City Council Agenda

City of Campbell, 70 N. First St., Campbell, California

REGULAR MEETING OF THE CAMPBELL CITY COUNCIL
Tuesday, January 21, 2020 7:30 p.m.
City Hall Council Chamber – 70 N. First Street

The City Council Regular Meeting will be teleconferenced pursuant to Government Code Section 54953(b)(3) with Mayor Susan M. Landry from the location at the The Capital Hilton, Business Center, 16th & K Streets, NW, Washington, DC 20036. The teleconference location shall be accessible to the public for the open session portion of the meeting pursuant to Government Code Section 54953(b)(3).

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

SPECIAL PRESENTATIONS AND PROCLAMATIONS

COMMUNICATIONS AND PETITIONS

ORAL REQUESTS

NOTE: This portion of the meeting is reserved for persons wishing to address the City Council on any matter not on the agenda. Persons wishing to address the Council are requested, but not required to complete a Speaker's Card. Speakers are limited to two (2) minutes. The law generally prohibits the Council from discussion or taking action on such items. However, the Council may instruct staff accordingly regarding Oral Requests.

COUNCIL ANNOUNCEMENTS

CONSENT CALENDAR

1. **Minutes of City Council Regular Meeting of December 17, 2019**
   Recommended Action: Approve the regular meeting minutes of December 17, 2019.

2. **Approving Bills and Claims**
   Recommended Action: Approve the bills and claims in the amount of $2,861,335.58.

3. **Memorandum of Understanding Between the County of Santa Clara and the City of Campbell for Crime Laboratory Major Case Work (Resolution/Roll**

Call Vote)

Recommended Action: That the City Council adopt a resolution authorizing the City Manager to execute the Memorandum of Understanding regarding services provided by the Santa Clara County Crime Lab related to the investigation and prosecution of criminal cases, authorize the City Manager to execute future amendments and/or agreements, and to authorize staff to incorporate the program's annual expenses into the appropriate fiscal year's budget.

PUBLIC HEARINGS AND INTRODUCTION OF ORDINANCES

NOTE: Members of the public may be allotted up to two (2) minutes to comment on any public hearing item. Applicants/Appellants and their representatives may be allotted up to a total of five (5) minutes for opening statements and up to a total of three (3) minutes maximum for closing statements. Items requested/recommended for continuance are subject to Council's consent at the meeting.

4. **Public Hearing – Resolution Directing the Community Development Director to Proceed with Abatement of Hazardous Vegetation (Resolution/Roll Call Vote)**

   Recommended Action: That the City Council adopt a resolution directing the Community Development Director to proceed with the abatement of hazardous vegetation by the Santa Clara County Agricultural Commissioner's Office.

5. **Appeal of Massage Establishment Permit Revocation – Bascom Massage Located at 3495 S. Bascom Avenue, Campbell, California (Resolution/Roll Call Vote)**

   Recommended Action: That the City Council adopt a resolution that rejects the appeal of the revocation of the Massage Establishment Permit for Bascom Massage and its owner Peiran Xu.

6. **Public Hearing to Consider the Appeals of Herb Weinman, Catherine Clock and Mary Broxon, Appealing the Planning Commission Approval of a Conditional Use Permit with Site and Architectural Review, Tree Removal Permit, and Environmental Review to Allow Construction of a 4,554 Square Foot Fast-Food Restaurant with a 84-Seat Interior Dining Area, a 16-Seat Outdoor Dining Area, a 19-Vehicle Drive-Through Lane with Outdoor Activities (Drive-Up Window), and Associated Site, Lighting, Parking, Refuse Collection, and Landscaping Improvements (PLN2018-206); a Tree Removal Permit to Allow Removal of Protected On-Site Trees (PLN2018-207); and Adoption of a Mitigated Negative Declaration (PLN2018-206), for Property Located at 2060 S. Bascom Avenue in the C-2 (General Commercial) Zoning District (Resolutions/Roll Call Vote)**

   Recommended Action: That the City Council deny the appeal, thereby upholding the Planning Commission's decision to approve the project, subject to the following Resolutions and Conditions of Approval: resolution adopting a Mitigated Negative Declaration; resolution approving a Conditional Use Permit with Site and Architectural Review to allow construction of a 4,554 square-foot fast-food restaurant with a 84-seat interior dining area, a 16-seat outdoor dining area, a

19-vehicle drive-through lane with outdoor activities (drive-up window), and associated site, lighting, parking, refuse collection, and landscaping improvements (PLN2018-206); and resolution approving a Tree Removal Permit to allow removal of protected on-site trees (PLN2018-207).

NEW BUSINESS

7. **2020 City Council Meeting Schedule (Resolution/Roll Call Vote)**
Recommended Action: That the City Council adopt a resolution approving the 2020 City Council meeting schedule.

COUNCIL COMMITTEE REPORTS

8. **Council Committee Reports**
Recommended Action: Report on committee assignments and general comments.

ADJOURN

IMPORTANT NOTICE: Materials related to an item on this agenda submitted to the City Council after distribution of the agenda packet are available for public inspection with the agenda packet in the lobby of City Clerk's Office, 70 N. First Street, Campbell, CA 95008, during normal business hours. These materials will also be available on the City website at https://www.ci.campbell.ca.us/agendacenter with the agenda packet following the last item of the agenda, subject to staff's ability to post the documents prior to the meeting. All documents not posted prior to the meeting will be posted the next business day.

In compliance with the Americans with Disabilities Act, listening assistive devices are available for all meetings held in the City Council Chambers. If you require accommodation, please contact the City Clerk's Office, (408) 866-2117, at least one week in advance of the meeting.

CITY COUNCIL MINUTES

City of Campbell, 70 N. First St., Campbell, California

REGULAR MEETING OF THE CAMPBELL CITY COUNCIL
Tuesday, December 17, 2019 - 7:30 p.m.
City Hall Council Chamber – 70 N. First Street

This City Council meeting was duly noticed pursuant to open meeting requirements of the Ralph M. Brown Act (G.C. Section 54956).

This meeting was recorded and can be viewed in its entirety at www.cityofcampbell.com/agendacenter.

CALL TO ORDER

The City Council of the City of Campbell convened this day in the regular meeting place, the City Hall Council Chamber, 70 N. First St., Campbell, California.

ROLL CALL

Attendee Name	Title	Status
Richard M. Waterman	Mayor	Present
Susan M. Landry	Vice Mayor	Present
Paul Resnikoff	Councilmember	Absent
Anne Bybee	Councilmember	Present
Elizabeth 'Liz' Gibbons	Councilmember	Present

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Officer Magee and K-9 Lucas.

SPECIAL PRESENTATIONS AND PROCLAMATIONS

There were no special presentations or proclamations.

COMMUNICATIONS AND PETITIONS

There were no communications or petitions.

ORAL REQUESTS

There were no oral request.

CONSENT CALENDAR

Mayor Waterman asked if any Councilmember or anyone in the audience wished to remove any item from the Consent Calendar.

The Consent Calendar was considered as follows:

1. **Minutes of City Council Regular Meeting of December 3, 2019**
   Recommended Action: Approve the regular meeting minutes of December 3, 2019.

   This action approves the regular meeting minutes of December 3, 2019.

2. **Approving Bills and Claims**
   Recommended Action: Approve the bills and claims in the amount of $1,423,273.34.

   This action approves the bills and claims in the amount of $1,423,273.34 as follows: bills and claims checks dated November 25, 2019, in the amount of $402,901.34; payroll checks dated November 27, 2019, in the amount of $119,864.10; and bills and claims checks dated December 2, 2019, in the amount of $900,507.90.

3. **Second Reading of Ordinance 2256 Approving a Zoning Map Amendment to Amend the Campbell Zoning Map Designation from C-PD to M-1 for Property Located at 680 and 700 E. McGlincy Lane; and Ordinance 2257 Approving a Major Modification to a Previously Approved Planned Development Permit to Eliminate the Second Phase of the McGlincy Business Center Project on Property Located at 680, 700, 710, and 750 E. McGlincy Lane(Ordinances/Roll Call Vote)**

   Recommended Action: That the City Council approve the second reading and adopt Ordinance 2256 to amend the Campbell Zoning Map designation from C-PD to M-1 for property located at 680 and 700 E. McGlincy Lane; and approve the second reading and adopt Ordinance 2257 to approve a major modification to a previously approved Planned Development Permit to eliminate the second phase of the McGlincy Business Center project on property located at 680, 700, 710, and 750 E. McGlincy Lane.

   Ordinance 2256 amends the Campbell Zoning Map designation from C-PD to M-1 for property located at 680 and 700 E. McGlincy Lane; second reading of Ordinance 2257 approves a major modification to a previously approved Planned Development Permit to eliminate the second phase of the McGlincy Business Center project on property located at 680, 700, 710, and 750 E. McGlincy Lane; and includes a desk item. (3-1-1 vote Councilmember Gibbons voted no)

4. **Second Reading of Ordinance 2258 Approving a Zoning Map Amendment to Amend the Campbell Zoning Map Designation from PD to C-P-D for Property Located at 540, 558, and 566 E. Campbell Avenue, and 24 and 34 Dillon Avenue; and Ordinance 2259 Approving a Planned Development Permit with Density Bonus to Allow Construction of the Parkview Mixed-Use Development Project Consisting of 59 Residential Condominium Units, Two Commercial Spaces for Property Located at 540, 558 and 566 E. Campbell Avenue, and 24 and 34 Dillon Avenue (Ordinances/Roll Call Vote)**

Recommended Action: That the City Council approve the second reading and adopt Ordinance 2258 to amend the Campbell Zoning Map designation from PD to C-P-D for property located at 540, 558, and 566 E. Campbell Avenue, and 24 and 34 Dillon Avenue; and approve second reading and adopt Ordinance 2259 to approve a Planned Development Permit with a density bonus to allow construction of the Parkview Mixed-Use Development Project consisting of 59 residential condominium units, and two commercial spaces for the property located at 540, 558, and 566 E. Campbell Avenue, and 24 and 34 Dillon Avenue.

Ordinance 2258 amends the Campbell Zoning Map designation from PD to C-P-D for property located at 540, 558, and 566 E. Campbell Avenue, and 24 and 34 Dillon Avenue; and second reading of Ordinance 2259 approves a Planned Development Permit with a density bonus to allow construction of the Parkview Mixed-Use Development Project consisting of 59 residential condominium units, and two commercial spaces for the property located at 540, 558, and 566 E. Campbell Avenue, and 24 and 34 Dillon Avenue.

5. **Approval of Memorandum of Understanding with Campbell Peace Officers' Association (Resolution/Roll Call Vote)**
Recommended Action: That the City Council adopt a resolution approving the Memorandum of Understanding with Campbell Peace Officers' Association (CPOA).

Resolution 12546 approves the Memorandum of Understanding with Campbell Peace Officers' Association (CPOA).

M/S: Landry/Gibbons - that the City Council approve the consent calendar including the desk item for item three. The motion was adopted by the following roll call vote:

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Landry
SECONDER:	Gibbons
AYES:	Waterman, Landry, Bybee, Gibbons (voted no on item three)
ABSENT:	Resnikoff

Minutes Acceptance: Minutes of Dec 17, 2019 7:30 PM (CONSENT CALENDAR)

COUNCIL ANNOUNCEMENTS

City Hall Offices will be closed for business beginning Monday, December 23 through Wednesday, January 1. The Police Department will remain open for business.

The City Clerk's office is accepting applications for a vacancy on the Civic Improvement Commission for a term expiring August 2022. Applications may be obtained from the Clerk's office or at www.campbellca.gov. Applications must be submitted no later than 5:00 p.m. Friday, January 10.

Celebrate "Holidays at the Ainsley House and Campbell Historical Museum." The Museum's Holiday Boutique and Ainsley House are open for public tours through Sunday, December 22. For more information, please visit www.campbellmuseums.com.

The City is offering grant funding through the Neighborhood Association Assistance Grant Program. Applications must be submitted by 5:00 p.m. on January 3, 2020. Campbell Neighborhood Associations are encouraged to apply. For more information, please visit the city's website at www.campbellca.gov.

The Civic Improvement Commission is currently accepting applications for the Beautification Grant Program. Take action to beautify and improve Campbell with help from the City of Campbell's Beautification Grant Program. Applications are open from December 16 through January 31. For additional information, please visit www.campbellca.gov.

Bike to the Future is here. Bike to the Future is a scholarship competition run by Silicon Valley Clean Energy in which high school students design and build an electric bike to compete in challenges testing efficiency, innovation, and design. For more information, or to sign up online, please visit www.SVCleanenergy.org.

PUBLIC HEARINGS AND INTRODUCTION OF ORDINANCES

There were no agendized items.

NEW BUSINESS

6. **City Council Reorganization**
Recommended Action: That the City Council reorganize and elect a Mayor and Vice Mayor for the upcoming year.

Vice Mayor Landry presented Mayor Waterman with the Mayor's Plaque and thanked him for his service as Mayor over the past year.

Mayor Waterman thanked his partner Bruce Scholtz for all his support throughout the year. He also thanked the City Council, City staff, and the City Manager for all

the work completed in the past year.

Mayor Waterman acknowledged all delegates in attendance as follows: former Saratoga Mayor, Aileen Kao; current Saratoga Mayor, Howard Miller; former Mayor and Campbell City Councilmember, Dan Furtado; former Mayor and Campbell City Councilmember, Mike Kotowski; Campbell Union High School District Board of Trustee member, Stacey Brown; Santa Clara County Librarian, Nancy Howe; Representative from Assembly Member Evan Low's office, Juliana Park; and a Representative from Anna Eshoo's office.

Mayor Waterman asked for a nomination for Mayor.

M/S: Gibbons/Bybee - that the City Council nominate Vice Mayor Landry to serve as Mayor for the City of Campbell. The motion was adopted by the following roll call vote:

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Gibbons
SECONDER:	Bybee
AYES:	Waterman, Landry, Bybee, Gibbons
ABSENT:	Resnikoff

Mayor Landry's sister, Tina Taylor, administered a ceremonial Oath of Office to newly appointed Mayor Landry. Mayor Landry introduced her family and thanked them for their support. She recognized officer McGee and K-9 Lucas and commented on the cape made for Lucas by Ellen Dorsa. She thanked Harry Greenwood and friends for their support, commented on upcoming projects, and thanked staff for their work.

Mayor Landry asked for a nomination for Vice Mayor.

M/S: Waterman/Bybee - that the City Council nominate Councilmember Gibbons to serve as Vice Mayor for the City of Campbell. The motion was adopted by the following roll call vote:

RESULT:	**ADOPTED [UNANIMOUS]**
MOVER:	Waterman
SECONDER:	Bybee
AYES:	Waterman, Landry, Bybee, Gibbons
ABSENT:	Resnikoff

Ed Yuhara administered a ceremonial Oath of Office to newly appointed Vice Mayor Gibbons. Vice Mayor Gibbons thanked Ed Yuhara and Paula for their friendship and support over the years. She stated that she is looking forward to supporting the Council, serving the community in the coming year and thanked her friends, family members, and supporters.

Mayor Landry acknowledged that Saratoga City Councilmember, Yan Zhao was in the audience.

Saratoga Mayor, Howard Miller, commented on Councilmember Waterman's time as Mayor, gave congratulatory remarks to Mayor Landry and spoke about upcoming issues that the cities will be working on together.

Sergio Lopez, Campbell resident, thanked Councilmember Waterman for his service as Mayor over the past year and congratulated Mayor Landry and Vice Mayor Gibbons on their appointments.

Vice Mayor Gibbons announced that the members of the City Council Ad Hoc Committee for Measure O have worked on the Measure O RFP and are actively working with City staff to finalize the request for proposals for design consultants. She stated that staff will return to Council on January 21, 2020, for the approval of the issuance of the revised RFP, and in the meantime, staff will facilitate and conduct necessary preliminary studies to expedite the design process. For more information on Measure O project updates please go to the City's website at www.campbellca.gov, and look under project updates.

COUNCIL COMMITTEE REPORTS

There were no agendized items.

ADJOURN

Mayor Landry adjourned the meeting at 8:05 p.m.

APPROVED:

ATTEST:

Susan M. Landry, Mayor

Wendy Wood, City Clerk

City Council Report

Item: 2
Category: CONSENT CALENDAR
Meeting Date: January 21, 2020

TITLE: **Approving Bills and Claims**

RECOMMENDED ACTION

Approve the bills and claims in the amount of $2,861,335.58.

DISCUSSION

The bills and claims that have been audited and approved by staff for payments made as noted below:

Type	Check Date	Amount
Bills & Claims	December 09, 2019	$183,553.74
Payroll	December 12, 2019	$84,860.37
Bills & Claims	December 16, 2019	$441,695.19
Bills & Claims	December 23, 2019	$1,909,518.49
Payroll	December 26, 2019	$73,695.11
Bills & Claims	January 06, 2020	$168,012.68
	Total	**$2,861,335.58**

FISCAL IMPACT

Adequate funding was available to cover all expenses as listed.

Prepared by: Carolina Vargas, Accounting Clerk

Reviewed by: Norite Vong, Finance Manager

Approved by: _____

Brian Loventhal, City Manager

City Council Report

Item: 3
Category: CONSENT CALENDAR
Meeting Date: January 21, 2020

TITLE: **Memorandum of Understanding Between the County of Santa Clara and the City of Campbell for Crime Laboratory Major Case Work (Resolution/Roll Call Vote)**

RECOMMENDED ACTION

That the City Council adopt a resolution authorizing the City Manager to execute the Memorandum of Understanding regarding services provided by the Santa Clara County Crime Lab related to the investigation and prosecution of criminal cases, authorize the City Manager to execute future amendments and/or agreements, and to authorize staff to incorporate the program's annual expenses into the appropriate fiscal year's budget.

BACKGROUND

In October 2019, the Campbell Police Department received a proposed Memorandum of Understanding from the Santa Clara County Crime Laboratory. The Memorandum of Understanding pertains to the costs associated with major case work the Crime Lab performs on behalf of the Campbell Police Department. This MOU would formalize the existing practice that our agencies have followed for many years.

DISCUSSION

The Santa Clara Crime Laboratory has provided services related to the investigation and prosecution of criminal cases in the City of Campbell for many years. Crime Lab major case work includes cases requiring review and analysis of any of the following: Audio Analysis, Bloodstain Pattern Analysis, DNA/Forensic Biology, Computer Forensics, Impression Evidence, Latent Print Processing, Trace Evidence, and Video Analysis.

Each calendar year, the Crime Lab calculates the costs of it major case services and bills the Campbell Police Department. These costs have been budgeted for and paid through the Campbell Police Department's Operating Budget. The cost includes Crime Lab personnel salaries and benefits, supplies, and other operating costs (including equipment and maintenance) associated with providing services to non-County law enforcement agencies.

Also, each calendar year, statistics are generated on the total number of major case submissions to the Crime Lab, and these are broken down by each law enforcement

agency. The number of major case submissions by each law enforcement agency is expressed as a percentage of the total number submitted by all city agencies and excludes County entities like the Santa Clara County Sheriff's Office.

This percentage is used to calculate the dollar amount to bill the Campbell Police Department based upon the total cost of working all non-County law enforcement agency major cases. As all participating agencies have a mutual interest in the performance of services related to major cases, the County of Santa Clara agrees to recover approximately 55% of its costs (based on actual costs for the prior year) for these services.

In order to minimize the impact of a sudden spike in major case submissions, the percentage used each year is an average of five prior years. So that the Campbell Police Department can budget for upcoming fiscal years, we will be billed for a dollar amount calculated one year prior.

FISCAL IMPACT

In the previous three years, the Campbell Police Department has budgeted for and been billed the following amounts for major case work from the Santa Clara County Crime Lab:

- 2018 - $139,615
- 2017 - $140,582
- 2016 - $129,080

Prepared by: _____
Gary Berg, Police Chief

Approved by: _____
Brian Loventhal, City Manager

Attachment:

a. Crime Lab Resolution
b. Exhibit 1 - Campbell MOU for Major Case Work

RESOLUTION NO. _____

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE THE MEMORANDUM OF UNDERSTANDING REGARDING SERVICES PROVIDED BY THE SANTA CLARA COUNTY CRIME LAB RELATED TO THE INVESTIGATION AND PROSECUTION OF CRIMINAL CASES, AUTHORIZE THE CITY MANAGER TO EXECUTE FUTURE AMENDMENTS AND/OR AGREEMENTS, AND TO AUTHORIZE STAFF TO INCORPORATE THE PROGRAM'S ANNUAL EXPENSES INTO THE APPROPRIATE FISCAL YEAR'S BUDGET

WHEREAS, in October 2019, the Campbell Police Department received a proposed Memorandum of Understanding from the Santa Clara County Crime Lab that formalizes the existing practice pertaining to the costs associated with major case work the Crime Lab performs on behalf of the Campbell Police Department;

WHEREAS, the Santa Clara Crime Lab has provided services such as audio analysis, bloodstain pattern analysis, DNA/forensic biology, computer forensics, impression evidence, latent print processing, trace evidence, and video analysis related to the investigation and prosecution of criminal cases in the City of Campbell for many years;

WHEREAS, each calendar year, the Crime Lab calculates the costs of its major case services and bills the Campbell Police Department;

WHEREAS, each calendar year, statistics are generated on the total number of major case submissions to the Crime Lab, and these are broken down by each law enforcement agency and expressed as a percentage of the total number submitted by all agencies;

WHEREAS, this percentage is used to calculate the dollar amount to bill the Campbell Police Department based upon the total cost of working all non-County law enforcement agency major cases;

WHEREAS, all participating agencies have a mutual interest in the performance of services related to major cases, the County of Santa Clara agrees to recover approximately 55% of its costs (based on actual costs for the prior year) for these services;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Campbell that the City Manager is hereby authorized to execute the memorandum of understanding regarding services provided by the Santa Clara Crime Laboratory related to the investigation and prosecution of criminal cases, authorize the City Manager to execute future amendments and/or agreements, and to authorize staff to incorporate

the program's annual expenses into the appropriate fiscal year's budget, a copy of said Agreement is attached hereto as Exhibit 1.

PASSED AND ADOPTED this 21st day of January, 2020, by the following roll call vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

APPROVED:

_____
Susan M. Landry, Mayor

ATTEST:

_____
Wendy Wood, City Clerk

MEMORANDUM OF UNDERSTANDING BETWEEN THE COUNTY OF SANTA CLARA AND THE CITY OF CAMPBELL FOR CRIME LABORATORY MAJOR CASE WORK

This Memorandum of Understanding (MOU) is made and entered into by and between the CITY OF CAMPBELL (CITY), a municipal corporation, and the COUNTY OF SANTA CLARA (COUNTY), a political subdivision of the State of California (each a Party and collectively the Parties). CITY and COUNTY are agencies that work together to provide services related to the investigation and prosecution of criminal cases in Santa Clara County. The District Attorney's Crime Laboratory provides services related to this activity. The services related to major cases would otherwise need to be procured by CITY through other sources. As a result, and pursuant to Government Code § 51350, both parties desire to set forth this agreement defining CITY's payments to COUNTY for Crime Laboratory services related to Major Case Work, as defined below.

Term: This agreement shall commence on January 1, 2020 and expire on December 31, 2029.

Crime Laboratory Major Case Work shall include and be defined as cases requiring review and analysis of any of the following:

Audio Analysis
Bloodstain Pattern Analysis
DNA/Forensic Biology
Computer Forensics (including Cell Phones)
Impression Evidence
Latent Print Processing
Trace Evidence
Video Analysis

COUNTY and CITY both acknowledge that the Crime Laboratory calculates the costs of its Major Case services billed to CITY as follows:

Each calendar year, the total cost of working Major Cases is calculated. The cost includes Crime Laboratory personnel salaries and benefits, supplies, and other operating costs (including equipment and maintenance) associated with providing services to non-County law enforcement agencies. The calculated total amount does not include the cost of working Toxicology and Controlled Substances cases, or the cost of working Major Cases for County entities, like the Santa Clara County Sheriff's Office.

Also, each calendar year, statistics are generated on the total number of Major Case submissions to the Crime Laboratory, and these are broken down by each law enforcement agency. (Note: A Major Case submission is considered any agency case that is assigned a single laboratory "M" number, and as such different Major Cases may have widely different numbers of individual evidence items.) The number of Major Case submissions by each law enforcement agency is expressed as a percentage of the total number submitted by all city agencies, and excludes County entities, like the

Santa Clara County Sheriff's Office.

This percentage is used to calculate the dollar amount to bill CITY based upon the total cost of working all non-County law enforcement agency Major Cases. As the parties have a mutual interest in the performance of services related to major cases, COUNTY agrees to recover approximately 55% of its costs (based on actual costs for the prior year) for these services. In order to minimize the impact of a sudden spike in Major Case submissions, the percentage used each year is an average of five prior years. In addition, so that CITY can budget for the upcoming fiscal year, CITY is billed for a dollar amount calculated one year prior.

As an example, in January 2020, CITY will receive a bill based upon the average number of Major Case submissions from 2014-2018 and calculated in January 2019. Each annual invoice will detail the dollar amount due, and the dollar amount to budget for in the next fiscal year.

Notwithstanding the above procedures, the increase of CITY's costs in any given year as compared to the prior year shall not exceed 3%.

A. ENTIRE MOU

This MOU and its Appendices (if any) constitutes the final, complete and exclusive statement of the terms of the agreement between the parties. It incorporates and supersedes all the agreements, covenants and understandings between the parties concerning the subject matter hereof, and all such agreements, covenants and understandings have been merged into this MOU. No prior or contemporaneous agreement or understanding, verbal or otherwise, of the parties or their agents shall be valid or enforceable unless embodied in this MOU.

B. AMENDMENTS

This MOU may only be amended by a written instrument signed by the Parties.

C. CONFLICTS OF INTEREST

CITY shall comply, and require its subcontractors to comply, with all applicable (i) requirements governing avoidance of impermissible client conflicts; and (ii) federal, state and local conflict of interest laws and regulations including, without limitation, California Government Code section 1090 et. seq., the California Political Reform Act (California Government Code section 87100 et. seq.) and the regulations of the Fair Political Practices Commission concerning disclosure and disqualification (2 California Code of Regulations section 18700 et. seq.). Failure to do so constitutes a material breach of this MOU and is grounds for immediate termination of this MOU by COUNTY.

In accepting this MOU, CITY covenants that it presently has no interest, and will not acquire any interest, direct or indirect, financial or otherwise, which would conflict in any manner or degree with the performance of this MOU.

CITY further covenants that, in the performance of this MOU, it will not employ any contractor or person having such an interest. CITY, including but not limited to CITY's employees and subcontractors, may be subject to the disclosure and disqualification provisions of the California

Attachment: Exhibit 1 - Campbell MOU for Major Case Work (Santa Clara County Crime Lab MOU)

Political Reform Act of 1974 (the "Act"), that (1) requires such persons to disclose economic interests that may foreseeably be materially affected by the work performed under this MOU, and (2) prohibits such persons from making or participating in making decisions that will foreseeably financially affect such interests.

If the disclosure provisions of the Political Reform Act are applicable to any individual providing service under this MOU, CITY shall, upon execution of this MOU, provide COUNTY with the names, description of individual duties to be performed, and email addresses of all individuals, including but not limited to CITY's employees, agents and subcontractors, that could be substantively involved in "making a governmental decision" or "serving in a staff capacity and in that capacity participating in making governmental decisions or performing duties that would be performed by an individual in a designated position," (2 CCR 18701(a)(2)), as part of CITY's service to COUNTY under this MOU. CITY shall immediately notify COUNTY of the names and email addresses of any additional individuals later assigned to provide such service to COUNTY under this MOU in such a capacity. CITY shall immediately notify COUNTY of the names of individuals working in such a capacity who, during the course of the MOU, end their service to COUNTY.

If the disclosure provisions of the Political Reform Act are applicable to any individual providing service under this MOU, CITY shall ensure that all such individuals identified pursuant to this section understand that they are subject to the Act and shall conform to all requirements of the Act and other laws and regulations listed in subsection (A) including, as required, filing of Statements of Economic Interests within 30 days of commencing service pursuant to this MOU, annually by April 1, and within 30 days of their termination of service pursuant to this MOU.

D. GOVERNING LAW, VENUE

This MOU has been executed and delivered in, and shall be construed and enforced in accordance with, the laws of the State of California. Proper venue for legal action regarding this MOU shall be in the County of Santa Clara.

E. ASSIGNMENT

No assignment of this MOU or of the rights and obligations hereunder shall be valid without the prior written consent of the other Party.

F. WAIVER

No delay or failure to require performance of any provision of this MOU shall constitute a waiver of that provision as to that or any other instance. Any waiver granted by a party shall be in writing and shall apply to the specific instance expressly stated.

G. TERMINATION

COUNTY may, by 60 day written notice to CITY, terminate all or part of this MOU at any time for the convenience of COUNTY. The notice shall specify the effective date and the scope of the termination. Upon receipt of the documents, COUNTY shall be compensated based on the completion of services provided.

H. COUNTY NO-SMOKING POLICY

Contractor and its employees, agents and subcontractors, shall comply with the County's No-Smoking Policy, as set forth in the Board of Supervisors Policy Manual section 3.47 (as amended from time to time), which prohibits smoking: (1) at the Santa Clara Valley Medical Center Campus and all County-owned and operated health facilities, (2) within 30 feet surrounding County-owned buildings and leased buildings where the County is the sole occupant, and (3) in all County vehicles.

I. CALIFORNIA PUBLIC RECORDS ACT

COUNTY and CITY are public agencies subject to the disclosure requirements of the California Public Records Act ("CPRA"). In the event of a request received by one party for information or records received from the other party, the party that received the CPRA request will make best efforts to provide notice to the other party prior to disclosing the information or records. If the party that provided the information or records contends that any are exempt from the CPRA and wishes to prevent disclosure, it is required to obtain a protective order, injunctive relief or other appropriate remedy from a court of law in Santa Clara COUNTY before the party that received the CPRA request is required to respond to the CPRA request. If the party fails to obtain such remedy within the time the party that received the CPRA request is required to respond, the latter party may disclose the requested information.

J. THIRD PARTY BENEFICIARIES

This MOU does not, and is not intended to, confer any rights or remedies upon any person or entity other than the parties.

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K. CONTRACT EXECUTION

Unless otherwise prohibited by law or COUNTY policy, the Parties agree that an electronic copy of a signed contract, or an electronically signed contract, has the same force and legal effect as a contract executed with an original ink signature. The term "electronic copy of a signed contract" refers to a transmission by facsimile, electronic mail, or other electronic means of a copy of an original signed contract in a portable document format. The term "electronically signed contract" means a contract that is executed by applying an electronic signature using technology approved by COUNTY.

IN WITNESS WHEREOF, COUNTY and CITY hereby agree to the terms of this MOU.

COUNTY OF SANTA CLARA

_____
S. JOSEPH SIMITIAN, President
Board of Supervisors
Date:_____

CITY OF CAMPBELL

_____
_____ (name)
_____ (title)
Date:_____

Signed and certified that a copy of this Document has been delivered by electronic Or other means to the President, Board of Supervisors

ATTEST:

_____
MEGAN DOYLE
Clerk of the Board of Supervisors
Date: _____

APPROVED AS TO FORM AND LEGALITY:

_____
KAVITA NARAYAN
Lead Deputy County Counsel
Date: _____

City Council Report

Item:	**4**
Category:	**PUBLIC HEARINGS AND INTRODUCTION OF ORDINANCES**
Meeting Date:	**January 21, 2020**

TITLE: **Public Hearing – Resolution Directing the Community Development Director to Proceed with Abatement of Hazardous Vegetation (Resolution/Roll Call Vote)**

RECOMMENDED ACTION

That the City Council adopt a resolution directing the Community Development Director to proceed with the abatement of hazardous vegetation by the Santa Clara County Agricultural Commissioner's Office.

DISCUSSION

The City of Campbell contracts with the Santa Clara County Agricultural Commissioner's Office to abate hazardous vegetation (weeds) within the City. At its meeting of December 3, 2019 the City Council declared hazardous vegetation to be a public nuisance pursuant to Campbell Municipal Code (CMC) Section 17.54.020. The attached resolution will allow the County to proceed with abatement action on 34 properties identified as having hazardous vegetation (currently or within the last three years).

The Santa Clara County Agricultural Commissioner's Office has initiated the abatement program for the 2020 fire season by taking the follow actions:

- Providing notice to the listed property owners by mail;
- Giving property owners program guidelines and information to assist them to reach compliance with the Minimum Fire Safety Standards required by the Municipal Code;
- Informing property owners of the County's intention to abate this public nuisance unless the property owners return a card indicating their intention to voluntarily maintain their property; and
- Informing the property owners that they may also request that the County's contractor perform any necessary abatement services, wherein an assessment may be placed on the tax rolls for services rendered.

This is a public hearing to hear objections from property owners regarding removal of hazardous vegetation on private property or public streets or alleys. Following the public hearing, it would be appropriate for the Council to adopt a resolution directing the

Community Development Director to proceed with the abatement of hazardous vegetation by the Santa Clara County Agricultural Commissioner's Office.

FISCAL IMPACT

None to the City.

ALTERNATIVES

1. Take no action, requiring that removal of hazardous vegetation be instigated through Code Enforcement action.

Prepared by:

Daniel Fama, Senior Planner

Reviewed by:

Paul Kermoyan, Community Development Director

Approved by:

Brian Loventhal, City Manager

Attachment:

a. Resolution - Weed Abatement

RESOLUTION NO._____

BEING A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAMPBELL DIRECTING THE COMMUNITY DEVELOPMENT DIRECTOR TO PROCEED WITH THE ABATEMENT OF HAZARDOUS VEGETATION.

WHEREAS, hazardous vegetation constituting a public nuisance has been found to exist on those properties described in **Exhibit A** within the past three years, attached hereto;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Campbell, California, that the Community Development Director is directed to cause the abatement of the aforementioned nuisance.

PASSED AND ADOPTED this 21st day of January, 2020, by the following roll call vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSTAINED: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

APPROVED: _____
Susan M. Landry, Mayor

ATTEST: _____
Wendy Wood, City Clerk

Exhibit A

2020 WEED ABATEMENT PROGRAM
COMMENCEMENT REPORT
CITY OF CAMPBELL

Situs			APN			CITY/STATE		
95	HAMILTON	AV	279-27-096	95 HAMILTON LLC	101 SANTA CRUZ AV S	LOS GATOS	CA	95030-6701
465	CAMPBELL	AV	305-24-021	HOFFMAN, RYAN ET AL	465 CAMPBELL AV W	CAMPBELL	CA	95008-1910
665	GINDEN	DR	403-08-072	NABAR, ANIRUDDHA A AND DEEPIKA	665 GINDEN DR	CAMPBELL	CA	95008-4426
599	INWOOD	DR	403-08-088	WELLER, KATHLEEN R TRUSTEE	599 INWOOD DR	CAMPBELL	CA	95008-4407
1045	SAN TOMAS	RD	403-14-016	BARNES, DAVID A TRUSTEE	18180 BAYVIEW DR	LOS GATOS	CA	95033-0000
1147	SAN TOMAS	RD	403-15-003	DWELLOPER INC	1250 OAKMEAD PY 210	SUNNYVALE	CA	94085
1436	ABBOTT	AV	403-16-048	PAPILLON ENTERPRISEGROUP LLC	4100 MOORPARK AV STE 103	SAN JOSE	CA	95117
1320	HACIENDA	AV	403-16-102	BARCOS, STEVEN P AND TAORMINA,	1320 HACIENDA AV	CAMPBELL	CA	95008-6324
	NO SITUS		403-18-102	KRAJA, ALI N AND HAVA ET AL	10171 HILLCREST RD	CUPERTINO	CA	95014-1049
1660	HACIENDA	AV	403-18-111	WILLIAMS, KRAIG	0 PO BOX 32826	SAN JOSE	CA	95152
586	VIRGINIA	AV	404-23-037	HENRY, SCOTT K ET AL	586 VIRGINIA AV	CAMPBELL	CA	95008-4606
684	BUDDLAWN	WY	404-24-029	PETERS, BETTY M	684 BUDDLAWN WY	CAMPBELL	CA	95008-3914
815	MARILYN	DR	404-33-013	NOONAN, RHONDA G TRUSTEE	815 MARILYN DR	CAMPBELL	CA	95008-6013
587	VIRGINIA	AV	406-01-006	TAGATAC, ERNEST M AND SANDRA S	587 VIRGINIA AV	CAMPBELL	CA	95008-4605
625	VIRGINIA	AV	406-01-009	ALTUS, CHRISTINA M AND STEPHEN	625 VIRGINIA AV	CAMPBELL	CA	95008-4605
1000	HAZELWOOD	AV	406-02-017	CHENG, ALVIN ET AL	1000 HAZELWOOD AV	CAMPBELL	CA	95008-4526
955	LINDA	DR	406-05-017	TREMAIN, MATT	955 LINDA DR	CAMPBELL	CA	95008-4505
965	LINDA	DR	406-05-018	LU, EDDIE C AND LILIEN T	965 LINDA DR	CAMPBELL	CA	95008-4505
975	LINDA	DR	406-05-019	UTSCHIG, WILLIAM G AND LINDA E	975 LINDA DR	CAMPBELL	CA	95008-4505
891	CONNIE	DR	406-05-045	SCHUMACHER, RICHARD	891 CONNIE DR	CAMPBELL	CA	95008-4501
1039	CONNIE	DR	406-05-058	SHWARTZMAN, MARK AND IRENA	1039 CONNIE DR	CAMPBELL	CA	95008-4501
930	SAN TOMAS	RD	406-06-006	JAVANMARD, ARIA	930 SAN TOMAS AQUINO RD	CAMPBELL	CA	95008-4422
1046	LOVELL	AV	406-07-016	GAMBLE, JAMES P AND NATALIE A	1046 LOVELL AV	CAMPBELL	CA	95008-5916

Attachment: Resolution - Weed Abatement (Hazardous Vegetation Abatement)

2020 WEED ABATEMENT PROGRAM
COMMENCEMENT REPORT
CITY OF CAMPBELL

Situs			APN			CITY/STATE		
870	SUNNYOAKS	AV	406-12-047	KHOSRAVIANI, ESFANDIAR AND	870 SUNNYOAKS AV W	CAMPBELL	CA	95008-6046
1017	STEINWAY	AV	406-17-035	CHUANG, BING WEN AND TAN, YEN	1017 STEINWAY AV	CAMPBELL	CA	95008-6424
1291	THERESA	AV	406-19-009	VELLANKI, MYTHILI AND VADREVU,	1291 THERESA AV	CAMPBELL	CA	95008-6832
700	HACIENDA	AV	406-19-036	ALMASI, AZITA TRUSTEE	965 LAUREL GLEN DR	PALO ALTO	CA	94304-1323
1270	THERESA	AV	406-19-054	DOUGHERTY, ROBERT S AND ELLEN	1270 THERESA AV	CAMPBELL	CA	95008-6833
1556	THERESA	AV	406-23-015	COOPER, EDWARD J	1556 THERESA AV	CAMPBELL	CA	95008-6849
1001	AUDREY	AV	406-24-002	CALLESEN, LOREN E TRUSTEE & ET	1001 AUDREY AV	CAMPBELL	CA	95008-6402
1018	LUCOT	WY	406-24-045	2880 STEVENS CREEK LLC	0 PO BOX 907	MENLO PARK	CA	94026
1500	CAMDEN	AV	414-04-005	KOBATA, KIMIYO	3426 KATHLEEN ST	SAN JOSE	CA	95124-2135
1476	CAMDEN	AV	414-04-007	RIDGECREST GROUP INC	2898 JOSEPH AV	CAMPBELL	CA	95008
1766	WHITE OAKS	RD	414-40-011	BRACHER, ERIC A TRUSTEE & ET AL	19542 CHARDONNAY CT	SARATOGA	CA	95070-4460

Attachment: Resolution - Weed Abatement (Hazardous Vegetation Abatement)

City Council Report

Item:	**5**
Category:	**PUBLIC HEARINGS AND INTRODUCTION OF ORDINANCES**
Meeting Date:	**January 21, 2020**

TITLE: **Appeal of Massage Establishment Permit Revocation – Bascom Massage Located at 3495 S. Bascom Avenue, Campbell, California (Resolution/Roll Call Vote)**

RECOMMENDED ACTION

That the City Council adopt a resolution that rejects the appeal of the revocation of the Massage Establishment Permit for Bascom Massage and its owner Peiran Xu.

BACKGROUND

In October 2010, Peiran Xu, the owner of Bascom Massage (3495 S. Bascom Avenue, Campbell, CA), applied for a Police Department Massage Establishment Permit. On October 14, 2010, an initial site inspection was completed and the Massage Establishment Permit application for Bascom Massage was approved. On October 19, 2010, Peiran Xu paid for and obtained a Campbell business license and Massage Establishment Permit.

On August 9, 2012, Peiran Xu completed a renewal application which stated, “Once your application is complete, the Police Department will need to conduct a site visit to ensure you are operating under the City of Campbell Municipal Code Section 5.48.210 – Operating Requirements.” Peiran Xu signed and dated that renewal application; therefore, she was made aware of the requirements of the Campbell Municipal Code for Massage Establishments. She also signed and dated another renewal application on August 4, 2016, with the same information. This was her last renewal application even though there is an annual requirement.

On May 9, 2019, the Campbell Police Department received an anonymous complaint that a customer went to Bascom Massage and the therapist suggested he may need “other services.” The complainant also stated there were a lot of men walking in and out and that the massage therapists were dressed in tight clothing and short shorts.

On June 11, 2019, Campbell Police personnel accessed “Rubmaps.com” (a known website for clients to post about services that are sexual in nature received at massage establishments) to determine if Bascom Massage had received any reviews. There were numerous reviews, indicating that sexual services are provided at the business.

On June 11, 2019, the Campbell Police Department went to Bascom Massage to conduct an inspection of the establishment for adherence to the Campbell Municipal Code. During that investigation, many Campbell Municipal Code (CMC) violations were found, including:

1. Failure to annually renew a massage establishment permit (CMC 5.48.080(a));
2. The California Massage Therapy Council (CAMTC) massage therapist certificates were not posted in a conspicuous place on the massage establishment premises (CMC 5.48.210(a));
3. No sign existed stating the services offered, including the price and length of each service (CMC 5.48.210 (b));
4. No sign indicating that all payments for services must be paid in the reception area (CMC 5.48.210(c));
5. The written records were not maintained properly (CMC 5.48.210(f));
6. One therapist was dressed provocatively with significant cleavage exposed in violation of the dress code requirements (CMC 5.48.210(g));
7. No cabinets or other covered spaces were available for the storage of clean linens (CMC 5.48.220 (c));
8. The establishment was messy and unclean. There were stacks of supplies and other miscellaneous items that were randomly placed throughout the establishment. Both the bathroom and the shower area were unclean (5.48.220 (e) & (f));
9. There were not any obvious indications of disinfecting agents or sterilizing equipment for any instruments used in the practice of massage (CMC 5.48.220 (g));
10. No interior doors should be locked at any time. The lock on the door from reception area into the massage area was locked (CMC 5.48.220 (i));
11. There were no secure deposit devices or security bags that may be carried by the client for the protection of valuables (CMC 5.48.220 (j)).

During the inspection, “Astroglide,” a lubricant designed and marketed specifically for sexual intercourse, was located inside of a massage room occupied by a male client and female massage therapist. The observed violations were reviewed with onsite employees and documented by staff pending further investigation into alleged prostitution at the business.

On August 13, 2019, a massage therapist employed at Bascom Massage came to the Campbell Police Department to report that she was receiving threats of physical harm from one of her co-workers because she would not perform illegal sexual acts with customers. She was fearful because her co-workers thought she would report the illegal sexual activity to the police. She also stated that when furniture was moved in a massage room to paint the walls that many condoms were discovered underneath. This is in violation of CMC 5.48.210 (e) (condoms shall be not be furnished, kept or possessed in any part of a massage establishment).

On September 10, 2019, an undercover officer went to Bascom Massage to investigate the establishment for adherence to the Campbell Municipal Code. During that investigation, violations were found. These violations included soliciting prostitution by a massage therapist, when she touched the undercover officer's genitals in violation of CMC 5.48.200 (a) and (b)). See attached Campbell Police Report for further details (Exhibit A)

DISCUSSION

According to Campbell Municipal Code 5.48.140 (a), "the Chief of Police may revoke an establishment permit for good cause." Good cause for revocation of a massage establishment permit is listed in Campbell Municipal Code section 5.48.140(d), which states the permit may be revoked if:

1) The permit was obtained by fraud; or
2) Any person making use of such permit is violating or has violated any conditions of such permit**;** or
3) The detriment to the public health or safety, or the nuisance arising from the conduct of the massage establishment, or from changed circumstances, necessitates the revocation of the permit; or
4) The permittee has violated, or permitted any other person under his/her control or supervision to violate, any provision of this chapter or of other local, state, or federal law in connection with the practice of massage or operation of a massage establishment; or
5) The permittee has committed any offense involving lewdness, indecent exposure, prostitution, or any other offense which would be grounds for denial of an application, or employees of the establishment have committed such offenses in the course of their employment and the permittee has failed to prevent them from doing so. The employer shall be responsible for those acts of its employees and massage therapists which are done in the course and scope of their employment, or which occur on the premises of the massage establishment.

Based on our investigation, Acting Chief Berg found that paragraphs 2, 3, 4, and 5 above apply; and therefore decided to revoke the Massage Establishment Permit for Bascom Massage and its owner Peiran Xu (Exhibit B)

On September 24, 2019, Sergeant White met with Peiran Xu at the Campbell Police Department and provided her with the revocation letter. During the conversation, Ms. Xu admitted that she had not paid proper attention to her business.

On October 7, 2019, Ms. Xu provided the City with a written request for appeal (Exhibit C). In her letter, Ms. Xu did not address or rebut any of the violations documented in the revocation letter.

Based on the Police Department's investigation and the nature of the municipal code violations, the Police Department believes there is sufficient evidence to substantiate the allegations and it is clear that Peiran Xu is operating a business that does not adhere to the approved use. Evidence suggests that Peiran Xu and Bascom Massage are allowing prostitution to occur. Prostitution businesses are illegal in the State of California and the City of Campbell, as they are contrary to public health, welfare, and morals of the City of Campbell community.

Based on staff's investigation, and in an effort to rid the community of these types of illegal businesses and activity, staff recommends that the City Council reject the appeal of the revocation of the Massage Establishment Permit for Bascom Massage.

FISCAL IMPACT

Potential loss of future business license fees.

Prepared by: Ian White, Police Sergeant

Reviewed by: Gary Berg, Police Chief

Approved by: Brian Loventhal, City Manager

Attachment:

a. Council Resolution - Bascom Massage
b. (Exhibit B) Bascom Massage Revocation Letter September 2019
c. (Exhibit C) Appeal - Bascom Massage
d. (Exhibit A) CPD Case #2019-2303

RESOLUTION NO._____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAMPBELL REJECTING THE APPEAL OF THE REVOCATION OF THE MASSAGE ESTABLISHMENT PERMIT FOR BASCOM MASSAGE AT 3495 S. BASCOM AVENUE, CAMPBELL, CA

WHEREAS, the City Council finds as follows from substantial evidence before it:

1. On October 19, 2010, Peiran Xu, owner of Bascom Massage, was granted a massage establishment permit by the Chief of Police.

2. On August 9, 2012, Peiran Xu completed a renewal application which was accepted by the Campbell Police Department.

3. On May 9, 2019, the Campbell Police Department received an anonymous complaint that a customer went to Bascom Massage and the therapist suggested he may need "other services." The complainant also stated there were a lot of men walking in and out and that the massage therapists were dressed in tight clothing and short shorts.

4. On June 11, 2019, Campbell Police Departrment personnel accessed "Rubmaps.com" (a known website for clients to post about services that are sexual in nature received at massage establishments) to determine if Bascom Massage had received any reviews. There were numerous reviews, indicating that sexual services are provided at the establishment.

5. On June 11, 2019, the Campbell Police Department went to Bascom Massage to conduct an inspection of the establishment for adherence to the Campbell Municipal Code.

   During the inspection, the following code violations were found: (1) Failure to annually renew massage establishment permit (CMC 5.48.080(a)); (2) The California Massage Therapy Council (CAMTC) massage therapist certificates were not posted in a conspicuous place on the massage establishment premises (CMC 5.48.210(a)); (3) No sign existed stating the services offered, including the price and length of each service (CMC 5.48.210 (b)); (4) No sign indicating that all payments for services must be paid in the reception area (CMC 5.48.210(c)); (5) The written records were not maintained properly (CMC 5.48.210(f)); (2) One therapist was dressed provocatively with significant cleavage exposed in violation of the dress code requirements (CMC 5.48.210(g)); (6) No cabinets or other covered spaces were available for the storage of clean linens (CMC 5.48.220 (c); (7) The establishment was messy and unclean. There were stacks of supplies and other miscellaneous items that were randomly placed throughout the establishment. Both the bathroom and the shower area were unclean (5.48.220 (e) & (f)); (8) There were not any obvious indications of disinfecting agents or sterilizing equipment for any instruments used in the practice of massage (CMC 5.48.220 (g)); (9) No interior doors should be locked at any time. The lock on the door from reception area into the massage area was locked (CMC 5.48.220 (i)); (10) There were no secure deposit devices or a security bags that may be carried by the client for the protection of valuables (CMC 5.48.220 (j)).

In addition to the municipal code violations, lubricant designed specifically for sexual intercourse was located in a massage room that was occupied by a male client and female massage therapist.

6. On September 10, 2019, an undercover officer went to Bascom Massage to investigate the establishment for adherence to the Campbell Municipal Code. During that investigation, violations were found. These violations included soliciting prostitution by one of your employees, when she touched the undercover officer's genitals in violation of CMC 5.48.200 (a) and (b)).

7. Bascom Massage operated the business contrary to the public health, morals, peace, and welfare of the city as a whole which is contrary to Campbell Municipal Code § 5.01.145; and,

WHEREAS, the City Council further finds and concludes, based on the foregoing evidentiary findings and testimony presented at the hearing, that:

1. The business operations are in violation of the Campbell Municipal Code and contrary to the public health, safety, peace, and welfare of the City as a whole, and constitute a public nuisance;

2. The permittee engaged in and has permitted persons under her control or supervision to violate, provisions of this Chapter 5.48 of the Campbell Municipal Code and other state laws in connection with the practice of massage and operation of a massage establishment; and

3. Employees of the establishment have offered prostitution services in the course of their employment and the permittee has failed to prevent them from doing so.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Campbell does hereby reject the appeal of Peiran Xu and Bascom Massage, and uphold the decision of the Acting Chief of Police to revoke their massage establishment permit.

PASSED AND ADOPTED this ___ day of_____, 2020 by the following roll call vote:

AYES: Councilmembers

NOES: Councilmembers

ABSENT: Councilmembers

APPROVED:

_____
Susan M. Landry, Mayor

ATTEST:

_____
Wendy Wood, City Clerk

CITY OF CAMPBELL
Police Department

September 24, 2019

Peiran Xu
6345 Cedar Blvd.
Newark, CA 94560

RE: REVOCATION OF MASSAGE ESTABLISHMENT PERMIT

Dear Ms. Xu:

In October 2010, you, as the owner of Bascom Massage, applied for a Police Department Massage Establishment Permit. On October 14, 2010, Sgt Richard Shipman completed an initial site inspection and your Massage Establishment Application as the sole owner of Bascom Massage was approved. On October 19, 2010, you paid for and obtained your business license and Massage Establishment permit.

Your August 9, 2012, renewal application stated, "Once your application is complete, the Police Department will need to conduct a site visit to ensure you are operating under the City of Campbell Municipal Code Section 5.48.210 – Operating Requirements." You signed and dated that renewal application; therefore, you were made aware of the requirements of the Campbell Municipal Code for Massage Establishments. You also signed and dated another renewal application on August 4, 2016, with the same information. This was your last renewal application.

On May 9, 2019, the Campbell Police Department received an anonymous complaint that a customer went to Bascom Massage and the therapist suggested he may need "other services." The complainant also stated there were a lot of men walking in and out and that the massage therapists were dressed in tight clothing and short shorts.

On June 11, 2019, CSO Campbell accessed "Rubmaps.com" (a known website for clients to post about services that are sexual in nature received at massage establishments) to determine if Bascom Massage had received any reviews. There were numerous reviews, indicating that sexual services are provided at the establishment.

On June 11, 2019, the Campbell Police Department went to Bascom Massage to conduct an inspection of the establishment for adherence to the Campbell Municipal Code. During that investigation, many Campbell Municipal Code (CMC) violations were found, including:

70 North First Street · Campbell, California 95008-1497 · TEL 408.866.2121 · FAX 408.379.7561 · TDD 408.866.

1. Failure to annually renew your massage establishment permit (CMC 5.48.080(a));
2. The California Massage Therapy Council (CAMTC) massage therapist certificates were not posted in a conspicuous place on the massage establishment premises (CMC 5.48.210(a));
3. No sign existed stating the services offered, including the price and length of each service (CMC 5.48.210 (b));
4. No sign indicating that all payments for services must be paid in the reception area (CMC 5.48.210(c));
5. The written records were not maintained properly (CMC 5.48.210(f));
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9. There were not any obvious indications of disinfecting agents or sterilizing equipment for any instruments used in the practice of massage (CMC 5.48.220 (g));
10. No interior doors should be locked at any time. The lock on the door from reception area into the massage area was locked (CMC 5.48.220 (i));
11. There were no secure deposit devices or a security bag that may be carried by the client for the protection of valuables (CMC 5.48.220 (j)).

On August 13, 2019, a massage therapist employed at Bascom Massage came to the Campbell Police Department to report that she was receiving threats of physical harm from one of her co-workers because she would not perform illegal sexual acts with customers. She also stated that she was fearful because her co-workers think she will report the illegal sexual activity to the police. She also stated that when furniture was moved in a massage room to paint the walls that many condoms were discovered. This is in violation of CMC 5.48.210 (e).

On September 10, 2019, an undercover officer went to Bascom Massage to investigate the establishment for adherence to the Campbell Municipal Code. During that investigation, violations were found. These violations included soliciting prostitution by one of your employees, when she touched the undercover officer's genitals in violation of CMC 5.48.200 (a) and (b)).

According to Campbell Municipal Code 5.48.140 (a), "**the Chief of Police may revoke an establishment permit for good cause**." Good cause for revocation of a massage establishment permit is listed in Campbell Municipal Code section 5.48.140(d), which states the permit may be revoked if:

1) The permit was obtained by fraud; or

2) **Any person making use of such permit is violating or has violated any conditions of such permit; or**

3) **The detriment to the public health or safety, or the nuisance arising from the conduct of the massage establishment, or from changed circumstances, necessitates the revocation of the permit**; or

4) **The permittee has violated, or permitted any other person under his/her control or supervision to violate, any provision of this chapter or of other local, state, or federal law in connection with the practice of massage or operation of a massage establishment**; or

5) **The permittee has committed any offense involving lewdness, indecent exposure, prostitution, or any other offense which would be grounds for denial of an application, or employees of the establishment have committed such offenses in the course of their employment and the permittee has failed to prevent them from doing so. The employer shall be responsible for those acts of its employees and massage therapists which are done in the course and scope of their employment, or which occur on the premises of the massage establishment.**

Based on our investigation and your violations, I find and conclude that paragraphs 2, 3, 4 and 5 above apply; and therefore, I have decided to revoke your Massage Establishment Permit. This revocation will take effect 15 days after your receipt of this notification unless you file an appeal.

In order to file an appeal, you must contact the City Clerk and pay the appeal fee as approved by the City Council. The appeal entails requesting a hearing in accordance with Campbell Municipal Code Section 5.48.130.

Should you have any questions, please feel to contact Sergeant Ian White at 408-866-2717.

Respectfully,

Gary Berg
Acting Chief of Police

cc: William Seligman, City Attorney
Wendy Wood, City Clerk
Cindy McCormick, Senior Planner
Cindy Campbell, PD Permits
Ian White, Administrative Sergeant
Randy Sweet, Code Enforcement
Leslie Fabila, Finance

To City of Campbell. city clerk office.

I need to file an appeal for the "Revocation of Massage Establishment Permit". The reason is the following:

1. I'm the owner of the small business. I have Employees need to take care of. We need to find the truth to protect my Employee

2. I have been seved at city of Campb for over Eight years. I'm a good resident an good small business owner.

3. I ~~will~~ be glad that we hearing the good and right decision which the city mak

Sincerely truth,

Peiran Xu
2019. 10. 7.

Bascom Massage
3495 S. Bascom Ave.
Campbell, CA 95008
408-369-0999
Peiran Xu

RECEIVED
OCT 07 2019
CITY CLERK'S OFFICE

Attachment: (Exhibit C) Appeal - Bascom Massage (Bascom Massage Appeal)

DUPLICATE RECEIPT

CITY OF CAMPBELL

RECVD BY: CASHIER 01000283097

PAYOR: BASCOM MASSAGE

TODAY'S DATE: 10/07/19

REGISTER DATE: 10/07/19 TIME: 00:00

DESCRIPTION	AMOUNT
CUST ID:APPEAL FEE	
OTHER REV - FINANCE 10	$200.00
TOTAL DUE:	$200.00
TENDERED:	$200.00
CHANGE:	$.00
CHECK :	$200.00

REF NUM: 1376

CAMPBELL POLICE DEPARTMENT

70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303

Incident # 20190618039

INCIDENT REPORT

☐ Felony	☐ Misd	☐ Infraction	☐ Information	Disposition	Except Clear Reason
				INFORMATION ONLY/NO CRIME	

34090.6 GC Vehicle#	BWC	Date/Time Activated
	NO	

Event

Commonplace Name	Description of Incident
Bascom Massage	

Address	Apt/Unit	City	State	Zip Code
3495 S BASCOM AV		CAMPBELL	CA	95008-7307

Date Reported	Occurred From	Occurred To
06/11/19 - 2:45 PM - Tue	06/11/19 - 2:45 PM - Tue	06/11/19 - 3:30 PM - Tue

Offenses

Offense	Degree
CMC - MISD CMC VIOLATION - MISDEMEANOR	MISDEMEANOR

Offense Details

Cargo Theft	Circumstances	Computer Use
NO		

PERSONS SUMMARY

Role	Role #	Name (Last Suffix, First Middle)	Race	Sex	DOB
SUSPECT	1	XU, PIERAN	A	F	[redacted]
SUSPECT	2	HUANG, LIKUN	A	F	[redacted]
OTHER	2	[redacted]	A	F	[redacted]
OTHER	3	[redacted]	A	F	[redacted]
OTHER	1	[redacted]	A	F	[redacted]

Case Summary

Massage Establishment inspection including Police, Fire, Code Enforcement, and Building.

Suspects

Suspect #: 1 **Arrested: NO** **Disposition: INFO ONLY**

Primary Language	Ethnicity	Speech	Demeanor	Appearance	R/L Hand	Teeth
OTHER	NON-HISPANIC					

Related Offenses
CMC - MISD

Last Name	First Name	Middle Name	Suffix	AKA / Moniker
XU	PIERAN			KATE

Date of Birth	Age to	Age From	Race	Sex	Height	Weight	Hair Color	Eye Color
[redacted]	40		OTHER ASIAN	FEMALE				

Hair Style	Hair Length	Complexion	Build	Facial Hair	Glasses Type

Clothing	Misc Descriptors

Resident of Campbell
NON-RESIDENT

Main Address	Apt/Unit	City	State	Zip Code	County
[redacted]		[redacted]	[redacted]	[redacted]	[redacted]

Employer/School Name	Occupation Description
Bascom Massage	SELF EMPLOYED

CAMPBELL POLICE CONTROLLED DOCUMENT

CAMPBELL PD CONTROLLED DOCUMENT - DO NOT DUPLICATE OCT 28 2019

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CAMPBELL POLICE DEPARTMENT

70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303

Incident # 20190618039

INCIDENT REPORT

Employer/School Address	Apt/Unit	City	State	Zip Code	County
3495 S BASCOM AV		CAMPBELL	CA	95008-7307	SANTA CLARA

Employer Phone	Employer Phone Type
[redacted]	

Phone 1 Type	Phone 1	Phone 2 Type	Phone 2	Citation #
	[redacted]		[redacted]	

License Number	License State	SSN	PFN-Local ID	CII-SBI Number	CEN Number
[redacted]	CA				

Misc ID Type	Misc ID Number	Misc ID State	Email
OTHER	[redacted]		

Under The Influence
NOT APPLICABLE

Suspect Action	Suspect Force	Suspect Forced Victim

Suspects

Suspect #: 2 **Arrested: NO** **Disposition: INFO ONLY**

Primary Language	Ethnicity	Speech	Demeanor	Appearance	R/L Hand	Teeth
OTHER	NON-HISPANIC	ACCENT	OTHER			

Related Offenses
CMC - MISD

Last Name	First Name	Middle Name	Suffix	AKA / Moniker
HUANG	LIKUN			NANCY

Date of Birth	Age to	Age From	Race	Sex	Height	Weight	Hair Color	Eye Color
[redacted]	55		OTHER ASIAN	FEMALE				

Hair Style	Hair Length	Complexion	Build	Facial Hair	Glasses Type

Clothing	Misc Descriptors
LOW CUT TOP, SHORT SKIRT	

Resident of Campbell
NON-RESIDENT

Main Address	Apt/Unit	City	State	Zip Code	County
[redacted]		[redacted]	[redacted]	[redacted]	[redacted]

Employer/School Name	Occupation Description
Bascom Massage	ALL OTHER

Employer/School Address	Apt/Unit	City	State	Zip Code	County
3495 S BASCOM AV		CAMPBELL	CA	95008-7307	

Employer Phone	Employer Phone Type
[redacted]	

Phone 1 Type	Phone 1	Phone 2 Type	Phone 2	Citation #
	[redacted]			

License Number	License State	SSN	PFN-Local ID	CII-SBI Number	CEN Number
[redacted]	CA				

Misc ID Type	Misc ID Number	Misc ID State	Email
OTHER	[redacted]		

Under The Influence

Suspect Action	Suspect Force	Suspect Forced Victim

What Time Is It?	Actual Time	Demeanor	Speech
			ACCENT

Inv Party

Person Involved #: 1 **Type: OTHER**

Primary Language	Ethnicity	Speech	Demeanor	Appearance	R/L Hand	Teeth
	[redacted]					

CAMPBELL POLICE CONTROLLED DOCUMENT
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Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

CAMPBELL POLICE DEPARTMENT

70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303

Incident # 20190618039

INCIDENT REPORT

Inv Party

Relationship to Offender	Relationship to Victim	Involvement Type
[redacted]	[redacted]A	[redacted]

Last Name	First Name	Middle Name	Suffix	Moniker
[redacted]	[redacted]			[redacted]

Date of Birth	Age to	Age From	Race	Sex	Height	Weight	Hair Color	Eye Color
[redacted]	[redacted]		[redacted]	[redacted]				

Resident of Campbell: [redacted]

Main Address	Apt/Unit	City	State	Zip Code	County
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

Employer/School Name	Occupation Description
[redacted]	[redacted]

Employer/School Address	Apt/Unit	City	State	Zip Code	County
[redacted]		[redacted]	[redacted]	[redacted]	

Phone 1 Type	Phone 1	Phone 2 Type	Phone 2	Phone 3 Type	Phone 3
	[redacted]				

License Number	License State	SSN	PFN-Local ID	CII-SBI Number
[redacted]	[redacted]			

Misc ID Type	Misc ID Number	Misc ID State	Email
[redacted]	[redacted]		

Person Involved #: 2 Type: OTHER

Primary Language	Ethnicity	Speech	Demeanor	Appearance	R/L Hand	Teeth
	[redacted]					

Relationship to Offender	Relationship to Victim	Involvement Type
[redacted]	[redacted]	[redacted]

Last Name	First Name	Middle Name	Suffix	Moniker
[redacted]	[redacted]			[redacted]

Date of Birth	Age to	Age From	Race	Sex	Height	Weight	Hair Color	Eye Color
[redacted]	[redacted]		[redacted]	[redacted]				

Main Address	Apt/Unit	City	State	Zip Code	County
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

Employer/School Name	Occupation Description
[redacted]	[redacted]

Employer/School Address	Apt/Unit	City	State	Zip Code	County
[redacted]		[redacted]	[redacted]	[redacted]	

Phone 1 Type	Phone 1	Phone 2 Type	Phone 2	Phone 3 Type	Phone 3
	[redacted]		[redacted]		

License Number	License State	SSN	PFN-Local ID	CII-SBI Number
[redacted]	[redacted]			

Misc ID Type	Misc ID Number	Misc ID State	Email
	[redacted]		

Person Involved #: 3 Type: OTHER

Primary Language	Ethnicity	Speech	Demeanor	Appearance	R/L Hand	Teeth
	[redacted]					

Relationship to Offender	Relationship to Victim	Involvement Type
[redacted]	[redacted]	[redacted]

Last Name	First Name	Middle Name	Suffix	Moniker
[redacted]	[redacted]			[redacted]

Date of Birth	Age to	Age From	Race	Sex	Height	Weight	Hair Color	Eye Color
[redacted]	[redacted]		[redacted]	[redacted]				

Resident of Campbell
NON-RESIDENT

CAMPBELL POLICE CONTROLLED DOCUMENT

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Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

CAMPBELL POLICE DEPARTMENT

70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303

Incident # 20190618039

INCIDENT REPORT

Inv Party

Main Address	Apt/Unit	City	State	Zip Code	County
[redacted]		[redacted]	[redacted]	[redacted]	[redacted]

Employer/School Name	Occupation Description
[redacted]	[redacted]

Employer/School Address	Apt/Unit	City	State	Zip Code	County
[redacted]		[redacted]	[redacted]	[redacted]	

Phone 1 Type	Phone 1	Phone 2 Type	Phone 2	Phone 3 Type	Phone 3
	[redacted]				

License Number	License State	SSN	PFN-Local ID	CII-SBI Number
[redacted]	[redacted]			

Misc ID Type	Misc ID Number	Misc ID State	Email
	[redacted]		

Narrative

On May 9, 2019, the Campbell Police Department received an anonymous complaint that the reporting party went to Bascom Massage and the therapist suggested they may need "other services." The anonymous caller stated that there were a lot of men walking in and out. He also stated that the massage therapists were dressed in tight clothing and short shorts (CPD Incident #20190509066).

