270 --> 00:59:52.860
Council Chambers: Just to confirm, this is not part of the EIR, cannot be handled through the EIR. Am I correct on that?

437
01:00:00.260 --> 01:00:01.390
Council Chambers: Well, I'm sorry.

438
01:00:02.430 --> 01:00:09.530
Council Chambers: Well, there are existing conditions you're referring to? I'm just saying that the… most of the commentary, including my own.

439
01:00:09.670 --> 01:00:20.130
Council Chambers: is about the traffic and circulation associated with location nearby, you know, Kurtner and McGlinsee coming into the parcel, and

440
01:00:20.480 --> 01:00:23.999
PC-AZisser-4
Council Chambers: we're here for the EIR, so I'm assuming still that

441
01:00:24.200 --> 01:00:29.370
Council Chambers: this isn't really relevant to the EIR, that they can't handle this…

442
01:00:29.760 --> 01:00:37.200
Council Chambers: this kind of issue, is that correct? Well, traditional traffic congestion is no longer a CEQA consideration. Okay.

443
01:00:37.380 --> 01:00:48.769
Council Chambers: Okay, so my only comment is that if it can't be handled through the EIR, then it has to be

handled by the city to take a look at this, so my recommendation is a separate thing.

444
01:00:48.990 --> 01:00:49.880
Council Chambers: that's…

PC-AZisser-4 cont.

445
01:00:50.820 --> 01:01:05.999
Council Chambers: I would… I would like to, you know, I know the City Council has talked about this, about that area, but I don't think there's any other than the multimodal study that's going on, which is going to be complete in 2027,

446
01:01:06.200 --> 01:01:12.600
Council Chambers: which may or may not deal with this issue in total. I… my recommendation is that the city

447
01:01:12.760 --> 01:01:28.609
Council Chambers: And the council has to look harder at this issue in accord… in conjunction with this project, figure out solutions, and put that higher on priority for the city to deal with. So that's… that's my take on this whole thing, because I think

448
01:01:29.000 --> 01:01:37.299
Council Chambers: That is… that is going to be an important thing. You know, once this thing… I'm sure there's going to be issues associated with construction.

449
01:01:37.510 --> 01:01:41.379
Council Chambers: But I think the longer-term issue is,

450
01:01:41.950 --> 01:01:54.630
Council Chambers: Whether or not the traffic is going to be a problem going in and out of this project, along with sharing it with the industrial

451
01:01:54.760 --> 01:02:04.320
Council Chambers: light industrial people that are nearby, including West Valley Construction. So, so to me, this needs to be referred to the City Council for further consideration. That's my take on it.

452
01:02:06.420 --> 01:02:09.020
Council Chambers: Thank you, Commissioner Zisser, Commissioner Comcast?

453
01:02:09.430 --> 01:02:10.360
Council Chambers: Thank you.

454
01:02:12.510 --> 01:02:18.699
Council Chambers: Thank you. So, in my past life, I used to be pretty hot.

455
01:02:19.100 --> 01:02:23.130
Council Chambers: Okay, closer to this one. They only listen to me.

456
01:02:23.650 --> 01:02:25.139
Council Chambers: Can you hear me? Yeah.

457
01:02:25.550 --> 01:02:28.800
Council Chambers: So, in my past life, I used to be a highway engineer.

458
01:02:29.230 --> 01:02:37.489
Council Chambers: And as a highway engineer, I would work on highway, you know, highway, design.

459
01:02:37.680 --> 01:02:45.049
Council Chambers: On-ramp, off-ramp, and… Just want to make sure that we're not missing a… Possible solution here.

460
01:02:45.500 --> 01:02:50.469
Council Chambers: I doubted if it would… it would pencil out, but…

461
01:02:50.770 --> 01:02:55.889
Council Chambers: What if there was a highway on-ramp and highway off-ramp to the sides?

462
01:02:56.880 --> 01:03:05.520
Council Chambers: just under 17 north, because I know if you want to make it an interchange, 17 southbound access, the cost is going to be prohibited.

463
01:03:06.020 --> 01:03:09.830
Council Chambers: But if you're just talking about the… right…

464
01:03:10.020 --> 01:03:13.490
Council Chambers: Right turn on-ramp, and then right turn off-ramp.

465
01:03:15.130 --> 01:03:18.210
Council Chambers: That may actually pencil out, given how many…

466
01:03:18.350 --> 01:03:21.679
Council Chambers: Cars, and how many homes are… Gonna be built here.

467
01:03:22.210 --> 01:03:29.669
Council Chambers: And it also will take away pressure on existing neighbourhoods, because they don't have to go through maintenance here.

468
01:03:29.840 --> 01:03:31.850
Council Chambers: The goal is to get around 17.

469
01:03:32.510 --> 01:03:36.159

Council Chambers: North. Now, if they have to get on 17 South, that's a different story.

470
01:03:36.820 --> 01:03:42.480
Council Chambers: Or if they come here from 17 southbound, you know, that's also a different story, but…

471
01:03:42.910 --> 01:03:45.200 PC-AKamkar-1 cont.
Council Chambers: It may be able to, you know, so…

472
01:03:45.510 --> 01:03:49.559
Council Chambers: I think it might be worth analyzing this possibility.

473
01:03:50.020 --> 01:03:51.200
Council Chambers: in the EOIO.

474
01:03:51.670 --> 01:03:55.500
Council Chambers: And whatever the, you know, analysis… We understand, but…

475
01:03:56.060 --> 01:04:01.949
Council Chambers: You know, because no structures would be needed, no bridges, nothing, it's just there.

476
01:04:02.370 --> 01:04:06.159
Council Chambers: Right in, write out, you know, as a partial solution.

477
01:04:07.560 --> 01:04:10.749
Council Chambers: Thank you. Yes, sir. Okay.

478
01:04:10.960 --> 01:04:18.150
Council Chambers: First thing is, Campbell Technology Parkway is the first street going into this project, correct? Do I have it right?

479
01:04:18.550 --> 01:04:22.640
Council Chambers: Yes, I assume we're gonna change that name after this is all done.

480
01:04:22.870 --> 01:04:26.650
Council Chambers: And I was involved with the development of this

481
01:04:26.770 --> 01:04:30.109
Council Chambers: in 1997, I think, and my friend, who was…

482
01:04:30.320 --> 01:04:37.970
Council Chambers: Gordon Reynolds really wanted that park, an even bigger park, and the city was kind enough to put a plaque in that park with his name on it.

483

01:04:38.570 --> 01:04:41.829
Council Chambers: So, I'm wondering… I want to get this right this time.

484
01:04:41.960 --> 01:04:46.260
Council Chambers: And if the state's telling us we need more housing, and we all know we need more housing.

PC-PAlne-2

485
01:04:46.590 --> 01:04:50.880
Council Chambers: It doesn't… it's not a leap of logic to say, we're going to need more infrastructure.

486
01:04:51.290 --> 01:04:55.279
Council Chambers: And the infrastructure everybody seems to say we need is more street.

487
01:04:55.550 --> 01:04:57.889
Council Chambers: So the first thing I would suggest is if

488
01:04:58.560 --> 01:05:08.990
Council Chambers: if the Sacramento wants to tell us that we gotta do a bunch of stuff, maybe it's time to hold out our hand and say, pay for some of it, and that's the first suggestion. The second thing is.

489
PC-PAlne-3
01:05:10.030 --> 01:05:14.810
Council Chambers: I went to this movie theater. It used to be a drive-in movie theater, for those of you who don't… aren't as old as me.

490
01:05:14.820 --> 01:05:33.020
Council Chambers: And I went to it, and I seem to remember Chris Litch used to be connected to what is now Campbell Technology Parkway. And we might think about… I mean, it's like a fence in the way, and maybe that'll take a little pressure off of what's going on with this very choke point-ish

491
01:05:33.470 --> 01:05:47.529
Council Chambers: traffic pattern that's going on. Crystalgia is a private road. I mean, I get what you're saying, but… Well, there's an answer for that. It's a private road. Back to you, Mr. City Attorney. I'll hold my further comments.

492
01:05:47.780 --> 01:05:50.399
Council Chambers: All right. Commissioner Bookbinder.

493
01:05:52.840 --> 01:05:55.509
Council Chambers: The only comments I'll make are that

494
01:05:55.810 --> 01:06:00.350
Council Chambers: I think it's very easy to go out of scope on this kind of thing. I think…

495
01:06:00.570 --> 01:06:03.430
Council Chambers: When you do anything, people… it'll…

496
01:06:03.620 --> 01:06:16.409
Council Chambers: bring up ideas that, you know, I think the city should be this way, I think this thing should be done, I think that should be done, and, I do not envy the people running this project who are desperately trying to scope it, and that's…

497
01:06:16.580 --> 01:06:18.809
Council Chambers: It is a counterintuitive process.

498
01:06:20.390 --> 01:06:37.370
Council Chambers: So, I'd like to thank everybody for coming out. Any issues that are out of scope, I hope you'll raise with the City Council. I remember recently, a lot of people came to City Council because they had strong opinions, and City Council acted on that pretty promptly. So, I think if you show up with all your friends, City Council will do something.

499
01:06:39.440 --> 01:06:40.600
Council Chambers: Vice Chair?

500
01:06:40.870 --> 01:06:45.499
Council Chambers: Thank you. I too would like to echo Adam's comments. Thank you, everybody in the public.

501
01:06:46.120 --> 01:07:05.949
Council Chambers: for coming here tonight. I wish more of you would have maybe been willing to express your views, but we get it. And unfortunately, the traffic piece is not part of the draft EIR except for impacts. So it's… it's kind of a double-edged sword. They can talk about it, but we can't bring in solutions. But I would… I like

502
01:07:06.140 --> 01:07:14.050
Council Chambers: what I've heard tonight, I've been through that area many times, and it's a nightmare. So, to echo what Alan says.

503
01:07:14.190 --> 01:07:16.289
Council Chambers: City Council needs to address this.

504
01:07:16.490 --> 01:07:21.539
Council Chambers: And I think there are solutions, we just need to get everybody back

505
01:07:21.920 --> 01:07:27.859
Council Chambers: in the fold, and provide your comments, because that's the way the city works. You provide your comments.

506
01:07:28.200 --> 01:07:31.170
Council Chambers: Camel's pretty open to that, so…

507

01:07:31.300 --> 01:07:43.190
Council Chambers: Again, the DIR is what it is, but obviously traffic is the main piece here, and so the city needs to address it. So that's all I have to say. Thank you all for being here, appreciate it.

508
01:07:44.280 --> 01:08:02.619
Council Chambers: Echoing a lot of the comments here. Again, thank you for your input on this. Thank you for your public comment. It's helpful in the process. I imagine it could be disappointing, because we aren't really speaking on it. It's not part of the EIR. That is the way the process plays out sometimes. I'm going to follow up with staff and talk about

509
01:08:02.830 --> 01:08:16.180
Council Chambers: when might this be on the agenda in a way we can have a conversation on it, whether that be at planning, or whether that be at a City Council meeting? So please keep checking the website, checking, you know, your social media for future discussions of this.

510
01:08:16.240 --> 01:08:25.109
Council Chambers: And other projects, because, you know, your voice plays a big role, I've seen, just echoing, like, it make a big difference, so I appreciate you all coming out here tonight for this.

511
01:08:25.420 --> 01:08:28.720
Council Chambers: With that, I am going to… Yeah, please.

512
01:08:29.080 --> 01:08:36.850
Council Chambers: Daniel, does the city ever do, like, a, like what the Urban Land Institute Provided with

513
01:08:36.990 --> 01:08:41.770
Council Chambers: a weekend charrette of what could… Possibly happen between

514
01:08:41.990 --> 01:09:00.690
Council Chambers: downtown in the prun yard. Can we do something like that for this area? Sorry, a weekend what? Charette. It's a design, study over a couple of days where public professionals are invited to a large room, and you pin up ideas on a wall, you have a map, and people just draw stuff.

515
01:09:00.790 --> 01:09:04.330
Council Chambers: And you get community engagement, you get professional engagement.

516
01:09:04.529 --> 01:09:10.299
Council Chambers: I don't know if you've ever done that, but this seems like a perfect opportunity as a… maybe a test case to see if that could work.

517
01:09:10.620 --> 01:09:12.130
Council Chambers: Is that a possibility?

518
01:09:14.060 --> 01:09:15.249
Council Chambers: So I think the…

519
01:09:16.689 --> 01:09:25.110
Council Chambers: some commissioners involved last year, we did a… it might be something different, Commissioner. It was the Urban Land Institute Technical Advisory Panel.

520
01:09:25.580 --> 01:09:30.819
Council Chambers: And they just published the findings. I looked at the section between downtown and the prune yard, so that my

521
01:09:31.010 --> 01:09:31.960
Council Chambers: Ring a bell.

522
01:09:32.160 --> 01:09:36.009
Council Chambers: I only think you get one of those every couple years.

523
01:09:36.120 --> 01:09:38.210
Council Chambers: We've used that one. Great idea on…

524
01:09:38.790 --> 01:09:49.789
Council Chambers: you know, it's a great opportunity to bring professionals in and sort of do imagining of a space. I think for this, that the time for that probably would have been during the Housing Element General Plan to scope out and…

525
01:09:50.170 --> 01:09:53.030
Council Chambers: Idealize, what the planning was for this.

526
01:09:53.180 --> 01:09:57.259
Council Chambers: A little bit of the history of this. This was planned for housing with some industrial that

527
01:09:57.500 --> 01:10:01.730
Council Chambers: Project you have on file is a builder's remedy project, which has different terms.

528
01:10:01.850 --> 01:10:06.189
Council Chambers: Means the project, generally that the city has to process as is.

529
01:10:06.460 --> 01:10:10.030
Council Chambers: Its compliance with our existing general plan is not a factor.

530
01:10:11.030 --> 01:10:29.380
Council Chambers: My broad response would be, at the time you get to looking at how to plan a site or new zoning, probably the best opportunity for sure. Well, I'm only specifically looking at the traffic piece. The sidewalks, where sidewalks could go, which is part of the intermodal plan, possibly, but also how do you mitigate traffic and get the public's input.

531
01:10:29.520 --> 01:10:33.670

Council Chambers: the… I understand the village remedy, the housing is done. What's done is done.

532
01:10:34.300 --> 01:10:37.930
Council Chambers: Perhaps getting the public involved with traffic.

533
01:10:38.220 --> 01:10:47.649
Council Chambers: with professionals to say, look, this is what's going on, you can go out and look at it. And then there's… there's some… there's some ownership and agency between the city and the public.

534
01:10:48.420 --> 01:10:53.980
Council Chambers: It's just a thought. I'd only say to echo your comments, I mean, we're… Campbell obviously is looking for a win-win.

535
01:10:54.340 --> 01:11:01.300
Council Chambers: For housing at the site, and to do it in a way that there's not traffic impacts and impact to our industrial customers that are there, so…

536
01:11:01.540 --> 01:11:06.989
Council Chambers: Echo what you said, welcome, you know, any members of the public to offer solutions to some of the issues identified.

537
01:11:09.810 --> 01:11:15.920
Council Chambers: There you go, thanks. Thank you. With that, I am closing the public hearing items and moving us

538
01:11:16.070 --> 01:11:25.839
Council Chambers: On to new business, the Planning Commissioner Subcommittee reports. I was not expecting one tonight, because I believe both committees are working on action items that we'll do later.

539
01:11:26.000 --> 01:11:32.980
Council Chambers: Is that right? I mean, we've significantly revised our proposal in light of recent City Council actions.

540
01:11:33.900 --> 01:11:45.629
Council Chambers: No, for sure. We do have stuff to present. That's fine. Do you… I guess, maybe for both of you, do you have a rough timeline for when you'd like to? Because, Rob and I could probably game plan agendas around that?

541
01:11:47.550 --> 01:11:57.439
Council Chambers: So, Matt, correct me if I'm wrong, we're gonna… we're trying to meet with developers. We've had some trouble, getting that scheduled. I've sent out some more,

542
01:11:58.010 --> 01:12:04.000
Council Chambers: notes, we have met with 3 developers so far, but no affordable housing developers so far.

543
01:12:05.080 --> 01:12:09.809
Council Chambers: I'd like to keep the Commission abreast of what we're doing, so I'd like to…

544
01:12:09.980 --> 01:12:15.100
Council Chambers: briefly talk about, what we're changing in light of recent City Council actions.

545
01:12:15.280 --> 01:12:16.890
Council Chambers: In terms of…

546
01:12:17.490 --> 01:12:29.059
Council Chambers: The remaining items are… I want to talk to some nonprofit developers, I believe we're gonna have a presentation from Parks, and I wanted to talk to staff about this to see how this would actually be implementable.

547
01:12:29.380 --> 01:12:32.449
Council Chambers: To make sure we have, staff on board.

548
01:12:33.720 --> 01:12:42.010
Council Chambers: And possibly some city attorney time to make sure that I'm not way over the city's skis. I don't think I am, but we should check.

549
01:12:42.340 --> 01:13:00.859
Council Chambers: And for the streamlining? So, we received some contacts from the retail broker side and the industrial broker side from Nathan, so Al and I will get together and reach out to these folks and see if we can set up a meeting to get their feedback on what their clients

550
01:13:00.960 --> 01:13:04.710
Council Chambers: biggest concerns are with, you know, conditional use permits. Perfect.

551
01:13:05.110 --> 01:13:13.829
Council Chambers: And you're thinking full report probably in the summer. Yeah, probably in the summer, right? Great. Which is right around the corner. It is. Looking forward to it. In terms of timeline, like.

552
01:13:14.000 --> 01:13:23.020
Council Chambers: Ideally, like, we would be able to do this now, but we have to consult with some people and talk with staff and so forth, but as soon as possible, honestly.

553
01:13:23.580 --> 01:13:26.329
Council Chambers: Is it now a good time to give the summary?

554
01:13:27.240 --> 01:13:32.529
Council Chambers: like a progress report. Go ahead. Yeah, a couple minutes. So, the…

555
01:13:34.230 --> 01:13:54.020

Council Chambers: the change in policy that I'm referring to was the previous City Council meeting. If people in the audience are aware, I think people here are certainly aware. We had a very streamlined implementation of the Starter Home Revitalization Act, SB1123, which had led to a,

556
01:13:55.320 --> 01:14:06.920
Council Chambers: a lot of projects coming up. This led to a backlash from neighbors who, brought this to City Council, it turns out, I guess, when we

557
01:14:07.490 --> 01:14:12.289
Council Chambers: Designed that implementation to be streamlined, to produce a lot of housing.

558
01:14:12.500 --> 01:14:15.940
Council Chambers: I think the City Council may not have…

559
01:14:16.310 --> 01:14:26.050
Council Chambers: expected to produce a lot of housing. It feels like a repeat of the ED1 situation that they had in Los Angeles, where they streamlined housing, and then when it actually produced housing, they kind of walked it back.

560
01:14:26.510 --> 01:14:30.510
Council Chambers: In light of that, Our proposal is…

561
01:14:30.870 --> 01:14:40.560
Council Chambers: Changing to have a set of local Streamlining and… Higher density…

562
01:14:42.840 --> 01:14:48.629
Council Chambers: Options for developers, which are both customized to the part of the city that they're in.

563
01:14:48.850 --> 01:14:54.289
Council Chambers: and are lower density than what the state provides, but also are more streamlined. So, for example.

564
01:14:54.880 --> 01:14:57.870
Council Chambers: Sb9 allows you to build up to 4 units.

565
01:14:58.050 --> 01:15:15.849
Council Chambers: on, parcel using a combination of lot splits and duplexes. However, you have to have an owner-occupancy affidavit for the following 3 years, which means that you can't do regular construction financing. As a result, these projects have been very rare. If we were to, for example, do our own

566
01:15:16.020 --> 01:15:27.830
Council Chambers: local lot split ordinance that did not have the owner occupancy restriction, but, for example, restricted to 3 homes instead of 4 on a parcel, that would be the kind of trade-off I'm talking about. Similarly, the kind of…

567

01:15:28.120 --> 01:15:40.239
Council Chambers: streamlining we'd be doing for starter homes, smaller homes under SP1123, we would cap it to, say, in most of the city, 5 units instead of 10 units on a given parcel.

568
01:15:41.040 --> 01:15:42.190
Council Chambers: However.

569
01:15:42.410 --> 01:15:51.869
Council Chambers: In the SB79 areas, that's areas within a half mile of a transit stop, where the alternative is not nothing or starter homes, it's

570
01:15:52.610 --> 01:15:59.610
Council Chambers: Starter homes, or 4 to 6, possibly 4-7 story, powers.

571
01:16:00.030 --> 01:16:05.830
Council Chambers: We would streamline up to 10 units to provide a smaller scale alternative.

572
01:16:06.140 --> 01:16:09.900
Council Chambers: I think this provides… both

573
01:16:10.130 --> 01:16:13.450
Council Chambers: A voice for the neighborhoods,

574
01:16:13.740 --> 01:16:22.349
Council Chambers: It is sensitive to the particular locations in the city, and it also provides streamlining so we will actually have more housing production, which I believe the city is still intending to do.

575
01:16:23.150 --> 01:16:40.709
Council Chambers: And if I can chime in, so, and this is specifically to the attorney, we're not trying to call it SB9 or SB1123, we want to call it Campbell 9, or Campbell 1123, something that basically uses a lot of the elements

576
01:16:40.950 --> 01:16:44.149
Council Chambers: from the state bill, from the Senate bill.

577
01:16:44.390 --> 01:16:50.410
Council Chambers: But, you know, with some of the restrictions gone, so it would be more… usable.

578
01:16:51.140 --> 01:16:58.900
Council Chambers: It would be our own lot split ordinance. I believe we can just implement SB1123, and the timing of

579
01:16:59.030 --> 01:17:06.849
Council Chambers: permits is an administrative thing that the city can do, I believe. I think we're currently waiting to hear back from HCD on that, but I…

580
01:17:07.060 --> 01:17:10.350
Council Chambers: Expect we'll know within a couple weeks.

581
01:17:11.810 --> 01:17:20.349
Council Chambers: And either that will be an administrative thing, we'll have to have a separate ordinance, but either way, we… the city does have land use sovereignty, we can implement this however it needs to be implemented.

582
01:17:20.890 --> 01:17:25.500
Council Chambers: And this will address the problem of one size fits all.

583
01:17:25.750 --> 01:17:28.180
Council Chambers: Which states trying to do, you know, and…

584
01:17:28.320 --> 01:17:32.140
Council Chambers: Well, the size doesn't fit all, you know, Campbell's different than…

585
01:17:32.480 --> 01:17:40.579
Council Chambers: you know, some of the larger cities, so this will address that. And we believe HCD will support it, because

586
01:17:40.800 --> 01:17:44.560
Council Chambers: It will help promote housing production.

587
01:17:44.750 --> 01:17:50.779
Council Chambers: It's just the right kind of housing and the right… density, so… Okay. So, I…

588
01:17:50.890 --> 01:18:08.900
Council Chambers: given what the City Council said, I… I hope to meet with some of them and see if they're sympathetic to this, and hopefully we'll get some early feedback from them, but that's the approach I'm taking. So that, in addition to still the express lane permitting that I described for larger projects, as well as,

589
01:18:09.610 --> 01:18:23.309
Council Chambers: reforming our inclusionary zoning standards, which are still in the plan. We're probably going to be dropping or seriously scaling back the idea of pausing parks fees, just because it's a really big lift.

590
01:18:23.850 --> 01:18:37.480
Council Chambers: the Parks Department, really has no other source of funding. I think we're going to recommend… the Parks Department should find a different source of funding, but we're not going to cut off the parks… cut off their funding and let them, you know, sink or swim.

591
01:18:37.760 --> 01:18:41.429
Council Chambers: Which I think is not helpful to anybody.

592
01:18:42.660 --> 01:18:49.309
Council Chambers: That's the current state of things. If anybody has any comments or, like, notes, we are very interested in feedback.

593
01:18:51.060 --> 01:18:55.369
Council Chambers: Yeah, I mean, the only thing I would say is, since you're getting together with the,

594
01:18:55.730 --> 01:19:00.329
Council Chambers: City Attorney is… is the issue of Providing an ordinance that

595
01:19:00.590 --> 01:19:05.900
Council Chambers: varies from what the state law is. This is what came up with the 1123.

596
01:19:06.270 --> 01:19:09.589
Council Chambers: SB1123 versus our ordinance.

597
01:19:10.020 --> 01:19:13.940
Council Chambers: That made it, more lenient.

598
01:19:15.100 --> 01:19:23.610
Council Chambers: 2334. So, so, I don't understand the legality issues in terms of whether or not a city can

599
01:19:24.180 --> 01:19:30.620
Council Chambers: In the case of the example, the city changed the definition of vacancy, okay?

600
01:19:30.760 --> 01:19:36.430
Council Chambers: from what the state stipulated. And so the question is whether or not the city can override the state.

601
01:19:36.430 --> 01:19:49.359
Council Chambers: The state has been overriding us for the last 5 years, so… so the question is, can a city overwrite the rules the state puts in their laws? That's… that's all I'm saying. Yeah, so… so, as a note for some context.

602
01:19:49.360 --> 01:19:57.339
Council Chambers: Oh, I'm sorry, yes, please, don't worry about that. I was just going to weigh in, as I understand what's being proposed, is not overriding the state's

603
01:19:57.380 --> 01:20:00.640
Council Chambers: Various housing laws.

604
01:20:00.740 --> 01:20:04.459
Council Chambers: But instead providing an alternative

605
01:20:04.640 --> 01:20:18.579
Council Chambers: Yes. That applicants could apply for instead. I mean, as to what the carrot is there, I guess it's quicker processing or something along those lines. Yeah.

606
01:20:18.750 --> 01:20:22.869
Council Chambers: But, yeah, I mean, we wouldn't be looking to try and…

607
01:20:22.990 --> 01:20:34.469
Council Chambers: these… and override the state laws, those would still be options. There's nothing we can really do about that, but from what I understand, what you're proposing is…

608
01:20:34.940 --> 01:20:54.710
Council Chambers: is an alternative that would be more palatable for the city, and hopefully offer a carrot as well to developers that may induce them to choose it over the state provisions. Yeah. Basically, based on the idea that everybody ran to this when we made it

609
01:20:54.990 --> 01:21:02.860
Council Chambers: fast to do. The note I wanted to add was that I believe Los Angeles has, like, the way they consider things vacant is

610
01:21:03.170 --> 01:21:16.949
Council Chambers: the build… there can be a structure on it, but it can be condemned, or utilities can be disconnected, and that counts as vacant. You don't actually have to have it physically knocked down. So, as a… you know, I know as a practitioner, you know, of…

611
01:21:17.170 --> 01:21:25.519
Council Chambers: that's my day job. A lot of people choose, a lot of clients, to not go through with SB9 because of that 3-year

612
01:21:25.900 --> 01:21:29.449
Council Chambers: Residency requirement, you know, and if that was taken away.

613
01:21:29.900 --> 01:21:33.099
Council Chambers: You would get more applications that fit the…

614
01:21:33.470 --> 01:21:35.610
Council Chambers: That fits the neighborhood, you know.

615
01:21:35.870 --> 01:21:40.190
Council Chambers: These people were upset about there being penthouses next door, and if there are

616
01:21:40.330 --> 01:21:56.469
Council Chambers: free houses next door, it's a lot more in tune with what's already there. Well, looking forward to the full report. Thank you. I did have it sent out, but it will, of course, be changed as we talk to

more developers and so forth. There are a lot of footnotes. Yep.

617
01:21:56.470 --> 01:22:15.000
Council Chambers: And let's… when we… whenever we do schedule, let's make sure we do it in a way that we all get your document. Yeah, I sent it out earlier this evening, but, like, I don't expect people to have a chance to… have had a chance to read it. So we can… we can coordinate once we're getting closer to the actual meeting. Yeah. I'll talk to staff about when we'll actually try and schedule,

618
01:22:15.000 --> 01:22:21.699
Council Chambers: trying to adopt this sent to the City Council and try and get them to pass it. Can I ask that? We're blessed with the presence of the city.

619
01:22:21.780 --> 01:22:27.919
Council Chambers: We're a general city, not a charter city, correct? Do I have that correct? We are a general law city, correct.

620
01:22:28.210 --> 01:22:33.279
Council Chambers: Can you speak to any history of us ever trying to become a charter city?

621
01:22:34.510 --> 01:22:45.320
Council Chambers: There's only been very informal discussions about becoming a chartered city. A lot of it came about,

622
01:22:46.500 --> 01:23:03.970
Council Chambers: when, when, after the proposition… after Proposition 218 came into effect and limited, the city's taxing authority, there was some discussion, about whether we would have more authority as a charter city.

623
01:23:04.090 --> 01:23:13.920
Council Chambers: But ultimately, there was not much interest. Am I correct in my conclusion that if we went through the hurdle to become a charter city, it would give us more

624
01:23:14.040 --> 01:23:17.790
Council Chambers: ability to write the kind of laws he's talking about?

625
01:23:18.740 --> 01:23:23.309
Council Chambers: Probably not. The… the state has been…

626
01:23:23.740 --> 01:23:38.129
Council Chambers: Very explicit in most cases in stating that their statutes are matters of statewide concern, and therefore, trump any, any contrary charter provision.

627
01:23:39.980 --> 01:23:40.860
Council Chambers: Boo.

628

01:23:42.230 --> 01:23:46.110
Council Chambers: Okay, I will move us on then after… Yeah.

629
01:23:51.520 --> 01:23:53.639
Council Chambers: Which are on this here, right now.

630
01:23:54.640 --> 01:24:01.530
Council Chambers: Can we do that? I… I mean, it's agendaized, can you open up? You have to allow comment on every item on the agenda.

631
01:24:01.870 --> 01:24:02.900
Council Chambers: Okay.

632
01:24:04.310 --> 01:24:17.709
Council Chambers: You have up to 2 minutes, welcome back. Thank you, I want to hold you guys accountable. It's on the agenda, you have to open it to public hearing. Thank you. I'm concerned about, things that are not on the agenda.

633
01:24:17.710 --> 01:24:31.759
Council Chambers: you have an item subcommittee. He started talking, we had no idea what the actual topic was, what the subcommittee name was, what you're studying. He's talking to developers, you're writing rules. Where's the public get input into that process?

634
01:24:31.890 --> 01:24:55.420
Council Chambers: and I complained about this while I was on council, it seems like you guys are operating under the radar, basically, is where I'm coming from, is you start a topic, I have no idea what you're talking about, I have no idea what the subcommittee's called, I have no idea, it's not on the agenda, it's not clear. And I'm very concerned of getting rid of an occupancy requirement. The biggest thing is, we don't want short-term rentals.

635
01:24:55.420 --> 01:24:59.570
Council Chambers: If you're gonna force us to build housing, which I do know we need housing.

636
01:24:59.570 --> 01:25:03.500
Council Chambers: In fact, I didn't say this under Tech Park, but I support the housing.

637
01:25:03.530 --> 01:25:18.670
Council Chambers: Something else will be worse. But if you let people do short-term rentals, then you're defeating why we need workforce housing. So you need the occupancy requirement. That's why it's there, is to keep people from renting them out to short-term rentals.

638
01:25:18.670 --> 01:25:29.319
Council Chambers: So I would strongly object to release, you know, that 3-year requirement is there for a reason. So that's why I think you need to have better public disclosure of what you guys are doing.

639
01:25:29.370 --> 01:25:46.839

Council Chambers: Susan, under SB1123, there is no occupancy requirement. He was just talking about… Okay, whatever it is, they all should maintain that there should be no short-term rentals, they should maintain that they should be owner-occupied.

640
01:25:46.840 --> 01:25:51.820
Council Chambers: We are getting people that are… or we are getting corporations that are buying up these houses.

641
01:25:51.820 --> 01:26:07.560
Council Chambers: not renting them, or leaving them unoccupied, or renting them, like I said, to short-term rentals. So, I would strongly object to getting rid of any of those requirements. Susan, we've been doing subcommittees for the last couple of years. We do subcommittees with a couple of,

642
01:26:07.840 --> 01:26:15.070
Council Chambers: commissioners, and we do an investigation. We write a report that comes to the… to the Commission publicly.

643
01:26:15.200 --> 01:26:23.210
Council Chambers: But it doesn't list it and what it is… I think we just want better minutes. I understand that we should have said what the specific subcommittees are, but in terms of

644
01:26:23.360 --> 01:26:35.099
Council Chambers: getting public input. When the reports get written, when the draft reports get written, which will be, whatever, 2 or 3 months, we'll have a couple reports, it'll be coming in front of the Commission for review.

645
01:26:35.330 --> 01:26:37.129
Council Chambers: publicly. So…

646
01:26:37.230 --> 01:26:54.580
Council Chambers: to that point, we're just doing a research investigation. And where does the public get to be involved in that process? At the time it comes in for review by the Commission. I know, but if you're out talking to developers and having a conversation, and you're not talking to the public, you're selectively picking opinions and discussion, and I just…

647
01:26:54.580 --> 01:27:18.650
Council Chambers: I feel like you need to be more transparent in what you're doing on your subcommittees. I would like to see more information provided, and if you are out talking to developers, then you should be talking to the community to also give input, to write the report, to bring it back to Council and Committee. I think it's a fair point. That's the point I was trying… that's the main point I was trying to make. I think that's a fair point, but I'll def… I'm… since I'm not on the subcommittee.

648
01:27:18.650 --> 01:27:20.499
Council Chambers: Because I want to defend them, because

649
01:27:20.720 --> 01:27:28.120
Council Chambers: I think if you had looked at the agendas, not just today's, you'd have the context that we

all picked up from.

650
01:27:28.150 --> 01:27:43.719
Council Chambers: And I don't think it's a good use of our time to repeat the previous session's discussions so that people who just came for one meeting can have a full thing. We'd never get through anything, so I don't generally disagree with you, but in this, because I'm watching from minute to minute.