On June 11, 2019, I accessed "Rubmaps.com" (a known website for clients to post about services that are sexual in nature received at massage establishments) to determine if Bascom Massage had received any reviews. There were numerous reviews, many of them identifying "Nancy" as the massage therapist providing the sexual services.

On June 11, 2019, at approximately 14:45 hours, we conducted an inspection at Bascom Massage, located at 3495 S Bascom Avenue. Those participating were Sergeant Ian White, Investigator Brendan Bligh, Code Enforcement Officer Randy Sweet, Matthew McKenna (Deputy Fire Marshall) and Building Inspector Robert Luna.

Upon entering the establishment, I noted they did not have the proper signage. They are required to have a list of all services available, including the price and the length of each service posted. A sign stating "All payments for massage services, including gratuities or tips, shall be made at the designated reception area exclusively" was not posted as required. Sergeant White attempted to enter the area of the massage rooms and discovered the door was locked. He knocked on the door and announced that we were the police department coming to do an inspection.

One of the massage therapists opened the door. The owner of the establishment, (S1) Peiran Xu aka "Kate," was not present. Two massage therapists had clients and were in massage rooms identified as #3 and #4. (S2) Likun Huang aka "Nancy" was in room #3 and (O3) [redacted] aka "[redacted]" was in room #4. Both doors were locked.

As we were conducting the inspection, the client in each room prepared to leave the establishment. Sergeant White and Investigator Bligh followed them out of the establishment and interviewed them briefly. Neither client provided identification, and both denied receiving any services of a sexual nature. See Sergeant White's body worn camera evidence for further information.

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Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

CAMPBELL POLICE DEPARTMENT
70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303

Incident # 20190618039

INCIDENT REPORT

The inspection resulted in many violations of the general operating requirements of Campbell Municipal Code Section 5.48.210. Each violation is listed below:

5.48.210 (a): The permits were not posted in a conspicuous place on the establishment premises. They were posted in the "office" area but were not readily seen. I had to enter the office to be able to see the permits.

5.48.210 (b): No sign existed stating the services offered, including the price and length of each service.

5.48.210 (c): No sign indicating that all payments for services must be paid at the reception area.

5.48.210 (f): The written records were not maintained properly: date and hour of each service provided, full name and address of each client, types of services received, and retention of records for two years maintained at the establishment.

5.48.210 (g): Dress code for employees. There is to be no exposure of the breasts of the massage therapists. (O1) [redacted] was dressed provocatively with significant cleavage exposed.

5.48.210 (j): This section states that no photographs, drawings, written or verbal statements used in any advertising shall not explicitly or implicitly communicate that services offered are for the purpose of sexual gratification. Bascom Massage has numerous reviews in Rubmaps indicating various sexual acts are provided (see Attachment A).

5.48.220 (c): No cabinets or other covered spaces were available for the storage of clean linens.

5.48.220 (e) & (f): The establishment was messy and unclean. There were stacks of supplies and other miscellaneous items that were randomly placed throughout the establishment. The bathroom was not clean and neither was the shower area.

5.48.220 (g): There were not any obvious indications of disinfecting agents or sterilizing equipment for any instruments used in the practice of massage.

5.48.220 (i): Locks on interior massage rooms were functioning. No interior doors should be locked at any time, so the locking mechanisms need to be disabled. A lock on the door from reception into the massage area is also not allowed.

5.48.220 (j): There were no secure deposit devices or a security bag that may be carried by the client for the protection of valuables.

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Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

CAMPBELL POLICE DEPARTMENT

70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303

Incident # 20190618039

INCIDENT REPORT

Also noted were violations considered to be building or fire issues. Those violations are detailed in Attachment B: Fire Department Santa Clara County and Attachment C: Community Development Department Building Division.

Officers	Involvement Type	Officer Name	Date
	Reporting	CAMPBELL, CYNTHIA C4607	07/12/19 - 14:17 - Fri
	Approving	WHITE, IAN W6880	07/15/19 - 13:53 - Mon

For Records Entry Only

Reviewed By	Reviewed Date	Processed By	Date Processed
Y28	07/15/2019 13:56:00		

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Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

CAMPBELL POLICE DEPARTMENT

70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303 .001
Incident # 20190618039

SUPPLEMENTAL REPORT

☐ Felony	☐ Misd	☐ Infraction	☐ Information	Disposition: TO ORIGINAL REPORT	Except Clear Reason: N/A

34090.6 GC Vehicle#	BWC: NO	Date/Time Activated

Event

Commonplace Name	Description of Incident
Bascom Massage	

Address	Apt/Unit	City	State	Zip Code
3495 S BASCOM AV		CAMPBELL	CA	95008-7307

Date Reported	Occurred From	Occurred To
06/11/19 - 2:45 PM - Tue	06/11/19 - 2:45 PM - Tue	06/11/19 - 3:30 PM - Tue

Offenses

Offense	Degree
CMC - MISD CMC VIOLATION - MISDEMEANOR	MISDEMEANOR

Offense Details

Cargo Theft	Circumstances	Computer Use
NO		

PERSONS SUMMARY

Role	Role #	Name (Last Suffix, First Middle)	Race	Sex	DOB
SUSPECT	1	XU, PEIRAN	A	F	[redacted]
OTHER	5	[redacted]	C	F	[redacted]
OTHER	5	[redacted]	C	F	

Case Summary

Massage Establishment inspection including Police, Fire, Code Enforcement, and Building.

Suspects

Suspect #: 1 **Arrested:** **Disposition:**

Primary Language	Ethnicity	Speech	Demeanor	Appearance	R/L Hand	Teeth
	NON-HISPANIC					

Related Offenses: CMC - MISD

Last Name	First Name	Middle Name	Suffix	AKA / Moniker
XU	PEIRAN			KATE

Date of Birth	Age to	Age From	Race	Sex	Height	Weight	Hair Color	Eye Color
[redacted]	40		OTHER ASIAN	FEMALE				

Hair Style	Hair Length	Complexion	Build	Facial Hair	Glasses Type

Clothing	Misc Descriptors

Resident of Campbell

Employer Phone	Employer Phone Type

License Number	License State	SSN	PFN-Local ID	CII-SBI Number	CEN Number

Under The Influence

Suspect Action	Suspect Force	Suspect Forced Victim

CAMPBELL POLICE CONTROLLED DOCUMENT
OCT 28 2019
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Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

CAMPBELL POLICE DEPARTMENT

70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303 .001
Incident # 20190618039

SUPPLEMENTAL REPORT

Inv Party

Person Involved #: 5 **Type: OTHER**

Primary Language	Ethnicity	Speech	Demeanor	Appearance	R/L Hand	Teeth
	[redacted]		[redacted]			

Relationship to Offender	Relationship to Victim	Involvement Type
[redacted]		[redacted]

Last Name	First Name	Middle Name	Suffix	Moniker
[redacted]	[redacted]			[redacted]

Date of Birth	Age to	Age From	Race	Sex	Height	Weight	Hair Color	Eye Color
[redacted]	[redacted]		[redacted]	[redacted]			[redacted]	[redacted]

Resident of Campbell: [redacted]

Main Address	Apt/Unit	City	State	Zip Code	County
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

Employer/School Name	Occupation Description
	[redacted]

Employer/School Address	Apt/Unit	City	State	Zip Code	County
[redacted]		[redacted]	[redacted]	[redacted]	[redacted]

Phone 1 Type	Phone 1	Phone 2 Type	Phone 2	Phone 3 Type	Phone 3
	[redacted]				

License Number	License State	SSN	PFN-Local ID	CII-SBI Number
[redacted]	[redacted]			

Misc ID Type	Misc ID Number	Misc ID State	Email
[redacted]	[redacted]		

Person Involved #: 5 **Type: OTHER**

Primary Language	Ethnicity	Speech	Demeanor	Appearance	R/L Hand	Teeth
	[redacted]					

Relationship to Offender	Relationship to Victim	Involvement Type
[redacted]	[redacted]	[redacted]

Last Name	First Name	Middle Name	Suffix	Moniker
[redacted]	[redacted]			

Date of Birth	Age to	Age From	Race	Sex	Height	Weight	Hair Color	Eye Color
			[redacted]	[redacted]				

CAMPBELL POLICE
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OCT 28 2019
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Narrative

ADDITIONAL INFORMATION: In the original report, I misspelled (S1) Xu's first name. The correct spelling of (S1)'s first name is PEIRAN.

INVESTIGATION:

On August 13, 2019 at approximately 1000 hours, (O5)[redacted] came to the Campbell Police Department to discuss [redacted] (O4)[redacted] who is a massage therapist at Bascom Massage, and illegal activity at the massage establishment. I contacted (O5)[redacted] in the Campbell Police Department "Soft Interview" room and obtained her statement.

STATEMENT OF (O5)[redacted]

(O5)[redacted] Wang stated that [redacted] (O4)[redacted] has been receiving threats of physical harm from one of her co-workers. (O5)[redacted] believes that this is because the other massage therapists engage in illegal sexual activities with the customers and (O4)[redacted] refuses to do so. (O5)[redacted] stated that (O4)[redacted] is feeling

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

CAMPBELL POLICE DEPARTMENT
70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303 .001
Incident # 20190618039

SUPPLEMENTAL REPORT

scared because of these threats. (O5)[redacted] also believed that (O4)[redacted] co-workers are concerned that (O4)[redacted] may report illegal activities to the police, which has led to the threats. (O5)[redacted] also stated that during our inspection some lubricating oil (Astro Glide) was discovered in one of the massage rooms. She stated that when we were told it was used for hands and feet only, that that was a lie. She stated that (O4)[redacted] is making less money than anybody else since she is only performing legitimate massages. (O5)[redacted] also stated that (O4)[redacted] told her that customers bring in their own condoms and that is why we didn't find any during our inspection. (O5)[redacted] stated that (O4)[redacted] accidentally walked into a room when a massage was in progress and that the massage therapist got very upset. (O4)[redacted] believed there was a sexual act being performed. (O5)[redacted] stated that (O4)[redacted] has told her that one of the massage therapists had assaulted another one of the massage therapists at the establishment. It is not clear from (O5)'s statement why the assault occurred. (O5)[redacted] offered to call (O4)[redacted] to come to the Campbell Police Department so we could get a statement from her directly.

INVESTIGATION CONTINUES:

It should be noted that during the inspection, Code Enforcement Officer Randy Sweet located the Astro Glide in one of the massage rooms. It was located in Room #3, the room in which (S2) Likun Huang and been performing a massage on a male client when we entered. Astro Glide was designed and is specifically marketed for use in sexual intercourse and is not a massage establishment lubricant or moisturizer.

At approximately 1130 hours, (O5)[redacted] returned to the Campbell Police Department with (O4)[redacted] Agent Spencer Billman interviewed (O4)[redacted] regarding the threats she has been receiving. (O4)[redacted] primarily speaks Mandarin, so a translation service via phone was used (Incident #20190813040). (O4)[redacted] stated that her co-workers, primarily [redacted] scold her, using many curse words and the also challenge (O4)[redacted] to fights. She believes this is because [redacted] is taking revenge on her. Given the language difference, it is not clear what she means by "revenge;" however, the context of the statement was referring to (O4)[redacted] refusal to perform sexual acts. (O4)[redacted] stated another massage therapist was hit on the head with a wok and she ended up leaving the country. (O4)[redacted] stated that [redacted]s very strong and that (O4)[redacted] would not be able to defend herself. (O4)[redacted] says she has seen [redacted] beat upon other people. (O4)[redacted] is afraid that [redacted] will find out where (O4)[redacted] lives. She stated that she is being targeted because she doesn't do the same "things" as the others. Based on the totality of her statement, it is believed that the "things" are performing sexual acts.(O4)[redacted] stated she believes [redacted] would try to kill her if she knew that (O4)[redacted] went to the police.

STATEMENT OF (O4)[redacted]

I then asked (O4)[redacted] what sexual acts she has actually witnessed. (O4)[redacted] repeated what (O5)[redacted] had said about accidentally walking into the wrong room and the massage therapist had a severe reaction. She believes there was a sexual act being performed. (O4)[redacted] has not actually witnessed a sexual act being performed. She also stated that when they painted the walls in massage room #3 that many condoms were discovered when they moved the furniture. She stated that customers bring in their own condoms now. (O4)[redacted] also stated that the owner, (S1) Xu, has now developed a contract that must be signed by all massage therapists before they can work at Bascom Massage. It states that no illegal activity is allowed at Bascom Massage. (O4)[redacted] doesn't know when the contract came into effect, but she believes this is (S1) Xu's defense in case anything illegal is caught by authorities. (O4)[redacted] also stated that there are lies being written about her on Rubmaps. She stated she does not do any of these things. On August 16, 2019, I reviewed Rubmaps for any entries relating to (O4)[redacted] There were entries, but none related to [redacted] which is the name she uses when working. Attachment 1 are reviews for Bascom Massage for "[redacted]" [redacted] and one other unnamed therapist.

Case Disposition: To original report.

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Officers			
	Involvement Type Reporting	Officer Name CAMPBELL, CYNTHIA C4607	Date 07/12/19 - 14:17 - Fri
	Involvement Type Approving	Officer Name WHITE, IAN W6880	Date 10/28/19 - 10:33 - Mon

CAMPBELL PD CONTROLLED DOCUMENT - DO NOT DUPLICATE

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

CAMPBELL POLICE DEPARTMENT

70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303 .001

Incident # 20190618039

SUPPLEMENTAL REPORT

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Reviewed By	Reviewed Date	Processed By	Date Processed
Y28	10/28/2019 11:20:00		

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Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

CAMPBELL POLICE DEPARTMENT

70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303 .002

Incident #

SUPPLEMENT - NARRATIVE ONLY

NARRATIVE

SUPPLEMENTAL REPORT

On September 10, 2019, I was assigned to the Santa Clara County Specialized Enforcement Team (SCCSET) as a Task Force Agent from the Campbell Police Department. I had previously been notified by Cindy Campbell at Campbell PD that she, along with Campbell PD Sgt. White, Investigator Bligh, Code Enforcement Officer Sweet, Deputy Fire Marshall McKenna, and Building Inspector Luna had conducted an inspection of Bascom Massage, located at 3495 S. Bascom Avenue, Campbell in June, 2019. I was informed that there was possible prostitution occurring at the business and asked to assist with an investigation.

At approximately 1400 hours on September 10, 2019, while working in an undercover capacity, I entered the business in an attempt to investigation whether prostitution activity was present. At the time I entered the business, I was wearing a t-shirt, shorts, and tennis shoes and did not have any police insignia on me or in my wallet. Based on my training and experience, I know it is common for some massage "businesses" to use the business as a front for a brothel. I know suspects involved in this criminal activity will commonly provide a massage to a customer prior to offering or attempting to engage in sexual acts with the customer for a negotiated price. After entering the business, my assignment was to portray a paying customer and engage in a massage with an employee inside. The purpose of the operation was to see if an employee would offer sexual acts of any nature in exchange for money.

When entering the business, I noticed that the blinds were drawn and that passersby could not see inside. I found myself in a small waiting room and observed a counter with a sign-in sheet. I walked over to the sheet and saw that it had columns for various types of personal information. I wrote "Matt" in one of the columns and circled the 30 minute massage option that was in one of the columns. Moments later, an Asian female, who I believe was (S2) Likun Huang based on my prior observation of a California DMV photograph of her, walked out from the back of the business and stood on the other side of the counter. (S2) Huang had her hair pulled back in a ponytail, was wearing a purple colored sleeveless shirt and black yoga pants.

I told (S2) Huang that I wanted the 30 minute massage and she told me that it would be $40. I provided (S2) Huang with a per-recorded $100 bill that I had obtained from Campbell PD for the purpose of this operation. (S2) Huang asked me if it was my first time and I told her that it was. (S2) Huang Huang then walked opened a door that separated the waiting room from the massage rooms and invited me in. It should be noted that (S2) Huang did not ask me to complete any of the columns I left blank on the sign-in sheet.

(S2) Huang walked me into the first massage room on the right. I saw the lights were dimmed low and there was a single massage bed in the room that had a towel on it. Once in the room, I noticed that there were various oils and powders on small table that was in the southeast corner of the room. (S2) Huang told me to get undressed while motioning towards the massage table and then exited the room, closing the door being her.

I undressed completely, wrapped the provided towel around my waist, and then laid down on the massage table (my stomach touching the table and my back to the air).

Approximately one minute later, (S2) Huang re-entered the room and, and asked me if I had been to the massage parlor before. I told her that I hadn't. (S2) Huang provided me with $60 in change, comprised of three (3) $20 bills. I placed the bills into the pocket of my shorts and laid back down on the table. (S2) Huang then picked up a bottle of oil off of the nearby table and squirted some on my back. (S2) Huang then began to massage my upper back before lowering the towel from my waist, exposing a significant portion of my buttocks.

Over approximately the next ten minutes, (S2) Huang massaged both my back, thighs, and buttocks, though it appeared that (S2) Huang spent the majority of the time massaging the area of my inner thighs. (S2) Huang would frequently massage the upper portion of my inner thighs, grazing my genitals with the back of her hand in the process. (S2) Huang would also sit on top of my legs and back while conducting the massage. The massage pressure seemed the same both when she was massaging my back as well as my hamstrings/thighs.

After approximately 10 minutes, (S2) Huang left the room for about 30 seconds. When she returned, (S2) Huang placed a hot towel on my back which she used to rub off the massage oil. (S2) Huang then instructed me to "turn over," which I did.

CAMPBELL POLICE
CONTROLLED DOCUMENT

OCT 28 2019

RELEASED TO: Y72
RELEASED BY Y28

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

CAMPBELL POLICE DEPARTMENT
70 N. FIRST STREET CAMPBELL, CA 95008
Phone (408) 866-2121 Fax (408) 379-7561

Case # 2019-2303 .002

Incident #

SUPPLEMENT - NARRATIVE ONLY

When I lied down on my back, (S2) Huang placed more il on my chest and abdomen and began to rub it in. While standing at my head, (S2) Huang reached down over my body and began massaging my thigh area, particularly my inner thighs. (S2) Huang then lifted up the towel that was around my waist so that my penis was exposed. (S2) Huang walked to the right side of the table and, while looking at me, touched the tip of my penis with one of her fingers and asked, "You like that?" I replied, "Yes. I like that."

(S2) Huang smiled and I asked, "How much?" (S2) Huang held up six fingers (all five fingers on her right hand and her left index finger) and softly said something which I could not hear. I asked again, "How much?" and (S2) Huang whispered "Sixty." I then asked (S2) Huang, "Sixty just for the hand?" and (S2) Huang laughed and replied, "Yes." Based on my training and experience, I know that suspects in these types of cases commonly use hand signals to relay information rather than verbally negotiate a sexual act or a price. Based on my training and experience, I believed that (S2) Huang was relaying to me that she wanted $60 for a "hand job".

I told (S2) Huang that I liked the sound of that and sat up. I reached down to the floor to pick up my shorts and pulled out the $60 that (S2) Huang had provided me. I looked at the money for a few seconds and then told (S2) Huang that I couldn't do it. (S2) Huang looked confused and asked me what was wrong. I asked (S2) Huang if I could get a glass of water and told her, "if my wife found out she'd kill me." I insisted that I had to leave, at which point (S2) Huang exited the room and closed the door behind me.

Once (S2) Huang left, I got off of the table and quickly dressed myself. I could hear (S2) Huang speaking a foreign language with another female outside of the room. As I finished dressing, another Asian female, with short, brown hair, (O4), entered the room, with (S2) Huang standing behind her in the doorway. (O4) asked me if there was something wrong with the massage and I told her that there was not and that I simply had to leave. (O4) said, "You have to leave?".

I re-iterated that I had to leave and provided (S2) Huang with one of the $20 bills as a tip. I then walked between the two females and exited the business, out to an awaiting SCCSET Agent who was assisting me with this investigation. As I left, both (S2) Huang and the other female resumed speaking a foreign language in a hushed tone.

DISPOSITION:

To Original Report

Officers	Involvement Type	Officer Name	Date
	Approving	WHITE, IAN W6880	07/15/19 - 1:53 PM - Mon
	Reporting	[redacted]	07/12/19 - 2:17 PM - Fri

For Records Entry Only			
Reviewed By	Reviewed Date	Processed By	Date Processed
Y28	10/28/2019 11:23:00		

CAMPBELL POLICE CONTROLLED DOCUMENT
OCT 28 2019
RELEASED TO: X72
RELEASED BY Y28
CONFIDENTIAL PURSUANT TO [illegible] GC

CAMPBELL PD CONTROLLED DOCUMENT - DO NOT DUPLICATE

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

rub maps
WHERE FANTASY MEETS REALITY

SEARCH: (suggestion Erotic massage Taylor, Asian massage Taylor)

Welcome, iwhite72

Any State | Search | OR USE THE ADVANCED SEARCH

FORUM SLANG BLOG ESCORT REVIEWS CONTACT

Safe browsing ON OFF

» Massage parlors Campbell CA » Bascom Massage

Other locations

Campbell massage parlors:
- The Green Spa
- Victorian Rose Massage
- Shining Beauty
- Star Salon & Spa
- Campbell Health Spa
- South Bay Acupuncture
- Therapeutic Massage
- LT Day Spa
- Rajeunir Day Spa
- Serenity Spa
- Orchid Beauty Spa
- Sunny Health Center
- Lovely Asian Massage
- Angeline's Rejuventating Salon
- Spa City
- Lavender Day Spa
- Solei 360
- Healthier Skin And Nails
- Sanctuary Foot Spa & Tea Bar
- Butterfly Spa

All Campbell massage parlors
-Select-

Newest Forum Posts
- GFE or CFS with White/Caucasian
- More busts in VA Beach
- Zenology spa closed..
- Aurora Massage/Oriental Massage in SAc
- Couples massage in Peoria

Newest Blog Posts
- Cold Spring, Visit a Parlor
- What to Bring and Not Bring to an MP
- A Discreet Monger is a Happy Monger
- Hold It In
- Year of the Dog

Bascom Massage in Campbell, California

Distance to this massage parlor center: 2,064.8 mi

66 reviews

LEAVE A REVIEW

ADD TO FAVORITES

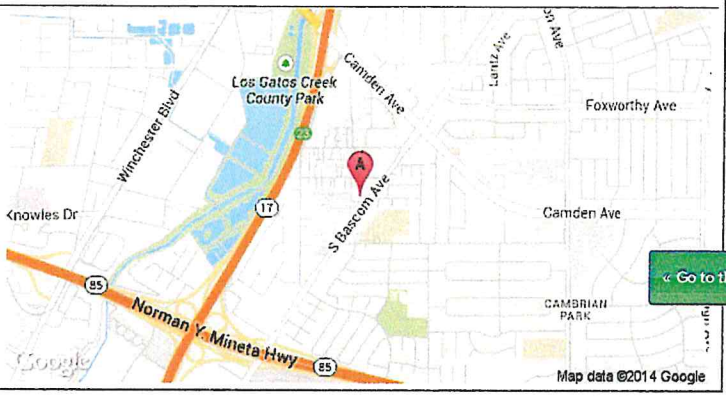
Masseuse Ethnicity: Asian
Cards Accepted: Cash Only

Sauna: No
Jacuzzi: No
Semi-Truck Parking: No
30 min: $40
60 min: $50

Address:
3495 S Bascom
Campbell, California 95008
Get Driving Directions

Phone Number:
408-369-0999 REPORT

Hours: Open now
Daily 9:30am - 10:00pm



« Go to the MP list

MP reviews (66) | Comments (10) | Member photos (0) | California Forum | Reveal All | Order: Review Date

1 2 3

vanis	Cici	Rating ★★★	#807245	05.29 2019	2
caboy650	Cici	Rating ★★★	#780774	04.05 2019	3
bOrational	Nancy	Rating ★★★★★	#729098	03.06 2019	3
happy2cu	Nancy	Rating ★★★★	#699321	11.29 2018	
gorgonian	Cici	Rating ★★★★	#680561	11.23 2018	3
sambadonkey	Nancy	Rating ★★★★	#689593	11.12 2018	3
sxykauk	Cici	Rating ★★	#649677	09.12 2018	5
happy2cu	Nancy	Rating ★★★★	#634461	08.21 2018	
lingcod88	Nancy	Rating ★★★★★	#623245	08.05 2018	6
happy2cu	Nancy	Rating ★★★★	#604001	07.07 2018	4
dontstartnun	Nancy	Rating ★★★★	#489394	12.09 2017	
troutfisher	Nancy	Rating ★★★★	#465027	10.02 2017	
		Rating			

Read Review

CAMPBELL POLIC
ONTROLLED DOCUM
OCT 28 2019
LEASED TO: X72
LEASED BY Y28
CONFIDENTIAL PURSUANT TO 6254(F) GC

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

N	fun510	Rating ★★★☆☆	Cici	#434445	07.12 2017
	bigreddawg	Rating ★★★☆☆	Wendy	#414655	05.19 2017 2
N	jojojimmy	Rating ★★★☆☆	Nancy	#402572	04.15 2017 6
N	caliboy68	Rating ★★★☆☆	Cici	#399154	04.06 2017
N	wexlerG	Rating ★★☆☆☆	Nancy	#394588	03.26 2017 2
N	jojojimmy	Rating ★★☆☆☆	Nancy	#369807	02.04 2017 2
	bigreddawg	Rating ★★★★★	Lily	#355000	01.03 2017 6
N	romario	Rating ★★☆☆☆	Nancy	#337178	11.22 2016 5
N	ninergil1	Rating ★★★★★	Lily	#336767	11.19 2016 1
N	stillactive	Rating ★★★★★	Lily	#336001	11.16 2016 3
N	irishmobia	Rating ★★★★☆	Cindy	#333189	11.08 2016 5
H	mauiguy2	Rating ★★★★☆	Cindy	#318886	09.20 2016 5
N	ninergil1	Rating ★★★★☆	Lily	#304540	08.07 2016 4
	dogwalker99	Rating ★★★★☆	Nancy	#294336	07.05 2016 2
N	Wolfthesheep	Rating ★★★★☆	Coco	#288472	07.04 2016
N	helmeppo	Rating ★★★★☆	Coco	#267630	04.15 2016 3
H	crewcut	Rating ★★★★☆	Coco	#245817	02.22 2016

Read Review

« Go to the MP list

rub maps WHERE FANTASY MEETS REALITY

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Media Star s.r.o.
Sídlo: Na Hřebenkách 815 130, Smíchov, 150 00 Praha 5

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CONTROLLED DOCUMENT

OCT 28 2019

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RELEASED BY Y28
CONFIDENTIAL PURSUANT TO 6254(F) GC

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

2019-2303
ATTACHMENT B

FIRE DEPARTMENT
SANTA CLARA COUNTY

14700 Winchester Blvd., Los Gatos, CA 95032-1818
(408) 378-4010 (phone) • (408) 378-9342 (fax)

INSPECTION NOTICE

- ☐ URP - No Violations Observed
- ☒ Annual - Cycle _____
- ☐ Reinspection _____
- ☐ Construction PC #_____
- ☐ Final

Page ___ of ___

Street #	Street Name & Suffix	Suite #	City	Occ. Class	Date:
3495	S. Bascom Ave		CBL		6-11-19
Occupancy: Bascom Massage			Occ. Load:	Phone	
Issued by: M. McKenna					
Issued to: manager & Campbell Police			Signature		

ITEM#

Follow-up Annual Inspection (per PD request)

1. Curtian at room #1 obstructs sprinklers
2. Sprinkler at hallway missing escutcheon
3. lighted & Tactile Exit signs missing
4. Incorrect door hardware (Knob style) at door from hall to lobby, bathroom, & breakroom
5. Debris behind Dryer (lint + dryer sheets)
6. Fire Extinguisher not mounted & not serviced

CAMPBELL POLICE
CONTROLLED DOCUMENT
OCT 28 2019
RELEASED TO: X72
RELEASED BY: 23
CONFIDENTIAL PURSUANT TO 6254(F) GC

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

SEARCH: (suggestion Erotic massage Campbell, Asian massage Campbell)

Welcome, iwhite72

Any State

FORUM SLANG BLOG ESCORT REVIEWS LIVE SEX CAMS MEET & HOOKUP CONTACT Safe browsing ON OFF

» Massage parlors Campbell CA » Bascom Massage

Other locations

Campbell massage parlors:

- Shining Beauty
- Sunny Health Center
- South Bay Acupuncture
- Bronze Spa
- Healthier Skin And Nails
- Angeline's Rejuventating Salon
- Health Spa Massage
- Best Choice Asian Massage
- Serenity Spa
- Orchid Beauty Spa
- Dynasty Clinique Salon
- Star Salon & Spa
- Therapeutic Massage
- Valley Massage Therapy
- Spring Spa
- Natural Beauty
- Campbell Health Spa
- Lavender Day Spa
- LT Day Spa
- Solei 360

All Campbell massage parlors

-Select-

Newest Blog Posts

- Cold Spring, Visit a Parlor
- What to Bring and Not Bring to an MP
- A Discreet Monger is a Happy Monger
- Hold It In
- Year of the Dog

Bascom Massage in Campbell, California

Distance to this massage parlor center: 1.3 mi

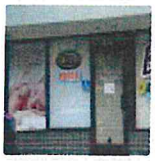
69 reviews

LEAVE A REVIEW

ADD TO FAVORITES

Masseuse Ethnicity: Asian
Cards Accepted: Cash Only

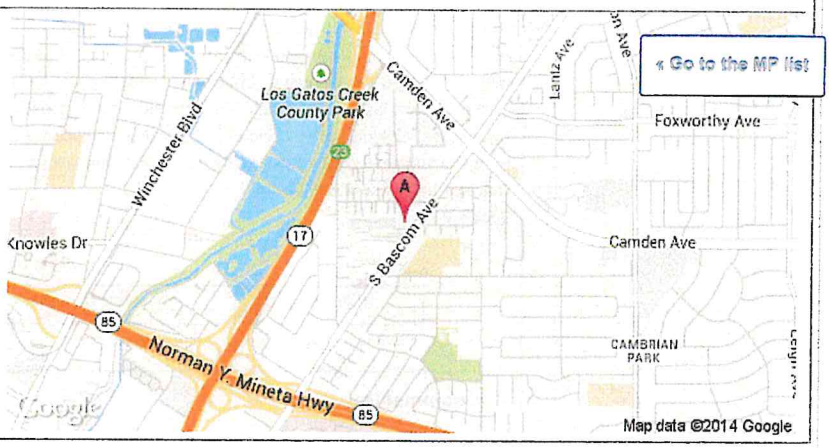
Sauna: No
Jacuzzi: No
Semi-Truck Parking: No
30 min: $40
60 min: $50



Address:
3495 S Bascom
Campbell, California 95008
Get Driving Directions

Phone Number:
408-369-0999 REPORT

Hours: *Open now*
Daily 9:30am - 10:00pm



MP reviews (69) Comments (11) Member photos (0) Reveal All Order: Review Date

1 2 3

reauxbeaux

PREMIUM ? #870080 08.12.2019 4

popk

PREMIUM Nancy #861641 08.28.2019 4

August 2019	X	Afternoon
√	Store Front	$50

Massage Parlor Details:

My interest was finally piques after I've seen Nancy's several reviews..and also Happy2cu's three reviews of her! I went in there with the suspicions that I might be able to 'turn' her to the dark side and get her to provide more than an HE, but NO - it did not happen.
I also want to make disclaimer that I waited to write this review so that I did not come across as being fickled about my visit with her...I saw Nancy earlier this year. In Feb the week around the superbowl was going on and I wanted to give myself a treat. I saw Nancy three times and the last one being in July more recently. I commented on her previous review that Im suspecting that I may have seen two different Nancy's>? Im not so sure??? The very first time I was there to see Nancy, she was way more fit, not real thin but she wasnt "pudgy" like she was the 2nd and 3rd time I came over to see her.

Nancy

√	Brown	Petite
	Black	Regular
Chinese	Shoulder Length	Clean Shaven
36-40	D	?
5'0"-5'5"	√	
	√	

CAMPBELL POLICE CONTROLLED DOCUMENT
OCT 28 2019
RELEASED TO: X72
RELEASED BY Y28

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

bOrational		#729098	
Nancy			
happy2cu			
Nancy	#699321	11.29 2018	
gorgonian			
Cici	#690561	11.23 2018	3
sambadonkey			
Nancy	#689593	11.12 2018	3
sxykauk			
Cici	#649677	09.12 2018	5
happy2cu			
Nancy	#634461	08.21 2018	
lingcod68			
Nancy	#623246	08.05 2018	6
happy2cu			
Nancy	#604001	07.07 2018	4
dontstartnun			
Nancy	#489394	12.09 2017	
troutfisher			
Nancy	#466027	10.02 2017	
jojojimmy			
Nancy	#447216	08.11 2017	3
fun510			
Cici	#434445	07.12 2017	
bigreddawg			
Wendy	#414665	05.19 2017	2
jojojimmy			
Nancy	#402572	04.15 2017	6
caliboy68			
Cici	#399154	04.06 2017	
wexlerG			
Nancy	#394588	03.26 2017	2
jojojimmy			
Nancy	#369907	02.04 2017	2
bigreddawg			
Lily	#365000	01.03 2017	6
romario			
Nancy	#337178	11.22 2016	5
ninergil1			
Lily	#336787	11.19 2016	1
stillactive			
Lily	#336001	11.16 2016	3

« Go to the MP list

11.03 2016 5

CAMPBELL POLICE
CONTROLLED DOCUMENT
OCT 28 2019
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CONFIDENTIAL PURSUANT

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

SEARCH: (suggestion Erotic massage Campbell, Asian massage Campbell)

Welcome, iwhite72

Any State

FORUM SLANG BLOG ESCORT REVIEWS LIVE SEX CAMS MEET & HOOKUP CONTACT Safe browsing ON OFF

» Massage parlors Campbell CA » Bascom Massage

Other locations

Campbell massage parlors:

- Angeline's Rejuventating Salon
- Butterfly Spa
- Natural Beauty
- Orchid Beauty Spa
- Sanctuary Foot Spa & Tea Bar
- Shining Beauty
- Spa City
- Therapeutic Massage
- Lavender Day Spa
- South Bay Acupuncture
- Bronze Spa
- LT Day Spa
- Dynasty Clinique Salon
- Health Spa Massage
- Valley Massage Therapy
- Lovely Asian Massage
- Rajeunir Day Spa
- The Green Spa
- Campbell Health Spa
- Victorian Rose Massage

All Campbell massage parlors

-Select-

Newest Blog Posts

- Cold Spring, Visit a Parlor
- What to Bring and Not Bring to an MP
- A Discreet Monger is a Happy Monger
- Hold It In
- Year of the Dog

Bascom Massage in Campbell, California

Distance to this massage parlor center: 1.3 mi

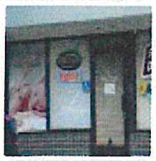
69 reviews

LEAVE A REVIEW

ADD TO FAVORITES

Masseuse Ethnicity: Asian
Cards Accepted: Cash Only

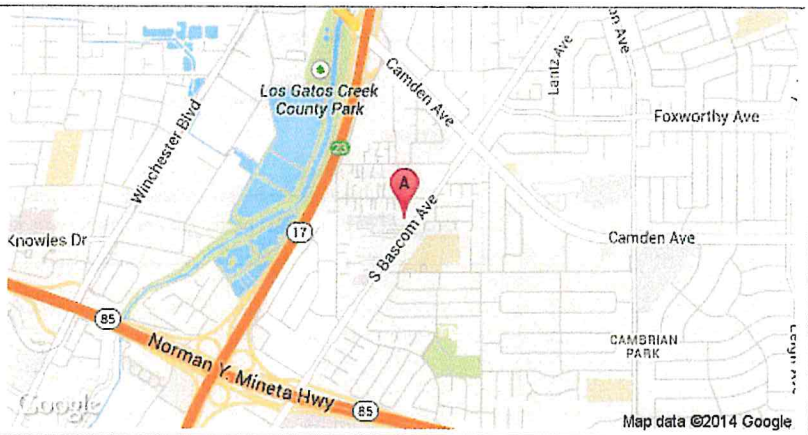
Sauna: No
Jacuzzi: No
Semi-Truck Parking: No
30 min: $40
60 min: $50



Address:
3495 S Bascom
Campbell, California 95008
Get Driving Directions

Phone Number:
408-369-0999 REPORT

Hours: *Open now*
Daily 9:30am - 10:00pm



MP reviews (69) Comments (11) Member photos (0) Reveal All Order: Review Date

1 2 3

reauxbeaux

PREMIUM ? #870080 09.12.2019 4

September 2019	X	Early Evening
√	Store Front	$100

Massage Parlor Details:

Out of the way place that is kind of around the corner of a strip mall. Pretty private and easy to park in front of one of the other stores

?

√	Brown	Average
	Black	Regular
Chinese	Short	?
36-40	B	X
5'0"-5'5"	X	
	X	
X	X	X
X	X	√
X	X	X
		$50

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OCT 28 2019
RELEASED TO: X72
RELEASED BY Y28
CONFIDENTIAL PU

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

lingcod88		#623246	08.05 2018	6
Nancy				
happy2cu				
Nancy	#604001	07.07 2018	4	
dontstartnun				
Nancy	#489394	12.09 2017		
troutfisher				
Nancy	#465027	10.02 2017		
jojojimmy				
Nancy	#447216	08.11 2017	3	
fun510				
Cici	#434446	07.12 2017		
bigreddawg				
Wendy	#414656	06.19 2017	2	
jojojimmy				
Nancy	#402572	04.16 2017	6	
caliboy68				
Cici	#399154	04.06 2017		
wexlerG				
Nancy	#394588	03.26 2017	2	
jojojimmy				
Nancy	#369207	02.04 2017	2	
bigreddawg				
Lily	#365000	01.03 2017	6	
romario				
Nancy	#337173	11.22 2016	5	
ninergirl				
Lily	#336767	11.19 2016	1	
stillactive				
Lily	#336001	11.16 2016	3	
irishmobia				
Cindy	#333189	11.06 2016	5	
mauiguy2				
Cindy	#318886	09.20 2016	5	
ninergirl				
Lily	#304640	06.07 2016	4	
dogwalker99				
Nancy	#294336	07.05 2016	2	

CAMPBELL POLICE
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OCT 28 2019
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Media Star s.r.o.
Sídlo: Na Hřebenkách 815/130, Smíchov, 150 00 Praha 5

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

SEARCH: (suggestion Erotic massage Campbell, Asian massage Campbell)

Welcome, iwhite72

Any State

FORUM SLANG BLOG ESCORT REVIEWS LIVE SEX CAMS MEET & HOOKUP CONTACT Safe browsing ON OFF

» Massage parlors Campbell CA » Bascom Massage

Other locations

Campbell massage parlors:

- Dynasty Clinique Salon
- Serenity Spa
- Shining Beauty
- Solei 360
- South Bay Acupuncture
- Spa City
- Lovely Asian Massage
- Rajeunir Day Spa
- Spring Spa
- Valley Massage Therapy
- Natural Beauty
- Star Salon & Spa
- Bronze Spa
- Angeline's Rejuventating Salon
- Orchid Beauty Spa
- Lavender Day Spa
- Best Choice Asian Massage
- Western Therapeutic And Skin Care
- Sanctuary Foot Spa & Tea Bar
- LT Day Spa

All Campbell massage parlors

-Select-

Newest Blog Posts

- Cold Spring, Visit a Parlor
- What to Bring and Not Bring to an MP
- A Discreet Monger is a Happy Monger
- Hold It In
- Year of the Dog

Bascom Massage in Campbell, California

Distance to this massage parlor center: 1.3 mi

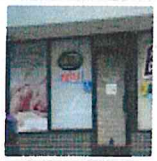
69 reviews

LEAVE A REVIEW

ADD TO FAVORITES

Masseuse Ethnicity: Asian
Cards Accepted: Cash Only

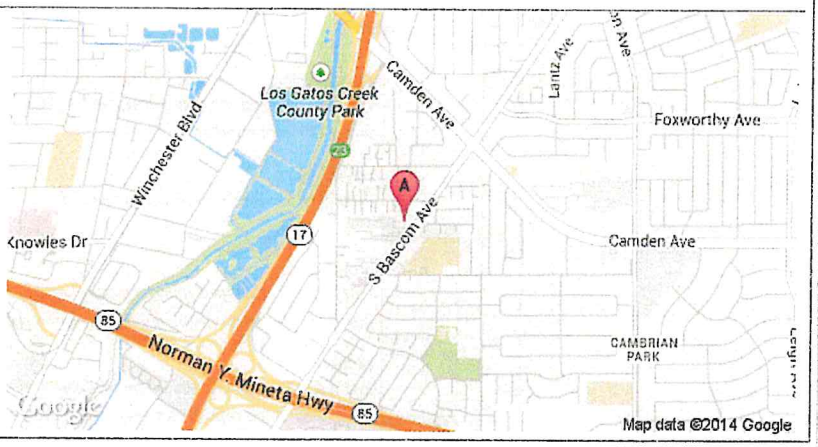
Sauna: No
Jacuzzi: No
Semi-Truck Parking: No
30 min: $40
60 min: $50



Address:
3495 S Bascom
Campbell, California 95008
Get Driving Directions

Phone Number:
408-369-0999 REPORT

Hours: *Open now*
Daily 9:30am - 10:00pm



MP reviews (69) Comments (11) Member photos (0) Reveal All Order: Review Date

1 2 3

reauxbeaux				
PREMIUM	?	#870080	09.12.2019	4
popk				
PREMIUM	Nancy	#861641	08.23.2019	4
BelAirBoy				
PREMIUM	Cici	#836534	07.23.2019	6

July 2019	X	Afternoon
√	Store Front	$50

Massage Parlor Details:

Needed a quick fix. Haven't been to this place but thought what the heck. I could use a good massage and HE (from the reviews). I walk in greeted at door by Cici.

Cici

√	Brown	Average
	Black	Regular
Asian	?	?
36-40	B	X
5'0"-5'5"	X	
	X	
X	X	√

CAMPBELL POLICE CONTROLLED DOCUMENT
OCT 28 2019
RELEASED TO: X72
RELEASED BY Y28
CONFIDENTIAL PURSUANT TO 6254(F)

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

sambadonkey		#669693	11.12 2018	3
Nancy				
sxykauk				
Cici	#649677	09.12 2018	5	
happy2cu				
Nancy	#634461	08.21 2018		
lingcod68				
Nancy	#623245	08.05 2018	6	
happy2cu				
Nancy	#604601	07.07 2018	4	
dontstartnun				
Nancy	#489394	12.09 2017		
troutfisher				
Nancy	#465027	10.02 2017		
jojojimmy				
Nancy	#447216	08.11 2017	3	
fun510				
Cici	#434445	07.12 2017		
bigreddawg				
Wendy	#414655	05.19 2017	2	
jojojimmy				
Nancy	#402572	04.15 2017	6	
callboy68				
Cici	#399154	04.06 2017		
wexlerG				
Nancy	#394588	03.26 2017	2	
jojojimmy				
Nancy	#369807	02.04 2017	2	
bigreddawg				
Lily	#365000	01.03 2017	6	
romario				
Nancy	#337176	11.22 2016	5	
ninergil1				
Lily	#336767	11.19 2016	1	
stillactive				
Lily	#336001	11.16 2016	3	
irishmobia				
Cindy	#333189	11.08 2016	5	
mauiguy2				
Cindy	#318886	09.20 2016	5	
ninergil1				
Lily	#304540	08.07 2016	4	
07.05 2016	2			

CAMPBELL POLICE
CONTROLLED DOCUMENT
OCT 28 2019
RELEASED TO: X77
RELEASED BY Y28
CONFIDENTIAL PURSUANT TO 6254(f)

Attachment: (Exhibit A) CPD Case #2019-2303 (Bascom Massage Appeal)

COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING DIVISION

70 NORTH FIRST STREET, CAMPBELL, CALIFORNIA 95008
TEL: 408-866-2130 FAX: 408-866-8381 INSPECTIONS: 408-866-2706

2019-2303 ATTACHMENT C

CORRECTION NOTICE and REPORT

PROJECT # ~~BA04~~ S Bascom Massage

JOB ADDRESS 3495 S. Bascom

DATE 6/11/19 TIME 3:15

YOUR REQUESTED _____ INSPECTION

REVEALS THE FOLLOWING:

1. Counter @ Lobby is @ 41 1/2" H.
2. Door @ entrance to Hallway is Knob Style
3. Door @ Restroom is Knob Style
4. Soap dispenser in Restroom is @ 42" H
5. Sink is @ 21 1/2" to center from wall.
6. Break room door is Knob Style

NOTIFY THE BUILDING DIVISION WHEN THESE CORRECTIONS HAVE BEEN COMPLETED AT (408) 866-2706 FOR THE NEXT AVAILABLE INSPECTION.

Luna
Building inspector

CAMPBELL POLICE
CONTROLLED DOCUMENT
OCT 28 2019
RELEASED TO: X72
RELEASED BY: YZG
CONFIDENTIAL PURSUANT TO 1798(F) GC

City Council Report

Item:	**6**
Category:	**PUBLIC HEARINGS AND INTRODUCTION OF ORDINANCES**
Meeting Date:	**January 21, 2020**

TITLE: **Public Hearing to Consider the Appeals of Herb Weinman, Catherine Clock and Mary Broxon, Appealing the Planning Commission Approval of a Conditional Use Permit with Site and Architectural Review, Tree Removal Permit, and Environmental Review to Allow Construction of a 4,554 Square Foot Fast-Food Restaurant with a 84-Seat Interior Dining Area, a 16-Seat Outdoor Dining Area, a 19-Vehicle Drive-Through Lane with Outdoor Activities (Drive-Up Window), and Associated Site, Lighting, Parking, Refuse Collection, and Landscaping Improvements (PLN2018-206); a Tree Removal Permit to Allow Removal of Protected On-Site Trees (PLN2018-207); and Adoption of a Mitigated Negative Declaration (PLN2018-206), for Property Located at 2060 S. Bascom Avenue in the C-2 (General Commercial) Zoning District (Resolutions/Roll Call Vote)**

RECOMMENDED ACTION

That the City Council deny the appeals, thereby upholding the Planning Commission's decision to approve the project, subject to the following Resolutions and Conditions of Approval: resolution adopting a Mitigated Negative Declaration; resolution approving a Conditional Use Permit with Site and Architectural Review to allow construction of a 4,554 square-foot fast-food restaurant with a 84-seat interior dining area, a 16-seat outdoor dining area, a 19-vehicle drive-through lane with outdoor activities (drive-up window), and associated site, lighting, parking, refuse collection, and landscaping improvements (PLN2018-206); and resolution approving a Tree Removal Permit to allow removal of protected on-site trees (PLN2018-207).

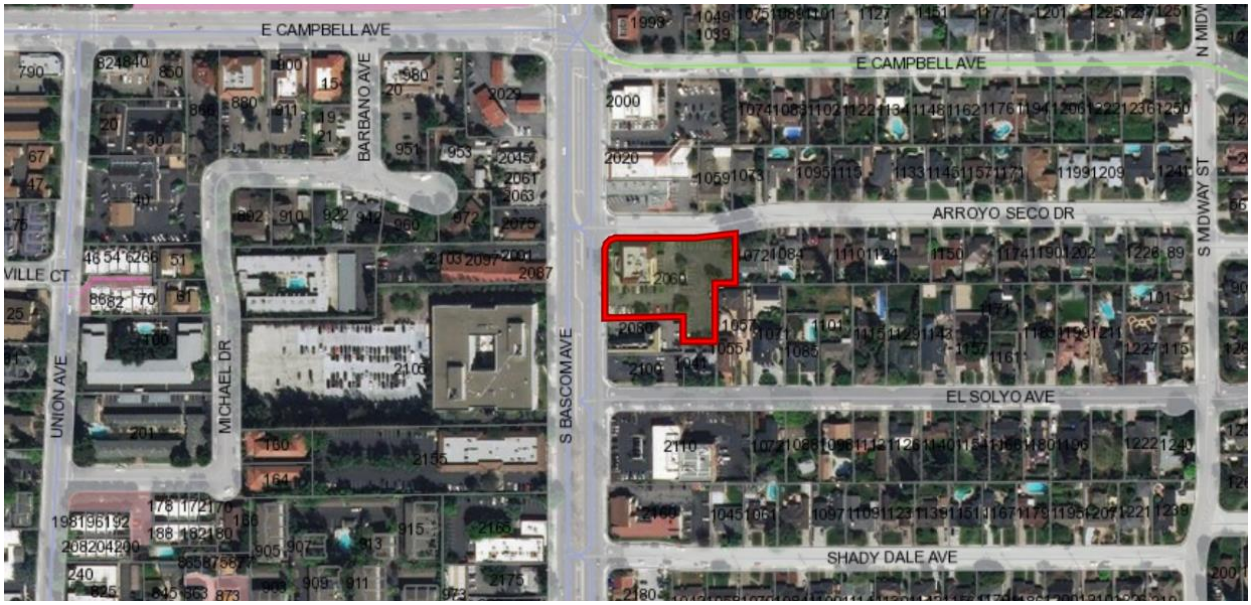
ENVIRONMENTAL DETERMINATION

As discussed in the Planning Commission staff report and provided in the linked Initial Study, **Traffic Impact Study**, supporting documents, Mitigated Negative Declaration, and Mitigation Monitoring and Reporting Program (**Attachments D through H**), the proposed project will have a less than significant effect on the environment with incorporation of certain mitigation measures, in compliance with the California Environmental Quality Act (CEQA).

BACKGROUND

Project Site: The project site consists of a 46,540 square foot parcel located at the southeast corner of South Bascom Avenue and Arroyo Seco Drive that currently accommodates an ~5,358 square foot restaurant that has existed on the property since 1975. Nearby uses include small shopping complexes to the north, south, and west as well as a large office complex to the west. Several other office and commercial businesses are located in the vicinity along the Bascom Avenue corridor. The site also backs up to residential homes to the east and south, a common land use characteristic within the City. The project site is within the *General Commercial* land use designation and the corresponding General Commercial (C-2) Zoning District. The existing Denny's restaurant and five (5) protected trees that are located throughout the existing parking lot are proposed for removal to accommodate the project.

Proposed Project: The proposed project would allow the construction of a 4,554 square-



foot fast-food restaurant with a 84-seat interior dining area, a 16-seat outdoor dining area, a 19-vehicle drive-through lane with outdoor activities (drive-up window), and associated site, lighting, parking, refuse collection and landscaping improvements. To accommodate these improvements, five (5) protected on-site trees would be removed and replaced with 20 new on-site trees as well as five (5) street trees (**Attachments I & J**). Chick-fil-A's proposed operational hours are 6:00 a.m. to 11:00 p.m. Monday through Saturday (closed Sunday). However, as discussed on page 4, the applicant has proposed modified hours in response to the appeal. In comparison, the existing Denny's restaurant operates 24-hours per day, seven days per week. The Chick-fil-A restaurant would not include late night hours. The proposed restaurant requires a total of 51 parking stalls where 54 parking stalls are provided.

Planning Commission Public Hearing: On November 12, 2019, the Planning Commission considered the proposed Project (**Attachment K**) and received public comment. After a thorough discussion of public concerns (**Attachment L**) and providing additional conditions of approval to address those concerns, the Commission adopted resolutions approving the project, resulting in a 4 to 2 vote. Both the public and

Commission's primary concerns regarded traffic, socio-political issues, drive-through use, noise, on-site lighting, parking, pedestrian/cyclist safety, and vehicle headlight impacts.

Traffic Impact Study: At the beginning of the Planning Commission meeting, staff notified the Planning Commission that the conclusions of the Draft Impact Traffic Study (**Attachment E**) were being amended due to a modeling parameter input error regarding the number of vehicles turning right from northbound Salmar Avenue (**Attachment M**). The error resulted in an overstatement of the level of service (LOS) calculation for the intersection of Hamilton Ave/Salmar Ave/SR17 southbound off-ramp, incorrectly triggering the VTA threshold for a "significant" impact. Under the corrected analysis, this intersection is no longer considered to have a significant impact since the change in average critical delay and volume-to-capacity ratio from project generated trips does not trigger VTA's current significance thresholds. Therefore, the impact is considered less than significant. On November 26, 2019, W-Trans prepared a Final Traffic Impact Study with the correct analysis (**Attachment N**).

Socio-Political Issues: Some members of the Commission and public raised concerns about socio-political issues associated with Chick-fil-A. While the Commission was sympathetic with these concerns, the Commission also clearly acknowledged that they are appointed by the City Council to make decisions based on consistency with General Plan policies and Zoning Code standards. Furthermore, the City Attorney stated that the Commission must look at the operation and not the operators involved. He further stated that the Commission's role is to evaluate the use of the site since the proposed operator may change in the future. A Conditional Use Permit (CUP) is permanently associated with a property (not an operator).

Fast-Food / Drive-through Use: The appropriateness of a fast-food drive-through restaurant in this location was also discussed, noting that the GPAC will soon recommend prohibiting such uses as part of the General Plan update. Regardless of what may happen in the future, the General Plan currently allows drive-through uses and land use decisions need to be based on current rules and regulations. Furthermore, a reference was made to a sentence in the General Plan that states that fast-food establishments are typically incompatible with residential uses. However, the Commission discussed that the reference to fast-food restaurants in the General Plan is a narrative introduction to a Chapter, does not serve as either a Policy or a Strategy, and does not prohibit fast-food restaurants near residential areas.

As provided in the Planning Commission staff report, fast-food drive-through restaurants are allowed in the C-2 Zoning District with a Conditional Use Permit (CUP). Furthermore, the CUP process allows the City to require reasonable conditions of approval to ensure that a project does not create neighborhood impacts. The CUP Resolution of Approval includes several conditions to address potential issues associated with a drive-through restaurant. Upon implementation of the conditions, no impacts would be created.

Noise: Given public concerns regarding noise from the drive-through ordering speakers, the condition of approval regarding noise was amended as follows:

CUP COA #15.n (Noise):

1) The volume of the outdoor speakers shall not exceed 65 dBA at any property line.
2) Regardless of decibel level, and taking into consideration the noise environment of Bascom Avenue, no noise generated by the fast-food restaurant shall obstruct the free use of neighboring properties so as to unreasonably interfere with the comfortable enjoyment of the neighboring residents.
3) In the event verified complaints are received by the City regarding such noise, the Community Development Director may immediately curtail the Hours of Operation, including specifically the hours for use of the drive-through, pursuant to Condition of Approval No. 6 (Revocation of Permit).

In response to these concerns, the applicant has offered to add “keep quiet” (or similar) signage in the parking lot. Such sign installation can be added to COA #15.n as an additional condition in the adopted CUP Resolution of Approval (**Attachment B**), upon motion by the Council, as follows:

4) The Project shall include “keep quiet” signage in the parking lot at all times during the lifetime of the Conditional Use Permit.

In addition, the applicant has also offered to reduce the business hours from the Planning Commission approved 6:00 a.m. to 11:00 p.m. to 6:30 a.m. to 10:00 p.m., while still allowing employees to be on the premises from 6:00 a.m. to 11:00 p.m. “to open up and close out the restaurant.”

Should the City Council agree with the alternate hours, COA #15.j could be amended as the applicant suggested.

On-Site Lighting: One member of the Planning Commission was concerned that lighting from this site could have significant impacts on adjacent residences. Therefore, the condition of approval for on-site lighting was amended at the meeting, without the benefit of reviewing a revised photometric light study, as follows:

CUP COA #16 (Lighting):

a. All lighting shall comply with the development standards of section 21.18.090 (lighting design standards), including but not limited to being energy efficient and fully shielded or recessed.
b. All on-site exterior light poles shall have a maximum height of 10-feet from grade.

c. All exterior lighting shall include timers that completely turn off or significantly dim exterior light fixtures at the close of business hours when the exterior lighting is not essential for security and safety.

In response to the Planning Commission's modified condition of approval, the applicant has updated the revised plans with 10' tall light poles (**Attachment I**) but has raised a concern that "the parking lot is left very dark" and that "this is a safety concern for our guests and employees." The applicant is thus requesting that the condition be revised to a '15' light pole at minimum so that the lot can have adequate foot candles." Such a height will still avoid light spillage off the property, as illustrated in the attached revised Photometric Plan (**Attachment O**).

Should the City Council agree with this request, COA #16 (lighting) can be amended, as follows:

CUP COA #16 (Lighting):

a. All lighting shall comply with the development standards of section 21.18.090 (lighting design standards), including but not limited to being energy efficient and fully shielded or recessed.

b. All on-site exterior light poles shall have a maximum height of 15-feet from grade.

c. All exterior lighting shall include timers that completely turn off or significantly dim exterior light fixtures at the close of business hours when the exterior lighting is not essential for security and safety.

Parking: In response to a comment made concerning employee parking, it was pointed out that employee parking is built into the City's parking standards. Nevertheless, while 54 parking spaces are provided where 51 are required, a condition of approval was amended as follows:

CUP COA #15.m (Parking Management):

m.1 Employees shall park in the parking lot of the property.

m.2 If the establishment results in excessive parking demand, the Community Development Director may require preparation of a parking management plan.

m.3 If the parking management plan fails to adequately address the establishment's parking demand, the Community Development Director may commence a revocation hearing pursuant to Condition of Approval No. 6 (Revocation of Permit).

Pedestrian/Cyclist Safety: During the Planning Commission Hearing, Appellant #1 raised a concern about pedestrians patronizing the business, stating that "people will just climb over [the proposed 3-foot tall wall] to get to the restaurant." The high speed of vehicles along Bascom Avenue was also raised as a concern for both pedestrians and cyclists. In order to ensure that pedestrians coming from Arroyo Seco Drive could safely

access the site, the Commission added a condition of approval requiring an opening in the wall along Arroyo Seco Drive "to avoid any need to climb over the wall to get on site" (reference COA #17 below). The City's Traffic Engineer also noted that the City will be converting the striped shoulder along Bascom Avenue into a green bike lane, similar to what has already been installed along portions of Railway Avenue, Campbell Avenue, and Bascom Avenue near the Pruneyard.

Vehicle Headlights: Appellant #1 also voiced concern about vehicle headlights shining into the windows of his duplex on Arroyo Seco Drive. In response to this concern, the Commission added the following condition:

CUP COA #17 (Wall): The 3-foot tall wall that is illustrated on the Site Plan, dated November 6, 2019, shall be redesigned as follows:

a. The northeastern corner of the property shall be developed with a minimum 4-foot wide accessible pedestrian path from Arroyo Seco Drive to the entrance of the building.
b. A 6-foot tall wall shall be installed between the pedestrian opening at the northeastern corner of the property and the midpoint of the drive-through lane (approximately where the double-lane converts to a single-lane). The remainder of the wall that surrounds the drive-through lane shall be 3-feet tall, as shown on the site plan dated November 6, 2019.
c. The landscaping plan shall be revised with landscape materials that are the approximate height of the wall surrounding the drive-through lane.

Following the Planning Commission meeting, the applicant revised the site plan, wall plan, and landscaping plan (**Attachment I**) to increase the height of the wall directly across from the duplex. While the condition calls for the 4-foot wide pedestrian opening to be located at the northeastern corner of the property, the applicant proposes to locate the opening west of the appellant's property, ensuring that vehicle lights viewed through the pedestrian opening will not shine on the appellant's property.

Should the City Council agree with this request, COA #17 (Wall) could be amended, as follows:

CUP COA #17 (Wall): The 3-foot tall wall that is illustrated on the Site Plan, dated November 6, 2019, shall be redesigned as follows:

a. A 6-foot tall solid wall shall be installed between the northeastern corner of the property and the midpoint of the drive-through lane (approximately where the double-lane converts to a single-lane). The remainder of the wall that surrounds the drive-through lane shall be 3-feet tall.

b. The 6-foot solid wall shall be separated from the 3-foot wall with a 4-foot wide accessible pedestrian opening that shall connect to an accessible path from Arroyo Seco Drive to the entrance of the building.

c. The landscaping plan shall be revised with landscape materials that are the approximate height of the wall surrounding the drive-through lane.

DISCUSSION

On November 19 and November 21, 2019, the City received two separate appeals, respectively, of the Planning Commission's November 12th decision to approve the proposed Project (**Attachments P and Q**). Appeals are routinely processed in a timely manner; however, due to the Council reorganization and the City's holiday schedule, the appeal was delayed until the next available meeting, January 21, 2020. Although the appellants requested a later hearing date, staff learned that the applicant could not make an early February date. Therefore, the hearing was subsequently set for January 21, 2020 so that at least one appellant and one applicant were present.

Appeal Requirements: Pursuant to CMC Section 21.62.040 (Filing and processing of appeals), an appeal shall include a statement and supporting evidence specifying the basis for the appeal and the specific aspects of the decision being appealed. Appeals shall be based upon a substantiated error in fact, dispute of findings, or inadequacy of conditions to mitigate potential project impacts.

Council Action: The City Council shall determine if the Planning Commission did in fact err in their decision to approve the Project without adequate conditions to mitigate potential Project impacts. The Planning Commission majority determined that the adopted mitigation measures and conditions of approval are adequate to mitigate the potential impacts. However, the City Council may consider any issue involving or related to the subject matter of the appeal, and shall conclude the proceedings with one of the following actions:

1. Grant the appeal (thereby denying the project).
2. Deny the appeal (thereby upholding the Commission's approval of the project).
3. Adopt additional conditions of approval related to the subject matter of the appeal.
4. Refer the matter back to the Commission for further consideration if new or different evidence is presented in the appeal. Any new evidence shall relate to the subject matter of the appeal.

General Plan Consistency

The City has received several emails and public testimony expressing concern that the project is inconsistent with the General Plan. Many of the comments appear to misquote the City's Goals, Policies, and Strategies namely because fast-food drive-through restaurants have been anticipated to be acceptable in the General Commercial land use

category and there are no General Plan Goals, Policies or Strategies that discourage or prevent such land uses. Staff will attempt to explain what the General Plan envisions and how other implementing City documents that specifically allow such fast-food restaurants were created.

The General Plan includes a general discussion of land use principles contained in the Land Use and Transportation section under the heading "Community Design" and a sub-heading "Land Use Compatibility", on pages LUT-30 and LUT-31. The language in question states that "land uses typically incompatible with residential uses include, automobile and truck repair shops, late night and early morning uses, fast food establishments, entertainment establishments such as nightclubs, bars, dance clubs, video arcade and liquor establish establishments. Limiting their number, controlling their locations and hours or methods of operation, or otherwise restricting their development or expansion can mitigate the negative effects of incompatible uses." Although the General Plan recognizes that there are uses that may create incompatibilities, the next sentence sets forth a number of potential ways of dealing with the general incompatibility. These methods include "controlling … hours and methods of operation." Nothing in this language prohibits fast food establishments from being located next to residential uses.