651
01:27:43.880 --> 01:27:50.910
Council Chambers: They're doing the right thing and saying, before we say something stupid, we're gonna get our facts and bring it to you all, then have an opinion.

652
01:27:50.910 --> 01:27:59.469
Council Chambers: then the public can weigh in on it. It's more of an educational exercise for… I know, if you guys are out contacting specific

653
01:27:59.470 --> 01:28:16.829
Council Chambers: portions of developers and things like that, and writing a report, then you should also be asking the public for the comment. And yes, if it says subcommittee, and you're going to make a report, at least state what the name of the subcommittee or the topic is. Okay, that's my point I'm trying to make. That one I don't have it.

654
01:28:17.080 --> 01:28:22.030
Council Chambers: Thank you, thank you for your feedback. I agree, like…

655
01:28:22.150 --> 01:28:38.799
Council Chambers: updating the agenda, should list these things, et cetera, et cetera. We are looking for feedback. Please come talk to me after the meeting, we'll schedule something. I would like to get as feedback from people who have experience on this stuff. Like, I'm trying to talk to as many people as possible. Matt and I will set up a meeting.

656
01:28:39.400 --> 01:28:44.000
Council Chambers: And we will have the… what's that?

657
01:28:44.100 --> 01:29:03.689
Council Chambers: Sure. And also, we will be bringing this to a public meeting when we are writing a report and before we send it to City Council and so forth. We are not… really not trying to do this under the table, but this is the same method we use to do streamlining, is that you do a lot of deep research and have one-on-one talks with people to get ideas about what are the blockers for various types of development.

658
01:29:04.010 --> 01:29:08.689
Council Chambers: That said, I'd like to talk to you later.

659
01:29:08.830 --> 01:29:09.809
Council Chambers: That's all I got.

660
01:29:10.290 --> 01:29:12.800

Council Chambers: Were you gonna… I do too.

661
01:29:13.560 --> 01:29:25.119
Council Chambers: Oh, you're getting the correct version. Thank you. I think that is fair feedback. We could list the subcommittees and the description of what they are working on on the agenda. I think that's something we should correct.

662
01:29:25.120 --> 01:29:36.860
Council Chambers: And… and I would echo, like, we will be talking about some of these reports, and I think that is the forum in which we intended to get the public comment, but do appreciate it. Thank you for… thank you for bringing this up.

663
01:29:37.430 --> 01:29:43.329
Council Chambers: With that, I will turn this over to the report of the Community Development Director.

664
01:29:44.150 --> 01:29:50.730
Council Chambers: We'll be generally, generally short. Number one, we'll make sure on our future agendas we list so many names.

665
01:29:50.870 --> 01:29:51.850
Council Chambers: reinforce that.

666
01:29:52.260 --> 01:29:59.659
Council Chambers: Two, I am obviously of interest to the public and police planning commission, last Tuesday's Council meeting.

667
01:29:59.900 --> 01:30:05.500
Council Chambers: City Council, reviewed options in regard to Campbell's Starter Home Urgency Ordinance.

668
01:30:05.900 --> 01:30:15.010
Council Chambers: After taking a lot of poke testimony in Southport, Council adopted a new urgency ordinance implementing SB1123 starter homes.

669
01:30:15.150 --> 01:30:17.529
Council Chambers: It requires, going forward.

670
01:30:17.790 --> 01:30:23.319
Council Chambers: To be eligible for a starter home project, a property must be vacant at the time of application.

671
01:30:23.730 --> 01:30:26.570
Council Chambers: Which is different from the previous ordinance. It allowed

672
01:30:27.440 --> 01:30:31.610
Council Chambers: Property that had a home on it to be rendered vacant during the redevelopment process.

673
01:30:32.410 --> 01:30:36.219
Council Chambers: City Council also directed staff, to develop a

674
01:30:36.420 --> 01:30:50.170
Council Chambers: A demolition control ordinance that will look at, avoiding blight on properties, i.e, could a developer come in, propose a demolition permit, render a property vacant, it could sit for some time without being developed… without some future development.

675
01:30:50.850 --> 01:30:56.459
Council Chambers: And advise that we talk to HCD on the ramifications of adopting a demolition control ordinance.

676
01:30:56.670 --> 01:31:01.330
Council Chambers: Staff has submitted a technical advice, request to HCD.

677
01:31:01.440 --> 01:31:03.190
Council Chambers: About a week and a half ago.

678
01:31:03.440 --> 01:31:08.839
Council Chambers: We've got notice that they will, start a preliminary review and should give us comments within the next week or two.

679
01:31:09.180 --> 01:31:11.809
Council Chambers: And once we have more information, I can provide them.

680
01:31:13.160 --> 01:31:19.039
Council Chambers: Three last items, I'm gonna look for our attorney support on the last one. Second one… sorry, third one.

681
01:31:19.460 --> 01:31:24.000
Council Chambers: As I noticed last time, we are down to just 2 planners in our planning office, so…

682
01:31:24.130 --> 01:31:29.279
Council Chambers: For folks who either are asking our assistance or needing help, little patients in here.

683
01:31:29.410 --> 01:31:36.550
Council Chambers: We do know of some sharp planning candidates. We are… have officially posted, and we'll be hiring an assistant and associate planner.

684
01:31:38.000 --> 01:31:51.509
Council Chambers: One more item before I turn it over to Bill, Bill's help on the last one. Next Planning Commission meeting, as a reminder to the Commission, I have asked our Public Works Director and Recreation and Community Services Director to come and present on the world of park fees.

685
01:31:51.650 --> 01:31:55.660
Council Chambers: So, what are they? How are they accepted? What are they used for? What's the track record?

686
01:31:56.230 --> 01:32:02.739
Council Chambers: Under the premise, if for some reason they were produced or waived for additional projects, you know, what are the ramifications of that?

687
01:32:03.140 --> 01:32:13.120
Council Chambers: With that, the last one I was going to ask our city attorney's help on, I know some commissioners, have gone to city council meetings, and have, provided some testimony and input under public comment.

688
01:32:13.270 --> 01:32:26.509
Council Chambers: I've known I've gotten a question, at least from one commissioner, Commissioner Buckbinder, on the rules and parameters around that, and just to give general guidance, if you would wish to do so, what is the parameters of how you disclose either your position or not, and how you're speaking?

689
01:32:26.820 --> 01:32:28.700
Council Chambers: asked Bill to just address the

690
01:32:29.250 --> 01:32:39.619
Council Chambers: Which I'd be happy to do. The good news is you don't entirely lose your rights as a citizen to address the City Council.

691
01:32:39.660 --> 01:32:49.260
Council Chambers: You may do so as an individual. You should make it clear that you are doing so as an individual and not speaking on behalf of the Planning Commission.

692
01:32:49.660 --> 01:32:58.119
Council Chambers: And you need to be aware that if you are speaking on a matter that may come before you as a planning commissioner.

693
01:32:58.200 --> 01:33:16.229
Council Chambers: and you take a position before the City Council, or for that matter, in public anywhere, that could result in a need for you to recuse yourself when it comes before the Planning Commission if it evidences a bias on your part.

694
01:33:20.710 --> 01:33:32.610
Council Chambers: That's it. Okay. Go ahead. This goes back to when you were talking about the demolition plan. So, I don't know, about 10 years ago, I did some demolition, and I had to get my permit and all that, and there was

695
01:33:33.330 --> 01:33:49.569
Council Chambers: I'll use the word onerous, because I was young and naive at the time, but onerous requirements to recycle materials. And I remember I… I pulled out more nails than were originally in the

building when I demoed it. And I just want to know how that recycling

696
01:33:49.750 --> 01:33:54.130
Council Chambers: Clause is going to be impacted with your new demolition parameters.

697
01:33:54.320 --> 01:33:56.040
Council Chambers: bear that one in mind, I guess.

698
01:33:56.830 --> 01:34:10.719
Council Chambers: I think it would remain the same. That's generally a state Cal Green requirement. You have to recycle your construction material, so… But they would have to… because normally you want to use a lot of it in your new build, because it's all right there, ready to go, you save some. So, I could see that making it really…

699
01:34:11.010 --> 01:34:16.359
Council Chambers: You know, nobody else wants to buy your old, hard, really hard, brittle wood.

700
01:34:16.510 --> 01:34:20.640
Council Chambers: So, from a feasibility standpoint, how's that gonna work?

701
01:34:21.090 --> 01:34:23.399
Council Chambers: But there's a good point. If someone was…

702
01:34:23.650 --> 01:34:31.629
Council Chambers: intending to redevelop a property, demolish the property first, wait it, and then build, it could present some issues on how you reuse those materials.

703
01:34:31.870 --> 01:34:33.219
Council Chambers: Boy, we'd have to look at that.

704
01:34:33.670 --> 01:34:39.670
Council Chambers: Sorry, to be clear, the ordinance is changed already.

705
01:34:40.590 --> 01:34:52.270
Council Chambers: Today, the urgency ordinance adopted by Council has been modified from the previous ordinance. It requires that if you intend to do a starter home project, the property must be vacant at the time of application.

706
01:34:53.570 --> 01:35:04.149
Council Chambers: Okay, so, how many of the existing applications, had complete SB330 pre-applications before that.

707
01:35:04.760 --> 01:35:08.850
Council Chambers: We, and this was in the Council report, we have 16 applications.

708
01:35:09.050 --> 01:35:10.999
Council Chambers: Half of them are in single family.

709
01:35:11.270 --> 01:35:17.459
Council Chambers: all of the applications to single-family, they have SB330 applications. Okay, so this will still go forward?

710
01:35:17.720 --> 01:35:19.870
Council Chambers: Sorry? Those will still go forward?

711
01:35:20.300 --> 01:35:21.450
Council Chambers: At this time.

712
01:35:22.400 --> 01:35:24.720
Council Chambers: Are you still looking at that issue?

713
01:35:25.060 --> 01:35:40.790
Council Chambers: In terms of whether SB330 is applicable? Yeah, it's part of the technical advice letter sent to HCD. The collection of issues around Campbell's Ordinance, SB330, demolition control ordinance, so a lot of these questions were asked in HCD.

714
01:35:41.660 --> 01:35:51.509
Council Chambers: Is the redo on the ordinance in conformance with the terminology in 1123 in terms of,

715
01:35:52.010 --> 01:35:59.239
Council Chambers: the vacancy specifically talking about abandoned or uninhabitable? Is that… is that in line with that?

716
01:35:59.840 --> 01:36:06.279
Council Chambers: Not just that it's… The language is almost verbatim in that regard.

717
01:36:06.730 --> 01:36:07.700
Council Chambers: So… Thank you.

718
01:36:09.230 --> 01:36:14.439
Council Chambers: Just wanna… I just want to note that if we're concerned about,

719
01:36:14.660 --> 01:36:19.549
Council Chambers: people demolishing houses and leaving them uninhabitable, we had a solution to that problem.

720
01:36:22.060 --> 01:36:22.720
Council Chambers: That's all.

721
01:36:23.080 --> 01:36:41.469
Council Chambers: Okay, one more question. We have an opening on the Planning Commission, and there were applicants, and where… how's that going? Thank you. I… sorry, I put that on my list, but didn't get to it. I pinged the clerk on that item. She noted that we have two applicants. Good. Two is better than one.

722
01:36:41.660 --> 01:36:49.459
Council Chambers: Here's Veteran Zero. They are waiting for the return of a council member who's, currently, I think, not local to come back.

723
01:36:49.640 --> 01:36:53.780
Council Chambers: And they review, the initial process for selecting the Planning Commission.

724
01:36:54.200 --> 01:36:55.680
Council Chambers: Hopefully that will get started soon.

725
01:36:56.120 --> 01:36:57.620
Council Chambers: And, and do, do we…

726
01:36:57.920 --> 01:37:07.500
Council Chambers: Are we involved in that at all? You're not? We just… we just opened them up. Meet them on their first day. Really? We'll be involved when they start. Wow. Yeah, I've been to some of those weddings.

727
01:37:09.100 --> 01:37:11.430
Council Chambers: Greg, anything else? No?

728
01:37:11.820 --> 01:37:24.110
Council Chambers: All right, well, thank you, members of the public, for attending. Thank you, staff. I will adjourn us to the next meeting of the Planning Commission on May 12th at 7pm. Thanks very much.

729
01:37:25.070 --> 01:37:26.219
Council Chambers: Thank you all.

Appendix B
Transportation Analysis (Revised)

Hexagon Transportation Consultants, Inc.

Memorandum

Date: March 18, 2026

To: Matthew Jue, City of Campbell

From: Gary Black and Michelle Hunt

Subject: Transportation Analysis for the Proposed Residential Development Project at 635, 655, 675, and 695 Campbell Technology Parkway in Campbell, California

Hexagon Transportation Consultants, Inc. has completed a transportation analysis for the proposed residential development located at 635, 655, 675, and 695 Campbell Technology Parkway in Campbell, California (see Figure 1). The project proposes replacing the current partially occupied research and development facilities on the site with a housing development comprised of 27 detached small-lot single-family homes and 263 townhomes for a total of 290 dwelling units (see Figure 2). The project would provide 718 parking spaces with access via three driveways on Campbell Technology Parkway.

The transportation study was conducted for the purpose of identifying transportation impacts and operational issues related to the proposed development.

Scope of Study

CEQA Transportation Analysis

Per the California Environmental Quality Act (CEQA) Guidelines checklist, the study evaluates the project's transportation impacts to address the following questions.

- Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?
- Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) regarding vehicle miles traveled (VMT)?
- Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- Would the project result in inadequate emergency access?

Local Transportation Analysis

The local transportation analysis (LTA) includes an analysis of the traffic operational effects of the project on the key intersections, freeway segments, and freeway ramps in the study area. The LTA also includes an evaluation of site access and circulation.

The effects of the project were evaluated in accordance with the standards set forth by the City of Cambell and the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP).

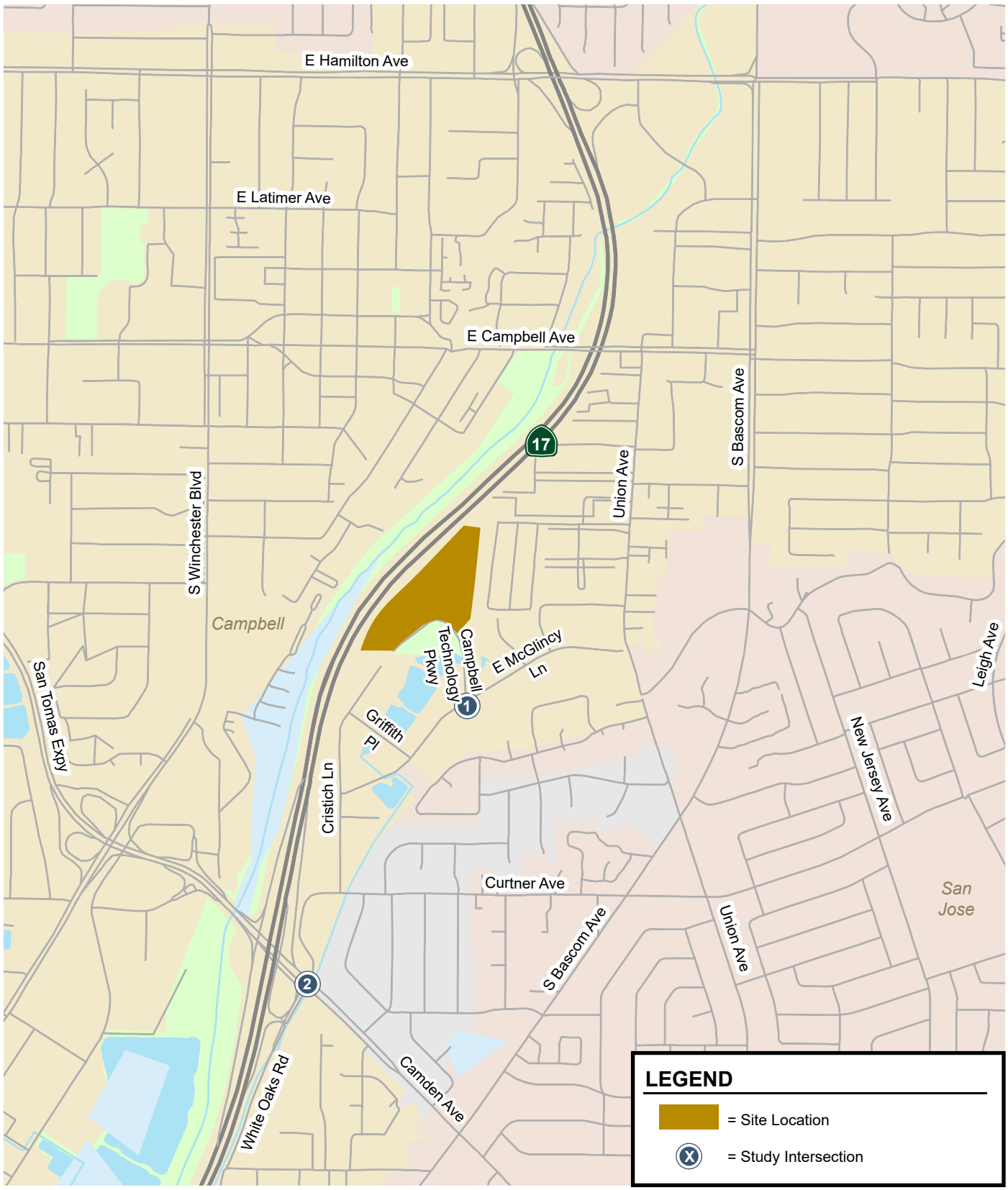


Figure 1
Project Site Location and Study Intersections

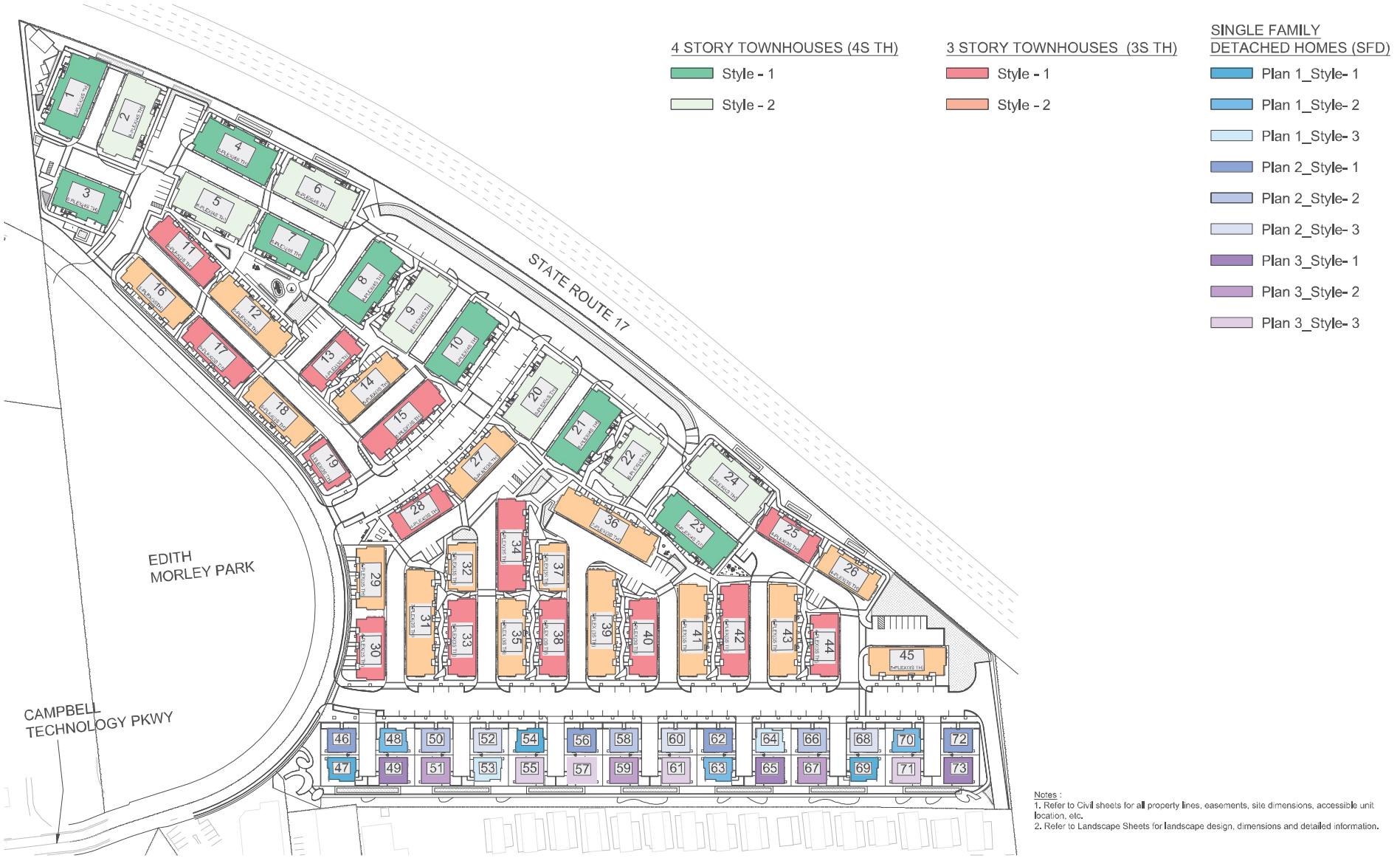


Figure 2
Site Plan

CEQA Transportation Analysis

Pedestrian, Bicycle, and Transit Analysis

Campbell does not have any policies regarding how to analyze or define pedestrian, bicycle, or transit impacts. For the purposes of this study, pedestrian impacts would occur if the project would interfere with or conflict with an existing or planned pedestrian facility or create a demand for pedestrian facilities where none exist or are planned. For the purposes of this study, bicycle impacts will be defined based on Bicycle Level of Traffic Stress (BLTS), which is defined in detail below. An impact would occur if the project would add motor vehicle traffic to a street with a BLTS score of 3 or 4. For the purposes of this study, a transit impact will be defined as affecting bus stops or routes or adding riders beyond the system capacity.

Pedestrian Access and Circulation

The project site is far removed from typical pedestrian destinations such as schools, stores, and bus stops. However, there is a neighborhood park directly across the street. Pedestrian trips generated by the proposed project were estimated based on the generation rates for "Single-Family Attached Housing" (Land Use Code 215) published by the ITE *Trip Generation Manual, 11th Edition*. Based on the ITE trip generation rates, it is estimated that the proposed project would generate 392 daily pedestrian trips, with 32 pedestrian trips during the AM peak hour and 46 pedestrian trips during the PM peak hour (see Table 1). The pedestrian trips generated by the existing R&D buildings were estimated by applying the pedestrian trip rates for "Research and Development (Land Use Code 760)". The estimated number of pedestrian trips generated by the existing development was deducted from the estimated number of trips generated by the proposed project, which results in an estimated net increase of 322 daily pedestrian trips with 26 additional pedestrian trips in the AM peak hour and 38 additional pedestrian trips in the PM peak hour (see Table 1). These estimates based on ITE data may overestimate the number of pedestrian trips because of the lack of destinations in the area. There are no schools or retail areas within walking distance. There is a park directly across the street, however, that would attract pedestrian trips. Future residents of the project who want to walk to Edith Morley Park would need to cross Campbell Technology Parkway.

Between the project site and McGlincy Lane, there is a continuous sidewalk on the west side of Campbell Technology Parkway and a discontinuous sidewalk on the east side of the street (see Figure 3). Continuous sidewalks also are present along both sides of McGlincy Lane to the east toward Union Avenue. There are no sidewalks on McGlincy Lane to the west of Campbell Technology Parkway. There is a marked crosswalk on the west leg across McGlincy Lane at the Campbell Technology Parkway intersection. The City has not identified any planned pedestrian improvements within walking distance of the project site. The project would provide wider sidewalks with landscaping along the project frontage to enhance the pedestrian environment.

While the project would not interfere with or conflict with existing or planned pedestrian facilities, the project would create a demand for pedestrian facilities on the east side of Campbell Technology Parkway where the sidewalk is discontinuous. This constitutes a significant impact. To mitigate the impact, the project should install a high visibility ADA-compliant crosswalk across Campbell Technology Parkway at the project's midblock driveway along with the associated pedestrian warning signs and yield lines in each direction and new ADA-compliant ramps at both ends of this new crosswalk. The project also should install a crosswalk along the north leg of the Campbell Technology Parkway at East McGlincy Lane intersection to connect the northeast and northwest corners of the Campbell Technology Parkway/East McGlincy Lane intersection. The two existing curb ramps should be retrofitted to be made ADA compliant. The project also should provide a

public access easement across the property streets to preserve bicycle and pedestrian access for a potential future bicycle and pedestrian bridge across Highway 17 that is currently being studied by Campbell. Implementation of this mitigation measure would reduce the pedestrian impact to a less than significant level.

Table 1
Trip Generation Summary – Pedestrian Trips

			Pedestrian Trips									
			Daily	Daily	AM Peak-Hour Trips				PM Peak-Hour Trips			
Land Use	Size	Units	Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed												
Single-Family Detached Housing [1]	27	du	1.35	36	0.11	2	1	3	0.16	1	3	4
Townhomes [2]	263	du	1.35	355	0.11	23	6	29	0.16	14	28	42
Subtotal Project Trips				*392*		*25*	*7*	*32*		*15*	*31*	*46*
Existing												
R&D [3]	280	s.f.	0.50	(0)	0.04	(0)	(0)	(0)	0.06	(0)	0	(0)
Net New Pedestrian/Walk Trips				**391**		**25**	**7**	**32**		**15**	**31**	**46**

Notes:
du = dwelling units
s.f. = square feet

[1] AM and PM peak hour pedestrian trips generated by the proposed single-family housing is based bicycel trip generation rates published in the ITE Trip Generation online database for Single-Family Attached Housing (Land Use Code 215). Daily trips are estimated by (AM trips + PM trips)/2*10.

[2] AM and PM peak hour pedestrian trips generated by the proposed townhomes is based bicycel trip generation rates published in the ITE Trip Generation online database for Single-Family Attached Housing (Land Use Code 215). Daily trips are estimated by (AM trips + PM trips)/2*10.

[3] AM and PM peak hour pedestrian trips generated by the existing R&D use is based on the bicycel trip generation rates published in the ITE Trip Generation online database for Research & Development (Land Use Code 760). No splits information is available for pedestrian trips. The inbound and outbound split is based on person trips. Daily trips are estimated by (AM trips + PM trips)/2*10.

			Pedestrian Trips									
			Daily	Daily	AM Peak-Hour Trips				PM Peak-Hour Trips			
Land Use	Size	Units	Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed												
Single-Family Detached Housing [1]	27	du	1.35	36	0.11	2	1	3	0.16	1	3	4
Townhomes [2]	263	du	1.35	355	0.11	23	6	29	0.16	14	28	42
Subtotal Project Trips				*392*		*25*	*7*	*32*		*15*	*31*	*46*
Existing												
R&D [3]	139,000	s.f.	0.50	(70)	0.04	(4)	(1)	(6)	0.06	(3)	(5)	(8)
Net New Pedestrian/Walk Trips				**322**		**21**	**5**	**26**		**12**	**26**	**38**

Notes:
du = dwelling units
s.f. = square feet

[1] AM and PM peak hour pedestrian trips generated by the proposed single-family housing is based bicycel trip generation rates published in the ITE Trip Generation online database for Single-Family Attached Housing (Land Use Code 215). Daily trips are estimated by (AM trips + PM trips)/2*10.

[2] AM and PM peak hour pedestrian trips generated by the proposed townhomes is based bicycel trip generation rates published in the ITE Trip Generation online database for Single-Family Attached Housing (Land Use Code 215). Daily trips are estimated by (AM trips + PM trips)/2*10.

[3] AM and PM peak hour pedestrian trips generated by the existing R&D use is based on the bicycel trip generation rates published in the ITE Trip Generation online database for Research & Development (Land Use Code 760). No splits information is available for pedestrian trips. The inbound and outbound split is based on person trips. Daily trips are estimated by (AM trips + PM trips)/2*10.

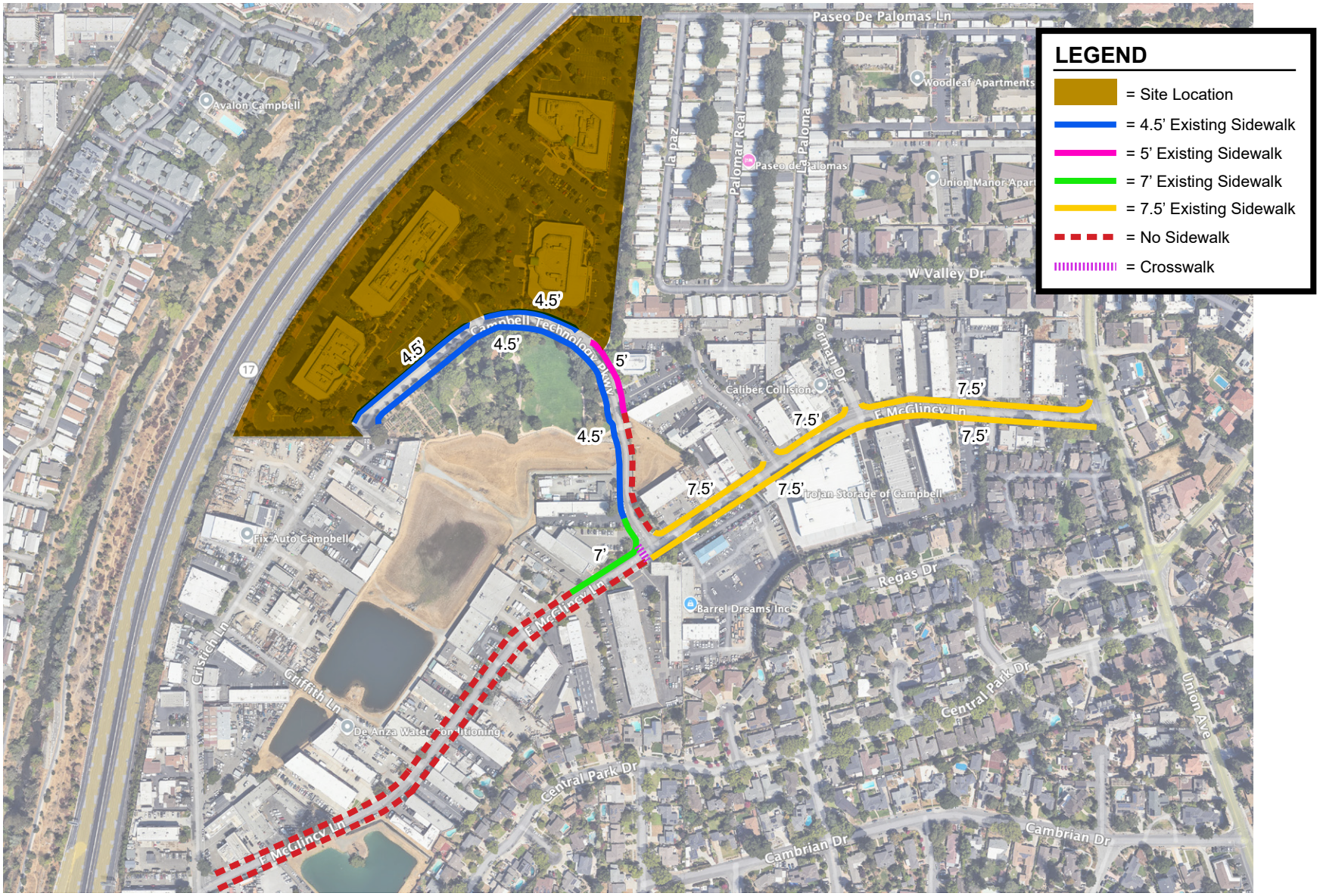


Figure 3
Existing Pedestrian Facilities

NORTH
Not to Scale

Bicycle Access and Circulation

Bicycle facilities in the project area are limited and not well-connected. In the vicinity of the project site, Class II bicycle lanes are only present on Union Avenue north of East McGlincy Lane and a short segment of Railway Avenue (see Figure 4). Other bicycle facilities near the project site include the Los Gatos Creek Trail, bike lanes on a portion of Campbell Avenue, and bike routes on Campbell Avenue and Railway Avenue. While the neighborhood streets in the vicinity of the project site do not have bicycle lanes, they are conducive to bicycle travel due to their low traffic volumes and low speeds.

The number of bicycle trips generated by the proposed project was estimated based on the bicycle trip generation rates for "Single-Family Attached Housing" (Land Use Code 215) published by the ITE *Trip Generation Manual, 11th Edition*. Based on the ITE trip generation rates, it is estimated that the proposed project would generate 58 daily bicycle trips, with 3 bicycle trips during the AM peak hour and 9 bicycle trips during the PM peak hour (see Table 2). The bicycle traffic generated by the existing R&D building was estimated by applying the bicycle trip rates for "General Office Building (Land Use Code 710)". The total number of trips generated by the existing development was deducted from the estimated number of trips generated by the proposed project, which results in a net increase of 51 bicycle trips on a daily basis with 2 additional bicycle trips in the AM peak hour and 9 additional bicycle trips in the PM peak hour (see Table 2).

The project would provide short-term bicycle parking spaces on-site. The short-term bicycle racks would be located at 12 locations throughout the site, and each would have a six-bike capacity. All bicycle parking spaces would be accessible from the main project driveway. Each unit also would have a garage that could be used for bicycle storage.