In implementing the General Plan, the City Council zoned the subject property as General Commercial (C-2). In the C-2 Zoning District, fast food restaurants are allowed upon the issuance of a conditional use permit (CMC Sec. 21.10.050.C.61). By allowing fast food restaurants in C-2 districts, the Council has evidenced an intent that fast food establishments can be allowed at the designated location if the findings necessary to approve a conditional use permit can be made. It also provides a mechanism to control the "hours and methods of operation" for the use through conditions of approval, which is one of the ways of dealing with incompatibility set forth in the quoted section of the General Plan.

In order to understand how the General Plan works, Page I-11 of the General Plan clarifies how one should apply Goals, Policies or Strategies. Below are verbatim statements from the General Plan:

> <u>Goals</u> – Goals are general statements of values or aspirations held by the community. Because goal statements are general in nature they tend to have broad community support, and are not typically controversial.
>
> <u>Policies</u> – Policies are more precise expressions regarding how a particular goal will be interpreted or implemented.
>
> <u>Strategies</u> – Strategies are an action, activity or program carried out in response to an adopted policy to achieve a specific goal.

If fast-food restaurants were found to be specifically inconsistent with the General Plan, the General Plan would have contained Goals, Policies and Strategies to implement

their prohibition or included direction on where they should be located with minimal impacts.

As the Council is aware, the General Plan was adopted in 2001. There is a section referred to as "Land Use Compatibility" which provides three Goals, three Policies, and twenty-one Strategies. These Goals, Policies and Strategies are structured to inform the decision makers that the impending Zoning Ordinance update should carry forth the direction provided in the General Plan. As such, the Zoning Ordinance was prepared and adopted in 2004 to achieve consistency with the 2001 General Plan (a State requirement for General Law cities). For example, Strategy LUT-5.3k (Auto Services) requires the City to "Restrict auto related uses to minor auto services (e.g. oil changers and auto parts stores) on major streets that define Campbell's image…." Bascom Avenue is an image street and the C-2 zoning district use types contained within the 2004 Zoning Ordinance reflects this direction. The General Plan does not provide that direction for fast food restaurants.

Public comments reveal that the City is currently contemplating prohibiting drive-through businesses as part of the General Plan update process. While the General Plan Advisory Committee (GPAC) has provided this opinion which will be forwarded to the City Council as a recommendation, the recommendation has not been fully vetted with the broader community or City Council in mind. If the GPAC's recommendations are now being viewed as current or future City law, as implied in the appellants' appeal, then the City Council's ability to alter any of the GPAC's recommendations would be equally nullified since the Council needs to accept their recommendation regardless of the broader public opinion. Of course, that is not the case, so equally there remains no prohibition of drive-through businesses.

<u>Zoning Ordinance Consistency</u>

Each zoning district has a list of "Permitted Uses" and "Conditionally Permitted Uses". If the proposed use is not listed in either category, the City is required to disallow such land uses pursuant to CMC Sec. 21.02.020 F. However, a fast-food restaurant, with drive-through or not, is considered a conditionally permitted land use in the C-2 Zoning District.

The City's Zoning Ordinance sets forth a permitting process for conditionally permitted land uses which have specific findings to determine land use compatibility with the surrounding neighborhood. Every neighborhood is different, so each proposed land use is required to be evaluated on its own merits. In this regard, there are no precedent-setting concerns since each site is different. Despite the fact that the City conditionally allows fast-food restaurants in General Commercial Zoning Districts, the public has expressed concern that locating such businesses next to residential neighborhoods is inconsistent with the General Plan. As stated previously, there are no Goals, Policies or Strategies which state that to be the case. In addition, the Zoning Ordinance was adopted three years after the General Plan adoption and it remains to permit such land uses in General Commercial zone districts. Lastly, most if not all of the General

Commercial Zoning Districts are located contiguous to residential neighborhoods. If the General Plan reflected the views of the appellants, then it would have prohibited such land uses in the future. Unfortunately, that did not occur.

The Zoning Ordinance, which was adopted consistent with the General Plan, permits fast-food restaurants and drive-through businesses in the General Commercial zone districts. The purpose of a Conditional Use Permit is to achieve the following:

21.46.010 - Purpose of chapter.

A. Special impact or uniqueness. Conditional uses are those that have a special impact or uniqueness so that their effect on the surrounding environment cannot be determined in advance of the use being proposed for a particular location.

B. Protect the integrity and character of the city. This chapter provides a process for reviewing conditional use permit applications to allow for specified activities and uses as identified in the various zoning districts as requiring a conditional use permit. These provisions are intended to protect the integrity and character of the residential, commercial, industrial, and mixed-use areas of the city, consistent with the objectives, policies, general land uses, and implementation programs of the general plan. This chapter also ensures adequate review and input for development projects that potentially impact the community, and adequate review to ensure that development in each zoning district protects the integrity of that district.

C. Weighing the public need and benefit. A project requiring conditional use permit approval is reviewed as to its location, design configuration, and potential impacts by comparing the project to established standards. The purpose of the review is to determine whether the permit should be approved by weighing the public need for, and the benefit to be derived from, the project, against any impacts it may cause.

Understanding the purpose of a Conditional Use Permit process, staff commissioned the preparation of various reports from independent consultant firms to understand the extent of potential impacts. Studies that were prepared included traffic, air quality, noise, arborist, soils studies, geotechnical, and greenhouse gas emissions. The conclusions of these studies can be found in Attachment D. The conclusions of those studies are then provided as conditions of approval in order to remedy the contemplated impacts to acceptable levels. If any of the studies revealed that potential impacts would be unsuccessfully mitigated, then a project could be found to not satisfy the required findings necessary to support a project.

There are also specific findings that need to be made to approve a particular land use. These include the following with staff's responses following each:

21.46.040 - Findings and decision.

A Conditional Use Permit may be approved, with or without conditions, only if the planning commission (or the City Council, upon appeal) first finds that:

A. The proposed use is allowed within the applicable zoning district with Conditional Use Permit approval, and complies with all other applicable provisions of this Zoning Code and the Campbell Municipal Code;

   Response – The proposed use is conditionally permitted in the zoning district.

B. The proposed use is consistent with the General Plan;

   Response – The General Plan was adopted in 2001 and did not direct the City to alter the C-2 zoning districts land use types to restrict fast-food restaurants with a drive-through, as it did with automotive uses. The Zoning Ordinance was adopted three years later, in 2004, and continues to allow such uses subject to a Conditional Use Permit.

C. The proposed site is adequate in terms of size and shape to accommodate the fences and walls, landscaping, parking and loading facilities, yards, and other development features required in order to integrate the use with uses in the surrounding area;

   Response – The project complies with all zoning provisions and incorporates perimeter walls, fencing, landscaping, and a parking supply in excess of code requirements.

D. The proposed site is adequately served by streets of sufficient capacity to carry the kind and quantity of traffic the use would be expected to generate;

   Response – The project site is located on a six lane Class II Arterial boulevard which has the greatest quantity of travel lanes and amount of vehicular mobility than any other street in the City, save for Highway 17.

E. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses on-site and in the vicinity of the subject property; and

   Response – The site is commercially zoned, and the proposed use is also commercial, which was contemplated along this commercial boulevard. The project also provides code conforming floor area, coverage, parking, landscaping and other zoning provisions which demonstrates the physical improvements can be accommodated on the property.

F. The establishment, maintenance, or operation of the proposed use at the location proposed will not be detrimental to the comfort, health, morals, peace, safety, or general welfare of persons residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.

Response - The fast-food restaurant will implement various operational methods to reduce noise, the queuing lane has been maximized to accommodate 19 vehicles, an existing driveway on Arroyo Seco Drive has been removed to discourage motorists from entering off or entering onto this street, the hours of operation do not involve late night hours, and the use is closed on Sunday.

Understanding the relationship between the General Plan and the implementing Zoning Ordinance is important to determine if the Planning Commission's decision was in err.

Appellants' Reason to Reject Project

The following represents the appellants' opinions of why the project should be rejected. A staff response is provided for each opinion.

Socio-Political Issues: Appellant #1 raised concerns about Chick-fil-A's discriminatory practices and donations to anti-LGBTQ organizations.

Staff Response: The City's decision makers are required to make decisions based on consistency with the General Plan and Zoning Code development standards, not the free-speech viewpoints of a particular corporation or individual.

Drive-through Use: Appellant #1 states that a drive-through lane should be located in a "commercial shopping center with no nearby residential and have lots of vehicle egress." Appellant #2 states that a drive-through restaurant will negatively affect residents and the neighborhood. This appellant also references the GPAC's consideration of changing the zoning designation of the subject property.

Staff Response: The appellant refers to page LUT-30 of the General Plan Land Use and Transportation Chapter (online version), calling it a "strategy". However, the provided language is not a "strategy" under the General Plan; it is a broad statement about land use incompatibility challenges. In fact, General Plan Strategy LUT-9.3m (Location of Service Areas) clearly allows drive-through uses in Campbell as it advises the City's decision makers to locate "drive-through lanes and drive-through windows away from streets, out of immediate public view, while minimizing land use conflicts and traffic impacts. Furthermore, the General Plan Glossary (page G-1) includes drive-through uses in its definition of "auto-oriented uses".

The subject property's existing C-2 (General Commercial) Zoning District is intended for auto-oriented uses, as provided in CMC Section 21.10.050 (Purpose of the C-2 Zoning District). In many areas, residential properties can be found adjacent to General Commercial zoned properties. In as much as the C-2 Zoning District represents the City's most commercially intensive zoning designation, it is anticipated that normal operations of commercial businesses, which may produce noise, light, and traffic, will be perceivable to neighboring residents. Such effects may be minimized through reasonable operational restrictions through the Conditional Use Permit (CUP) process.

Noise: Appellant #1 states that his tenants and neighbors will lose the "quiet enjoyment" of their properties because of Chick-fil-A's operation. He also raises concerns about noise from the ordering speaker, diesel engines, "thumping" motorcycles and trucks, vehicle horns, and "boom box speakers" during the 6:00 a.m. to 11:00 p.m. hours of operation. Appellant #2 also raises concerns about noise during the proposed operational hours.

Staff Response: COA #15.n (Noise) requires the volume of the outdoor speakers to be no more than 65 dBA at any property line and further conditions that no noise, regardless of decibel level, shall unreasonably interfere with the comfortable enjoyment of the neighboring residents. Notwithstanding the 70 dBA traffic noise levels presently emanating from Bascom Avenue, the drive-through speakers have an estimated noise level of 61.7 dBA Leq at the property line adjacent to the residences north of Arroyo Seco Drive. Furthermore, the noise would be softened by the proposed 6-foot wall, reducing the noise level to approximately 56.7 dBA, per the applicant's Noise Consultant (**Attachment Q**). In addition, various vehicle trips (i.e., diesel vehicles) can and do access the subject property now.

As provided in the background section, the applicant has offered to add "keep quiet" (or similar) signage in the parking lot and change the operating hours from 6:30am to 10:00pm, while allowing employees on-site between 6:00 a.m. and 11:00 p.m. to allow employees to open up and close out the restaurant.

Vehicle Headlights/Privacy: Appellant #1 states that a 6-foot tall concrete wall is not tall enough to alleviate concerns that vehicle lights will shine into the windows of his duplex. He is also concerned that drivers will stare into the duplex windows as they wait in the drive-through lane. Therefore, he is requesting a wall that is "at least 8 foot high". He is also now asking that the 4-foot wide pedestrian opening along Arroyo Seco Drive be removed due to his concerns about noise and headlights.

Staff response: The pedestrian entryway was included as a condition of approval based on Appellant #1's initial concern that "the proposed three-foot-high wall would equate to an attractive nuisance that people will just climb over to get to the restaurant" (reference PC minutes page 23, **Attachment L**). The applicant has proposed to locate the 4-foot wide accessible pedestrian opening west of the appellant's property, ensuring that vehicle lights viewed through the pedestrian opening will not shine on the appellant's duplex home or property (reference the following graphic). Furthermore, a 6-foot tall concrete wall will minimize potential noise impacts (e.g., the ordering speakers) from the drive-through lane.

Parking: Appellant #1 raises concerns about non-resident cut-through traffic and its disturbance on the neighborhood. He also asks if employees will park on-site or in nearby residential neighborhoods.

Staff Response: The Resolution includes a condition of approval (COA#15.m) that requires employees to park in the parking lot of the property, allows the City to require a

parking management plan if the establishment results in excessive parking demand, and provides for revocation of the Use Permit if the parking management plan fails to adequately address the establishment's parking demand. Employee parking is built into the parking ratio for all use types and the project proposes 54 parking spaces where 51 are required by City Code.

Vehicle Queuing: Appellant #1 raised concerns about the queue in the left-hand turn pocket from Bascom Avenue to the property via the existing driveway.

Staff Response: Upon a reduction of the building size, the Traffic Impact Study (TIS) found that the queue in the left-hand turn pocket will not create a significant impact.

Site Access: Appellant #1 states that vehicles from Arroyo Seco will have to turn right, then make a U-turn in order to access the Bascom Avenue driveway entrance to the property, while Appellant #2 opines that patrons will need to make “two” U-turns on Bascom Avenue to access the Chick fil-A site.

Staff Response: Due to the presence of a concrete median on Bascom Avenue, it is common practice that vehicles must make U-turns to travel in either direction along Bascom Avenue. A second U-turn is not needed since there is a dedicated left-hand turn pocket directly into the subject property. While it is possible that drivers will not want to wait to make the left hand turn from the turning pocket, and therefore make a U-turn at the Apricot Avenue intersection, this is not expected to have a significant impact on traffic.

The City’s Traffic Consultant (W-Trans) has stated that since the project would not have driveway access on Arroyo Seco Drive, inbound vehicle trips are not expected from Arroyo Seco Drive, and therefore U-turns would not be necessary under this assumption. The vehicle routing used in the TIS assumed that inbound vehicle trips from the neighborhood east of the project site would use Midway Street, Campbell Avenue and El Solyo Avenue (**Attachment S**). Regardless of the use which occupies the site, motorists would have to make U-turns.

SR17 Ramp Expansion: Appellant #2 opines that the Hamilton/Salmar/SR 17 intersection should not be removed from the TIS. This appellant also disputes the Draft TIS’s costs and timeline of implementing a ramp expansion, providing their own estimate of how long and much it would cost. The appellant states that “Transportation/Traffic Mitigation Measure TT-2 is based on conceptual drawings, rather than a full engineering study and then goes on to discuss documents and statements regarding a ramp expansion that were prepared before this Project was proposed. Appellant #2 further concludes that Transportation/Traffic Mitigation Measure TT-2 demonstrates an inability to mitigate potential project impacts.

Staff Response: The Hamilton/Salmar/SR 17 intersection was not removed from the TIS. Rather, the Final TIS analysis concerning that intersection concluded that an impact would not exist. Furthermore, the cost, timeline, and viability of implementing

Mitigation Measure TT-2 is irrelevant to the proposed Project since that mitigation measure is unnecessary and was therefore removed from the Final TIS.

Other Intersections: Appellant #2 states that the TIS does not evaluate SR17 exits at Camden, or the congested intersections at Camden Avenue and White Oaks or Camden Avenue and South Bascom Avenue, considering their exclusion from the TIS as a serious deficiency.

Staff Response: The TIS included six (6) intersections with proximity to the subject property: the Hamilton Avenue/Salmar Avenue-Highway 17 South off-ramp; Hamilton Avenue/Creekside Way; South Bascom Avenue/Hamilton Avenue; South Bascom Avenue/Campbell Avenue; South Bascom Avenue/Arroyo Seco Drive; and South Bascom Avenue/Apricot Avenue. The study intersections were chosen by the City's Traffic Consultant (W-Trans) based on a combination of projected travel patterns and the trip generation potential for the project. Per W-Trans, the additional intersections requested by the appellant (South Bascom Ave/Camden Ave, or Camden Ave/White Oaks Rd) do not trigger VTA's threshold for peak hour project-generated vehicle trips and therefore did not warrant study under the TIS **(Attachment S**). However, if the City Council believes that these intersections should be reviewed, the alternative recommendations at the end of this report provide for such additional review.

Traffic Volume: Appellant #2 disputes the trip rate calculation findings, opining that "the TIS significantly underestimates trip volume for the proposed location and thus all site-related traffic estimates are invalid." The appellant also states that a number of developments in the surrounding area have been excluded in the projections of future traffic. The appellant then goes on to suggest a list of approximately two (2) projects within Campbell and eight (8) projects outside of Campbell[1].

Staff Response: The City's Traffic Consultant (W-Trans) has stated that cumulative condition traffic volumes applied within the TIA were developed based on traffic forecasts from the Santa Clara County Travel Demand model, consistent with the VTA TIA Guidelines (Section 11). W-Trans further notes that the projected 3,860 daily trips associated with the project was based on the total square feet of the restaurant, and would be 315 trips more than the average of the surveyed sites. The 2,289 net new daily trips was estimated after subtracting estimated trips associated with the existing Denny's Restaurant and a conservative 25% pass-by trips, where the ITE Trip Generation Handbook (3rd Edition, 2017) suggests that an appropriate pass-by rate for this type of use is 49% during the a.m. peak hour and 50% for the p.m. peak hour.

With regard to the list of other developments, W-Trans has stated that correspondence with representatives from the cities of San Jose and Los Gatos, confirmed the list of projects within each neighboring jurisdiction that would be expected to contribute trips through the study intersections (at the time of the analysis). Additionally, the Creekside and Pruneyard projects are amongst the list of approved projects included in the

[1] The appellant lists some projects twice, breaking them up into two parts.

Background Conditions Analysis as summarized on Page 14 of the TIA. Past analysis of the North 40 and Good Samaritan Medical Campus Development indicated that those projects were not expected to trigger the significance threshold for vehicle trips per lane through the study intersections along Hamilton Avenue and South Bascom Avenue (**Attachment S**).

Speaking of traffic volumes in general, the public is certainly responding to the fact that the region is growing. With increased populations, more vehicles will be present and all uses involve traffic. Setting aside the improbable goal of halting the region's growth, the required studies reveal that this development will not create traffic impacts.

Impact of Waze and Other Nav Apps: Appellant #2 opines that the use of Waze, Google Maps, and other navigation applications have been inadequately and inappropriately termed "speculative" in the TIS. The appellant then cites community member analysis of impacts in the neighborhood.

Staff Response: The ability for motorists to navigate through the City's street network is inevitable regardless of what use occupies the site. In terms of compliance with the General Plan, as the appellants have consistently stated, Strategy LUT-2.2.f (Cut-Through Traffic), requires the City to discourage cut-through traffic in residential neighborhoods by improving the operation of arterials and collector streets. There remains no prohibition of cut-through traffic. Rather, the Public Works Department routinely improves the arterials and collector streets to move vehicles without incident. Bascom Avenue is no exception.

Conclusion: Appeals shall be based upon a substantiated error in fact, dispute of findings, or inadequacy of conditions to mitigate potential project impacts. The Planning Commission majority found that the adopted mitigation measures and conditions of approval are adequate to mitigate the potential impacts of the Project.

Alternatively, if the Council finds that the potential impacts have been adequately accounted for in the CEQA analysis, but determines that adopted conditions or mitigation measures are inadequate to address those impacts, the Council could direct staff to prepare additional mitigations and/or conditions accordingly. Conversely, if the Council now believes that drive-through businesses are no longer welcomed in the City, the ability to adopt an Urgency Ordinance establishing a moratorium could be possible.

FISCAL IMPACT

The City's Economic Development Division assembled average sales tax data for various national eateries (reference **Attachment T**). The analysis indicates that the City could expect approximately $50,000 in annual sales tax revenue from the proposed Chick-fil-A restaurant. The project site is currently entitled for a 24-hour sit-down restaurant; however, Chick-fil-A would likely result in a net fiscal benefit for the City since the existing Denny's restaurant has not generated the amount of sales tax

revenue estimated for the proposed Project.

PUBLIC NOTIFICATION

Both the November 12, 2019 Planning Commission Public Hearing and the January 21, 2020 City Council public hearing were noticed to all residents (renters and property owner) within 300-feet of the site, advertised in the *Campbell Express*, and posted online on the City's website and social media. Public correspondence has been received during the course of the Project's pre-application and formal application review, included as **Attachments U and V** in (approximate) chronological order.

ALTERNATIVES

In addition to staff's recommendation to deny the appeal (thereby upholding the Planning Commission's decision to approve the project), the City Council may consider one of the following alternatives:

1. Grant the appeal (thereby denying the project): If the City Council determines that the Planning Commission erred in their decision to approve the project without adequate conditions to mitigate the concerns raised in the appeal application, the Council may continue the Public Hearing and direct staff to return with draft denial resolutions for the February 4, 2020 meeting. If the City Council grants the appeal, the Council should provide staff with specific and objective findings for denial of the Project, including the Mitigated Negative Declaration, Conditional Use Permit (CMC Section 21.46.040) with Site and Architectural Review (CMC Section 21.42.060), and Tree Removal Permit (CMC Section 21.32.080).

   However, granting the appeal and denying the project would still allow a 24-hour restaurant at the subject property, since the existing CUP entitlement is still valid (**Attachment W**).

2. Deny the appeal and approve the Project with modifications: The Council could deny the appeal but adopt additional conditions of approval related to the subject matter of the appeal. Under this alternative, the Council may need to continue the Public Hearing and direct staff to return with revised resolutions at the following February 4, 2020 meeting. Alternatively, the Council could amend the conditions in their motion, if done so to the satisfaction of the City Attorney.

3. Refer the matter back to the Commission for further consideration. If new or different evidence is revealed, the Council may refer the matter back to the Commission for consideration.

Prepared by: Cindy McCormick

Cindy McCormick, Senior Planner

Reviewed by:

Paul Kermoyan, Community Development Director

Approved by:

Brian Loventhal, City Manager

Attachment:

a. CC Resol - 2060 S. Bascom Ave (MND)
b. CC Resol - 2060 S. Bascom Ave (CUP)
c. CC Resol - 2060 S. Bascom Ave (TRP)
d. Initial Study 10-22-19
e. Draft Traffic Impact Study 09-25-19 (superceded)
f. Supporting Documents links
g. Draft MND 11-12-19
h. Draft MMRP 11-12-19
i. Applicant Revised Plans 12-23-19
j. Business Operations Plan 03-30-18
k. PC Staff Report 11-12-19
l. PC Minutes 11-12-19
m. Traffic Consultant Memorandum 11-12-19
n. Final Traffic Impact Study 11-26-19
o. Appeal Letter from Weinman 11-19-19
p. Appeal Letter from Clock and Broxon 11-21-19
q. Applicant email regarding noise 12-18-19
r. Applicant proposed Photometric Plan 12-09-19
s. Traffic Consultant Response Letter 01-13-20
t. Sales Tax Comparison, 9-05-19
u. Public Correspondence in Opposition
v. Public Correspondence in Support
w. PC Resolution No. 3570, 2060 S. Bascom CUP, 06-08-04
x. Applicant's submttals received after report uploaded (through 01-13-2020)
y. Public Comments received after report uploaded

RESOLUTION NO. _____

BEING A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAMPBELL ADOPTING A MITIGATED NEGATIVE DECLARATION (PLN2018-206) ON PROPERTY LOCATED AT **2060 S. BASCOM AVENUE**.

After notification and public hearing, as specified by law, and after presentation by the Community Development Director, proponents and opponents, the City Council did determine that the adoption of a Mitigated Negative Declaration provides full and adequate environmental review of the Chick-Fil-A Campbell Project consisting of a Conditional Use Permit with Site and Architectural Review (PLN2018-206) and Tree Removal Permit (PLN2018-207).

The City Council thereby finds as follows with regard to adoption of a Mitigated Negative Declaration (PLN2018-206).

1. The Proposed Project is an application for a Conditional Use Permit with Site and Architectural Review and a Tree Removal Permit to allow construction of a 4,554 square foot fast-food restaurant with a 84-seat interior dining area, a 16-seat outdoor dining area, a 19-vehicle drive-through lane with outdoor activities (drive-up window), and associated site, lighting, parking, refuse collection, and landscaping improvements (PLN2018-206); a Tree Removal Permit to allow removal of protected on-site trees (PLN2018-207); and adoption of a Mitigated Negative Declaration (PLN2018-206), on property located at **2060 S. Bascom Avenue** in the C-2 (General Commercial) Zoning District, subject to the attached Conditions of Approval (**Exhibit A**).

2. The Project site consists of a 46,540 square foot parcel located at **2060 S. Bascom Avenue**, at the southeast corner of South Bascom Avenue and Arroyo Seco Drive.

3. The Project Site is designated *General Commercial* as shown on the General Plan Land Use Diagram.

4. The Project Site is within the C-2 (General Commercial) Zoning District as shown on the City of Campbell Zoning Map.

5. The subject property was not included on the Department of Toxic Substances Control's EnviroStor website or the State Water Resources Control Board's geotracker website, at the time of this Initial Study.

6. The Community Development Department has prepared an Initial Study and approved for circulation a Mitigated Negative Declaration for the Project in accordance with the requirements of the California Environmental Quality Act of 1970, together with state and local guidelines implementing said Act, all as amended to date (collectively "CEQA").

7. The Initial Study/Mitigated Negative Declaration concluded that implementation of the Project could result in a certain significant effect(s) on the environment and identified mitigation measure(s) that would reduce the significant effect(s) to a less-than-significant level.

8. In connection with the approval of a project involving the preparation of an Initial Study/Mitigated Negative Declaration that identifies one or more significant environmental effects, CEQA requires the decision-making body of the lead agency to incorporate feasible mitigation measures that would reduce those significant environment effects to a less-than-significant level.

9. Whenever a lead agency approves a project requiring the implementation of measures to mitigate or avoid significant effects on the environment, CEQA also requires a lead agency to adopt a Mitigation Monitoring and Reporting Program (MMRP) to ensure compliance with the mitigation measures during project implementation, and such an MMRP has been prepared for the Project for consideration by the decision-maker of the lead agency as attached to the Mitigated Negative Declaration.

10. The City of Campbell is the lead agency on the Project, and the City Council is the decision-making body, upon appeal of the Planning Commission's decision that may grant approval to undertake the Project.

11. The City Council has reviewed and considered the Initial Study/Mitigated Negative Declaration for the Project and approved the Project in compliance with CEQA.

12. The Mitigated Negative Declaration for the Project is incorporated into this Resolution as "Exhibit A".

13. The project will not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, with inclusion of mitigation measures.

14. The project will not have significant impacts that are individually limited, but cumulatively considerable.

15. The project will not have significant environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, with inclusion of mitigation measures.

16. Responsible / Trustee Agencies that have received a copy of this Initial Study include:

- Trustee Agency: Santa Clara County Department of Environmental Health
- Trustee Agency: Santa Clara Valley Transportation Authority

17. The Notice of Intent to adopt a Mitigated Negative Declaration was published in the *Campbell Express*, a local newspaper of general circulation; provided by mailed notice to all property owners within a radius of 300-feet of the project site and to those individuals and organizations requesting notification; posted with the Clerk-Recorder of the County of Santa Clara; and made available on the City's website.

18. The City of Campbell provided a 20-day public review period of the Mitigated Negative Declaration pursuant to the California Environmental Quality Act. The public review period was from October 23, 2019 to November 12, 2019.

19. The mitigation measures identified in the Mitigated Negative Declaration are included as Conditions of Approval of the Conditional Use Permit with Site and Architectural Review (PLN2018-206), and Tree Removal Permit (PLN2018-207).

Based upon the foregoing findings of fact, the City Council further finds and concludes that:

1. The City Council has independently reviewed and analyzed the Initial Study/Mitigated Negative Declaration and other information in the record and has considered the information contained therein, prior to acting upon or approving the Project.

2. The Initial Study/Mitigated Negative Declaration prepared for the Project has been completed in compliance with CEQA and consistent with state and local guidelines implementing CEQA.

3. The Initial Study/Mitigated Negative Declaration represents the independent judgment and analysis of the City of Campbell as lead agency for the Project.

4. Based upon the entire record of the proceedings held before the City Council and all information received that there is no substantial evidence that the Project will have a significant effect on the environment.

5. The Initial Study/Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program for the Project are on file with the Campbell Community Development Department, as Custodian, located at Campbell City Hall, 70 North First Street, Campbell, CA 95008 and are available for inspection by any interested person.

THEREFORE, BE IT RESOLVED that the City Council adopts a Mitigated Negative Declaration (PLN2018-206) (attached **EXHIBIT A**) for the Chick-Fil-A Campbell Project

consisting of a Conditional Use Permit with Site and Architectural Review (PLN2018-206), and Tree Removal Permit (PLN2018-207) on property located at **2060 S. Bascom Avenue**.

PASSED AND ADOPTED this ___ day of _____ 2020, by the following roll call vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

APPROVED: _____
Susan M. Landry, Mayor

ATTEST: _____
Wendy Wood, City Clerk

Attachment: CC Resol - 2060 S. Bascom Ave (MND) (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigated Negative Declaration

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

Project Title: Chick-Fil-A Campbell

File Number(s): PLN2018-206 (CUP, S&A, CEQA) and PLN2018-207 (TRP)

Project Address: 2060 S. Bascom Ave

Project Applicant: Chick-Fil-A

Zoning District: C-2 (General Commercial)

General Plan Designation: General Commercial

Lead Agency: City of Campbell

Contact Person: Cindy McCormick

Date Posted: October 22, 2019

Project Location and Surrounding Land Use: The 46,540 square foot project site is located on the corner of Bascom Avenue and Arroyo Seco Drive, south of East Campbell Avenue. Nearby uses include small shopping complexes to the north, south, and west as well as a large office complex to the west. Several other office and commercial businesses are located in the immediate vicinity along the Bascom Avenue corridor. The site also backs up to residential homes to the east.

Project Description: The proposed project includes a new 4,554 square foot [*revised from Draft MND*] fast food restaurant (Chick-fil-A) and demolition of an existing ~5,358 square foot restaurant (Denny's). Chick-fil-A's typical operational hours are 6:00 a.m. to 11:00 p.m. Monday through Saturday (closed Sunday). The use, as currently proposed, would not include late night hours or alcohol service. A condition of approval would prohibit "late night" deliveries between 11:00 p.m. and 6:00 a.m. unless approved through the conditional use permit process. Most of Chick-fil-A's business is during lunch, with a large percentage of the business coming from drive-through service. During peak lunch hours (~11:00 a.m. to 2:00 p.m.), Chick-fil-A staff will provide "face-to-face" service to queuing drivers to expedite service. During off-peak hours, patrons order food through one of two menu boards that are located under a covered canopy. The proposed drive-through lane would accommodate up to 20 vehicles. Fifty-four (54) parking stalls [*revised from Draft MND*] are located to the sides and rear of the existing restaurant.

Project Entitlements: The project requires a Conditional Use Permit, Site and Architectural Review Permit, Tree Removal Permit, and CEQA review.

Other public agencies whose approval is required: Valley Transportation Authority (VTA)

PUBLIC REVIEW PERIOD

The Initial Study and Mitigation Monitoring Program is available for review from 8:00 AM to 5:00 PM at the Campbell Community Development Department, City Hall, 70 North First Street, Campbell, CA and online at http://www.cityofcampbell.com/501/Public-Notices under 'Environmental Notices'. Any person may file a written protest of the draft Mitigated Negative Declaration and/or Mitigation Monitoring Program during the public comment period running from **October 23, 2019** through **November 11, 2019** (closing at 5:00 PM). Such protest must be filed at the Community Development Department, City Hall, 70 North First Street, Campbell, California. The written protest should make a "fair argument" that the project will have one or more significant effects on the environment based on substantial evidence.

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

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

Cindy McCormick, Senior Planner
PROJECT PLANNER

City of Campbell
AGENCY

SIGNATURE DATE

Attachment: CC Resol - 2060 S. Bascom Ave (MND) (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
Air Quality - AIR					
Air Quality Mitigation Measure AQ-1: The project shall implement all of the BAAQMD's Basic Construction measures, as follows: **AQ-1.1**: All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day, unless otherwise directed by the Site Management Plan. **AQ-1.2**: All haul trucks transporting soil, sand, or other loose material off-site shall be covered. **AQ-1.3**: All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. **AQ-1.4**: All vehicle speeds on unpaved roads shall be limited to 15 mph. **AQ-1.5**: All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. **AQ-1.6**: Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of	Site Preparation and Construction	City of Campbell	Public Works Department and Building Division	Periodic Compliance Report	

Attachment: CC Resol - 2060 S. Bascom Ave (MND) (Appeal of Chick-Fil-A Approval by Planning

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. **AQ-1.7**: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. **AQ-1.8**: Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.					
Air Quality Mitigation Measure AQ-2: To minimize odors from food preparation, the project applicant or project contractor shall install a CaptiveAire Pollution Control Unit (PCU). The installed PCU shall be optioned to include the odor control module and, at minimum, shall be rated to have an initial removal efficiency of over 70 percent. The project applicant and/or business owner shall replace filters per manufacturer recommendations. Prior to issuance of the Certificate of Occupancy, the City of Campbell shall verify, to its satisfaction, the proper installation of the PCU.	Construction	City of Campbell	Building and Planning Division	Periodic Compliance Report	

Attachment: CC Resol - 2060 S. Bascom Ave (MND) (Appeal of Chick-Fil-A Approval by Planning

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
Biological Resources - BIO					
Biological Resources Mitigation Measure BIO-1: Prior to site clearance, the project applicant shall retain a qualified biologist to conduct preconstruction nesting bird surveys as follows: If tree removal would occur during the nesting season (February 1 to August 31), preconstruction surveys shall be conducted no more than 14 days prior to the start of tree removal or construction. Preconstruction surveys shall be repeated at 14-day intervals until construction has been initiated in the area after which surveys can be stopped. Locations of active nests containing viable eggs or young birds of protected bird species shall be documented and protective measures implemented under the direction of the qualified biologist until the nests no longer contain eggs or young birds. Protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance, and proximity to existing development. In general, exclusion zones shall be a minimum of 300 feet for raptors and 75 feet for passerines and other birds. The active nest within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance and confirm nesting status. The radius of an exclusion zone may be increased by the qualified biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be reduced by the qualified	Site Preparation and Construction	City of Campbell	Building Division	Periodic Compliance Report	

Attachment: CC Resol - 2060 S. Bascom Ave (MND) (Appeal of Chick-Fil-A Approval by Planning

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
biologist only in consultation with CDFW. The protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active. No surveys are required before vegetation disturbance between September 1 and January 31, that is, outside of the nesting season.					
Cultural Resources - CUL					
Cultural Resources Mitigation Measure CUL-1: If archaeological, paleontological, or tribal resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity. **Cultural Resources Mitigation Measure CUL-2**: In the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The City	Site Preparation and Construction	City of Campbell	Building Division	Periodic Compliance Report	

Attachment: CC Resol - 2060 S. Bascom Ave (MND) (Appeal of Chick-Fil-A Approval by Planning

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
and the Santa Clara County Coroner's office shall be notified. If deemed prehistoric, the Coroner's office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.					
Geology and Soils – GS					
Geology and Soils Mitigation Measure GEO-1: The applicant shall comply with the recommendations in the Geotechnical Evaluation, dated February 20, 2018 by *Giles Engineering Associates.* Such recommendations shall be incorporated into the project's final engineering design as submitted to the Campbell Building Division for issuance of a building permit. The project shall use standard engineering techniques and conform to the requirements of the International Building Code to reduce the potential for seismic damage and risk to future occupants.	Site Preparation and Construction	City of Campbell	Public Works Department and Building Division	Periodic Compliance Report	

Attachment: CC Resol - 2060 S. Bascom Ave (MND) (Appeal of Chick-Fil-A Approval by Planning

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
Hazards and Hazardous Materials - HAZ					
Mitigation Measure HAZ-1: Prior to issuance of a demolition permit, a qualified contractor shall assess the property for presence of lead-based paint (LBP) and asbestos containing building materials (ACBM), and if present, prepare a plan, to the satisfaction of the Building Official, to properly manage and dispose of such materials.	Prior to Issuance of Demolition Permit	City of Campbell	Building Division	Assessment Report by Qualified Contractor	
Mitigation Measure HAZ-2: The applicant shall comply with all applicable laws and regulations governing the use, storage, transportation, and disposal of clean soil, contaminated soil, hazardous waste/materials, or other regulated waste/materials to ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.	Throughout the life of the Project	City of Campbell	Panning and Building Division, County Fire, and Department of Environmental Health	Site Visit	
Mitigation Measure HAZ-3: Prior to issuance of a demolition or grading permit, the applicant shall obtain a Phase II Environmental Site Assessment (ESA) to determine if a vapor encroachment condition (VEC) exists on the subject property and shall submit it to the Community Development Director for review.	Prior to Issuance of Demolition Permit	City of Campbell	Planning Division	Submittal of Phase II ESA	Phase II ESA report received October 23, 2019 in compliance with Mitigation Measure HAZ-3.

Attachment: CC Resol - 2060 S. Bascom Ave (MND) (Appeal of Chick-Fil-A Approval by Planning

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
Mitigation Measure HAZ-4: If a vapor encroachment condition (VEC) exists on the subject property, the applicant shall contact the Santa Clara County Department of Environmental Health (DEH) to determine the appropriate actions necessary to mitigate potentially significant impacts to groundwater resources, human health, safety, and the environment. The applicant shall provide the DEH with sufficient data to adequately evaluate soil, groundwater, and soil vapor. ***Mitigation Measure HAZ-5***: Prior to issuance of a demolition or grading permit, the proposed mitigation actions shall be submitted to the Community Development Director for review and approval. The applicant shall work in collaboration with the City and the DEH to facilitate an efficient and effective site remediation plan. ***Mitigation Measure HAZ-6***: Prior to the issuance of building permits, the remediation plan shall be approved by the Santa Clara County Department of Environmental Health. ***Mitigation Measure HAZ-7***: The applicant shall obtain all required permits, licenses, and/or other clearances, and shall comply with all orders, laws, regulations, and/or other requirements of all applicable regulatory and/or enforcement agencies, such as, but not limited to the Santa Clara County Department of Environmental Health, the California Highway Patrol, the California Department of Transportation, Water and Air Quality Control Boards, Valley Water, County Fire	Prior to Issuance of Demolition Permit	City of Campbell	Planning Division and Santa Clara County Department of Environmental Health (DEH)	Review of Phase II ESA	Phase II ESA report received October 23, 2019 in compliance with Mitigation Measure HAZ-3. 10/24/2019; CSM The Phase II ESA did not find a significant environmental impact related to Hazards or Hazardous Materials. The Santa Clara County Department of Environmental Health reviewed the Phase II ESA and determined that no further

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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
Department, the Department of Toxic Substances Control (if applicable), etc. ***Mitigation Measure HAZ-8***: Prior to issuance of the Certificate of Occupancy, the applicant shall obtain written confirmation via a Closure Letter from the Santa Clara County Department of Environmental Health that certifies that no further action is required.					action is needed per the Santa Clara County Department of Environmental Health in compliance with Mitigation Measures HAZ-4 through HAZ-8.
Hydrology and Water Quality - HWQ					
Mitigation Measure HWQ-1: Prior to issuance of any grading or building permits, the applicant shall comply with all requirements of the City of Campbell Public Works Department, including but not limited to the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code.	Prior to Issuance of Grading or Building Permit	City of Campbell	Public Works Department and Building Division	Periodic Compliance Report	

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Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
Transportation and Traffic - TT					
Transportation/Traffic Mitigation Measure TT-1: The project applicant shall reduce the size of the proposed project by 300 square feet (from 4,998 to 4,698 square feet) in order to reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting queue length would be adequately accommodated within the storage length available.	Prior to Issuance of Building Permit	City of Campbell	Planning and Building Division	Periodic Compliance Report	11/6/2019; CSM Revised plans were revised on November 6, 2019. The Project now includes a 4,554 square foot building in compliance with Mitigation Measure TT-1.

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RESOLUTION NO. _____

BEING A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAMPBELL APPROVING A CONDITIONAL USE PERMIT WITH SITE AND ARCHITECTURAL REVIEW AND A TREE REMOVAL PERMIT TO ALLOW CONSTRUCTION OF A 4,554 SQUARE FOOT FAST-FOOD RESTAURANT WITH A 84-SEAT INTERIOR DINING AREA, A 16-SEAT OUTDOOR DINING AREA, A 19-VEHICLE DRIVE-THROUGH LANE WITH OUTDOOR ACTIVITIES (DRIVE-UP WINDOW), AND ASSOCIATED SITE, LIGHTING, PARKING, REFUSE COLLECTION, AND LANDSCAPING IMPROVEMENTS (PLN2018-206); A TREE REMOVAL PERMIT TO ALLOW REMOVAL OF PROTECTED ON-SITE TREES (PLN2018-207); AND ADOPTION OF A MITIGATED NEGATIVE DECLARATION (PLN2018-206) ON PROPERTY LOCATED AT **2060 S. BASCOM AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The City Council finds as follows with regard to File Number PLN2018-206:

Environmental Finding

1. An Initial Study has been prepared for the proposed project which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned (PLN2018-206).

Evidentiary Findings

1. The Project site consists of a 46,540 square foot parcel located at **2060 S. Bascom Avenue**, at the southeast corner of South Bascom Avenue and Arroyo Seco Drive.

2. The Project Site is designated *General Commercial* as shown on the General Plan Land Use Diagram. The purpose of the *General Commercial* Land Use designation (General Plan Pg. LUT-7) is as follows:

   This category permits commercial uses that need exposure to high volumes of automobile traffic or access to transit corridors. Most of the land in Campbell that is designated for General Commercial is located along both sides of Bascom and Hamilton Avenues and parts of Winchester Boulevard. Commercial development in these areas is highly visible, hence the placement and scale of buildings is especially important to the community image.

3. The Project Site is within the C-2 (General Commercial) Zoning District as shown on the City of Campbell Zoning Map. The purpose of the C-2 (General Commercial) Zoning District is as follows (CMC Sec. 21.10.050.A):

The C-2 zoning district is intended to provide a wide range of retail sales and business and personal services primarily oriented to the automobile customer and accessible to transit corridors, to provide for general commercial needs of the city, and to promote a stable and attractive commercial development which will afford a pleasant shopping environment. The building forms should typically frame the street, with parking lots located either behind or under the structures they are designed to serve. Auto related uses (e.g., auto repair) are generally prohibited from locating in this zoning district. The C-2 zoning district is consistent with the general commercial land use designation of the General Plan.

4. The Proposed Project is an application for a Conditional Use Permit with Site and Architectural Review and a Tree Removal Permit to allow construction of a 4,554 square foot fast-food restaurant with a 84-seat interior dining area, a 16-seat outdoor dining area, a 19-vehicle drive-through lane with outdoor activities (drive-up window), and associated site, lighting, parking, refuse collection, and landscaping improvements (PLN2018-206); a Tree Removal Permit to allow removal of protected on-site trees (PLN2018-207); and adoption of a Mitigated Negative Declaration (PLN2018-206), on property located at **2060 S. Bascom Avenue** in the C-2 (General Commercial) Zoning District, subject to the attached Conditions of Approval (**Exhibit A**).

5. The Project's proposed "fast-food restaurant" with "outdoor active activities" (i.e., drive-through window) and "outdoor seating [with] more than 12 total seats" are all conditionally permissible land uses in the C-2 (General Commercial) Zoning District upon approval of a Conditional Use Permit.

6. Locating the Project drive-through fast-food restaurant along a major commercial corridor in the City of Campbell is consistent with the purposes of the *General Commercial* General Plan Land Use designation and the following strategies and policies:

Strategy LUT-2.4:	Full Range of Land Uses: Provide for a full range of land uses within the City, and for mixed-uses within specific development projects.
Policy LUT-5.1:	Neighborhood Integrity: Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods.
Policy LUT-5.3:	Variety of Commercial and Office Uses: Maintain a variety of attractive and convenient commercial and office uses that provide needed goods, services and entertainment
Policy LUT-11.2:	Services Within Walking Distance: Encourage neighborhood services within walking distance of residential uses.
Strategy LUT-13.1:	Variety of Uses: Attract and maintain a variety of uses that create an economic balance within the City while maintaining a balance with other community land use needs, such as housing and open space, and while providing high quality services to the community.

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Strategy LUT-13.1c: Fiscal Effects of Land Use: Evaluate the fiscal effects of different land uses on City revenues and services.

7. Locating the Project drive-through lane near the rear of the property where it will accommodate the most drive-through vehicles would substantially comply with the following General Plan strategies pertaining to the placement and orientation of buildings and development features:

Strategy LUT-9.3m: Location of Service Areas: Locate parking areas, truck loading areas, drive-through lanes and drive-through windows away from streets, out of immediate public view, while minimizing land use conflicts and traffic impacts.

Strategy LUT-12.c: Parking Lot Design: Design parking lots to minimize impacts on the street system by providing adequate sized driveways, sufficient queuing and efficient circulation.

8. Placing the Project building at the street front, allowing for parking along the interior side and rear of the building, is consistent with the following General Plan strategy:

Strategy LUT-5.3b: Minimal Setbacks: Design commercial and office buildings city-wide to have minimal setbacks from the sidewalk except to allow for pedestrian oriented features such as plazas, recessed entryways, and wider sidewalks for outdoor cafes. Discourage parking areas between the public right-of way and the front façade of the building.

9. Removing the Project's driveway access to and from Arroyo Seco Drive will comply with the following General Plan strategies to discourage commercial traffic into adjacent residential zones minimize impacts to the public street system through appropriate placement of driveways.

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

10. The Project would provide 54 parking stalls where 51 parking stalls are required, consistent with the following General Plan Policy that requires adequate parking.

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

11. The Project's accessible pedestrian pathways and seven (7) bicycle racks, which accommodate up to 14 bicycles, are consistent with the following General Plan strategy regarding bicycle and pedestrian connections.

Strategy LUT-11.1d: Bicycle and Pedestrian Connections in Development: Encourage new or redeveloping projects to provide logical bicycle and pedestrian connections

on site, between parking areas, buildings, and street sidewalks and to existing or planned public right-of-way facilities and encourage pedestrian passages between street-front sidewalks and rear-lot parking areas. Ensure that the bicycle and pedestrian connections interface safely.

12. The Project will not have significant transportation or traffic impacts due to the incorporation of project specific mitigation measures. By reducing the size of the proposed building in conformance with the Traffic Impact Study and associated Mitigated Negative Declaration, the Project's queuing capacity is sufficient such that vehicles will not stack onto the public sidewalk or public street or otherwise impair the public convenience, health, interest, safety, or welfare.

13. The Proposed Project incorporates high quality features and materials consistent with the following General Plan policies and strategy:

Policy LUT-9.3: Design and Planning Compatibility: Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces and natural resources.

Strategy LUT-9.3d: Building Design: Design buildings to revitalize streets and public spaces by orienting the building to the street, including human scale details and massing that engages the pedestrian.

Strategy LUT-9.3e: Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.

14. The Proposed Project would result in a landscape area of approximately 10,497 square feet or approximately 22% of the site's net lot area, exceeding the City's minimum 10% requirement for C-2 (General Commercial) zoned properties consistent with the following General Plan policy and strategies that are intended to use landscaping treatment as a means to improve the aesthetic quality and functional use of new development projects.

Policy LUT-10.1: Landscaping: Encourage the retention and planting of landscaping to enhance the natural and built environment.

Strategy LUT-10.1a: Natural Feature Retention: Encourage site design that incorporates or otherwise retains natural features such as mature trees, terrain, vegetation, wildlife and creeks.

Strategy LUT-10.1c: Outdoor Common Areas: Encourage well designed and landscaped outdoor common areas for eating, relaxing, or recreation for new projects, and if feasible, when buildings are remodeled or expanded. When possible, the common outdoor areas should adjoin natural features.

Strategy LUT-10.1e: Parking Lot Screening: Plant landscaping or build decorative walls at the interior and perimeter of parking areas as a visual screen.

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15. The Proposed Project is subject to the Bascom Avenue Streetscape Standards. The project includes installation of a 10-foot landscaped park strip with City approved street trees and a 7-foot sidewalk along South Bascom Avenue. In addition to retaining three (3) existing 'New Bradford' street trees, new Japanese Pagoda street trees will be installed in 4'x5' tree wells within the public right-of-way. The project also includes installation of no mow turf and drip irrigation in the landscape strip.

16. The Proposed Project includes public business hours between 6:00 AM to 11:00 PM, Monday through Saturday and would be closed on Sunday, minimizing noise, traffic, and other disturbances to adjacent residents.

Policy LUT-10.1: Land Use Limits and Controls: Amend the Zoning Ordinance to establish limits and controls regarding operating hours for uses that are incompatible with adjoining residential dues to noise, traffic or other disturbances.

17. The Proposed Project will include a CaptiveAire Pollution Control Unit to minimize odors from food preparation.

18. The Proposed Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, as evidence by a Phase II Environmental Site Assessment for the property, dated January 28, 2019.

19. There is a reasonable relationship and a rough proportionality between the Conditions of Approval and the impacts of the project.

20. No substantial evidence has been presented from which a reasonable argument could be made that shows that the Proposed Project, as currently presented and subject to the required conditions of approval, will have a significant adverse impact on the environment.

Based upon the foregoing findings of fact pursuant to CMC Section 21.46.040 and Section 21.46.050 and in consideration of the entire administrative record, the City Council further finds and concludes that:

Conditional Use Permit Findings (CMC Sec. 21.46.040):

1. As conditioned, the proposed use is allowed within the applicable zoning district with Conditional Use Permit approval, and complies with all other applicable provisions of this Zoning Code and the Campbell Municipal Code;

2. As conditioned, the proposed use is consistent with the General Plan;

3. As conditioned, the proposed site is adequate in terms of size and shape to accommodate the fences and walls, landscaping, parking and loading facilities,

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yards, and other development features required in order to integrate the use with uses in the surrounding area;

4. As conditioned, the proposed site is adequately served by streets of sufficient capacity to carry the kind and quantity of traffic the use would be expected to generate;

5. As conditioned, the design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses on-site and in the vicinity of the subject property;

6. As conditioned, the establishment, maintenance, or operation of the proposed use at the location proposed will not be detrimental to the comfort, health, morals, peace, safety, or general welfare of persons residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city;

Site and Architectural Review Permit Finding (CMC Sec. 21.42.060.B):

7. The project will be consistent with the general plan;

8. The project will aid in the harmonious development of the immediate area;

9. The project is consistent with applicable adopted design guidelines, development agreement, overlay district, area plan, neighborhood plan, and specific plan(s);

Environmental Determination (CMC Sec. 21.38.050):

10. The Mitigated Negative Declaration provides a full and adequate environmental review for approval of the Proposed Project.

THEREFORE, BE IT RESOLVED that the City Council approves a Conditional Use Permit with Site and Architectural Review and a Tree Removal Permit to allow construction of a 4,554 square foot fast-food restaurant with a 84-seat interior dining area, a 16-seat outdoor dining area, a 19-vehicle drive-through lane with outdoor activities (drive-up window), and associated site, lighting, parking, refuse collection, and landscaping improvements (PLN2018-206); a Tree Removal Permit to allow removal of protected on-site trees (PLN2018-207); and adoption of a Mitigated Negative Declaration (PLN2018-206), on property located at **2060 S. Bascom Avenue** in the C-2 (General Commercial) Zoning District, subject to the attached Conditions of Approval (**Exhibit A**).

PASSED AND ADOPTED this ___ day of _____ 2020, by the following roll call vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

APPROVED: _____
Susan M. Landry, Mayor

ATTEST: _____
Wendy Wood, City Clerk

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EXHIBIT A

CONDITIONS OF APPROVAL
Conditional Use Permit with Site and Architectural Review

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division

1. Approved Project: Approval is granted for a Conditional Use Permit with Site and Architectural Review and a Tree Removal Permit to allow construction of a 4,554 square foot fast-food restaurant with a 84-seat interior dining area, a 16-seat outdoor dining area, a 19-vehicle drive-through lane with outdoor activities (drive-up window), and associated site, lighting, parking, refuse collection, and landscaping improvements (PLN2018-206); a Tree Removal Permit to allow removal of protected on-site trees (PLN2018-207); and adoption of a Mitigated Negative Declaration (PLN2018-206) on property located at **2060 S. Bascom Avenue** in the C-2 (General Commercial) Zoning District, subject to the attached Conditions of Approval (**Exhibit A**).

   The project shall substantially conform to the Project Plans (including architectural, civil, and landscaping sheets), dated November 6, 2019 as received by the Planning Division, except as may be modified by the Conditions of Approval herein.

2. Permit Expiration: The Conditional Use Permit with Site and Architectural Review ("Approval") shall be valid for one year from the date of Planning Commission action (expiring November 22, 2020). Within this one-year period, a building permit must be issued to "establish" the Approval pursuant to CMC Section 21.56.030.B.1 (Issuance of Building Permit). Failure to meet this deadline will result in the Approval being rendered void. Once established, this Approval shall be valid in perpetuity on the property, except upon revocation pursuant to Condition of Approval No. 6 (Revocation of Permit).

3. Indemnity Agreement: Immediately following this Approval, the applicant and property owner shall enter into an agreement satisfactory to the City Attorney to indemnify and defend the City of Campbell, its officers, officials, employees, and agents from any and all actions, liabilities, losses, and torts, including attorney's fees arising out of or connected unto any challenge to the decision of the City on this application.

4. Tree Removal Permit: The Conditional Use Permit approval is contingent upon approval of the Tree Removal Permit (PLN2018-207) allowing the removal of protected on-site trees.

5. Minor Modifications: Minor Modifications to the approved project plans are subject to review and approval by the Community Development Director. Minor modifications include minor alterations to façade material. All other modifications are subject to review at a public hearing.

6. Revocation of Permit: Operation of the drive-through fast-food restaurant pursuant to this Approval is subject to Sections 21.68.020, 21.68.030 and 21.68.040 of the Campbell Municipal Code authorizing the appropriate decision making body to modify or revoke a land use permit if it is determined that hours of operation, outdoor seating, and/or drive-through operation has become a nuisance to the City's public health, safety or welfare or for violation of Conditions of Approval or any standards, codes, or ordinances of the City of Campbell. The business owner shall be obligated to cover the actual cost of all staff time associated with revocation proceedings. This obligation may be enforced by the City as permitted by law.

   At the discretion of the Community Development Director, if the fast-food restaurant generates three (3) verifiable complaints related to violations of Conditions of Approval, including noise and hours operation within a six (6) month period, a public hearing by the Planning Commission may be scheduled to consider modifying Conditions of Approval or revoking the Approval. The Community Development Director may commence proceedings for the revocation upon the occurrence of less than three (3) complaints if the Community Development Director determines that the alleged violation warrants such an action. The Director may also at such time immediately restrict the establishment's hours of operation including specifically the hours for use of the drive-through. In exercising this authority, the decision-making body may consider the following factors, among others:

   a. The number and types of Police Department calls for service at or near the establishment that are reasonably determined to be a direct result of the business;

   b. The number of complaints received from residents, business owners and other citizens concerning the operation of an establishment; and

   c. Observed violations of Conditions of Approval.

7. Planning / Zoning Clearance: Planning Division clearance is required prior to issuance of any demolition, grading, and/or building permits.

8. Rough Faming/Planning Final Required: Planning Division sign-off is required prior to Rough Framing inspection and Building Permit final. Construction not in

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substantial compliance with the approved project plans shall not be approved without prior authorization of the necessary approving body.

9. Construction Hours/Fines/Stop Work Notice: Failure to comply with permitted working hours that result in verified complaints may result in the issuance of a Stop Work Notice issued to the project with cessation of work for a minimum of seven (7) days from the date of issuance and an Administrative fine of up to $1,000.

10. Timely Completion: Once under construction it shall be the obligation of the property owner and contractor to demonstrate continued progress on the project. In the event the building permit expires, the City may impose fines or exercise administrative remedies to compel timely completion of work.

11. Grand Opening Plan: Prior to issuance of a building permit, the applicant shall submit a proposed grand opening plan. The plan shall provide specific crowd control and parking and queuing management details to minimize the community impact of the initial operational period of the restaurant. The plan shall be subject to review and approval by Community Development Director, Traffic Engineer, and Police Chief, who may impose reasonable requirements to protect the public health, safety, and welfare.

12. Pest Control: Prior to issuance of a demolition and/or building permit, the applicant shall be required to hire a pest control company to inspect the site for rodents and provide a report on the inspection to the City for review. If it has determined that rodents exist, a remediation plan shall be prepared by the pest control company and provided to the City for review and approval, and the remediation plan shall be implemented to rid the site of rodents prior to issuance of a demolition and/or building permit.

13. Contractor Contact Information Posting: The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to the issuance of building permits.

14. Water Efficient Landscape Standards: This project is subject to the California Model Water Efficient Landscape Ordinance (MWELO). The site improvement (grading & drainage) permit plans shall demonstrate compliance with the applicable MWELO and landscaping requirements and shall include the following:

    a. A Landscape Documentation Package prepared by an authorized and licensed professional demonstrating compliance with the full MWELO requirements with the following required elements:

        a. Project Information per Section 492.3.
        b. Water Efficient Landscape Worksheet per Section 492.4 (Appendix B of the MWELO).

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i. Include the worksheet within the plan set AND

ii. Provide a separate 8.5x11 hard copy or pdf via email to the project planner.

c. Soil Management Report per Section 492.5 (unless significant mass grading is planned, in which case the report shall be submitted prior to permit final).

d. Landscape Design Plan per Section 492.6.

e. Irrigation Design Plan per Section 492.7.

f. Grading Design Plan per Section 492.8.

Note that a Soil Management Report (if not submitted as part of the Landscape Documentation Package) and Certificate of Completion will be required prior to permit final.

b. A completed Landscape Information Form.

c. A note on the Cover Sheet in minimum 1/2" high lettering stating "An Irrigation Audit, Certificate of Completion, and Certificate of Installation shall be submitted prior to building permit final".

15. Operational Standards: Operation of the approved drive-through fast-food restaurant shall conform to the following operational standards. Significant deviations from these standards (as determined by the Community Development Director) shall require approval by the Planning Commission.

a. **Approved Use**: The approved use is a "fast-food restaurant" with "outdoor active activities" (i.e., drive-through window), and "outdoor seating with more than 12 seats" as defined by the Campbell Municipal Code and limited by the conditions of approval listed herein. Activity inconsistent with the approved Project and conditions of approval is prohibited.

b. **Live Entertainment**: No live entertainment is permitted as part of this Approval, including live music, disc jockey, karaoke, and dancing.

c. **Alcohol Beverage Service**: No alcohol beverage service is permitted as part this Approval.

d. **Outdoor Cooking**: No outdoor cooking is permitted in association with the establishment.

e. **Outdoor Storage**: No outdoor storage is permitted on the subject property. No equipment, materials or business vehicles shall be parked and/or stored outside the building or within the parking lot.

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f. **Loitering**: There shall be no loitering allowed outside the business, within the parking lot, or along the adjacent sidewalk. The business owner is responsible for monitoring the premises to prevent loitering.

g. **Restaurant Seating**: Total indoor patron occupancy shall be limited to 84 interior seats, subject to the maximum occupancy capacity as determined by the California Building Code (CBC). It is the responsibility of the business owner to provide adequate entrance controls to ensure that patron occupancy is not exceeded.

h. **Outdoor Seating**: Outdoor seating shall be subject to the following standards:

   i. Outdoor seating shall be limited to the patio area as depicted on the Approved Project Plans.

   ii. Total outdoor patron occupancy shall not exceed sixteen (16) seats.

   iii. The design and make of all outdoor furniture (chairs, tables, and umbrellas, barriers, etc.) shall be approved by the Community Development Director. Umbrellas shall not have wording or logos.

   iv. During non-business hours, chairs and tables shall be stacked, stored inside, or otherwise secured to prevent unauthorized use.

   v. All outdoor furniture shall be kept clean and in good repair and replaced and/or fixed as necessary.

   vi. Exterior heaters shall be electric or natural gas; propane heaters are prohibited unless the Community Development Director approves a propone canister enclosure.

i. **Maximum Occupancy Sign**: The business owner shall install a maximum occupancy sign of a size to be determined by the Community Development Director, conspicuously posted within the premises, which shall include the maximum occupancy noted herein and include a visual depiction of the floor plan included in the approved construction drawings submitted for a building permit.

j. **Hours of Operation**: Hours of operation shall be limited to 6:00 A.M.to 11:00 P.M., Monday through Saturday. All patrons shall have exited the restaurant and the parking lot by 11:00 P.M.

k. **Trash Disposal and Clean-Up**: Refuse and recycling receptacles shall be kept within the enclosure except during collection in compliance with Chapter 6.04 of the Campbell Municipal Code. The portable trash receptacles shall be emptied daily or more frequently as necessary to prevent refuse from overflowing. Emptying of trash receptacles and

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placement of refuse and recyclable materials into the trash enclosure receptacles shall occur only during the hours of 6:00 AM to 11:00 PM, daily.

l. **Deliveries**: All deliveries shall occur from 6:00 AM to 9:00 AM, daily.

m. **Parking Management**:

1) Employees shall park in the parking lot of the property.

2) If the establishment results in excessive parking demand, the Community Development Director may require preparation of a parking management plan.

3) If the parking management plan fails to adequately address the establishment's parking demand, the Community Development Director may commence a revocation hearing pursuant to Condition of Approval No. 6 (Revocation of Permit).

n. **Noise**:

1) The volume of the outdoor speakers shall not exceed 65 dBA at any property line.

2) Regardless of decibel level, and taking into consideration the noise environment of Bascom Avenue, no noise generated by the fast-food restaurant shall obstruct the free use of neighboring properties so as to unreasonably interfere with the comfortable enjoyment of the neighboring residents.

3) In the event verified complaints are received by the City regarding such noise, the Community Development Director may immediately curtail the Hours of Operation, including specifically the hours for use of the drive-through, pursuant to Condition of Approval No. 6 (Revocation of Permit

o. **Smoking**: "No Smoking" signs shall be posted on the premises in compliance with CMC Sec. 6.11.060.

p. **Property Maintenance**: The business owner shall maintain all exterior areas of the business, including the parking lot, landscaping areas, and the adjacent sidewalk and public park strip, free from graffiti, trash, rubbish, posters and stickers and detritus.

q. **Parking and Driveways**: All parking and driveway areas shall be maintained in compliance with the standards provided in CMC Ch. 21.28 (Parking and Loading).

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r. **Sidewalk Maintenance**: The owner/operator of the property shall provide on-going maintenance of the sidewalks and shall pressure wash the sidewalks as necessary or as required by the Community Development Director or Director of Public Works to remove all spills, gum and food. Sidewalks and parking lots shall be swept regularly to prevent the accumulation of litter and debris. Debris resulting from pressure washing shall be trapped and collected to prevent entry into the storm drain system. Wash water containing any cleaning agent or degreaser shall be collected and discharged to the sanitary sewer and shall not be discharged to a storm drain. The applicant shall contact the West Valley Sanitation District for specific connection and discharge requirements.

s. **Landscape Maintenance**: All landscaped areas shall be continuously maintained in accordance with CMC Chapter 21.26. Landscaped areas shall be kept free of weeds, trash, and litter. Dead or unhealthy plants shall be replaced with healthy plants of the same or similar type.

t. **Graffiti Removal**: The property owner shall be responsible for the removal of any graffiti from walls, fences or structures on the project site within one week of notification by the Community Development Director or their designate.

u. **Security**: If deemed necessary by the Police Department, the business owner shall prepare a security plan to the satisfaction of the Police Chief, including, but not limited to, provision of private security and/or security cameras.

16. Lighting:

a. All lighting shall comply with the development standards of section 21.18.090 (lighting design standards), including but not limited to being energy efficient and fully shielded or recessed.

b. All on-site exterior light poles shall have a maximum height of 10-feet from grade.

c. All exterior lighting shall include timers that completely turn off or significantly dim exterior light fixtures at the close of business hours when the exterior lighting is not essential for security and safety.