Table 2
Trip Generation Summary – Bicycle Trips

			Bicycle Trips									
			Daily	Daily	AM Peak-Hour Trips				PM Peak-Hour Trips			
Land Use	Size	Units	Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed												
Single-Family Detached Housing [1]	27	du	0.20	5	0.01	0	0	0	0.03	1	0	1
Townhomes [2]	263	du	0.20	53	0.01	1	2	3	0.03	5	3	8
Subtotal Project Trips				*58*		*1*	*2*	*3*		*6*	*3*	*9*
Existing												
R&D [3]	280	s.f.	0.05	(0)	0.01	(0)	0	(0)	0	0	0	0
Net New Bicycle Trips				**57**		**0**	**2**	**2**		**6**	**3**	**9**

Notes:
du = dwelling units
s.f. = square feet

[1] Bicycle trips generated by the proposed single-family housing is based on bicycel trip generation rates published in the ITE Trip Generation online database for Single-Family Attached Housing (Land Use Code 215). Daily trips are estimated by (AM trips + PM trips)/2*10.

[2] Bicycle trips generated by the proposed townhomes is based on bicycel trip generation rates published in the ITE Trip Generation online database for Single-Family Attached Housing (Land Use Code 215). Daily trips are estimated by (AM trips + PM trips)/2*10.

[3] Bicycle trips generated by the existing R&D development is based on the bicycel trip generation rates published in the ITE Trip Generation online database for General Offic Building (Land Use Code 710). No split information is available for bicycle trips. The inbound and outbound split is based on person trips. Daily trips are estimated by (AM trips + PM trips)/2*10.

			Bicycle Trips									
			Daily	Daily	AM Peak-Hour Trips				PM Peak-Hour Trips			
Land Use	Size	Units	Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed												
Single-Family Detached Housing [1]	27	du	0.20	5	0.01	0	0	0	0.03	1	0	1
Townhomes [2]	263	du	0.20	53	0.01	1	2	3	0.03	5	3	8
Subtotal Project Trips				*58*		*1*	*2*	*3*		*6*	*3*	*9*
Existing												
R&D [3]	139,000	s.f.	0.05	(7)	0.01	(1)	0	(1)	0	0	0	0
Net New Bicycle Trips				**51**		**0**	**2**	**2**		**6**	**3**	**9**

Notes:
du = dwelling units
s.f. = square feet

[1] Bicycle trips generated by the proposed single-family housing is based on bicycel trip generation rates published in the ITE Trip Generation online database for Single-Family Attached Housing (Land Use Code 215). Daily trips are estimated by (AM trips + PM trips)/2*10.

[2] Bicycle trips generated by the proposed townhomes is based on bicycel trip generation rates published in the ITE Trip Generation online database for Single-Family Attached Housing (Land Use Code 215). Daily trips are estimated by (AM trips + PM trips)/2*10.

[3] Bicycle trips generated by the existing R&D development is based on the bicycel trip generation rates published in the ITE Trip Generation online database for General Offic Building (Land Use Code 710). No split information is available for bicycle trips. The inbound and outbound split is based on person trips. Daily trips are estimated by (AM trips + PM trips)/2*10.

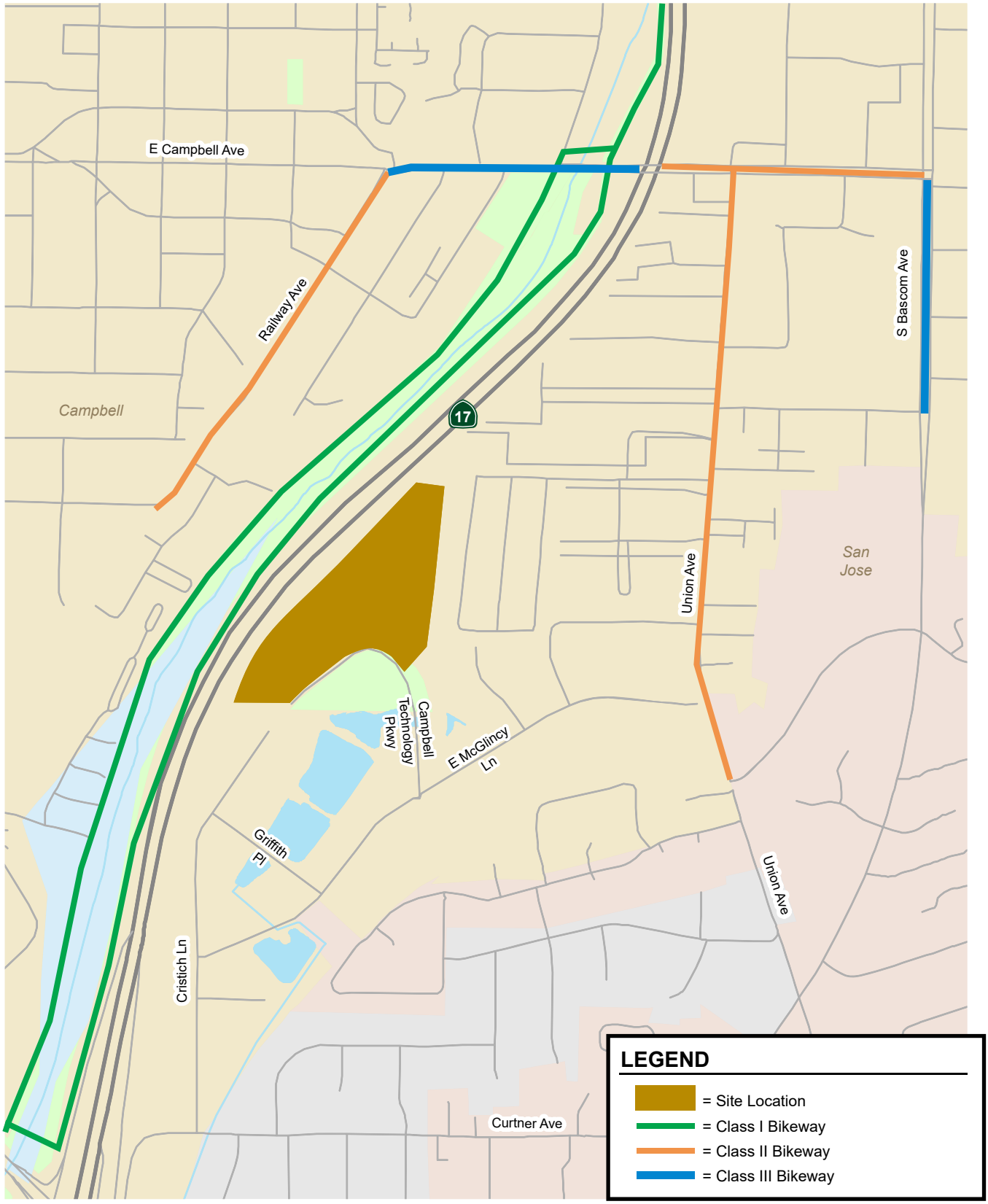


Figure 4
Existing Bicycle Facilities

Bicycle Level of Traffic Stress

Many factors contribute to a person's comfort and perceived safety when bicycling. VTA used Level of Traffic Stress (LTS) analysis to measure the comfort of roads and bikeways in the county. LTS analysis considers the posted speed limit, number of lanes of traffic, and type of bikeway provided. Streets are graded on a scale, with 1 being the lowest stress, and 4 being the highest stress. These categories reflect the amount of stress that different types of bicyclists will tolerate.

- LTS1: Most children feel comfortable bicycling.
- LTS2: The mainstream adult population feels comfortable bicycling.
- LTS3: Bicyclists who are considered "enthused and confident" but still prefer having their own dedicated space feel comfortable while bicycling.
- LTS4: Only "strong and fearless" bicyclists feel comfortable while bicycling. These routes have high speed limits, multiple travel lanes, limited or non-existent bicycle lanes and signage, and large distances to cross at intersections.

The VTA has developed a BLTS map[1] to identify the perceived comfort and safety of existing roads and bikeway facilities from the perspective of cyclists, as indicated with a BLTS score ranging from 1 to 4. Based on the VTA's BLTS map, both East McGlincy Lane and Campbell Technology Pkwy have a BLTS of 2, which indicates that an average adult population feels comfortable bicycling.

A project would result in a significant impact on bicycle operations if the project increases motor vehicle trips to a roadway with a bicycle level of traffic stress (BLTS) score of 3 or 4. The project would add traffic to Campbell Technology Parkway and E. McGlincy Lane, but those streets have a BLTS score of 2. Therefore, the project bicycle impact would be less than significant.

Transit Services Analysis

The project site is not considered transit accessible, which is typically defined as within ¼ mile of a bus stop. The closest bus stops are located one mile from the site. The two LRT stations near the project site are located on the west side of SR 17. The Winchester LRT Station is located about 1.9 miles southwest of the project site and the Downtown Campbell LRT station is located approximately 1.6 miles northwest from the project site. Because the project site is not served by transit, the project would not affect any existing transit services, and its impact would be less than significant.

Vehicle Miles Traveled Analysis

The City implemented a VMT policy to comply with California SB 743 on July 1, 2020, as required by CEQA and was updated in April 2024. The VMT Policy provides the CEQA Project Screening Criteria and Thresholds of Significance for the preparation of CEQA transportation analysis. Based on the City's guidance, if a project meets one or more of the established screening criteria, a detailed CEQA transportation analysis is not required since the project is presumed to result in less than significant VMT impacts.

[1] https://gis.vta.org/portal/apps/PublicInformation/index.html?appid=dff791e5848a488c89a5d406c14481a4. Accessed on 4/10/2025

Consistent with the City's VMT policy and state guidelines, projects shall be presumed to have a less than significant transportation impact if they meet any of the following screening criteria:

- Small Project Screening: Any development that would generate fewer than 110 daily vehicle trips shall be presumed to have a less than significant transportation impact.
- Local-Serving Retail Screening: Retail commercial projects comprised of stores of up to 60,000 gross square feet shall be presumed to have a less than significant transportation impact.
- Local-Serving Public Facilities Screening: Local-serving public facilities (publicly owned or controlled), excluding private schools, high schools and middle schools, shall be presumed to have a less than significant VMT impact. Examples of these projects include a park, branch library, community center, fire station, and public elementary school.
- Affordable Housing Screening: Projects with 100 percent affordable housing shall be presumed to have a less than significant transportation impact on VMT.
- Transit Screening: All land-use projects located within 0.5-mile of a light-rail station shall be presumed to have a less than significant transportation impact on VMT presuming these projects are consistent with the General Plan.
- Screening based on Existing Use: Redevelopment projects that replace existing VMT-generating uses and result in a net decrease in total VMT shall be presumed to cause a less than significant impact. For redevelopment projects that result in a net increase in total VMT, the screening criteria for each land use will be based on the size of the proposed development without any credit for the existing use.
- Transportation Project Screening: Transportation projects that reduce or do not increase VMT shall be presumed to have a less than significant VMT impact. Examples include transportation projects that enhance pedestrian, bike, or transit infrastructure, and transportation projects that maintain current infrastructure, without adding new automobile capacity.
- Project Consistent with the 2040 General Plan (incorporated with the April 2024 VMT Policy update): Any development where the (1) proposed project land use is consistent with the General Plan; (2) the proposed project land use is within the increment of land use change evaluated in the General Plan EIR by Transportation Analysis Zone (TAZ); and (3) the proposed project is consistent with General Plan VMT policies, shall be presumed to have a less than significant transportation impact.

The City's VMT policy specifies that land use projects located within 0.5-mile of a light rail station shall be presumed to have a less than significant transportation impact on VMT presuming these projects are consistent with the General Plan. The City's VMT policy complies with state law requirements including CEQA Guidelines Section 15064.3, which states: "generally, projects within 0.5-mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact." Distance to transit for purposes of VMT evaluation is measured by straight-line distance. The proposed project

site is within 0.5-mile of the Winchester light rail transit station. The project site is also located within 0.5-mile of the South Bascom Avenue and Surrey Place bus stop, which includes Routes 26 and 61, running 15- and 20-min intervals, respectively, during peak periods. While bus stops are not specifically included in the City's Transit Screening criteria, the project site's proximity to this station is relevant given that a 0.5-mile radius to a major transit stop is a commonly accepted distance for transit priority areas where it can be assumed there will be a reduction in VMT[2]. Finally, as already established, the City must treat the proposed project as consistent with its General Plan for all purposes under AB 1893 (Government Code 65589.5(f)(6)(D)). In light of the foregoing, the City finds that the proposed project meets the screening criteria for transit and is presumed to have a less than significant transportation impact. Therefore, the proposed project is presumed to have a less than significant VMT impact.

Roadway Hazards

The project would not alter any streets in the area. Project driveways and other street system features would be designed in accordance with City standards. The project would generate mostly passenger vehicles with few delivery trucks, for which the surrounding roadway system is designed to accommodate. Therefore, the project would not create roadway hazards or generate incompatible uses on the surrounding roadways.

Sight distance was checked at the project driveways. Sight distance recommendations vary depending on the roadway speeds. There is no posted speed limit on Campbell Technology Parkway. The first project driveway has a sight distance of approximately 250 feet, the second project driveway has a sight distance of approximately 300 feet, and the driveway at the end of the street has approximately 500 feet of sight distance. Based on the Caltrans' recommended stopping sight distances, a sight distance of 250 feet is sufficient for a design speed up to 35 mph. Thus, the existing sight distance is adequate. Currently, on-street parking is not allowed along the project frontage on Campbell Technology Parkway. The project proposes to accommodate on-street parking along its frontage. Fifteen feet of red curb to the east and five feet to the west should be provided at each driveway to maintain sight distance for exiting vehicles. With the parking restrictions at each driveway and the pedestrian improvements proposed as mitigation for the project's impact on pedestrians, the project would not substantially increase hazards due to a geometric design feature or incompatible uses. Thus, its impact associated with roadway hazards would be less than significant.

Emergency Vehicle Access

Emergency vehicles would follow the same circulation routes as passenger vehicles. The project's fire access plan shows that emergency vehicles would be able to access the project site via the driveways and would be able to maneuver around the project site through specific streets within the site (see Figure 5). Because the project would not result in inadequate emergency access, its impact would be less than significant.

Local Transportation Analysis

Study Intersections

The traffic analysis was based on levels of service for the following study intersections:

1. Campbell Technology Parkway and East McGlincy Lane (unsignalized)

[2] *Why Creating Affordable Homes Near Transit is a Highly Effective Climate Strategy*, California Housing Partnership, May 2024.

2. Curtner Avenue/White Oaks Road and Camden Avenue (signalized)

The study intersections were selected due to the expected vehicle routes to and from the project site, following the 10 added trips per lane VTA guidelines. The study intersections are shown on Figure 1.

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour typically occurs between 7:00 AM and 9:00 AM and the PM peak hour typically occurs between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most weekday traffic congestion occurs on the roadways in the study area.

This transportation study includes an analysis of the scenarios listed below.

Scenario 1: *Existing Conditions.* Existing conditions are based on traffic counts collected on Tuesday, January 9, 2024, and existing counts. The existing counts were taken from the Camden Avenue and White Oaks Striping project prepared by Hexagon on December 5, 2023. The AM counts were conducted November 8, 2023, and PM counts were conducted September 1, 2022. The counts are provided as Attachment 2.

Scenario 2: *Existing Plus Project Conditions.* Existing plus project conditions were estimated by adding the additional traffic generated by the project to existing traffic volumes. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential traffic operational issues that could occur as a result of the project.

Scenario 3: *Background Conditions.* Background conditions were estimated by adding the projected volumes from approved but not yet completed and occupied developments in the study area to existing peak-hour volumes.

Scenario 4: *Background Plus Project Conditions.* Background plus project conditions were estimated by adding the additional traffic generated by the project to background traffic volumes. Background plus project conditions were evaluated relative to background conditions in order to determine potential traffic operational issues that could occur as a result of the project.

Scenario 5: *Cumulative Conditions.* Cumulative traffic conditions were estimated by applying a 1% per year growth rate to the existing counts for 5 years and adding the projected volumes from approved projects.

Scenario 6: *Cumulative Plus Project Conditions.* Cumulative plus project conditions were estimated by adding the additional traffic generated by the project to cumulative traffic volumes. Cumulative plus project conditions were evaluated relative to cumulative conditions in order to determine potential traffic operational issues that could occur as a result of the project

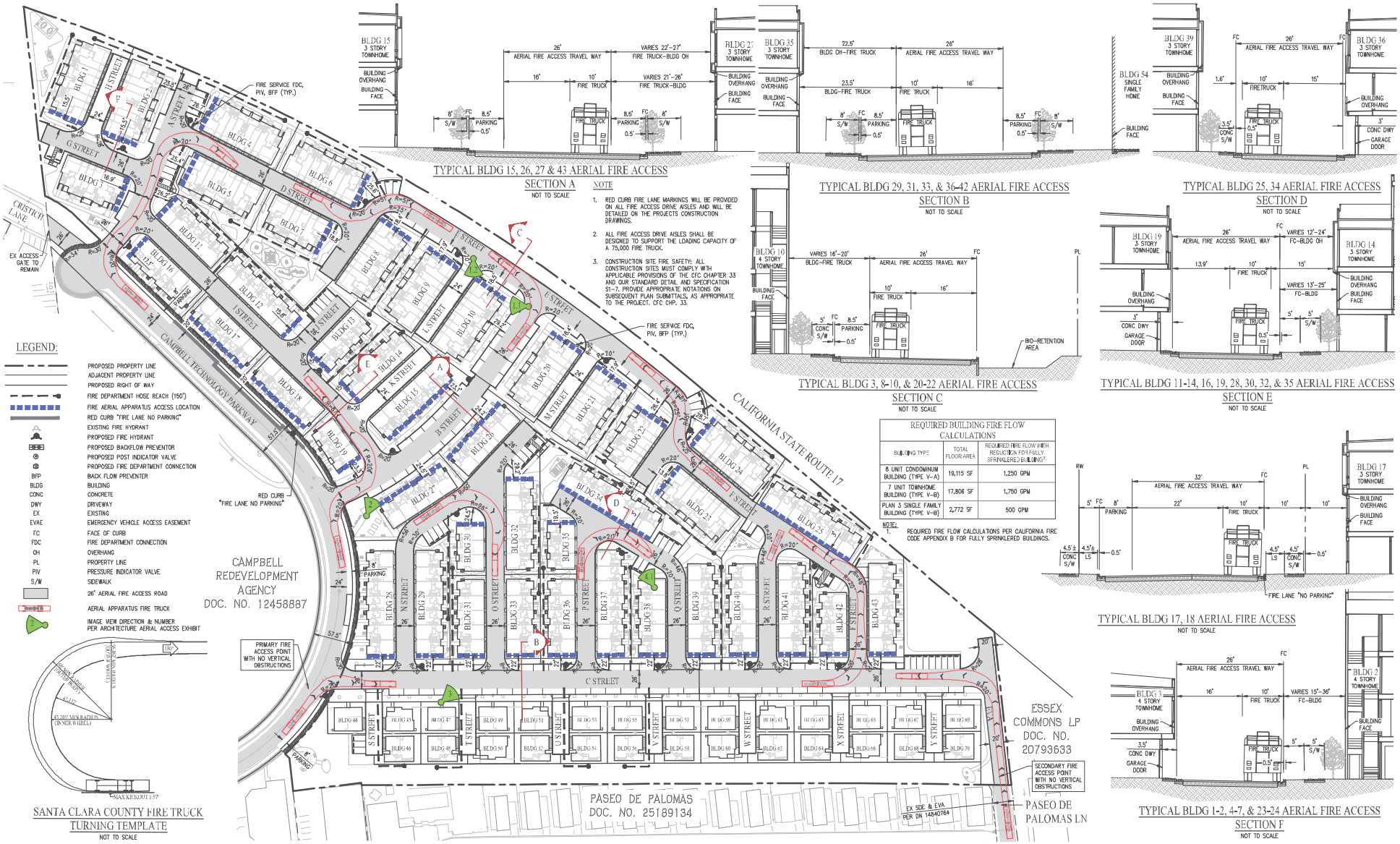


Figure 5
Emergency Vehicle Access Plan

HEXAGON

NORTH
Not to Scale

Freeway Segment Capacity Evaluation

The City is required to conform to the requirements of the VTA that establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's CMP has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the *VTA TIA Guidelines* was completed. However, this analysis is presented for informational purposes only. The freeway capacity was evaluated for the SR 17 segment between Camden Avenue and Hamilton Avenue in the project area.

According to VTA's Guidelines, a freeway level of service analysis is required if the number of project trips added to any freeway segment equals or exceeds one percent of the capacity of the segment. The key freeway segments in the study area were evaluated to determine if the project traffic on each segment would exceed this threshold. SR 17 has three mixed flow lanes in each direction in the vicinity of the project site. The CMP specifies that a mixed-flow lane capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments with less than six lanes. Thus, the three lanes on SR 17 freeway segments near the project site have a capacity of 6,900 vph in each direction. Using the VTA's one-percent threshold, a freeway level of service analysis for SR 17 would be needed if the project would add 69 or more peak-hour trips to the freeway segments near the site. A review of the project trip assignment indicates that the greatest number of project trips in any direction on the subject freeway segment would be no more than 10 trips during the AM and PM peak hours (see Table 4).

Table 3
Freeway Segment Analysis

				Existing Conditions - Mixed Flow Lanes[1]						Project Conditions	
Freeway	Dir.	Segment	Peak Hour	Avg. Speed (mph)	# of Lanes	Capacity	Density (pc/mi/ln)	Volume	LOS	Project Trips	% Capacity
SR 17	NB	Camden Avenue On-Ramp to	AM	16	3	6,900	**73.0**	**3,528**	**F**	10	0.14%
		Hamilton Avenue Off-Ramp	PM	63	3	6,900	24.0	4,539	C	1	0.01%

Notes
Dir. = direction, NB = northbound, mph = miles per hour, pc/mi/ln = passenger cars per mile per lane

[1] Existing freeway conditions information is published in the Santa Clara Valley Transportation Authority (VTA) *2018 CMP Monitoring and Conformance*

BOLD indicates substandard level of service.

Study Freeway Ramps

The freeway ramp capacity at the SR 17 Northbound on-ramp and Camden Avenue interchange was evaluated.

Other Transportation Issues

The study includes an evaluation of intersection queuing and a review of site access and on-site circulation.

Intersection Operations Analysis Methodology

The intersection operations analysis is intended to be a performance measure that quantifies the operations of the study intersection and identifies potential adverse effects due to the addition of project traffic. The intersection operations analysis methodology, standards, and results are discussed below.

Level of Service Analysis Methodology and Standards

Traffic conditions at the study intersection were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

This study utilized the TRAFFIX software to analyze the level of service at the study intersection. This software evaluates intersection operations based on the *Highway Capacity Manual* (HCM) 2000 methodology. The HCM 2000 methodology estimates the average control delay per vehicle in seconds. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For stop-controlled intersections, the delay is reported for the intersection movements that have stop signs. The average control delay can then be correlated to a level of service. Table 5 and Table 6 present the level of service definitions for unsignalized and signalized intersections, respectively.

Table 4
Unsignalized Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Level of Service	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Table 5
Signalized Intersection Level of Service Definition Based on Average Control Delay

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lenghts, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

CMP Signalized Intersections

The study intersection of Camden Avenue and Curtner Avenue/White Oaks Road is a CMP intersection and was analyzed using the CMP standard of LOS E.

Adverse Intersection Operations Effects

For CMP intersections, an adverse effect on signalized intersection operations would occur if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS E or better) under background conditions to an unacceptable LOS F under background plus project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS F) under background conditions and the addition of project trips cause both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

The exception to the thresholds listed as #2 above is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Freeway Ramp Analysis Methodology

A freeway ramp analysis was performed in order to verify that the freeway ramp would have sufficient capacity to serve the expected traffic volumes with and without the project. This analysis consisted of a volume-to-capacity ratio evaluation of the freeway ramp at the selected interchange. The ramp capacities were obtained from the *Highway Capacity Manual 2000*, and consider the free-flow speed, the number of lanes on the ramp, and the ramp metering.

Definition of Significant Freeway Ramp Impacts

A freeway ramp analysis was performed in order to verify that the freeway ramps would have sufficient capacity to serve the expected traffic volumes with and without the project. For the purpose of this study, the project is said to create a significant adverse impact on a freeway ramp if its implementation:

1. Causes the volume-to-capacity (v/c) ratio of the freeway ramp to exceed 1.0; or
2. Increases the amount of traffic on a freeway ramp that is already exceeding its capacity by more than one percent (1%) of the ramp's capacity.

Existing Roadway Network

Local access to the project site is provided via Campbell Technology Parkway and East McGlincy Lane.

East McGlincy Lane is a two-lane east-west arterial street between Union in the east and Cristich Lane in the west. The posted speed limit is 25 mph. Sidewalks exist along both sides of the street east of Campbell Technology Parkway. West of Campbell Technology Parkway, no sidewalks are available along either side of East McGlincy Lane except for a short segment (approximately 100 feet) along the north side just west of Campbell Technology Parkway. On-street parking is allowed along both sides of the street. East McGlincy Lane provides access to the project site via Campbell Technology Parkway.

Campbell Technology Parkway is a two-lane local street that extends north from East McGlincy Lane for about 800 feet and then curves to become an east–west street and ends with a cul-de-sac. Sidewalks are present along both sides of the street except for a small segment along the east side of the street (about 350 feet) north of East McGlincy Lane. On street parking is permitted along the nearby park side of the street. On street parking is prohibited along the east side of the street. Close to the intersection at East McGlincy Lane, on-street parking is prohibited along both sides of the street. Campbell Technology Parkway serves as the southern boundary for the Project site and provides direct access to the site vis three full-access driveways at the end of the cul-de-sac.

Project Trip Generation, Distribution, and Assignment

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment.

Trip Generation

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The data are published in the Institute of Transportation Engineers' (ITE) Trip Generation online database. The magnitude of traffic added to the roadway system by a

development is estimated by multiplying the applicable trip generation rates by the size of the development. The trip generation rates published for "Single-Family Detached Housing" (Land Use Code 210) were applied to the 27 single-family homes and "Single-Family Attached Housing" (Land Use Code 215) were applied to the 263 townhomes.

Traffic from the existing R&D buildings on the site would be removed with the site redevelopment. Driveway counts were collected on January 9, 2024, to determine the trip generation of the existing R&D buildings.

After applying the applicable trip rates and trip credits for the existing buildings on site, it is estimated that the project would generate a net increase of 1,368 daily vehicle trips, including 39 net new vehicles trips during the AM peak hour and 103 net new vehicle trips during the PM peak hour (see Table 7).

Table 6
Trip Generation Summary – Vehicle Trips

			Vehicle Trips						
			Daily	AM Peak-Hour Trips			PM Peak-Hour Trips		
Land Use	Size	Units	Trips	In	Out	Total	In	Out	Total
Proposed									
Single-Family Detached Housing [1]	27	du	303	6	17	23	18	11	29
Townhomes [2]	263	du	1,954	33	98	131	91	63	154
Subtotal Project Trips			*2,257*	*39*	*115*	*154*	*109*	*74*	*183*
Existing									
R&D [3]	280	s.f.	889	98	17	115	8	72	80
Net New Vehicle Trips			**1,368**	**(59)**	**98**	**39**	**101**	**2**	**103**

Notes:
du = dwelling units
s.f. = square feet

[1] Single-family housing vehicle trip generation is based on the fitted curve equations published in the ITE Trip Generation online database for Single-Family Detached Housing (Land Use Code 210).

[2] Townhome vehicle trip generation is based on the fitted curve equations published in the ITE Trip Generation online database for Single-Family Attached Housing (Land Use Code 215).

[3] Existing research and development trip generation is based on driveway counts collected on January 9, 2024.

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on the traffic counts at the study intersections (see Figure 6). The peak-hour trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern (see Figure 7).

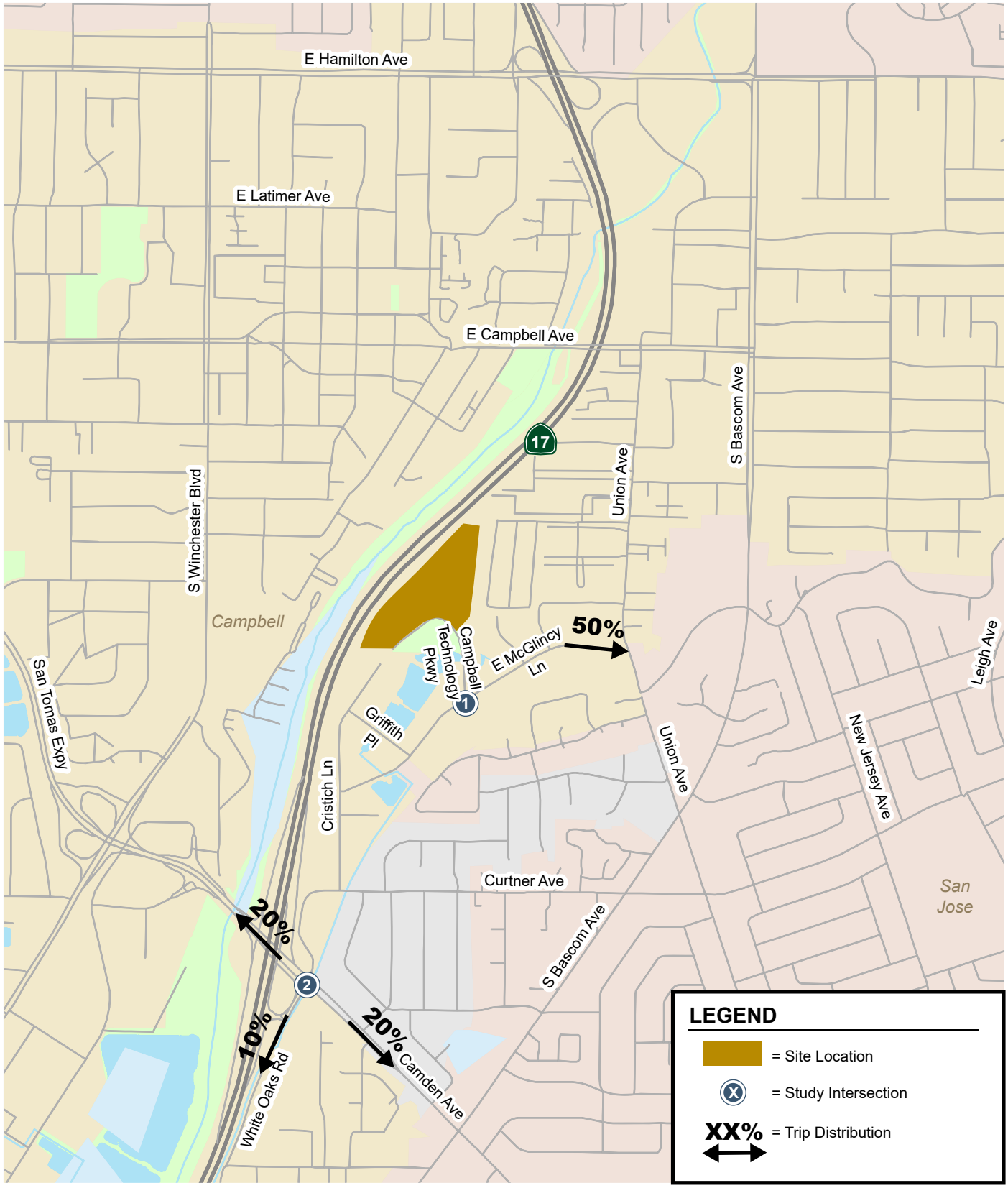


Figure 6
Project Trip Distribution

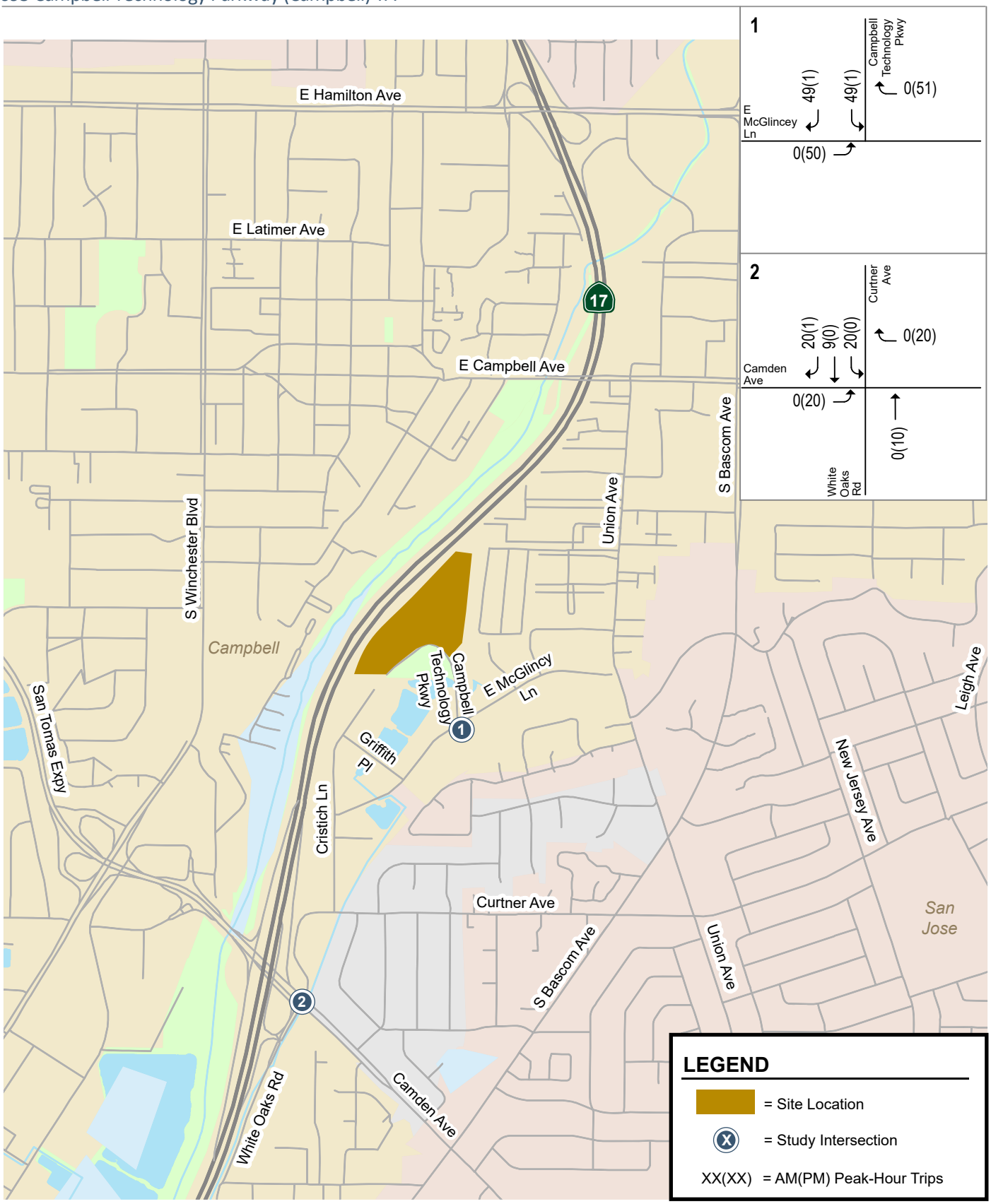


Figure 7
Project Trip Assignment

Intersection Level of Service Analysis

The level of service analysis for each scenario is presented below. At the Campbell Technology Parkway/McGlincy Lane intersection, Campbell Technology Parkway has a stop sign, and McGlincy Lane is uncontrolled. The level of service calculations for each scenario are provided in Attachment 3.

Existing Conditions

The existing conditions peak-hour traffic volumes at the study intersections are shown in Figure 8. In addition to the peak hour traffic volumes, 24-hour traffic counts were conducted on Campbell Technology Parkway and McGlincy Lane (see Attachment 2). The results of the existing conditions level of service analysis show that with the existing traffic volumes each study intersection operates at an acceptable level of service during the AM and PM peak hours (see Table 8).

Existing Plus Project Conditions

The existing plus project peak-hour traffic volumes at the study intersections are shown in Figure 9. The results of the level of service analysis under existing plus project conditions are summarized in Table 8. The results show that each study intersection would continue to operate at an acceptable level of service during the AM and PM peak hours with the addition of project traffic.

Table 7
Existing and Existing Plus Project Level of Service Summary

#	Intersection	Peak Hour	Existing Conditions		Existing + Project Conditions	
			Avg. Delay (sec/veh) [1]	LOS	Avg. Delay (sec/veh) [1]	LOS
1	Campbell Technology Parkway & East McGlincy Lane	AM	10.1	B	10.2	B
		PM	9.8	A	10.5	B
2	Curtner Avenue/White Oaks Road & Camden Avenue	AM	53.3	D	54.5	D
		PM	44.1	D	44.3	D

Notes:
[1] For signalized intersections, level of service (LOS) is based on the intersection average delay. For the side-street stop controlled intersections, LOS is based on the approach delay for the worst stop controlled movement.

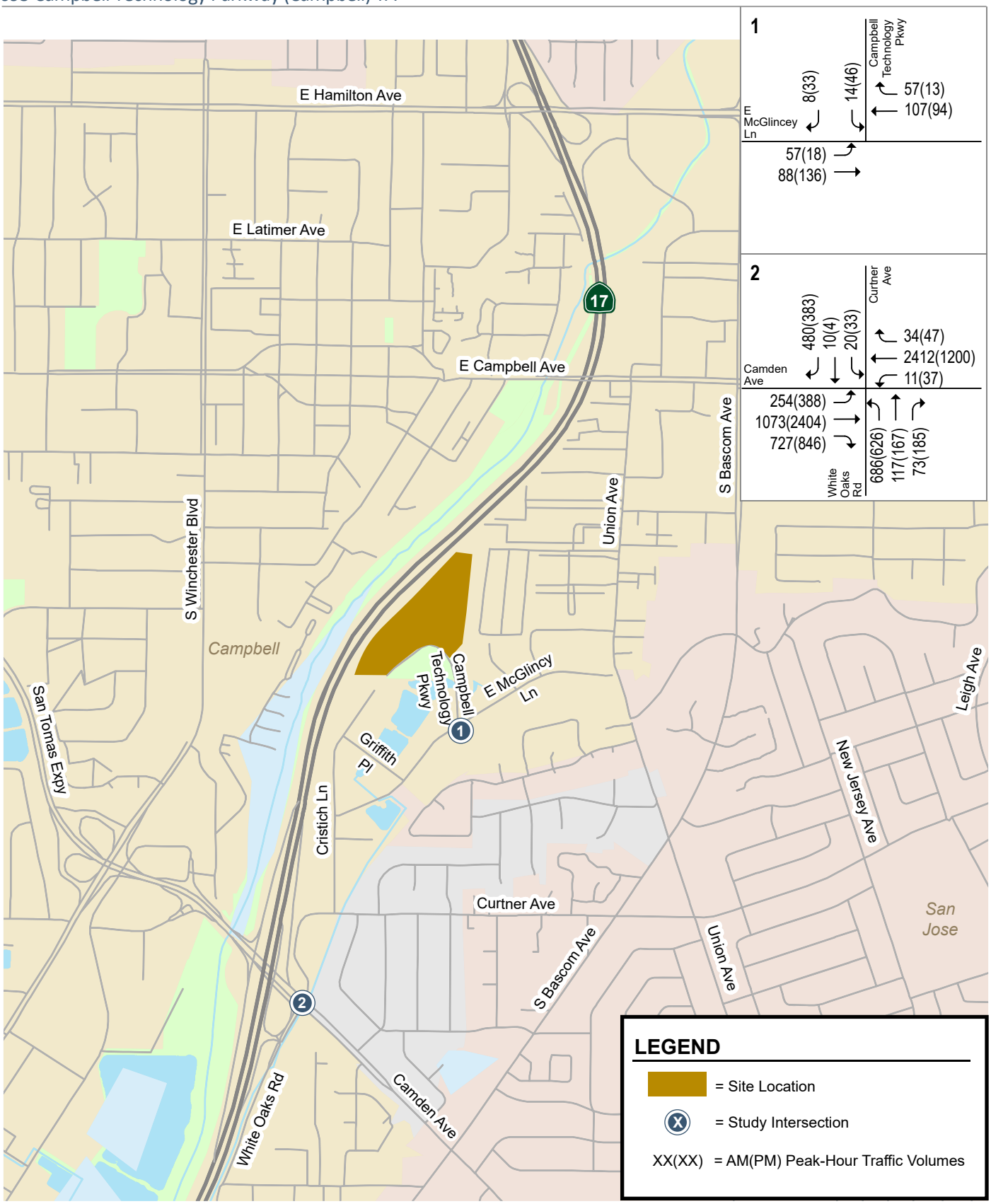


Figure 8
Existing Traffic Volumes

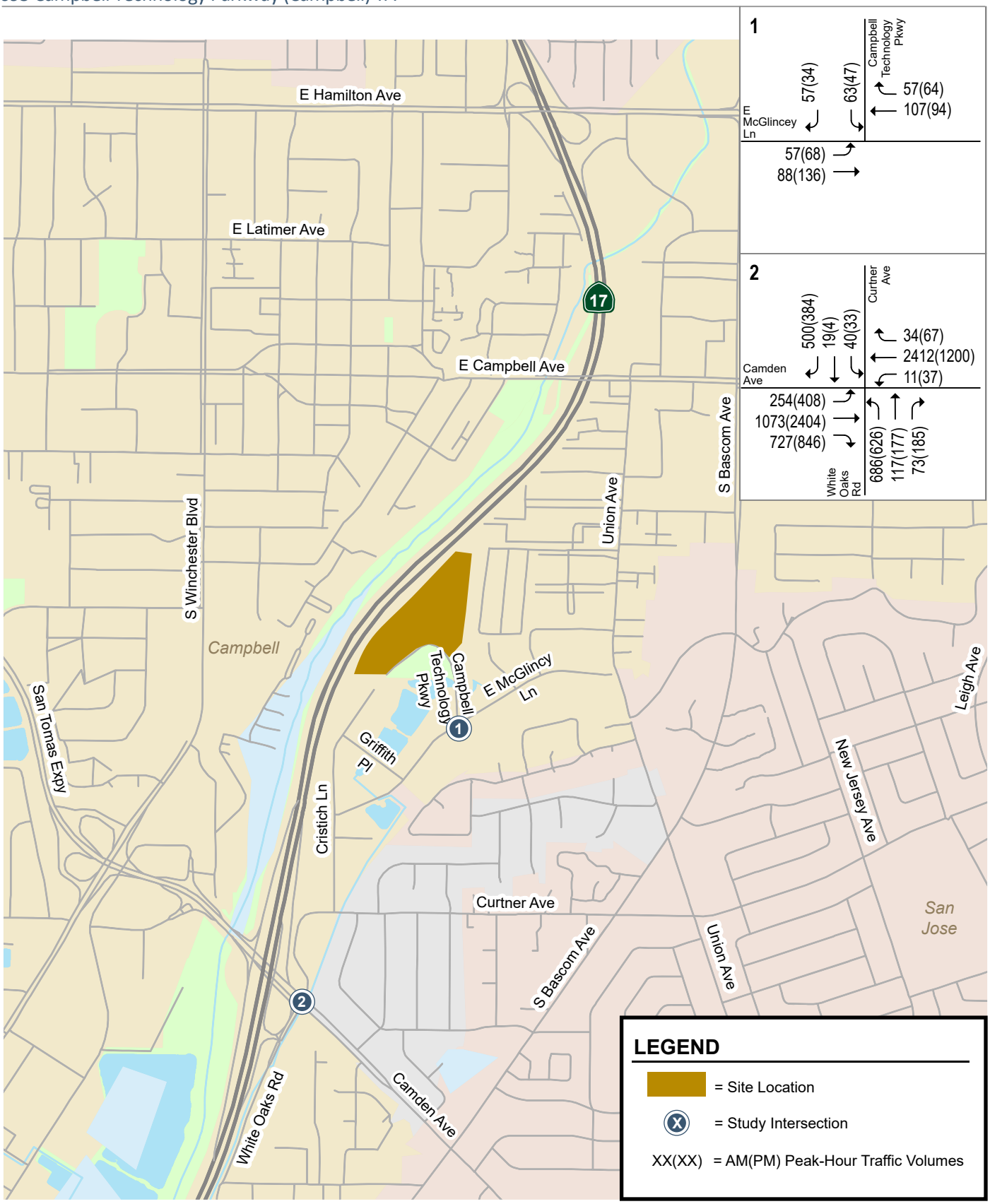


Figure 9
Existing Plus Project Traffic Volumes

Background Conditions

Background peak-hour traffic volumes are estimated by adding to existing traffic volumes the volumes from approved but not yet completed developments in the study area. The added traffic from approved but not yet completed developments was provided by the City of San Jose in the form of the Approved Trips Inventory (ATI). Trips from the approved 1700 Dell Avenue project were provided by the City of Campbell.

The background conditions peak-hour traffic volumes are shown on Figure 10. The peak-hour traffic volumes for each background project at each study intersection are provided in Attachment 4. The results of the background conditions level of service analysis show that during the AM and PM peak hours each study intersection would operate at an acceptable level of service (see Table 9).

Background Plus Project Conditions

The background plus project conditions peak-hour traffic volumes at the study intersections are shown on Figure 11. The results of the level of service analysis under background plus project conditions are summarized in Table 9. The results show that each study intersection would operate at an acceptable level of service during the AM and PM peak hours.

Table 8
Background and Background Plus Project Level of Service Summary

#	Intersection	Peak Hour	Background Conditions		Background + Project Conditions			
			Avg. Delay (sec/veh) [1]	LOS	Avg. Delay (sec/veh) [1]	LOS	Incr. In Crit. Delay (sec/veh)	Incr. In Crit. V/C
1	Campbell Technology Parkway & East McGlincy Lane	AM	10.1	B	10.2	B	-	-
		PM	9.8	A	10.5	B	-	-
2	Curtner Avenue/White Oaks Road & Camden Avenue	AM	53.3	D	54.5	D	1.70	0.01
		PM	44.2	D	44.5	D	0.00	0.00

Notes:

[1] For signalized intersections, level of service (LOS) is based on the intersection average delay. For the side-street stop controlled intersections, LOS is based on the approach delay for the worst stop controlled movement.

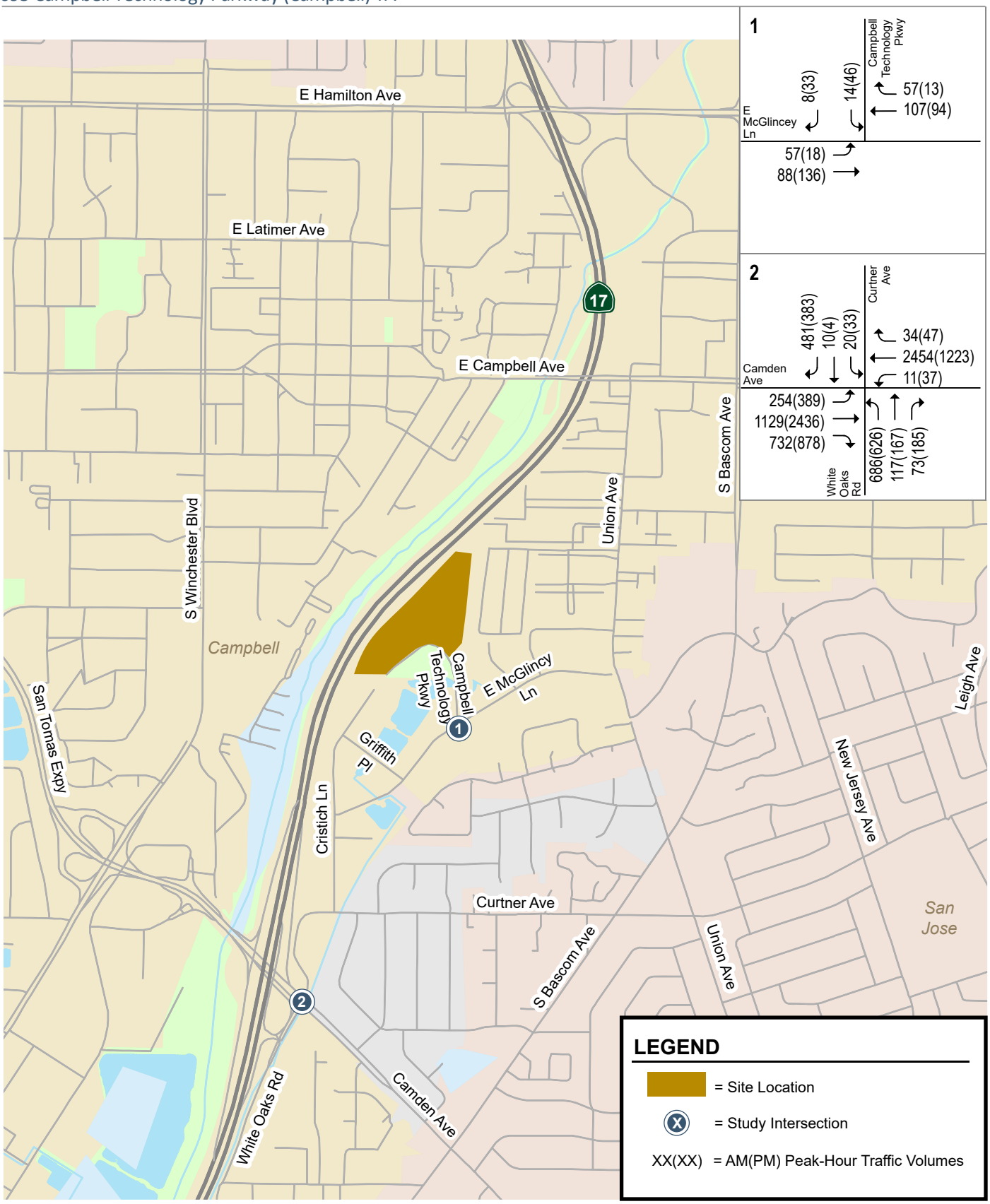


Figure 10
Background Traffic Volumes

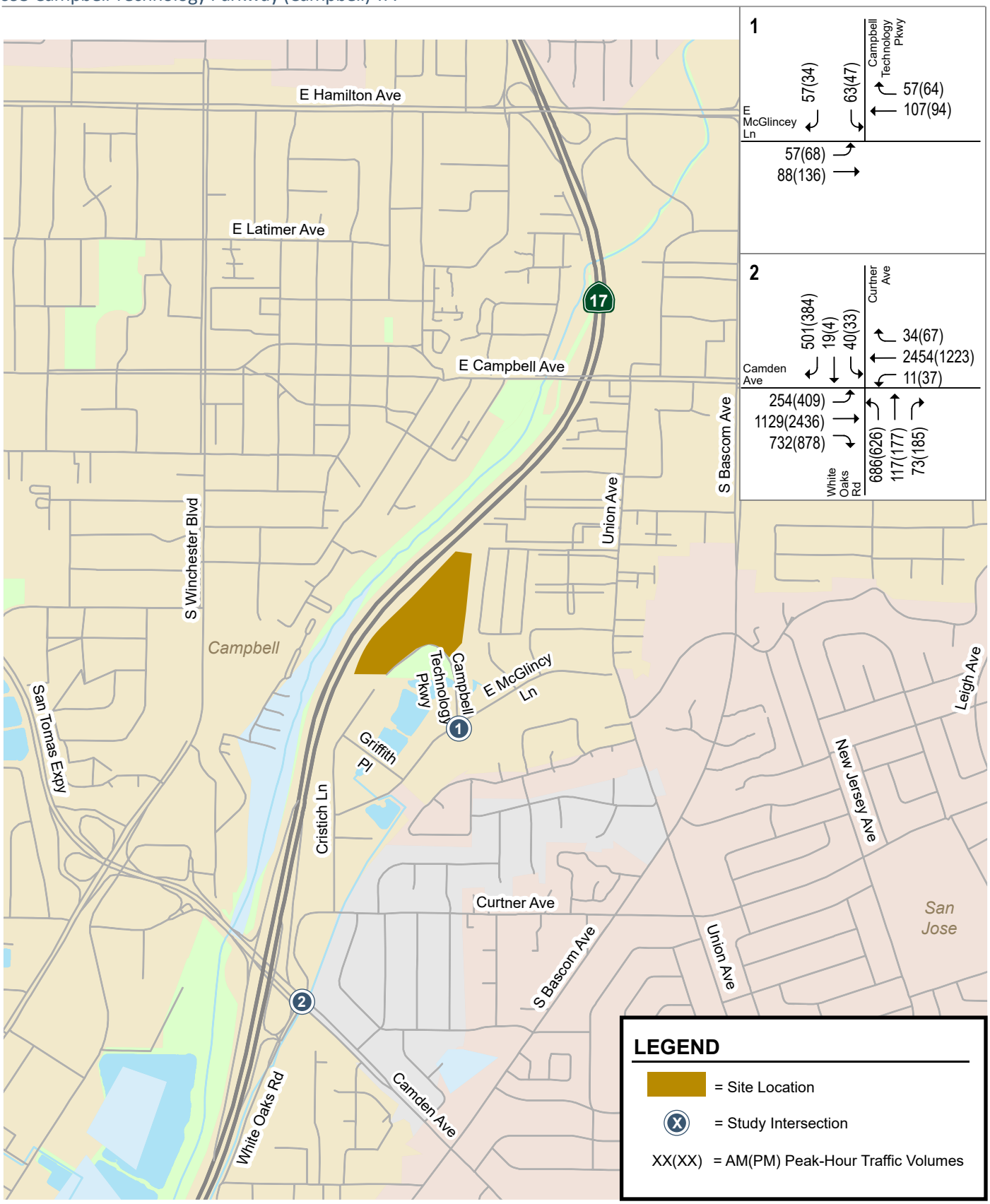


Figure 11
Background Plus Project Traffic Volumes

Cumulative Conditions

Cumulative peak-hour traffic volumes are estimated by applying a 1% growth rate for five years to the existing counts and adding the approved projects. For 10 years before COVID, the typical traffic volume growth in the Bay Area was found to average 1% per year. It is expected this growth rate will continue, and the project will be built within five years.

The cumulative conditions peak-hour traffic volumes are shown on Figure 12. The peak-hour traffic volumes for each cumulative project at each study intersection are provided in Attachment 4. The results of the level of service analysis under cumulative plus project conditions are summarized in Table 10. The results show that the intersection of Campbell Technology Parkway and East McGlincy Lane would operate at an acceptable level of service during the AM and PM peak hours. The results show that the intersection of Curtner Avenue/White Oaks Road and Camden Avenue also would operate at acceptable levels of service during the peak hours.

Cumulative Plus Project Conditions

The cumulative plus project conditions peak-hour traffic volumes at the study intersections are shown on Figure 13. The results of the level of service analysis under cumulative plus project conditions are summarized in Table 10. The results show that the study intersections would continue to operate at an acceptable level of service during the AM and PM peak hours.

Table 9
Cumulative and Cumulative Plus Project Level of Service Summary

#	Intersection	Peak Hour	Cumulative Conditions		Cumulative + Project Conditions			
			Avg. Delay (sec/veh) [1]	LOS	Avg. Delay (sec/veh) [1]	LOS	Incr. In Crit. Delay (sec/veh)	Incr. In Crit. V/C
1	Campbell Technology Parkway & East McGlincy Lane	AM	10.2	B	10.4	B	-	-
		PM	9.8	A	10.6	B	-	-
2	Curtner Avenue/White Oaks Road & Camden Avenue	AM	55.8	E	57.2	E	2.30	0.01
		PM	46.2	D	46.4	D	0.00	0.00

Notes:

[1] For signalized intersections, level of service (LOS) is based on the intersection average delay. For the side-street stop controlled intersections, LOS is based on the approach delay for the worst stop controlled movement.

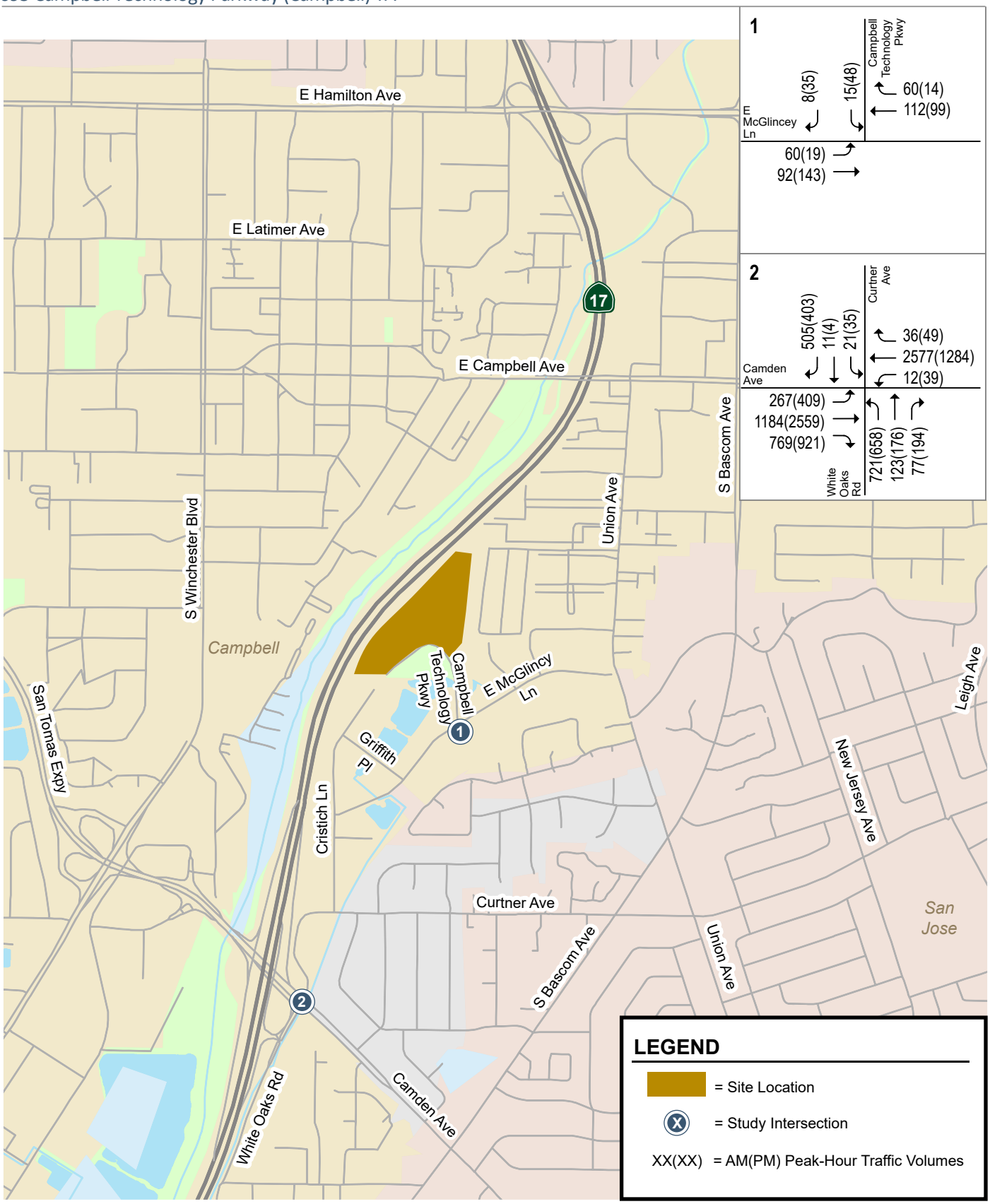


Figure 12
Cumulative Traffic Volumes

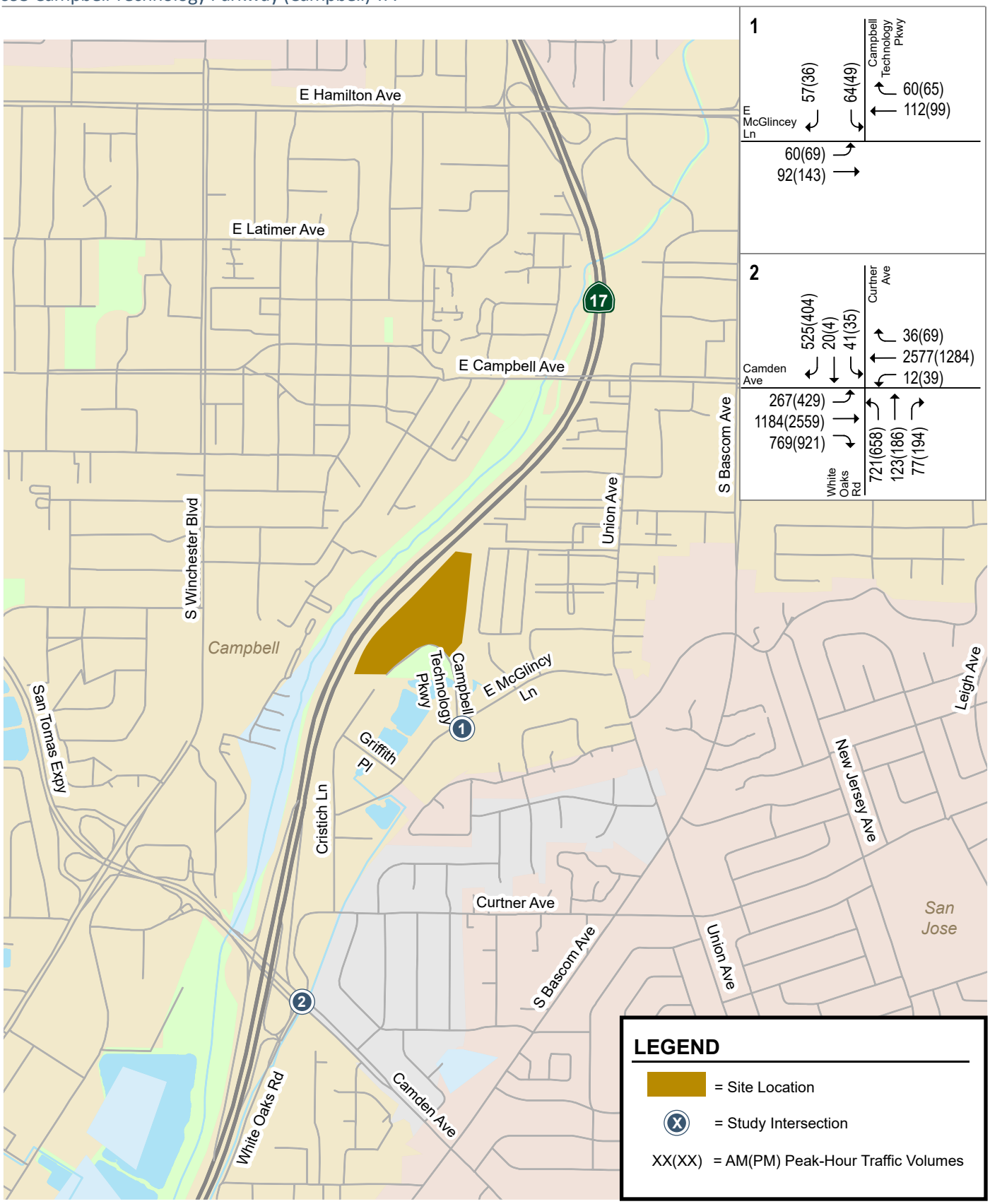


Figure 13
Cumulative Plus Project Traffic Volumes

Traffic Signal Warrant Analysis

Traffic conditions at the unsignalized intersection of Campbell Technology Parkway and McGlincy Lane were assessed to determine whether a traffic signal would be warranted based on the peak-hour volume signal warrant (Warrant #3) described in the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD). This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal. Note that this is just one tool used to evaluate whether installation of a traffic signal would be justified. The analysis showed that the AM and PM peak-hour traffic volumes at the intersection do not satisfy the signal warrant under any of the scenarios. The peak-hour signal warrant calculations are provided in Attachment 5.

Intersection Queuing Analysis

An evaluation of vehicle queuing was conducted using the Traffix software. The basis of the analysis is as follows: (1) the Traffix software is used to estimate the 95th percentile maximum number of queued vehicles; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the available storage capacity.

The southbound and eastbound left turn movements at the Curtner Avenue/White Oaks Road and Camden Avenue intersection were analyzed. The results of the analysis are shown in Table 11. The 95th percentile queue length was compared to the length of storage for the right and thru/left turn lanes in the southbound direction and the left turn lane for the eastbound direction. The analysis shows that during both peak hours, the queue length exceeds the available storage for both movements. It will not be possible to extend the storage lanes, However, the City of Campbell has plans to restripe the intersection of Camden Avenue and Curtner Avenue/White Oaks Road. The restriping project would improve operations and reduce queue lengths for the eastbound left and southbound right turn lanes, as shown in Table 11. The project should contribute to the cost of the restripe.

Table 10
Queuing Summary

Movement	Curtner Ave/White Oaks Rd & Camden Ave					
	EBL		SBT-L		SBR	
Peak Hour Period	AM	PM	AM	PM	AM	PM
Existing						
Volume (vphpl)	254	388	30	37	480	383
95th %. Queue (ft/ln)[1]	650	725	75	100	1050	625
95th %. Queue (veh/ln)[1]	26	29	3	4	42	25
Storage (ft/ln)	245	245	170	170	170	170
Adequate (Y/N)	N	N	Y	Y	N	N
Existing Plus Project						
Volume (vphpl)	254	408	59	37	500	384
95th %. Queue (ft/ln)[1]	650	750	150	100	1075	625
95th %. Queue (veh/ln)[1]	26	30	6	4	43	25
Storage (ft./ln)	245	245	170	170	170	170
Adequate (Y/N)	N	N	Y	Y	N	N
Background						
Volume (vphpl)	254	389	30	37	481	383
95th %. Queue (ft/ln)[1]	650	725	75	100	1050	625
95th %. Queue (veh/ln)[1]	26	29	3	4	42	25
Storage (ft/ln)	245	245	170	170	170	170
Adequate (Y/N)	N	N	Y	Y	N	N
Background Plus Project						
Volume (vphpl)	254	409	59	37	501	384
95th %. Queue (ft/ln)[1]	650	750	150	100	1100	625
95th %. Queue (veh/ln)[1]	26	30	6	4	44	25
Storage (ft./ln)	245	245	170	170	170	170
Adequate (Y/N)	N	N	Y	Y	N	N
Cumulative						
Volume (vphpl)	267	409	32	39	505	403
95th %. Queue (ft/ln)[1]	700	750	75	125	1125	675
95th %. Queue (veh/ln)[1]	28	30	3	5	45	27
Storage (ft/ln)	245	245	170	170	170	170
Adequate (Y/N)	N	N	Y	Y	N	N
Cumulative Plus Project						
Volume (vphpl)	267	429	61	39	525	404
95th %. Queue (ft/ln)[1]	700	800	150	125	1175	650
95th %. Queue (veh/ln)[1]	28	32	6	5	47	26
Storage (ft./ln)	245	245	170	170	170	170
Adequate (Y/N)	N	N	Y	Y	N	N
Cumulative Plus Project with Restriping						
Volume (vphpl)	267	429	61	39	525	404
95th %. Queue (ft/ln)[1]	675	775	150	125	1100	625
95th %. Queue (veh/ln)[1]	27	31	6	5	44	25
Difference w/o Restriping	-1	-1	0	0	-3	-1
Storage (ft./ln)	245	245	170	170	170	170
Adequate (Y/N)	N	N	Y	Y	N	N

Notes:

EBL = eastbound left; SBT-L = southbound thru and left turn; SBR = southbound right turn

[1] Vehicle queues are from Traffix outputs and are rounded up to the next whole number. Assumes 1 vehicle equals 25 feet of queue.