17. Wall: The 3-foot tall wall that is illustrated on the Site Plan, dated November 6, 2019, shall be redesigned as follows:

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a. The northeastern corner of the property shall be developed with a minimum 4-foot wide accessible pedestrian path from Arroyo Seco Drive to the entrance of the building.

b. A 6-foot tall wall shall be installed between the pedestrian opening at the northeastern corner of the property and the midpoint of the drive-through lane (approximately where the double-lane converts to a single-lane). The remainder of the wall that surrounds the drive-through lane shall be 3-feet tall, as shown on the site plan dated November 6, 2019.

c. The landscaping plan shall be revised with landscape materials that are the approximate height of the wall surrounding the drive-through lane.

18. Signage: Other than traffic control signage, no signs have been reviewed or approved by this application. Any proposed signage will need to meet current zoning ordinance standards and separately obtain approval of a Sign Permit application as required.

19. Traffic Sign: To inform motorists to use Apricot Avenue as an alternative route if the South Bascom Avenue southbound left-turn lane is full, the project applicant shall fund the design and installation of a regulatory sign within the median at the northern end of the left-turn lane which reads "*DO NOT BLOCK THRU LANE - USE NEXT SIGNAL*" or a similar message. The sign shall comply with standards described in the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) and also be approved by the City Department of Public Works, prior to installation.

20. Sewer Lateral: The minimum sewer lateral size for the proposed restaurant shall be 6-inches.

21. Trash and Recycling Enclosure: The applicant shall submit details regarding the design and location of a trash and recycling enclosure(s) to the Planning Division for review and approval by the Community Development Director prior to the issuance of building permits for the project.

    Trash Containers of a size and quantity necessary to serve the new building shall be in areas approved by the Fire Department and Community Development Director.

    Unless otherwise noted, enclosures shall consist of a concrete floor surrounded by a six-foot high solid wall and have decorative doors and designed to be architecturally compatible to the building. The enclosure shall be constructed at grade level and have a level area adjacent to the trash enclosure area to service the containers. Driveways or aisles shall provide unobstructed access for collection vehicles and personnel and provide at least the minimum clearance required by the collection methods and vehicles utilized by the designated collector. The wall, gate and

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surface inside the enclosure must be kept in sound repair and condition. The refuse and recycling containers shall be kept in the enclosure at all times except when being emptied by collection personnel.

Areas around trash enclosures, recycling areas, and/or trash compactor enclosures shall not discharge to the storm drain system. Any drains installed in or beneath dumpster and compactor facilities shall be connected to the sanitary sewer. The applicant shall contact the West Valley Sanitation District for specific connection and discharge requirements.

22. Location of Mechanical Equipment: No roof-mounted mechanical equipment (e.g., air conditioning units) shall be located on the roof of the building without providing screening of the mechanical equipment from public view and surrounding properties. Screening material and method shall require review and approval by the Community Development Director prior to installation of such mechanical equipment screening.

23. Roof Screen: Prior to issuance of building permits, the applicant shall submit a detailed plan for any roof screens for review and approval by the Community Development Director. The roof screens shall be compatible with the overall design of the building in terms of color and material and must completely screen the equipment from view.

24. Planning Mitigation Monitoring Fee: Prior to issuance of building or grading permits the applicant shall pay a Mitigation Monitoring Fee as established by the Schedule of Fees.

25. Mitigation Measures: The approved project shall incorporate all Mitigation Measures identified in the Mitigated Negative Declaration, as restated below for reference:

Air Quality Mitigation Measure AQ-1: The project shall implement all of the BAAQMD's Basic Construction measures, as follows:

AQ-1.1: All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day, unless otherwise directed by the Site Management Plan.

AQ-1.2: All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

AQ-1.3: All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

AQ-1.4: All vehicle speeds on unpaved roads shall be limited to 15 mph.

AQ-1.5: All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

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AQ-1.6: Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

AQ-1.7: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

AQ-1.8: Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Air Quality Mitigation Measure AQ-2: To minimize odors from food preparation, the project applicant or project contractor shall install a CaptiveAire Pollution Control Unit (PCU). The installed PCU shall be optioned to include the odor control module and, at minimum, shall be rated to have an initial removal efficiency of over 70 percent. The project applicant and/or business owner shall replace filters per manufacturer recommendations. Prior to issuance of the Certificate of Occupancy, the City of Campbell shall verify, to its satisfaction, the proper installation of the PCU.

Biological Resources Mitigation Measure BIO-1: Prior to site clearance, the project applicant shall retain a qualified biologist to conduct preconstruction nesting bird surveys as follows: If tree removal would occur during the nesting season (February 1 to August 31), preconstruction surveys shall be conducted no more than 14 days prior to the start of tree removal or construction. Preconstruction surveys shall be repeated at 14-day intervals until construction has been initiated in the area after which surveys can be stopped. Locations of active nests containing viable eggs or young birds of protected bird species shall be documented and protective measures implemented under the direction of the qualified biologist until the nests no longer contain eggs or young birds. Protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance, and proximity to existing development. In general, exclusion zones shall be a minimum of 300 feet for raptors and 75 feet for passerines and other birds. The active nest within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance and confirm nesting status. The radius of an exclusion zone may be increased by the qualified biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be reduced by the qualified biologist only in consultation with CDFW. The protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active. No surveys are required before vegetation disturbance between September 1 and January 31, that is, outside of the nesting season.

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

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

Geology and Soils Mitigation Measure GEO-1: The applicant shall comply with the recommendations in the Geotechnical Evaluation, dated February 20, 2018 by *Giles Engineering Associates.* Such recommendations shall be incorporated into the project's final engineering design as submitted to the Campbell Building Division for issuance of a building permit. The project shall use standard engineering techniques and conform to the requirements of the International Building Code to reduce the potential for seismic damage and risk to future occupants.

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

Hazards and Hazardous Materials Mitigation Measure HAZ-2: The applicant shall comply with all applicable laws and regulations governing the use, storage, transportation, and disposal of clean soil, contaminated soil, hazardous waste/materials, or other regulated waste/materials to ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.

Hazards and Hazardous Materials Mitigation Measure HAZ-3: Prior to issuance of a demolition or grading permit, the applicant shall obtain a Phase II Environmental Site Assessment (ESA) to determine if a vapor encroachment condition (VEC) exists

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on the subject property and shall submit it to the Community Development Director for review.

Hazards and Hazardous Materials Mitigation Measure HAZ-4: If a vapor encroachment condition (VEC) exists on the subject property, the applicant shall contact the Santa Clara County Department of Environmental Health (DEH) to determine the appropriate actions necessary to mitigate potentially significant impacts to groundwater resources, human health, safety, and the environment. The applicant shall provide the DEH with sufficient data to adequately evaluate soil, groundwater, and soil vapor.

Hazards and Hazardous Materials Mitigation Measure HAZ-5: Prior to issuance of a demolition or grading permit, the proposed mitigation actions shall be submitted to the Community Development Director for review and approval. The applicant shall work in collaboration with the City and the DEH to facilitate an efficient and effective site remediation plan.

Hazards and Hazardous Materials Mitigation Measure HAZ-6: Prior to the issuance of building permits, the remediation plan shall be approved by the Santa Clara County Department of Environmental Health.

Hazards and Hazardous Materials Mitigation Measure HAZ-7: The applicant shall obtain all required permits, licenses, and/or other clearances, and shall comply with all orders, laws, regulations, and/or other requirements of all applicable regulatory and/or enforcement agencies, such as, but not limited to the Santa Clara County Department of Environmental Health, the California Highway Patrol, the California Department of Transportation, Water and Air Quality Control Boards, Valley Water, County Fire Department, the Department of Toxic Substances Control (if applicable), etc.

Hazards and Hazardous Materials Mitigation Measure HAZ-8: Prior to issuance of the Certificate of Occupancy, the applicant shall obtain written confirmation via a Closure Letter from the Santa Clara County Department of Environmental Health that certifies that no further action is required.

Hydrology and Water Quality Mitigation Measure HWQ-1: Prior to issuance of any grading or building permits, the applicant shall comply with all requirements of the City of Campbell Public Works Department, including but not limited to the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code.

Transportation/Traffic Mitigation Measure TT-1: The project applicant shall reduce the size of the proposed project by 300 square feet (from 4,998 to 4,698 square feet) in order to reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting queue length would be adequately accommodated within the storage length available.

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Building Division

26. Construction Activity: The following standards shall apply to construction of the project:

- *Construction Hours (CMC 18.04.052)*: Construction activity shall be limited to the hours of 8:00 AM to 5:00 PM daily, Monday through Friday. Saturday hours of construction shall be 9:00 AM to 4:00 PM. There shall be no construction activity on Sundays or National Holidays.
- *Construction Noise (CMC 18.04.052)*: No loud environmentally disruptive noise over fifty dbs., such as air compressors without mufflers, continuously running motors or generators, loud playing musical instruments or radios will be allowed during the authorized hours of construction, Monday through Saturday, where such noise may be a nuisance to adjacent residential neighbors. Such nuisances shall be discontinued.
- *Contractor Contact Information Posting*: The project site shall be posted with the name and contact number of the lead contractor in a location visible from the public street prior to the issuance of building permits.
- *Best Management Practices:* Use standard dust and erosion control measures that comply with the adopted Best Management Practices for the City of Campbell.

27. Permits Required: A building permit application shall be required for the proposed new commercial restaurant structure. The building permit shall include Electrical/ Plumbing/ Mechanical fees when such work is part of the permit.

28. Conditions of Approval: The conditions of Approval shall be stated in full on the cover sheet of construction plans submitted for building permit.

29. Size of Plans: The minimum size of construction plans submitted for building permits shall be 24 in. X 36 in.

30. Plan Preparation: This project requires plans prepared under the direction and oversight of a California licensed Engineer or Architect. Plans submitted for building permits shall be “wet stamped” and signed by the qualifying professional person.

31. Site Plan: Application for building permit shall include a competent site plan that identifies property and proposed structures with dimensions and elevations as appropriate. Site plan shall also include site drainage details. Site address and parcel numbers shall also be clearly called out. Site parking and path of travel to public sidewalks shall be detailed.

32. Soils Report: Two copies of a current soils report, prepared to the satisfaction of the Building Official, containing foundation and retaining wall design recommendations

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shall be submitted with the building permit application. This report shall be prepared by a licensed engineer specializing in soils mechanics.

33. Foundation Inspection: A pad certificate prepared by a licensed civil engineer or land surveyor shall be submitted to the project building inspector upon foundation inspection. This certificate shall certify compliance with the recommendations as specified in the soils report and the building pad elevation and on-site retaining wall locations and elevations are prepared according to approved plans. Horizontal and vertical controls shall be set and certified by a licensed surveyor or registered civil engineer for the following items:

    a. pad elevation
    b. finish floor elevation (first floor)
    c. foundation corner locations

34. Title 24 Energy Compliance: California Title 24 Energy Standards Compliance forms shall be blue-lined on the construction plans. Compliance with the Standards shall be demonstrated for conditioning of the building envelope and lighting of the building.

35. Special Inspections: When a special inspection is required by C.B.C. Chapter 17, the architect or engineer of record shall prepare an inspection program that shall be submitted to the Building Official for approval prior to issuance of the building permits, in accordance with C.B.C Chapter 1, Section 106. Please obtain City of Campbell, Special Inspection forms from the Building Inspection Division Counter.

36. Non-Point Source: The City of Campbell, standard Santa Clara Valley Non-point Source Pollution Control Program specification sheet shall be part of plan submittal. The specification sheet (size 24” X 36”) is available at the Building Division service counter.

37. Title 24 Accessibility – Commercial: On site general path of travel shall comply with the latest California Title 24 Accessibility Standards. Work shall include but not be limited to accessibility to building entrances from parking facilities and sidewalks.

38. Title 24 Accessibility – New Commercial: This project shall comply fully with Chapter 11B of the California Building Code 2016 ed.

39. Approvals Required: The project requires the following agency approval prior to issuance of the building permit:

    a. West Valley Sanitation District
    b. Santa Clara County Fire Department
    c. Bay Area Air Quality Management District (Demolitions Only)
    d. Santa Clara County Department of Environmental Health
    e. San Jose Water Company (279-7900)

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f. School District:
   i) Campbell Union School District (378-3405)
   ii) Campbell Union High School District (371-0960)
   iii) Moreland School District (874-2900)
   iv) Cambrian School District (377-2103)

40. P.G.& E.: Applicant is advised to contact Pacific Gas and Electric Company as early as possible in the approval process. Service installations, changes and/or relocations may require substantial scheduling time and can cause significant delays in the approval process. Applicant should also consult with P.G. and E. concerning utility easements, distribution pole locations and required conductor clearances.

41. Storm Water Requirements: Storm water run-off from impervious surface created by this permitted project shall be directed to vegetated areas on the project parcel. Storm water shall not drain onto neighboring parcels.

42. Demolition Permit: A Demolition permit shall be obtained for all structures to be removed on the site, prior to issuance of the building permit.

43. California Green Building Code: This project is subject to the mandatory requirements for new non-residential structures (Chapter 5) under the California Green Building Code, 2016 edition.

PUBLIC WORKS DEPARTMENT

44. The scope of this project triggers the requirement for Frontage Improvements as required by Campbell Municipal Code 1.24.040. The City of Campbell's adopted Streetscape Standards identify this portion of Bascom Avenue as an Image Street with very specific frontage improvement requirements as shown on pages 7 & 8 of the document. The scope of this project triggers the requirement for the installation of the streetscape improvements (see page 14 of the document) and the applicant will be required to construct these improvements and have them completed prior to occupying the building. The Streetscape Standards can be viewed here: (http://www.cityofcampbell.com/DocumentCenterNiew/168). The Arroyo Seco Drive frontage will need to be upgraded to standard commercial sidewalk (10 feet in width) with tree wells for new City street trees behind the curb (similar to the existing frontage to the west of the existing driveway).

45. Construction Drawings: The applicant shall submit the required Street Improvement Plans, Street Dedication, and Grading and Drainage plans directly to the Public Works Department prior to, or concurrent with the Building permit application. Said application shall include the following:

    a. Response Letter: Upon submittal of the Street Improvement Plans, Street Dedication, and Grading and Drainage plans the applicant shall provide an itemized response letter verifying that all the Public Works Conditions of

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Approval have been met or addressed.

b. Submittal Requirements: The checklist for the various plans required for submittal can be found on the City's Website at City Services Public Works Engineering Land Development Documents, (or use this link: http://www.cityofcanmbell.com/206/Documents). See instructions on:

- Checklist for Street Improvement Plans
- Checklist for Grading and Drainage Plans
- Street Dedication Requirements

46. Right-of-Way for Public Street Purposes: Prior to issuance of any building permits for the site, the applicant shall fully complete the process to cause additional right-of-way to be granted in fee for public street purposes along the South Bascom Avenue frontage to accommodate the required Image Street improvements, unless otherwise approved by the City Engineer. The applicant shall submit the necessary documents for approval by the City Engineer, process the submittal with City staff's comments and fully complete the right-of- way process. The applicant shall cause all documents to be prepared by a registered civil engineer/land surveyor, as necessary, for the City's review and recordation.

47. Grading and Drainage Plan: Prior to issuance of any building permits for the site, the applicant shall conduct hydrology studies based on a ten-year storm frequency, prepare an engineered grading and drainage plan, and pay fees required to obtain necessary grading permits. Prior to occupancy, the design engineer shall provide written certification that the development has been built per the engineered grading and drainage plans.

48. Stormwater Pollution Prevention Measures: Prior to issuance of any grading or building permits, the applicant shall comply with the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code regarding stonhwater pollution prevention. Specifically, the project must include source control, site design and treatment measures to achieve compliance with Provision C.3. of the NPDES Permit. Measures may include, but are not limited to, minimization of impervious surface area, vegetated swales, infiltration areas, and treatment devices. The primary objectives are to improve the quality and reduce the quantity of stormwater runoff to the bay.

Resources to achieve these objectives include *Stormwater Best Management Practices Handbook for New Development and Redevelopment* ("CA BMP Handbook") by the California Stormwater Quality Association (CASQA), 2003; *Start at the Source: A Design Guidance Manual for Stormwater Quality Protection* ("Start at the Source") by the Bay Area Stormwater Management Agencies Association

(BASMAA), 1999; and *Using Site Design Techniques to Meet Development Standards for Stormwater Quality: A Companion Document to Start at the Source* ("Using Site Design Techniques") by BASMAA, 2003.

Upon submission of the preliminary site/grading plans, the applicant shall calculate and submit to the City the amount of impervious surface created by the development including the types of stormwater controls to be used. The applicant shall submit preliminary sizing and design showing stormwater controls meet the City's requirements.

Prior to issuance of any grading or building permits:

a. The applicant's designer or engineer shall submit the required certification indicating that sizing, selection, and design of treatment BMP's for the project site has been completed to meet the requirements of the City of Campbell's NPDES permit, No. 01-119, Provision C.3.

b. The applicant shall sign the "Covenants for the Operation and Maintenance of Stormwater Facilities" and submit a Stormwater Management Plan.

Prior to occupancy:

a. A qualified BMP certifier is required to inspect the stormwater management facilities, submit a complete set of as-built drawings to Public Works Engineering, and certify on these drawings that:

    1. The stormwater management facilities were constructed in compliance with the approved plans.

    2. The as-built drawings show all pertinent constructed dimensions, elevations, shapes, and materials.

    3. All variations in construction from the approved design plan have been identified, including omissions to and additions from the approved plan.

Any changes are in conformance with local, state, or federal regulations.

49. Street Improvement Agreements / Plans / Encroachment Permit / Fees / Deposits: Prior to issuance of any building permits, the applicant shall execute a street improvement agreement, cause plans for public street improvements to be prepared by a registered civil engineer, pay various fees and deposits, post security and provide insurance necessary to obtain an encroachment permit for construction of the standard public street improvements, as required by the City Engineer. The plans shall include the following, unless otherwise approved by the City Engineer:

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South Bascom Avenue

a. Show location of all existing utilities within the new and existing public right of way.

b. This project is subject to the City's Streetscape Standards for Bascom Avenue, which requires a 10-foot landscaped park strip with City approved street trees 40 feet on center and a 7 foot sidewalk along S. Bascom Avenue.

c. Removal of existing driveway approach and necessary sidewalk, curb and gutter.

d. Installation of ADA compliant driveway using City Standard Detail D-19.

e. Installation of new Accessible compliant curb ramp at the southeast comer of South Bascom Avenue and Arroyo Seco Drive.

f. Install no mow (fine fescue and hair grass Deschampsia) turf and drip irrigation in the landscape strip.

g. Installation of asphalt concrete overlay per street pavement restoration plan for utility installation and/or abandonment, as required by the City Engineer.

h. Installation of traffic control, stripes and signs.

i. Construction of conforms to existing public a.-.-id private improvements, as necessary.

Arroyo Seco Drive

a. Show location of all existing utilities within the existing public right of way.

b. Removal of existing driveway approach on Arroyo Seco Drive.

c. Installation of City standard curb, gutter, and. commercial sidewalk. Installation of engineered structural pavement section to centerline, as required by the City Engineer.

d. Installation of City street trees in 4'x5' tree wells installed at back of curb. Existing three (3) 'New Bradford' street trees to remain, additional new street trees shall be of the species Sophora japonica 'Regent' Japanese Pagoda.

e. Installation of asphalt concrete overlay per street pavement restoration plan for utility installation and/or abandonment, as required by the City Engineer.

f. Installation of traffic control, stripes and signs, including but not limited to:

g. Upgrade existing streetlight fixture to LED.

h. Construction of conforms to existing public and private improvements, as necessary.

i. Submit final plans in a digital format acceptable to the City.

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50. Street Improvements Completed for Occupancy and Building Permit Final: Prior to allowing occupancy and/or final building permit signoff for any and/or all buildings, the applicant shall have the required street improvements and pavement restoration installed and accepted by the City, and the design engineer shall submit as-built drawings to the City.

51. Maintenance of Landscaping: Owner(s), current and future, are required to maintain the landscaped park strip and tree wells in the public right of way. This includes, but is not limited to: trees, lawn, plantings, irrigation, etc. Trees shall not be pruned in a manner that would not allow the tree to grow to a mature height.

52. Utility Encroachment Permit: Separate encroachment permits for the installation of utilities to serve the development will be required (including water, sewer, gas, electric, etc.). Applicant shall apply for and pay all necessary fees for utility permits for sanitary sewer, gas, water, electric and all other utility work.

53. Water Meter(s) and Sewer Cleanout(s): Existing and proposed water meter(s) and sewer cleanout(s) shall be relocated or installed on private property behind the public right-of-way line.

54. Utility Coordination Plan: Prior to issuance of building permits for the site, the applicant shall submit a utility coordination plan and schedule for approval by the City Engineer for installation and/or abandonment of all utilities. The plan shall clearly show the location and size of all existing utilities and the associated main lines; indicate which utilities and services are to remain; which utilities and services are to be abandoned, and where new utilities and services will be installed. Joint trenches for new utilities shall be used whenever possible.

55. Pavement Restoration: The applicant shall restore the pavement in compliance with City standard requirements. In the event that the roadway, has recently received a pavement treatment or reconstruction, the project will be subject to the City's Street Cut Moratorium. The applicant will be required to perform enhanced pavement restoration consistent with the restoration requirements associated with the Street Cut Moratorium. The City's Pavement Maintenance Progran website has detailed information on the streets currently under moratorium and the enhanced restoration requirements.

56. Additional Street Improvements: Should it be discovered after the approval process that new utility main lines, extra utility work or other work is required to service the development, and should those facilities or other work affect any public improvements, the City may add conditions to the development/project/permit, at the discretion of the City Engineer, to restore pavement or other public improvements to the satisfaction of the City.

57. Traffic Mitigation: *Prior to issuance of any grading or building permits for the site,* the applicant shall satisfy the traffic mitigation measures identified in the Project Final Traffic Impact Analysis Report and Mitigated Negative Declaration.

58. Trash Enclosure Requirements:

NPDES Permit No. CAS612008 (CRWQCB): C.3.a.i. (7):

For all new development and redevelopment projects that are subject to the Permittee's planning, building, development, or other comparable review, but not regulated by Provision C.3, encourage the inclusion of adequate source control measures to limit pollutant generation, discharge, and runoff. These source control measures should include:

- Covered trash, food waste, and compactor enclosures.
- Campbell Municipal Code 14.02.030 "Stormwater Pollution Control / Requirements". The code states that no pollutants or water containing pollutants can be discharged into the City's storm drain system. Trash enclosures contain pollutants. During a rain event (or during general cleaning) water washes over and into roofless enclosures, collecting pollutants and discharging to the City's storm drain system. Applicants are required to show how new trash enclosures will not discharge pollutants into the storm drain system. One possible method is to provide a sanitary drain in the trash enclosure.
- West Valley Sanitation District (WVSD), the local sanitary sewer agency, will require a roof on the enclosure if the trash enclosure drain connects to their sanitary sewer system.

COUNTY FIRE DISTRICT

Note: Review of this Developmental proposal is limited to acceptability of site access and water supply as they pertain to fire department operations, and shall not be construed as a substitute for formal plan review to determine compliance with adopted model codes. Prior to performing any work the applicant shall make application to, and receive from, the Building Department all applicable construction permits.

59. Fire Sprinklers Required: (Noted on sheet SP-1) Approved automatic sprinkler systems in new and existing buildings and structures shall be provided in the locations described in this Section or in Sections 903.2.1 through 903.2.18 whichever is the more restrictive. For the purposes of this section, firewalls used to separate building areas shall be constructed in accordance with the California Building Code and shall be without openings or penetrations. NOTE: The owner(s), occupant(s) and any contractor(s) or subcon tractor(s) are responsible for consulting

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with the water purveyor of record in order to determine if any modification or upgrade of the existing water service is required. A State of California licensed (C-16) Fire Protection Contractor shall submit plans, calculations, a completed permit application and appropriate fees to this department for review and approval prior to beginning their work. CFC Sec. 903.2 as adopted and amended by CBLMC.

60. Public/Private Fire Hydrant(s) Required: (Noted 011 sheet SP-1) Provide public fire hydrant(s) at location(s) to be determined jointly by the Fire Department and San Jose Water Company. Maximum hydrant spacing shall be 500 feet, with a minimum single hydrant flow of 1000 GPM at 20 psi, residual. Fire hydrants shall be provided along required fire apparatus access roads and adjacent public streets. CFC Sec. 507, and Appendix B and associated Tables, and Appendix C.

61. Fire Department (Engine) Roadway Turnaround Required: (Noted on sheet SP-1) Provide an approved fire department engine roadway turnaround with a minim um radius of 42 feet outside and 23 feet inside. Installations shall conform with Fire Department Standard Details and Specification sheet A-1. cul-de-sac. CFC Sec. 503 as adopted and amended by CBLPMC.

62. Required Emergency Access: (Noted on sheet SP-1) Minimum clear wid th: The minimum clear width of fire department access roads shall be 20 feet. Facilities, buildings or portions of buildings hereafter constructed shall be accessible to fire department apparatus by way of an approved fire apparatus access road (including bridges and culverts) with an asphalt, concrete or other approved driving surface capable of supporting the imposed load of fire apparatus weighing at least 75,000 pounds (34050 kg) or as otherwise determined by the fire code official. The proposed location of the new structure and revised locations of parking spaces impedes the minimum required access to portions of both the new and existing structures. CFC Sec. 503 and SCCFD SD&S A-1.

63. Timing of installation. When fire apparatus access roads or a water supply for fire protection is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when approved alternative methods of protection are provided. Temporary street signs shall be installed at each street intersection when construction of new road ways allows passage by vehicles in accordance with Section 505.2 CFC Sec. 501.4.

64. Construction Site Fire Safety: All construction sites must comply with applicable provisions of our Standard Detail and Specification SI-7 and Chapter 33 of the currently adopted edition of the California Fire Code. This must be submitted to, and approved by this office prior to commencing any demolition / construction activities.

65. Water Supply Requirements: Potable water supplies shall be protected from contamination caused by fire protection water supplies. It is the responsibility of the applicant and any contractors and subcon tractors to contact the water purveyor

supplying the site of such project, and to comply with the requirements of that purveyor. Such requirements shall be incorporated into the design of any water-based fire protection systems, and / or fire suppression water supply systems or storage containers that may be physically connected in any manner to an appliance capable of causing contamination of the potable water supply of the purveyor of record. Final approval of the system(s) under consideration will not be granted by this office until compliance with the requirements of the water purveyor of record are documented by that purveyor as having been met by the applicant(s). 2010 CFC Sec. 903.3.5 and Health and Safety Code 13114.7.

66. Address identification. New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property. These numbers shall contrast with their background. Where required by the fire code official, address numbers shall be provided in additional approved locations to facilitate emergency response. Address numbers shall be Arabic numbers or alphabetical letters. N umbers shall be a minim um of 4 inches (101.6 mm) high with a minimum stroke width of 0.5 inch (12.7 mm). Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Add ress numbers shall be maintained. CFC Sec. 505.l

This review shall not be construed to be an approval of a violation of the provisions of the California Fire Code or of other laws or regulations of the jurisdiction. A permit presuming to give authority to violate or cancel the provisions of the Fire Code or other such laws or regulations shall not be valid. Any addition to or alteration of approved construction documents shall be approved in advance. [CFC, Ch.1, 105.3.6]

Attachment: CC Resol - 2060 S. Bascom Ave (CUP) (Appeal of Chick-Fil-A Approval by Planning Commission)

RESOLUTION NO. _____

BEING A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAMPBELL APPROVING A TREE REMOVAL PERMIT (PLN2018-207) FOR THE CHICK-FIL-A CAMPBELL PROJECT LOCATED AT **2060 S. BASCOM AVENUE**.

After notification and public hearing, as specified by law and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

The City Council finds as follows with regard to the approval of a Tree Removal Permit (PLN2018-207):

Environmental Finding

1. An Initial Study has been prepared for the proposed project which provides documentation for the factual basis for concluding that a Mitigated Negative Declaration may be adopted since no substantial evidence exists, in light of the whole record, that the project may have a significant effect on the environment as conditioned (PLN2018-207).

Evidentiary Findings

1. The Proposed Project is an application for a Conditional Use Permit with Site and Architectural Review and a Tree Removal Permit to allow construction of a 4,554 square foot fast-food restaurant with a 84-seat interior dining area, a 16-seat outdoor dining area, a 19-vehicle drive-through lane with outdoor activities (drive-up window), and associated site, lighting, parking, refuse collection, and landscaping improvements (PLN2018-206); a Tree Removal Permit to allow removal of protected on-site trees (PLN2018-207); and adoption of a Mitigated Negative Declaration (PLN2018-206), on property located at **2060 S. Bascom Avenue** in the C-2 (General Commercial) Zoning District.

2. The Project site consists of a 46,540 square foot parcel located at **2060 S. Bascom Avenue**, at the southeast corner of South Bascom Avenue and Arroyo Seco Drive.

3. The Project Site is designated *General Commercial* as shown on the General Plan Land Use Diagram.

4. The Project Site is within the C-2 (General Commercial) Zoning District as shown on the City of Campbell Zoning Map.

5. The proposed Tree Removal Permit may be approved concurrently, and subject to, the Conditional Use Permit with Site and Architectural Review (PLN2018-206).

6. An Arborist Report was prepared for the property on May 3, 2018 and identified five (5) protected on-site trees including one (1) 22” Mexican fan palm, one (1) 16” flowering pear, one (1) 18” jacaranda, one (1) 17” jacaranda, and one (1) 16” carrotwood.

7. The project includes demolition of all structures and re-grading of the property to the extent that retention of the existing trees would not be feasible or practical. As a result, the removal of trees is necessary for development of the project.

8. All five (5) on-site trees are proposed for removal. The palm tree has outgrown the finger median while the other four (4) trees have significant health and/or structural issues and are expected to worsen regardless of tree care measures.

9. Sixteen (16) 24” box Marina strawberry trees would be planted along the perimeter of the site, while three (3) 24” box African sumac trees and one (1) 24” box holly oak tree would be planted in the northeastern quadrant of the site. In total, 20 new 24” box trees would be planted, exceeding the five (5) 24” box trees that are required under the City’s tree replacement standards for removal of five (5) protected trees under 24 inches in diameter.

10. The proposed replacement trees will be a sufficient replacement for the trees to be removed and will continue the diversity of tree species found in the community.

Based upon the foregoing findings of fact, the City Council further finds and concludes that:

1. The retention of the trees restricts the economic enjoyment of the property and creates an unusual hardship for the property owner by severely limiting the use of the property in a manner not typically experienced by owners of similarly zoned and situated properties, and the applicant has demonstrated to the satisfaction of the City Council that there are no reasonable alternatives to preserve the trees due to the number of site constraints of the infill site.

THEREFORE, BE IT RESOLVED that the City Council approves a Tree Removal Permit (PLN2018-207) for the Chick-Fil-A Campbell Project located at **2060 S. Bascom Avenue**, subject to the attached Conditions of Approval (attached **Exhibit “A”).**

PASSED AND ADOPTED this ___ day of _____ 2020, by the following roll call vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:
ABSTAIN: COUNCILMEMBERS:

Attachment: CC Resol - 2060 S. Bascom Ave (TRP) (Appeal of Chick-Fil-A Approval by Planning Commission)

APPROVED: _____
Susan M. Landry, Mayor

ATTEST: _____
Wendy Wood, City Clerk

Attachment: CC Resol - 2060 S. Bascom Ave (TRP) (Appeal of Chick-Fil-A Approval by Planning Commission)

EXHIBIT A

CONDITIONS OF APPROVAL
Tree Removal Permit (PLN2018-207)

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division:

1. Approved Project: Approval is granted for a Conditional Use Permit with Site and Architectural Review and Tree Removal Permit to allow construction of a 4,554 square foot fast-food restaurant with a 84-seat interior dining area, a 16-seat outdoor dining area, a 19-vehicle drive-through lane with outdoor activities (drive-up window), and associated site, lighting, parking, refuse collection, and landscaping improvements (PLN2018-206); a Tree Removal Permit to allow removal of protected on-site trees (PLN2018-207); and adoption of a Mitigated Negative Declaration (PLN2018-206), on property located at **2060 S. Bascom Avenue** in the C-2 (General Commercial) Zoning District. The project shall substantially conform to the Project Plans (including architectural, civil, and landscaping sheets), dated as received by the Planning Division November 6, 2019, except as may be modified by the Conditions of Approval herein (**Exhibit A**).

2. Time of Removal: The protected trees shall be removed in conjunction with demolition of existing on-site structures, subject to the mitigation measures incorporated into the conditions of approval for the Conditional Use Permit with Site and Architectural Review.

3. Replacement Trees: All protected tree shall be replaced in accordance with CMC Section 21.32.100 (Replacement trees). The minimum number and size of replacement tree(s) shall be based on the number, size, and species of tree(s) approved to be removed. The species of replacement tree(s) shall continue the diversity of trees found in the community. The replacement trees shall be noted on the project's "final" landscaping plan.

INITIAL STUDY

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

Prepared by

Cindy McCormick, Senior Planner, AICP

Public Review Period

October 23, 2019 to November 11, 2019

Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

I. PROJECT OVERVIEW

Project Title: Chick-Fil-A Campbell

File Number(s): PLN2018-206 (CUP, S&A, CEQA) and PLN2018-207 (TRP)

Project Address: 2060 S. Bascom Ave

Project Applicant: Chick-Fil-A

Zoning District: C-2 (General Commercial)

General Plan Designation: General Commercial

Lead Agency: City of Campbell

Contact Person: Cindy McCormick

Date Posted: October 22, 2019

Project Location and Surrounding Land Use: The 46,540 square foot project site is located on the corner of Bascom Avenue and Arroyo Seco Drive, south of East Campbell Avenue. Nearby uses include small shopping complexes to the north, south, and west as well as a large office complex to the west. Several other office and commercial businesses are located in the immediate vicinity along the Bascom Avenue corridor. The site also backs up to residential homes to the east.

Project Description: The proposed project includes a new 4,998 square foot fast food restaurant (Chick-fil-A) and demolition of an existing ~5,358 square foot restaurant (Denny's). Chick-fil-A's typical operational hours are 6:00 a.m. to 11:00 p.m. Monday through Saturday (closed Sunday). The use, as currently proposed, would not include late night hours or alcohol service. A condition of approval would prohibit "late night" deliveries between 11:00 p.m. and 6:00 a.m. unless approved through the conditional use permit process. Most of Chick-fil-A's business is during lunch, with a large percentage of the business coming from drive-through service. During peak lunch hours (~11:00 a.m. to 2:00 p.m.), Chick-fil-A staff will provide "face-to-face" service to queuing drivers to expedite service. During off-peak hours, patrons order food through one of two menu boards that are located under a covered canopy. The proposed drive-through lane would accommodate up to 20 vehicles. Fifty-six (56) parking stalls are located to the sides and rear of the existing restaurant.

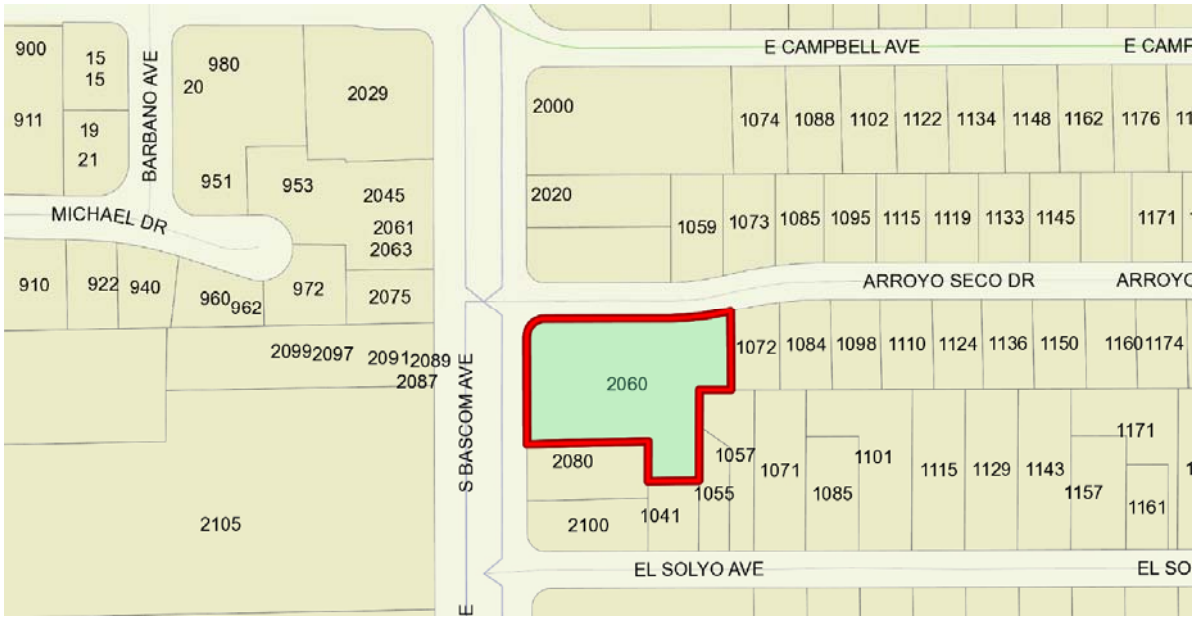
Project Entitlements: The project requires a Conditional Use Permit, Site and Architectural Review Permit, Tree Removal Permit, and CEQA review.

Other public agencies whose approval is required: Valley Transportation Authority (VTA)

Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Figure 1: Regional Setting

Figure 2: Project Location



Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Figure 3: Existing Site Plan / Demolition Plan

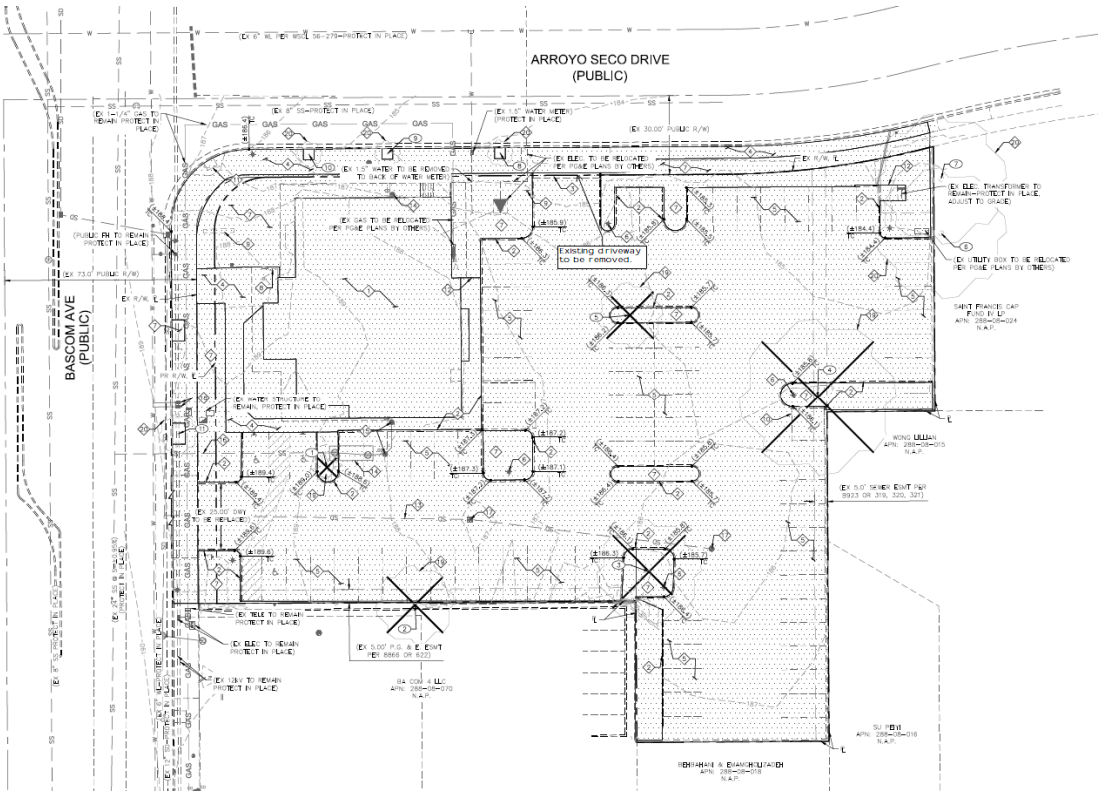
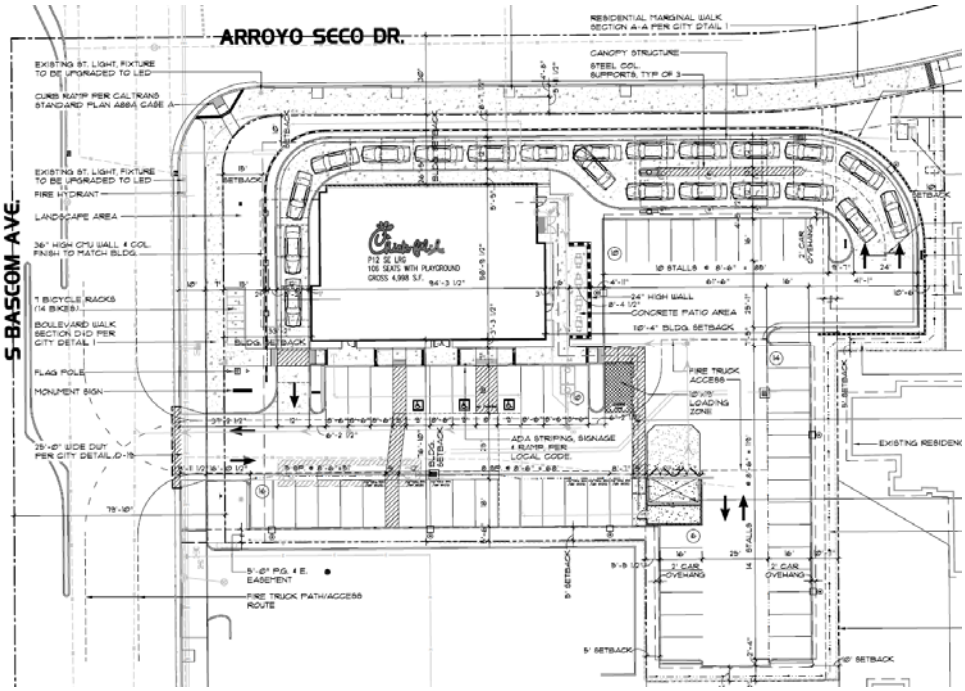


Figure 4: Proposed Site Plan



Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Figure 5: Proposed Landscape Plan

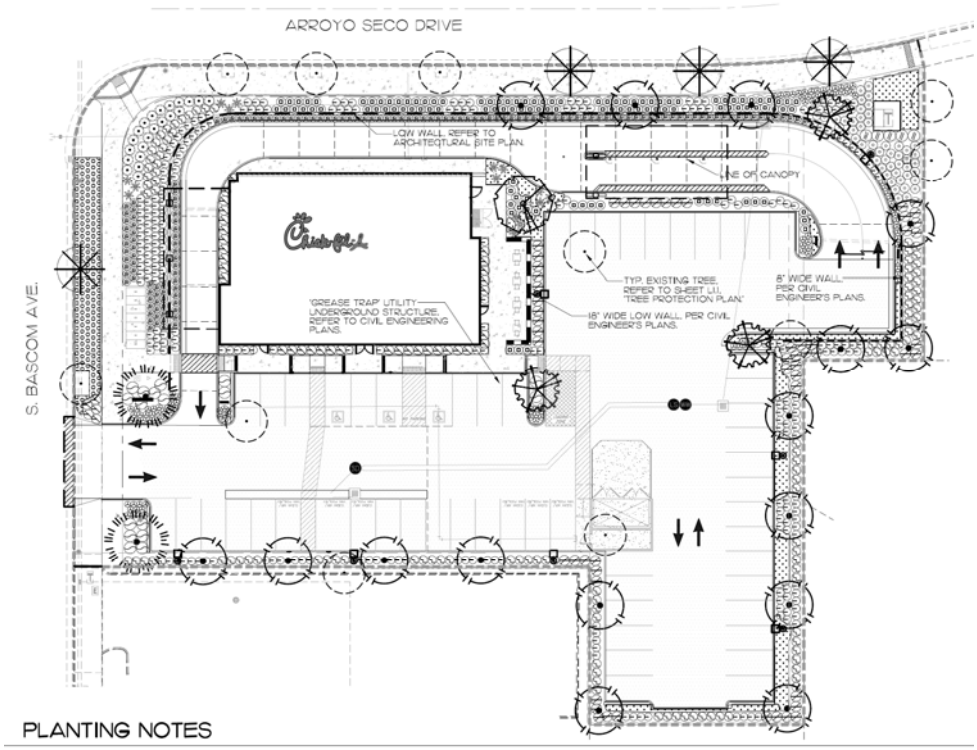
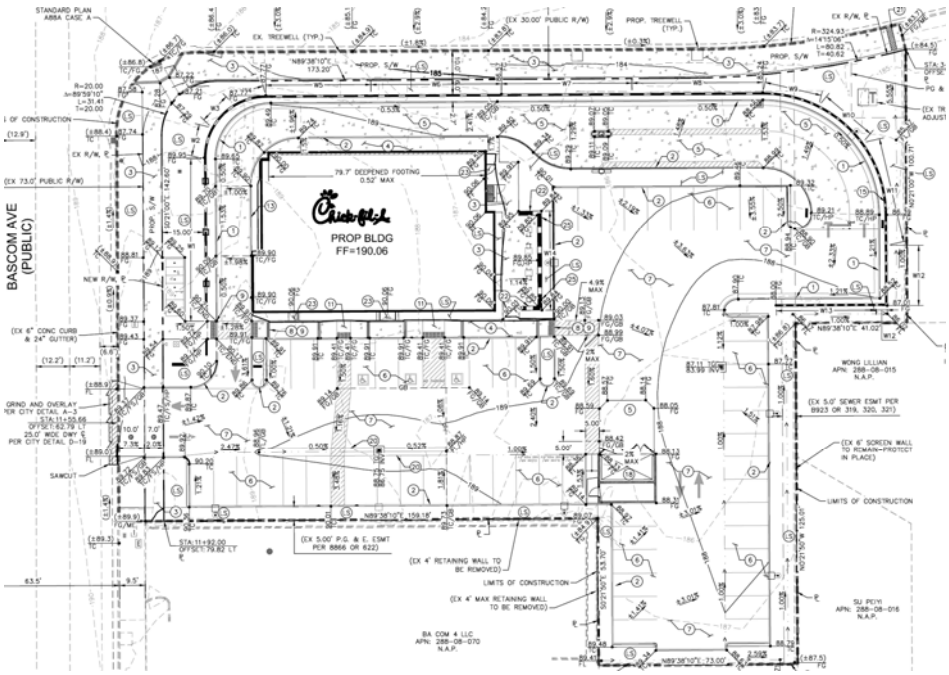


Figure 6: Proposed Grading and Drainage Plan



Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

a) Earlier Analysis Used. Identify and state where they are available for review.

b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:
a) the significance criteria or threshold, if any, used to evaluate each question; and
b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project. Please see the checklist for additional information.

☐ Aesthetics	☐ Agricultural Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils
☐ Greenhouse Gas Emissions	☒ Hazards/Hazardous Materials	☒ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral/Energy Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/ Circulation	☒ Tribal Resources	☐ Utilities/Service Systems
☐ Mandatory Findings of Significance		

DETERMINATION: On the basis of this initial evaluation:

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

Signature: **Date:**

Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

I. AESTHETICS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista	☐	☐	**X**	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	**X**	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	**X**	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	**X**	☐

DISCUSSION:

(a-c) – Less than Significant Impact: The proposed project will alter the existing visual character of the project site through demolition of the existing restaurant and construction of the proposed restaurant and related site improvements. Similar to the existing building to be demolished, the proposed building would be, located near the corner of the property, with prime visibility from Bascom Avenue and Arroyo Seco. However, the City does not have design guidelines for the subject property or for Bascom Avenue. The project site is not identified as a recognized scenic vista or scenic resource in the City's General Plan or any other policy document. As a condition of approval, the applicant will be required to dedicate a portion of the right-of-way to accommodate the City's required Image Street improvements and submit all corresponding documents to the City Engineer for review and approval.

(d) – Less than Significant Impact: Redevelopment of the site with the proposed project will include installation of new lighting fixtures. All new lighting is subject to the City's Lighting Design Standards (CMC Sec. 21.18.090) which requires lighting to be designed and installed so that light rays are not emitted across property lines, to the extent possible. The proposed project plans include a photometric plan that indicates compliance with this standard. Furthermore, light emissions from vehicle headlights will be screened by a new 3.5-foot retaining wall around the drive-through lane and an existing wall, to remain, that is adjacent to the adjoining residential properties. Street lighting that is required by the City for the purpose of pedestrian and vehicle way lighting to create a safe environment for nighttime gatherings, activities and pedestrian travel and to reduce the likelihood of crime is not subject to CEQA review.

Based on the above discussion, **no mitigation** is necessary or required in relation to *Aesthetics*.

Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	**X**
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	**X**
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	**X**
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	**X**
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	**X**

DISCUSSION:

(a – e) No Impact - The subject property is not currently used for, nor zoned for, farmland or other agricultural or horticultural purpose. Neither the subject property nor surrounding properties contain farmland or support agricultural activity that could be impacted by the project. The project site is currently developed with a restaurant which will be replaced by a new restaurant.

Therefore, **no mitigation** is necessary or required in relation to *Agriculture and Forest Resources*.

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Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	X	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	X	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	X	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	X	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	X	☐

DISCUSSION:

An Air Quality Technical Memorandum was prepared for the applicant on November 9, 2018 by *Michael Baker International*. Following completion of the City commissioned Traffic Impact Study (dated September 24th), an update to the Air Quality Technical Memorandum was prepared by *Michael Baker International* on September 27, 2019. Both documents were reviewed by Senior Planner Cindy McCormick on behalf of the lead agency. The following discussion reflects that analysis. All of the background information on the Bay Area Air Quality Management District (BAAQMD) who regulates air quality in the San Francisco Bay Area, the San Francisco Bay Area Air Basin (SFBAAB) under which the project is located, the associated regulatory documents (e.g., *Final 2017 Clean Air Plan* and the *CEQA Air Quality Handbook*), and the methodology used to determine compliance, can be found in that document. If the BAAQMD thresholds are exceeded, a potentially significant impact could result.

Construction: As shown in the following table, the project's construction emissions would be below the applicable thresholds of significance for ROG, NOX, PM10, or PM2.5:

Short-Term Construction Emissions

Emissions Source	Pollutant (pounds/day)[1]			
	ROG	NO_X	PM_{10}	$PM_{2.5}$
2020				
Construction Emissions	16.23	51.04	3.16	2.38
BAAQMD Thresholds	***54***	***54***	***82***	***54***
Is Threshold Exceeded?	***No***	***No***	***No***	***No***

ROG = reactive organic gases; NO_X = nitrogen oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less

Notes:
1. Emissions were calculated using CalEEMod, version 2016.3.2.

Refer to Appendix A, *Air Quality Emissions Data*, for assumptions used in this analysis.

Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mobile Source Emissions: Mobile sources include emissions from motor vehicles, including tailpipe and evaporative emissions. Depending upon the pollutant being discussed, the potential air quality impact may be of either regional or local concern. ROG, NOX, SOX, PM10, and PM2.5 are all pollutants of regional concern while CO tends to be a localized pollutant, dispersing rapidly at the source. Carbon Monoxide (CO) emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.). Based on the trip generation analysis prepared for this project, the proposed project would generate approximately 2,289 daily vehicle trips. As depicted in Long-Term Operational Air Emissions Table, mobile source air emissions generated by vehicle traffic associated with the project would not exceed established BAAQMD thresholds. Therefore, impacts from would be less than significant.

Carbon Monoxide: The BAAQMD does not have a numerical threshold for operational CO emissions. However, no exceedances of the California Ambient Air Quality Standards (CAAQS) or National Ambient Air Quality Standards (NAAQS) for CO have been recorded at nearby monitoring stations since 1991. As a result, the BAAQMD screening criteria notes that CO impacts may be determined to be less than significant if a project is consistent with the applicable congestion management plan (CMP) and would not increase traffic volumes at local intersections to more than 24,000 vehicles per hour for locations in heavily urban areas, where "urban canyons" formed by buildings tend to reduce air circulation. According to the trip generation analysis for the proposed project, the project would generate approximately 2,289 net daily trips. Thus, as the project would not generate a significant number of vehicle trips and idling emissions, the effects related to CO concentrations would be less than significant.

Drive-Through Idling Emissions: Idling emissions would be generated by on-site vehicles utilizing the project's two-lane drive-through. The idling air emissions for the project's drive-through idling vehicle trips were calculated using the idling air emission factors from the Environmental Protection Agency (EPA). Approximately 471 vehicles per day would utilize the project's drive-through window (refer to Appendix B). The project's drive through idling emissions would emit a maximum of 43.60 (pounds/day) of CO during the winter time. Therefore, the idling air emissions from the proposed project would not exceed the BAAQMD thresholds for ROG, NOX, PM10, and/or PM2.5, and would not exceed the thresholds when combined with other operational sources.

Cumulative Long-Term Operational Emissions: The BAAQMD has not established separate significance thresholds for cumulative operational emissions. However, the BAAQMD's operational thresholds of significance are based on the level above which a project's individual emissions would result in a cumulatively considerable contribution to the Basin's existing air quality conditions. Therefore, a project that exceeds the BAAQMD operational thresholds would also be a cumulatively considerable contributor to a significant cumulative impact. As depicted in the table below, the proposed project's operational emissions would not exceed BAAQMD thresholds. Therefore, operational emissions associated with the proposed project would not result in a cumulatively considerable contribution to significant cumulative air quality impacts.

Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Long-Term Operational Air Emissions

Emissions Source	Pollutant (pounds/day)[1]				
	ROG	NO_X	PM_{10}	$PM_{2.5}$	CO
Summer Emissions					
Area Source Emissions	0.13	0.00	0.00	0.00	0.01
Energy Emissions	0.03	0.26	0.02	0.02	0.24
Mobile Emissions	2.82	8.19	4.35	1.19	19.33
Vehicle Idling Emissions[2]	*1.06*	*0.56*	*0.02*	--	*14.60*
Total Emissions[3]	**4.04**	**9.01**	**4.39**	**1.21**	**34.18**
BAAQMD Threshold	*54*	*54*	*82*	*54*	--
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***
Winter Emissions					
Area Source Emissions	*0.13*	*0.00*	*0.00*	*0.00*	*0.01*
Energy Emissions	*0.03*	*0.26*	*0.02*	*0.02*	*0.24*
Mobile Emissions	*2.38*	*8.45*	*4.35*	*1.19*	*21.23*
Vehicle Idling Emisisons[2]	*1.35*	*0.65*	*0.02*	--	*21.80*
Total Emissions[3]	***3.89***	***9.36***	***4.39***	***1.21***	***43.28***
BAAQMD Threshold	***54***	***54***	***82***	***54***	--
Is Threshold Exceeded?	***No***	***No***	***No***	***No***	***No***

ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide, SO_x = sulfur dioxide PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less

Notes:
1. Emissions were calculated using CalEEMod. version 2016.3.2.
2. Idling vehicle emissions are based on a conservative drive-through volume of 471 vehicles per day with a 3-minute idling time per vehicle.
3. The numbers may be slightly off due to rounding.

Source: Refer to Appendix A, *Air Quality Emissions Data* and Appendix B, *Trip Generation Memorandum*, for assumptions used in this analysis.

Sensitive Receptors: Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis. The closest sensitive receptors are the existing residential uses immediately to the east of the project site.

Odors: According to the BAAQMD, land uses associated with odor complaints typically include wastewater treatment plants, landfills, confined animal facilities, composting stations, food manufacturing plants, refineries, and chemical plants. The project does not include any uses identified by the BAAQMD as being associated with odors. Construction activity associated with the project may generate detectable odors from heavy-duty equipment exhaust and asphalt off-gassing. However, these construction related odors would be short-term in nature and are considered less than significant given the project size. Therefore, impacts in this regard would be less than significant. Furthermore, while the project would not create objectionable odors affecting a substantial number of people, food odors from the project could pose a nuisance to some people in the project vicinity. **Mitigation Measure AQ-2** is intended to minimize odor impacts from food preparation during restaurant operation.

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(a-e) Less than Significant with Mitigation – The project would not expose sensitive receptors to substantial pollutant concentrations or create objectionable odors affecting a substantial number of people. Construction and operational air quality emissions generated by the proposed project would not exceed the BAAQMD's applicable thresholds of significance for ROG, NOX, PM10, PM2.5, or CO. Therefore, the project would not be considered by the BAAQMD to be a substantial emitter of criteria air pollutants and would not contribute to any non-attainment areas in the Basin. The proposed project would not conflict with or obstruct implementation of the *Final 2017 Clean Air Plan (CAP)* or the *CEQA Air Quality Handbook*; or violate applicable air quality standards or contribute substantially to an existing or projected air quality violation; or result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment. However, **Mitigation Measure AQ-1** requires the project to implement all of the BAAQMD's Basic Construction measures, as a standard condition of approval, although construction related emissions do not exceed applicable significance thresholds. Furthermore, **Mitigation Measure AQ-2** is intended to minimize odor impacts from food preparation during restaurant operation.

MITIGATION MEASURES

Air Quality Mitigation Measure AQ-1: The project shall implement all of the BAAQMD's Basic Construction measures, as follows:

AQ-1.1: All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day, unless otherwise directed by the Site Management Plan.

AQ-1.2: All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

AQ-1.3: All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

AQ-1.4: All vehicle speeds on unpaved roads shall be limited to 15 mph.

AQ-1.5: All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-1.6: Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

AQ-1.7: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

AQ-1.8: Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action

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within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Air Quality Mitigation Measure AQ-2: To minimize odors from food preparation, the project applicant or project contractor shall install a CaptiveAire Pollution Control Unit (PCU). The installed PCU shall be optioned to include the odor control module and, at minimum, shall be rated to have an initial removal efficiency of over 70 percent. The project applicant and/or business owner shall replace filters per manufacturer recommendations. Prior to issuance of the Certificate of Occupancy, the City of Campbell shall verify, to its satisfaction, the proper installation of the PCU.

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IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	**X**	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	**X**	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	**X**	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	**X**	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	**X**	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	**X**

DISCUSSION: The urban infill project site is currently developed with a restaurant and surface parking lot that would be demolished to accommodate the project. Trees on commercial properties that have at least one trunk measuring 12 inches or more in diameter (38 inches circumference) 4 feet above the adjacent grade are protected under City of Campbell Municipal Code Chapter 21.32.

An Arborist Report, prepared for the property on May 3, 2018, identified five (5) protected on-site trees, including one (1) 22" Mexican fan palm, one (1) 16" flowering pear, one (1) 18" jacaranda, one (1) 17" jacaranda, and one (1) 16" carrotwood, as shown in the table on the following page. The Arborist Report also identified two (2) 42" coast redwood trees on an adjacent property and four (4) street trees. The location of each tree is illustrated on the site plan on the following page. A brief description of each tree is included in the Arborist Report for the project and the tree inventory provided on the following page.

The proposed project includes an application for a Tree Removal Permit to allow removal of the five (5) protected on-site trees (tree numbers #1 through #5, as identified on the site plan on the following page. If approved for removal, a replanting plan will be made a requirement of the tree removal permit. The two (2) redwood trees located on the adjacent property are shown to be retained. Removal of street trees are not proposed.

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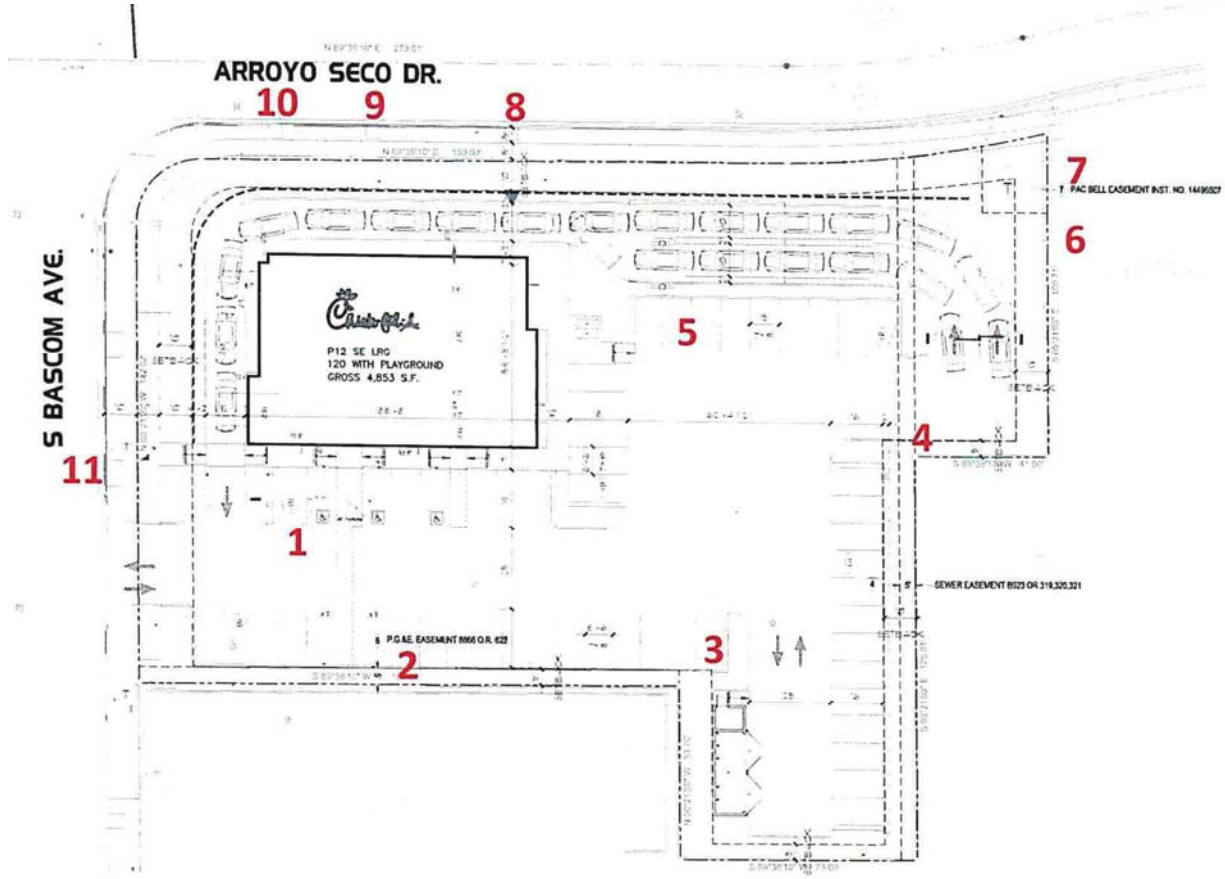

ARBOR RESOURCES
professional consulting arborists and tree care

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE: Trunk Diameter (in.)	SIZE: Height (ft.)	SIZE: Canopy Spread (ft.)	CONDITION: Health Condition (100%=Best, 0%=Worst)	CONDITION: Structural Integrity (100%=Best, 0%=Worst)	CONDITION: Overall Condition (Good/Fair/Poor/Dead)	Suitability for Preservation (High/Moderate/Low)	Protected Tree	Street Tree
1	Mexican fan palm (*Washingtonia robusta*)	22	75	15	60%	80%	Fair	Moderate	X	
	Comments: Thatch (dead fronds) ~10' below crown. Within 4' of manhole. Located in and beginning to outgrow narrow finger planter.									
2	Flowering pear (*Pyrus calleryana*)	16	35	35	60%	20%	Poor	Low	X	
	Comments: Within a raised and very narrow planter above parking lot. Topped years ago at 17' high. Broken and missing boards along vertical face, exposing large roots and resulting in soil erosion.									
3	Jacaranda (*Jacaranda mimosifolia*)	18	35	35	50%	20%	Poor	Low	X	
	Comments: Leans north, and buttress root opposite lean is raised, an indication of this tree having partially uprooted in past. Multi-leader structure and sinuous form. Topped or a large number of reduction cuts at ~23' high. Mostly dormant. Mounds or ripples in parking lot west of tree (from roots). Deadwood. Drought stressed.									
4	Jacaranda (*Jacaranda mimosifolia*)	17	40	40	50%	30%	Poor	Low	X	
	Comments: Multi-leader structure with sinuous form. Significant canopy decline due to drought stress. History of limb failure, and contains numerous decaying wounds. Trunk sweeps south. Mostly dormant. Deadwood.									
5	Carrotwood (*Cupaniopsis anacardioides*)	16	30	30	40%	30%	Poor	Low	X	
	Comments: Asymmetrical, irregular form with a low canopy. Leans NE. Has a partially buried root collar. History of limb failure and has decaying wounds throughout; a large old cut with decay at 5.5' high. Within a narrow, elongated planter. Dieback throughout crown, likely from drought stress.									