Freeway Ramp Capacity Analysis

This analysis consists of a volume-to-capacity ratio evaluation of the freeway on-ramp at the interchange of SR 17 and Camden Avenue. The ramp capacity was obtained from the *Highway Capacity Manual 2000*, which considers the free-flow speed, the number of lanes on the study ramp, and ramp metering.

Hexagon conducted field observations at the study freeway ramp in March 2024. The field observations showed that the SR 17 northbound on-ramp from Camden Avenue has a ramp meter installed, but the meter was not operating during the AM and PM peak hours.

It is assumed that the ramp would have a capacity of 900 vehicles per hour per lane for the mixed-flow lanes. A capacity of 900 vehicles per hour is assumed for the HOV lane. The peak-hour freeway ramp volumes were obtained through PEMS data from Caltrans. As shown on Table 12, the freeway on-ramp currently have sufficient capacity to serve the existing traffic volumes, with volume-to-capacity ratios that are well below 1.0, which means that the existing traffic demand is lower than the ramp capacity during the AM and PM peak hours.

Table 11
Existing Freeway Ramp Capacity Summary

Interchange	Ramp	Type	Peak Hour	Lanes			Existing Conditions		
				Mixed-Flow	HOV	Meter[1]	Capacity[2] (vphpl)	Peak Volume[3]	v/c
SR 17/Camden Avenue	NB On-Ramp from Camden Avenue	Diagonal	AM	2	1	Equipment	1,800	811	0.45
			PM			Present	1,800	535	0.30

Notes:
NB=northbound, v/c = volume-to-capacity ratio

[1] As a conservative approach, if an on-ramp has meter equipment present, the ramp is analyzed assuming it is metered.
[2] Ramp capacities were obtained from the Highway Capacity Manual, 2000 (pg 25-4), and considered the free-flow speed, the number of lanes on the ramp, and ramp metering.
[3] Peak-hour volumes are obtained through maximum AADT from PEMS data from Caltrans.

Freeway ramp volumes under project conditions were estimated by adding project trips to the existing volumes obtained from Caltrans. The peak hour ramp volumes under existing plus project conditions are shown in Table 13.

The ramp analysis shows that the selected ramp would continue to have sufficient capacity to serve the projected traffic volumes under project conditions.

Table 12
Project Conditions Freeway Ramp Analysis

Interchange	Ramp	Type	Peak Hour	Existing Conditions			Project Conditions		
				Capacity[1]	Peak Volume[2]	v/c	Project Trips	Peak Volume	v/c
SR 17/Camden Avenue	NB On-Ramp from Camden Avenue	Diagonal	AM	1,800	811	0.45	10	821	0.46
			PM	1,800	535	0.30	1	536	0.30

Notes:
NB=northbound, v/c = volume-to-capacity ratio

[1] Ramp capacities were obtained from the Highway Capacity Manual, 2000 (pg 25-4), and considered the free-flow speed, the number of lanes on the ramp, and ramp metering.
[2] Peak-hour volumes are obtained from PEMS from Caltrans.

Collision Data Review and Analysis

Collision data from the Statewide Integrated Traffic Records System (SWITRS) were reviewed along East McGlincy Lane and Campbell Technology Parkway, which provide primary site access.

The result indicates that there was only one collision on East McGlincy Lane over a six-year span between January 1, 2019, and December 31, 2024 (see Table 14). The reported collision on East McGlincy Lane was located about 50 feet east of Campbell Technology Parkway and was due to improper turning. One of the vehicles was a motorcycle, and alcohol was involved.

Given only one collision in six years, it appears that these streets do not have a collision problem. The proposed project would add trips to the roadways but would not alter their design. Therefore, the project is not expected to cause an increase in the collision rate.

Vehicle Classification and Speed Counts

Campbell Technology Parkway east of McGlincy Lane and McGlincy Lane west of Cambell Technology Parkway were counted for vehicle classification, speed, and volume for a 24-hour period. Table 14 summarizes the vehicle classification for each direction and Table 15 summarizes the 85th percentile speed on each segment. The number of trucks on either roadway is modest (approximately 5 to 6 percent of all vehicles). In addition, the speeds along Campbell Technology Parkway are low, and the speed along McGlincy Lane is modest.

Table 13
Vehicle Classification

Vehicle Classification	Campbell Technology Parkway		McGlincy Lane	
	Northbound	Southbound	Eastbound	Westbound
Motorcycles	2	5	21	18.00
Passenger Vehicle	458	453	1222	1257
Other Four-Tire Single Unit Vehicles	69	72	432	421
Buses	3	4	20	15
Single Unit Trucks	29	27	115	78
Trailer Trucks	0	0	5	4
Total	**561**	**561**	**1,815**	**1,793**

Source: 24-hour counts conducted on April 15, 2025.

Table 14
Vehicle Speeds

Street	Posted Speed Limit (mph)	85th Percentile Speed (mph) Northbound/ Eastbound	85th Percentile Speed (mph) Southbound/ Westbound
Campbell Technology Parkway	-- [1]	28	28
McGlincy Lane	25	34	33

Source: 24-hour counts conducted on April 15, 2025.
Notes:
1. Campbell Technology Parkway does not have a posted speed limit.

Site Access and Circulation

The site access and on-site circulation evaluation is based on the site plan dated September 25, 2023 (see Figure 2). Site access was evaluated to determine the adequacy of the site's driveways with regard to the following: traffic volume, vehicle queues, geometric design, and stopping sight distance. On-site vehicular circulation and parking layout were reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

Site Access and Driveway Operations

The site plan shows that vehicular access to the project would be provided by three full access driveways on Campbell Technology Parkway. The driveways are proposed in approximately the same locations as the existing three driveways to the site.

According to the City's Zoning Code (Section 21.28.090 B2), driveways should have a minimum unobstructed width of at least 20 feet for two-way access. The project driveways show an adequate width for two-way access. Due to the relatively low number of project-generated trips at each driveway, operational issues related to vehicle queuing and/or vehicle delay are not expected to occur (see Figure 14).

Sight Distance

As previously discussed, the existing sight distance is adequate. Fifteen feet of red curb to the east and five feet to the west should be provided at each driveway to maintain sight distance for exiting vehicles.

Vehicle Parking Requirements

Vehicle parking requirements are based on California AB 2097, which states that projects within half mile of major transit stop do not need to meet a minimum parking requirement. This is to be measured by a direct line from parcel edge to the transit stop and not based on walking distance. The project proposes a two-car garage for each single-family home and townhome plus 138 on-site parking spaces.

Proposed On-Site Circulation

Parking for the proposed project would be located on-site in surface parking spaces and residential in-garage spaces below the units.



Figure 14
Driveway Operations

The parking areas would be directly accessible from the project driveways. The project site would include a network of drive aisles that connect the surface parking spaces and residential units. The project drive aisles would be at least 24 feet wide, which is adequate for two-way traffic. Overall, the site plan shows acceptable connectivity and maneuvering space.

Loading and Emergency Vehicle Access

As previously discussed, the project's fire access plan shows adequate emergency vehicles access via the project site driveways.

Conclusions and Recommendations

The results and recommendations of the transportation study for the 695 Campbell Technology Parkway project are summarized below.

- The project would generate 1,368 net new daily vehicle trips, with 39 net new trips occurring during the AM peak hour and 103 net new trips occurring during the PM peak hour.
- The project would have a negligible effect on traffic operations on nearby streets and intersections.
- The queuing analysis shows that the southbound leg and eastbound left turn pocket at the intersection of Curtner Avenue/White Oaks Road and Camden Avenue have queues that extend beyond the available storage lanes provided.
- The City proposes a restriping project for the intersection to increase the eastbound left turn storage. The project should contribute to the cost of restriping project.
- Hexagon recommends installing 15 feet of red curb to the east and 5 feet of red curb to the west of each driveway to maintain sight distance for exiting vehicles.
- The project would not have a significant impact on vehicle miles traveled (VMT).
- The project would create a demand for pedestrian facilities on the east side of Campbell Technology Parkway where the sidewalk is discontinuous, which constitutes a significant impact. The project should install a high visibility ADA-compliant crosswalk across Campbell Technology Parkway at the project's mid-block driveway along with the associated pedestrian warning signs and yield lines in both directions and new ADA-compliant ramps at both ends, a crosswalk along the north leg of the Campbell Technology Parkway at East McGlincy Lane intersection (from northeast to northwest corners) with retrofitted ramps that are ADA compliant, and provide a public access easement across the property streets to preserve bicycle and pedestrian access for a potential future bicycle and pedestrian bridge across Highway 17 to mitigate the impact to pedestrians. Implementation of this mitigation measure would reduce the pedestrian impact to a less than significant level.
- The project would not have a significant impact on bicycle or transit operations.
- The project would not have a significant impact associated with roadway hazards or emergency access.

Attachment 1

VMT Analysis

Santa Clara Countywide VMT Evaluation Tool - Version 2.1 - Report

Project Details

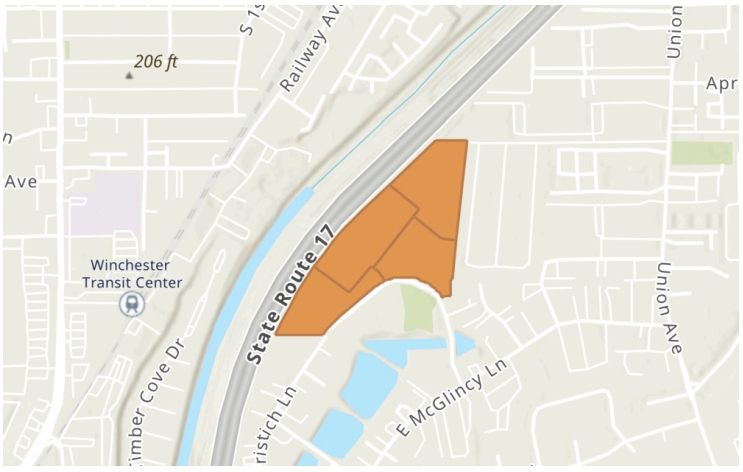
Timestamp of Analysis	September 26, 2025, 05:07:13 PM
Project Name	Residential Development at 635, 655, 675, and 695 Campbell Technology Pkwy
Project Description	27 detached small-lot s.f. homes & 263 townhomes

Project Location Map

Jurisdiction:

Campbell

APN	TAZ
41229011	15
41229012	15
41229015	15
41229010	15



Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	Parcel Buffer Method
Baseline Year	2015

Project Land Use

Residential:

Single Family DU:	27
Multifamily DU:	263
Total DUs:	290

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	20 %

Parking:

Motor Vehicle Parking:	718
Bicycle Parking:	362

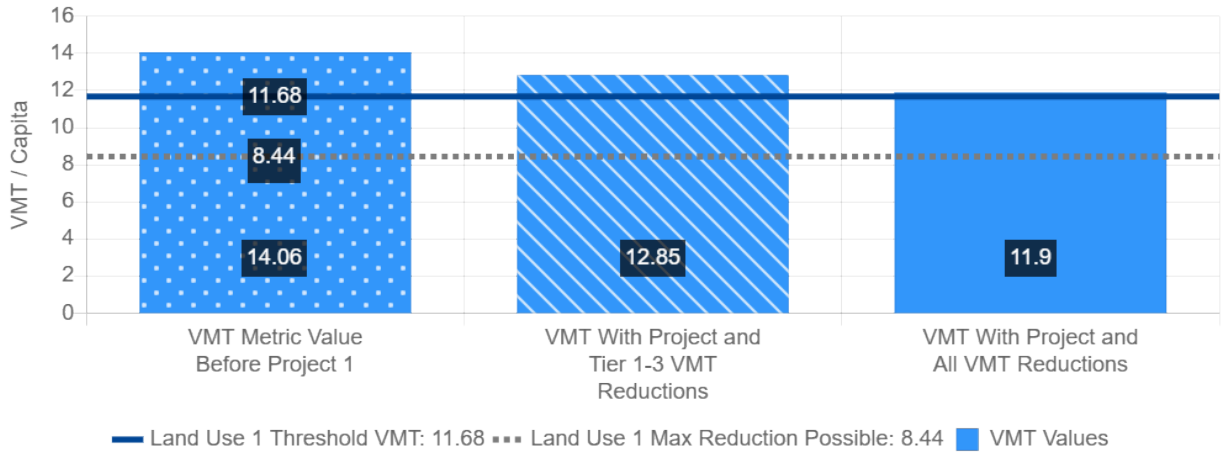
Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	13.74
VMT Threshold Description 1 / Threshold Value 1:	-15% / 11.68
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	14.06	12.85	11.9
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	15.06
With Project Residential Density:	16.58

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.85
With Project Residential Diversity Index:	0.82

PC03 Affordable Housing

Low Income:	20 %

PC04 Increase Employment Density

Existing Employment Density:	53.75
With Project Employment Density:	53.75

Tier 2 Multimodal Infrastructure

MI05 Pedestrian Networks

Pedestrian Improvements Beyond Development Frontage:	Yes

Tier 4 TDM Programs

TP01 School Pool Programs

School Pool Program Percent of Expected Participant Households:	20 %

TP02 Bike Share Programs

Percent Change in Bike Trips:	6%

TP18 Voluntary Travel Behavior Change Program

Percent of Behavior Program Participants :	100 %

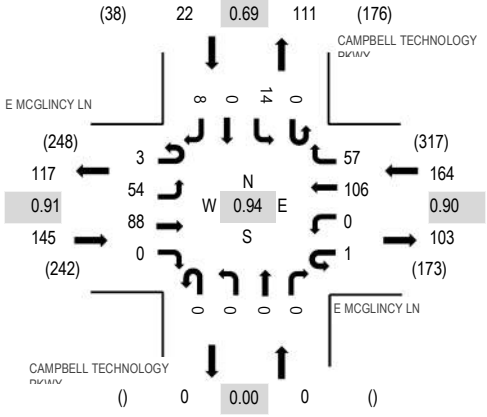
Attachment 2

Traffic Counts

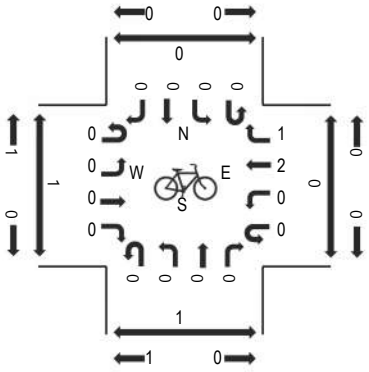
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CAMPBELL TECHNOLOGY PKWY & E MCGLINCY LN AM
Date: Tuesday, January 9, 2024
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

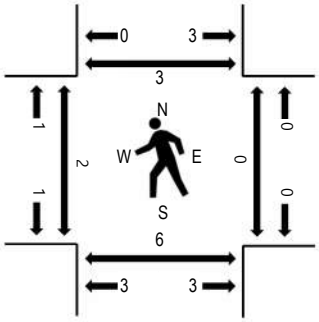
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E MCGLINCY LN Eastbound				E MCGLINCY LN Westbound				CAMPBELL TECHNOLOGY PKWY Northbound				CAMPBELL TECHNOLOGY PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	13	16	0	2	0	32	8	0	0	0	0	0	1	0	3	75	266	3	0	5	0
7:15 AM	0	7	14	0	0	0	29	6	0	0	0	0	1	1	0	5	63	266	5	0	5	0
7:30 AM	0	4	14	0	0	0	20	9	0	0	0	0	0	2	0	2	51	287	0	0	2	0
7:45 AM	1	9	19	0	0	0	39	8	0	0	0	0	0	1	0	0	77	320	0	0	0	0
8:00 AM	1	12	22	0	0	0	24	12	0	0	0	0	0	3	0	1	75	331	1	0	5	1
8:15 AM	2	10	21	0	0	0	35	12	0	0	0	0	0	1	0	3	84		0	0	0	0
8:30 AM	0	9	28	0	1	0	21	17	0	0	0	0	0	8	0	0	84		1	0	1	1
8:45 AM	0	23	17	0	0	0	26	16	0	0	0	0	0	2	0	4	88		0	0	0	1

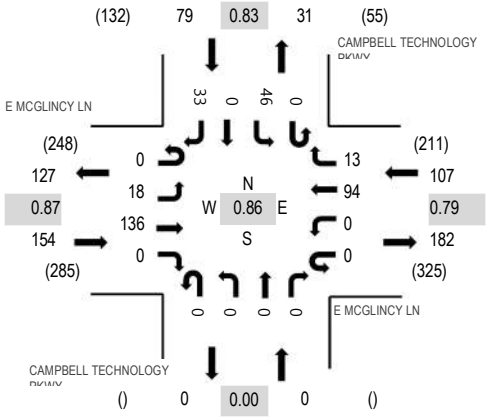
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	54	78	0	1	0	100	56	0	0	0	0	0	13	0	8	312
Mediums	1	0	10	0	0	0	6	1	0	0	0	0	0	1	0	0	19
Total	3	54	88	0	1	0	106	57	0	0	0	0	0	14	0	8	331

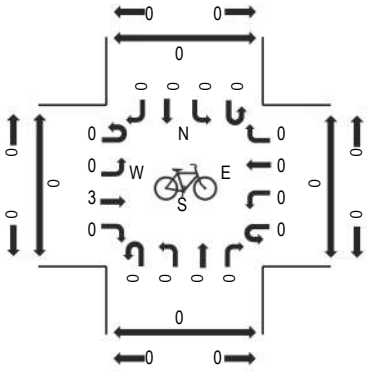
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CAMPBELL TECHNOLOGY PKWY & E MCGLINCY LN PM
Date: Tuesday, January 9, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

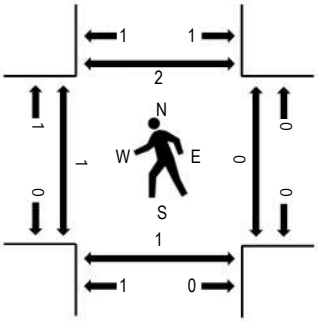
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	E MCGLINCY LN Eastbound				E MCGLINCY LN Westbound				CAMPBELL TECHNOLOGY PKWY Northbound				CAMPBELL TECHNOLOGY PKWY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	29	0	0	0	31	3	0	0	0	0	0	8	0	7	81	328	6	2	3	6
4:15 PM	0	4	41	0	0	0	26	1	0	0	0	0	0	3	0	6	81	322	2	0	1	0
4:30 PM	0	1	36	0	0	0	32	3	0	0	0	0	0	11	0	10	93	340	0	0	0	0
4:45 PM	0	3	44	0	0	0	14	1	0	0	0	0	0	7	0	4	73	318	0	0	0	0
5:00 PM	0	5	30	0	0	0	16	1	0	0	0	0	0	11	0	12	75	300	1	0	1	1
5:15 PM	0	9	26	0	0	0	32	8	0	0	0	0	0	17	0	7	99		0	0	0	1
5:30 PM	0	2	26	0	0	0	18	3	0	0	0	0	0	11	0	11	71		0	0	0	0
5:45 PM	0	4	22	0	0	0	18	4	0	0	0	0	0	3	0	4	55		0	0	0	0

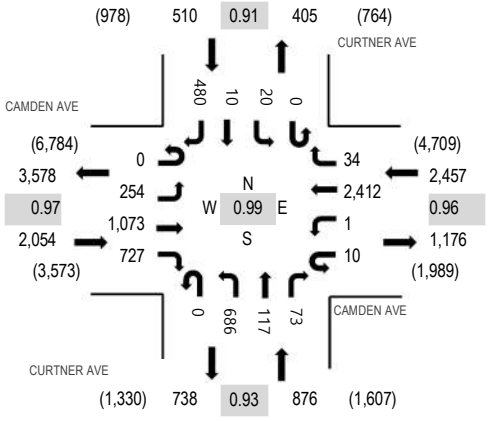
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	18	131	0	0	0	93	13	0	0	0	0	0	46	0	33	334
Mediums	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
Total	0	18	136	0	0	0	94	13	0	0	0	0	0	46	0	33	340

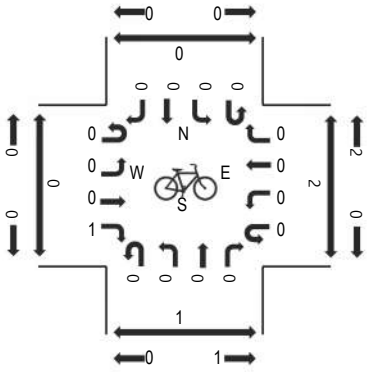
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 CURTNER AVE & CAMDEN AVE AM
Date: Wednesday, November 8, 2023
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

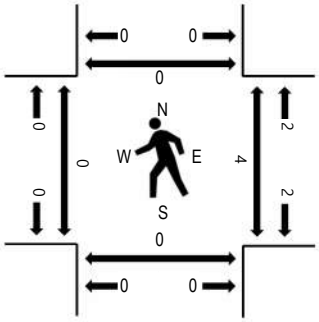
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



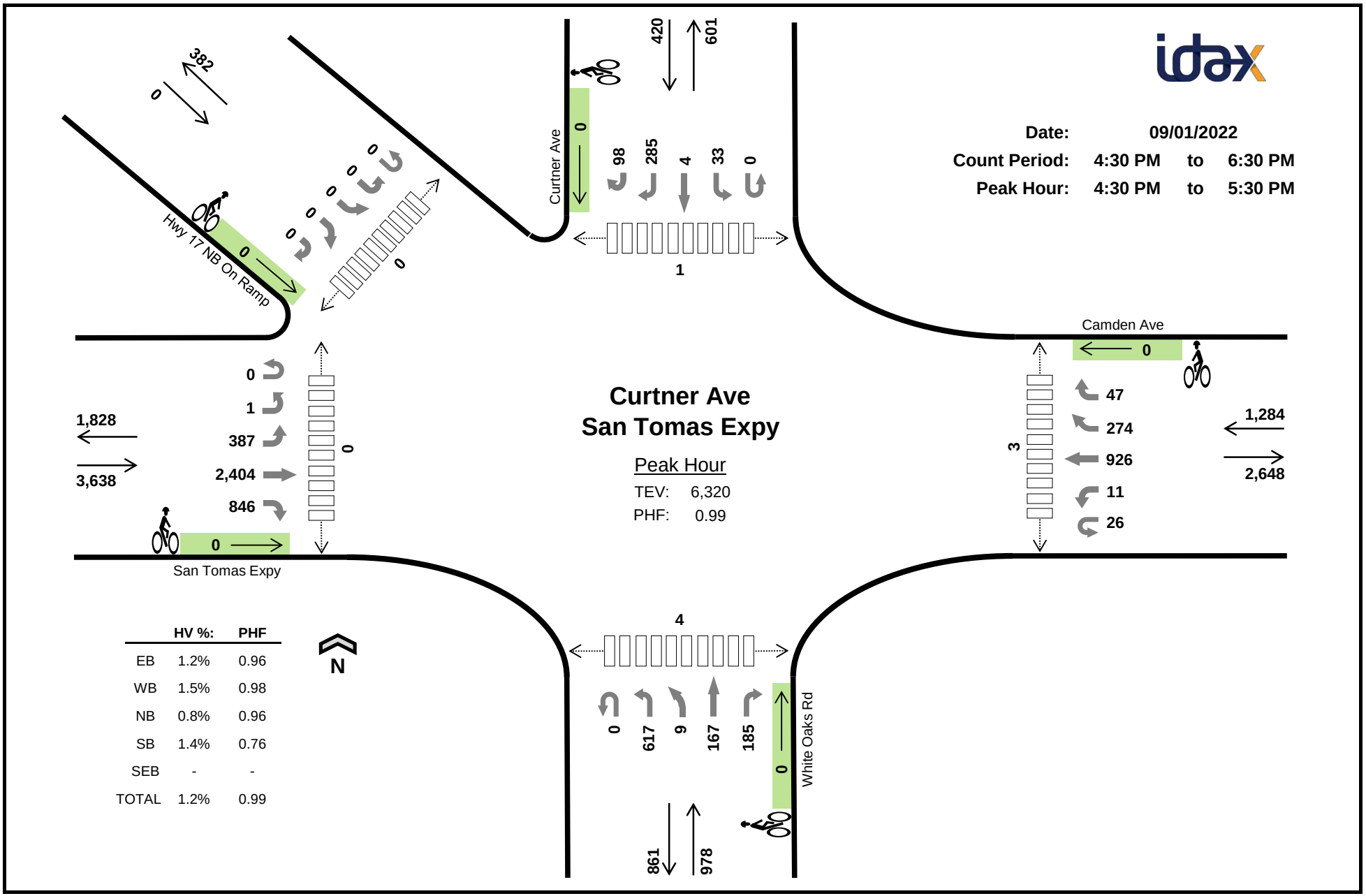
Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CAMDEN AVE Eastbound				CAMDEN AVE Westbound				CURTNER AVE Northbound				CURTNER AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	46	109	109	1	1	459	8	0	106	35	10	0	1	0	131	1,016	5,037	0	3	1	0
7:15 AM	0	52	169	174	0	1	611	18	0	108	19	14	0	3	0	111	1,280	5,499	0	0	1	0
7:30 AM	0	44	198	149	1	0	538	10	0	193	25	11	0	3	0	90	1,262	5,673	0	1	0	0
7:45 AM	0	54	285	157	1	0	628	3	0	187	25	20	0	3	1	115	1,479	5,897	0	3	0	0
8:00 AM	0	64	273	190	1	1	579	5	0	195	35	15	0	3	2	115	1,478	5,830	0	1	0	0
8:15 AM	0	75	256	171	2	0	591	8	0	161	27	20	0	9	3	131	1,454		0	0	0	0
8:30 AM	0	61	259	209	6	0	614	18	0	143	30	18	0	5	4	119	1,486		0	0	0	0
8:45 AM	0	62	251	156	2	0	593	9	0	149	31	30	0	10	2	117	1,412		0	3	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	6	7	0	0	8	0	0	2	0	0	0	0	0	1	26
Lights	0	247	1,034	703	9	1	2,357	33	0	678	113	69	0	18	10	465	5,737
Mediums	0	5	33	17	1	0	47	1	0	6	4	4	0	2	0	14	134
Total	0	254	1,073	727	10	1	2,412	34	0	686	117	73	0	20	10	480	5,897


Curtner Ave
San Tomas Expy
Peak Hour
TEV: 6,320
PHF: 0.99
Date: 09/01/2022
Count Period: 4:30 PM to 6:30 PM
Peak Hour: 4:30 PM to 5:30 PM
Hwy 17 NB On Ramp
Curtner Ave
Camden Ave
San Tomas Expy
White Oaks Rd
382
420
601
98
285
4
33
1,828
3,638
387
2,404
846
1,284
2,648
47
274
926
11
26
617
9
167
185
861
978
N
HV %: PHF
EB 1.2% 0.96
WB 1.5% 0.98
NB 0.8% 0.96
SB 1.4% 0.76
SEB - -
TOTAL 1.2% 0.99

Two-Hour Count Summaries

Interval Start	San Tomas Expy Eastbound					Camden Ave Westbound					White Oaks Rd Northbound					Curtner Ave Southbound					Hwy 17 NB On Ramp Southeastbound					15-min Total	Rolling One Hour
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:30 PM	**0**	**0**	**92**	**595**	**204**	**4**	**4**	**232**	**69**	**16**	**0**	**141**	**3**	**55**	**47**	**0**	**15**	**1**	**90**	**32**	**0**	**0**	**0**	**0**	**0**	**1,600**	0
4:45 PM	**0**	**0**	**97**	**588**	**197**	**8**	**3**	**229**	**64**	**10**	**0**	**161**	**3**	**43**	**48**	**0**	**5**	**2**	**69**	**22**	**0**	**0**	**0**	**0**	**0**	**1,549**	0
5:00 PM	**0**	**1**	**89**	**605**	**221**	**5**	**2**	**230**	**77**	**13**	**0**	**154**	**2**	**40**	**40**	**0**	**7**	**0**	**69**	**24**	**0**	**0**	**0**	**0**	**0**	**1,579**	0
5:15 PM	**0**	**0**	**109**	**616**	**224**	**9**	**2**	**235**	**64**	**8**	**0**	**161**	**1**	**29**	**50**	**0**	**6**	**1**	**57**	**20**	**0**	**0**	**0**	**0**	**0**	**1,592**	**6,320**
5:30 PM	1	0	88	616	172	8	0	204	54	12	0	138	1	34	38	0	3	2	73	18	0	0	0	0	0	1,462	6,182
5:45 PM	0	0	99	611	192	7	2	165	48	12	0	121	0	43	27	0	4	3	70	22	0	0	0	0	0	1,426	6,059
6:00 PM	0	0	100	510	156	5	1	168	63	14	0	153	0	28	37	0	2	0	48	23	0	0	0	0	0	1,308	5,788
6:15 PM	0	0	52	506	176	13	5	166	73	8	0	127	1	47	40	0	3	0	61	20	0	0	0	0	0	1,298	5,494
Count Total	1	1	726	4,647	1,542	59	19	1,629	512	93	0	1,156	11	319	327	0	45	9	537	181	0	0	0	0	0	11,814	0
Peak Hour All	**0**	**1**	**387**	**2,404**	**846**	**26**	**11**	**926**	**274**	**47**	**0**	**617**	**9**	**167**	**185**	**0**	**33**	**4**	**285**	**98**	**0**	**0**	**0**	**0**	**0**	**6,320**	**0**
Peak Hour HV	**0**	**0**	**6**	**29**	**8**	**1**	**1**	**8**	**9**	**0**	**0**	**3**	**1**	**1**	**3**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**76**	**0**
Peak Hour HV%	**-**	**0%**	**2%**	**1%**	**1%**	**4%**	**9%**	**1%**	**3%**	**0%**	**-**	**0%**	**11%**	**1%**	**2%**	**-**	**0%**	**0%**	**1%**	**2%**	**-**	**-**	**-**	**-**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals						Bicycles						Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	SEB	Total	EB	WB	NB	SB	SEB	Total	East	West	North	South	Northwest	Total
4:30 PM	**13**	**7**	**4**	**1**	**0**	***25***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	**0**	***0***
4:45 PM	**7**	**5**	**1**	**3**	**0**	***16***	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**1**	**0**	***2***
5:00 PM	**13**	**4**	**2**	**2**	**0**	***21***	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**2**	**0**	***2***
5:15 PM	**10**	**3**	**1**	**0**	**0**	***14***	**0**	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**1**	**1**	**0**	***4***
5:30 PM	5	6	2	0	0	*13*	0	0	0	0	0	*0*	2	0	0	1	0	*3*
5:45 PM	10	4	2	3	0	*19*	0	0	0	0	0	*0*	1	0	0	1	0	*2*
6:00 PM	3	4	3	0	0	*10*	1	0	0	0	0	*1*	2	0	0	1	0	*3*
6:15 PM	4	2	2	0	0	*8*	0	0	0	0	0	*0*	0	0	0	1	0	*1*
Count Total	65	35	17	9	0	*126*	1	0	0	0	0	*1*	8	0	1	8	0	*17*
Peak Hr	**43**	**19**	**8**	**6**	**0**	***76***	**0**	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**1**	**4**	**0**	*8*

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	San Tomas Expy					Camden Ave					White Oaks Rd					Curtner Ave					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:30 PM	**0**	**0**	**2**	**10**	**1**	**0**	**1**	**2**	**4**	**0**	**0**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**25**	0
4:45 PM	**0**	**0**	**2**	**5**	**0**	**0**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**16**	0
5:00 PM	**0**	**0**	**1**	**8**	**4**	**0**	**0**	**2**	**2**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**21**	0
5:15 PM	**0**	**0**	**1**	**6**	**3**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**	**76**
5:30 PM	0	0	0	4	1	0	0	2	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	13	64
5:45 PM	0	0	2	7	1	0	0	0	4	0	0	1	0	1	0	0	0	0	1	2	0	0	0	0	0	19	67
6:00 PM	0	0	0	1	2	0	0	1	3	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	10	56
6:15 PM	0	0	0	3	1	0	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	8	50
Count Total	0	0	8	44	13	1	1	11	21	1	0	8	1	3	5	0	0	0	5	4	0	0	0	0	0	126	0
Peak Hour	**0**	**0**	**6**	**29**	**8**	**1**	**1**	**8**	**9**	**0**	**0**	**3**	**1**	**1**	**3**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	76	**0**