ARBOR RESOURCES
professional consulting arborists and tree care

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE: Trunk Diameter (in.)	SIZE: Height (ft.)	SIZE: Canopy Spread (ft.)	CONDITION: Health Condition (100%=Best, 0%=Worst)	CONDITION: Structural Integrity (100%=Best, 0%=Worst)	CONDITION: Overall Condition (Good/Fair/Poor/Dead)	Suitability for Preservation (High/Moderate/Low)	Protected Tree	Street Tree
6	Coast redwood (*Sequoia sempervirens*)	~42	65	25	40%	40%	Poor	Moderate	X	
	Comments: On neighboring property. Wide bulge >1/2 way up trunk, likely from an internal crack or decay. Adjacent to #7's canopy. Has large dead branches occupying lower crown and 2/3 way up. Base is within 1' from shared wall. Declined condition likely from drought stress.									
7	Coast redwood (*Sequoia sempervirens*)	~42	85	25	60%	80%	Fair	High	X	
	Comments: On neighboring property. Thin top. Base is within 1' from shared wall.									
8	New Bradford flowering pear (*Pyrus c.* 'New Bradford')	3	10	6	70%	60%	Fair	Moderate		X
	Comments: Street tree within a square planter. Staked. Branching begins at 3.5' high. High rootball relative to adjacent curb and sidewalk.									
9	New Bradford flowering pear (*Pyrus c.* 'New Bradford')	2	8	3	80%	50%	Fair	Moderate		X
	Comments: Street tree within a square planter. Staked. Branching begins at 4' high. High canopy and poor trunk taper.									
10	New Bradford flowering pear (*Pyrus c.* 'New Bradford')	2	9	5	80%	70%	Good	Moderate		X
	Comments: Street tree within a square planter. Staked. Branching begins at 3.5' high. High rootball relative to adjacent curb and sidewalk.									
11	Australian willow (*Geijera parviflora*)	4	12	8	70%	40%	Fair	Moderate		X
	Comments: Street tree within a 8' x 5' rectangular planter. Leans towards street. Lower crown recently pruned/elevated. Multiple leaders originate at 4' high. Exposed root crown.									

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(a-d) Less than Significant Impact - There are no known candidate, sensitive, or special status species on the site. Similarly, there is no riparian habitat, sensitive natural community, wildlife, or wetlands on or adjacent to the project site. Trees and other ornamental landscape vegetation could be used for incidental foraging by sensitive bird and bat species; however, incidental foraging use does not constitute habitation per the California Department of Fish and Wildlife (CDFW) definition of habitat[1].

(e) Less than Significant Impact with Mitigation - Although there is no suitable habitat for sensitive plant or animal species on the project site, trees and shrubs on-site could be used by nesting birds protected under California Fish and Game Code Sections 3503 *et seq*. Project development would involve removal of existing vegetation and trees, and thus could interfere with nesting, including destruction of active nests. However, implementation of **Mitigation Measure BIO-1** would reduce this impact to *less than significant*. Removal of protected trees is also subject to replacement in accordance with CMC Section 21.32.100 (Replacement trees), including the requirement for a replanting plan for a minimum of five (5) 24" box trees. The project exceeds this requirement by proposing 26 new 24" box trees, as illustrated on the Landscape Plan for the project.

(f) No Impact - The project site is not subject to a Habitat Conservation Plan or Natural Community Conservation Plan. Therefore, project development would not conflict with such a plan and there would be *no impact*.

MITIGATION MEASURES

Biological Resources Mitigation Measure BIO-1: Prior to site clearance, the project applicant shall retain a qualified biologist to conduct preconstruction nesting bird surveys as follows: If tree removal would occur during the nesting season (February 1 to August 31), preconstruction surveys shall be conducted no more than 14 days prior to the start of tree removal or construction. Preconstruction surveys shall be repeated at 14-day intervals until construction has been initiated in the area after which surveys can be stopped. Locations of active nests containing viable eggs or young birds of protected bird species shall be documented and protective measures implemented under the direction of the qualified biologist until the nests no longer contain eggs or young birds. Protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance, and proximity to existing development. In general, exclusion zones shall be a minimum of 300 feet for raptors and 75 feet for passerines and other birds. The active nest within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance and confirm nesting status. The radius of an exclusion zone may be increased by the qualified biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be reduced by the qualified biologist only in consultation with CDFW. The protection

[1] California Department of Fish and Wildlife, 2015, *State Wildlife Action Plan*: Chapter 11: Glossary, accessed September 25, 2018.

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measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active.

No surveys are required before vegetation disturbance between September 1 and January 31, that is, outside of the nesting season.

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V. CULTURAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	X	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	X	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	X	☐	☐

DISCUSSION:

(a) No Impact - The subject property does not contain known historical resources as defined in §15064.5 of the CEQA Guidelines nor have any structures on the subject property been identified as historically significant or potentially historical significantly by the Campbell Historic Resource Inventory (HRI).

(b-c) Less than Significant Impact with Mitigation - No paleontological and archaeological resources are known to exist on the subject property. However, any such discovery would be less than significant through implementation of ***Mitigation Measure CUL-1***.

(d) Less than Significant Impact with Mitigation - No human remains are known to exist on the subject property. However, any such discovery would be less than significant through implementation of ***Mitigation Measure CUL-2***.

MITIGATION MEASURES

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

Cultural Resources Mitigation Measure CUL-2: In the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The City and the Santa Clara County Coroner's office shall be notified. If deemed prehistoric, the Coroner's office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall

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formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.

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VI. GEOLOGY AND SOILS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	X	☐
ii) Strong seismic ground shaking?	☐	☐	X	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	X	☐
iv) Landslides?	☐	☐	X	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	X	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	X	☐	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	X	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	X

DISCUSSION: A Geotechnical Engineering Exploration and Analysis report was prepared for the applicant on February 20, 2018 by *Giles Engineering Associates* and reviewed by Senior Planner Cindy McCormick on behalf of the lead agency. The following discussion reflects that analysis.

(a) Less than Significant Impact: The site is not located within an area where the California Geological Survey (CGS) has published an Alquist-Priolo Earthquake Fault Zone. The potential for fault rupture through the site is, therefore, considered to be low. The site may however be subject to strong groundshaking during seismic activity. Because construction practices in the State of California—pursuant to the California Building Code—take into account that earthquakes could potentially damage buildings, they are designed to withstand moderate ground-shaking, resulting in a less than significant impact. According to the Seismic Hazard Zone report for the San Jose West Quadrangle published by the CGS, the site is not located within a liquefaction hazard zone. The depth to historic high groundwater is reported to be greater than 50 feet below grade. Given this designation and the depth to groundwater, a liquefaction analysis is deemed not necessary. General types of ground failures that might occur as a consequence of severe ground shaking typically include landsliding, ground lurching and shallow ground rupture. The probability of occurrence of each type of ground failure depends on the severity of the earthquake, distance from faults, topography, subsoils and groundwater conditions, in addition to other factors. Based on the geotechnical consultant's subsurface exploration, laboratory testing

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and the seismic designation for this site, all of the above effects of seismic activity are considered unlikely at the site. In the opinion of the geotechnical consultant, the proposed construction and grading will be safe against geotechnical hazards from landslides, settlement, or slippage and the proposed work will not adversely affect the geologic stability of the adjacent property provided grading and construction are performed in compliance with the city code and in accordance with the recommendations presented herein.

(b) – Less than Significant Impact: Development of the project will require grading that could result in a temporary increase in erosion. However, site grading is anticipated to be minor due to the relatively level nature of the site. Additionally, the project is subject to the mandatory stormwater protection requirements ("best management practices") of the City's NPDES permit.

(c-d) Less than Significant Impact with Mitigation - According to the Seismic Hazard Zone report for the San Jose West Quadrangle published by the CGS, the site is not located within a liquefaction hazard zone. Based on the geotechnical consultant's subsurface exploration, laboratory testing and the seismic designation for this site, severe ground shaking typically include landsliding, ground lurching and shallow ground rupture are considered unlikely at the site. It is the opinion of the geotechnical consultant that the proposed construction and grading will be safe against geotechnical hazards from landslides, settlement, or slippage and the proposed work will not adversely affect the geologic stability of the adjacent property provided grading and construction are performed in compliance with the city code and in accordance with the recommendations presented in the Geotechnical report. To evaluate the expansive potential of the near surface soils encountered during the subsurface exploration, a composite sample collected from Test Boring B-1 and B-4 (1 to 5 feet) was subjected to Expansive Index (El) testing. The result of the expansion index (El) test indicates that the near surface sample has a very low expansion potential (El = 0). From a soils engineering point of view, the subject property is considered geotechnically suitable for the proposed new improvements provided the recommendations of the Geotechnical report are incorporated in the design and construction of the project. With incorporation of ***Mitigation Measure GEO-1***—requiring compliance with all measures identified by the geotechnical report—the project would not be located soil that is unstable, or that would become unstable as a result of the project.

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

MITIGATION MEASURES

Geology and Soils Mitigation Measure GEO-1: The applicant shall comply with the recommendations in the Geotechnical Evaluation, dated February 20, 2018 by *Giles Engineering Associates.* Such recommendations shall be incorporated into the project's final engineering design as submitted to the Campbell Building Division for issuance of a building permit. The project shall use standard engineering techniques and conform to the requirements of the International Building Code to reduce the potential for seismic damage and risk to future occupants.

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VII. GREENHOUSE GAS EMISSIONS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emission, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	**X**	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases?	☐	☐	**X**	☐

DISCUSSION:

A Greenhouse Gas (GHG) Emissions Analysis was prepared for the applicant on June 13, 2018 by *Michael Baker International*. Following completion of the City commissioned Traffic Impact Study (dated September 24th), an update to the GHG Emissions Analysis was prepared by *Michael Baker International* on September 27, 2019. Both of these documents were reviewed by Senior Planner Cindy McCormick on behalf of the lead agency. and reviewed by Senior Planner Cindy McCormick on behalf of the lead agency. Background information on the federal, state and regional regulations regarding greenhouse gas emissions can be found in the GHG Emissions Analysis report and its appendices. The following discussion reflects that analysis, including CalEEMod outputs which are contained within Appendix A.

California's climate change goals are set forth in AB 32, the Global Warming Solutions Act of 2006. This legislation requires a reduction of California GHG emissions to 1990 levels by 2020. The AB 32 Scoping Plan recognizes the importance of development and implementation of Climate Action Plans by California cities and counties. While the City of Campbell does not yet have a Climate Action Plan (CAP), the City is in the process of drafting a CAP as part of the City's Envision Campbell General Plan update. Furthermore, the Santa Clara County CAP does not pertain to this project since the County CAP only applies to county operations, facilities, and employees. The Bay Area Air Quality Management District (BAAQMD's) approach to developing a threshold of significance for GHG emissions is to identify the emissions level for which a project would not be expected to substantially conflict with existing California legislation adopted to reduce statewide GHG emissions. The following table presents the project-level thresholds for GHG emissions. If the BAAQMD thresholds are exceeded, a potentially significant impact could result.

BAAQMD GHG Thresholds

Project Type	Construction-Related	Operational-Related
Projects other than Stationary Sources[1]	None	Compliance with Qualified Climate Action Plan OR 1,100 $MTCO_2eq/yr$. OR 4.6 $MTCO_2eq/SP^2/yr$.
Stationary Sources[1]	None	10,000 $MTCO_2eq/yr$.

$MTCO_2eq/year$ = metric tons of carbon dioxide equivalent per year

Notes:
1. According to the BAAQMD CEQA Guidelines, a stationary source project is one that includes land uses that would accommodate processes and equipment that emit GHG emissions and would require a BAAQMD permit to operate. Projects other than stationary sources are land use development projects including residential, commercial, industrial, and public uses that do not require a BAAQMD permit to operate.
2. SP = service population (residents + employees).

Source: BAAQMD, *Options and Justification Report*, October 2009 and BAAQMD, *CEQA Air Quality Guidelines*, May 2017.

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(a) – Less than Significant Impact: The project would result in approximately 0.91 metric tons of carbon dioxide equivalent per year ($MTCO_2eq$/year), which is below the BAAQMD significance thresholds (4.6 MTCO2eq per service population per year). Therefore, the project's contribution of GHG emissions would be less than significant.

The proposed project would result in direct and indirect emissions of CO2, N2O, and CH4. Direct project-related GHG emissions include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. The total amount of project-related GHG emissions from direct and indirect sources combined would total 1,044.27 MTCO2eq/year. To conservatively estimate the service population (employees and customers), the number of potential project-related daily vehicle trips (derived from the traffic study) is divided by two to account for each service population member making one trip to and one trip from the project site (i.e., each project customer and employee would count for two trips). Based on the trip generation analysis prepared for this project, the proposed project would generate approximately 2,289 daily vehicle trips. The total number of daily trips is divided by two (1,144 trips per day) to derive the service population. Therefore, the project service population is 1,144. Dividing the total GHG emissions by the project's service population would result in approximately 0.91 $MTCO_2eq$ per service population per year, which is below the BAAQMD significance thresholds as discussed above.

(b) – Less than Significant Impact: The proposed project consists of a sustainable energy design feature that would exceed the Title 24 energy efficiency standards by 30 percent. The project would also be required to comply with the California Green Building Standards (CalGreen). As such, the proposed project would include a sustainable feature that would exceed California standards, and would help in reducing GHG emissions. The project would result in operational GHG emissions below the BAAQMD thresholds. Therefore, the proposed project would not conflict with an adopted plan, policy, or regulation pertaining to GHGs and a less than significant impact would occur in this regard.

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VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	X	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	X	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	X	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	X

DISCUSSION: A Phase I Environmental Site Assessment (ESA) report was prepared for the applicant on March 21, 2018 by *Giles Engineering Associates*. The 2018 Phase 1 ESA also identified a previous Phase I ESA for the subject property, prepared by URS Corporation, dated May 23, 2006. A copy of the 2006 Phase I ESA report is enclosed in Appendix D of the 2018 Phase I ESA. The provided documents were reviewed by Senior Planner Cindy McCormick on behalf of the lead agency. The following discussion reflects that analysis.

Per the 2018 Phase I ESA, the subject property is not listed on the reviewed state or federal databases[2], no environmental concerns were noted during the on-site visit, and the current and former uses of the subject property do not constitute a recognized environmental condition. The 2018 Phase I ESA research also included an environmental lien search and chain-of-title for the subject property, finding no environmental liens or use limitations on record.

While the subject property is not associated with any known regulated hazardous materials or waste, the subject property is located within 150-feet of "Young's Cleaners", a dry cleaner facility located at 2050 S. Bascom Avenue. The property has been occupied by a dry cleaner

[2] Staff also checked the DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List) and the State Water Resources Control Board GeoTracker website. The subject property was not listed on either of these regulatory sites.

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from at least 1985 through the present-day. Both the 2006 and 2018 Phase I ESAs revealed evidence of a recognized environmental condition (REC) in connection with the Young's Cleaners property. Young's Cleaners has been identified as a small quantity generator of halogenated organic liquid waste associated with dry cleaning activities. Young's Cleaners is also listed as a drycleaning and laundry service facility on the Environmental Protection Agency's Resource Conservation and Recovery Act (RCRA) website under Handler ID CAL000445337 and Handler ID CAD981635048.

Both the 2006 and 2018 Phase I ESAs recommended a Phase II ESA to evaluate the potential for a vapor encroachment condition, given the 150-foot proximity of the dry cleaner to the subject property. Based on the applicant's geotechnical and environmental consultant's experience, a vapor encroachment critical distance for the subject property is estimated to be approximately 200 to 300 feet from a dry cleaner property[3]. While a Phase II ESA was not performed (or known to be performed), the 2006 Phase I ESA indicated that two soil borings were completed on the subject property and four soil samples were tested for volatile organic compounds (VOCs). None of the samples contained detectable concentrations of VOCs. Additionally, the 2018 Phase I ESA included a limited Tier 1 and Tier 2 Vapor Encroachment Screen (VES) to determine if a vapor encroachment condition (VEC) exists on the subject property. A VEC is defined as the presence or likely presence of chemical(s) of concern (COC) vapors in the subsurface of the subject property, caused by the release of vapors from contaminated soil or groundwater either on or in the vicinity of the subject property.

While the limited Tier 1 and Tier 2 VES did not reveal a vapor encroachment condition from the current and former uses of the subject property, the limited Tier 1 and Tier 2 VES was not intended to constitute a full Tier 1 or Tier 2 VES. Therefore, a Limited Phase II ESA was recommended to assess the potential impacts to the soil, groundwater, and soil gas of the subject property from the Young's Cleaners property. If soil, groundwater, and/or soil gas impacts exist, they will need to be investigated and delineated and possibly remediated.

(a-b) - Less than Significant Impact with Mitigation: The project has the potential to create significant environmental impacts related to lead or asbestos exposed during demolition and the use of hazardous materials such as cleansers, paints, fertilizers, and pesticides for cleaning and maintenance purposes during normal operations. Demolition of the existing on-site structure may create a significant hazard by exposing construction workers to lead or asbestos containing materials. However, implementation of ***Mitigation Measure HAZ-1*** would reduce this potential impact to less than significant.

The proposed restaurant is not associated with uses (e.g., manufacturing, industrial, medical / hospital, and other similar uses) that use, generate, store, or transport large quantities of hazardous materials. However, operation of the proposed restaurant would involve the use of small amounts of hazardous materials, such as cleansers, paints, fertilizers, and pesticides for

[3] No additional facilities that presented a vapor encroachment condition were identified within 300 feet of the subject property.

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cleaning and maintenance purposes. Implementation of ***Mitigation Measure HAZ-2*** would reduce this potential impact to less than significant.

While the subject property is not associated with any known regulated hazardous materials or waste, the subject property is located within 150 feet of "Young's Dry Cleaners", a dry cleaner facility located at 2050 S. Bascom Avenue. Given this distance, there is a potential for vapor intrusion, a process by which chemicals in soil or groundwater, especially Volatile Organic Compounds (VOCs), migrate to indoor air above a contaminated site. Implementation of Mitigation Measures ***HAZ-2*** through ***HAZ-8*** would reduce potentially significant impacts related to potential vapor intrusion from Young's Dry Cleaners, to less than significant.

(c) – No Impact: The operation of the project will not include hazardous emission or handling of hazardous or acutely hazardous materials, substances. The nearest school (Grace Christian School, located at 2350 Leigh Avenue in San Jose) is approximately one (1) mile from the subject property. No new schools are currently proposed or expected to be proposed within ¼ mile of the subject property.

(d) – Less than Significant: The project site is not listed on the DTSC's Hazardous Waste and Substances Site List – Site Cleanup (Cortese List) compiled pursuant to Government Code Section 65962.5, or the State Water Resources Control Board GeoTracker website. Similarly, the dry cleaner facility discussed in sections (a) and (b) is not listed on either of these regulatory sites.

(e-f) – No Impact: The project site is not located within a Land Use plan, or within two miles of a public airport or public use airport, or within the vicinity of a private airstrip.

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

(h) – No Impact: The project site is not located near any wildland areas and would not cause an increase in wildland fire hazard.

MITIGATION MEASURES

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

Mitigation Measure HAZ-2: The applicant shall comply with all applicable laws and regulations governing the use, storage, transportation, and disposal of clean soil, contaminated soil, hazardous waste/materials, or other regulated waste/materials to ensure that all potentially

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hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.

Mitigation Measure HAZ-3: Prior to issuance of a demolition or grading permit, the applicant shall obtain a Phase II Environmental Site Assessment (ESA) to determine if a vapor encroachment condition (VEC) exists on the subject property and shall submit it to the Community Development Director for review.

Mitigation Measure HAZ-4: If a vapor encroachment condition (VEC) exists on the subject property, the applicant shall contact the Santa Clara County Department of Environmental Health (DEH) to determine the appropriate actions necessary to mitigate potentially significant impacts to groundwater resources, human health, safety, and the environment. The applicant shall provide the DEH with sufficient data to adequately evaluate soil, groundwater, and soil vapor.

Mitigation Measure HAZ-5: Prior to issuance of a demolition or grading permit, the proposed mitigation actions shall be submitted to the Community Development Director for review and approval. The applicant shall work in collaboration with the City and the DEH to facilitate an efficient and effective site remediation plan.

Mitigation Measure HAZ-6: Prior to the issuance of building permits, the remediation plan shall be approved by the Santa Clara County Department of Environmental Health.

Mitigation Measure HAZ-7: The applicant shall obtain all required permits, licenses, and/or other clearances, and shall comply with all orders, laws, regulations, and/or other requirements of all applicable regulatory and/or enforcement agencies, such as, but not limited to the Santa Clara County Department of Environmental Health, the California Highway Patrol, the California Department of Transportation, Water and Air Quality Control Boards, Valley Water, County Fire Department, the Department of Toxic Substances Control (if applicable), etc.

Mitigation Measure HAZ-8: Prior to issuance of the Certificate of Occupancy, the applicant shall obtain written confirmation via a Closure Letter from the Santa Clara County Department of Environmental Health that certifies that no further action is required.

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IX. HYDROLOGY AND WATER QUALITY: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	**X**	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	**X**	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	**X**	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	**X**	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	**X**	☐
f) Otherwise substantially degrade water quality?	☐	**X**	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	**X**	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	**X**	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	**X**	☐
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	**X**

DISCUSSION: Water quality degradation is regulated by the San Francisco Bay Regional Water Quality Control Board (RWQCB). Water quality in stormwater runoff is regulated locally by the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP), which includes C.3 provisions set by the RWQCB.

(a & f) – Less than Significant with Mitigation Measures: Urban runoff can carry a variety of pollutants, such as oil and grease, metals, sediment, fertilizers, herbicides, pesticides, and other pollutant residues from roadways, parking lots, rooftops, and landscaped areas, and deposit them into adjacent waterways via the storm drain system. Construction activities (e.g., grading, excavation, demolition, and construction) could result in the degradation of water quality, releasing sediment, oil and grease, and other chemicals into storm drains and/or nearby water bodies. Runoff from drive-thru restaurants typically contain oils, grease, fuel, antifreeze, and byproducts of combustion (such as lead, cadmium, nickel, and other metals).

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To mitigate these potential impacts, the proposed project shall adhere to applicable water quality regulations and comply with the City of Campbell's regulatory requirements including preparation of a Stormwater Pollution Prevention Plan (SWPPP) and compliance with the City of Campbell's Municipal Code to ensure that water quality standards are not violated during construction. The project will include source control, site design and treatment measures to achieve compliance with Provision C.3. of the National Pollution Discharge Elimination System (NPDES) Permit. Measures may include, but are not limited to, minimization of impervious surface area, vegetated swales, infiltration areas, and treatment devices. Compliance with the NPDES permit requirements and RWQCB's C.3 Stormwater Handbook requirements would ensure that the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality during construction and operations. Implementation of ***Mitigation Measure HWQ-1*** would reduce this potential impact to less than significant. Subject to project specific conditions of approval, the project will not violate any water quality standards or substantially degrade surface or ground water quality.

(b) – Less than Significant: The project will be adequately served by existing water supplies and will be served by the local area water utility as confirmed in written correspondence ("will serve" letter) by the San Jose Water Company. Groundwater is used for municipal supply in the City of Campbell. San Jose Water supplies potable water for the proposed project. The Santa Clara Valley Water Conservation District was formed in 1929 in response to groundwater overdraft and significant land subsidence. The District utilizes conjunctive[4] use to supplement groundwater and to sustain reliability in dry years by maintaining a comprehensive managed recharge program. The program helps to maintain adequate groundwater storage, keep groundwater levels above subsidence thresholds, and maintain flow gradients.[5] These measures would ensure that the use of groundwater for the project site would not deplete groundwater supplies. The subject property is covered by existing impervious surface. The additional impervious surface area would not have a major impact on the subject property's ability to recharge groundwater, considering that the proposed project would include LID-based stormwater control measures that would allow natural percolation of stormwater runoff through the underlying soil, which would continue to contribute to groundwater supplies. Thus, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that a net deficit in aquifer volume or a lowering of the local groundwater table level would occur.

(c, d, and e) Less than Significant Impact - The proposed project site consists of previously developed land and is surrounded by urban uses including commercial and/or office uses to the north, south, and west and residential homes to the east. Implementation of the proposed project would result in an increase of impervious surfaces; however, the project design would collect, treat, and detain runoff from all on-site impervious areas. Due to the incorporation of stormwater control measures, the proposed project would not substantially alter the existing drainage pattern

[4] Conjunctive use means the coordinated use of surface water and groundwater.
[5] Santa Clara Valley Water District, 2016, Groundwater Management Plan, http://savepaloaltosgroundwater.org/files/2016_Groundwater-Management-Plan.pdf, accessed August 9, 2018.

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of the subject property or result in substantial erosion, siltation, or flooding on- or off-site, or create runoff water that would exceed the capacity of existing or planned stormwater drainage systems.

(g and h) Less than Significant Impact - The subject property is located within Zone X[6], which is located between the limits of the 100-year floodplain and the 500-year floodplain (i.e., 0.2 percent annual chance flood hazard). As such, the proposed project would not place housing or structures within the 100-year flood hazard area and impacts related to such would be considered less than significant.

(i) Less than Significant Impact - The City of Campbell sits in the path of Lenihan Dam, which holds back the Lexington Reservoir south of the Town of Los Gatos in the Santa Cruz Mountains. In a worst case scenario in which the dam completely fails, the water rushing down Los Gatos Creek and Highway 17 will be narrow, deep, and swift. However, as floodwaters on Highway 17 reach Highway 85 they will spread out dramatically, slow down, and disperse. Campbell would face flooding and damage from a catastrophic failure of the Lenihan Dam. The City of Campbell would also sustain flooding if there were failures of the Vasona Dam and the Rinconada Water Treatment Dam but to a lesser extent than a failure of the Lenihan Dam. However, Santa Clara County dams are closely monitored and maintained, making dam failure unlikely. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

j) **No Impact** - The subject property is not located near a water body that is susceptible to seiche[7] hazard and the land around the proposed project is flat, making mudflows unlikely. Furthermore, the proposed project would not be subject to tsunami hazards.

MITIGATION MEASURES

Mitigation Measure HWQ-1: Prior to issuance of any grading or building permits, the applicant shall comply with all requirements of the City of Campbell Public Works Department, including but not limited to the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code.

[6] FEMA Flood Insurance Rate Map number 06085C0237H,
[7] A seiche is defined as a wave generated by rapid displacement of water within a reservoir or lake, due to an earthquake that triggers land movement within the water body or land sliding into or beneath the water body.

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X. LAND USE AND PLANNING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	**X**
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	**X**	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	**X**

DISCUSSION:

(a) No Impact - The subject property is located on an infill property surrounded by urban uses including commercial, office, and residential buildings. The proposal to construct a new restaurant in the general location of the existing restaurant to be removed, would not physically divide the property or isolate it from the community.

(b) Less than Significant – There are no design guidelines or area plan applicable to the subject property; however the project is consistent with the City's General Plan (e.g., maintain a variety of convenient commercial services) and will comply with the City's municipal code (e.g., floor area and parking).

(c) No Impact - No habitat conservation plan or natural community conservation plans are applicable to the subject property.

Based on the above discussion, **no mitigation** is necessary or required in relation to *Land Use and Planning*.

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XI. MINERAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	**X**
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	**X**

DISCUSSION:

(a-b) No Impact - No known mineral resources are present at the subject property.

Therefore, **no mitigation** is necessary or required in relation to *mineral resources*.

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XII. NOISE: Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	**X**	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	**X**	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	**X**	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	**X**	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	**X**
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	**X**

DISCUSSION:

A Noise Technical Memorandum was prepared for the applicant on June 13, 2018 by *Michael Baker International*. Following completion of the City commissioned Traffic Impact Study (dated September 24th), an update to the Noise Technical Memorandum was prepared by *Michael Baker International* on September 27, 2019. Both documents were reviewed by Senior Planner Cindy McCormick on behalf of the lead agency. and reviewed by Senior Planner Cindy McCormick on behalf of the lead agency. The following discussion reflects that analysis. All of the background information and the methodology used to determine compliance, can be found in that document.

(a-d) – Less than Significant Impact: The project would not create excessive groundborne vibration noise or generate noise that exceeds city standards or significantly increase ambient noise levels in the project vicinity. Noise (i.e. sound) intensity is quantified by a logarithmic scale, known as the decibel scale (dB). Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. There are several metrics used to characterize community noise exposure, including the Day-Night Sound Level (Ldn) or Community Noise Equivalent Level (CNEL) which measures 24-hour noise levels and the Equivalent Sound Level (Leq) which in a stated period of time would contains the same noise energy as the time-varying noise during the same time period.

Construction Noise Impacts: Temporary increases in ambient noise levels as a result of the project would predominately be associated with construction activities. Operating cycles for construction equipment typically involves a limited duration of full power to lower power

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operation settings. Noise generated from construction activities would only occur during the hours of 8:00 a.m. and 5:00 p.m. Monday through Friday, and between the hours of 9:00 a.m. and 4:00 p.m. Saturday, in compliance with Section 18.04.052 of the Municipal Code. Construction activities are prohibited outside of those hours. Construction activities undertaken during daytime hours are a typical part of living in an urban environment and would not cause a significant disruption and are therefore exempt from the City's noise standards.

Project construction can also generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. The effect of equipment generates vibrations on nearby buildings varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Ground-borne vibration decreases rapidly with distance. Construction activities experienced at the nearest sensitive receptors (10 feet to the east) would be below the 0.20 inch-per-second PPV significance threshold. Thus, a less than significant impact would occur in this regard.

Long-Term Operational Noise Impacts: Operational noise sources include off-site and on-site mobile sources, mechanical equipment, truck deliveries, and parking lot / outdoor seating activities.

Offsite Mobile Noise: The proposed project would result in additional traffic on adjacent roadways, thereby potentially increasing vehicular noise in the vicinity. The most prominent source of mobile traffic noise in the project vicinity is along South Bascom Avenue. According to the California Department of Transportation, doubling of traffic on a roadway would result in an increase of 3 dBA. Based on the traffic analysis prepared for this project, the proposed project would not exceed this threshold and therefore would not result in a significant increase traffic noise levels. A less than significant impact would occur in this regard.

On-Site Mobile Noise: The proposed project site is located in a mostly developed commercial and residential area with an existing Denny's restaurant that operates 24 hours a day, 7 days a week. The proposed Chick-fil-A restaurant operational hours would be limited to the hours of 6:00 a.m. and 11:00 a.m. Mondays to Saturdays and closed on Sundays. The project site is located within the traffic noise levels contour of 70 dBA CNEL that currently exist along Bascom Avenue. Therefore, on-site traffic noise would not generate substantial noise levels in exceedance of the Municipal Code 21.16.070 noise standards for traffic, and a less than significant impact would occur.

Stationary Noise Impacts: Stationary noise impacts are typically associated with mechanical equipment, delivery trucks, parking lot activities, and drive-through operations. Mechanical Equipment, such as heating, ventilation, and air conditioning units (HVAC) systems would either be located on a roof or inside the building. HVAC equipment typically results in noise levels that average between 40 and 50 dBA Leq at 50 feet from the HVAC equipment. The closest sensitive receptors to the roof mounted HVAC systems would be 150 feet to the east. At this distance, the

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potential noise levels would be 40 dBA Leq, which would be below the stationary noise threshold of 65 dBA Leq found in Municipal Code 21.16.070 and thus impacts resulting from mechanical equipment would be less than significant. Truck deliveries to the project site would generally consist of small trucks (e.g., medium 2-axle) or vans and would not generate excessive noise levels over an extended time period. Therefore, impacts resulting from truck delivery activities would be less than significant.

Traffic associated with parking lots is typically not of sufficient volume to exceed community noise standards. However, the instantaneous maximum sound levels generated by people talking in the parking lot, a car door slamming, engine starting up, and car pass-bys may be an annoyance to adjacent noise-sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in the following table. Sound levels of speech typically range from 33 dBA at 48 feet for normal speech to 50 dBA at 50 feet for very loud speech. It should be noted that parking lot noise are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in the following table.

Maximum Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source
Car door slamming	63 dBA L_{eq}
Car starting	60 dBA L_{eq}
Car idling	61 dBA L_{eq}

Parking lot noise would be consistent with the existing noise on-site and would be partially masked by background noise from traffic along South Bascom Avenue and Arroyo Seco Drive. Additionally, the proposed operational hours are less than the 24-hour operational hours of the existing Denny's restaurant use. The proposed project would only be open during the hours of 6:00 am and 11:00 am Mondays to Saturdays and closed on Sundays, which would be a reduction in time that the parking lot is in operation compared to existing uses. Thus, noise associated with parking lot activities for the proposed project is not anticipated to exceed stationary noise standards found in Municipal Code 21.16.070 during operation. Therefore, noise impacts from parking lots would be less than significant.

Drive-through operations consist of a 2-lane drive through that could support a stack of 22 cars, between the hours of 6:00 a.m. and 11:00 p.m. Mondays to Saturdays. The typical noise level associated with active drive-through operations is 68.2 dBA Leq at a distance of 40 feet;

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however noise emitting from the drive through speakerphone (at a distance of 120 feet to the closest sensitive receptors) would be reduced to 58.7 dBA Leq. In addition, the drive through speakerphone noise would be masked by traffic noise levels (70 dBA Leq) that currently exist along Bascom Avenue. Noise impacts from the drive through operations would be less than significant in this regard.

(e-f) – No Impact: The project site is not located within an airport land use plan or within two miles of a public or private airport. Therefore, no impact related to airport land use compatibility would occur.

Based on the above discussion, **no mitigation** is necessary or required in relation to *Noise*.

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XIII. POPULATION AND HOUSING: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	**X**	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	**X**
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	**X**

DISCUSSION:

(a) – Less than Significant Impact: The proposed project would not induce substantial population growth as the project does not include the creation of housing units or the installation of infrastructure in preparation of additional housing units. Although the project would create new employment opportunities that may nominally increase the market demand for new housing, the City is committed to the continued creation of new housing within the community, as evinced by its certified General Plan Housing Element.

(b-c) – No Impact: The project site is an existing developed commercial property with no residential land uses. The proposed project, therefore, would not displace existing housing or an existing residential population.

Based on the above discussion, **no mitigation** is necessary or required in relation to *Population and Housing*.

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XIV. PUBLIC SERVICES:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	**X**
Police protection?	☐	☐	☐	**X**
Schools?	☐	☐	☐	**X**
Parks?	☐	☐	☐	**X**
Other public facilities?	☐	☐	☐	**X**

DISCUSSION:

(a) No Impact - The proposed project site includes demolition of an existing restaurant and construction of a new restaurant. The project will require public services such as fire, police services, schools, open space, and street maintenance; however, these services are currently provided to existing developments in the area and will be available for the proposed use. The project will not result in any significant changes to existing services or substantial adverse impacts to public services.

Therefore, **no mitigation** is necessary or required in relation to *public services*.

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XV. RECREATION:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	**X**
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	**X**

DISCUSSION:

(a-b) – No Impact: Commercial and office uses, unlike residential land uses, do not typically generate the need to provide greater parkland improvements. Therefore, the proposed project would not significantly increase the use of existing park facilities or require the construction or expansion of recreational facilities.

Based on the above discussion, **no mitigation** is necessary or required in relation to *Recreation*.

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XVI. TRANSPORTATION/TRAFFIC: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☐
e) Result in inadequate emergency access?	☐	☐	☐	☐
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☐

DISCUSSION: A Traffic Impact Study, commissioned by the City, was prepared for the project on September 24, 2019 by *W-Trans* for the applicant and reviewed by Senior Planner Cindy McCormick on behalf of the lead agency. The following discussion reflects that analysis.

The purpose of the Traffic Impact Study is to identify potentially significant impacts of the proposed project to the transportation system. The Traffic Impact Study was prepared in accordance with the requirements and methodologies set forth by the City of Campbell, the Valley Transportation Authority (VTA), and the Santa Clara County Congestion Management Agency (CMA). The Traffic Impact Study also analyzed the level of significance of traffic impacts at signalized intersections, in accordance with the VTA Congestion Management Program (CMP) standards for designated CMP intersections. In the case of non-CMP signalized study intersections, the TIA analyzed the project in conformance with the City of Campbell's significance criteria which are based on CMP guidelines.

<u>Pedestrian, Bicycle and Transit Impacts</u>: Pedestrian, bicycle, and transit facilities are adequate to serve the project as proposed.

<u>Access and Circulation</u>: The Traffic Impact Study analyzed site access, sight distance, and site circulation. On-site circulation was evaluated to determine if the layout would provide adequate circulation and room for interactions between pedestrians walking and vehicles maneuvering through the parking lot. Pedestrian access between Arroyo Seco Drive and the building would be provided via the sidewalk on South Bascom Avenue. With regard to vehicle access, the proposed project would remove the driveway on Arroyo Seco Drive and replace it with sidewalk, reducing the total number of vehicle access points from two to one. Sight lines at the existing driveway on

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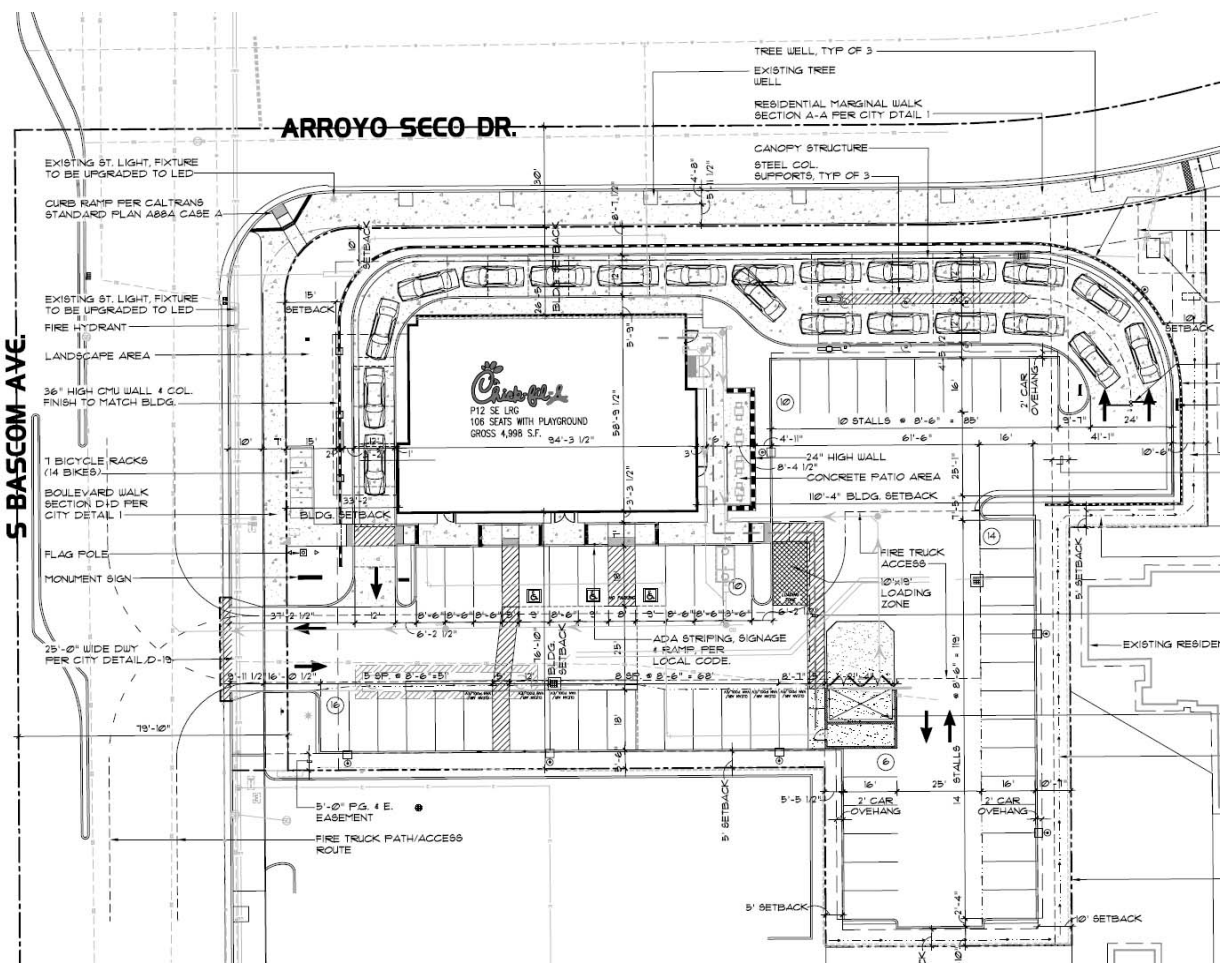
South Bascom Avenue (which will not be altered) is adequate for the approach speeds. Based on a review of the site plan, the internal drive aisles are expected to provide acceptable circulation for motorized vehicles and clearly marked paths for all pedestrians (including those with disabilities) between the building entrances, all areas of the parking lot and sidewalks along South Bascom Avenue. On-site vehicle and pedestrian access between the parking lot, the building, and surrounding amenities is also adequate.

The entrance to the drive-through lanes is proposed near the northeastern edge of the site requiring all vehicles to traverse the full length of the parking lot between the site access on South Bascom Avenue and the drive-through lane entrance. The drive-through lanes are positioned along the northern edge of the site between Arroyo Seco Drive and the main restaurant building, with the exit for the drive-through lane located near the South Bascom Avenue driveway. A turning template analysis confirmed that the drive-through lane is designed with sufficient geometric clearance, and a typical passenger vehicle would be able to use each lane of the drive-through without striking any permanent fixtures.



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Project Trip Generation: To evaluate the unique trip and parking generation rates for the proposed Chick-fil-A restaurant, a series of surveys was conducted at existing Chick-fil-A restaurant locations within 100 miles of Campbell. The study locations were chosen because they would provide region-specific vehicle trip and parking generation profiles. The analysis assumes that a new location in Campbell would experience similar trip and parking behavior to the studied location, as opposed to basing the analysis on standard Institute of Transportation Engineers (ITE) rates for typical drive-through restaurants. The following table (extracted from the traffic impact study) lists the study locations and provides the trip generation rates for the project. As shown in the table, the proposed project would generate an average of 2,289 net-new daily trips, including 27 new trips during the a.m. peak hour and 150 new trips during the p.m. peak hour, after deducting trips associated with existing uses to be eliminated as well as pass-by trips. Also illustrated is the ITE calculated rate (not used), which was calculated before applying the 25% pass-by reduction or the existing (Denny's) restaurant credit. After applying these credits, the ITE rates would be lower than the survey rates. Thus, the survey approach provides more conservative rates than the ITE calculated rate.

Table 9 – Chick-fil-A Restaurant Traffic Survey and Trip Rate Calculation

ID	Survey Location	Size[1] (ksf)	Daily		AM Peak Hour				PM Peak Hour			
			Rate (Calc'd)	Trips[2]	Rate (Calc'd)	Trips[2]	In	Out	Rate (Calc'd)	Trips[2]	In	Out
A.	550 W. El Camino Real	4.45	658.65	2,931	12.81	57	34	23	42.70	190	100	90
B.	550 W. El Camino Real	4.45	673.93	2,999	12.81	57	28	29	39.55	176	87	89
C.	2280 Monterey Rd	4.54	1,131.94	5,139	35.46	161	80	81	90.09	409	213	196
D.	5539 Auto Mall Pkwy	4.54	702.86	3,191	27.09	123	61	62	40.75	185	90	95
E.	5539 Auto Mall Pkwy	4.54	579.74	2,632	17.40	79	40	39	31.28	142	68	74
F.	5245 Mowry Ave	4.93	1,077.69	5,313	31.24	154	78	76	88.24	435	225	210
G.	1452 Mendocino Ave	4.50[3]	579.33	2,607	14.22	64	35	29	46.22	208	125	83
H.	**Survey Average[4]**	**4.56**	**772.02**	**3,545**	**21.58**	**99.3**	**50.9**	**48.4**	**54.12**	**249.3**	**129.7**	**119.6**
I.	*2060 S. Bascom Ave (Proposed)*	*5.00*	*772.02*	*3,860*	*21.58*	*108*	*55*	*53*	*54.12*	*271*	*141*	*130*
J.	*Pass-by (-25%)*			*-965*		*-27*	*-14*	*-13*		*-68*	*-35*	*-33*
K.	*Existing Denny's Restaurant (ITE LU #932)*	*5.40*	*-112.18*	*-606*	*-9.94*	*-54*	*-30*	*-24*	*-9.77*	*-53*	*-33*	*-20*
L.	**Total Net-New Trips[5]**			**2,289**		**27**	**11**	**16**		**150**	**73**	**77**
Reference Purposes Only (No Trip Credits Applied)												
M.	*Fast-Food Restaurant w/ Drive-Through Window (ITE LU #934)*	*5.00*	*470.95*	*2,355*	*40.19*	*201*	*102*	*99*	*32.67*	*163*	*85*	*78*

Notes:
1) ksf = 1,000 square feet
2) Number of Trips is calculated by multiplying the size with the rate (e.g., 5.00 x 772.02 = 3,860).
3) Square foot estimated by aerial photograph
4) Survey Average (H = (A+B+C+D+E+F+G)/7)
5) Total Net-New Trips (L = H-J-K)

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Neighborhood Impacts: The following nearby residential streets were evaluated for potential impacts: 1. Campbell Avenue (between South Bascom Avenue and Midway Street); 2. Arroyo Seco Drive (between South Bascom Avenue and Midway Street); and 3. El Solyo Avenue (between South Bascom Avenue and Midway Street). The proposed project would result in a less-than-significant impact in terms of traffic intrusion on Campbell Avenue, Arroyo Seco Drive and El Solyo Avenue.

Study Intersections: The Traffic Impact Study analyzed potential impacts at six study intersections during the a.m. and p.m. peak hour. Operating conditions during the a.m. and p.m. peak hours were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. Where available, traffic counts from the Santa Clara County Congestion Management Program were used for the p.m. peak hour analysis.

The following intersections[8] were evaluated: 1. Hamilton Avenue/Salmar Avenue-Highway 17 South Off-ramp (CMP); 2. Hamilton Avenue/Creekside Way (CMP); 3. South Bascom Avenue/Hamilton Avenue (CMP); 4. South Bascom Avenue/Campbell Avenue (CMP); 5. South Bascom Avenue/Arroyo Seco Drive; and 6. South Bascom Avenue/Apricot Avenue. Intersection counts are included in Appendix B of the Traffic Impact Study. With or without the project, all study intersections are expected to continue operating acceptably under all conditions, except that under Cumulative (Year 2040) volumes the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) would operate at LOS F during the p.m. peak hour, and the intersection of South Bascom Avenue/Hamilton Avenue (#3) would also operate at LOS F during the a.m. peak hour.

To reduce the impact at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 Southbound off-ramp (#1) to a less-than-significant level, the recommended mitigation measure is to widen the southbound approach at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) from two left-turn lanes, one shared through/left-turn lane and one right-turn lane to include three left-turn lanes, one through lane and one right-turn lane. Since this intersection is included in the VTA Congestion Management Program (CMP) and identified in the Santa Clara County's VTP 2040 list of planned projects, the City and/or VTA may negotiate a financial contribution from the project sponsor per VTA's Voluntary Contributions to Transportation Improvements program. Pursuant to Caltrans' method for calculating equitable mitigation measures, the project sponsor would be responsible for an equitable share contribution equal to a percentage of the final construction cost of the aforementioned ramp widening project.

[8] "CMP" indicates which study intersections that are included in the Santa Clara County Congestion Management Program (CMP) network.

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Implementation of **Mitigation Measures TT-1 and TT-2** would reduce this impact to *less than significant* and would reduce the equitable share contribution rate from 1.79 percent to 1.67 percent of the estimated project cost.

Queuing Analysis: Vehicle queuing analyses were conducted to determine whether the existing vehicle storage capacity is adequate for the expected demand during the a.m. and p.m. peak hours. An existing raised concrete median separates the northbound and southbound travel ways along South Bascom Avenue in the immediate vicinity of the project site. A dedicated southbound left-turn lane opening is provided within the median which serves both the main project driveway and U-turn movements for vehicles heading to Arroyo Seco Drive from southbound South Bascom Avenue. The project would result in a significant impact at the southbound Bascom Avenue left-turn lane at the project driveway under the Background plus Project Conditions. The vehicle queuing is anticipated to be 150 feet during the p.m. peak hour. This is 20 feet longer than the 130 feet currently available.

The following strategies were identified as potential mitigation measures addressing the potential for vehicle spillover of the southbound left-turn lane at the project entrance on Bascom Avenue:

1) Reduce the size of the proposed project by 300 square feet (from 4,998 to 4,698 square feet). This would reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting queue length would be adequately accommodated within the storage length available.

2) To inform motorists to use Apricot Avenue as an alternative route if the South Bascom Avenue southbound left-turn lane is full, the project applicant should fund the design and installation of a regulatory sign within the median at the northern end of the left-turn lane which reads "DO NOT BLOCK THRU LANE - USE NEXT SIGNAL" or a similar message. The sign must comply with standards described in the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) and also be approved by the City Department of Public Works, prior to installation. An example of a regulatory sign placement within a median is provided in Appendix F of the Traffic Impact Study.

Per the Traffic Impact Study, choosing one of these mitigation measures would reduce the impact to less than significant. However, understanding that some drivers will ignore the traffic sign, the City of Campbell will require a 300 square foot reduction in the building size to better ensure that drivers who ignore the sign will not create a significant impact in the left-hand turn lane. As discussed under the parking subsection of this section of the Initial Study, reducing the building size by 300 square feet would also reduce the parking lot demand such that 56 parking spaces would be adequate. Furthermore, if the building size is reduced by 300 square feet, the associated reduction in project-generated trips would in turn also reduce the equitable share contribution estimate from 1.79 to 1.67 percent. This 300 square foot building reduction is required under **Mitigation Measure TT-1**.

Drive-Through Lane Operations: Based on surveys of other nearby Chick-fil-A restaurant locations, an average peak storage capacity of 21.3 vehicles would be required to accommodate

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anticipated demand during the Saturday midday peak hour. Therefore, the drive-through queue is expected to exceed the storage capacity of 20 vehicles by approximately two vehicles during the Saturday midday peak hour. The overflow of two vehicles would stack up in the parking lot aisle and potentially restrict access to approximately four parking spaces. The site can store 12 additional passenger cars in the aisle of the parking lot before the queue would extend onto the driveway apron and block either the sidewalk or a travel lane on South Bascom Avenue. Given that parking lots are a low-speed environment, the temporary blockage of the aisle and adjacent parking spaces is not expected to result in a circulation deficiency as it is consistent with typical driver behavior and expectations within a parking lot. While, the temporary blockage of approximately four spaces would not result in a significant impact for the purposes of CEQA, the City of Campbell may want to consider conditions of approval to address this issue.

Parking: In addition to using surveys to calculate trip generation rates, surveys were conducted to estimate the unique parking demand for the proposed Chick-fil-A restaurant. The results of those surveys, which were conducted during weekdays (Tuesday, Wednesday, or Thursday) and on Saturday, are provided in the tables below.

Table 19 – Weekday Chick-fil-A Restaurant Parking Occupancy Survey and Rate Calculation

Survey Location	Size (ksf)	No. of Spaces	AM Peak Hour			PM Peak Hour		
			Rate (Calc'd)	Max. Occupied	% Occupied	Rate (Calc'd)	Max. Occupied	% Occupied
550 W. El Camino Real	4.45	58	2.25	10	17.2%	11.24	50	86.2%
2280 Monterey Rd	4.54	64	3.96	18	28.1%	10.13	46	71.9%
5539 Auto Mall Pkwy	4.54	52	8.81	40	76.9%	8.37	38	73.1%
5245 Mowry Ave	4.93	44	1.83	9	20.5%	7.71	38	86.4%
Survey Average	**4.62**	**54.5**	**4.21**	**19.3**	**35.7%**	**9.36**	**43.0**	**79.4%**

Notes: ksf = 1,000 square feet; Percent (%) Occupied = Max. Occupied divided by No. of Spaces Available; Rate = Max. Occupied divided by Size in ksf. (e.g., 10 / 4.45 = 2.25)

Table 20 – Saturday Chick-fil-A Restaurant Parking Occupancy Survey and Rate Calculation

Survey Location	Size (ksf)	No. of Spaces	Saturday Mid-Day Peak Hour		
			Rate (Calc'd)	Max. Occupied	% Occupied
550 W. El Camino Real	4.45	58	11.46	51	87.9%
2280 Monterey Rd	4.54	64	13.66	62	96.9%
5539 Auto Mall Pkwy	4.54	52	11.23	51	98.1%
5245 Mowry Ave	4.93	44	8.92	44	100.0%
Survey Average	**4.62**	**54.5**	**11.32**	**52.0**	**95.7%**

Notes: ksf = 1,000 square feet; Percent (%) Occupied = Max. Occupied divided by No. of Spaces Available; Rate = Max. Occupied divided by Size in ksf. (e.g., 51 / 4.45 = 11.46)

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According to the surveys conducted at the nearby Chick-fil-A restaurants, the estimated peak parking demand for the proposed project would be 57 parking spaces. This is higher than the City Municipal Code requirement of 56 spaces and lower than the estimated demand using ITE rates of 69 spaces. However, since, the observed parking demand rates are specific to Chick-fil-A restaurants, their customer base and local conditions, these rates were used to calculate the expected parking demand potential for the project, rather than the ITE parking rate.

Although the proposed 56 parking spaces would satisfy the City's parking requirements, it would not satisfy the anticipated parking demand of 57 parking spaces, creating a deficiency of one (1) parking space. However, reducing the proposed building size by 50 square feet would reduce the calculated parking demand from 57 to 56 spaces, which is consistent with the number of spaces proposed. Implementation of **Mitigation Measure TT-2** would reduce this impact to *less than significant*.

(a, b, f) Less than Significant with Mitigation – As provided in the introduction to this section of the Initial Study, the Traffic Impact Study considered City, State (e.g., Caltrans), and regional (e.g., the Valley Transportation Authority and the Santa Clara County Congestion Management Agency) measures of effectiveness for the performance of the circulation system including public transit, bicycle, and pedestrian facilities. The Traffic Impact Study analyzed the level of significance of traffic impacts at signalized intersections, in accordance with VTA Congestion Management Program (CMP) standards for designated CMP intersections. In the case of non-CMP signalized study intersections, the Traffic Impact Study analyzed the project in conformance with the City of Campbell's significance criteria which are based on CMP guidelines. The analysis concluded that the project would not conflict with the plans, ordinances, or policies of the City of Campbell, the VTA, or the CMA. The Traffic Impact Study also analyzed potential impacts related to parking and intersection operations.

Implementation of **Mitigation Measure TT-1** would reduce the impact related to parking to a less-than-significant level. Implementation of **Mitigation Measure TT-2** would reduce the impact at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 Southbound off-ramp (#1) to a less-than-significant level.

(c) Less than Significant - The project would not result in a change in air traffic patterns.

(d) Less than Significant - The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.

(e) Less than Significant - Emergency vehicles and service vehicles will have access to the proposed development from South Bascom Avenue. The proposed drive-aisles have a minimum width of 25 feet which is adequate for emergency vehicle access and circulation. Furthermore, the drive-through queue is not anticipated to interfere with emergency vehicle access as the queue would not overlap with the swept vehicle paths illustrated by the turning template analysis provided in Appendix G.

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MITIGATION MEASURES

Transportation/Traffic Mitigation Measure TT-1: The project applicant shall reduce the size of the proposed project by 300 square feet (from 4,998 to 4,698 square feet) in order to reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting queue length would be adequately accommodated within the storage length available.

Transportation/Traffic Mitigation Measure TT-2: The project applicant shall provide a financial contribution toward the widening of the southbound approach at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp to include three left-turn lanes, one through lane and one right-turn lane. The contribution shall be established by using the method for calculating equitable mitigation measures as outlined in the *Guide for the Preparation of Traffic Impact Studies* published by Caltrans (December 2002). The project to widen the southbound approach has been previously identified as a local capital improvement project (CIP), regardless of the proposed project, and is also currently listed on Santa Clara County's Measure B list of potential projects. Since it is estimated that the proposed project (after a 300 square-foot reduction in building size) would contribute 1.67 percent to the cost to implement this improvement based on the method for calculating equitable mitigation measures (as outlined in the Guide for the Preparation of Traffic Impact Studies published by Caltrans in December 2002), the project applicant shall provide a financial contribution equal to 1.67 percent of the final construction cost of the aforementioned ramp widening project. The most recent estimate anticipates a project cost of $1,800,000.00, resulting in a financial contribution from the proposed project of approximately $30,060. Payment will be due at the time of local and regional project approvals for the ramp widening project, under the terms of a mitigation measure agreement between the property owner and the City, which shall be secured with a cash deposit in the amount of the current financial contribution estimate ($30,060). The mitigation measure agreement shall be prepared at the applicant's cost and executed prior to issuance of building, grading, or demolition permits.

Condition of Approval (Traffic Sign): To inform motorists to use Apricot Avenue as an alternative route if the South Bascom Avenue southbound left-turn lane is full, the project applicant shall fund the design and installation of a regulatory sign within the median at the northern end of the left-turn lane which reads "*DO NOT BLOCK THRU LANE - USE NEXT SIGNAL*" or a similar message. The sign shall comply with standards described in the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) and also be approved by the City Department of Public Works, prior to installation.

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XVII. TRIBAL CULTURAL RESOURCES: Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)	☐	**X**	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	**X**	☐	☐

DISCUSSION: In accordance with correspondence with Gayle Totton, Associate Governmental Program Analyst with the Native American Heritage Commission (NAHC), City staff will provide the NAHC with a copy of this Initial Study for review and comment.

(a-b) Less than Significant with Mitigation - Neither the subject property, nor its existing improvements, are listed on the California Register of Historical Resources or the City of Campbell's Historic Resource Inventory. The subject property does not contain a known tribal cultural resource, as defined in Public Resources Code section 21074. Furthermore, prior grading and development on the subject property suggests a low possibility of unearthing cultural artifacts. However, in the event that a tribal cultural resource is discovered during construction, implementation of ***Mitigation Measures CUL-1 and CUL-2*** will require the discontinuation of all work in the immediate vicinity until the find can be properly evaluated and treated, as discussed in Section V (Cultural Resources) of this Initial Study.

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XVIII. UTILITIES AND SERVICE SYSTEMS: Would the project:	Potentially Significant Impact	Less Than Significant with COAs	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	X	☐	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	X	☐	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	X	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	X	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	X	☐	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	X	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	X	☐

DISCUSSION:

(a, b & e) – Less than Significant Impact with Conditions of Approval: The proposed project would not generate significant amounts of wastewater or exceed wastewater treatment requirements for the Regional Water Quality Control Board. The project will include a condition of approval to replace the existing 4-inch diameter sewer lateral with a 6-inch diameter sewer lateral, in compliance with the West Valley Sanitation District's "will serve" letter.

(c) – Less than Significant Impact with Conditions of Approval: As a condition of approval, and prior to issuance of any grading or building permits, the applicant shall comply with the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code regarding stormwater pollution prevention. Specifically the project must include source control, site design and treatment measures to achieve compliance with Provision C.3. of the NPDES Permit. Measures may include, but are not limited to, minimization of impervious surface area, vegetated swales, infiltration areas, and treatment devices.

(d) – Less than Significant Impact: The project will be adequately served by San Jose Water Company, the local water utility, as confirmed in written correspondence ("will serve" letter).

Continued next page

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

Based on the above discussion, **no mitigation** is necessary or required in relation to *Utilities and Service Systems*.

CONDITIONS OF APPROVAL

Condition of Approval (Sewer Lateral): The minimum sewer lateral size for the proposed restaurant shall be 6-inches.

Condition of Approval (Trash Enclosure Requirements): No pollutants or water containing pollutants shall be discharged into the City's storm drain system. The applicant shall illustrate how the new trash enclosure will prevent discharge pollutants into the storm drain system. West Valley Sanitation District (WVSD), the local sanitary sewer agency, will require a roof on the enclosure if the trash enclosure drain connects to their sanitary sewer system.

Condition of Approval (Stormwater Pollution Prevention Measures): Prior to issuance of any grading or building permits, the applicant shall comply with the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code regarding stonhwater pollution prevention. Specifically, the project shall include source control, site design and treatment measures to achieve compliance with Provision C.3. of the NPDES Permit. Measures may include, but are not limited to, minimization of impervious surface area, vegetated swales, infiltration areas, and treatment devices.

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

SUMMARY OF MITIGATION MEASURES

1. **Aesthetics**: None Required
2. **Agricultural Resources**: None Required
3. **Air Quality**: The following Mitigation Measures are required:

Air Quality Mitigation Measure AQ-1: The project shall implement all of the BAAQMD's Basic Construction measures, as follows:

AQ-1.1: All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day, unless otherwise directed by the Site Management Plan.

AQ-1.2: All haul trucks transporting soil, sand, or other loose material off-site shall be covered.

AQ-1.3: All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

AQ-1.4: All vehicle speeds on unpaved roads shall be limited to 15 mph.

AQ-1.5: All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

AQ-1.6: Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics

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control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

AQ-1.7: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

AQ-1.8: Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Air Quality Mitigation Measure AQ-2: To minimize odors from food preparation, the project applicant or project contractor shall install a CaptiveAire Pollution Control Unit (PCU). The installed PCU shall be optioned to include the odor control module and, at minimum, shall be rated to have an initial removal efficiency of over 70 percent. The project applicant and/or business owner shall replace filters per manufacturer recommendations. Prior to issuance of the Certificate of Occupancy, the City of Campbell shall verify, to its satisfaction, the proper installation of the PCU.

4. **Biological Resources**: The following Mitigation Measures are required:

Biological Resources Mitigation Measure BIO-1: Prior to site clearance, the project applicant shall retain a qualified biologist to conduct preconstruction nesting bird surveys as follows: If tree removal would occur during the nesting season (February 1 to August 31), preconstruction surveys shall be conducted no more than 14 days prior to the start of tree removal or construction. Preconstruction surveys shall be repeated at 14-day intervals until construction has been initiated in the area after which surveys can be stopped. Locations of active nests containing viable eggs or young birds of protected bird species shall be documented and protective measures implemented under the direction of the qualified biologist until the nests no longer contain eggs or young birds. Protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance, and proximity to existing development. In general, exclusion zones shall be a minimum of 300 feet for raptors and 75 feet for passerines and other birds. The active nest within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance and confirm nesting status. The radius of an exclusion zone may be increased by the qualified biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be reduced by the qualified biologist only in consultation with CDFW. The protection measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active.

No surveys are required before vegetation disturbance between September 1 and January 31, that is, outside of the nesting season.

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5. **Cultural Resources**: The following Mitigation Measures are required:

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

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

6. **Geology and Soils**: The following Mitigation Measures are required:

Geology and Soils Mitigation Measure GEO-1: The applicant shall comply with the recommendations in the Geotechnical Evaluation, dated February 20, 2018 by *Giles Engineering Associates.* Such recommendations shall be incorporated into the project's final engineering design as submitted to the Campbell Building Division for issuance of a building permit. The project shall use standard engineering techniques and conform to the requirements of the International Building Code to reduce the potential for seismic damage and risk to future occupants.

7. **Greenhouse Gas Emissions**: None Required

8. **Hazards and Hazardous Materials**: The following Mitigation Measures are required:

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

Mitigation Measure HAZ-2: The applicant shall comply with all applicable laws and regulations governing the use, storage, transportation, and disposal of clean soil, contaminated soil, hazardous waste/materials, or other regulated waste/materials to ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.

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Mitigation Measure HAZ-3: Prior to issuance of a demolition or grading permit, the applicant shall obtain a Phase II Environmental Site Assessment (ESA) to determine if a vapor encroachment condition (VEC) exists on the subject property and shall submit it to the Community Development Director for review.