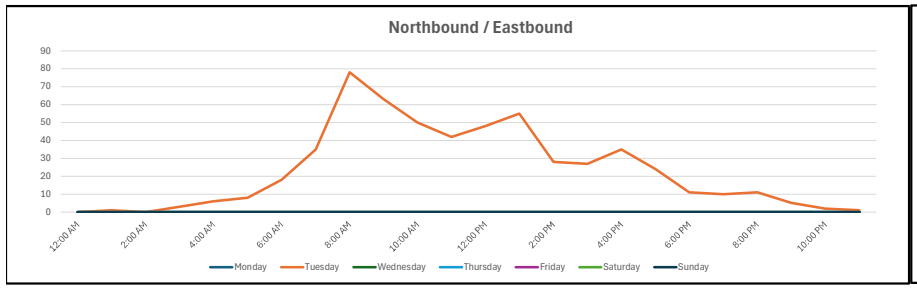
Two-Hour Count Summaries - Bikes

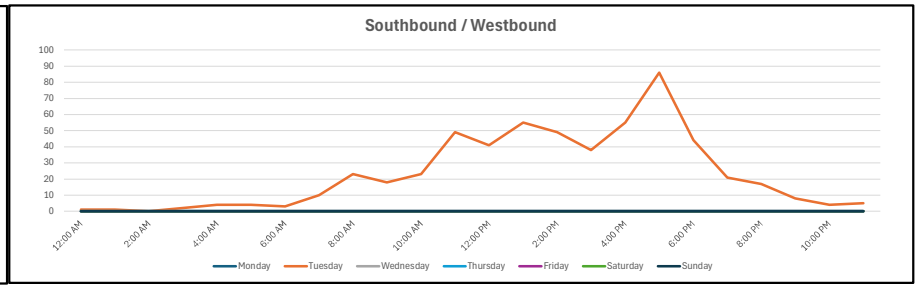
Interval Start	San Tomas Expy					Camden Ave					White Oaks Rd					Curtner Ave					n/a					15-min Total	Rolling One Hour
	Eastbound					Westbound					Northbound					Southbound					Southeastbound						
	UT	HL	LT	TH	RT	UT	LT	TH	BR	RT	UT	LT	BL	TH	RT	UT	LT	TH	RT	HR	UT	HL	BL	BR	HR		
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Count Total	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0	**0**

Vehicle Volume Report - Hourly

Site Description: Campbell Technology Pkwy N.O E McGlincy Ln
Site Number: 1
Start Date: 04/15/2025
End Date: 04/15/2025

Time	Monday			Tuesday			Wednesday			Thursday			Friday			Saturday			Sunday			3 Day Avg		5 Day Avg		7 Day Avg	
	4/21/25			4/15/25			4/16/25			4/17/25			4/18/25			4/19/25			4/20/25			Tue-Thu		Mon-Fri		Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	6	4	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	8	4	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	18	3	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	35	10	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	78	23	101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	63	18	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	50	23	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	42	49	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	48	41	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	55	55	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	28	49	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	27	38	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	35	55	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	24	86	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	11	44	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	10	21	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	11	17	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	5	8	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	1	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	131	36	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	86	179	265	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	514	494	1008	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	561	561	1122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	*50.0%*	*50.0%*	*100.0%*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		8:00 AM	9:00 AM		-	-		-	-		-	-		-	-		-	-							
PM Peak	-	-		1:00 PM	2:00 PM		-	-		-	-		-	-		-	-		-	-							





Vehicle Classification Report - Hourly

Site Description: Campbell Technology Pkwy N.O E McGlincy Ln
Site Number: 1
Start Date: 04/15/2025
End Date: 04/15/2025

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

		FHWA Vehicle Classification - Total Study												
	Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Northbound	561	2	458	69	3	26	3	0	0	0	0	0	0	0
Percent	*100.0%*	*0.4%*	*81.6%*	*12.3%*	*0.5%*	*4.6%*	*0.5%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	561	5	453	72	4	24	3	0	0	0	0	0	0	0
Percent	*100.0%*	*0.9%*	*80.7%*	*12.8%*	*0.7%*	*4.3%*	*0.5%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	1122	7	911	141	7	50	6	0	0	0	0	0	0	0
Percent	*100.0%*	*0.6%*	*81.2%*	*12.6%*	*0.6%*	*4.5%*	*0.5%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: Campbell Technology Pkwy N.O E McGlincy Ln
Site Number: 1
Start Date: 04/15/2025
End Date: 04/15/2025

Vehicle Classification Report (Northbound - 04/15/2025)

Tuesday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/15/25														
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	0	2	0	0	1	0	0	0	0	0	0	0
4:00 AM	6	0	4	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	8	0	5	2	0	1	0	0	0	0	0	0	0	0
6:00 AM	18	0	15	2	0	1	0	0	0	0	0	0	0	0
7:00 AM	35	0	26	6	0	3	0	0	0	0	0	0	0	0
8:00 AM	78	0	65	10	0	3	0	0	0	0	0	0	0	0
9:00 AM	63	0	58	5	0	0	0	0	0	0	0	0	0	0
10:00 AM	50	1	37	8	0	3	1	0	0	0	0	0	0	0
11:00 AM	42	1	38	3	0	0	0	0	0	0	0	0	0	0
12:00 PM	48	0	38	7	0	3	0	0	0	0	0	0	0	0
1:00 PM	55	0	44	5	1	4	1	0	0	0	0	0	0	0
2:00 PM	28	0	22	3	0	3	0	0	0	0	0	0	0	0
3:00 PM	27	0	18	5	1	3	0	0	0	0	0	0	0	0
4:00 PM	35	0	31	3	0	1	0	0	0	0	0	0	0	0
5:00 PM	24	0	18	4	1	1	0	0	0	0	0	0	0	0
6:00 PM	11	0	11	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	10	0	10	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
9:00 PM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	2	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	131	0	106	18	0	7	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	86	0	67	12	2	5	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	514	2	421	61	3	25	2	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	561	2	458	69	3	26	3	0	0	0	0	0	0	0
Percent	*100%*	*0.4%*	*81.6%*	*12.3%*	*0.5%*	*4.6%*	*0.5%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: Campbell Technology Pkwy N.O E McGlincy Ln
Site Number: 1
Start Date: 04/15/2025
End Date: 04/15/2025

Vehicle Classification Report (Southbound - 04/15/2025)

Tuesday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/15/25														
12:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	1	0	0	1	0	0	0	0	0	0	0
4:00 AM	4	0	1	3	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
6:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	10	0	5	3	0	2	0	0	0	0	0	0	0	0
8:00 AM	23	0	14	7	0	2	0	0	0	0	0	0	0	0
9:00 AM	18	0	11	5	0	2	0	0	0	0	0	0	0	0
10:00 AM	23	0	17	4	0	2	0	0	0	0	0	0	0	0
11:00 AM	49	1	38	7	0	2	1	0	0	0	0	0	0	0
12:00 PM	41	0	34	6	0	1	0	0	0	0	0	0	0	0
1:00 PM	55	0	44	9	0	1	1	0	0	0	0	0	0	0
2:00 PM	49	0	37	8	2	2	0	0	0	0	0	0	0	0
3:00 PM	38	1	29	4	0	4	0	0	0	0	0	0	0	0
4:00 PM	55	0	48	5	1	1	0	0	0	0	0	0	0	0
5:00 PM	86	1	77	5	0	3	0	0	0	0	0	0	0	0
6:00 PM	44	1	40	1	1	1	0	0	0	0	0	0	0	0
7:00 PM	21	1	19	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	17	0	17	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	8	0	8	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	5	0	5	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	36	0	22	10	0	4	0	0	0	0	0	0	0	0
3:00 PM - 6:00 PM	179	2	154	14	1	8	0	0	0	0	0	0	0	0
6:00 AM - 7:00 PM	494	4	397	64	4	23	2	0	0	0	0	0	0	0
12:00 AM - 12:00 AM	561	5	453	72	4	24	3	0	0	0	0	0	0	0
Percent	*100%*	*0.9%*	*80.7%*	*12.8%*	*0.7%*	*4.3%*	*0.5%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Vehicle Speed Report - Hourly

Site Description: Campbell Technology Pkwy N.O E McGlincy Ln
Site Number: 1
Start Date: 04/15/2025
End Date: 04/15/2025

Total Study Speed Summary		
	Northbound	**Southbound**
Average Speed	23.7 mph	22.7 mph
50th Percentile	23.5 mph	22.5 mph
85th Percentile	27.9 mph	27.8 mph
95th Percentile	31.4 mph	30.8 mph

Speed Range (MPH) - Total Study																					
	Total	**0-10**	**10-15**	**15-20**	**20-25**	**25-30**	**30-35**	**35-40**	**40-45**	**45-50**	**50-55**	**55-60**	**60-65**	**65-70**	**70-75**	**75-80**	**80-85**	**85-90**	**90-95**	**95-100**	**100+**
Northbound	561	0	11	76	276	152	41	4	1	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*0.0%*	*2.0%*	*13.5%*	*49.2%*	*27.1%*	*7.3%*	*0.7%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	561	3	22	132	233	132	36	2	1	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*0.5%*	*3.9%*	*23.5%*	*41.5%*	*23.5%*	*6.4%*	*0.4%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	1122	3	33	208	509	284	77	6	2	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*0.3%*	*2.9%*	*18.5%*	*45.4%*	*25.3%*	*6.9%*	*0.5%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: Campbell Technology Pkwy N.O E McGlincy Ln
Site Number: 1
Start Date: 04/15/2025
End Date: 04/15/2025

Vehicle Speed Report (Northbound - 04/15/2025)

Tuesday	Northbound																				
4/15/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	6	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	8	0	0	0	5	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	18	0	0	2	12	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	35	0	2	7	13	11	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	78	0	4	6	40	25	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	63	0	0	9	29	19	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	50	0	0	5	25	14	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	42	0	1	5	17	14	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	48	0	1	2	29	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	55	0	0	10	19	19	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	28	0	0	5	11	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	27	0	0	2	18	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	35	0	1	8	18	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	24	0	0	5	16	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	11	0	1	2	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	10	0	0	1	5	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	11	0	1	1	4	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	5	0	0	2	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**131**	**0**	**6**	**15**	**65**	**38**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**86**	**0**	**1**	**15**	**52**	**12**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**514**	**0**	**10**	**68**	**253**	**142**	**37**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**561**	**0**	**11**	**76**	**276**	**152**	**41**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***2.0%***	***13.5%***	***49.2%***	***27.1%***	***7.3%***	***0.7%***	***0.2%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**23.5 mph**																				
85th Percentile	**27.9 mph**																				
95th Percentile	**31.4 mph**	**Average Speed**		**23.72 mph**																	

Site Description: Campbell Technology Pkwy N.O E McGlincy Ln
Site Number: 1
Start Date: 04/15/2025
End Date: 04/15/2025

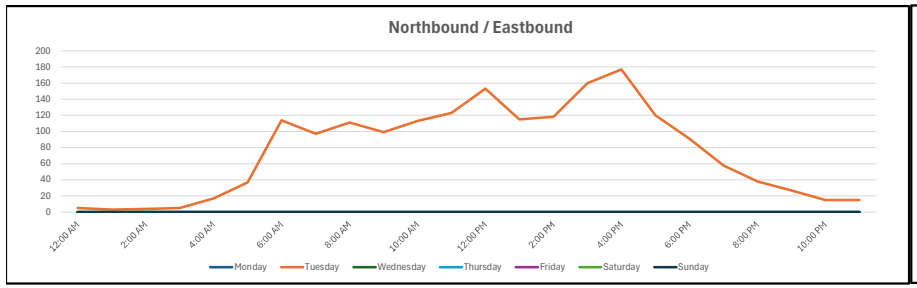
Vehicle Speed Report (Southbound - 04/15/2025)

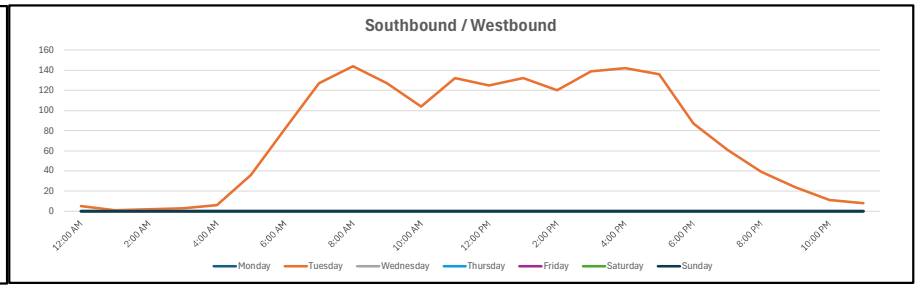
Tuesday	Southbound																				
4/15/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	4	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	4	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	3	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	10	0	2	2	5	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	23	0	2	6	12	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	18	0	1	6	8	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	23	0	0	9	11	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	49	1	3	14	18	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	41	0	1	6	16	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	55	0	0	13	24	14	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	49	0	1	10	24	13	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	38	0	4	11	15	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	55	0	0	16	18	19	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	86	0	4	16	35	25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	44	0	2	8	18	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	21	1	0	5	8	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	17	0	0	2	7	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	8	0	1	3	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	4	1	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	5	0	0	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**36**	**0**	**4**	**10**	**18**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**179**	**0**	**8**	**43**	**68**	**50**	**9**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**494**	**1**	**20**	**119**	**205**	**114**	**32**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**561**	**3**	**22**	**132**	**233**	**132**	**36**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***0.5%***	***3.9%***	***23.5%***	***41.5%***	***23.5%***	***6.4%***	***0.4%***	***0.2%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**22.5 mph**																				
85th Percentile	**27.8 mph**																				
95th Percentile	**30.8 mph**	**Average Speed**		**22.72 mph**																	

Vehicle Volume Report - Hourly

Site Description: E McGlincy Ln W.O Campbell Technology
Site Number: 2
Start Date: 04/15/2025
End Date: 04/15/2025

Time	Monday 4/21/25			Tuesday 4/15/25			Wednesday 4/16/25			Thursday 4/17/25			Friday 4/18/25			Saturday 4/19/25			Sunday 4/20/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	EB	WB	EB	WB
12:00 AM	-	-	-	5	5	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	17	6	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	37	36	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	114	82	196	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	97	127	224	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	111	144	255	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	99	127	226	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	113	104	217	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	123	132	255	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	153	125	278	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	115	132	247	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	118	120	238	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	160	139	299	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	177	142	319	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	120	136	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	91	87	178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	58	61	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	38	39	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	27	24	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	15	11	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	15	8	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	322	353	675	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	457	417	874	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	1591	1597	3188	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	1815	1793	3608	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	*50.3%*	*49.7%*	*100.0%*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		8:00 AM	9:00 AM		-	-		-	-		-	-		-	-		-	-							
PM Peak	-	-		4:00 PM	5:00 PM		-	-		-	-		-	-		-	-		-	-							





Vehicle Classification Report - Hourly

Site Description: E McGlincy Ln W.O Campbell Technology
Site Number: 2
Start Date: 04/15/2025
End Date: 04/15/2025

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

		FHWA Vehicle Classification - Total Study												
	Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Eastbound	1815	21	1222	432	20	106	7	2	1	4	0	0	0	0
Percent	*100.0%*	*1.2%*	*67.3%*	*23.8%*	*1.1%*	*5.8%*	*0.4%*	*0.1%*	*0.1%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Westbound	1793	18	1257	421	15	61	14	3	1	3	0	0	0	0
Percent	*100.0%*	*1.0%*	*70.1%*	*23.5%*	*0.8%*	*3.4%*	*0.8%*	*0.2%*	*0.1%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	3608	39	2479	853	35	167	21	5	2	7	0	0	0	0
Percent	*100.0%*	*1.1%*	*68.7%*	*23.6%*	*1.0%*	*4.6%*	*0.6%*	*0.1%*	*0.1%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: E McGlincy Ln W.O Campbell Technology
Site Number: 2
Start Date: 04/15/2025
End Date: 04/15/2025

Vehicle Classification Report (Eastbound - 04/15/2025)

Tuesday		Eastbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/15/25														
12:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	3	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	0	2	1	0	1	0	0	0	0	0	0	0	0
3:00 AM	5	0	2	2	0	0	1	0	0	0	0	0	0	0
4:00 AM	17	1	12	4	0	0	0	0	0	0	0	0	0	0
5:00 AM	37	0	19	14	0	4	0	0	0	0	0	0	0	0
6:00 AM	114	1	67	34	0	10	2	0	0	0	0	0	0	0
7:00 AM	97	1	60	32	1	3	0	0	0	0	0	0	0	0
8:00 AM	111	0	77	24	2	6	1	1	0	0	0	0	0	0
9:00 AM	99	0	63	25	6	5	0	0	0	0	0	0	0	0
10:00 AM	113	1	70	33	2	5	1	0	0	1	0	0	0	0
11:00 AM	123	1	83	35	0	4	0	0	0	0	0	0	0	0
12:00 PM	153	2	93	43	2	13	0	0	0	0	0	0	0	0
1:00 PM	115	1	77	30	0	4	1	1	0	1	0	0	0	0
2:00 PM	118	0	70	34	2	12	0	0	0	0	0	0	0	0
3:00 PM	160	4	88	44	3	17	1	0	1	2	0	0	0	0
4:00 PM	177	2	131	29	1	14	0	0	0	0	0	0	0	0
5:00 PM	120	2	100	15	0	3	0	0	0	0	0	0	0	0
6:00 PM	91	5	70	11	0	5	0	0	0	0	0	0	0	0
7:00 PM	58	0	50	8	0	0	0	0	0	0	0	0	0	0
8:00 PM	38	0	32	5	1	0	0	0	0	0	0	0	0	0
9:00 PM	27	0	26	1	0	0	0	0	0	0	0	0	0	0
10:00 PM	15	0	13	2	0	0	0	0	0	0	0	0	0	0
11:00 PM	15	0	10	5	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	322	2	204	90	3	19	3	1	0	0	0	0	0	0
3:00 PM - 6:00 PM	457	8	319	88	4	34	1	0	1	2	0	0	0	0
6:00 AM - 7:00 PM	1591	20	1049	389	19	101	6	2	1	4	0	0	0	0
12:00 AM - 12:00 AM	1815	21	1222	432	20	106	7	2	1	4	0	0	0	0
Percent	*100%*	*1.2%*	*67.3%*	*23.8%*	*1.1%*	*5.8%*	*0.4%*	*0.1%*	*0.1%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: E McGlincy Ln W.O Campbell Technology
Site Number: 2
Start Date: 04/15/2025
End Date: 04/15/2025

Vehicle Classification Report (Westbound - 04/15/2025)

Tuesday		Westbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
4/15/25														
12:00 AM	5	0	4	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	1	0	0	0	1	0	0	0	0	0	0
3:00 AM	3	0	1	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	6	0	4	1	0	0	1	0	0	0	0	0	0	0
5:00 AM	36	1	21	12	0	2	0	0	0	0	0	0	0	0
6:00 AM	82	0	53	23	0	4	2	0	0	0	0	0	0	0
7:00 AM	127	1	65	45	3	9	2	0	0	2	0	0	0	0
8:00 AM	144	2	91	40	2	6	2	0	1	0	0	0	0	0
9:00 AM	127	3	74	41	2	7	0	0	0	0	0	0	0	0
10:00 AM	104	0	64	34	1	5	0	0	0	0	0	0	0	0
11:00 AM	132	1	99	27	1	3	1	0	0	0	0	0	0	0
12:00 PM	125	2	75	38	2	6	1	1	0	0	0	0	0	0
1:00 PM	132	0	93	32	0	4	2	0	0	1	0	0	0	0
2:00 PM	120	1	74	37	1	7	0	0	0	0	0	0	0	0
3:00 PM	139	2	111	19	2	2	3	0	0	0	0	0	0	0
4:00 PM	142	1	112	25	0	3	0	1	0	0	0	0	0	0
5:00 PM	136	1	115	19	0	1	0	0	0	0	0	0	0	0
6:00 PM	87	1	71	13	1	1	0	0	0	0	0	0	0	0
7:00 PM	61	0	56	4	0	1	0	0	0	0	0	0	0	0
8:00 PM	39	0	36	3	0	0	0	0	0	0	0	0	0	0
9:00 PM	24	1	20	3	0	0	0	0	0	0	0	0	0	0
10:00 PM	11	0	10	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	8	1	7	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	353	3	209	108	5	19	6	0	1	2	0	0	0	0
3:00 PM - 6:00 PM	417	4	338	63	2	6	3	1	0	0	0	0	0	0
6:00 AM - 7:00 PM	1597	15	1097	393	15	58	13	2	1	3	0	0	0	0
12:00 AM - 12:00 AM	1793	18	1257	421	15	61	14	3	1	3	0	0	0	0
Percent	*100%*	*1.0%*	*70.1%*	*23.5%*	*0.8%*	*3.4%*	*0.8%*	*0.2%*	*0.1%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Vehicle Speed Report - Hourly

Site Description: E McGlincy Ln W.O Campbell Technology
Site Number: 2
Start Date: 04/15/2025
End Date: 04/15/2025

Total Study Speed Summary		
	Eastbound	**Westbound**
Average Speed	29.1 mph	28.3 mph
50th Percentile	29.5 mph	28.5 mph
85th Percentile	34.3 mph	32.9 mph
95th Percentile	37.7 mph	36.2 mph

	Speed Range (MPH) - Total Study																				
	Total	**0-10**	**10-15**	**15-20**	**20-25**	**25-30**	**30-35**	**35-40**	**40-45**	**45-50**	**50-55**	**55-60**	**60-65**	**65-70**	**70-75**	**75-80**	**80-85**	**85-90**	**90-95**	**95-100**	**100+**
Eastbound	1815	6	30	78	231	650	597	180	31	11	1	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*0.3%*	*1.7%*	*4.3%*	*12.7%*	*35.8%*	*32.9%*	*9.9%*	*1.7%*	*0.6%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Westbound	1793	11	24	60	287	751	541	98	15	4	2	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*0.6%*	*1.3%*	*3.3%*	*16.0%*	*41.9%*	*30.2%*	*5.5%*	*0.8%*	*0.2%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	3608	17	54	138	518	1401	1138	278	46	15	3	0	0	0	0	0	0	0	0	0	0
Percent	*100.0%*	*0.5%*	*1.5%*	*3.8%*	*14.4%*	*38.8%*	*31.5%*	*7.7%*	*1.3%*	*0.4%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: E McGlincy Ln W.O Campbell Technology
Site Number: 2
Start Date: 04/15/2025
End Date: 04/15/2025

Vehicle Speed Report (Eastbound - 04/15/2025)

Tuesday	Eastbound																				
4/15/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	5	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	5	0	1	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	17	0	1	0	4	5	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	37	0	0	0	1	9	16	7	2	2	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	114	0	0	3	11	47	36	12	4	1	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	97	0	2	8	15	41	25	5	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	111	3	2	7	25	38	29	6	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	99	0	1	5	29	35	23	6	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	113	0	1	11	16	38	32	13	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	123	1	2	1	22	36	48	12	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	153	0	3	4	8	63	63	10	1	1	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	115	0	0	9	11	46	35	9	4	0	1	0	0	0	0	0	0	0	0	0	0
2:00 PM	118	0	2	4	18	46	35	12	1	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	160	1	4	3	22	61	51	13	3	2	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	177	0	0	10	20	62	68	12	3	2	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	120	0	1	4	13	42	36	19	3	2	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	91	0	7	5	6	29	32	11	1	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	58	0	2	2	6	15	27	4	1	1	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	38	0	0	1	3	13	14	7	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	27	0	0	0	1	11	9	6	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	15	0	0	0	0	2	6	5	2	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	15	0	1	0	0	4	5	4	1	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**322**	**3**	**4**	**18**	**51**	**126**	**90**	**23**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**457**	**1**	**5**	**17**	**55**	**165**	**155**	**44**	**9**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1591**	**5**	**25**	**74**	**216**	**584**	**513**	**140**	**25**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**1815**	**6**	**30**	**78**	**231**	**650**	**597**	**180**	**31**	**11**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***0.3%***	***1.7%***	***4.3%***	***12.7%***	***35.8%***	***32.9%***	***9.9%***	***1.7%***	***0.6%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**29.5 mph**																				
85th Percentile	**34.3 mph**																				
95th Percentile	**37.7 mph**	**Average Speed**		**29.11 mph**																	

Site Description: E McGlincy Ln W.O Campbell Technology
Site Number: 2
Start Date: 04/15/2025
End Date: 04/15/2025

Vehicle Speed Report (Westbound - 04/15/2025)

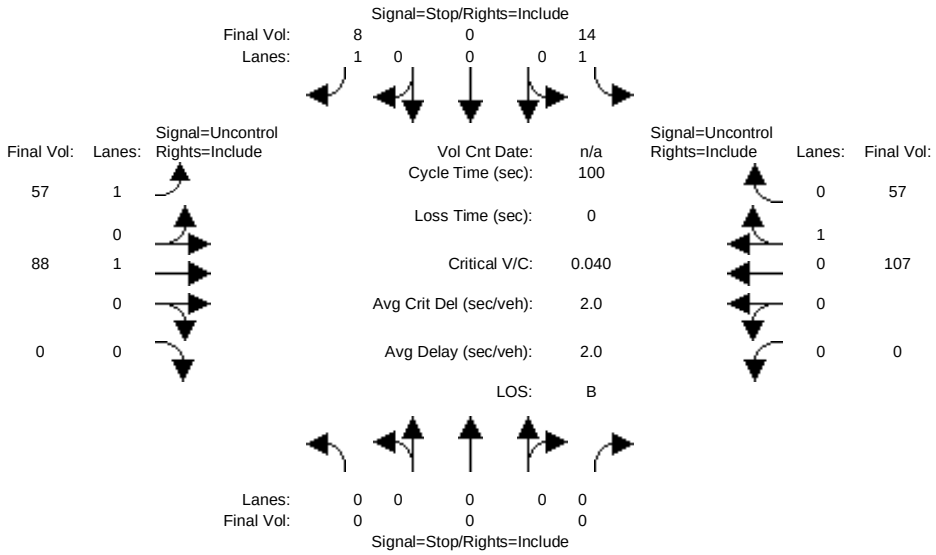
Tuesday	Westbound																				
4/15/25	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	5	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	6	0	1	0	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	36	1	0	0	2	7	18	5	1	1	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	82	0	1	4	14	24	28	8	1	1	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	127	0	1	8	26	48	36	7	1	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	144	4	4	3	21	59	45	8	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	127	1	3	4	20	48	47	4	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	104	0	1	2	18	50	24	8	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	132	0	3	4	24	61	33	6	1	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	125	2	1	3	11	64	36	7	1	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	132	0	1	5	25	61	31	5	3	1	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	120	1	0	5	27	46	35	6	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	139	0	2	8	16	67	43	2	1	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	142	0	2	3	17	58	49	11	2	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	136	0	2	1	22	53	49	7	1	1	0	0	0	0	0	0	0	0	0	0	0
6:00 PM	87	0	1	2	15	35	28	6	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	61	0	0	3	12	26	18	2	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	39	0	0	1	5	19	10	3	1	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	24	1	1	1	5	10	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM	11	0	0	0	2	5	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	8	1	0	0	2	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**353**	**4**	**6**	**15**	**61**	**131**	**109**	**23**	**2**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**417**	**0**	**6**	**12**	**55**	**178**	**141**	**20**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**1597**	**8**	**22**	**52**	**256**	**674**	**484**	**85**	**12**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**1793**	**11**	**24**	**60**	**287**	**751**	**541**	**98**	**15**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***0.6%***	***1.3%***	***3.3%***	***16.0%***	***41.9%***	***30.2%***	***5.5%***	***0.8%***	***0.2%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**28.5 mph**																				
85th Percentile	**32.9 mph**																				
95th Percentile	**36.2 mph**	**Average Speed**		**28.26 mph**																	

Attachment 3

Level of Service Summary

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	14	0	8	57	88	0	0	107	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	8	57	88	0	0	107	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	8	57	88	0	0	107	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	8	57	88	0	0	107	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	8	57	88	0	0	107	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	338	xxxx	136	164	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	662	xxxx	919	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	642	xxxx	919	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.01	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.7	xxxx	9.0	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	1	0 1	0	0	0 1	0
Initial Vol:	0	0	0	14	0	8	57	88	0	0	107	57
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=331]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	1	0 1	0	0	0 1	0
Initial Vol:	0	0	0	14	0	8	57	88	0	0	107	57

Major Street Volume: 309
Minor Approach Volume: 22
Minor Approach Volume Threshold: 879

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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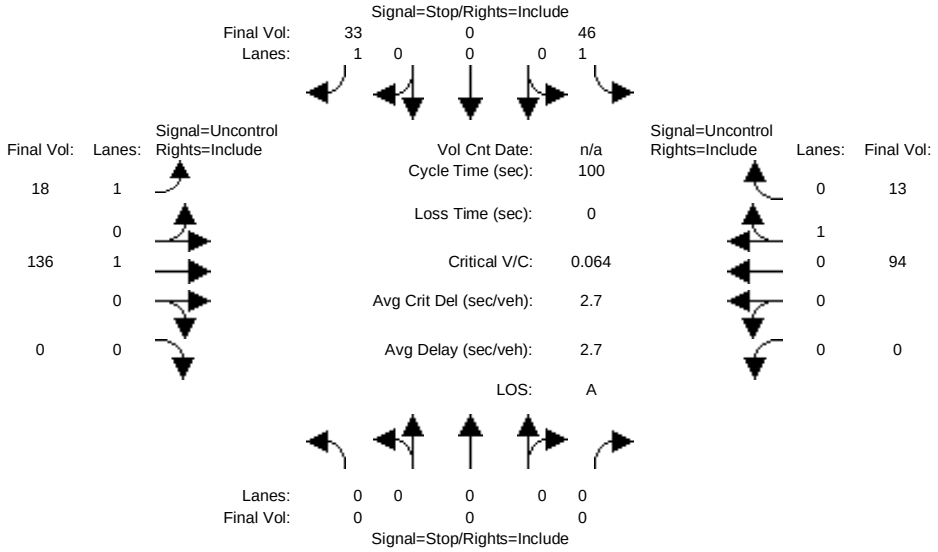
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	46	0	33	18	136	0	0	94	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	46	0	33	18	136	0	0	94	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	46	0	33	18	136	0	0	94	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	46	0	33	18	136	0	0	94	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	46	0	33	18	136	0	0	94	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	273	xxxx	101	107	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	721	xxxx	960	1497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	715	xxxx	960	1497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.4	xxxx	8.9	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	1	0 1	0	0	0 0	1 0
Initial Vol:	0	0	0	46	0	33	18	136	0	0	94	13
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=79]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=340]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	1	0 1	0	0	0 0	1 0
Initial Vol:	0	0	0	46	0	33	18	136	0	0	94	13

Major Street Volume: 261
Minor Approach Volume: 79
Minor Approach Volume Threshold: 952

SIGNAL WARRANT DISCLAIMER
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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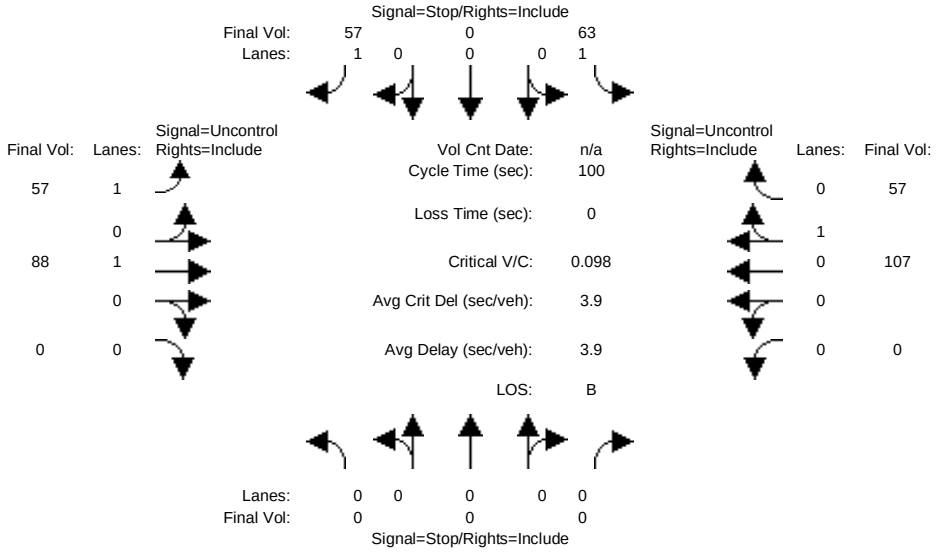
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	63	0	57	57	88	0	0	107	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	0	57	57	88	0	0	107	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	0	57	57	88	0	0	107	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	0	57	57	88	0	0	107	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	63	0	57	57	88	0	0	107	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	338	xxxx	136	164	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	662	xxxx	919	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	642	xxxx	919	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	0.06	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.2	xxxx	9.2	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	63	0	57	57	88	0	0	107	57
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=120]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=429]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	63	0	57	57	88	0	0	107	57

Major Street Volume: 309
Minor Approach Volume: 120
Minor Approach Volume Threshold: 879

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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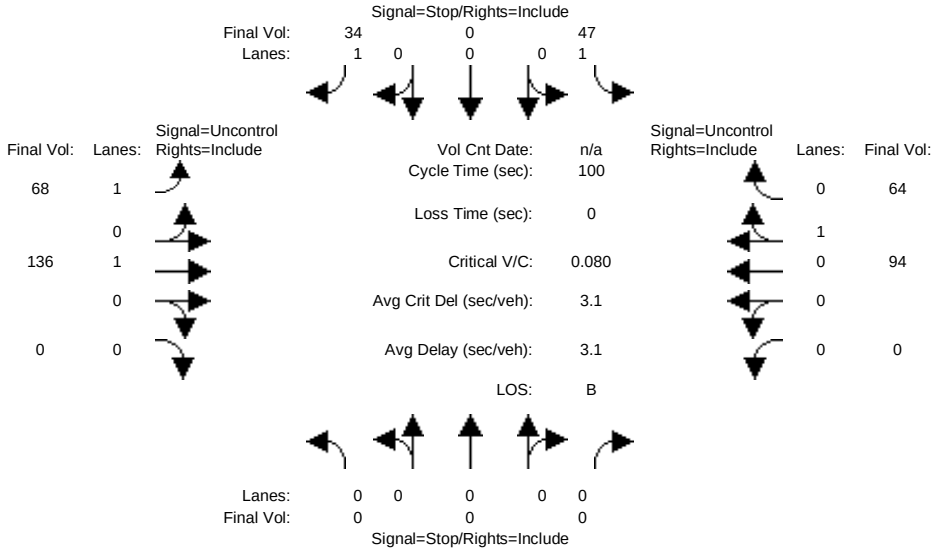
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project PM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	47	0	34	68	136	0	0	94	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	47	0	34	68	136	0	0	94	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	47	0	34	68	136	0	0	94	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	47	0	34	68	136	0	0	94	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	47	0	34	68	136	0	0	94	64
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	398	xxxx	126	158	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	611	xxxx	930	1434	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	589	xxxx	930	1434	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.6	xxxx	9.0	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	47	0	34	68	136	0	0	94	64
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=81]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=443]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	47	0	34	68	136	0	0	94	64

Major Street Volume: 362
Minor Approach Volume: 81
Minor Approach Volume Threshold: 811

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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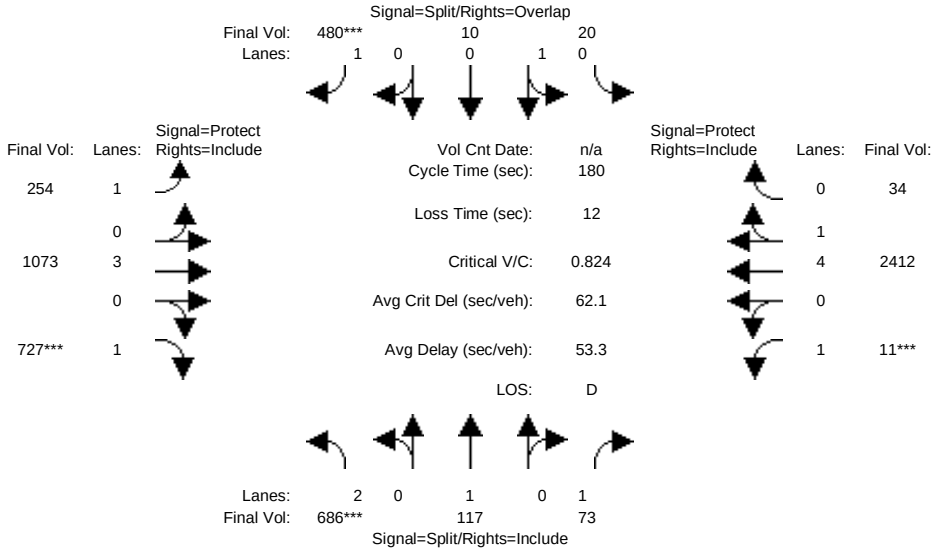
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	10	10	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	6.4	5.4	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	686	117	73	20	10	480	254	1073	727	11	2412	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	117	73	20	10	480	254	1073	727	11	2412	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	686	117	73	20	10	480	254	1073	727	11	2412	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	686	117	73	20	10	480	254	1073	727	11	2412	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	117	73	20	10	480	254	1073	727	11	2412	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	686	117	73	20	10	480	254	1073	727	11	2412	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.67	0.33	1.00	1.00	3.00	1.00	1.00	4.93	0.07
Final Sat.:	3150	1900	1750	1200	600	1750	1750	5700	1750	1750	9269	131
Capacity Analysis Module:												
Vol/Sat:	0.22	0.06	0.04	0.02	0.02	0.27	0.15	0.19	0.42	0.01	0.26	0.26
Crit Moves:	****					****			****	****		
Green Time:	45.4	45.4	45.4	26.9	26.9	61.2	34.2	86.6	86.6	9.0	61.4	61.4
Volume/Cap:	0.86	0.24	0.17	0.11	0.11	0.81	0.76	0.39	0.86	0.13	0.76	0.76
Delay/Veh:	74.0	53.9	52.7	66.4	66.4	62.0	79.0	29.9	50.6	82.4	53.9	53.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.0	53.9	52.7	66.4	66.4	62.0	79.0	29.9	50.6	82.4	53.9	53.9
LOS by Move:	E	D	D	E	E	E	E	C	D	F	D	D
HCM2k95thQ:	34	10	6	3	3	42	26	22	58	1	41	39

Note: Queue reported is the number of cars per lane.

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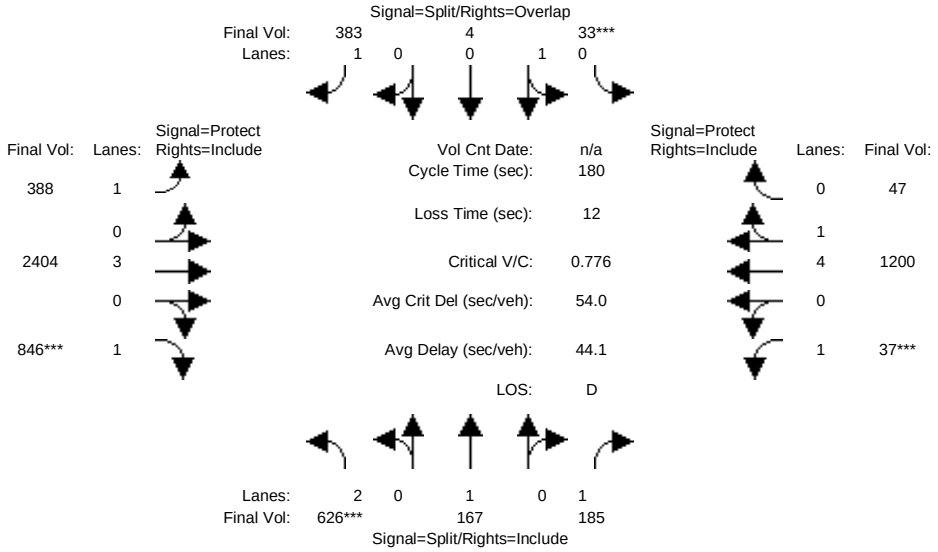
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	12	12	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	5.2	5.2	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	626	167	185	33	4	383	388	2404	846	37	1200	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	626	167	185	33	4	383	388	2404	846	37	1200	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	626	167	185	33	4	383	388	2404	846	37	1200	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	626	167	185	33	4	383	388	2404	846	37	1200	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	167	185	33	4	383	388	2404	846	37	1200	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	626	167	185	33	4	383	388	2404	846	37	1200	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.89	0.11	1.00	1.00	3.00	1.00	1.00	4.80	0.20
Final Sat.:	3150	1900	1750	1605	195	1750	1750	5700	1750	1750	9045	354
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.11	0.02	0.02	0.22	0.22	0.42	0.48	0.02	0.13	0.13
Crit Moves:	****			****					****	****		
Green Time:	42.8	42.8	42.8	12.0	12.0	82.8	70.8	104	104.2	9.0	42.4	42.4
Volume/Cap:	0.84	0.37	0.44	0.31	0.31	0.48	0.56	0.73	0.84	0.42	0.56	0.56
Delay/Veh:	73.3	57.8	59.2	81.5	81.5	34.0	43.6	28.5	37.0	86.3	61.0	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	57.8	59.2	81.5	81.5	34.0	43.6	28.5	37.0	86.3	61.0	61.0
LOS by Move:	E	E	E	F	F	C	D	C	D	F	E	E
HCM2k95thQ:	32	14	16	4	4	25	29	51	61	5	22	21

Note: Queue reported is the number of cars per lane.

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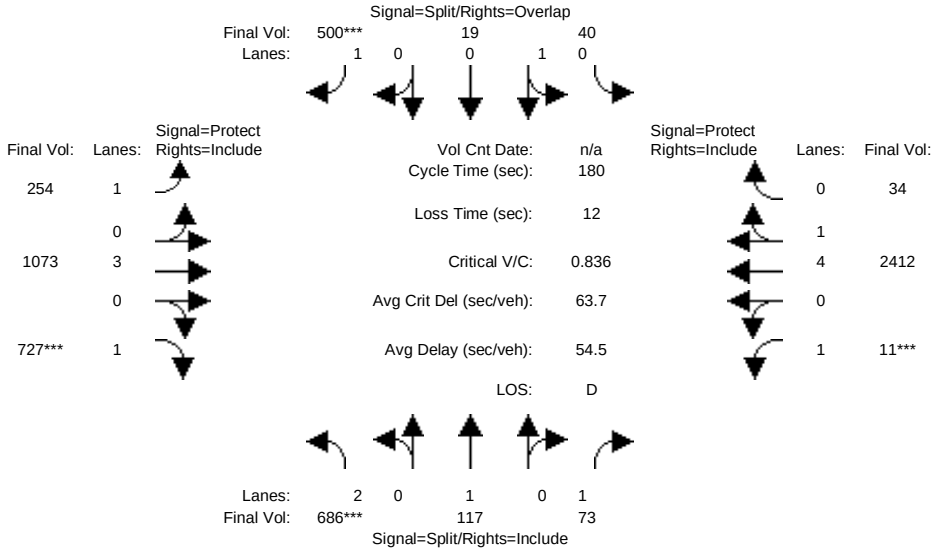
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	10	10	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	6.4	5.4	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	686	117	73	40	19	500	254	1073	727	11	2412	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	117	73	40	19	500	254	1073	727	11	2412	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	686	117	73	40	19	500	254	1073	727	11	2412	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	686	117	73	40	19	500	254	1073	727	11	2412	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	117	73	40	19	500	254	1073	727	11	2412	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	686	117	73	40	19	500	254	1073	727	11	2412	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.68	0.32	1.00	1.00	3.00	1.00	1.00	4.93	0.07
Final Sat.:	3150	1900	1750	1220	580	1750	1750	5700	1750	1750	9269	131
Capacity Analysis Module:												
Vol/Sat:	0.22	0.06	0.04	0.03	0.03	0.29	0.15	0.19	0.42	0.01	0.26	0.26
Crit Moves:	****					****			****	****		
Green Time:	44.8	44.8	44.8	28.9	28.9	62.7	33.8	85.4	85.4	9.0	60.6	60.6
Volume/Cap:	0.88	0.25	0.17	0.20	0.20	0.82	0.77	0.40	0.88	0.13	0.77	0.77
Delay/Veh:	75.8	54.4	53.2	65.9	65.9	62.2	80.3	30.7	52.9	82.4	54.8	54.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.8	54.4	53.2	65.9	65.9	62.2	80.3	30.7	52.9	82.4	54.8	54.8
LOS by Move:	E	D	D	E	E	E	F	C	D	F	D	D
HCM2k95thQ:	35	10	6	6	6	43	26	22	59	1	41	40

Note: Queue reported is the number of cars per lane.

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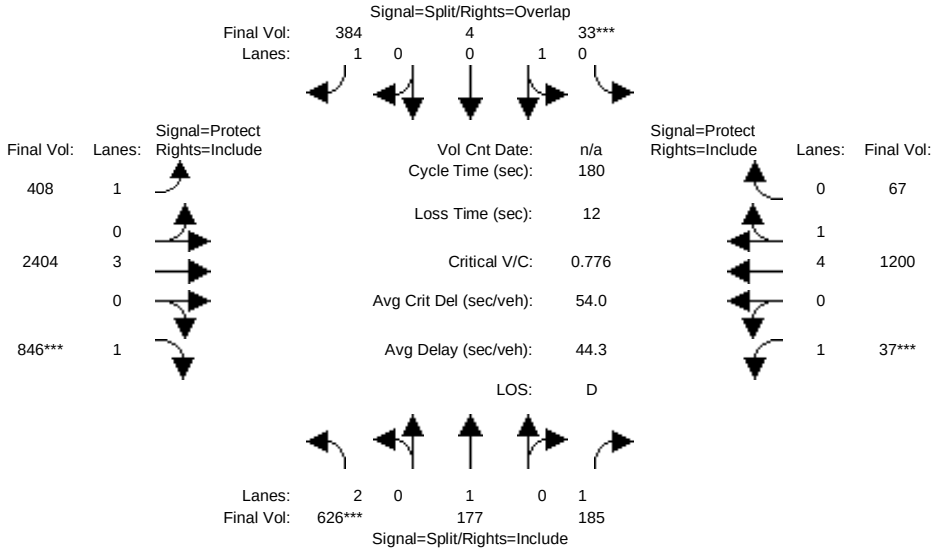
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	12	12	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	5.2	5.2	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	626	177	185	33	4	384	408	2404	846	37	1200	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	626	177	185	33	4	384	408	2404	846	37	1200	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	626	177	185	33	4	384	408	2404	846	37	1200	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	626	177	185	33	4	384	408	2404	846	37	1200	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	177	185	33	4	384	408	2404	846	37	1200	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	626	177	185	33	4	384	408	2404	846	37	1200	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.89	0.11	1.00	1.00	3.00	1.00	1.00	4.72	0.28
Final Sat.:	3150	1900	1750	1605	195	1750	1750	5700	1750	1750	8902	497
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.11	0.02	0.02	0.22	0.23	0.42	0.48	0.02	0.13	0.13
Crit Moves:	****			****					****	****		
Green Time:	42.8	42.8	42.8	12.0	12.0	83.7	71.7	104	104.2	9.0	41.5	41.5
Volume/Cap:	0.84	0.39	0.44	0.31	0.31	0.47	0.59	0.73	0.84	0.42	0.59	0.59
Delay/Veh:	73.3	58.2	59.2	81.5	81.5	33.4	43.8	28.5	37.0	86.3	62.0	62.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.3	58.2	59.2	81.5	81.5	33.4	43.8	28.5	37.0	86.3	62.0	62.0
LOS by Move:	E	E	E	F	F	C	D	C	D	F	E	E
HCM2k95thQ:	32	15	16	4	4	25	30	51	61	5	23	22

Note: Queue reported is the number of cars per lane.

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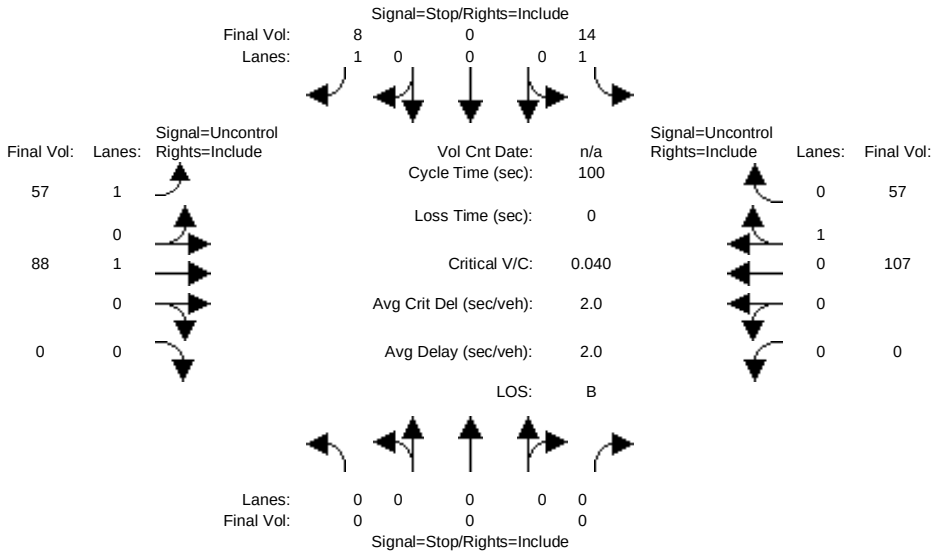
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	14	0	8	57	88	0	0	107	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	8	57	88	0	0	107	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	8	57	88	0	0	107	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	8	57	88	0	0	107	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	8	57	88	0	0	107	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	338	xxxx	136	164	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	662	xxxx	919	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	642	xxxx	919	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.01	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.7	xxxx	9.0	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	1	0 1	0	0	0 1	0
Initial Vol:	0	0	0	14	0	8	57	88	0	0	107	57
ApproachDel:	xxxxxx			10.1			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=331]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	1	0 1	0	0	0 1	0
Initial Vol:	0	0	0	14	0	8	57	88	0	0	107	57

Major Street Volume: 309
Minor Approach Volume: 22
Minor Approach Volume Threshold: 879

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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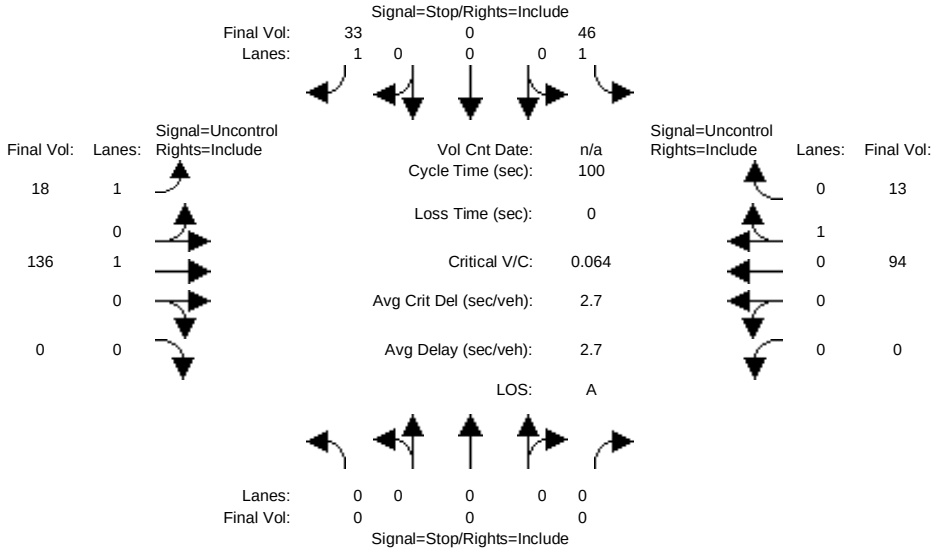
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	46	0	33	18	136	0	0	94	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	46	0	33	18	136	0	0	94	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	46	0	33	18	136	0	0	94	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	46	0	33	18	136	0	0	94	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	46	0	33	18	136	0	0	94	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	273	xxxx	101	107	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	721	xxxx	960	1497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	715	xxxx	960	1497	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.4	xxxx	8.9	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	46	0	33	18	136	0	0	94	13
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=79]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=340]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	46	0	33	18	136	0	0	94	13

Major Street Volume: 261
Minor Approach Volume: 79
Minor Approach Volume Threshold: 952

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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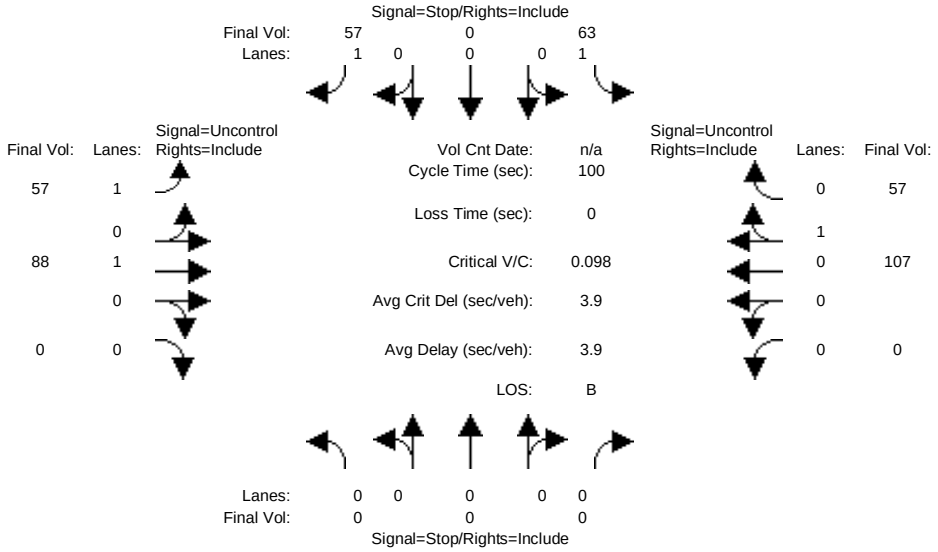
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project AM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	63	0	57	57	88	0	0	107	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	63	0	57	57	88	0	0	107	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	63	0	57	57	88	0	0	107	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	0	57	57	88	0	0	107	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	63	0	57	57	88	0	0	107	57
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	338	xxxx	136	164	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	662	xxxx	919	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	642	xxxx	919	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	0.06	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.2	xxxx	9.2	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	63	0	57	57	88	0	0	107	57
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=120]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=429]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	63	0	57	57	88	0	0	107	57

Major Street Volume: 309
Minor Approach Volume: 120
Minor Approach Volume Threshold: 879

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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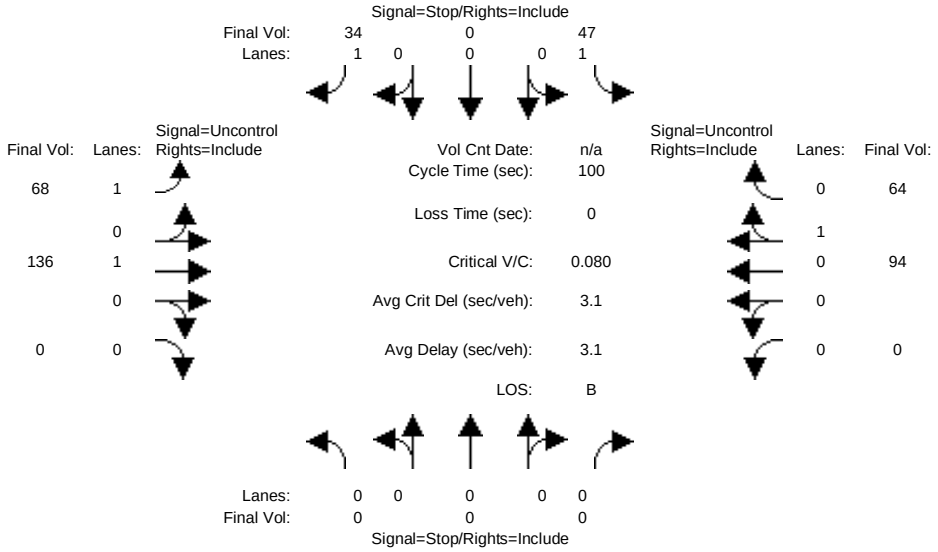
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project PM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	47	0	34	68	136	0	0	94	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	47	0	34	68	136	0	0	94	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	47	0	34	68	136	0	0	94	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	47	0	34	68	136	0	0	94	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	47	0	34	68	136	0	0	94	64
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	398	xxxx	126	158	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	611	xxxx	930	1434	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	589	xxxx	930	1434	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.6	xxxx	9.0	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	47	0	34	68	136	0	0	94	64
ApproachDel:	xxxxxx			10.5			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=81]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=443]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	47	0	34	68	136	0	0	94	64

Major Street Volume: 362
Minor Approach Volume: 81
Minor Approach Volume Threshold: 811

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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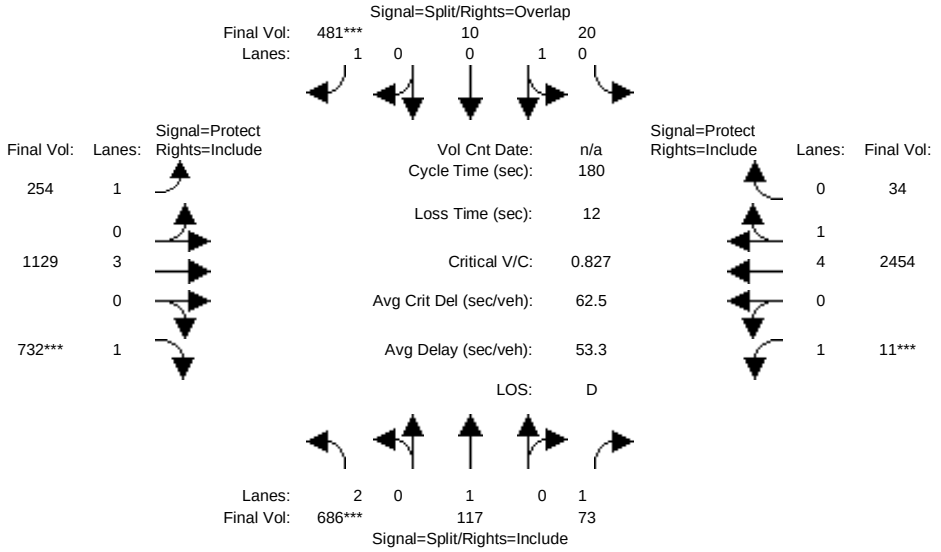
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	10	10	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	6.4	5.4	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	686	117	73	20	10	481	254	1129	732	11	2454	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	117	73	20	10	481	254	1129	732	11	2454	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	686	117	73	20	10	481	254	1129	732	11	2454	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	686	117	73	20	10	481	254	1129	732	11	2454	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	117	73	20	10	481	254	1129	732	11	2454	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	686	117	73	20	10	481	254	1129	732	11	2454	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.67	0.33	1.00	1.00	3.00	1.00	1.00	4.93	0.07
Final Sat.:	3150	1900	1750	1200	600	1750	1750	5700	1750	1750	9271	128
Capacity Analysis Module:												
Vol/Sat:	0.22	0.06	0.04	0.02	0.02	0.27	0.15	0.20	0.42	0.01	0.26	0.26
Crit Moves:	****					****			****	****		
Green Time:	45.2	45.2	45.2	26.9	26.9	60.9	33.9	86.8	86.8	9.0	61.9	61.9
Volume/Cap:	0.87	0.25	0.17	0.11	0.11	0.81	0.77	0.41	0.87	0.13	0.77	0.77
Delay/Veh:	74.5	54.0	52.8	66.4	66.4	62.8	79.9	30.2	50.9	82.4	53.9	53.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	54.0	52.8	66.4	66.4	62.8	79.9	30.2	50.9	82.4	53.9	53.9
LOS by Move:	E	D	D	E	E	E	E	C	D	F	D	D
HCM2k95thQ:	35	10	6	3	3	42	26	23	59	1	41	40

Note: Queue reported is the number of cars per lane.

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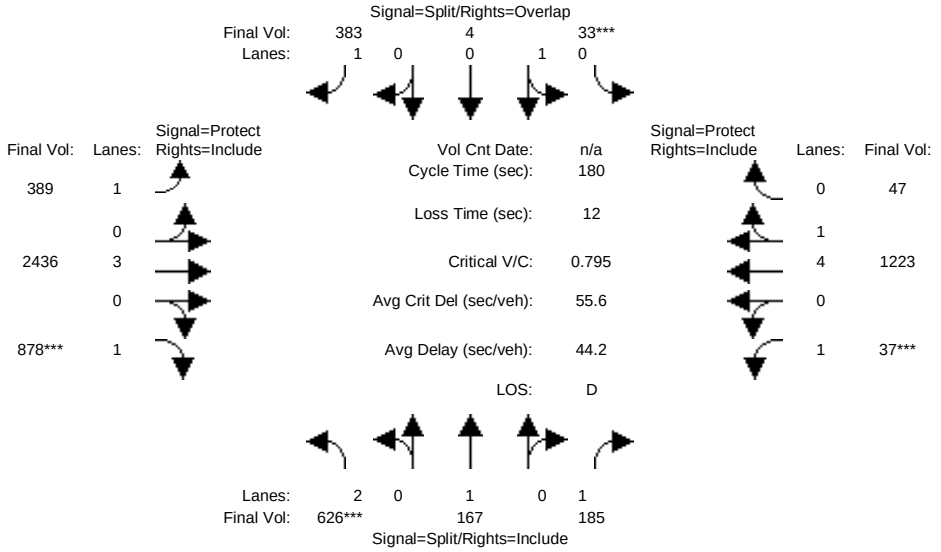
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	12	12	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	5.2	5.2	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	626	167	185	33	4	383	389	2436	878	37	1223	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	626	167	185	33	4	383	389	2436	878	37	1223	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	626	167	185	33	4	383	389	2436	878	37	1223	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	626	167	185	33	4	383	389	2436	878	37	1223	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	167	185	33	4	383	389	2436	878	37	1223	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	626	167	185	33	4	383	389	2436	878	37	1223	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.89	0.11	1.00	1.00	3.00	1.00	1.00	4.81	0.19
Final Sat.:	3150	1900	1750	1605	195	1750	1750	5700	1750	1750	9051	348
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.11	0.02	0.02	0.22	0.22	0.43	0.50	0.02	0.14	0.14
Crit Moves:	****			****					****	****		
Green Time:	41.7	41.7	41.7	12.0	12.0	83.1	71.1	105	105.3	9.0	43.2	43.2
Volume/Cap:	0.86	0.38	0.46	0.31	0.31	0.47	0.56	0.73	0.86	0.42	0.56	0.56
Delay/Veh:	76.2	58.8	60.2	81.5	81.5	33.8	43.4	27.9	38.5	86.3	60.4	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	58.8	60.2	81.5	81.5	33.8	43.4	27.9	38.5	86.3	60.4	60.4
LOS by Move:	E	E	E	F	F	C	D	C	D	F	E	E
HCM2k95thQ:	32	14	16	4	4	25	29	51	65	5	22	22

Note: Queue reported is the number of cars per lane.

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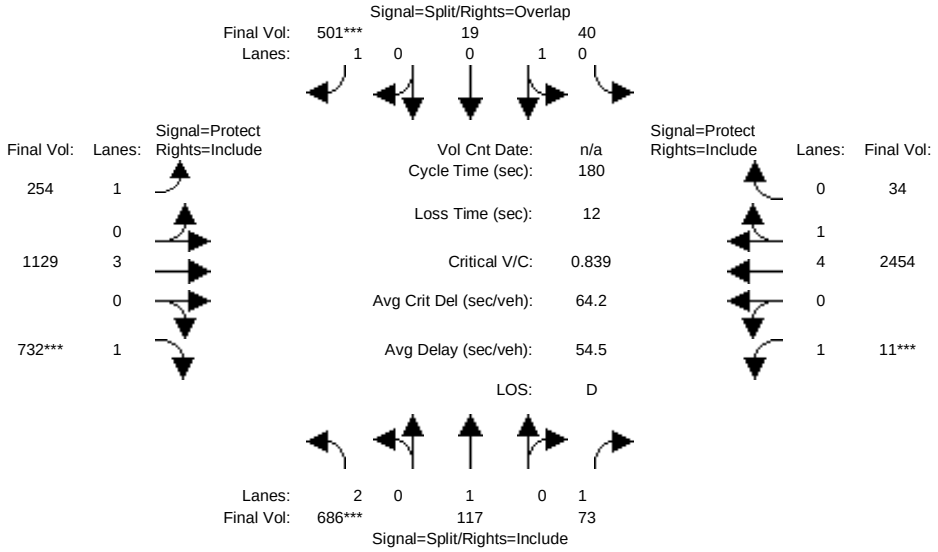
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	10	10	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	6.4	5.4	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	686	117	73	40	19	501	254	1129	732	11	2454	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	117	73	40	19	501	254	1129	732	11	2454	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	686	117	73	40	19	501	254	1129	732	11	2454	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	686	117	73	40	19	501	254	1129	732	11	2454	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	686	117	73	40	19	501	254	1129	732	11	2454	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	686	117	73	40	19	501	254	1129	732	11	2454	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.68	0.32	1.00	1.00	3.00	1.00	1.00	4.93	0.07
Final Sat.:	3150	1900	1750	1220	580	1750	1750	5700	1750	1750	9271	128
Capacity Analysis Module:												
Vol/Sat:	0.22	0.06	0.04	0.03	0.03	0.29	0.15	0.20	0.42	0.01	0.26	0.26
Crit Moves:	****					****			****	****		
Green Time:	44.6	44.6	44.6	28.9	28.9	62.4	33.5	85.6	85.6	9.0	61.1	61.1
Volume/Cap:	0.88	0.25	0.17	0.20	0.20	0.83	0.78	0.42	0.88	0.13	0.78	0.78
Delay/Veh:	76.4	54.6	53.4	65.9	65.9	63.0	81.2	31.0	53.3	82.4	54.7	54.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	54.6	53.4	65.9	65.9	63.0	81.2	31.0	53.3	82.4	54.7	54.7
LOS by Move:	E	D	D	E	E	E	F	C	D	F	D	D
HCM2k95thQ:	35	10	6	6	6	44	26	23	60	1	42	40

Note: Queue reported is the number of cars per lane.

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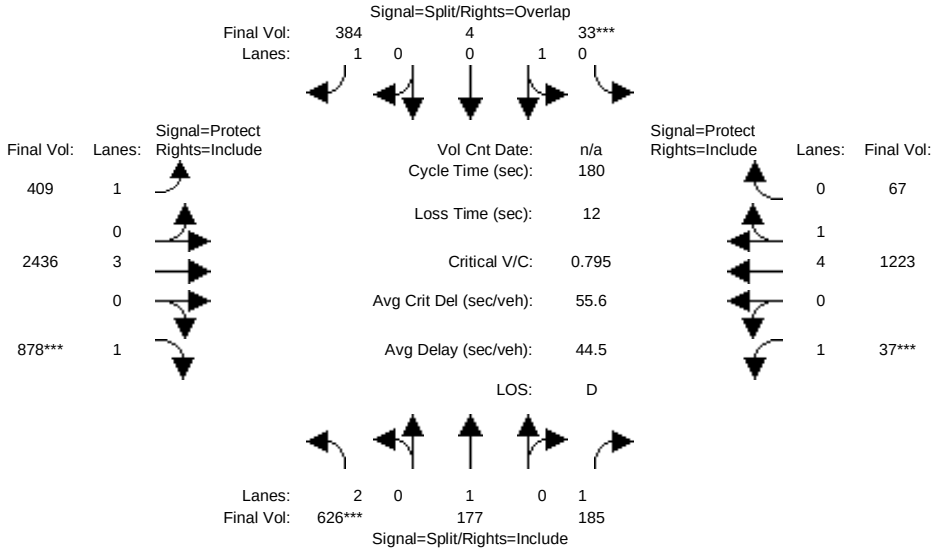
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	12	12	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	5.2	5.2	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	626	177	185	33	4	384	409	2436	878	37	1223	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	626	177	185	33	4	384	409	2436	878	37	1223	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	626	177	185	33	4	384	409	2436	878	37	1223	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	626	177	185	33	4	384	409	2436	878	37	1223	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	626	177	185	33	4	384	409	2436	878	37	1223	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	626	177	185	33	4	384	409	2436	878	37	1223	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.89	0.11	1.00	1.00	3.00	1.00	1.00	4.73	0.27
Final Sat.:	3150	1900	1750	1605	195	1750	1750	5700	1750	1750	8911	488
Capacity Analysis Module:												
Vol/Sat:	0.20	0.09	0.11	0.02	0.02	0.22	0.23	0.43	0.50	0.02	0.14	0.14
Crit Moves:	****			****					****	****		
Green Time:	41.7	41.7	41.7	12.0	12.0	84.0	72.0	105	105.3	9.0	42.3	42.3
Volume/Cap:	0.86	0.40	0.46	0.31	0.31	0.47	0.58	0.73	0.86	0.42	0.58	0.58
Delay/Veh:	76.2	59.2	60.2	81.5	81.5	33.2	43.5	27.9	38.5	86.3	61.5	61.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	59.2	60.2	81.5	81.5	33.2	43.5	27.9	38.5	86.3	61.5	61.5
LOS by Move:	E	E	E	F	F	C	D	C	D	F	E	E
HCM2k95thQ:	32	15	16	4	4	25	30	51	65	5	23	22

Note: Queue reported is the number of cars per lane.