Mitigation Measure HAZ-4: If a vapor encroachment condition (VEC) exists on the subject property, the applicant shall contact the Santa Clara County Department of Environmental Health (DEH) to determine the appropriate actions necessary to mitigate potentially significant impacts to groundwater resources, human health, safety, and the environment. The applicant shall provide the DEH with sufficient data to adequately evaluate soil, groundwater, and soil vapor.

Mitigation Measure HAZ-5: Prior to issuance of a demolition or grading permit, the proposed mitigation actions shall be submitted to the Community Development Director for review and approval. The applicant shall work in collaboration with the City and the DEH to facilitate an efficient and effective site remediation plan.

Mitigation Measure HAZ-6: Prior to the issuance of building permits, the remediation plan shall be approved by the Santa Clara County Department of Environmental Health.

Mitigation Measure HAZ-7: The applicant shall obtain all required permits, licenses, and/or other clearances, and shall comply with all orders, laws, regulations, and/or other requirements of all applicable regulatory and/or enforcement agencies, such as, but not limited to the Santa Clara County Department of Environmental Health, the California Highway Patrol, the California Department of Transportation, Water and Air Quality Control Boards, Valley Water, County Fire Department, the Department of Toxic Substances Control (if applicable), etc.

Mitigation Measure HAZ-8: Prior to issuance of the Certificate of Occupancy, the applicant shall obtain written confirmation via a Closure Letter from the Santa Clara County Department of Environmental Health that certifies that no further action is required.

9. **Hydrology and Water Quality**: The following Mitigation Measures are required:

Mitigation Measure HWQ-1: Prior to issuance of any grading or building permits, the applicant shall comply with all requirements of the City of Campbell Public Works Department, including but not limited to the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code.

10. **Land Use and Planning**: None Required

11. **Mineral Resources**: None Required

12. **Noise**: None Required

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13. Population and Housing: None Required

14. Public Services: None Required

15. Recreation: None Required

16. Transportation and Traffic: The following Mitigation Measures are required:

Transportation/Traffic Mitigation Measure TT-1: The project applicant shall reduce the size of the proposed project by 300 square feet (from 4,998 to 4,698 square feet) in order to reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting queue length would be adequately accommodated within the storage length available.

Transportation/Traffic Mitigation Measure TT-2: The project applicant shall provide a financial contribution toward the widening of the southbound approach at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp to include three left-turn lanes, one through lane and one right-turn lane. The contribution shall be established by using the method for calculating equitable mitigation measures as outlined in the *Guide for the Preparation of Traffic Impact Studies* published by Caltrans (December 2002). The project to widen the southbound approach has been previously identified as a local capital improvement project (CIP), regardless of the proposed project, and is also currently listed on Santa Clara County's Measure B list of potential projects. Since it is estimated that the proposed project (after a 300 square-foot reduction in building size) would contribute 1.67 percent to the cost to implement this improvement based on the method for calculating equitable mitigation measures (as outlined in the Guide for the Preparation of Traffic Impact Studies published by Caltrans in December 2002), the project applicant shall provide a financial contribution equal to 1.67 percent of the final construction cost of the aforementioned ramp widening project. The most recent estimate anticipates a project cost of $1,800,000.00, resulting in a financial contribution from the proposed project of approximately $30,060. Payment will be due at the time of local and regional project approvals for the ramp widening project, under the terms of a mitigation measure agreement between the property owner and the City, which shall be secured with a cash deposit in the amount of the current financial contribution estimate ($30,060). The mitigation measure agreement shall be prepared at the applicant's cost and executed prior to issuance of building, grading, or demolition permits.

17. Utilities and Service Systems: None Required

18. Mandatory Findings of Significance: None Required

Attachment: Initial Study 10-22-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Draft Report

Traffic Impact Study for 2060 South Bascom Avenue

Prepared for the
City of Campbell

September 25, 2019

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Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

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Executive Summary

The proposed project includes the removal of the existing 5,399 square foot Denny's restaurant and construction of a new 5,000 square-foot Chick-fil-A restaurant with a dual lane drive-through at 2060 South Bascom Avenue. In recognition of the unique vehicle demand characteristics of the Chick-fil-A restaurant, four to five nearby Chick-fil-A restaurant locations were surveyed to identify vehicle trip, queuing and parking rates specific to Chick-fil-A restaurants and this region. The resulting trip generation estimated for the project includes a net increase of 2,289 trips per weekday, with 27 trips during the a.m. peak hour and 150 during the p.m. peak hour.

The analysis addresses potential impacts at six study intersections and determined that all study intersections are expected to continue operating acceptably under all conditions with and without the project, except that under the Cumulative (Year 2040) Condition the intersections of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) is expected to operate at LOS F during the p.m. peak hour and South Bascom Avenue/Hamilton Avenue (#3) has LOS F operation projected during the a.m. peak. Although the intersection of S. Bascom Avenue/Hamilton Avenue (#3) would operate at LOS F (a.m. peak hour only) with or without the project, this is not considered a significant impact because it does not satisfy the conditions prescribed by the VTA Transportation Impact Analysis Guidelines

To improve traffic operations and reduce the impact under Cumulative volumes at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 Southbound off-ramp (#1) to a less-than-significant level, the recommended mitigation measure is to widen the southbound approach SR 17 southbound off-ramp approach to include three left-turn lanes, one through lane and one right-turn lane. The improvement to widen the southbound approach has been previously identified in Santa Clara County's VTP 2040 list of planned projects, regardless of the proposed project.

Vehicle queuing analysis under the Background plus project volumes revealed that the addition of project-generated trips would result in queuing exceeding the storage length in the southbound left-turn lane at the project driveway during the p.m. peak hour. Queue spillback from this lane would extend into the southbound through traffic lanes. To remedy this condition, two potential mitigation measures were identified: The project sponsor should reduce the size of the project by 300 square feet or fund the design and installation of a regulatory sign within the median at the northern end of the left-turn lane which reads "*DO NOT BLOCK THRU LANE – USE NEXT SIGNAL*" or similar message. Implementation of either strategy would reduce this impact to a less-than-significant level.

Three local street segments were evaluated using the TIRE Index Methodology, which included Campbell Avenue from South Bascom Avenue to Midway Street, Arroyo Seco Drive from South Bascom Avenue to Midway Street, and El Solyo Avenue from South Bascom Avenue to Midway Street. The addition of project-related trips would not result in a significant increase to the TIRE index for any of these street segments, and therefore impacts to residential streets are expected to be less-than-significant.

The anticipated average queue length during the Saturday midday peak hour would exceed the storage capacity of the proposed drive-through lane by two vehicles. The overflow of two vehicles would stack up in the project drive-aisle (which can accommodate twelve passenger cars before extending onto South Bascom Avenue). Given that parking lots are a low-speed environment, the temporary blockage of the drive-aisle and adjacent parking spaces is not expected to result in a circulation deficiency as it is consistent with typical driver behavior and expectations within a parking lot. The maximum length of the drive-through queue is estimated to spill out into the area immediately adjacent to the drive-through lane entrance. This area does not directly overlap with the emergency vehicle swept paths (as shown in the vehicle template analysis in Appendix G) and thus is not anticipated to interfere with emergency vehicle access. Additionally, a review of the parking occupancy survey suggests that there would be a surplus of approximately seven parking spaces during peak drive-through queuing

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conditions. Thus, the temporary blockage of approximately four spaces would not result in excess circulation or hazardous effects.

Emergency vehicle access, pedestrian, bicycle and transit facilities on the project site and within the study area were evaluated and determined to be adequate.

The proposed parking supply would satisfy the City's parking code requirement of 56 spaces for this type of land use. Recent surveys indicate that the anticipated parking demand of 57 parking spaces would exceed the proposed parking supply of 56 spaces. As such, there is a potential for parking intrusion to occur along nearby facilities. However, since this would involve a nominal number of vehicles (approximately one), excess circulation or hazardous effects are not anticipated. Furthermore, reducing the building size of the proposed project by 50 square feet would, in turn, reduce the calculated parking demand from 57 to 56 spaces, which matches the number of spaces currently proposed.

It should be noted that reducing the building size by 300 square feet (from 5,000 to 4,700 square feet) would mitigate the vehicle spillover of the southbound left-turn lane at the project entrance as well as reducing the parking lot demand such that the proposed number of parking spaces (56) would be sufficient.

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Introduction

This report presents an analysis of the potential traffic impacts that would be associated with development of a proposed Chick-fil-A restaurant with a dual lane drive-through at 2060 South Bascom Avenue in the City of Campbell. The traffic study was completed in accordance with the criteria established by the City of Campbell and is consistent with standard traffic engineering techniques.

Prelude

The purpose of a traffic impact study is to provide City of Campbell staff and policy makers with data that they can use to make an informed decision regarding the potential traffic impacts of a proposed project, and any associated improvements that would be required to mitigate these impacts to a level of insignificance as defined by the City of Campbell's General Plan or other policies. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to access for pedestrians, bicyclists, and to transit are also addressed.

Project Profile

The proposed project would remove the existing 5,399 square foot Denny's restaurant and replace it with a new 5,000 square foot Chick-fil-A restaurant with a dual lane drive-through at 2060 South Bascom Avenue. The proposed project would remove the driveway on Arroyo Seco Drive and replace it with sidewalk, reducing the number of vehicle access points from two to one. The project would provide 56 parking stalls in the parking lot. The site plan for the proposed project is provided in Appendix A.

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Transportation Setting

Operational Analysis

Study Intersection and Periods

A list of study intersections is provided below with the governing agency and an indication as to whether the location is included in the Santa Clara County Congestion Management Program (CMP) network or not:

1. Hamilton Avenue/Salmar Avenue-Highway 17 South Off-ramp (CMP)
2. Hamilton Avenue/Creekside Way (CMP)
3. South Bascom Avenue/Hamilton Avenue (CMP)
4. South Bascom Avenue/Campbell Avenue (CMP)
5. South Bascom Avenue/Arroyo Seco Drive
6. South Bascom Avenue/Apricot Avenue

Operating conditions during the a.m. and p.m. peak hours were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. Where available, traffic counts from the Santa Clara County Congestion Management Program were used for the p.m. peak hour analysis. Intersection counts are included in Appendix B. The a.m. and p.m. peak hours for the following scenarios were evaluated:

1. **Existing Conditions**. Existing peak hour volume, lane geometry, and traffic control (e.g., signal timing, signal phasing, etc.)

2. **Existing plus Project Conditions**. Existing peak hour volumes plus net-new Project-generated trips estimated for the proposed 5,000 square foot Chick-fil-A restaurant with a drive-through lane.

3. **Background Conditions.** (Existing plus Approved but Not Yet Built Projects). Existing peak hour volumes plus trips from approved but not yet constructed developments in the study area vicinity.

4. **Background Plus Project Conditions.** (Existing Plus Approved Plus Project). Background Condition volumes plus net-new Project-generated trips estimated for the proposed 5,000 square foot Chick-fil-A restaurant with a drive-through lane.

5. **Cumulative Conditions**. Existing peak hour volumes plus anticipated forecasted growth for the year 2040 derived from the Santa Clara County Travel Demand Model.

6. **Cumulative Plus Project Conditions**. Cumulative Year Condition volumes plus net-new Project-generated trips estimated for the proposed 5,000 square foot Chick-fil-A restaurant with a drive-through lane.

Local Roadway Analysis

The following nearby residential streets were evaluated for potential impacts.

1. Campbell Avenue (between South Bascom Avenue and Midway Street)
2. Arroyo Seco Drive (between South Bascom Avenue and Midway Street)
3. El Solyo Avenue (between South Bascom Avenue and Midway Street)

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Local Roadway Network

The Study Area is served by a network of arterials, collectors, and local streets. Through traffic is generally served by arterial streets, while collector streets connect arterials to local streets and land uses. Local streets provide direct access to land uses. These roadways are summarized below.

South Bascom Avenue is a six-lane north-south principal arterial roadway that extends from I-880 at the Santa Clara/San Jose border southward to State Route (SR) 85. The road has three travel lanes in each direction and one to two left-turn lanes at major driveways and intersections. Bascom Avenue is divided by a median and the posted speed limit is 35 mph north of Dry Creek Road and 40 mph south of Dry Creek Road.

Hamilton Avenue is a six-lane east-west principal arterial roadway that provides access between Saratoga Avenue and San Jose where it becomes Pine Avenue east of Hicks Avenue. Hamilton Avenue has a posted speed limit of 35 mph.

East Campbell Avenue is an east-west residential collector roadway with one lane in each direction east of South Bascom Avenue. Between Civic Center Drive/Railway Avenue and South Bascom Avenue, East Campbell Avenue has two travel lanes in each direction. The posted speed limit is 25 mph, except between Civic Center Drive/Railway Avenue and Bascom Avenue where the posted speed limit is 30 mph.

Arroyo Seco Drive and **El Solyo Avenue** are each two-lane, east-west local residential streets with posted speed limits of 25 mph. These streets provide local access between South Bascom Avenue and the residential neighborhood to the east.

Study Intersections

Hamilton Avenue/Salmar Avenue-Highway 17 South Off-ramp is a signalized intersection with protected left-turn phasing on the northbound, westbound, and southbound approaches. Pedestrian refuge islands are provided on the northeast and northwest corners, and crosswalks are provided on the north, south, and west legs of the intersection.

Hamilton Avenue/Creekside Way is a signalized tee-intersection with protected left-turn phasing on the northbound and westbound approaches. The southeast and southwest corners of the intersection have pedestrian refuge islands. Crosswalks are provided on the east and south legs.

South Bascom Avenue/Hamilton Avenue is a signalized intersection with protected left-turn phasing on all four approaches. Pedestrian refuge islands and crosswalks are provided on all legs of the intersection.

South Bascom Avenue/Campbell Avenue is a signalized intersection with protected left-turn phasing on all four approaches. The southeast, southwest, and northwest corners of the intersection have pedestrian refuge islands. Crosswalks are provided on the east, south, and west legs.

South Bascom Avenue/Arroyo Seco Drive is a tee-intersection. The westbound approach is stop-controlled. The intersection has no crosswalks. A raised median spans this intersection along South Bascom Avenue which separates the northbound and southbound directions and prohibits all turning movements for southbound traffic.

Bascom Avenue/Apricot Avenue is a signalized three-legged intersection with protected left-turn phasing on the northbound and southbound approaches. Crosswalks are provided only on the west and south legs.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

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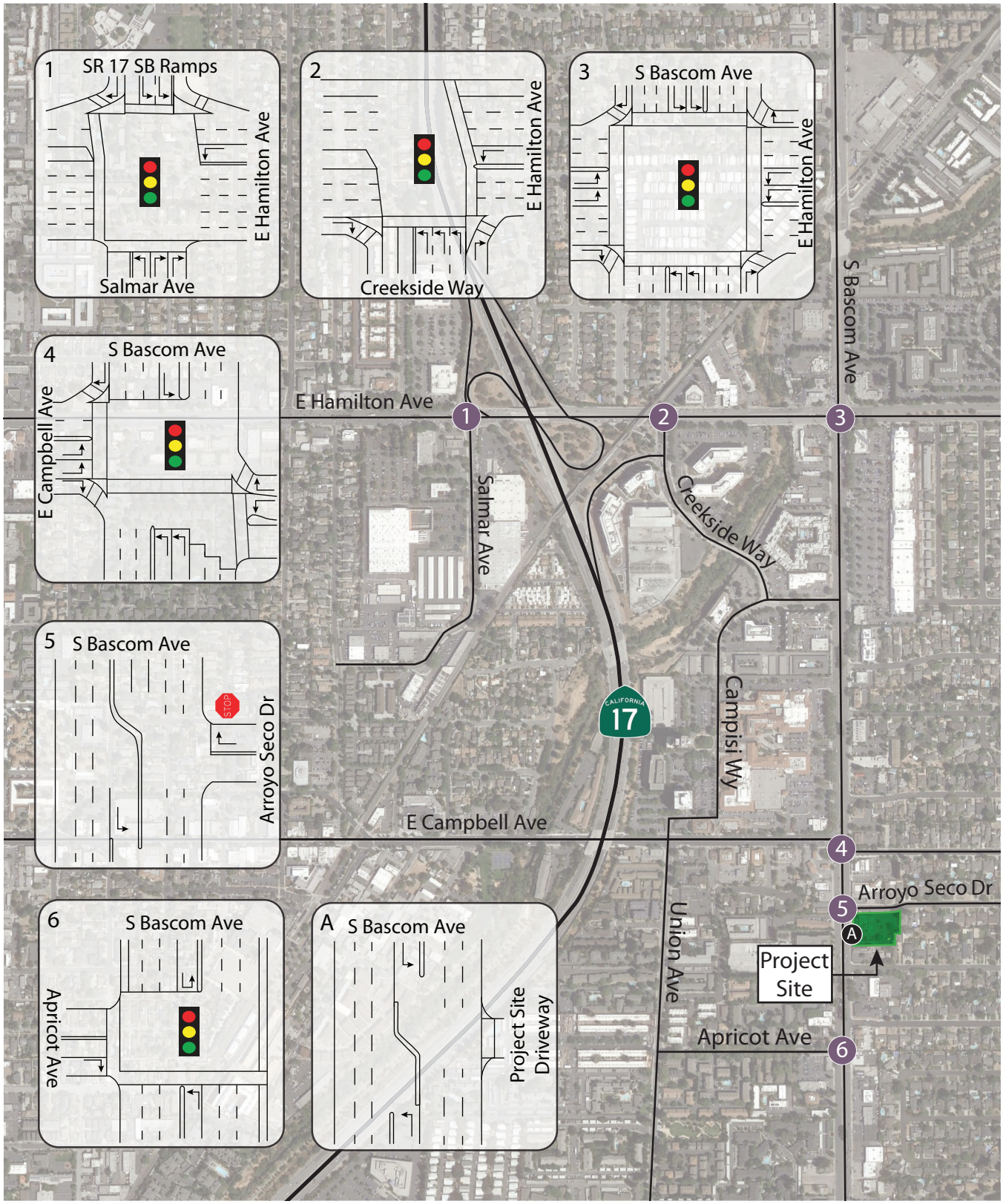

North

Not to Scale

LEGEND
Study Intersection

cmp029ai 7/19

Traffic Impact Study for 2060 South Bascom Avenue

Figure 1 – Study Area and Lane Configurations

W-Trans

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Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site. There are no existing gaps or obstacles along the connecting roadways that impact convenient and continuous access for pedestrians.

- **South Bascom Avenue** – Continuous sidewalk coverage is provided on both sides of South Bascom Avenue within the study area. There are generally curb ramps and crosswalks at side-street approach.

Bicycle Facilities

The *Highway Design Manual*, California Department of Transportation (Caltrans), 2012, classifies bikeways into three categories that are used by the City of Campbell:

- Class I Multi-Use Path – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- Class II Bike Lane – a striped and signed lane for one-way bike travel on a street or highway.
- Class III Bike Route – signing only for shared use with motor vehicles within the same travel lane on a street or highway.

In the project area Class II bike lanes exist on Campbell Avenue (between Barbano Avenue and Poplar Avenue), Hamilton Avenue (between Winchester Boulevard and SR 17) and on South Bascom Avenue (between Fruitdale Avenue and Hamilton Avenue). There is also a Class III bikeway on South Bascom Avenue from Hamilton Avenue to Apricot Avenue. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Table 1 summarizes the existing bicycle facilities in the project vicinity; no additional future facilities are planned.

Table 1 – Bicycle Facility Summary

Status Facility	Class	Length (miles)	Begin Point	End Point
Existing				
Los Gatos Creek Trail	I	9.7	Lexington Reservoir (Los Gatos)	Meridian Ave (San Jose)
Campbell Ave	II	0.29	Barbano Ave	Poplar Ave
Hamilton Ave	II	0.60	Winchester Blvd	SR 17
South Bascom Ave	II	1.23	Fruitdale Ave	Hamilton Ave (San Jose)
South Bascom Ave	III	0.75	Hamilton Ave (San Jose)	Apricot Ave

Source: Santa Clara Valley Bikeways Map, Santa Clara Valley Transportation Authority, 2016

Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) provides fixed route bus service and light rail train service in Santa Clara County. Two bicycles can be carried on VTA light rail trains and most VTA buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on VTA buses at the discretion of the driver. VTA provides bus service to the immediate Study Area via two local routes that are described below.

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Bus Route 26 provides both weekday and weekend service between the Lockheed Martin Transit Center and Eastridge Transit Center, connecting Campbell Avenue and South Bascom Avenue. Service is provided between 5:30 a.m. and 11:00 p.m. with an approximate 15- to 30-minute headway during the a.m. and p.m. peak hours. The nearest bus stop to the project site is located approximately 500 feet away near the intersection of South Bascom Avenue/El Solyo Avenue.

Bus Routes 61 and 62 provide both weekday and weekend service between Sierra Road/Piedmont Road and the Good Samaritan Hospital in Campbell via South Bascom Avenue. During weekdays service is provided from 6:00 a.m. to 11:00 p.m. with approximately 30- to 60-minute headways. On weekends service is provided between 7:30 a.m. and 9:00 p.m. with an approximate 60-minute headway. The nearest bus stop to the project site is located approximately 500 feet away near the intersection of South Bascom Avenue/El Solyo Avenue. Additionally, the Downtown Campbell Station is located approximately 0.8 miles west of the Study Area at 175 Railway Avenue. The Downtown Campbell Station provides connections to Bus Route 26 and currently serves VTA LRT Line 902 between Mountain View and Winchester Station Area. Line 902 operates on weekdays between 5:00 a.m. and 12:00 a.m. with 10- to 20-minute headways and from 6:00 a.m. to 12:00 a.m. with 30-minute headways.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. VTA Paratransit is designed to serve the needs of individuals with disabilities within the City of Campbell and greater Santa Clara County.

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Capacity Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

All signalized study intersections were evaluated using the signalized intersection methodology published in the *Traffic Level of Service Analysis Guidelines*, Santa Clara Valley Transportation Authority, Congestion Management Program, 2003. This methodology is based on the signalized methodology published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000, which has been modified for use in Santa Clara County. Average stopped-delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. Since the *Traffic Level of Service Analysis Guidelines* do not include a procedure for including "U-turns" as part of the intersection level of service methodology, this study treated all U-turn movements at intersections as being similar to left turns and thus were analyzed as a combined value.

VTA has adopted modified default values for HCM analysis as well as modified LOS thresholds. These modified default values were applied to all study intersections. The City of Campbell employs the CMP default values for the analysis parameters. The VTA approved LOS thresholds are indicated in Table 2.

Table 2 – Santa Clara VTA Level of Service Criteria

LOS	Control Delay (sec per veh)	Description
A	Delay ≤ 10.0	Free Flow; minimal to no delay.
B+	10.0 < Delay ≤ 12.0	Stable flow, but speeds are beginning to be restricted by traffic conditions; slight delays.
B	12.0 < Delay ≤ 18.0	
B-	18.0 < Delay ≤ 20.0	
C+	20.0 < Delay ≤ 23.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
C	23.0 < Delay ≤ 32.0	
C-	32.0 < Delay ≤ 35.0	
D+	35.0 < Delay ≤ 39.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
D	39.0 < Delay ≤ 51.0	
D-	51.0 < Delay ≤ 55.0	
E+	55.0 < Delay ≤ 60.0	Unstable flow with stop and go; delays.
E	60.0 < delay ≤ 75.0	
E-	75.0 < Delay ≤ 80.0	
F	Delay > 80.0	Total breakdown; congested conditions with excessive delays.

Reference: *Traffic Level of Service Analysis Guidelines*, Santa Clara Valley Transportation Authority, 2003

The unsignalized study intersection of South Bascom Avenue/Arroyo Seco Drive was analyzed using the "Two-Way Stop-Controlled" Intersection methodology from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are

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presented for individual movements together with the weighted overall average delay for the intersection. The ranges of delay associated with the various levels of service are indicated in Table 3.

Table 3 – Two-Way Stop-Controlled Intersection Level of Service Criteria	
LOS A	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.
LOS B	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.
LOS C	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach, and wait for vehicle to clear from one or more approaches prior to entering the intersection.
LOS D	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.
LOS E	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.
LOS F	Delay of more than 50 seconds. Drivers enter long queues on all approaches.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

Traffic Infusion on Residential Environment (TIRE) Index Methodology

The potential effect of adding project-related traffic on residential streets near the project site was evaluated based on the Traffic Infusion on Residential Environment (TIRE) index. The TIRE index is a tool that measures the residents' perception of the effect of increased Average Daily Traffic (ADT) on residential streets. TIRE index values range from 0.0 to 5.0 depending on daily traffic volume. An index of 0.0 represents the least infusion of traffic and 5.0 the greatest, and, thereby the poorest residential environment. A TIRE index of 3.0 represents the threshold at which the character of a residential street changes. Residential streets with a TIRE index above this mid-range point of 3.0 typically exhibit higher traffic volumes, while streets with a TIRE index below 3.0 are usually more suitable for residential activities. The index was developed by D.K. Goodrich, and reflects research conducted by University of California at Berkeley Professor Donald Appleyard with consideration of prior work by the Ministry of Transport, England. According to this methodology, an impact occurs on the residential street when the difference in index between no project and project conditions is 0.10 or more. An abbreviated list of the TIRE indices is presented in Table 4, while the entire TIRE index table is provided in Appendix C.

Table 4 – TIRE Index Table

Existing Volume Range (Daily Volume)	TIRE Index	Minimum Daily Volume Increase to Produce +0.1 change in the TIRE Index
561-710	2.8	140
711-890	2.9	170
891-1,100	3.0	220
1,101-1,400	3.1	290
1,401-1800	3.2	380
1,801-2,200	3.3	500
2,201-2800	3.4	650

Reference: Goodrich Traffic Group

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Vehicle Miles Traveled (VMT) Analysis

California Governor Jerry Brown signed California Senate Bill (SB) 743 (Steinberg, 2013) on September 27, 2013 which recommends Vehicle Miles Traveled (VMT) as the sole measure of a project's impact on transportation infrastructure in CEQA documents, as opposed to the current methods which focus on metrics related to vehicular roadway capacity and Level of Service (LOS). The shift to VMT will decouple the LOS analysis approach from environmental analysis, which in turn has the potential to streamline the CEQA review process in cases where LOS-based traffic impacts could not be mitigated to less than significant levels.

Most VMT calculations rely on methodologies that use primarily home-to-work based travel patterns. Thus, a VMT evaluation for the proposed project is not included in this analysis since trips associated with retail land uses, such as fast-food restaurants, do not fall into a category described as a home-to-work based trip, and a methodology to determine the change in VMT attributable to a change in these types of land uses has not been established.

Traffic Operation Standards/Significance Impact Criteria

The following criteria, based on the guidelines from the City of Campbell, Caltrans and VTA, were used to determine whether the proposed Project would result in a significant impact to the transportation system.

Santa Clara County Valley Transportation Authority

The Santa Clara County Valley Transportation Authority (VTA) has established criteria to determine the level of significance of traffic impacts based on standards set by the Santa Clara County *Congestion Management Program* (CMP) in the *Transportation Impact Analysis Guidelines*, adopted in October 2014 which states that significant traffic impacts at signalized CMP intersections are defined to occur when the addition of project-generated trips causes one of the following:

- Intersection operations deteriorate from LOS E or better to LOS F; or
- For intersections operating at LOS F under background or cumulative conditions, the project condition increases the average control delay for critical movements by four seconds or more and project traffic increases the critical volume-to-capacity (v/c)[1] ratio by 0.01 or more.

City of Campbell

For local signalized intersections not on the CMP network, a traffic impact is considered significant if:

- The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F, or
- For intersections where LOS E operation has been established as acceptable, the project condition causes operation to deteriorate from LOS E to LOS F.

The City of Campbell does not have a formally adopted minimum threshold for unsignalized intersections. Thus, for the purposes of this report, a traffic impact is considered significant if the addition of project-generated traffic causes operation of an unsignalized intersection to deteriorate from an acceptable level of service (LOS E or better)

[1] Volume-to-Capacity (v/c) is a measure that reflects the mobility and quality of travel within a roadway facility. It compares the number of vehicles using the roadway to the theoretical capacity of that facility. For example, a v/c of 1.00 indicates the facility is operating at its capacity.

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to LOS F in combination with the satisfaction of the peak hour traffic warrant as defined in the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD).

Caltrans

In the *Guide for the Preparation of Traffic Impact Studies* (2002), Caltrans indicates that they endeavor to maintain operation at the transition from LOS C to LOS D for all its facilities. Where an existing facility is operating a less than LOS C/D threshold, the existing measure of effectiveness should be maintained.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. Where available, traffic counts conducted in December 2016 or January 2017 for the most recent Santa Clara County Congestion Management Program (CMP) were used for the p.m. peak hour analysis. At all remaining locations and periods, traffic data was collected either in October 2017, October 2018 or April 2019 while local schools were in session. Note, that at the intersection of South Bascom Avenue/Arroyo Seco Drive (#5), the raised median separates the southbound movement from both the northbound and westbound movements at the intersection. In other words, the southbound movement has been omitted from all level of service analysis since the raised median prohibits all turning movements with vehicles in the southbound direction. Data supporting the analysis at the intersection of South Bascom Avenue/Arroyo Seco Drive (#5) is comprised of the average of two separate count dates (October 2018 and April 2019).

Under existing conditions, all study intersection operate at acceptable levels of service during the a.m. and p.m. peak hours. This includes the CMP study intersection of South Bascom Avenue/Hamilton Avenue (#3) which currently operates at LOS E+ during the a.m. peak hour. Existing traffic volumes are shown in Figure 2, a summary of existing intersection Levels of Service is contained in Table 5, and the Level of Service calculation details are provided in Appendix D.

Table 5 – Existing Peak Hour Intersection Levels of Service

Study Intersection ***Approach***	**AM Peak**		**PM Peak**	
	Avg Delay	**LOS**	**Avg Delay**	**LOS**
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	33.0	C-	52.2	D-
2. Hamilton Ave/Creekside Way (CMP)	18.0	B	25.1	C
3. S. Bascom Ave/Hamilton Ave (CMP)	55.8	E+	51.4	D-
4. S. Bascom Ave/Campbell Ave (CMP)	26.0	C	30.7	C
5. S. Bascom Ave/Arroyo Seco Dr	0.6	A	0.5	A
Westbound (Arroyo Seco Dr) Approach	*12.0*	*B*	*10.3*	*B*
6. S. Bascom Ave/Apricot Ave	*8.5*	*A*	*8.5*	*A*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

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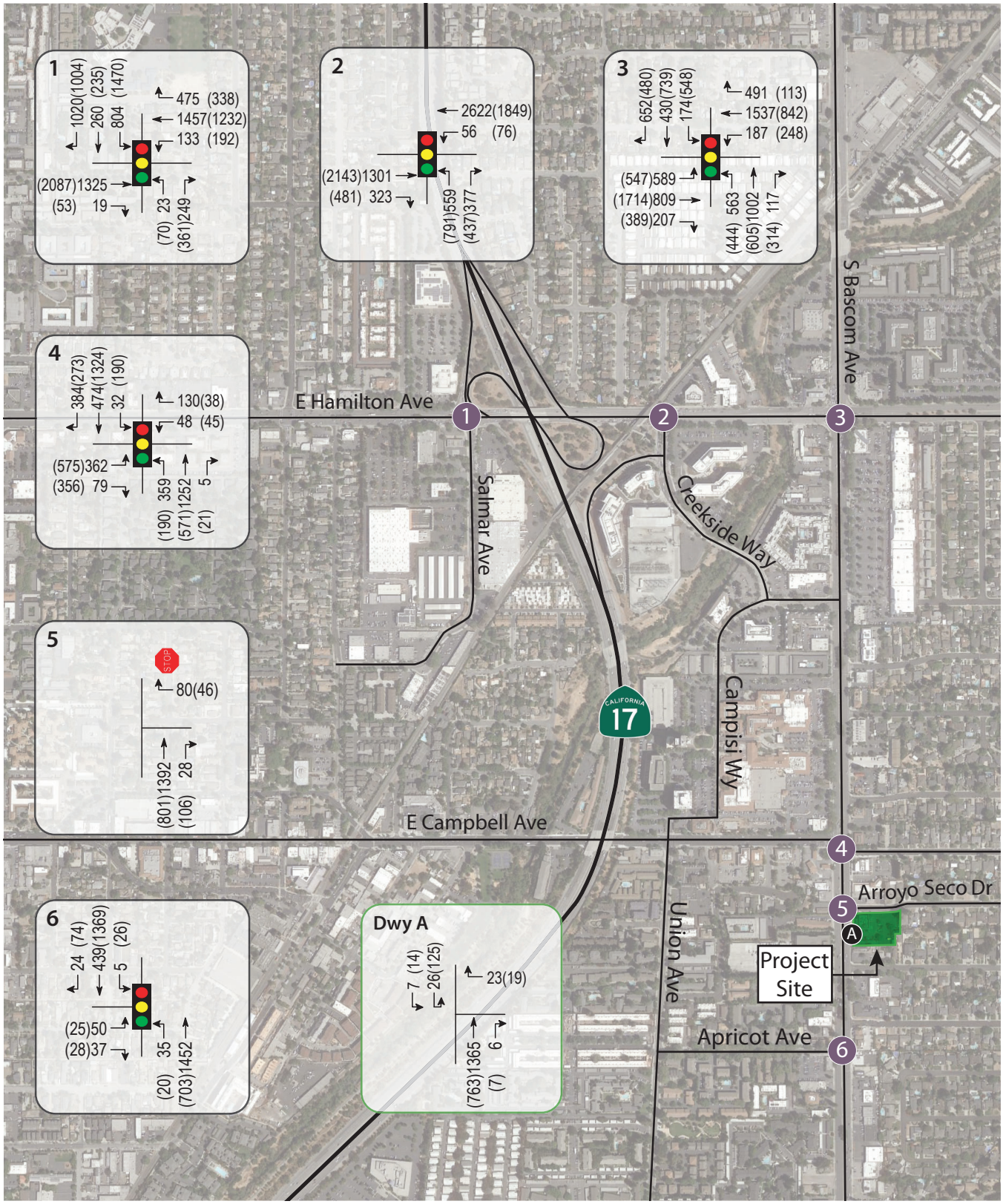

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 2 – Existing Traffic Volumes

W-Trans

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Background Conditions

Background operating conditions include existing vehicle turning movements plus trips from approved or pending developments in the study area. Nearby approved or pending projects identified by the City of Campbell staff include:

- Creekside Center (675 Creekside Way)
- Carden Day School (1980 Hamilton Avenue)
- Starbucks (771 Hamilton Avenue)
- St. Antons (226 Railway Avenue)
- Pruneyard Expansion (1875 S. Bascom Avenue)
- Opa Expansion (276 Campbell Avenue)
- Retail Building at 2135 Winchester Boulevard
- In-N-Out Burger Restaurant (499 Hamilton Avenue)
- Franciscan Apartments Expansion (601 Almarida Drive)

With traffic associated with each of these projects added to existing volumes, all study intersections would be expected to continue operating at acceptable Levels of Service. Background intersection Levels of Service are summarized in Table 6 and background condition volumes are shown in Figure 3.

Table 6 – Background Peak Hour Intersection Levels of Service

Study Intersection	**AM Peak**		**PM Peak**	
Approach	**Avg Delay**	**LOS**	**Avg Delay**	**LOS**
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	35.2	D+	54.4	D-
2. Hamilton Ave/Creekside Way (CMP)	18.4	B-	26.9	C
3. S. Bascom Ave/Hamilton Ave (CMP)	57.3	E+	52.3	D-
4. S. Bascom Ave/Campbell Ave (CMP)	26.0	C	31.2	C
5. S. Bascom Ave/Arroyo Seco Dr	0.7	A	0.5	A
Westbound (Arroyo Seco Dr) Approach	*12.9*	*B*	*10.8*	*B*
6. S. Bascom Ave/Apricot Ave	8.5	A	8.4	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

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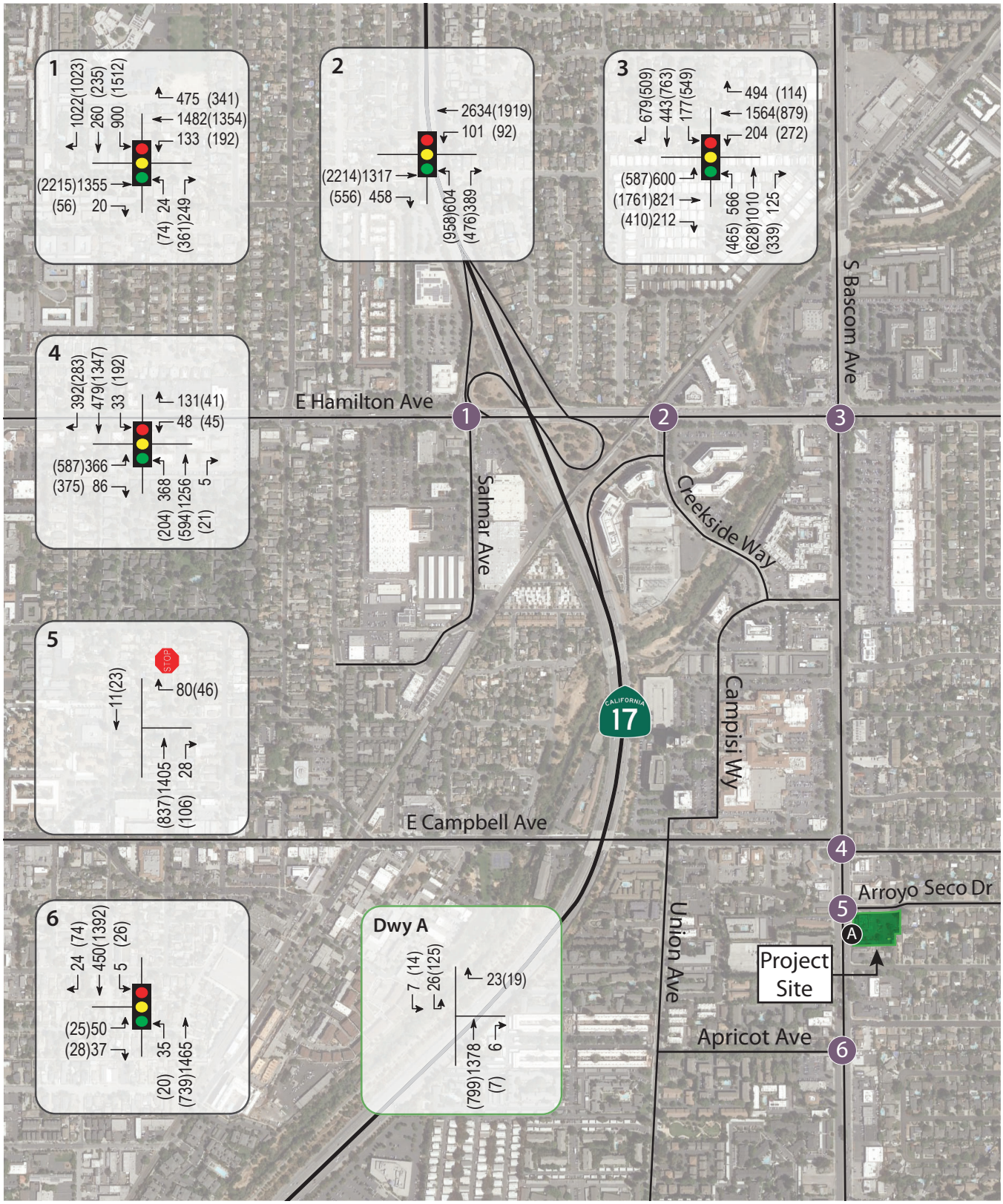

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 3 – Background Traffic Volumes

W-Trans

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Cumulative Condition

Year 2040 p.m. peak hour roadway segment forecasts from the Santa Clara County Travel Demand model were reviewed within the vicinity of the study area to develop cumulative traffic volumes. Comparison of 2015 and 2040 growth forecasts (roadway segment link volumes) indicates an annual growth rate of 1.10-percent for the a.m. and 1.75-percent for the p.m. peak hours. The growth rate based on the County Travel Demand model accounts for any potential future developments not yet identified or approved, as well as overall regional traffic growth. These growth rates were applied to existing traffic volumes for both the a.m. and p.m. peak hours to forecast the cumulative condition future traffic demand. Use of the Santa Clara County Travel Demand model is consistent with Section 11.1.2 of the *VTA TIA Guidelines* and provides a reasonable growth profile for expected traffic demands for the future year analysis.

It was assumed that the transportation network would be the same under cumulative conditions as under the existing conditions; in other words, it was assumed that there are no plans for any improvements at any of the study intersections.

Under the anticipated Cumulative volumes, the study intersections would be expected to continue operating at acceptable Levels of Service, except for Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) and South Bascom Avenue/Hamilton Avenue (#3), which would be expected to operate at LOS F during the p.m. peak hour and LOS F during the a.m. peak hour, respectively. Two CMP study intersections are expected to operate at LOS E, including Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) during the p.m. peak hour and South Bascom Avenue/Hamilton Avenue (#3) during the a.m. peak hour. Cumulative traffic volumes are shown in Figure 4. The cumulative operating conditions are summarized in Table 7.

Table 7 – Cumulative Peak Hour Intersection Levels of Service

Study Intersection	AM Peak		PM Peak	
	Avg Delay	LOS	Avg Delay	LOS
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	64.1	E	**145.9**	**F**
2. Hamilton Ave/Creekside Way (CMP)	20.3	C+	34.3	C-
3. S. Bascom Ave/Hamilton Ave (CMP)	**85.7**	**F**	72.7	E
4. S. Bascom Ave/Campbell Ave (CMP)	27.0	C	37.3	D+
5. S. Bascom Ave/Arroyo Seco Dr	0.7	A	0.6	A
Westbound (Arroyo Seco Dr) Approach	*13.8*	*B*	*11.5*	*B*
6. S. Bascom Ave/Apricot Ave	8.5	A	8.2	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service, Unacceptable LOS in **BOLD**; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

Project Description

The proposed project would demolish the existing 5,399 square foot Denny's restaurant and construct a new 5,000 square-foot Chick-fil-A restaurant with a dual lane drive-through at 2060 South Bascom Avenue. The project site would be served by one driveway on South Bascom Avenue. This driveway would allow for inbound and outbound right turns as well as left turns into the site. The existing raised median along Bascom Avenue prohibits left turns exiting the site. The restaurant would operate six days a week (closed on Sundays) from 6:30 a.m. to 10:00 p.m. The project would include 56 parking spaces, and queue storage for 20 passenger cars in the dual drive-through lanes. The site plan for the proposed project is provided in Appendix A.

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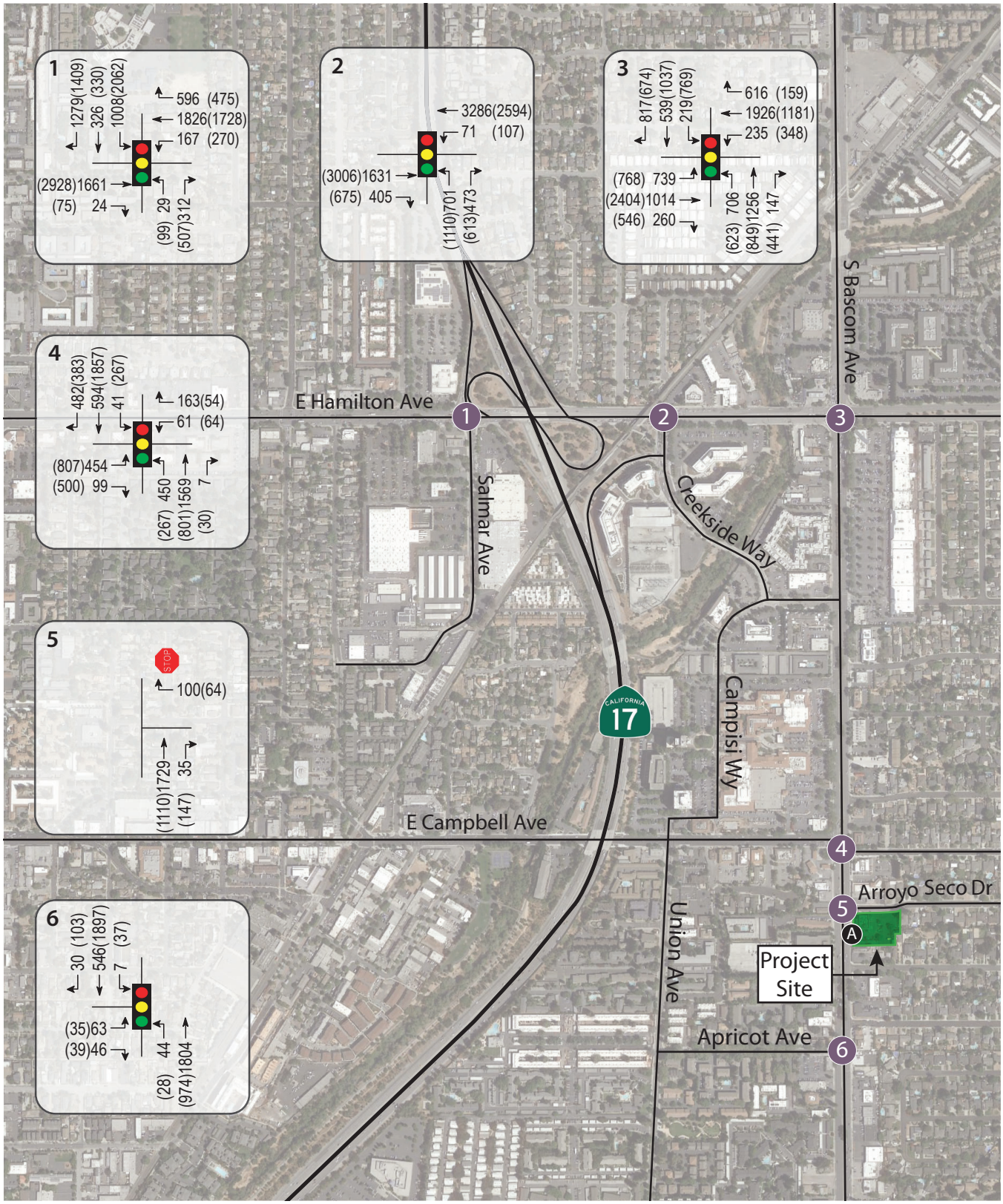

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 4 – Cumulative Traffic Volumes

W-Trans

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Trip Generation Methodology

Chick-fil-A restaurants are notable because they have a perceived heightened popularity and therefore using standard trip generation rates published by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual, 10th Edition, 2017 for "Fast-Food Restaurant with Drive-Through Window" (ITE Land Use #934) may not accurately predict the number of project trips. Similarly, the same land use in the ITE Parking Generation Manual, 5th Edition, 2019, may also not reliably predict the number of parking spaces needed for the proposed project. Additionally, trip and parking generation estimates from ITE are comprised of a wide array of data which blends a variety of site conditions and may not best reflect local conditions. Thus, to determine an appropriate trip and parking generation rate to be applied toward this study, a series of surveys was conducted at existing Chick-fil-A restaurant locations within 100 miles of Campbell. These nearby locations were chosen because they would provide region-specific vehicle trip and parking generation profiles. It is reasonable to expect that a new location in Campbell would experience similar trip and parking behavior. Therefore, surveys of comparable local land uses are considered an appropriate means to estimate trip and parking demand that account for local factors.

Survey data used for this effort was either gathered by W-Trans or provided by Ganddini Group, Inc. To represent typical weekday conditions, the surveys dates were chosen to occur on a Tuesday, Wednesday or Thursday. Specific sizes of each survey site were determined via an online public document search. As the size of the Santa Rosa location was not readily available via public sources, its size was instead estimated using aerial photography which is an acceptable method in cases where official records are not available. At each location, the surveys included a count of total vehicle trips entering and leaving the site from 6:30 a.m. to 10:00 p.m. Chick-fil-A Restaurant sites located within larger retail centers with shared parking lots were excluded from these surveys since individual vehicle trips cannot be accurately tracked in a shared parking lot environment. Each survey site described in Table 8 has a well-defined parking lot with physical barriers providing separation between parking activity from neighboring land uses. Each site is also located within a commercial corridor on a major arterial roadway. These characteristics are similar to the proposed site on Bascom Avenue in Campbell.

Table 8 – List of Chick-fil-A Restaurants Surveyed

City	Address	Size (Sq ft)	Month/Year of Survey	Data Source
Sunnyvale	550 W. El Camino Real	4,450	October 2018 September 2018	W-Trans Ganddini Group, Inc.
San Jose	2280 Monterey Rd	4,540	October 2018	W-Trans
Fremont	5539 Auto Mall Pkwy	4,542	January 2019 September 2018	W-Trans Ganddini Group, Inc.
Fremont	5245 Mowry Ave	4,933	January 2019	W-Trans
Santa Rosa	1452 Mendocino Ave	4,500[1]	September 2018	Ganddini Group, Inc.

Notes: [1]Estimated using online aerial photography

Trip Generation

The summary of results from the five surveyed locations, as well as the calculated trip generation potential for the proposed project, are provided in Table 9. Compared to standard trip generation rates published by the ITE, the average observed daily trip rate at the surveyed locations is greater than the rate for "Fast-Food Restaurant with Drive-Through Window" (ITE LU #934). The observed a.m. peak hour trip rate is lower than the corresponding rate for ITE LU #934, whereas the measured p.m. peak hour trip rates published by ITE are greater. Since the observed rates are specific to Chick-fil-A Restaurants, their customer base and local conditions, these rates were used to calculate the expected trip potential for the project in lieu of those published in the ITE Trip Generation Manual.

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Table 9 – Chick-fil-A Restaurant Traffic Survey and Trip Rate Calculation

ID	Survey Location	Size[1] (ksf)	Daily		AM Peak Hour				PM Peak Hour			
			Rate (Calc'd)	Trips[2]	Rate (Calc'd)	Trips[2]	In	Out	Rate (Calc'd)	Trips[2]	In	Out
A.	550 W. El Camino Real	4.45	658.65	2,931	12.81	57	34	23	42.70	190	100	90
B.	550 W. El Camino Real	4.45	673.93	2,999	12.81	57	28	29	39.55	176	87	89
C.	2280 Monterey Rd	4.54	1,131.94	5,139	35.46	161	80	81	90.09	409	213	196
D.	5539 Auto Mall Pkwy	4.54	702.86	3,191	27.09	123	61	62	40.75	185	90	95
E.	5539 Auto Mall Pkwy	4.54	579.74	2,632	17.40	79	40	39	31.28	142	68	74
F.	5245 Mowry Ave	4.93	1,077.69	5,313	31.24	154	78	76	88.24	435	225	210
G.	1452 Mendocino Ave	4.50[3]	579.33	2,607	14.22	64	35	29	46.22	208	125	83
H.	**Survey Average[4]**	**4.56**	**772.02**	**3,545**	**21.58**	**99.3**	**50.9**	**48.4**	**54.12**	**249.3**	**129.7**	**119.6**
I.	*2060 S. Bascom Ave (Proposed)*	*5.00*	*772.02*	*3,860*	*21.58*	*108*	*55*	*53*	*54.12*	*271*	*141*	*130*
J.	*Pass-by (-25%)*			*-965*		*-27*	*-14*	*-13*		*-68*	*-35*	*-33*
K.	*Existing Denny's Restaurant (ITE LU #932)*	*5.40*	*-112.18*	*-606*	*-9.94*	*-54*	*-30*	*-24*	*-9.77*	*-53*	*-33*	*-20*
L.	**Total Net-New Trips[5]**			**2,289**		**27**	**11**	**16**		**150**	**73**	**77**
Reference Purposes Only (No Trip Credits Applied)												
M.	*Fast-Food Restaurant w/ Drive-Through Window (ITE LU #934)*	*5.00*	*470.95*	*2,355*	*40.19*	*201*	*102*	*99*	*32.67*	*163*	*85*	*78*

Notes:
1) ksf = 1,000 square feet
2) Number of Trips is calculated by multiplying the size with the rate (e.g., 5.00 x 772.02 = 3,860).
3) Square foot estimated by aerial photograph
4) Survey Average (H = (A+B+C+D+E+F+G)/7)
5) Total Net-New Trips (L = H-J-K)

Pass-by Trips

Some portion of traffic associated with the Chick-fil-A Restaurant would be drawn from existing traffic on nearby streets. These vehicle trips are not considered "new," but are instead comprised of drivers who are already driving on the adjacent street system and choose to make an interim stop, and are referred to as "pass-by." The ITE Trip Generation Handbook (3rd Edition, 2017) suggests that an appropriate pass-by rate for a standard fast-food establishment with a drive-through window is 49 percent during the a.m. peak hour and 50 percent for the p.m. peak hour. Instead of using the rates from the ITE Handbook, a more conservative rate of 25 percent was applied for both peak hours to be consistent with VTA TIA Guidelines which state that pass-by and diverted link reductions should only be applied for commercial land uses and should not be more than 30 percent. Use of a 25 percent reduction is also consistent with other recent traffic studies of similar land uses within the City of Campbell. Although this does not change the number of trips turning into or out of the site, it does reduce the number of net-new trips generated by the proposed project. This reduction results in 965 fewer daily trips, including 27 fewer a.m. peak hour trips and 68 fewer p.m. peak hour trips.

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Total Project Trip Generation

The expected trip generation potential for the proposed project during the a.m. and p.m. peak hours is indicated in Table 9 with deductions taken for pass-by trips. Because the site is currently occupied by a Denny's Restaurant, the trip generation for "High-Turnover (Sit-Down) Restaurant (ITE LU #932) was used to estimate the existing trips at the site. The proposed project is expected to generate an average of 3,860 trips per day, including 108 during the a.m. peak hour and 371 during the p.m. peak hour. After the pass-by trips and existing restaurant deductions are taken into account, the project would be expected to result in 2,289 net-new trips on a daily basis, including 27 during the a.m. peak hour and 150 during the p.m. peak hour. These net-new trips represent the increase in traffic associated with the project compared to existing volumes and include both inbound and outbound trips. For reference purposes only, the ITE rates and resulting trips for Fast-Food Restaurant with Drive through Window (ITE LU# 934) are also provided.

Trip Distribution

The trip distribution pattern used to allocate new project trips to the street network was determined by field observations, land uses in the area, traffic count data, as well as based on assumptions applied in previous traffic impact analyses. Since major modifications to the roadway network within the study area are not anticipated, the same trip distribution was used for all study periods and conditions.

Plots illustrating the prevailing travel patterns in the study area from the Santa Clara County Travel Demand Model were used to estimate relative trip distribution patterns by comparing relative vehicle demands at major roadways and then applying manual adjustments based on knowledge of the area. Project trip turning movement volumes are shown in Figure 5 and the applied distribution assumptions and resulting trip origin and destination routes are shown in Table 10. It should be noted that trips are assumed to use surface streets (such as South Bascom Avenue and Hamilton Avenue) to access regional facilities (like SR 17).

Table 10 – Trip Distribution Assumptions

Route	Percent	Daily Trips	AM Trips	PM Trips
To/From the west via Hamilton Ave	19%	435	5	28
To/From the east via Hamilton Ave	19%	435	5	28
To/From the west via Campbell Ave	5%	114	1	8
To/From the north via S. Bascom Ave	15%	343	5	22
To/From the south via S. Bascom Ave	19%	435	5	28
To/From the south via Salmar Ave	1%	23	0	2
To/From the north via SR 17	14%	321	5	20
To/From the south via SR 17	5%	114	1	8
To/From the east via Campbell Ave	1%	23	0	2
To/From the east via Arroyo Seco Dr	1%	23	0	2
To/From the east via El Solyo Ave	1%	23	0	2
TOTAL	**100%**	**2,289**	**27**	**150**

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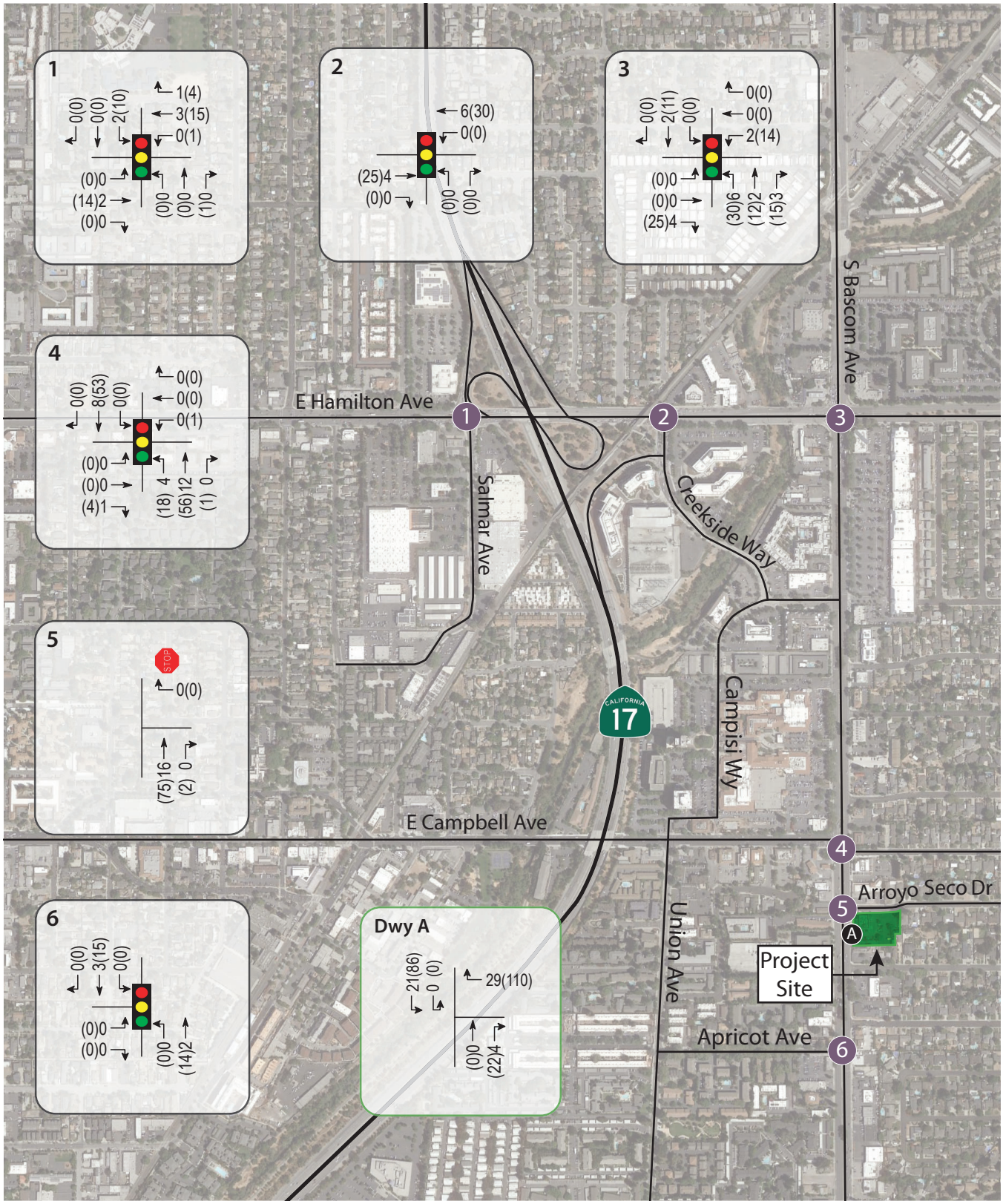

North

Not to Scale

LEGEND

Study Intersection

xx AM Peak Hour Volume

(xx) PM Peak Hour Volume

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 5 – Project Trips

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The existence of a raised median on South Bascom Avenue prohibits left turns exiting from the project driveway; as such, vehicles exiting the site and heading south on South Bascom Avenue would initially head north and then turn around (via a U-turn maneuver) at the South Bascom Avenue/Campbell Avenue intersection. Since the project site does not include driveway access on Arroyo Seco Drive and the raised median on South Bascom Avenue prohibits left turns from Arroyo Seco Drive, vehicles entering from this side street would use alternate routes along Midway Street, El Solyo Avenue, and Campbell Avenue to access the project.

Intersection Operation

Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes, all the study intersections are expected to continue operating at the same Levels of Service as without the project-generated trips. These results are summarized in Table 11. Existing plus Project traffic volumes are shown in Figure 6.

Table 11 – Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection *Approach*	Existing Conditions				Existing + Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	33.0	C-	52.2	D-	33.1	C-	53.8	D-
2. Hamilton Ave/Creekside Way (CMP)	18.0	B	25.1	C	17.9	B	25.1	C
3. S. Bascom Ave/Hamilton Ave (CMP)	55.8	E+	51.4	D-	55.9	E+	51.9	D-
4. S. Bascom Ave/Campbell Ave (CMP)	26.0	C-	30.7	C	25.9	C	30.8	C
5. S. Bascom Ave/Arroyo Seco Dr	0.6	A	0.5	A	0.6	A	0.5	A
Westbound (Arroyo Seco Dr) Approach	*12.0*	*B*	*10.3*	*B*	*12.1*	*B*	*10.5*	*B*
6. S. Bascom Ave/Apricot Ave	8.5	A	8.5	A	8.5	A	8.5	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

With the addition of project-related traffic volumes, average delays at Hamilton Avenue/Creekside Way (#2) and South Bascom Avenue/Campbell Avenue (#4) would be expected to decrease by one-tenth of a second during the a.m. peak hour. While this is counter-intuitive, this condition occurs when a project adds trips to movements that are currently underutilized or have delays that are below the intersection average, resulting in a better balance between approaches and lower overall average delay. The conclusion could incorrectly be drawn that the project improves operation based on this data alone; however, it is more appropriate to conclude that the project trips are expected to make use of excess capacity, so drivers would experience little, if any, change in conditions as a result of the project.

Finding – The study intersections are expected to continue operating at acceptable levels of service upon the addition of project-generated traffic to existing volumes.

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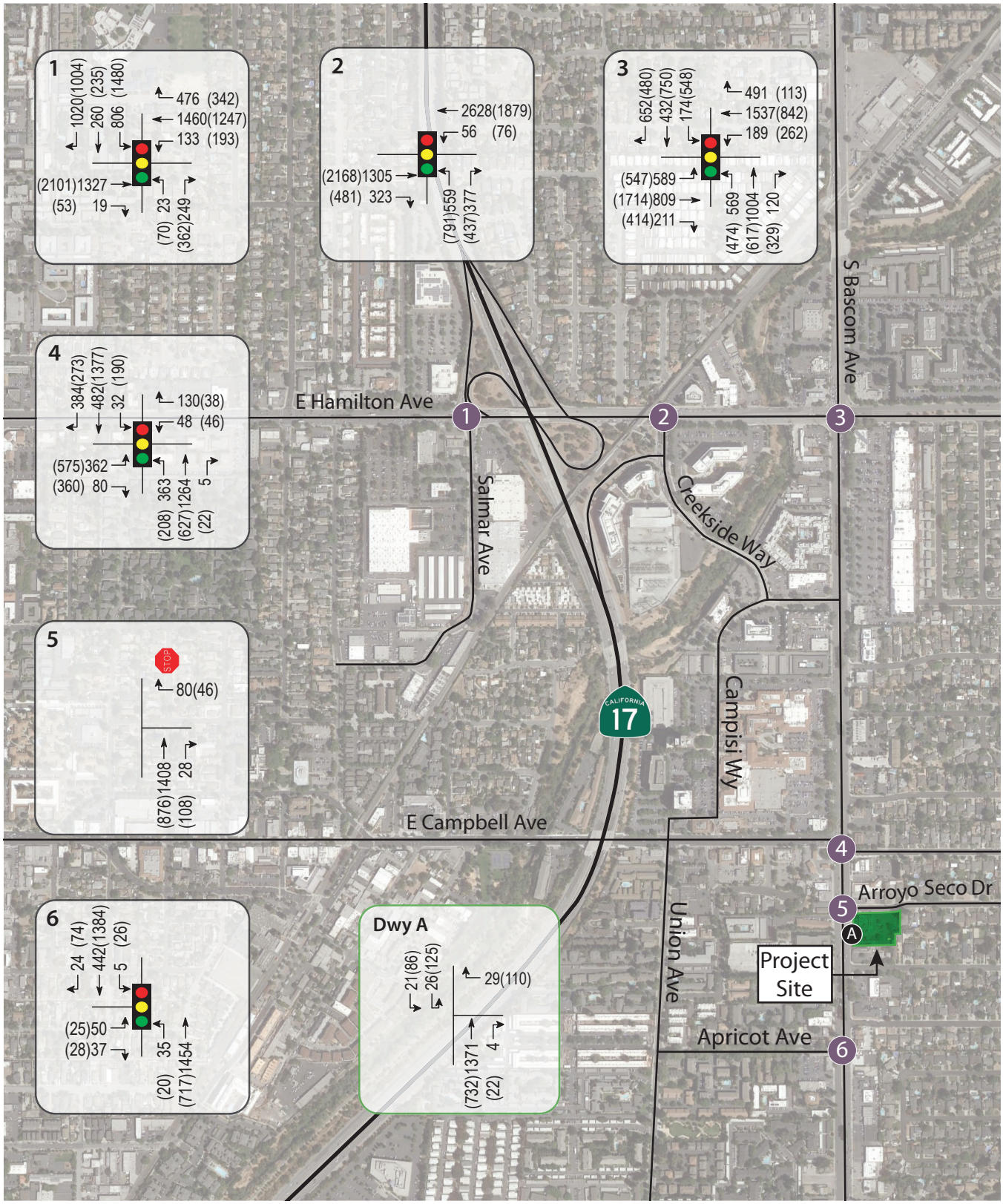

North

Not to Scale

LEGEND

Study Intersection

xx AM Peak Hour Volume

(xx) PM Peak Hour Volume

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 6 – Existing plus Project Traffic Volumes

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Background plus Project Conditions

Upon the addition of project-related traffic to the Background condition volumes, all the study intersections are expected to continue operating at the same Levels of Service as without the project-generated trips, except that the intersection of Hamilton Avenue/Salmar Avenue-SR 17 South off-ramp (#1) is expected to drop from LOS D- to LOS E+ during the p.m. peak hour, which is considered to be a less-than-significant impact under the traffic operation standards described in the VTA Transportation Impact Analysis Guidelines as previously summarized on page 11 in this report. These results are summarized in Table 12. Background plus Project traffic volumes are shown in Figure 7.