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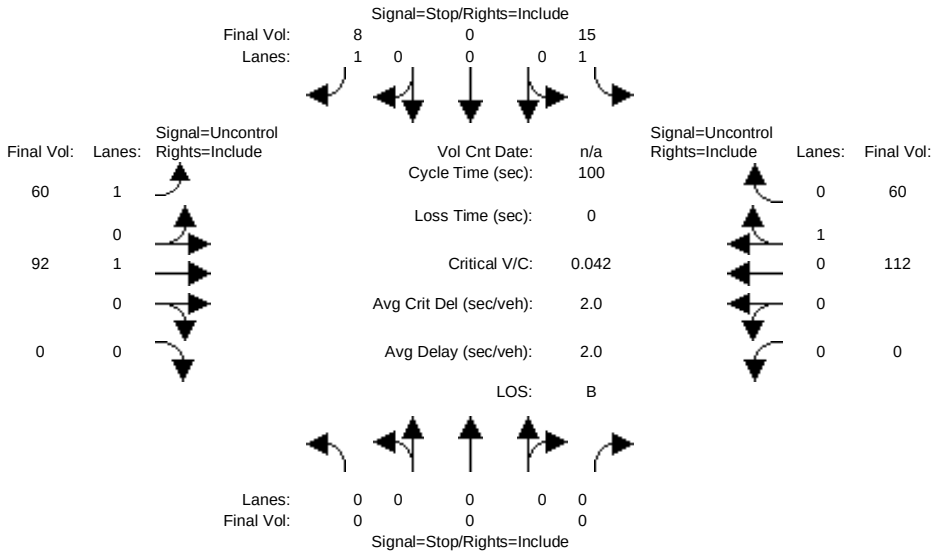
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative AM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	15	0	8	60	92	0	0	112	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	15	0	8	60	92	0	0	112	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	15	0	8	60	92	0	0	112	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	15	0	8	60	92	0	0	112	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	15	0	8	60	92	0	0	112	60
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	354	xxxx	142	172	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	648	xxxx	911	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	627	xxxx	911	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	0.01	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	0.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.9	xxxx	9.0	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Initial Vol:	0	0	0	15	0	8	60	92	0	0	112	60
ApproachDel:	xxxxxx			10.2			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=23]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=347]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	1 0	0	0 0	0 1	0
Initial Vol:	0	0	0	15	0	8	60	92	0	0	112	60

Major Street Volume: 324
Minor Approach Volume: 23
Minor Approach Volume Threshold: 859

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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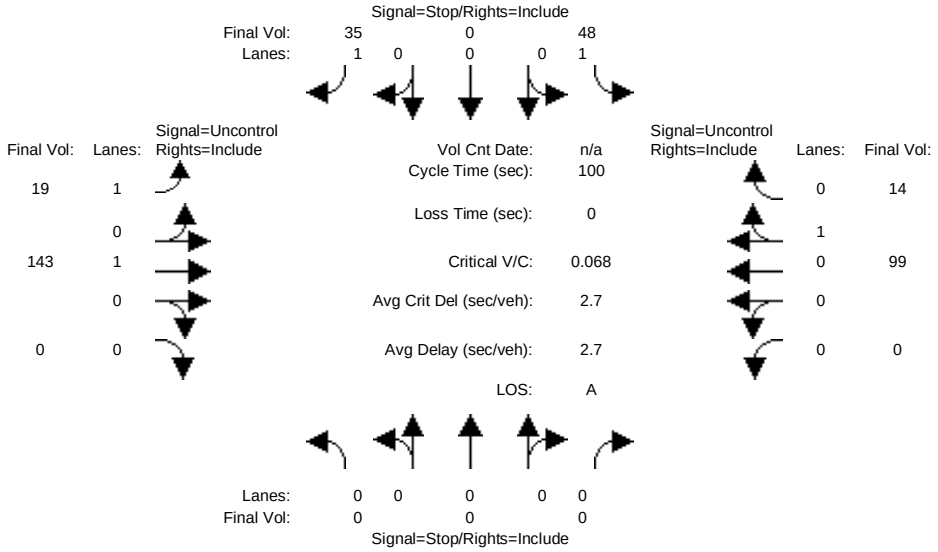
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	48	0	35	19	143	0	0	99	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	0	35	19	143	0	0	99	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	48	0	35	19	143	0	0	99	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	35	19	143	0	0	99	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	48	0	35	19	143	0	0	99	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	287	xxxx	106	113	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	708	xxxx	954	1489	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	701	xxxx	954	1489	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	0.04	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.1	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.5	xxxx	8.9	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	48	0	35	19	143	0	0	99	14
ApproachDel:	xxxxxx			9.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=83]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=358]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	48	0	35	19	143	0	0	99	14

Major Street Volume: 275
Minor Approach Volume: 83
Minor Approach Volume Threshold: 929

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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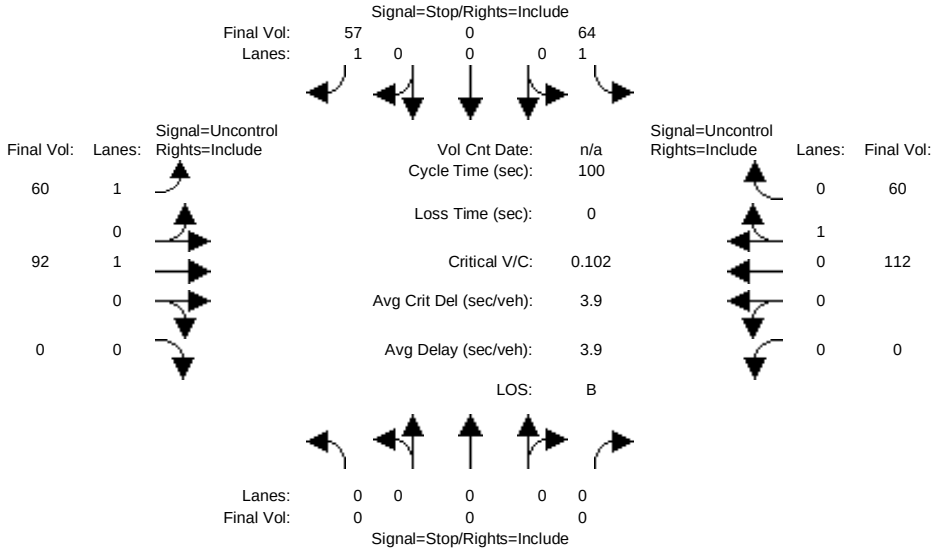
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	64	0	57	60	92	0	0	112	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	64	0	57	60	92	0	0	112	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	0	57	60	92	0	0	112	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	0	57	60	92	0	0	112	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	64	0	57	60	92	0	0	112	60
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	354	xxxx	142	172	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	648	xxxx	911	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	627	xxxx	911	1417	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	0.06	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.4	xxxx	9.2	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	1	0 1	0	0	0 1	0
Initial Vol:	0	0	0	64	0	57	60	92	0	0	112	60
ApproachDel:	xxxxxx			10.4			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=121]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=445]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	0 0	0	1	0 0	1	1	0 1	0	0	0 1	0
Initial Vol:	0	0	0	64	0	57	60	92	0	0	112	60

Major Street Volume: 324
Minor Approach Volume: 121
Minor Approach Volume Threshold: 859

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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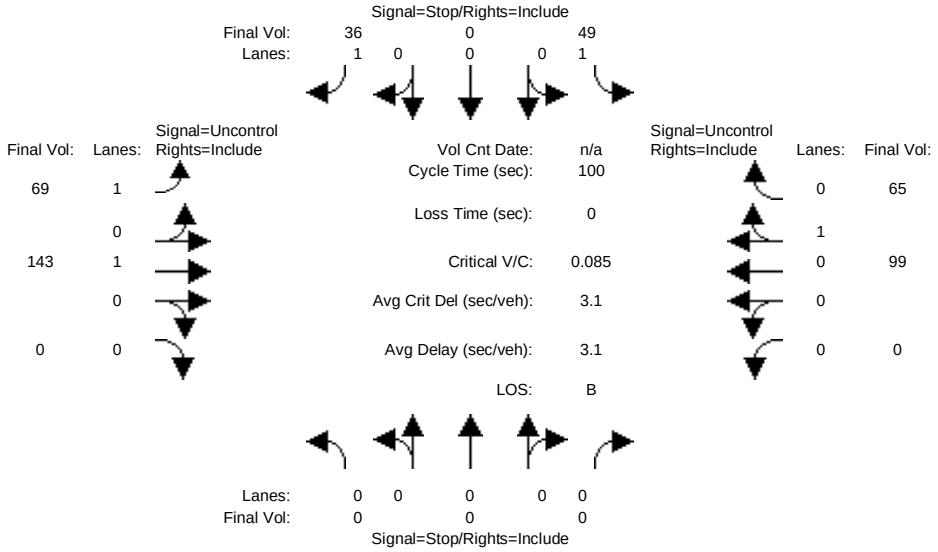
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #3: Campbell Technology Parkway/McGlincy Lane



Street Name:	Campbell Technology Parkway						McGlincy Lane					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	49	0	36	69	143	0	0	99	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	49	0	36	69	143	0	0	99	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	49	0	36	69	143	0	0	99	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	49	0	36	69	143	0	0	99	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	49	0	36	69	143	0	0	99	65
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	413	xxxx	132	164	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	600	xxxx	923	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	578	xxxx	923	1427	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.08	xxxx	0.04	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.8	xxxx	9.1	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	49	0	36	69	143	0	0	99	65
ApproachDel:	xxxxxx			10.6			xxxxxx			xxxxxx		

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=85]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=461]
FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Campbell Technology Parkway/McGlincy Lane

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			1 0 0 0 1			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	49	0	36	69	143	0	0	99	65

Major Street Volume: 376
Minor Approach Volume: 85
Minor Approach Volume Threshold: 795

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

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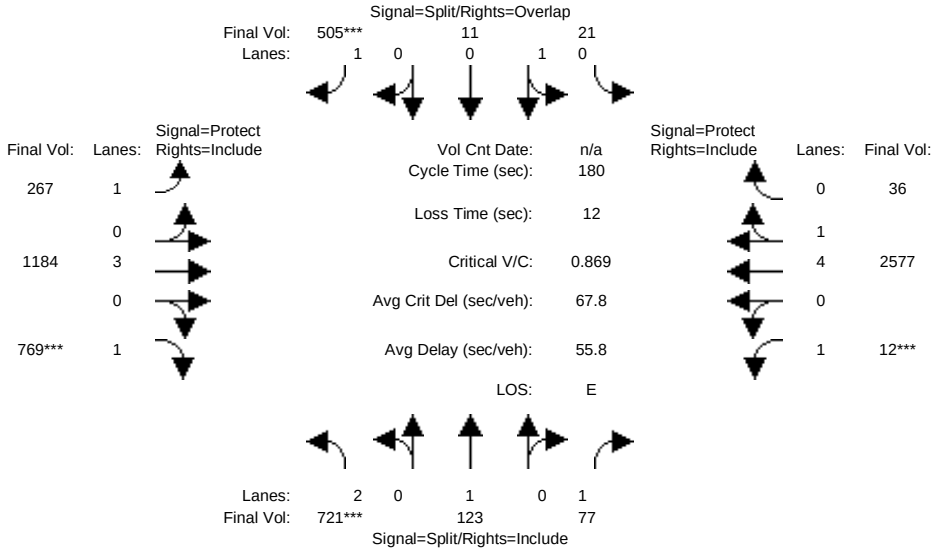
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	10	10	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	6.4	5.4	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	721	123	77	21	11	505	267	1184	769	12	2577	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	721	123	77	21	11	505	267	1184	769	12	2577	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	721	123	77	21	11	505	267	1184	769	12	2577	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	721	123	77	21	11	505	267	1184	769	12	2577	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	721	123	77	21	11	505	267	1184	769	12	2577	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	721	123	77	21	11	505	267	1184	769	12	2577	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.66	0.34	1.00	1.00	3.00	1.00	1.00	4.93	0.07
Final Sat.:	3150	1900	1750	1181	619	1750	1750	5700	1750	1750	9270	130
Capacity Analysis Module:												
Vol/Sat:	0.23	0.06	0.04	0.02	0.02	0.29	0.15	0.21	0.44	0.01	0.28	0.28
Crit Moves:	****					****			****	****		
Green Time:	45.2	45.2	45.2	26.9	26.9	60.9	34.0	86.9	86.9	9.0	61.9	61.9
Volume/Cap:	0.91	0.26	0.18	0.12	0.12	0.85	0.81	0.43	0.91	0.14	0.81	0.81
Delay/Veh:	80.0	54.2	53.0	66.5	66.5	67.0	83.7	30.5	56.8	82.5	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	54.2	53.0	66.5	66.5	67.0	83.7	30.5	56.8	82.5	55.3	55.3
LOS by Move:	E	D	D	E	E	E	F	C	E	F	E	E
HCM2k95thQ:	37	10	6	3	3	45	28	24	65	2	44	43

Note: Queue reported is the number of cars per lane.

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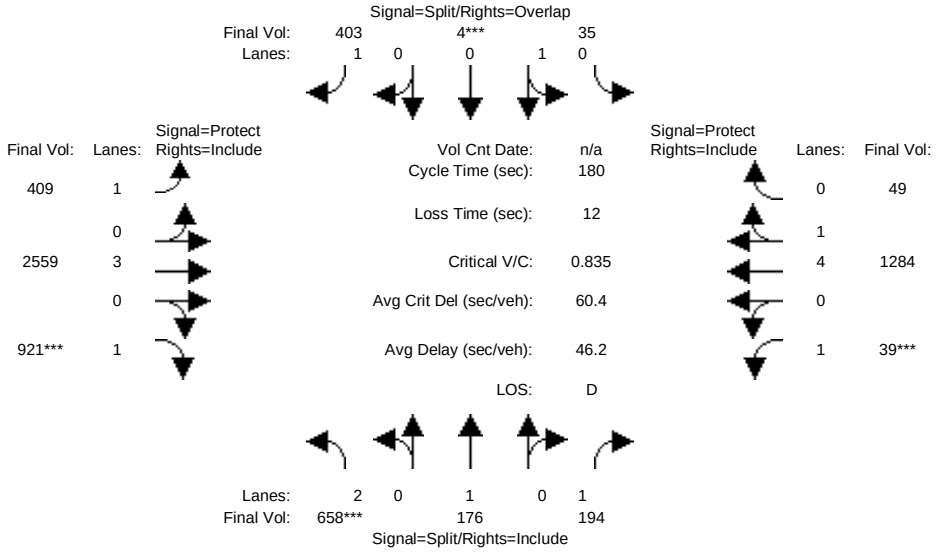
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	12	12	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	5.2	5.2	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	658	176	194	35	4	403	409	2559	921	39	1284	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	658	176	194	35	4	403	409	2559	921	39	1284	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	658	176	194	35	4	403	409	2559	921	39	1284	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	176	194	35	4	403	409	2559	921	39	1284	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	176	194	35	4	403	409	2559	921	39	1284	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	658	176	194	35	4	403	409	2559	921	39	1284	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.90	0.10	1.00	1.00	3.00	1.00	1.00	4.81	0.19
Final Sat.:	3150	1900	1750	1615	185	1750	1750	5700	1750	1750	9054	346
Capacity Analysis Module:												
Vol/Sat:	0.21	0.09	0.11	0.02	0.02	0.23	0.23	0.45	0.53	0.02	0.14	0.14
Crit Moves:	****				****				****	****		
Green Time:	41.8	41.8	41.8	12.0	12.0	83.1	71.1	105	105.2	9.0	43.1	43.1
Volume/Cap:	0.90	0.40	0.48	0.33	0.33	0.50	0.59	0.77	0.90	0.45	0.59	0.59
Delay/Veh:	81.3	59.1	60.6	81.7	81.7	34.4	44.4	29.3	43.5	86.7	61.1	61.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	59.1	60.6	81.7	81.7	34.4	44.4	29.3	43.5	86.7	61.1	61.1
LOS by Move:	F	E	E	F	F	C	D	C	D	F	E	E
HCM2k95thQ:	35	15	17	5	5	27	30	56	72	5	24	23

Note: Queue reported is the number of cars per lane.

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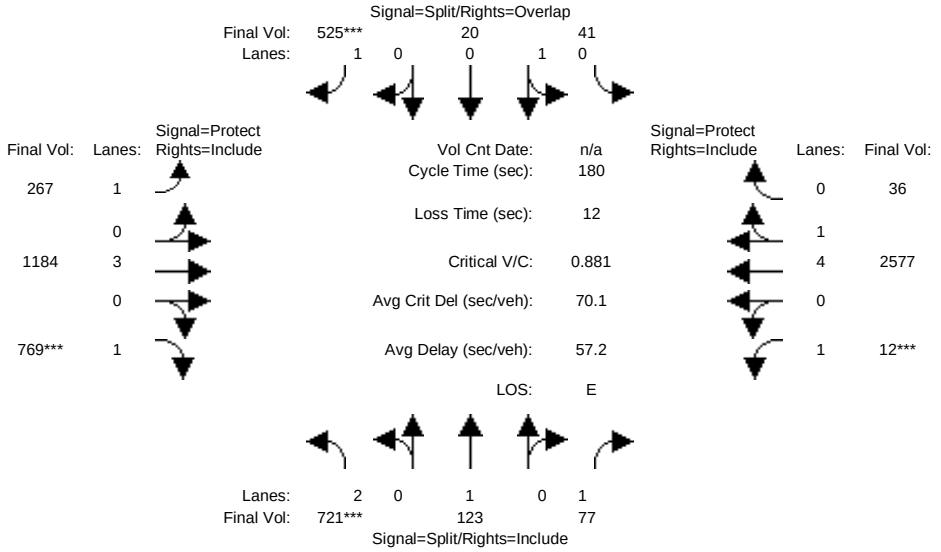
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	10	10	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	6.4	5.4	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	721	123	77	41	20	525	267	1184	769	12	2577	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	721	123	77	41	20	525	267	1184	769	12	2577	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	721	123	77	41	20	525	267	1184	769	12	2577	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	721	123	77	41	20	525	267	1184	769	12	2577	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	721	123	77	41	20	525	267	1184	769	12	2577	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	721	123	77	41	20	525	267	1184	769	12	2577	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.67	0.33	1.00	1.00	3.00	1.00	1.00	4.93	0.07
Final Sat.:	3150	1900	1750	1210	590	1750	1750	5700	1750	1750	9270	130
Capacity Analysis Module:												
Vol/Sat:	0.23	0.06	0.04	0.03	0.03	0.30	0.15	0.21	0.44	0.01	0.28	0.28
Crit Moves:	****					****			****	****		
Green Time:	44.6	44.6	44.6	28.7	28.7	62.3	33.5	85.7	85.7	9.0	61.1	61.1
Volume/Cap:	0.92	0.26	0.18	0.21	0.21	0.87	0.82	0.44	0.92	0.14	0.82	0.82
Delay/Veh:	82.5	54.7	53.5	66.2	66.2	67.6	85.3	31.3	59.8	82.5	56.2	56.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	54.7	53.5	66.2	66.2	67.6	85.3	31.3	59.8	82.5	56.2	56.2
LOS by Move:	F	D	D	E	E	E	F	C	E	F	E	E
HCM2k95thQ:	38	10	6	6	6	47	28	25	66	2	45	43

Note: Queue reported is the number of cars per lane.

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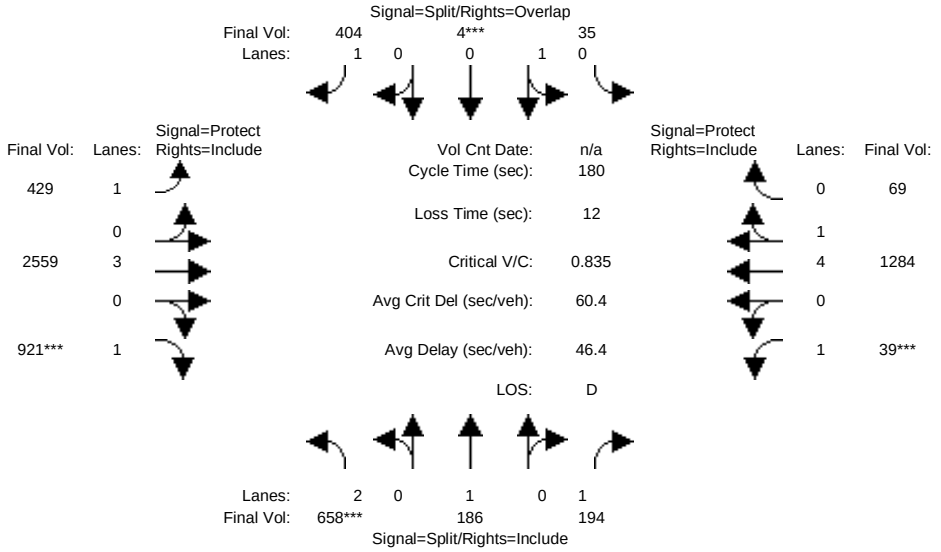
695 Campbell Technology Parkway Transportation Analysis

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #6: Curtner Ave and Camden Ave



Street Name:	Curnter Avenue						Camden Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	11	11	12	12	12	12	12	12	9	9	12
Y+R:	5.8	5.8	5.8	6.4	6.4	5.2	5.2	5.8	5.8	5.2	5.2	5.8
Volume Module:												
Base Vol:	658	186	194	35	4	404	429	2559	921	39	1284	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	658	186	194	35	4	404	429	2559	921	39	1284	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	658	186	194	35	4	404	429	2559	921	39	1284	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	186	194	35	4	404	429	2559	921	39	1284	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	186	194	35	4	404	429	2559	921	39	1284	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	658	186	194	35	4	404	429	2559	921	39	1284	69
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	0.90	0.10	1.00	1.00	3.00	1.00	1.00	4.73	0.27
Final Sat.:	3150	1900	1750	1615	185	1750	1750	5700	1750	1750	8920	479
Capacity Analysis Module:												
Vol/Sat:	0.21	0.10	0.11	0.02	0.02	0.23	0.25	0.45	0.53	0.02	0.14	0.14
Crit Moves:	****				****				****	****		
Green Time:	41.8	41.8	41.8	12.0	12.0	84.0	72.0	105	105.2	9.0	42.3	42.3
Volume/Cap:	0.90	0.42	0.48	0.33	0.33	0.49	0.61	0.77	0.90	0.45	0.61	0.61
Delay/Veh:	81.3	59.5	60.6	81.7	81.7	33.8	44.6	29.3	43.5	86.7	62.1	62.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.3	59.5	60.6	81.7	81.7	33.8	44.6	29.3	43.5	86.7	62.1	62.1
LOS by Move:	F	E	E	F	F	C	D	C	D	F	E	E
HCM2k95thQ:	35	16	17	5	5	26	32	56	72	5	24	23

Note: Queue reported is the number of cars per lane.

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Attachment 4

Volume Summary

Intersection Number: 1
Traffix Node Number: 3
Intersection Name: Campbell Technology Parkway & East McGlincy Lane
Peak Hour: AM Date of Analysis: 03/08/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	8	0	14	57	107	0	0	0	0	0	88	57	*331*
Background Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1700 Dell Avenue	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Background Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	8	0	14	57	107	0	0	0	0	0	88	57	*331*
Proposed Project Trips													
Residential	49	0	49	0	0	0	0	0	0	0	0	0	*98*
Total Project Trips	49	0	49	0	0	0	0	0	0	0	0	0	*98*
Exist.+Project Conditions	57	0	63	57	107	0	0	0	0	0	88	57	*429*
Back.+Project Conditions	57	0	63	57	107	0	0	0	0	0	88	57	*429*
Cumulative Growth													
5-Year Growth Volume	0	0	1	3	5	0	0	0	0	0	4	3	*16*
Cumulative Conditions	8	0	15	60	112	0	0	0	0	0	92	60	*347*
Cumul.+Project Conditions	57	0	64	60	112	0	0	0	0	0	92	60	*445*

Intersection Number: 2
Traffix Node Number: 6
Intersection Name: Curtner Avenue/White Oaks Road & Camden Avenue
Peak Hour: AM Date of Analysis: 03/08/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	480	10	20	34	2412	11	73	117	686	727	1073	254	*5897*
Background Project Trips													
San Jose ATI	0	0	0	0	40	0	0	0	0	0	56	0	*96*
1700 Dell Avenue	1	0	0	0	2	0	0	0	0	5	0	0	*8*
Total Background Trips	1	0	0	0	42	0	0	0	0	5	56	0	*104*
Background Conditions	481	10	20	34	2454	11	73	117	686	732	1129	254	*6001*
Proposed Project Trips													
Residential	20	9	20	0	0	0	0	0	0	0	0	0	*49*
Total Project Trips	20	9	20	0	0	0	0	0	0	0	0	0	*49*
Exist.+Project Conditions	500	19	40	34	2412	11	73	117	686	727	1073	254	*5946*
Back.+Project Conditions	501	19	40	34	2454	11	73	117	686	732	1129	254	*6050*
Cumulative Growth													
5-Year Growth Volume	24	1	1	2	123	1	4	6	35	37	55	13	*302*
Cumulative Conditions	505	11	21	36	2577	12	77	123	721	769	1184	267	*6303*
Cumul.+Project Conditions	525	20	41	36	2577	12	77	123	721	769	1184	267	*6352*

Intersection Number: 1
Traffix Node Number: 3
Intersection Name: Campbell Technology Parkway & East McGlincy Lane
Peak Hour: PM Date of Analysis: 03/08/24

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	33	0	46	13	94	0	0	0	0	0	136	18	*340*
Background Project Trips													
San Jose ATI	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1700 Dell Avenue	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Background Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background Conditions	33	0	46	13	94	0	0	0	0	0	136	18	*340*
check	33	0	46	13	94	0	0	0	0	0	136	18	
Proposed Project Trips													
Residential	1	0	1	51	0	0	0	0	0	0	0	50	*103*
Total Project Trips	1	0	1	51	0	0	0	0	0	0	0	50	*103*
Exist.+Project Conditions	34	0	47	64	94	0	0	0	0	0	136	68	*443*
check	34	0	47	64	94	0	0	0	0	0	136	68	
Back.+Project Conditions	34	0	47	64	94	0	0	0	0	0	136	68	*443*
check	34	0	47	64	94	0	0	0	0	0	136	68	
Cumulative Growth													
5-Year Growth Volume	2	0	2	1	5	0	0	0	0	0	7	1	*18*
Cumulative Conditions	35	0	48	14	99	0	0	0	0	0	143	19	*358*
check	35	0	48	14	99	0	0	0	0	0	143	19	
Cumul.+Project Conditions	36	0	49	65	99	0	0	0	0	0	143	69	*461*
check	36	0	49	65	99	0	0	0	0	0	143	69	

Intersection Number: 2
Traffix Node Number: 6
Intersection Name: Curtner Avenue/White Oaks Road & Camden Avenue
Peak Hour: PM Date of Analysis: 03/08/24

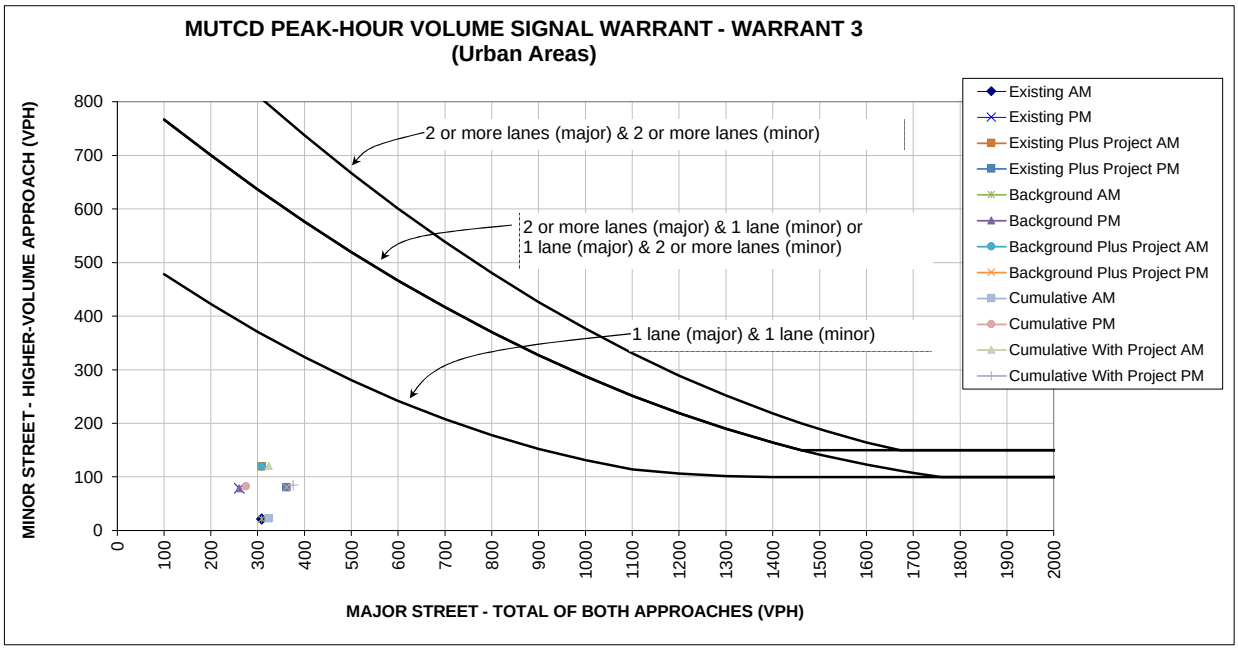
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	383	4	33	47	1200	37	185	167	626	846	2404	388	*6320*
Background Project Trips													
San Jose ATI	0	0	0	0	23	0	0	0	0	0	30	0	*53*
1700 Dell Avenue	0	0	0	0	0	0	0	0	0	32	2	1	*35*
Total Background Trips	0	0	0	0	23	0	0	0	0	32	32	1	*88*
Background Conditions	383	4	33	47	1223	37	185	167	626	878	2436	389	*6408*
check	383	4	33	47	1223	37	185	167	626	878	2436	389	
Proposed Project Trips													
Residential	1	0	0	20	0	0	0	10	0	0	0	20	*51*
Total Project Trips	1	0	0	20	0	0	0	10	0	0	0	20	*51*
Exist.+Project Conditions	384	4	33	67	1200	37	185	177	626	846	2404	408	*6371*
check	384	4	33	67	1200	37	185	177	626	846	2404	408	
Back.+Project Conditions	384	4	33	67	1223	37	185	177	626	878	2436	409	*6459*
check	384	4	33	67	1223	37	185	177	626	878	2436	409	
Cumulative Growth													
5-Year Growth Volume	20	0	2	2	61	2	9	9	32	43	123	20	*323*
Cumulative Conditions	403	4	35	49	1284	39	194	176	658	921	2559	409	*6731*
check	403	4	35	49	1284	39	194	176	658	921	2559	409	
Cumul.+Project Conditions	404	4	35	69	1284	39	194	186	658	921	2559	429	*6782*
check	404	4	35	69	1284	39	194	186	658	921	2559	429	

Attachment 5

Signal Warrant Analysis

695 Campbell Technology Parkway Transportation Study - Signal Warrant Analysis

McGlincy Lane (major) / Campbell Technology Parkway (minor)



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) 2014 Edition from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing AM	Existing Plus Project AM	Background AM	Background Plus Project AM	Cumulative AM	Cumulative With Project AM
Major Street - Both Approaches	McGlincy Lane		X	309	309	309	309	324	324
Minor Street - Highest Approach	Campbell Technology Pkwy		X	22	120	22	120	23	121
Maximum warrant threshold for minor street volume				805	805	805	805	794	794
Difference between warrant threshold & minor street volume				783	685	783	685	771	673
	Warrant Met?			No	No	No	No	No	No

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing Plus Project PM	Background PM	Background Plus Project PM	Cumulative PM	Cumulative With Project PM
Major Street - Both Approaches	McGlincy Lane		X	261	362	261	362	275	376
Minor Street - Highest Approach	Campbell Technology Pkwy		X	79	81	79	81	83	85
Maximum warrant threshold for minor street volume				842	765	842	765	831	755
Difference between warrant threshold & minor street volume				763	684	763	684	748	670
	Warrant Met?			No	No	No	No	No	No