Table 12 – Background and Background plus Project Peak Hour Intersection Levels of Service

Study Intersection ***Approach***	**Background Conditions**				**Background + Project**			
	AM Peak		**PM Peak**		**AM Peak**		**PM Peak**	
	Avg Delay	**LOS**	**Avg Delay**	**LOS**	**Avg Delay**	**LOS**	**Avg Delay**	**LOS**
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	35.2	D+	54.4	D-	35.3	D+	56.2	E+
2. Hamilton Ave/Creekside Way (CMP)	18.4	B-	26.9	C	18.4	B-	26.9	C
3. S. Bascom Ave/Hamilton Ave (CMP)	57.3	E+	52.3	D-	57.4	E+	52.9	D-
4. S. Bascom Ave/Campbell Ave (CMP)	26.0	C	31.2	C	26.0	C	31.3	C
5. S. Bascom Ave/Arroyo Seco Dr	0.7	A	0.5	A	0.7	A	0.5	A
Westbound (Arroyo Seco Dr) Approach	*12.9*	*B*	*10.8*	*B*	*13.0*	*B*	*11.0*	*B*
6. S. Bascom Ave/Apricot Ave	8.5	A	8.4	A	8.5	A	8.4	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

Finding – The study intersections are expected to continue operating at acceptable levels of service upon the addition of project-generated traffic.

Cumulative plus Project Conditions

Upon adding project-generated traffic to the Cumulative condition volumes, all the study intersections are expected to continue operating at the same Levels of Service as without the project-generated trips, except that the intersection of S. Bascom Avenue/Hamilton Avenue (#3) would change from LOS E to LOS E- during the p.m. peak hour, which is considered to be a less-than-significant impact under the traffic operation standards described in the VTA Transportation Impact Analysis Guidelines as previously summarized on page 11 in this report. The intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) would operate at an unacceptable LOS F (p.m. peak hour only) with or without the addition of project-generated vehicle trips. The addition of project-generated trips would increase the volume-to-capacity ratio by more than 0.01 and increase the average control delay for critical movements by more than four seconds. Therefore, according to the traffic operation standards described in the VTA Transportation Impact Analysis Guidelines as previously summarized in page 11 in this report, the project's contribution would result in a significant impact at this intersection.

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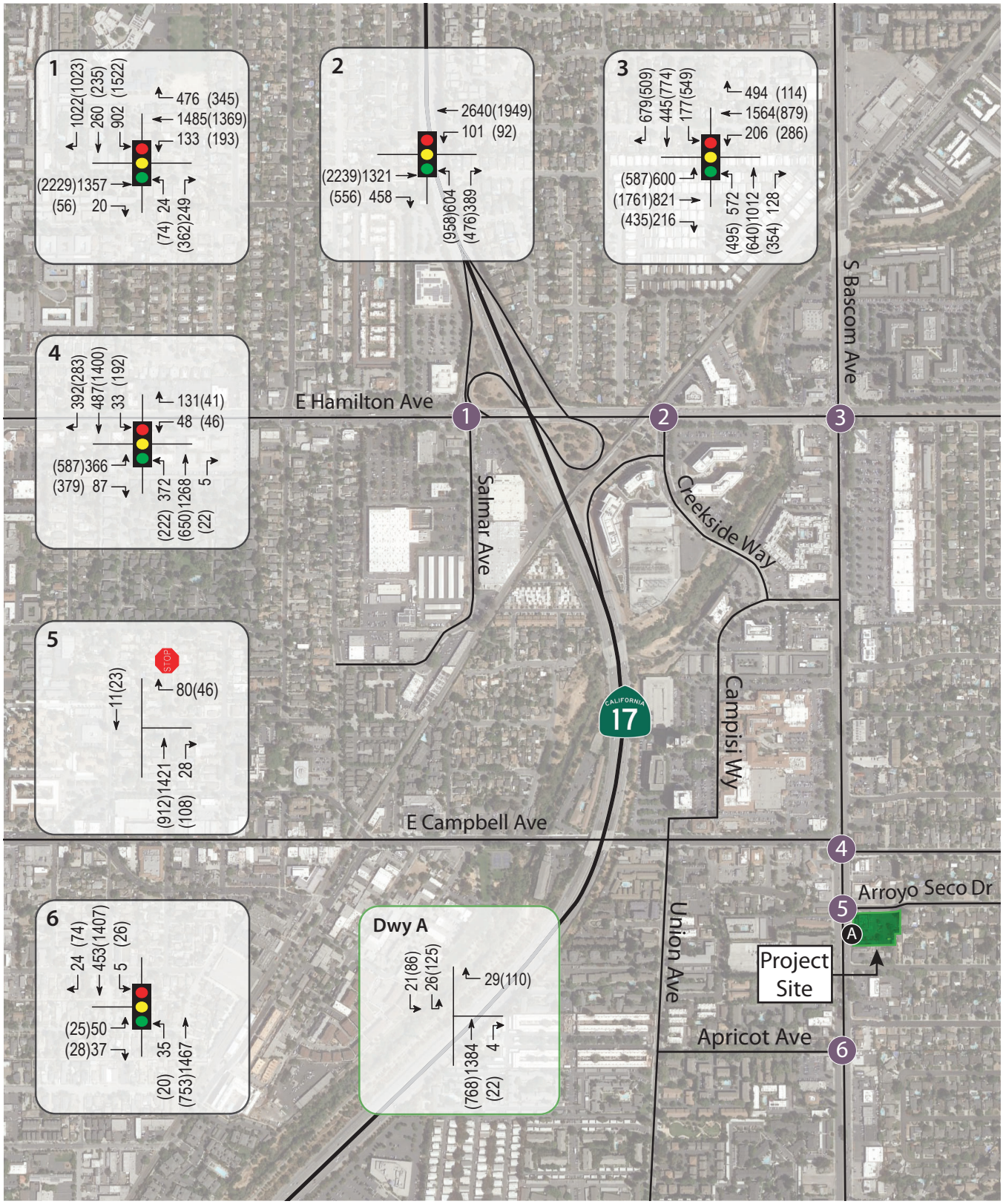

Traffic Impact Study for 2060 South Bascom Avenue

Figure 7 – Background plus Project Traffic Volumes

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Although the intersection of S. Bascom Avenue/Hamilton Avenue (#3) would operate at LOS F (a.m. peak hour only) with or without the project, this is not considered a significant impact because it does not satisfy the conditions prescribed by the VTA Transportation Impact Analysis Guidelines (namely, the volume-to-capacity ratio would not increase by more than 0.01 or the average control delay for critical movements would not increase by more than four seconds, as described in page 11 of this report). These results are summarized in Table 13. Cumulative plus Project traffic volumes are shown in Figure 8.

Table 13 – Cumulative and Cumulative plus Project Peak Hour Intersection Levels of Service

Study Intersection ***Approach***	**Cumulative Conditions**				**Cumulative + Project**			
	AM Peak		**PM Peak**		**AM Peak**		**PM Peak**	
	Avg Delay	**LOS**	**Avg Delay**	**LOS**	**Avg Delay**	**LOS**	**Avg Delay**	**LOS**
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	64.1	E	**145.9**	**F**	64.6	E	**154.2**	**F**
With Southbound Approach Widening	-	-	-	-	*49.6*	*D*	***136.4***	***F***
2. Hamilton Ave/Creekside Way (CMP)	20.3	C+	34.3	C-	20.3	C+	34.5	C-
3. S. Bascom Ave/Hamilton Ave (CMP)	**85.7**	**F**	72.7	E	**86.1**	**F**	75.1	E-
4. S. Bascom Ave/Campbell Ave (CMP)	27.0	C	37.3	D+	27.0	C	37.9	D+
5. S. Bascom Ave/Arroyo Seco Dr	0.7	A	0.6	A	0.7	A	0.5	A
Westbound (Arroyo Seco Dr) Approach	13.8	B	11.5	B	13.9	B	11.7	B
6. S. Bascom Ave/Apricot Ave	8.5	A	8.2	A	8.5	A	8.2	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service, Unacceptable LOS in **BOLD**; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

Findings – The study intersections are expected to continue operating at acceptable levels of service upon the addition of project-generated traffic, except for the intersections of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) and S. Bascom Avenue/Hamilton Avenue (#3). Based on the traffic operation standards prescribed in the VTA Transportation Impact Analysis Guidelines, the project would result in a significant impact at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1).

Impact: The intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) would operate at LOS F under Cumulative Conditions. The proposed project would result in an increase in average control delay for critical movements of more than four seconds and would increase the volume-to-capacity ratio by more than 0.01. This would be a significant impact.

Mitigation Measure: The recommended mitigation measure is to widen the southbound approach at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) from two left-turn lanes, one shared through-left turn lane and one right-turn lane to include three left-turn lanes, one through lane and one right-turn lane. This recommended mitigation measure is consistent with the Long-Range Transportation Plan for Santa Clara County (Valley Transportation Plan 2040) which proposes to widen the State Route 17 off-ramp at Hamilton Avenue. Additionally, since the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) is included in the Santa Clara County Congestion Management Program (CMP), the City and/or VTA may negotiate a financial contribution from the project sponsor per VTA's Voluntary Contributions to Transportation Improvements program. Funds gathered under this program can be applied toward regional transportation improvements that are already planned or under development. The contribution amount shall be estimated using the method for calculating equitable mitigation measures as outlined in the *Guide for the Preparation of Traffic Impact Studies*, published by Caltrans (December 2002). According to this method, the project sponsor would be

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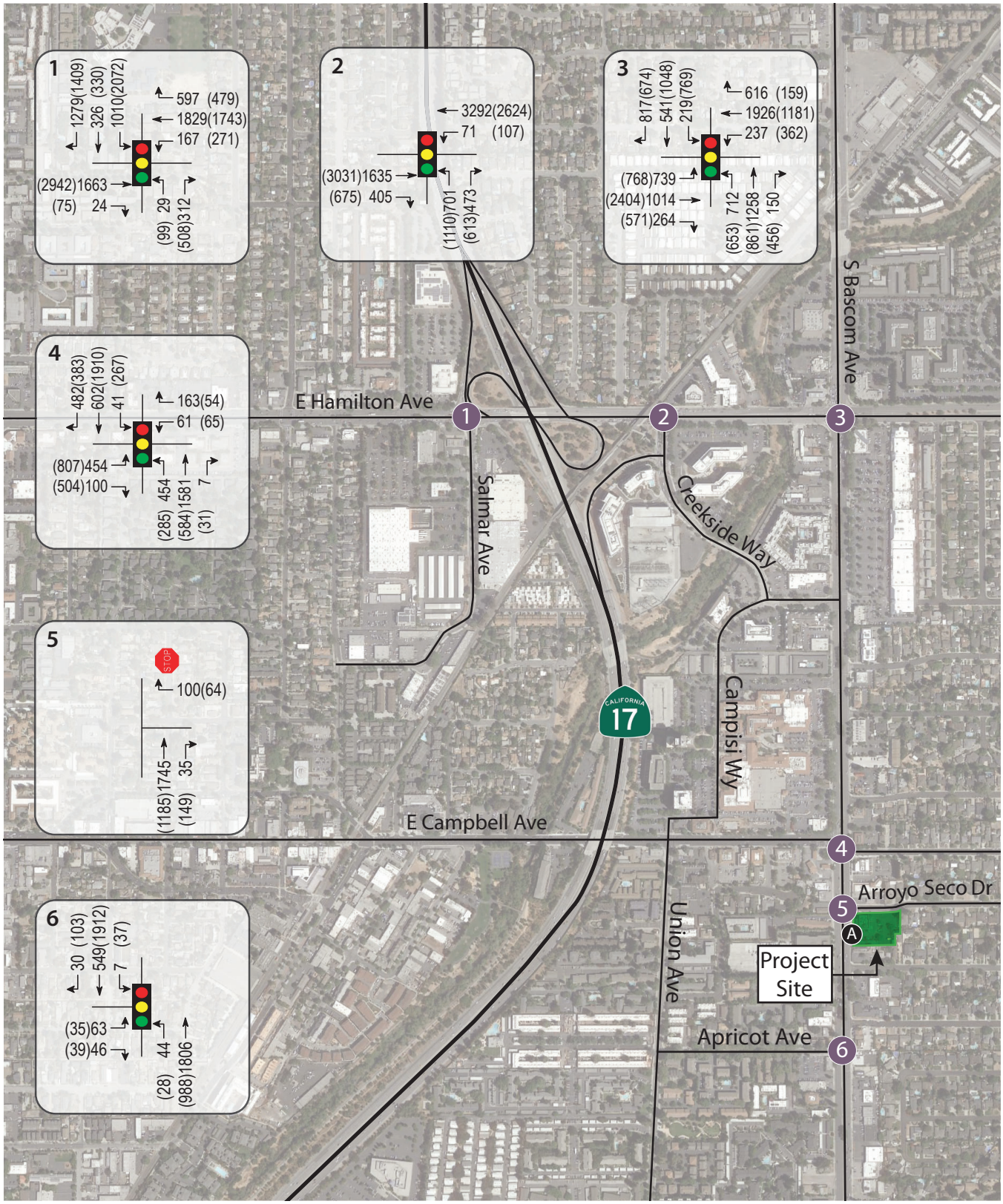

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 8 – Cumulative plus Project Traffic Volumes

W-Trans

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responsible for an equitable share contribution equal to 1.79 percent of the final construction cost of the aforementioned ramp widening project.

Project Specific Issues

Vehicle Queuing at Southbound Project Entrance

Vehicle queuing analyses were conducted for the Background and Background plus Project scenarios to determine whether the existing vehicle storage capacity is adequate for the expected demand during the a.m. and p.m. peak hours. An existing raised concrete median separates the northbound and southbound travel ways along South Bascom Avenue in the immediate vicinity of the project site. A dedicated southbound left-turn lane opening is provided within the median which serves both the main project driveway and U-turn movements for vehicles heading to Arroyo Seco Drive from southbound South Bascom Avenue.

Two methodologies were considered to analyze the queue length in the southbound left-turn lane serving the project driveway. The Caltrans *Highway Design Manual, Section 405.2(2)(e)* describes recommended turn lane length based only on the expected volume of vehicles using a left-turn lane at an unsignalized intersection. The Oregon Department of Transportation (ODOT) developed a methodology for estimating queue lengths at two-way stop-controlled intersections using a mathematical model that considers vehicle volumes at every approach for the subject intersection.

The ODOT methodology was selected for use in determining the queue length since this methodology is more comprehensive and considers movement of all vehicles at the location. A summary of estimated queue lengths using this methodology is provided in Table 14, and queue estimating worksheets are included in Appendix E. For reference purposes only, the estimated queue lengths using the Highway Design Manual recommendations are also provided in Table 14.

Table 14 – Vehicle Queue Length at Project Driveway

Intersection Movement	Methodology	Available Storage (feet)	AM Peak Hour (feet)		PM Peak Hour (feet)	
			B	B + P	B	B + P
S. Bascom Ave/Project Driveway						
Southbound Left-Turn	ODOT	130	100	100	100	**150**
Reference Purposes Only						
Southbound Left-Turn	*Caltrans*	*130*	*50*	*50*	*125*	***175***

Notes: All values are rounded up to the next highest 25-foot increment; BOLD = Storage Exceeded; B = Background Conditions; B + P = Background plus Project Condition.

Finding – The vehicle queuing is anticipated to be 150 feet during the p.m. peak hour. This is 20 feet (or approximately one car length) longer than the available queue space in the turn lane.

Impact – Vehicle storage for the southbound left-turn lane would exceed the available storage with the addition of project-generated traffic. Queue spillback from this lane would extend into the southbound through traffic lanes. This would be a significant impact.

Mitigation Measures – The following potential mitigation measures were identified:

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- Reducing the size of the proposed project by 300 square feet (from 5,000 to 4,700 square feet) would also reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting queue length would be adequately accommodated within the storage length available; or
- The project sponsor should fund the design and installation of a regulatory sign within the median at the northern end of the left-turn lane which reads "DO NOT BLOCK THRU LANE - USE NEXT SIGNAL" or has a similar message. The sign would inform motorists to use Apricot Avenue as an alternative route if the left-turn lane is full. The sign must comply with standards described in the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) and also be approved by the City Department of Public Works, prior to installation. An example of a regulatory sign placement within a median is provided in Appendix F.

Potential Mitigation Measures Considered and Rejected

In addition to the recommended regulatory sign, several other mitigation measures were considered, but ultimately rejected.

A) Extend the southbound left-turn lane at the project driveway by an additional 20 linear feet plus a standard 90-foot bay taper transition. This would require shortening the storage length of one or both of the adjacent left-turn lanes to the north or south.

   Reason for rejection: Adjacent left-turn lanes are currently at or near capacity and shortening either would result in inadequate vehicle stacking.

B) Prohibit U-turn movements at the southbound left-turn lane serving the project driveway. Without the U-turn movements, the anticipated queue length would be accommodated within the existing length of the southbound left-turn lane.

   Reason for rejection: Restricting U-turn movements would limit access to Arroyo Seco Drive and other businesses along South Bascom Avenue between Campbell Avenue and Arroyo Seco Drive. Existing U-turn movements would be displaced to other intersections (namely, South Bascom Avenue/Campbell Avenue and South Bascom Avenue/Apricot Avenue). The redistribution of traffic could necessitate additional capital improvements (such as extensions to existing left-turn lanes) to accommodate the redistributed traffic. U-turn restriction would also be difficult to enforce.

C) Complete closure of the median opening at the project driveway.

   Reason for rejection: All turning movements would be displaced to other intersections (namely, South Bascom Avenue/Campbell Avenue (#4) and South Bascom Avenue/Apricot Avenue (#6). The redistribution of traffic could necessitate additional capital improvements (such as extensions to existing left-turn lanes) to accommodate the redistributed traffic.

D) Install a new traffic signal serving the northbound, westbound and southbound left-turn approaches only of South Bascom Avenue and the project driveway.

   Reason for rejection: Based on projected volumes under the Background plus Project Condition, the peak hour warrant contained in Chapter 4C of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) would not be satisfied based on volumes at this location for either the a.m. or p.m. peak hour. A signal would therefore not be warranted.

Southbound Queuing at Apricot Avenue

The queuing analysis for the southbound left-turn lane at the project driveway demonstrated that there would be an insufficient amount of vehicle stacking storage to accommodate the anticipated traffic demand under the Background plus Project Condition during the p.m. peak hour. One approach considered to mitigate this

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condition was to assume that vehicles that are unable to enter the southbound left-turn lane at the project driveway would instead proceed to the next available turn opportunity to access either the project site, Arroyo Seco Drive or northbound Bascom Avenue. The next available turn opportunity is located at the signalized intersection of South Bascom Avenue/Apricot Avenue (#6). The following queuing analysis was prepared to determine whether the southbound left-turn lane at South Bascom Avenue/Apricot Avenue (#6) could accommodate the added displaced trips.

Under the Background and Background plus Project scenarios, the projected average (50th percentile) queue and 95th percentile[2] queue lengths were evaluated for the southbound left-turn lane at the intersection of South Bascom Avenue/Apricot Avenue (#6). These queue lengths were estimated using a Poisson probability distribution method which can be summarized by these three steps:

1. The Poisson probability distribution was used to estimate the 50th (average) and 95th (critical) percentile number of queued vehicles per signal cycle length for the left-turn movements;
2. The number of left-turning vehicles in the queue was determined assuming 25 feet per vehicle; and
3. The resulting queue length was compared to the existing available storage capacity.

An evaluation of the queue lengths is not a requirement contained in the *VTA TIA Guidelines* but is provided for informational purposes only. Summarized in Table 15 are the predicted queue lengths for the southbound left-turn movement at the intersection of South Bascom Avenue/Apricot Avenue (#6). The queue worksheets are provided in Appendix E.

Table 15 – Left-Turn Vehicle Queuing at S. Bascom Ave/Apricot Ave

Movement Description	AM Peak Hour		PM Peak Hour	
	B	B+P	B	B+P
Southbound Left-turn Lane				
No. of Lanes (#)	1	1	1	1
Cycle Length (seconds)	110	110	120	120
Total Volume (vph)	5	5	26	32
Volume per lane (vphpl)	5	5	26	32
Average (50th Percentile) Queue Length (ft)	**	**	25	25
95th Percentile Queue Length (ft)	25	25	75	75
Available Storage (ft)	100	100	100	100
Adequate Storage for 95th Percentile Queue? (Y/N)	Y	Y	Y	Y

Notes: B = Background conditions; B+P = Background plus Diverted Project Trip Conditions; ** = Calculated value is less than one car length.

During the a.m. peak hour, the southbound Bascom Avenue left-turn lane serving the project driveway would have adequate storage, resulting in no diverted project trips to the South Bascom Avenue/Apricot Avenue intersection. Due to insufficient vehicle stacking storage during the p.m. peak hour at this location, it is estimated that approximately six vehicles during the p.m. peak hour would be diverted from the project driveway entrance to the southbound left-turn at South Bascom Avenue/Apricot Avenue (#6). These added trips would result in a nominal change in the predicted queue length. Thus, no modifications to the left-turn lane storage would be

[2] The 95th-percentile queue is defined to be the queue length (in number of vehicles) that has only a 5-percent probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience.

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necessary as the available storage capacity is able to accommodate the 95th percentile queue length. It should be noted that if the project building size is reduced by at least 300 square feet, then the vehicle stacking storage at the project driveway entrance would be adequate and vehicles would not be diverted to the southbound left-turn at South Bascom Avenue/Apricot Avenue (#6).

Finding – The existing storage capacity for the southbound South Bascom Avenue left-turn is expected to be adequate to satisfy the 95th percentile queue lengths under the background plus diverted project trip condition during the a.m. and p.m. peak hours, and the anticipated number of diverted trips would be accommodated at the South Bascom Avenue/Apricot Avenue (#6) intersection. Since the available vehicle storage capacity would be able to accommodate the anticipated demand, modifications to the left-turn lane would not be required.

Drive-Through Lane Operations

Since there is no direct relationship between the size of a restaurant and its drive-through lane operations, the methodology to estimate the queue length for the project is based on observed queue lengths from recent surveys at nearby locations. According to the surveys of other Chick-fil-A restaurants, the average number of vehicles in the drive-through lane queue during the weekday a.m. peak hour is 5.0, and during the p.m peak hour it is 17.7 vehicles. A summary of the survey findings is provided in Table 16.

Table 16 – Weekday Chick-fil-A Restaurant Maximum Length of Drive-Through

Time Period	Maximum Number of Cars Observed in Drive-Through Lane							
	550 W. El Camino Real		2280 Monterey Road	5539 Auto Mall Parkway		5245 Mowry Avenue	1452 Mendocino Avenue	Weekday Average
Month/Year of Survey	Oct 2018	Sept 2018	Oct 2018	Jan 2019	Sept 2018	Jan 2019	Sept 2018	
7:00 – 7:30 a.m.	3	N/A	1	3	N/A	2	N/A	2.3
7:30 – 8:00 a.m.	2	N/A	1	4	N/A	3	N/A	2.5
8:00 – 8:30 a.m.	4	N/A	3	7	N/A	3	N/A	4.3
8:30 – 9:00 a.m.	5	N/A	5	6	N/A	3	N/A	4.8
A.M. Maximum	**5**	**N/A**	**5**	**7**	**N/A**	**3**	**N/A**	**5.0**
5:00 – 5:30 p.m.	13	9	14	4	3	3	12	8.3
5:30 – 6:00 p.m.	15	6	16	6	7	6	18	10.6
6:00 – 6:30 p.m.	15	16	15	9	7	15	25	14.6
6:30 – 7:00 p.m.	21	17	23	16	4	12	11	14.9
P.M. Maximum	**21**	**17**	**23**	**16**	**7**	**15**	**25**	**17.7**

Notes: N/A = Not Available

Additional surveys were conducted on Saturday, June 22, 2019 from 12:00 p.m. to 2:00 p.m. to determine the weekend peak period queue length at the drive-through lanes. As was the case with the trip generation surveys, data provided by the Ganddini Group, Inc. was used to supplement surveys conducted in June 2019. According to these surveys, the maximum number of vehicles in the drive-through lane on a typical Saturday during the mid-day peak hour occurred at the 550 West El Camino Real location in Sunnyvale with 34 vehicles. When considering all survey locations, the average number of vehicles observed in the queue is 21.3 vehicles during the same Saturday peak period. A summary of findings is provided in Table 17.

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Table 17 – Saturday Chick-fil-A Restaurant Maximum Length of Drive-Through

Time Period	Maximum Number of Cars Observed in Drive-Through Lane							
	550 W. El Camino Real		2280 Monterey Road	5539 Auto Mall Parkway		5245 Mowry Avenue	1452 Mendocino Ave	Saturday Average
Month/Year of Survey	June 2019	Sept 2018	June 2019	June 2019	Sept 2018	June 2019	Sept 2018	
12:00 – 12:30 p.m.	20	25	17	8	7	16	20	16.1
12:30 – 1:00 p.m.	17	25	13	10	8	24	18	16.4
1:00 – 1:30 p.m.	21	24	17	12	9	23	14	17.1
1:30 – 2:00 p.m.	34	23	20	9	11	25	16	19.7
2:00 – 2:30 p.m.	29	23	19	9	12	26	12	18.6
Mid-Day Maximum	**34**	**25**	**20**	**12**	**12**	**26**	**20**	**21.3**

The project is proposing a dual lane drive-through layout with two service points for taking orders, a single point for processing payment and a single point for the delivery of food to each vehicle. The drive-through lanes would be arranged so that vehicle positions one through eight are in a single lane and positions nine through twenty are in two lanes.

The *City of Campbell Municipal Code, Chapter 21.28.080* states that the drive-through lanes should have an adequate length to serve the demand of the use and prevent the blocking of drive aisles and traffic lanes. The surveys indicate that the combination of vehicle arrivals and service rate at each drive-through location resulted in an average maximum queue of 21.3 vehicles in the drive-through lane. This means that the proposed stacking length of 20 vehicles would not accommodate the anticipated average demand without exceeding the storage capacity. Thus, the drive through queue is expected to exceed the available storage capacity by approximately two vehicles during the Saturday midday peak hour with adequate storage capacity projected during the remaining hours of operation including during all weekday and off-peak Saturday periods.

A review of the surveys conducted at nearby Chick-fil-A Restaurant locations shows that the drive-through queue exceeded 20 spaces for only two half-hour periods out of a total of thirty-two periods observed. This suggests that the drive-through queue may exceed 20 vehicles on an infrequent basis. Further, any additional vehicles in excess of 20 vehicles would be able to stack up in the parking lot drive-aisle (which can accommodate 12 additional vehicles before reaching South Bascom Avenue). Approximately four parking spaces located nearest to the entrance to the drive-through lane, away from the project driveway on South Bascom Avenue, may be temporarily blocked by the drive-through lane queue during peak operations which would be a violation of City Municipal Code, Chapter 21.28.080. A detailed review of the parking occupancy survey suggests that the peak parking demand occurs during the 30-minute period from 12:30 p.m. to 1:00 p.m. whereas the peak drive-through lane queue occurs during the 30-minute period from 1:30 p.m. to 2:00 p.m. According to these surveys, the estimated parking demand during peak drive-through lane queuing conditions would result in a surplus of approximately seven parking spaces. Thus, the temporary blockage of approximately four spaces would not result in excess circulation or hazardous effect since there is an anticipated surplus of approximately seven spaces within the project parking lot during peak drive-through lane queue lengths.

A vehicle turning template analysis was conducted to evaluate whether a standard passenger car can navigate each lane of the drive-through without striking the curbs, any other permanent fixture or another vehicle. The analysis was conducted using the turning template software AutoTURN and confirmed that a typical passenger

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vehicle would be able to travel through each lane successfully. The vehicle turning analysis templates are provided in Appendix G.

Queuing lane size requirements are based on the *City of Campbell Municipal Code, Chapter 21.28.080*; Development standards for off-street parking. Drive-through queuing lanes must be at least twelve feet in width. According to the site plan, the narrowest segment of the drive-through queuing lane is twelve feet wide, which satisfies the City's requirement.

Findings - The project would provide stacking for 20 vehicles in the dual lane drive-through. Based on several surveys of nearby Chick-fil-A restaurant locations, an average peak storage capacity of 21.3 vehicles would be required to accommodate anticipated demand during peak periods. Thus, the 20-vehicle capacity dual lane drive-through would not provide adequate storage to accommodate anticipated demand. The queue would occasionally exceed 20 vehicles, and any additional vehicles would stack up in the project drive aisle (which can accommodate 12 additional vehicles before extending to South Bascom Avenue). Given the planned storage space, it is expected that the drive-through lane queue would not spillback to block South Bascom Avenue. However, approximately four parking spaces located nearest to the entrance to the drive-through lane, may be temporarily blocked by the drive-through lane queue spillover during peak operations. The temporary blockage of approximately four spaces would not result in excess circulation or hazardous effect since there is an anticipated surplus of seven spaces within the project parking lot during peak drive-through lane queue lengths.

A turning template analysis confirmed that the drive-through lane is designed with sufficient geometric consideration and a typical passenger vehicle would be able to use each lane of the drive-through without striking any permanent fixtures or other vehicles. Furthermore, the drive-through queue is also not anticipated to interfere with emergency vehicle access as the queue would not overlap with the swept vehicle paths illustrated in Appendix G.

Neighborhood Traffic Analysis

The average daily traffic (ADT) volumes on the study neighborhood street segments was determined based on 24-hour machine counts conducted on Tuesday, October 30, 2018 on the segments of Campbell Avenue between South Bascom Avenue and Midway Street, Arroyo Seco Drive between South Bascom Avenue and Midway Street and El Solyo Avenue from South Bascom Avenue to Midway Street. Roadway segment counts are provided in Appendix B.

It is estimated that one-percent (per roadway) of the project-generated traffic would access the project via Campbell Avenue, Arroyo Seco Drive and El Solyo Avenue. This represents 23 trips per day for each roadway and considers the vehicle routing described previously under the Trip Distribution section of this report. The number of daily trips needed to change the TIRE index calculation by 0.1 (or greater) is much higher than the volume of project-generated traffic that is anticipated to use these roadways. Based on likely travel routes and the surrounding roadway network, it is anticipated that project-related traffic would result in an imperceptible change in the volume of traffic on those streets. Table 18 summarizes the ADT of the neighborhood streets, the TIRE index for the street segments under Existing Conditions, and the project-added trips.

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Table 18 – TIRE Index Summary					
Study Segment	**Existing Conditions**		**Volume Needed to Cause +0.1 Increase in TIRE Index**	**Daily Project Trips**	**Significant Impact**
	ADT	**TIRE Index**			
Campbell Ave – S. Bascom Ave to Midway St	2,441	3.4	650	23	No
Arroyo Seco Dr – S. Bascom Ave to Midway St	1,193	3.1	290	23	No
El Solyo Ave – S. Bascom Ave to Midway St	405	2.6	94	23	No

Notes: ADT = Average Daily Traffic; Counts conducted on Tuesday, October 30, 2018

It should be noted that the use of popular mobile navigation applications by drivers may alter these trip estimates slightly as conditions change from day-to-day or even hour-to-hour. Since these mobile navigation applications are constantly updating road conditions and adapting travel routes based on new information, it is speculative to anticipate their potential recommended routes in the future and how many drivers would use them.

Finding – The project would result in a less-than-significant project impact along Campbell Avenue, Arroyo Seco Drive or El Solyo Avenue since the addition of project-related trips would result in an insignificant increase to the TIRE index. This finding considers the vehicle routing described previously under the Trip Distribution section of this report.

Freeway Mainline Impacts

According to *Santa Clara County Transportation Authority (VTA) TIA guidelines (2014*), a freeway mainline segment shall be included in the analysis if it meets any one of the following conditions:

- The proposed development project is expected to add traffic equal to or greater than one-percent of the freeway segment's capacity;
- The proposed development project is adjacent to one of the freeway segment's access or egress points; or
- Based on engineering judgment, Lead Agency staff determines that the freeway segment should be included in the analysis.

Finding – The nearest freeway mainline facility to the project site is SR 17. This facility has three lanes in each direction with a capacity of 2,300 vehicle per hour per lane (vphpl) or 6,900 vehicle per hour (vph) in each direction. According to the trip distribution estimates, 14 percent of all project trips are expected to use SR 17 north of Hamilton Avenue, and five percent would use SR 17 south of Hamilton Avenue. This represents a maximum of 20 peak hour trips to SR 17 (North of Hamilton Avenue) during either the a.m. or p.m. weekday peak hours. Since 20 peak hour trips is less than one percent of the freeway mainline segment's capacity of 6,900 vph, the analysis of freeway mainline segments is not required per *VTA TIA Guidelines*.

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Alternative Modes

Pedestrian Facilities

Given the proximity of residential and commercial land uses surrounding the site, it is reasonable to assume that some patrons and employees would want to walk, bicycle, and/or use transit to reach the project site.

Project Site – According to the site plan, provided in Appendix A, sidewalks and crosswalks exist along the project frontages on both South Bascom Avenue and Arroyo Seco Drive. The project would build sidewalk connections between the main restaurant building and the sidewalk on South Bascom Avenue. No direct pedestrian paths between the building and sidewalk along Arroyo Seco Drive would be provided.

Finding – Existing and proposed pedestrian facilities serving the project site would be adequate.

Bicycle Facilities

Existing bicycle facilities, including the Los Gatos Creek Trail and bike facilities on South Bascom Avenue and Campbell Avenue, together with shared use of minor streets, provide adequate access for bicyclists. According to the site plan, provided in Appendix A, a bike rack with capacity for fourteen bikes would be provided on-site

The *City of Campbell Municipal Code, Section 21.28.070 Bicycle parking* requires that the number of short-term and long-term bicycle parking stalls should be consistent with the 2016 California Green Building Standards Code (CALGreen) which states in Section 5.106.4.1.1 that the number of bicycle parking stalls provided should be equal to 5 percent of the total number of auto parking stalls provided. The project would provide 14 bicycle parking stalls which is greater than the equivalent number of spaces that correspond to five percent of 56. Therefore, the number of bicycle spaces provided by the project would satisfy both the City of Campbell Municipal Code and CALGreen recommendations.

Finding – The provision of 14 bicycle spaces would satisfy the City's Code requirement as well as CALGreen recommendations.

Transit

Existing transit routes are adequate to accommodate potential project-generated transit trips based on the number of routes and frequency of service. Existing stops located on South Bascom Avenue are within acceptable walking distance of the site. Based on field observations, ridership on buses serving Routes 26, 61 and 62 is relatively low with many seats observed to be unoccupied. The volume of riders expected to be generated by the project would likely not exceed the carrying capacity of the existing bus service near the project site.

Finding – Existing transit facilities serving the project site would be adequate.

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Access and Circulation

Vehicle Site Access

The proposed project would not alter the existing driveway on South Bascom Avenue and would remove the driveway on Arroyo Seco Drive and replace it with sidewalk, reducing the total number of vehicle access points from two to one.

Sight Distance

Sight distances along South Bascom Avenue at the project driveway were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for driveways are based on stopping sight distance, with approach travel speeds used as the basis for determining the recommended sight distance. For the posted speed limit of 35 mph in the northbound direction, the recommended stopping sight distance is 385 feet. Based on a review of field conditions, sight distance at the driveway exceeds 600 feet looking to the south, which is adequate for the posted speed limit. The southbound direction was not evaluated since the driveway on South Bascom Avenue has a right-turn only exit.

Additionally, sight distance for drivers on southbound South Bascom Avenue was evaluated to determine if adequate stopping sight distance is available for users entering the site from southbound South Bascom Avenue via the left-turn lane. Based on a review of field conditions, sight distance for this approach also exceeds 600 feet, which is adequate for the posted 35-mph speed limit.

Finding – Adequate sight distance for the approach speeds is available at the project driveway to accommodate all turns.

Site Circulation, Safety and Access

On-site circulation was evaluated to determine if the layout would provide adequate circulation and room for interactions between pedestrians walking and vehicles maneuvering through the parking lot. Based on a review of the site plan, the internal drive aisles are expected to provide acceptable circulation for motorized vehicles and clearly marked paths for all pedestrians (including those with disabilities) between the building entrances, all areas of the parking lot and sidewalks along South Bascom Avenue. All curb ramps would include tactile warning strip surfaces. The project is not proposing a direct sidewalk between the building and the sidewalk on the side street (Arroyo Seco Drive). Access between the side street and the building would be provided via the sidewalk on South Bascom Avenue.

Although it is desirable to avoid pedestrian conflicts with vehicles as much as possible, the placement of the pedestrian walkways spanning the drive-through lane are acceptable based on the availability of unobstructed sight lines between vehicle operators and pedestrians using the walkway, combined with the expected slow operating speeds of vehicles using the drive-through lane.

The entrance to the drive-through lanes would be located at the eastern edge of the site requiring all vehicles to traverse the full length of the parking lot between the access on South Bascom Avenue and the drive-through lane entrance. The drive-through lanes are positioned along the northern edge of the site between Arroyo Seco Drive and the main restaurant building, with the exit for the drive-through lane located near the driveway access to South Bascom Avenue.

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

A fire truck turning template analysis was conducted to evaluate whether a 31-foot-long fire truck would be able to enter, maneuver within and exit the site. Additionally, the site plan included an exhibit showing a "Fire Truck Access" area consistent with the minimum dimensions shown in the Santa Clara County Fire Departments Standard Details and Specifications for driveways, turnarounds and turn outs. Both these exhibits demonstrate that a fire truck (or similarly sized delivery or garbage truck) would have sufficient space to enter from South Bascom Avenue, maneuver within the parking lot, and exit onto South Bascom Avenue without striking any permanent fixtures or vehicles in parking stalls. The fire truck turning template analysis is provided in Appendix G.

Finding – Heavy vehicle access (such as is commonly used for fire response, delivery or garbage) would be adequate since they would be able to enter, exit and maneuver through the site without striking permanent fixtures or parked vehicles. Sidewalks between the project building and sidewalks on South Bascom Avenue would be provided. Pedestrian access between the building and all areas of the parking lot would be adequate. Vehicle circulation in the parking lot is anticipated to be adequate.

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Parking

According to the surveys conducted at four nearby Chick-fil-A restaurants, the average maximum parking rates for the a.m. peak and p.m. peak are 4.21 and 9.36 spaces per thousand square feet of floor area, respectively. Applying these rates to the proposed 5,000 square foot restaurant results in a projected parking demand of 22 spaces in the a.m. peak hour and 47 spaces in the p.m. peak hour. Since the rate for the p.m. peak is higher than the rate for the a.m. peak, it was used to estimate the weekday peak parking demand for the proposed project as 47 parking spaces. A parking occupancy survey summary is provided in Table 19.

Table 19 – Weekday Chick-fil-A Restaurant Parking Occupancy Survey and Rate Calculation

Survey Location	Size (ksf)	No. of Spaces	AM Peak Hour			PM Peak Hour		
			Rate (Calc'd)	Max. Occupied	% Occupied	Rate (Calc'd)	Max. Occupied	% Occupied
550 W. El Camino Real	4.45	58	2.25	10	17.2%	11.24	50	86.2%
2280 Monterey Rd	4.54	64	3.96	18	28.1%	10.13	46	71.9%
5539 Auto Mall Pkwy	4.54	52	8.81	40	76.9%	8.37	38	73.1%
5245 Mowry Ave	4.93	44	1.83	9	20.5%	7.71	38	86.4%
Survey Average	**4.62**	**54.5**	**4.21**	**19.3**	**35.7%**	**9.36**	**43.0**	**79.4%**

Notes: ksf = 1,000 square feet; Percent (%) Occupied = Max. Occupied divided by No. of Spaces Available; Rate = Max. Occupied divided by Size in ksf. (e.g., 10 / 4.45 = 2.25)

Supplemental surveys were conducted on Saturday, June 22, 2019 from 12:00 p.m. to 2:00 p.m. to determine the weekend peak period parking occupancy. According to the parking occupancy surveys at four sites, the average maximum parking rate on a typical Saturday for the mid-day peak is 11.32 spaces per thousand square feet of floor area. Applying this peak rate to determine the peak parking demand for the proposed project during the Saturday mid-day peak would result in a peak parking demand of 57 parking spaces, which is one space greater than the total number of parking spaces proposed. Generally, parking facilities are considered to be fully utilized when 85 percent (or more) of the spaces are occupied. A summary of findings is provided in Table 20.

Table 20 – Saturday Chick-fil-A Restaurant Parking Occupancy Survey and Rate Calculation

Survey Location	Size (ksf)	No. of Spaces	Saturday Mid-Day Peak Hour		
			Rate (Calc'd)	Max. Occupied	% Occupied
550 W. El Camino Real	4.45	58	11.46	51	87.9%
2280 Monterey Rd	4.54	64	13.66	62	96.9%
5539 Auto Mall Pkwy	4.54	52	11.23	51	98.1%
5245 Mowry Ave	4.93	44	8.92	44	100.0%
Survey Average	**4.62**	**54.5**	**11.32**	**52.0**	**95.7%**

Notes: ksf = 1,000 square feet; Percent (%) Occupied = Max. Occupied divided by No. of Spaces Available; Rate = Max. Occupied divided by Size in ksf. (e.g., 51 / 4.45 = 11.46)

For comparison purposes only, parking demand for the proposed project was also estimated using standard rates published by ITE in *Parking Generation*, 5th Edition (2019) and compared to the requirements per the *City of Campbell Municipal Code, Chapter 21.28.040: Number of parking spaces required*. The parking demand of the project

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was estimated using the published standard rates (by building size and number of seats) for Fast-Food Restaurant with Drive-Through (ITE LU #934) as well as for Eating Establishment (with drive-through). The proposed parking supply, expected demand using ITE parking rates, and City Municipal Code requirements are shown in Table 21. Since, the observed parking demand rates are specific to Chick-fil-A restaurants, their customer base and local conditions, these rates were used to calculate the expected parking demand potential for the project in lieu of those published in the ITE *Parking Generation*.

Table 21 – Parking Analysis Summary with ITE and City Code (Informational Purposes Only)

Land Use	Units	Supply (spaces)	ITE Parking Demand		City Code Requirement	
			Rate	Est. Parking Demand (spaces)	Code	Required Parking (spaces)
Fast-Food Restaurant with Drive-Through Window -- *Weekday*	5.00 ksf	56	13.78 [1]	69	N/A	N/A
Fast-Food Restaurant with Drive-Through Window -- *Weekday*	106 indoor seats; 8 outdoor seats	56	0.47 [1]	54	N/A	N/A
Eating Establishment (with Drive-through)	106 indoor seats; 8 outdoor seats; 3.585 ksf non-dining area	56	N/A	N/A	1 space for each 3 seats plus 1 space for each 200 sqft of non-dining floor area [2]	56

Notes: ksf = 1,000 square feet; N/A = Not Applicable
[1] *Parking Generation 5th Edition*, Institute of Transportation Engineers, 2019 (85th Percentile Rate)
[2] *City of Campbell Municipal Code, Chapter 21.28.040, Table 3-1*

According to recent surveys conducted at nearby Chick-fil-A restaurants, the estimated peak parking demand for the proposed project would be 57 parking spaces. This is higher than the City Municipal Code requirement of 56 spaces and lower than the estimated demand using ITE rates of 69 spaces.

The *City of Campbell Municipal Code, Chapter 21.28.060; Parking and Loading*, requires that parking spaces for the disabled be provided in compliance with the Uniform Building Code and the Federal Accessibility Guidelines. The site plan shows that out of the 56 spaces available at the proposed project, there are three stalls designated for disabled persons' use. Based on requirements stipulated by the Federal Accessibility Guidelines, three accessible stalls are required. Thus, the project complies with the Federal Accessibility Guidelines.

Parking stall size requirements are based on the *City of Campbell Municipal Code, Chapter 21.28.080; Development standards for off-street parking* and *Chapter 21.28.080(G)(7); Bumper Overhang Areas*. Parking stalls are required to be 8.5 feet wide by 18 feet long for non-residential uses and aisles with 90-degree parking must be at least 25 feet wide. According to the site plan, the existing parking stalls are approximately 8.5 feet by 18 feet (including a 2-foot vehicle overhang above the adjacent landscaped area) and aisles are 25 feet wide, which satisfies the City's requirement.

Finding – Although the proposed parking supply (56 spaces) would satisfy the City's Code requirements (56 spaces), the project would have a potential deficit of one parking space to accommodate the anticipated peak parking demand. Thus, the potential for parking intrusion to adjacent facilities may occur during peak demand periods. Because this is anticipated to involve a nominal number of vehicles (approximately one), no excess circulation or hazardous effects are anticipated.

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Recommendation - Reducing the building size of the proposed project by 50 square feet (from 5,000 to 4,950 square feet) would, in turn, reduce the calculated parking demand from 57 to 56 spaces, which matches the number of spaces proposed.

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Conclusions and Recommendations

Conclusions

- The proposed project would generate an average of 2,289 net-new daily trips, including 27 new trips during the a.m. peak hour and 150 new trips during the p.m. peak hour, after deducting trips associated with existing uses to be eliminated as well as pass-by trips.

- With or without the project, all study intersections are expected to continue operating acceptably under all conditions, except that under Cumulative (Year 2040) volumes the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) would operate at LOS F during the p.m. peak hour, and during the a.m. peak hour the intersection of South Bascom Avenue/Hamilton Avenue (#3) which would also operate at LOS F.

- The project would result in a significant impact at the southbound Bascom Avenue left-turn lane at the project driveway under the Background plus Project Conditions. The vehicle queuing is anticipated to be 150 feet during the p.m. peak hour. This is 20 feet longer than the 130 feet currently available.

- Based on surveys of other nearby Chick-fil-A restaurant locations, an average peak storage capacity of 21.3 vehicles would be required to accommodate anticipated demand during the Saturday midday peak hour. The drive-through queue is expected to exceed the storage capacity of 20 vehicles by approximately two vehicles during the Saturday midday peak hour. The overflow of two vehicles would stack up in the parking lot aisle and potentially restrict access to approximately four parking spaces. The site can store 12 additional passenger cars in the aisle of the parking lot before the queue would extend onto the driveway apron and block either the sidewalk or a travel lane on South Bascom Avenue. Given that parking lots are a low-speed environment, the temporary blockage of the aisle and adjacent parking spaces is not expected to result in a circulation deficiency as it is consistent with typical driver behavior and expectations within a parking lot. Additionally, a review of the parking occupancy survey suggests that there would be a surplus of approximately seven parking spaces during peak drive-through queuing conditions. Thus, the temporary blockage of approximately four spaces would not result in excess circulation or hazardous effects.

- A turning template analysis confirmed that the drive-through lane is designed with sufficient geometric clearance, and a typical passenger vehicle would be able to use each lane of the drive-through without striking any permanent fixtures.

- The proposed project would result in a less-than-significant impact in terms of traffic intrusion on Campbell Avenue, Arroyo Seco Drive and El Solyo Avenue.

- Pedestrian, bicycle, and transit facilities are adequate to serve the project as proposed.

- Sight lines at the project driveways are adequate for the approach speeds.

- On-site vehicle and pedestrian access between the building, the parking lot and surrounding amenities is adequate.

- The anticipated parking demand of 57 parking spaces exceeds the proposed parking supply of 56 spaces. Thus, the potential for parking intrusion to adjacent facilities may occur, with a nominal (approximately one) number of vehicles involved. Because this is anticipated to involve a nominal (approximately one) number of vehicles, no secondary circulation or hazardous effects are anticipated. It should be noted that the proposed parking supply of 56 spaces would satisfy the City's Code requirements (56 spaces) for parking.

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Mitigation Measures

- To reduce the impact at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 Southbound off-ramp (#1) to a less-than-significant level, the recommended mitigation measure is to widen the southbound approach at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) from two left-turn lanes, one shared through/left-turn lane and one right-turn lane to include three left-turn lanes, one through lane and one right-turn lane. The improvement to widen the southbound approach has been previously identified in the Santa Clara County's VTP 2040 list of planned projects, regardless of the proposed project. Since this intersection is included in the VTA Congestion Management Program (CMP), the City and/or VTA may negotiate a financial contribution from the project sponsor per VTA's Voluntary Contributions to Transportation Improvements program. The contribution amount shall be estimated using the method for calculating equitable mitigation measures as outlined in the *Guide for the Preparation of Traffic Impact Studies*, published by Caltrans (December 2002). According to this method, the project sponsor would be responsible for an equitable share contribution equal to 1.79 percent of the final construction cost of the aforementioned ramp widening project.

- The following strategies were identified as potential mitigation measures addressing the potential for vehicle spillover of the southbound left-turn lane at the project entrance on Bascom Avenue:

    a. Reducing the size of the proposed project by 300 square feet (from 5,000 to 4,700 square feet) would reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting queue length would be adequately accommodated within the storage length available.

    b. To inform motorists to use Apricot Avenue as an alternative route if the South Bascom Avenue southbound left-turn lane is full, the project applicant should fund the design and installation of a regulatory sign within the median at the northern end of the left-turn lane which reads "*DO NOT BLOCK THRU LANE - USE NEXT SIGNAL*" or a similar message. The sign must comply with standards described in the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) and also be approved by the City Department of Public Works, prior to installation. An example of a regulatory sign placement within a median is provided in Appendix F.

- Reducing the building size of the proposed project by 50 square feet (from 5,000 to 4,950 square feet) would reduce the calculated parking demand from 57 to 56 spaces, which is consistent with the number of spaces proposed.

- It should be noted that reducing the building size by 300 square feet (from 5,000 to 4,700 square feet) would mitigate the vehicle spillover of the southbound left-turn lane at the project entrance as well as reducing the parking lot demand such that 56 parking spaces would be adequate. Furthermore, if the building size is reduced by 300 square feet, the associated reduction in project-generated trips would in turn also reduce the equitable share contribution estimate from 1.79 to 1.67 percent.

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Study Participants and References

Study Participants

Principal in Charge	Mark E. Spencer, PE
Project Manager	Kenneth Jeong, PE
Graphics	Hannah Yung-Boxdell
Editing/Formatting	Hannah Yung-Boxdell
Report Review	Dalene J. Whitlock, PE, PTOE

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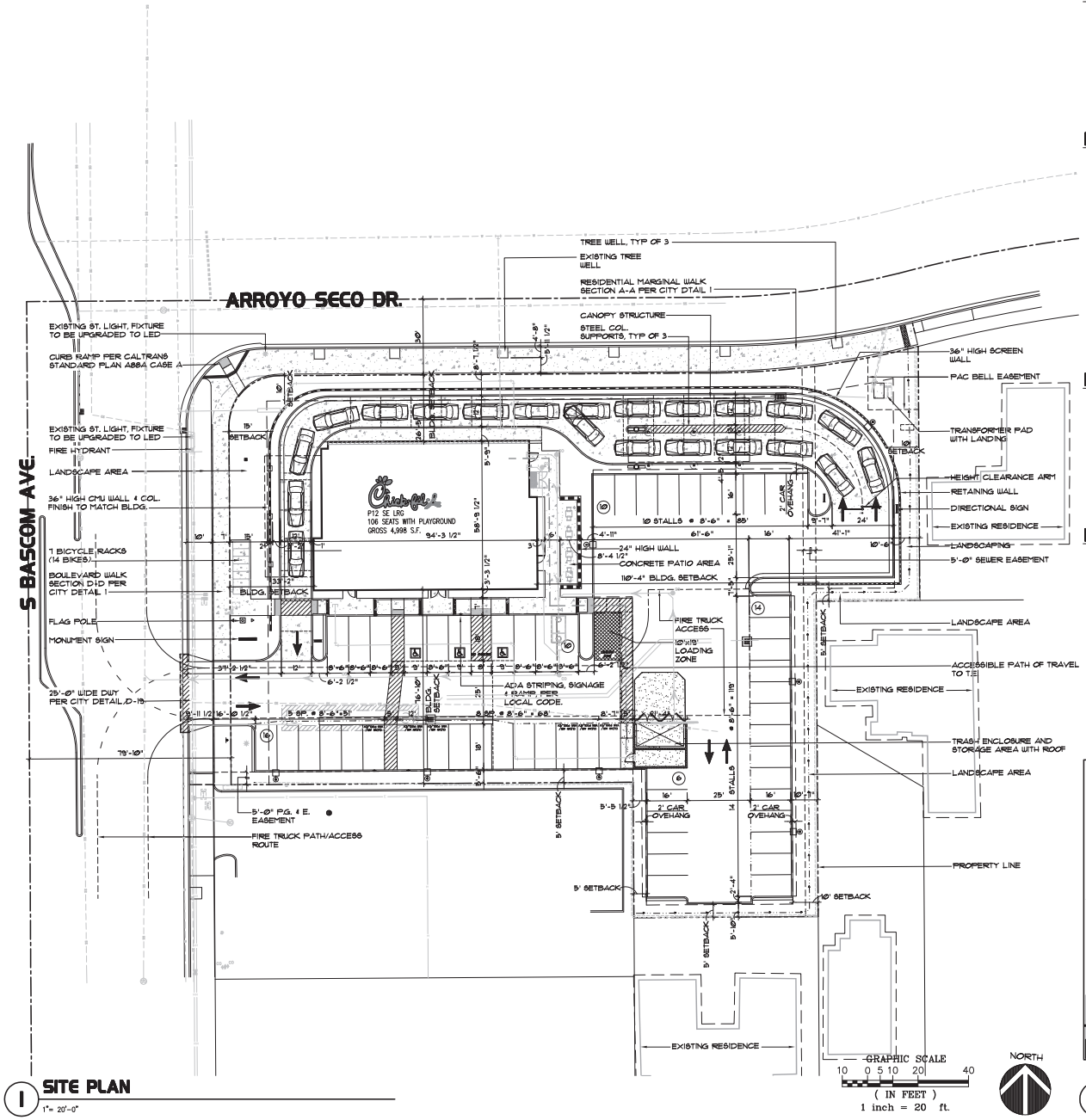
CMP029

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Appendix A

Site Plan

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)



1 SITE PLAN
1"= 20'-0"

BUILDING DATA

OCCUPANCY:	A2 (RESTAURANT)
FIRE SPRINKLERED:	YES
CONSTRUCTION TYPE:	V-B
SITE AREA:	46,540 S.F.
BUILDING AREA:	4,998 S.F. (GROSS)
FAR:	.11
ZONING:	C-2, GENERAL COMMERCIAL
OCCUPANT LOAD:	148

PARKING

STANDARD SPACES REQUIRED:	1 SPACE / 3 SEATS, PLUS 1 SPACE / 200 S.F. OF NON-DINING FLOOR AREA
DINING AREA SEATS:	106 SEATS / 3 = 35.33
NON-DINING AREA:	3,585 S.F. / 200 = 17.93
PATIO SEATS:	8 SEATS / 3 = 2.67
TOTAL SPACES REQUIRED:	35.33 + 17.93 + 2.67 = 55.93 (56 SP.)
TOTAL SPACES PROVIDED:	56 SPACES
HANDICAP SPACES PROVIDED:	3 SPACES
CLEAN AIR SPACES PROVIDED:	3 SPACES

CLEAN AIR PARKING REQUIRED:

TOTAL NUMBER OF PARKING SPACES	REQUIRED SPACES
0 - 9	0
10-25	1
26-50	3
51-75	6

PROVIDED → 6

BICYCLE PARKING

SHORT TERM
BICYCLE SPACES REQUIRED: 5% OF MOTOR VEHICLE PARKING
56 X 0.05 = 2.8 = 3 SPACES

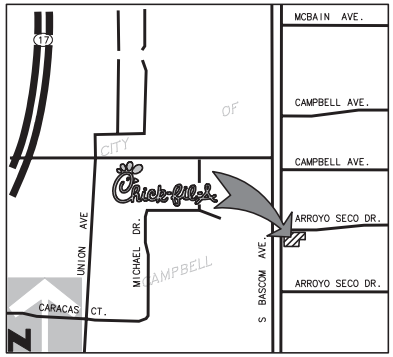
BICYCLE SPACES PROVIDED: 7 RACKS (14 BICYCLE SPACES)

LONG TERM
BICYCLE SPACES REQUIRED: 5% OF MOTOR VEHICLE PARKING
56 X 0.05 = 2.8 = 3 SPACES

BICYCLE SPACES PROVIDED: 3 BICYCLE HOOKS AT STORAGE AREA ADJACENT TO TRASH ENCLOSURE

PUBLIC WORKS NOTES

1. INSTALLATION OF ASPHALT CONCRETE OVERLAY PER STREET PAVEMENT RESTORATION PLAN FOR UTILITY INSTALLATION AND/OR ABANDONMENT, AS REQUIRED BY THE CITY ENGINEER.
2. INSTALLATION OF TRAFFIC CONTROL, STRIPE AND SIGNS AS REQUIRED BY THE CITY ENGINEER.
3. CONSTRUCTION OF CONFORMS TO EXISTING PUBLIC AND PRIVATE IMPROVEMENTS, AS NECESSARY PER CITY ENGINEER REQUIREMENTS.
4. INSTALLATION OF CITY STANDARD CURB, GUTTER AND COMMERCIAL SIDEWALK, INSTALLATION OF ENGINEERED STRUCTURAL PAVEMENT SECTION CENTERLINE, AS REQUIRED BY THE CITY ENGINEER.



2 VICINITY MAP
NTS

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

rho ARCHITECTS
195 South C Street, Suite 200
Tustin, CA 92780
phone 714.832.1834

CHICK-FIL-A
S. BASCOM & ARROYO SECO
2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	08-29-18	AGENCY REV.
2	10-15-18	AGENCY REV.
3	10-24-18	AGENCY REV.

ARCHITECT'S PROJECT #	17-186
PRINTED FOR	PLANNING
DATE	08-29-18
DRAWN BY	AM

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SHEET
SITE PLAN

SHEET NUMBER
SP-1

6.e

Appendix B

Count Data

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by National Data & Surveying Services

Salmar Ave/Hwy 17 SB Off Ramp & Hamilton Ave

Peak Hour Turning Movement Count

ID: 17-07797-001
City: Campbell

Day: Wednesday
Date: 10/11/2017

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	NONE	NONE

Salmar Ave/Hwy 17 SB Off Ramp – SOUTHBOUND

	Right	Through	Left	U-Turn	Departing
AM	1020	260	804	0	475
NOON	0	0	0	0	0
PM	0	0	0	0	0
(red)	0	0	0	0	

Hamilton Ave – EASTBOUND

Movement	AM	NOON	PM	(red)
Departing	2500	0	0	
U-Turn	0	0	0	0
Left	0	0	0	0
Through	1325	0	0	0
Right	19	0	0	0

Hamilton Ave – WESTBOUND

Movement	(red)	PM	NOON	AM
Right	0	0	0	475
Through	0	0	0	1457
Left	0	0	0	132
U-Turn	0	0	0	1
Departing		0	0	2379

Salmar Ave/Hwy 17 SB Off Ramp – NORTHBOUND

	Departing	U-Turn	Left	Through	Right
(red)		0	0	0	0
PM	0	0	0	0	0
NOON	0	0	0	0	0
AM	411	0	23	0	249

CONTROL: 0

	AM	NOON	PM
TEV	5765	0	0
PHF	0.93		

Total Vehicles (AM)

Approach	Movements
Southbound	1020, 260, 804
Eastbound	0 (left), 1325 (through), 19 (right)
Westbound	475 (right), 1457 (through), 132 (left)
Northbound	23, 0, 249

Total Vehicles (Noon)

All movements: N/A

Total Vehicles (PM)

All movements: N/A

Bikes (AM)

Approach	Movements
Southbound	0, 0, 2
Eastbound	0 (left), 1 (through), 0 (right)
Westbound	1 (right), 3 (through), 0 (left)
Northbound	0, 0, 0

Bikes (NOON)

All movements: N/A

Bikes (PM)

All movements: N/A

Pedestrians (Crosswalks)

Crosswalk	PM	NOON	AM	AM	NOON	PM
North	0	0	4	2	0	0
South	0	0	3	2	0	0

Crosswalk	PM	NOON	AM	AM	NOON	PM
West	0	0	0	0	0	0
East	0	0	0	0	0	0

Diagonals (NW, NE, SW, SE): AM 0, NOON 0, PM 0

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WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2016 SCVTA CMP MONITORING
DATE: TUESDAY DECEMBER 13, 2016
PERIOD: 4:30 PM TO 6:30 PM
INTERSECTION: N/S SB SR-17 OFF-RAMP
E/W HAMILTON AVENUE
CITY: CAMPBELL

RTR = RIGHT TURN ON RED
RTG = RIGHT TURN ON GREEN

VEHICLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a-RTR NBRT	7a-RTG NBRT	7b-RTR NBRT	7b-RTG NBRT	9 NBLT	10 EBRT	11a NBLT	11b EBRT	11c EBTH	11d EBTH	11e EBTH	TOTAL
430-445	265	57	301	72	333	44	18	66	2	23	17	6	86	136	122	95	58	1701
445-500	244	56	391	65	281	44	26	46	1	24	21	12	76	158	139	118	59	1761
500-515	237	54	335	87	343	51	25	77	4	39	15	13	78	130	124	107	65	1784
515-530	268	55	381	95	321	48	23	59	3	31	17	15	64	127	107	100	81	1795
530-545	255	70	363	91	287	49	14	62	2	23	17	13	73	149	138	111	83	1800
545-600	212	60	350	95	304	38	19	46	0	26	10	11	75	125	132	101	48	1652
600-615	197	58	335	79	279	35	24	48	4	23	15	15	81	131	130	97	62	1613
615-630	215	64	334	64	304	40	13	37	2	30	10	16	82	137	144	99	62	1653

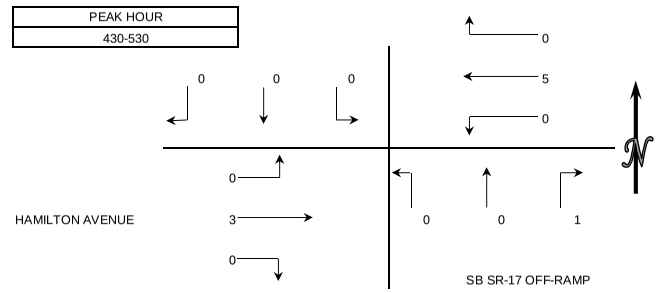
HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a-RTR NBRT	7a-RTG NBRT	7b-RTR NBRT	7b-RTG NBRT	9 NBLT	10 EBRT	11a EBTH	11b EBTH	11c EBTH	11d EBTH	11e EBTH	TOTAL
430-530	1014	222	1408	319	1278	187	92	248	10	117	70	46	304	551	492	420	263	7041
445-545	1004	235	1470	338	1232	192	88	244	10	117	70	53	291	564	508	436	288	7140
500-600	972	239	1429	368	1255	186	81	244	9	119	59	52	290	531	501	419	277	7031
515-615	932	243	1429	360	1191	170	80	215	9	103	59	54	293	532	507	409	274	6860
530-630	879	252	1382	329	1174	162	70	193	8	102	52	55	311	542	544	408	255	6718

SEE MOVEMENTS GRAPHIC BELOW

BICYCLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	0	0	0	1	0	0	0	2	0	3
445-500	0	0	0	0	3	0	0	0	0	0	0	0	3
500-515	0	0	0	0	1	0	0	0	0	0	1	0	2
515-530	0	0	0	0	1	0	0	0	0	0	0	0	1
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0	1	0	1
615-630	0	0	0	0	1	0	0	0	0	0	1	0	2

HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	0	5	0	1	0	0	0	3	0	9
445-545	0	0	0	0	5	0	0	0	0	0	1	0	6
500-600	0	0	0	0	2	0	0	0	0	0	1	0	3
515-615	0	0	0	0	1	0	0	0	0	0	1	0	2
530-630	0	0	0	0	1	0	0	0	0	0	2	0	3



PEDESTRIANS

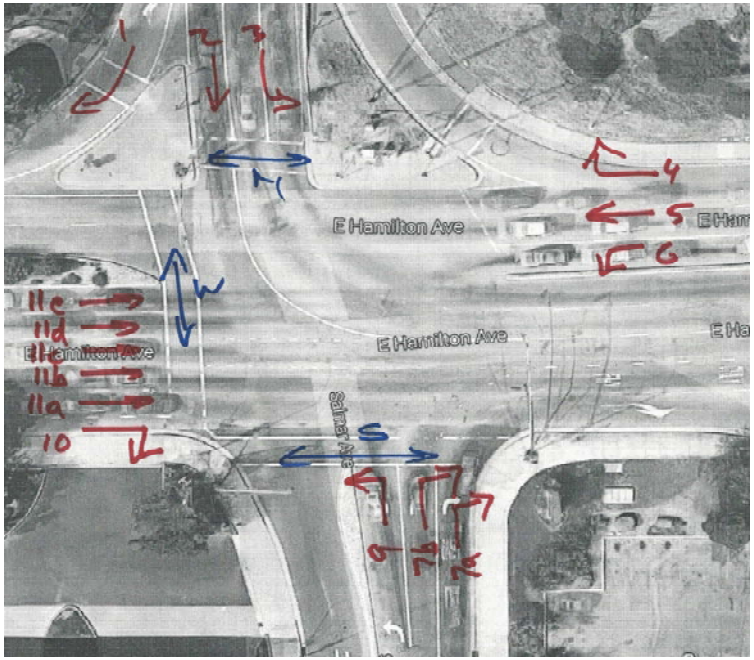
15 MIN COUNTS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	SB	EB	WB	NB	SB	
430-445	2	0	0	0	2	0	0	1	5
445-500	2	0	0	0	1	3	0	1	7
500-515	0	6	0	0	2	1	0	0	9
515-530	0	1	0	0	1	0	0	0	2
530-545	2	3	0	0	1	3	0	0	9
545-600	1	1	0	0	3	1	0	1	7
600-615	0	1	0	0	0	2	1	0	4
615-630	0	1	0	0	0	0	0	0	1

HOUR TOTALS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	SB	EB	WB	NB	SB	
430-530	4	7	0	0	6	4	0	2	23
445-545	4	10	0	0	5	7	0	1	27
500-600	3	11	0	0	7	5	0	1	27
515-615	3	6	0	0	5	6	1	1	22
530-630	3	6	0	0	4	6	1	1	21

WHEELCHAIRS

15 MIN COUNTS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	SB	EB	WB	NB	SB	
430-445	0	0	0	0	1	0	0	1	2
445-500	0	0	0	0	1	0	0	1	2
500-515	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0

HOUR TOTALS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	SB	EB	WB	NB	SB	
430-530	0	0	0	0	2	0	0	2	4
445-545	0	0	0	0	1	0	0	1	2
500-600	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0



Prepared by National Data & Surveying Services

Creekside Way & Hamilton Ave

Peak Hour Turning Movement Count

ID: 17-07797-002
City: Campbell

Day: Tuesday
Date: 10/10/2017

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
NONE	NONE

Creekside Way — SOUTHBOUND

AM	2	0	0	0	2	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Hamilton Ave — EASTBOUND

AM	NOON	PM	
3183	0	0	⇦
0	0	0	↶ 0
0	0	0	↱ 0
1301	0	0	→ 0
323	0	0	↳ 0
AM	NOON	PM	

Hamilton Ave — WESTBOUND

PM	NOON	AM	
0	0	2	0 ↰
0	0	2622	0 ←
0	0	34	0 ↲
0	0	22	0 ↳
0	0	1700	⇨
PM	NOON	AM	

Creekside Way — NORTHBOUND

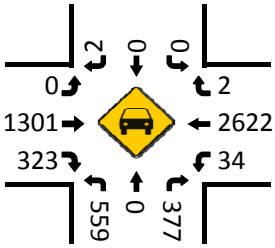
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	357	0	559	0	377	AM

0 0 0 0 ↶ ↰ ↑ ↱ 0 0 0 0

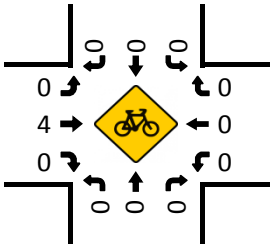
CONTROL: 0

	AM	NOON	PM
TEV	5242	0	0
PHF	0.98		

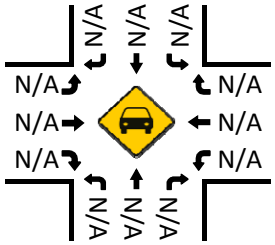
Total Vehicles (AM)



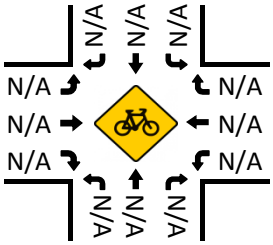
Bikes (AM)



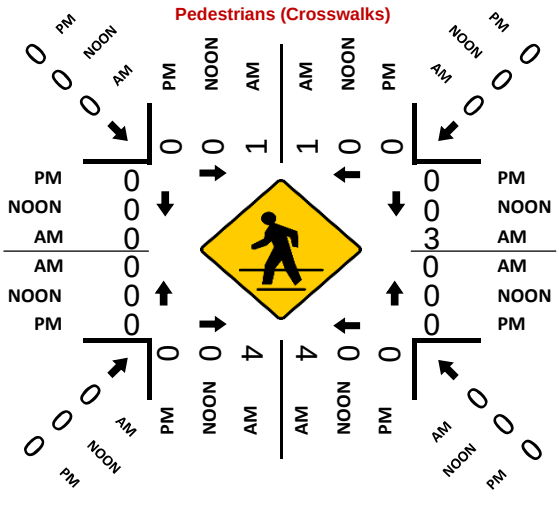
Total Vehicles (Noon)



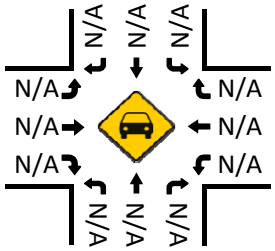
Bikes (NOON)



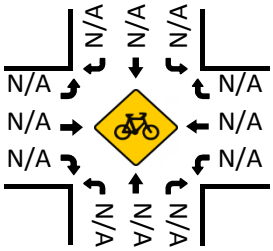
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

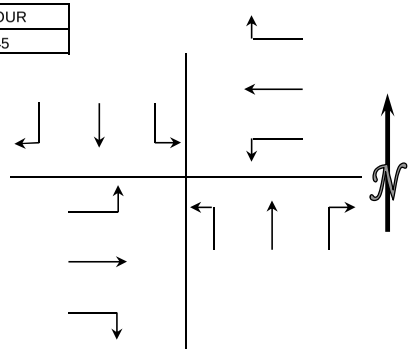
CLIENT:		KITTELSON ASSOCIATES
PROJECT:		2016 SCVTA CMP MONITORING
DATE:		THURSDAY DECEMBER 1, 2016
PERIOD:		4:30 PM TO 6:30 PM
INTERSECTION:	N/S	CREEKSIDE WAY
	E/W	HAMILTON AVENUE
CITY:		CAMPBELL

VEHICLES

15 MIN COUNTS			5A WBTH	5B WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	109	216	6	10	70	0	136	76	438	0	1061
445-500	0	0	136	290	14	9	145	0	184	118	513	0	1409
500-515	0	0	189	298	10	13	99	0	172	120	569	0	1470
515-530	0	0	177	300	3	12	93	0	223	100	508	0	1416
530-545	0	0	141	318	7	8	100	0	212	143	553	0	1482
545-600	0	0	135	279	7	8	102	0	211	152	496	0	1390
600-615	0	0	136	278	3	9	105	0	178	125	548	0	1382
615-630	0	0	128	266	3	3	104	0	143	130	578	0	1355

HOUR TOTALS			5A WBTH	5B WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	611	1104	33	44	407	0	715	414	2028	0	5356
445-545	0	0	643	1206	34	42	437	0	791	481	2143	0	5777
500-600	0	0	642	1195	27	41	394	0	818	515	2126	0	5758
515-615	0	0	589	1175	20	37	400	0	824	520	2105	0	5670
530-630	0	0	540	1141	20	28	411	0	744	550	2175	0	5609

PEAK HOUR
445-545



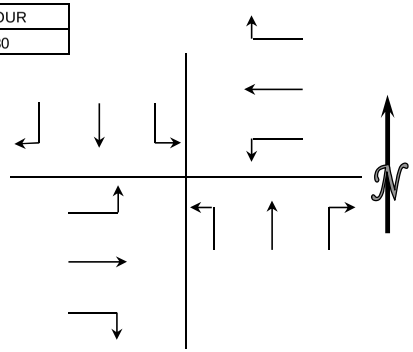
SEE MOVEMENT GRAPHIC BELOW

BICYCLES

15 MIN COUNTS			5A WBTH	5B WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	1	0	0	1	0	0	0	1	0	3
445-500	0	0	0	1	0	0	0	0	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	1	0	1
515-530	0	0	0	1	0	0	0	0	0	0	0	0	1
530-545	0	0	0	1	0	0	0	0	0	0	0	0	1
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	1	0	0	0	0	0	0	1	0	2

HOUR TOTALS			5A WBTH	5B WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	3	0	0	1	0	0	0	2	0	6
445-545	0	0	0	3	0	0	0	0	0	0	1	0	4
500-600	0	0	0	2	0	0	0	0	0	0	1	0	3
515-615	0	0	0	2	0	0	0	0	0	0	0	0	2
530-630	0	0	0	2	0	0	0	0	0	0	1	0	3

PEAK HOUR
430-530



SEE MOVEMENT GRAPHIC BELOW

PEDESTRIANS

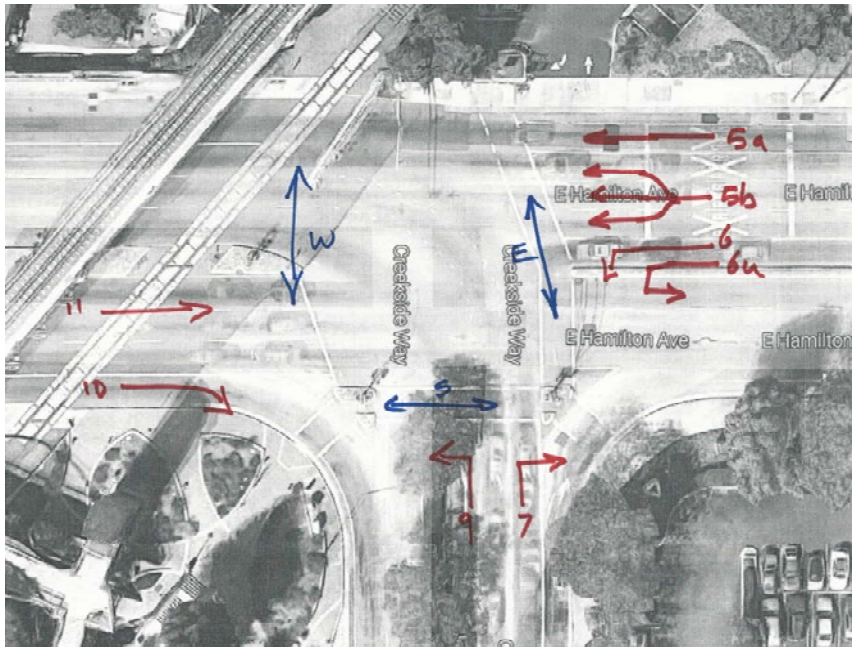
15 MIN	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
COUNTS	EB	WB	NB	WB	EB	WB	NB	SB	
430-445	0	0	2	0	1	0	0	0	3
445-500	0	0	0	0	0	0	0	0	0
500-515	0	0	0	1	0	3	0	0	4
515-530	0	0	0	1	1	2	0	0	4
530-545	0	0	1	1	3	3	0	0	8
545-600	0	0	1	0	0	1	0	0	2
600-615	0	0	0	1	2	4	0	0	7
615-630	0	0	2	0	2	4	0	0	8

HOUR	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
TOTALS	EB	WB	NB	WB	EB	WB	NB	SB	
430-530	0	0	2	2	2	5	0	0	11
445-545	0	0	1	3	4	8	0	0	16
500-600	0	0	2	3	4	9	0	0	18
515-615	0	0	2	3	6	10	0	0	21
530-630	0	0	4	2	7	12	0	0	25

WHEELCHAIRS

15 MIN	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
COUNTS	EB	WB	NB	WB	EB	WB	NB	SB	
430-445	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0

HOUR	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
TOTALS	EB	WB	NB	WB	EB	WB	NB	SB	
430-530	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0



Prepared by National Data & Surveying Services

Bascom Ave & Hamilton Ave

Peak Hour Turning Movement Count

ID: 17-07797-003
City: Campbell

Day: Tuesday
Date: 10/10/2017

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
NONE	NONE

Bascom Ave — SOUTHBOUND

AM	652	430	147	27	2050	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Hamilton Ave — EASTBOUND

AM	NOON	PM	
2789	0	0	
59	0	0	0
530	0	0	0
809	0	0	0
207	0	0	0
AM	NOON	PM	

Hamilton Ave — WESTBOUND

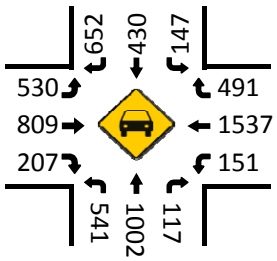
PM	NOON	AM	
0	0	491	0
0	0	1537	0
0	0	151	0
0	0	36	0
0	0	1109	
PM	NOON	AM	

Bascom Ave — NORTHBOUND

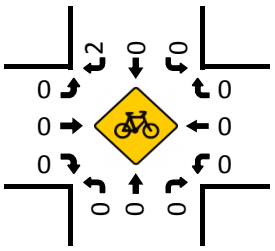
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	810	22	541	1002	117	AM

CONTROL			
	0		
TEV	6758	0	0
	AM	NOON	PM
PHF	0.95		

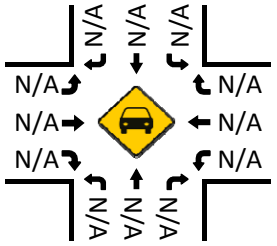
Total Vehicles (AM)



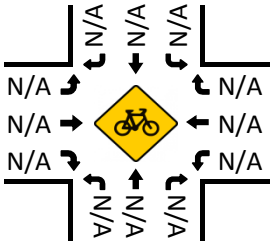
Bikes (AM)



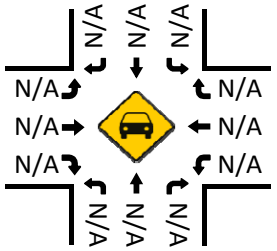
Total Vehicles (Noon)



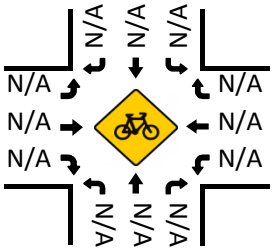
Bikes (NOON)



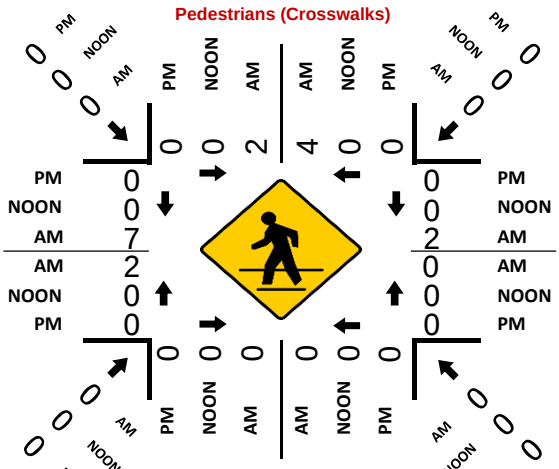
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)



Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

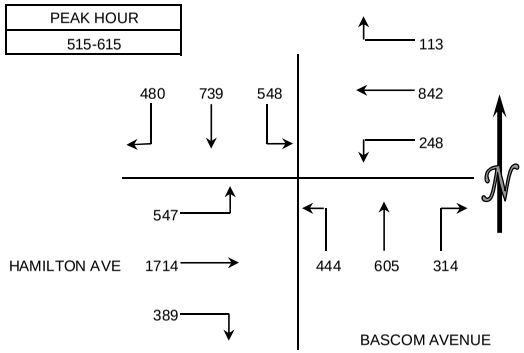
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		KITTELSON ASSOCIATES
PROJECT:		2016 SCVTA CMP MONITORING
DATE:		WEDNESDAY JANUARY 25, 2017
PERIOD:		4:30 PM TO 6:30 PM
INTERSECTION:	N/S	BASCOM AVENUE
	E/W	HAMILTON AVENUE
CITY:		CAMPBELL

VEHICLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	122	181	118	23	157	41	62	127	136	84	411	117	1579
445-500	129	158	140	13	154	69	62	145	107	87	387	108	1559
500-515	120	157	113	28	185	42	76	134	113	81	425	111	1585
515-530	139	186	130	21	205	42	87	150	116	81	408	135	1700
530-545	119	173	130	24	218	60	78	165	105	98	437	122	1729
545-600	103	191	157	37	224	65	70	158	114	104	427	143	1793
600-615	119	189	131	31	195	81	79	132	109	106	442	147	1761
615-630	94	177	136	26	186	61	95	128	102	98	405	134	1642

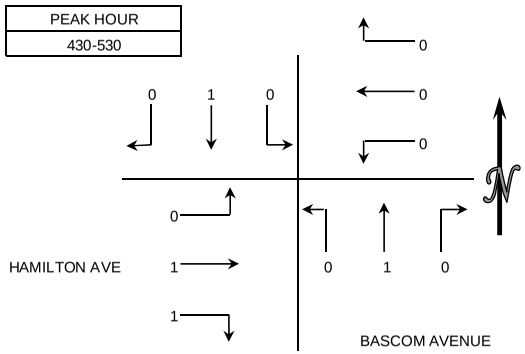
HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	510	682	501	85	701	194	287	556	472	333	1631	471	6423
445-545	507	674	513	86	762	213	303	594	441	347	1657	476	6573
500-600	481	707	530	110	832	209	311	607	448	364	1697	511	6807
515-615	480	739	548	113	842	248	314	605	444	389	1714	547	6983
530-630	435	730	554	118	823	267	322	583	430	406	1711	546	6925



BICYCLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	1	0	0	0	0	0	1	0	0	0	0	2
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	1	0	1
515-530	0	0	0	0	0	0	0	0	0	1	0	0	1
530-545	1	0	0	0	0	1	0	0	0	0	0	0	2
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
600-615	0	1	0	0	0	0	0	0	0	0	0	0	1
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0

HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	1	0	0	0	0	0	1	0	1	1	0	4
445-545	1	0	0	0	0	1	0	0	0	1	1	0	4
500-600	1	0	0	0	0	1	0	0	0	1	1	0	4
515-615	1	1	0	0	0	1	0	0	0	1	0	0	4
530-630	1	1	0	0	0	1	0	0	0	0	0	0	3



Prepared by National Data & Surveying Services

Bascom Ave & Campbell Ave

Peak Hour Turning Movement Count

ID: 17-07797-006
City: Campbell

Day: Wednesday
Date: 10/04/2017

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Bascom Ave — SOUTHBOUND

AM	384	474	25	7	1751	AM
NOON	0	0	0	0	0	NOON
PM	465	1070	122	21	1334	PM

Campbell Ave — EASTBOUND

AM	NOON	PM	
731	0	666	⇦
0	0	0	↶ 0
362	0	580	↱ 0
1	0	0	→ 0
79	0	310	↳ 0

Campbell Ave — WESTBOUND

PM	NOON	AM	
42	0	130	0 ↰
0	0	0	0 ←
48	0	48	0 ↰
0	0	0	0 ↰
137	0	31	⇨

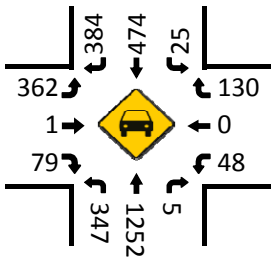
Bascom Ave — NORTHBOUND

PM	1438	10	201	691	15	PM
NOON	0	0	0	0	0	NOON
AM	613	12	347	1252	5	AM

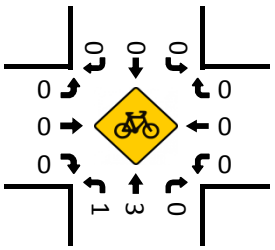
↓	↰ 0	↰ 0	↑ 0	↱ 0

CONTROL			
0			
TEV	3126	0	3575
	AM	NOON	PM
PHF	0.96		0.94

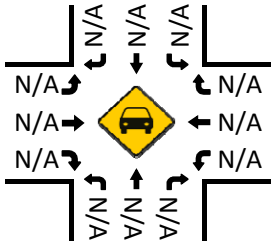
Total Vehicles (AM)



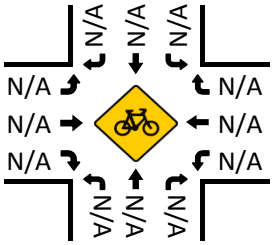
Bikes (AM)



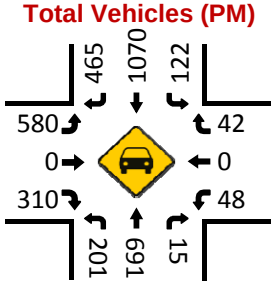
Total Vehicles (Noon)



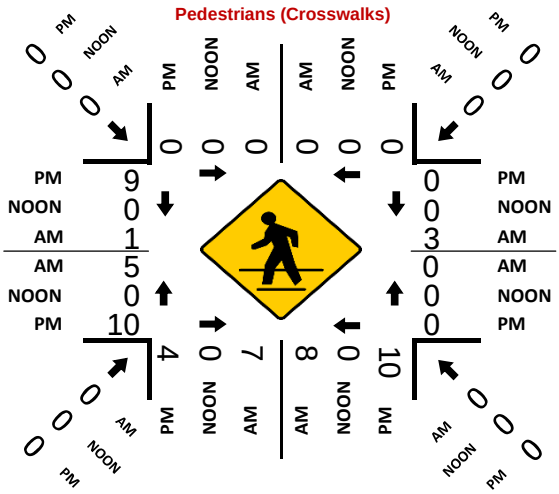
Bikes (NOON)



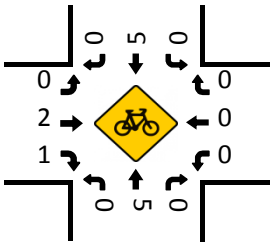
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

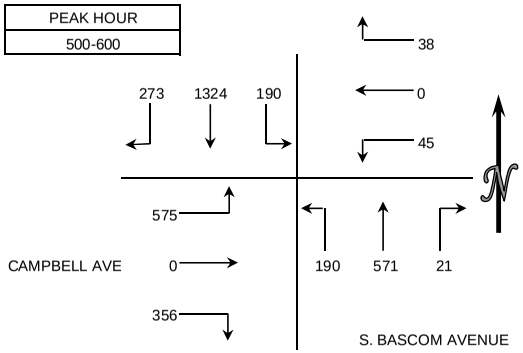
CLIENT: KITTELSON ASSOCIATES
PROJECT: 2016 SCVTA CMP MONITORING
DATE: TUESDAY DECEMBER 6, 2016
PERIOD: 4:30 PM TO 6:30 PM
INTERSECTION: N/S S. BASCOM AVENUE
E/W CAMPBELL AVENUE
CITY: CAMPBELL

SB LT VOLUMES SHOWN INCLUDE U-TURN VOLUMES SHOWN IN NEXT TAB

VEHICLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	70	240	35	14	0	13	6	191	54	37	0	138	798
445-500	79	284	44	13	0	10	4	176	46	59	0	110	825
500-515	57	301	38	7	0	10	2	144	49	74	0	141	823
515-530	81	346	68	9	0	15	6	140	56	84	0	127	932
530-545	52	314	35	14	0	9	8	154	36	109	0	166	897
545-600	83	363	49	8	0	11	5	133	49	89	0	141	931
600-615	59	246	34	12	0	15	7	141	45	77	0	120	756
615-630	68	260	37	16	0	9	5	102	48	59	0	92	696

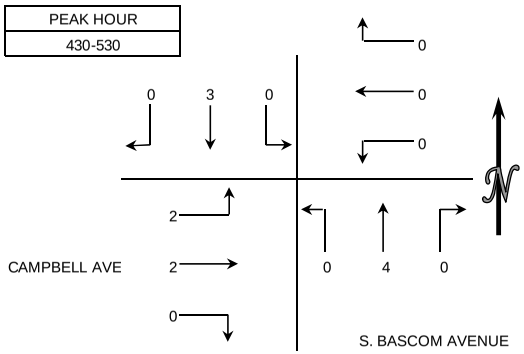
HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	287	1171	185	43	0	48	18	651	205	254	0	516	3378
445-545	269	1245	185	43	0	44	20	614	187	326	0	544	3477
500-600	273	1324	190	38	0	45	21	571	190	356	0	575	3583
515-615	275	1269	186	43	0	50	26	568	186	359	0	554	3516
530-630	262	1183	155	50	0	44	25	530	178	334	0	519	3280



BICYCLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	1	0	0	0	0	0	3	0	0	0	0	4
445-500	0	1	0	0	0	0	0	1	0	0	1	1	4
500-515	0	1	0	0	0	0	0	0	0	0	0	1	2
515-530	0	0	0	0	0	0	0	0	0	0	1	0	1
530-545	0	1	0	0	0	0	0	1	0	0	2	0	4
545-600	0	0	0	0	0	0	0	1	0	0	1	0	2
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	1	0	0	0	0	1

HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	3	0	0	0	0	0	4	0	0	2	2	11
445-545	0	3	0	0	0	0	0	2	0	0	4	2	11
500-600	0	2	0	0	0	0	0	2	0	0	4	1	9
515-615	0	1	0	0	0	0	0	2	0	0	4	0	7
530-630	0	1	0	0	0	0	0	3	0	0	3	0	7



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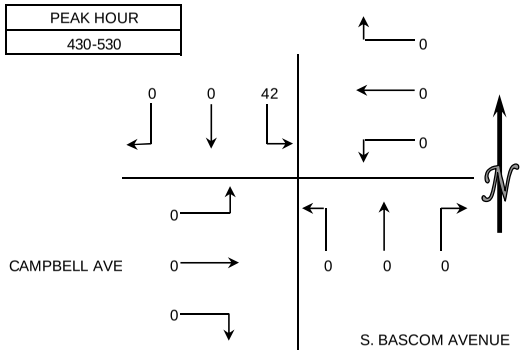
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT:		KITTELSON ASSOCIATES
PROJECT:		2016 SCVTA CMP MONITORING
DATE:		TUESDAY DECEMBER 6, 2016
PERIOD:		4:30 PM TO 6:30 PM
INTERSECTION:	N/S	S. BASCOM AVENUE
	E/W	CAMPBELL AVENUE
CITY:		CAMPBELL

VEHICLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	13	0	0	0	0	0	0	0	0	0	13
445-500	0	0	14	0	0	0	0	0	0	0	0	0	14
500-515	0	0	9	0	0	0	0	0	0	0	0	0	9
515-530	0	0	6	0	0	0	0	0	0	0	0	0	6
530-545	0	0	8	0	0	0	0	0	0	0	0	0	8
545-600	0	0	15	0	0	0	0	0	0	0	0	0	15
600-615	0	0	8	0	0	0	0	0	0	0	0	0	8
615-630	0	0	10	0	0	0	0	0	0	0	0	0	10

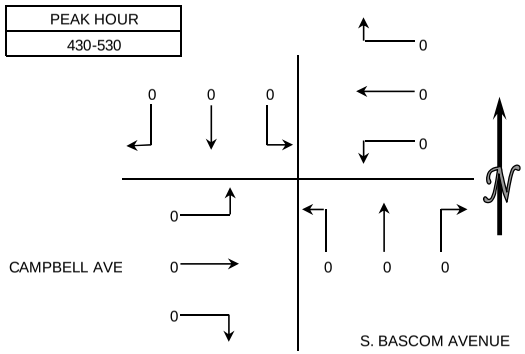
HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	42	0	0	0	0	0	0	0	0	0	42
445-545	0	0	37	0	0	0	0	0	0	0	0	0	37
500-600	0	0	38	0	0	0	0	0	0	0	0	0	38
515-615	0	0	37	0	0	0	0	0	0	0	0	0	37
530-630	0	0	41	0	0	0	0	0	0	0	0	0	41



BICYCLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0

HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0	0	0	0	0



Prepared by National Data & Surveying Services

Bascom Ave & Arroyo Seco Dr

Peak Hour Turning Movement Count

ID: 18-08559-001
City: Campbell

Day: Tuesday
Date: 10/30/2018

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Bascom Ave — SOUTHBOUND

AM	0	557	19	5	1695	AM
NOON	0	0	0	0	0	NOON
PM	5	1467	105	35	860	PM

Arroyo Seco Dr — EASTBOUND

AM	NOON	PM
0	0	5
0	0	0
0	0	0
0	0	0
0	0	2
AM	NOON	PM

Arroyo Seco Dr — WESTBOUND

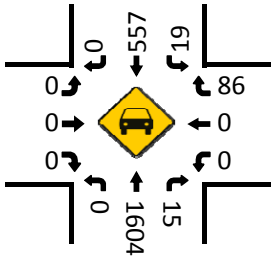
PM	NOON	AM
39	0	86
0	0	0
0	0	0
0	0	0
120	0	34
PM	NOON	AM

Bascom Ave — NORTHBOUND

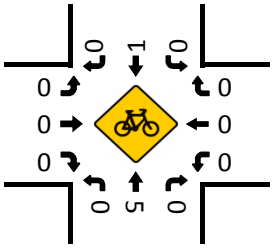
PM	1469	0	0	786	15	PM
NOON	0	0	0	0	0	NOON
AM	557	0	0	1604	15	AM

CONTROL			
0			
TEV	2286 AM	0 NOON	2454 PM
PHF	0.91		0.95

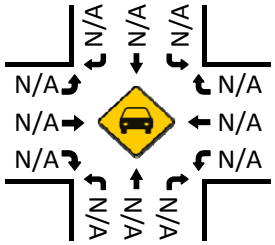
Total Vehicles (AM)



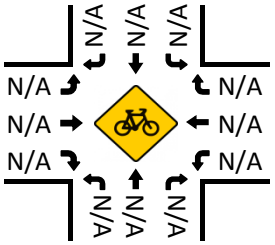
Bikes (AM)



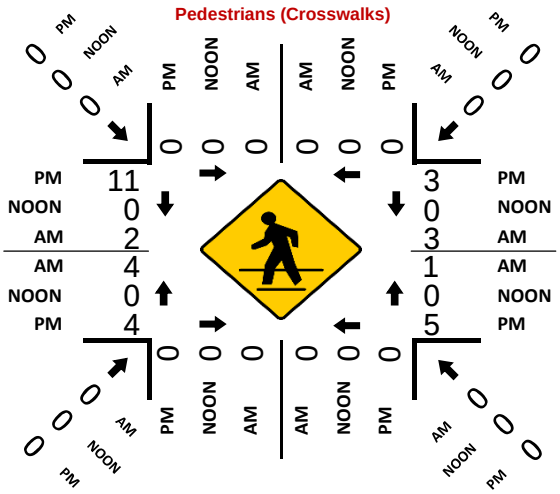
Total Vehicles (Noon)



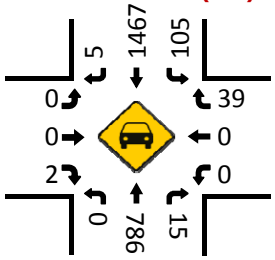
Bikes (NOON)



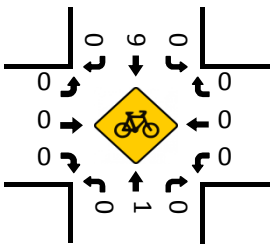
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by National Data & Surveying Services

Bascom Ave & Arroyo Seco Dr

Peak Hour Turning Movement Count

ID: 19-08225-001
City: Campbell

Day: Thursday
Date: 04/25/2019

PEAK HOURS		COUNT PERIODS
	08:00 AM - 09:00 AM	07:00 AM - 09:00 AM
	NONE	NONE
	04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Bascom Ave — SOUTHBOUND

AM	0	494	17	11	1258	AM
NOON	0	0	0	0	0	NOON
PM	5	1348	77	33	868	PM

Arroyo Seco Dr — EASTBOUND

AM	NOON	PM
0	0	5
0	0	0
0	0	2
0	0	0
0	0	4

Arroyo Seco Dr — WESTBOUND

PM	NOON	AM
52	0	73
0	0	0
0	0	0
0	0	0
92	0	24

CONTROL

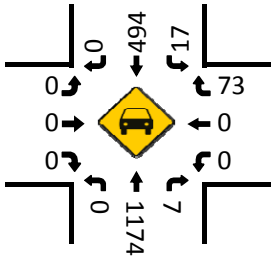
1-Way Stop (WB)

	AM	NOON	PM
TEV	1776	0	2317
PHF	0.96		0.99

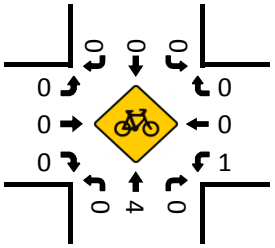
Bascom Ave — NORTHBOUND

PM	1352	0	0	781	15	PM
NOON	0	0	0	0	0	NOON
AM	494	0	0	1174	7	AM

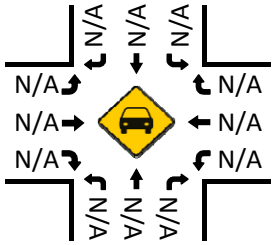
Total Vehicles (AM)



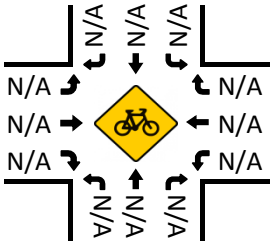
Bikes (AM)



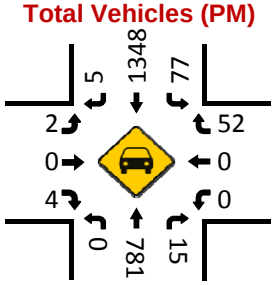
Total Vehicles (Noon)



Bikes (NOON)



Total Vehicles (PM)



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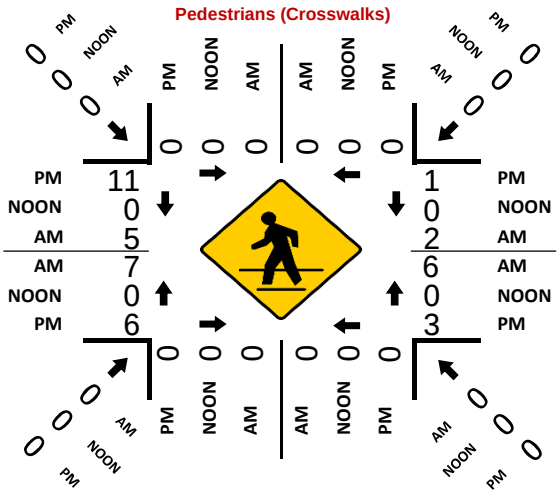
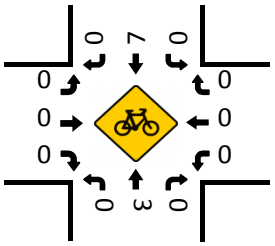


Bikes (PM)



Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Campbell Ave Bet. Bascom Ave & Midway St

Day: Tuesday
Date: 10/30/2018

City: Campbell
Project #: CA18_8560_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,084	1,357	2,441

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	1		3		4		12:00	0	0	19		25		44	
00:15	0	0	1		1		2		12:15	0	0	13		11		24	
00:30	0	0	0		0				12:30	0	0	23		18		41	
00:45	0	0	1	3	1	5	2	8	12:45	0	0	19	74	13	67	32	141
01:00	0	0	0		0				13:00	0	0	15		20		35	
01:15	0	0	0		0				13:15	0	0	18		16		34	
01:30	0	0	0		0				13:30	0	0	17		11		28	
01:45	0	0	1	1	0		1	1	13:45	0	0	15	65	17	64	32	129
02:00	0	0	0		0				14:00	0	0	17		21		38	
02:15	0	0	0		0				14:15	0	0	13		20		33	
02:30	0	0	0		1		1		14:30	0	0	18		15		33	
02:45	0	0	0		1	2	1	2	14:45	0	0	18	66	18	74	36	140
03:00	0	0	0		0				15:00	0	0	26		25		51	
03:15	0	0	0		0				15:15	0	0	28		21		49	
03:30	0	0	0		0				15:30	0	0	24		18		42	
03:45	0	0	0		0				15:45	0	0	18	96	16	80	34	176
04:00	0	0	0		1		1		16:00	0	0	23		21		44	
04:15	0	0	0		0				16:15	0	0	33		15		48	
04:30	0	0	2		1		3		16:30	0	0	33		11		44	
04:45	0	0	0	2	3	5	3	7	16:45	0	0	34	123	26	73	60	196
05:00	0	0	0		2		2		17:00	0	0	30		18		48	
05:15	0	0	0		1		1		17:15	0	0	40		20		60	
05:30	0	0	2		3		5		17:30	0	0	36		17		53	
05:45	0	0	3	5	9	15	12	20	17:45	0	0	48	154	26	81	74	235
06:00	0	0	2		4		6		18:00	0	0	36		16		52	
06:15	0	0	1		4		5		18:15	0	0	41		20		61	
06:30	0	0	1		6		7		18:30	0	0	31		12		43	
06:45	0	0	3	7	14	28	17	35	18:45	0	0	24	132	12	60	36	192
07:00	0	0	12		15		27		19:00	0	0	21		13		34	
07:15	0	0	2		26		28		19:15	0	0	18		10		28	
07:30	0	0	7		51		58		19:30	0	0	23		13		36	
07:45	0	0	6	27	83	175	89	202	19:45	0	0	11	73	10	46	21	119
08:00	0	0	7		59		66		20:00	0	0	13		7		20	
08:15	0	0	5		59		64		20:15	0	0	11		9		20	
08:30	0	0	12		71		83		20:30	0	0	11		5		16	
08:45	0	0	6	30	51	240	57	270	20:45	0	0	11	46	5	26	16	72
09:00	0	0	8		37		45		21:00	0	0	9		5		14	
09:15	0	0	4		43		47		21:15	0	0	8		2		10	
09:30	0	0	8		27		35		21:30	0	0	3		3		6	
09:45	0	0	9	29	31	138	40	167	21:45	0	0	7	27	4	14	11	41
10:00	0	0	10		19		29		22:00	0	0	2		3		5	
10:15	0	0	13		9		22		22:15	0	0	5		2		7	
10:30	0	0	10		11		21		22:30	0	0	4		4		8	
10:45	0	0	14	47	18	57	32	104	22:45	0	0	1	12	3	12	4	24
11:00	0	0	11		21		32		23:00	0	0	1		1		2	
11:15	0	0	16		17		33		23:15	0	0	3		2		5	
11:30	0	0	10		25		35		23:30	0	0	5		3		8	
11:45	0	0	17	54	25	88	42	142	23:45	0	0	2	11	1	7	3	18
TOTALS				205		753		958	TOTALS				879		604		148
SPLIT %				21.4%		78.6%		39.2%	SPLIT %				59.3%		40.7%		60.8

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,084	1,357	2,441

AM Peak Hour			11:45	07:45	07:45	PM Peak Hour			17:30	14:45	17:3
AM Pk Volume			72	272	302	PM Pk Volume			161	82	240
Pk Hr Factor			0.783	0.819	0.848	Pk Hr Factor			0.839	0.820	0.81
7 - 9 Volume	0	0	57	415	472	4 - 6 Volume	0	0	277	154	431
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			17:00	16:45	17:0
7 - 9 Pk Volume	0	0	30	272	302	4 - 6 Pk Volume	0	0	154	81	235
Pk Hr Factor	0.000	0.000	0.625	0.819	0.848	Pk Hr Factor	0.000	0.000	0.802	0.779	0.79

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Arroyo Seco Dr Bet. Bascom Ave & Midway St

Day: Tuesday
Date: 10/30/2018

City: Campbell
Project #: CA18_8560_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	688	505	1,193

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	0		0				12:00	0	0	7		4		11	
00:15	0	0	1		1		2		12:15	0	0	5		7		12	
00:30	0	0	1		1		2		12:30	0	0	11		5		16	
00:45	0	0	1	3	0	2	1	5	12:45	0	0	12	35	3	19	15	54
01:00	0	0	0		0				13:00	0	0	6		6		12	
01:15	0	0	0		0				13:15	0	0	10		6		16	
01:30	0	0	0		0				13:30	0	0	11		5		16	
01:45	0	0	2	2	0		2	2	13:45	0	0	11	38	6	23	17	61
02:00	0	0	0		2		2		14:00	0	0	13		7		20	
02:15	0	0	0		0				14:15	0	0	15		4		19	
02:30	0	0	0		0				14:30	0	0	11		5		16	
02:45	0	0	0		0	2		2	14:45	0	0	10	49	15	31	25	80
03:00	0	0	0		0				15:00	0	0	17		10		27	
03:15	0	0	0		0				15:15	0	0	10		8		18	
03:30	0	0	0		0				15:30	0	0	21		8		29	
03:45	0	0	0		0				15:45	0	0	18	66	3	29	21	95
04:00	0	0	0		0				16:00	0	0	14		7		21	
04:15	0	0	0		0				16:15	0	0	13		5		18	
04:30	0	0	0		0				16:30	0	0	13		9		22	
04:45	0	0	0		0				16:45	0	0	14	54	14	35	28	89
05:00	0	0	1		1		2		17:00	0	0	25		8		33	
05:15	0	0	1		1		2		17:15	0	0	20		8		28	
05:30	0	0	1		2		3		17:30	0	0	36		6		42	
05:45	0	0	0	3	1	5	1	8	17:45	0	0	24	105	12	34	36	139
06:00	0	0	1		3		4		18:00	0	0	18		8		26	
06:15	0	0	2		2		4		18:15	0	0	29		6		35	
06:30	0	0	1		1		2		18:30	0	0	24		6		30	
06:45	0	0	0	4	7	13	7	17	18:45	0	0	17	88	9	29	26	117
07:00	0	0	2		11		13		19:00	0	0	15		6		21	
07:15	0	0	3		10		13		19:15	0	0	16		6		22	
07:30	0	0	4		29		33		19:30	0	0	7		2		9	
07:45	0	0	2	11	25	75	27	86	19:45	0	0	14	52	5	19	19	71
08:00	0	0	11		20		31		20:00	0	0	6		1		7	
08:15	0	0	9		17		26		20:15	0	0	6		2		8	
08:30	0	0	13		15		28		20:30	0	0	8		3		11	
08:45	0	0	6	39	20	72	26	111	20:45	0	0	4	24	4	10	8	34
09:00	0	0	4		11		15		21:00	0	0	6		2		8	
09:15	0	0	9		9		18		21:15	0	0	8		3		11	
09:30	0	0	3		5		8		21:30	0	0	4		2		6	
09:45	0	0	4	20	7	32	11	52	21:45	0	0	5	23	0	7	5	30
10:00	0	0	7		8		15		22:00	0	0	6		0		6	
10:15	0	0	9		6		15		22:15	0	0	4		3		7	
10:30	0	0	10		10		20		22:30	0	0	1		3		4	
10:45	0	0	9	35	8	32	17	67	22:45	0	0	5	16	2	8	7	24
11:00	0	0	3		9		12		23:00	0	0	0		2		2	
11:15	0	0	8		4		12		23:15	0	0	1		0		1	
11:30	0	0	3		8		11		23:30	0	0	1		1		2	
11:45	0	0	4	18	4	25	8	43	23:45	0	0	1	3	0	3	1	6
TOTALS				135		258		393	TOTALS				553		247		800
SPLIT %				34.4%		65.6%		32.9%	SPLIT %				69.1%		30.9%		67.1

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	688	505	1,193

AM Peak Hour			08:00	07:30	07:30	PM Peak Hour			17:30	14:45	17:0
AM Pk Volume			39	91	117	PM Pk Volume			107	41	139
Pk Hr Factor			0.750	0.784	0.886	Pk Hr Factor			0.743	0.683	0.82
7 - 9 Volume	0	0	50	147	197	4 - 6 Volume	0	0	159	69	228
7 - 9 Peak Hour			08:00	07:30	07:30	4 - 6 Peak Hour			17:00	16:30	17:0
7 - 9 Pk Volume	0	0	39	91	117	4 - 6 Pk Volume	0	0	105	39	139
Pk Hr Factor	0.000	0.000	0.750	0.784	0.886	Pk Hr Factor	0.000	0.000	0.729	0.696	0.82

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

El Solyo Ave Bet. Bascom Ave & Midway St

Day: Tuesday
Date: 10/30/2018

City: Campbell
Project #: CA18_8560_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	119	286	405

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	0		0				12:00	0	0	2		10		12	
00:15	0	0	1		1		2		12:15	0	0	2		6		8	
00:30	0	0	0		0				12:30	0	0	0		9		9	
00:45	0	0	0	1	0	1		2	12:45	0	0	3	7	5	30	8	37
01:00	0	0	0		1		1		13:00	0	0	4		5		9	
01:15	0	0	0		1		1		13:15	0	0	4		2		6	
01:30	0	0	0		0				13:30	0	0	2		9		11	
01:45	0	0	0		0	2		2	13:45	0	0	1	11	8	24	9	35
02:00	0	0	0		0				14:00	0	0	3		9		12	
02:15	0	0	0		1		1		14:15	0	0	3		2		5	
02:30	0	0	0		0				14:30	0	0	3		1		4	
02:45	0	0	0		0	1		1	14:45	0	0	7	16	3	15	10	31
03:00	0	0	0		0				15:00	0	0	2		9		11	
03:15	0	0	0		0				15:15	0	0	3		4		7	
03:30	0	0	0		0				15:30	0	0	3		4		7	
03:45	0	0	0		0				15:45	0	0	1	9	2	19	3	28
04:00	0	0	0		0				16:00	0	0	3		3		6	
04:15	0	0	0		0				16:15	0	0	2		6		8	
04:30	0	0	0		0				16:30	0	0	2		3		5	
04:45	0	0	0		0				16:45	0	0	1	8	4	16	5	24
05:00	0	0	0		0				17:00	0	0	6		9		15	
05:15	0	0	0		0				17:15	0	0	4		0		4	
05:30	0	0	0		0				17:30	0	0	2		9		11	
05:45	0	0	0		0				17:45	0	0	5	17	1	19	6	36
06:00	0	0	0		0				18:00	0	0	3		2		5	
06:15	0	0	1		0		1		18:15	0	0	3		5		8	
06:30	0	0	0		5		5		18:30	0	0	2		4		6	
06:45	0	0	2	3	3	8	5	11	18:45	0	0	5	13	5	16	10	29
07:00	0	0	0		5		5		19:00	0	0	1		4		5	
07:15	0	0	0		9		9		19:15	0	0	5		0		5	
07:30	0	0	2		8		10		19:30	0	0	2		1		3	
07:45	0	0	0	2	10	32	10	34	19:45	0	0	0	8	3	8	3	16
08:00	0	0	1		10		11		20:00	0	0	0		1		1	
08:15	0	0	2		11		13		20:15	0	0	0		2		2	
08:30	0	0	0		5		5		20:30	0	0	2		1		3	
08:45	0	0	0	3	3	29	3	32	20:45	0	0	1	3	0	4	1	7
09:00	0	0	0		7		7		21:00	0	0	0		3		3	
09:15	0	0	0		1		1		21:15	0	0	1		0		1	
09:30	0	0	0		3		3		21:30	0	0	1		0		1	
09:45	0	0	1	1	3	14	4	15	21:45	0	0	0	2	0	3		5
10:00	0	0	1		8		9		22:00	0	0	0		1		1	
10:15	0	0	1		5		6		22:15	0	0	1		0		1	
10:30	0	0	2		4		6		22:30	0	0	0		1		1	
10:45	0	0	3	7	4	21	7	28	22:45	0	0	1	2	1	3	2	5
11:00	0	0	3		5		8		23:00	0	0	0		0			
11:15	0	0	2		3		5		23:15	0	0	0		1		1	
11:30	0	0	0		3		3		23:30	0	0	0		0			
11:45	0	0	1	6	7	18	8	24	23:45	0	0	0		2	3	2	3
TOTALS				23		126		149	TOTALS				96		160		256
SPLIT %				15.4%		84.6%		36.8%	SPLIT %				37.5%		62.5%		63.2

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	119	286	405

AM Peak Hour			10:30	07:30	07:30	PM Peak Hour			17:00	12:00	13:1
AM Pk Volume			10	39	44	PM Pk Volume			17	30	38
Pk Hr Factor			0.833	0.886	0.846	Pk Hr Factor			0.708	0.750	0.79
7 - 9 Volume	0	0	5	61	66	4 - 6 Volume	0	0	25	35	60
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	16:15	17:0
7 - 9 Pk Volume	0	0	5	39	44	4 - 6 Pk Volume	0	0	17	22	36
Pk Hr Factor	0.000	0.000	0.625	0.886	0.846	Pk Hr Factor	0.000	0.000	0.708	0.611	0.60

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by National Data & Surveying Services

Inbound & Outbound Study

Location: 550 El Camino R **Date:** 10/30/2018
City: Sunnyvale **Day:** Tuesday

TIME	Vehicles		
	INBOUND	OUTBOUND	TOTAL
6:30 AM	5	4	9
6:45 AM	6	5	11
7:00 AM	8	4	12
7:15 AM	10	11	21
7:30 AM	8	4	12
7:45 AM	2	7	9
8:00 AM	8	7	15
8:15 AM	8	7	15
8:30 AM	6	3	9
8:45 AM	12	6	18
9:00 AM	10	16	26
9:15 AM	11	10	21
9:30 AM	22	10	32
9:45 AM	13	15	28
10:00 AM	16	16	32
10:15 AM	20	20	40
10:30 AM	19	14	33
10:45 AM	17	21	38
11:00 AM	27	12	39
11:15 AM	32	22	54
11:30 AM	40	29	69
11:45 AM	38	32	70
12:00 PM	53	50	103
12:15 PM	46	47	93
12:30 PM	35	46	81
12:45 PM	40	47	87
1:00 PM	39	31	70
1:15 PM	31	30	61
1:30 PM	33	43	76
1:45 PM	28	34	62
2:00 PM	23	30	53
2:15 PM	26	21	47
2:30 PM	27	41	68
2:45 PM	17	19	36
3:00 PM	22	24	46
3:15 PM	14	15	29
3:30 PM	17	15	32
3:45 PM	27	12	39
4:00 PM	19	20	39
4:15 PM	23	25	48
4:30 PM	26	22	48
4:45 PM	28	22	50
5:00 PM	21	19	40
5:15 PM	19	28	47
5:30 PM	32	21	53
5:45 PM	23	24	47
6:00 PM	31	26	57
6:15 PM	33	23	56
6:30 PM	28	27	55
6:45 PM	32	27	59
7:00 PM	40	37	77
7:15 PM	40	38	78
7:30 PM	28	41	69
7:45 PM	33	32	65
8:00 PM	38	39	77
8:15 PM	26	28	54
8:30 PM	32	27	59
8:45 PM	25	39	64
9:00 PM	29	29	58
9:15 PM	25	33	58
9:30 PM	19	24	43
9:45 PM	14	20	34
Totals	1480	1451	2931

Location: 2280 Monterey **Date:** 10/30/2018
City: San Jose **Day:** Tuesday

TIME	Vehicles		
	INBOUND	OUTBOUND	TOTAL
6:30 AM	3	4	7
6:45 AM	7	9	16
7:00 AM	7	4	11
7:15 AM	8	7	15
7:30 AM	9	8	17
7:45 AM	23	15	38
8:00 AM	21	17	38
8:15 AM	19	23	42
8:30 AM	19	17	36
8:45 AM	21	24	45
9:00 AM	21	20	41
9:15 AM	21	19	40
9:30 AM	24	17	41
9:45 AM	25	27	52
10:00 AM	23	24	47
10:15 AM	18	21	39
10:30 AM	29	23	52
10:45 AM	26	25	51
11:00 AM	45	31	76
11:15 AM	36	39	75
11:30 AM	56	43	99
11:45 AM	69	63	132
12:00 PM	70	59	129
12:15 PM	79	73	152
12:30 PM	76	80	156
12:45 PM	66	64	130
1:00 PM	72	86	158
1:15 PM	53	55	108
1:30 PM	71	63	134
1:45 PM	48	45	93
2:00 PM	41	61	102
2:15 PM	50	52	102
2:30 PM	37	52	89
2:45 PM	46	41	87
3:00 PM	43	44	87
3:15 PM	53	47	100
3:30 PM	41	37	78
3:45 PM	60	54	114
4:00 PM	48	50	98
4:15 PM	41	50	91
4:30 PM	40	48	88
4:45 PM	56	41	97
5:00 PM	56	53	109
5:15 PM	51	38	89
5:30 PM	50	48	98
5:45 PM	56	57	113
6:00 PM	62	57	119
6:15 PM	47	46	93
6:30 PM	60	63	123
6:45 PM	61	58	119
7:00 PM	59	58	117
7:15 PM	66	73	139
7:30 PM	57	54	111
7:45 PM	49	49	98
8:00 PM	45	48	93
8:15 PM	44	36	80
8:30 PM	35	38	73
8:45 PM	37	43	80
9:00 PM	40	51	91
9:15 PM	33	39	72
9:30 PM	34	34	68
9:45 PM	17	34	51
Totals	2580	2559	5139

Location: 5539 AutoMall I **Date:** 1/23/2019
City: Fremont **Day:** Wednesday

TIME	Vehicles		
	Inbound	Outbound	TOTAL
6:30 AM	14	13	27
6:45 AM	19	14	33
7:00 AM	14	17	31
7:15 AM	15	11	26
7:30 AM	16	20	36
7:45 AM	16	14	30
8:00 AM	9	7	16
8:15 AM	17	14	31
8:30 AM	8	14	22
8:45 AM	23	14	37
9:00 AM	23	27	50
9:15 AM	16	15	31
9:30 AM	22	20	42
9:45 AM	9	12	21
10:00 AM	28	24	52
10:15 AM	24	23	47
10:30 AM	29	30	59
10:45 AM	18	14	32
11:00 AM	29	30	59
11:15 AM	25	25	50
11:30 AM	38	30	68
11:45 AM	39	31	70
12:00 PM	57	51	108
12:15 PM	61	59	120
12:30 PM	56	60	116
12:45 PM	54	60	114
1:00 PM	46	38	84
1:15 PM	34	42	76
1:30 PM	42	34	76
1:45 PM	42	46	88
2:00 PM	27	37	64
2:15 PM	35	42	77
2:30 PM	41	45	86
2:45 PM	28	28	56
3:00 PM	21	20	41
3:15 PM	15	20	35
3:30 PM	23	26	49
3:45 PM	26	24	50
4:00 PM	25	27	52
4:15 PM	22	18	40
4:30 PM	25	25	50
4:45 PM	18	25	43
5:00 PM	15	16	31
5:15 PM	19	16	35
5:30 PM	25	19	44
5:45 PM	33	25	58
6:00 PM	31	33	64
6:15 PM	35	27	62
6:30 PM	32	34	66
6:45 PM	29	24	53
7:00 PM	24	28	52
7:15 PM	27	31	58
7:30 PM	23	23	46
7:45 PM	24	26	50
8:00 PM	32	25	57
8:15 PM	17	23	40
8:30 PM	16	25	41
8:45 PM	12	17	29
9:00 PM	22	16	38
9:15 PM	12	12	24
9:30 PM	12	15	27
9:45 PM	9	12	21
Totals	1598	1593	3191

Location: 5245 Mowry Av **Date:** 1/23/2019
City: Fremont **Day:** Wednesday

TIME	Vehicles		
	Inbound	Outbound	TOTAL
6:30 AM	5	9	14
6:45 AM	11	12	23
7:00 AM	15	12	27
7:15 AM	15	13	28
7:30 AM	19	19	38
7:45 AM	18	14	32
8:00 AM	19	20	39
8:15 AM	13	11	24
8:30 AM	16	15	31
8:45 AM	30	30	60
9:00 AM	31	32	63
9:15 AM	23	21	44
9:30 AM	34	30	64
9:45 AM	28	27	55
10:00 AM	36	38	74
10:15 AM	20	24	44
10:30 AM	34	29	63
10:45 AM	40	41	81
11:00 AM	56	45	101
11:15 AM	57	49	106
11:30 AM	55	58	113
11:45 AM	71	54	125
12:00 PM	62	64	126
12:15 PM	50	54	104
12:30 PM	73	76	149
12:45 PM	70	67	137
1:00 PM	66	63	129
1:15 PM	57	69	126
1:30 PM	66	52	118
1:45 PM	65	62	127
2:00 PM	54	62	116
2:15 PM	56	59	115
2:30 PM	56	55	111
2:45 PM	48	58	106
3:00 PM	50	55	105
3:15 PM	47	43	90
3:30 PM	41	46	87
3:45 PM	55	47	102
4:00 PM	41	42	83
4:15 PM	53	55	108
4:30 PM	39	43	82
4:45 PM	57	56	113
5:00 PM	42	38	80
5:15 PM	55	61	116
5:30 PM	71	55	126
5:45 PM	58	55	113
6:00 PM	62	57	119
6:15 PM	44	56	100
6:30 PM	56	57	113
6:45 PM	56	54	110
7:00 PM	68	66	134
7:15 PM	56	55	111
7:30 PM	57	54	111
7:45 PM	30	46	76
8:00 PM	35	44	79
8:15 PM	32	32	64
8:30 PM	33	27	60
8:45 PM	35	27	62
9:00 PM	33	39	72
9:15 PM	38	40	78
9:30 PM	29	35	64
9:45 PM	15	27	42
Totals	2657	2656	5313

Prepared by National Data & Surveying Services

Parking Study

Date: 10/30/2018
Day: Tuesday

Time	550 West El Camino Real, Sunnyvale					2280 Monterey Hwy, San Jose				
	TOTAL	Reg	HC	Employee	Clean Air	TOTAL	Reg	HC	Curb Pick-Up	Clean Air
# of Spaces	58	50	3	2	3	64	59	2	1	2
7:00 AM	4	3	0	0	1	6	6	0	0	0
7:30 AM	5	4	0	1	0	9	7	0	1	1
8:00 AM	6	5	0	1	0	16	14	0	1	1
8:30 AM	9	6	0	1	2	18	17	0	0	1
9:00 AM	10	6	0	1	3	17	17	0	0	0
5:00 PM	28	24	0	2	2	26	25	0	0	1
5:30 PM	32	28	1	2	1	39	36	0	1	2
6:00 PM	37	30	3	2	2	39	37	0	0	2
6:30 PM	41	35	3	2	1	40	37	1	1	1
7:00 PM	50	43	3	2	2	46	42	1	1	2

Date: 01/23/2019
Day: Wednesday

Time	5539 Auto Mall Parkway, Fremont			5245 Mowry Ave, Fremont		
	Total	Regular	HC	Total	Regular	HC
# of Spaces	52	49	3	44	42	2
7:00 AM	40	37	3	3	3*	0
7:30 AM	39	36	3	6	5	1
8:00 AM	36	33	3	9	9	0
8:30 AM	37	34	3	8	7	1
9:00 AM	32	29	3	8	8	0
5:00 PM	38	35	3	24	23	1
5:30 PM	37	34	3	32	32	0
6:00 PM	25	22	3	38	38	0
6:30 PM	24	22	2	34	34	0
7:00 PM	26	23	3	38	38	0

Notes: * One Space Occupied By a Dumpster. Included in Total

Prepared by National Data & Surveying Services

Drive-Through Queue Study

Date: 10/30/2018
Day: Tuesday

Time	550 West El Camino Real, Sunnyvale	2280 Monterey Hwy, San Jose
	Drive-thru Maximum Queue (Total Vehicles)	
7:00 AM	3	1
7:30 AM	2	1
8:00 AM	4	3
8:30 AM	5	5
5:00 PM	13	14
5:30 PM	15	16
6:00 PM	15	15
6:30 PM	21	23

Date: 1/23/2019
Day: Wednesday

Time	5539 AutoMall Parkway, Fremont	5245 Mowry Ave, Fremont
	Drive-thru Maximum Queue (Total Vehicles)	
7:00 AM	3	2
7:30 AM	4	3
8:00 AM	7	3
8:30 AM	6	3
5:00 PM	4	3
5:30 PM	6	6
6:00 PM	9	15
6:30 PM	16	12

Prepared by National Data & Surveying Services

Parking Study

Date: 10/30/2018
Day: Tuesday

Time	550 West El Camino Real, Sunnyvale					2280 Monterey Hwy, San Jose				
	TOTAL	Reg	HC	Employee	Clean Air	TOTAL	Reg	HC	Curb Pick-Up	Clean Air
# of Spaces	58	50	3	2	3	64	59	2	1	2
7:00 AM	4	3	0	0	1	6	6	0	0	0
7:30 AM	5	4	0	1	0	9	7	0	1	1
8:00 AM	6	5	0	1	0	16	14	0	1	1
8:30 AM	9	6	0	1	2	18	17	0	0	1
9:00 AM	10	6	0	1	3	17	17	0	0	0
5:00 PM	28	24	0	2	2	26	25	0	0	1
5:30 PM	32	28	1	2	1	39	36	0	1	2
6:00 PM	37	30	3	2	2	39	37	0	0	2
6:30 PM	41	35	3	2	1	40	37	1	1	1
7:00 PM	50	43	3	2	2	46	42	1	1	2

Date: 01/23/2019
Day: Wednesday

Time	5539 Auto Mall Parkway, Fremont			5245 Mowry Ave, Fremont		
	Total	Regular	HC	Total	Regular	HC
# of Spaces	52	49	3	44	42	2
7:00 AM	40	37	3	3	3*	0
7:30 AM	39	36	3	6	5	1
8:00 AM	36	33	3	9	9	0
8:30 AM	37	34	3	8	7	1
9:00 AM	32	29	3	8	8	0
5:00 PM	38	35	3	24	23	1
5:30 PM	37	34	3	32	32	0
6:00 PM	25	22	3	38	38	0
6:30 PM	24	22	2	34	34	0
7:00 PM	26	23	3	38	38	0

Notes: * One Space Occupied By a Dumpster. Included in Total

Prepared by National Data & Surveying Services

Drive-Through Queue Study

Date: 10/30/2018
Day: Tuesday

Time	550 West El Camino Real, Sunnyvale	2280 Monterey Hwy, San Jose
	Drive-thru Maximum Queue (Total Vehicles)	
7:00 AM	3	1
7:30 AM	2	1
8:00 AM	4	3
8:30 AM	5	5
5:00 PM	13	14
5:30 PM	15	16
6:00 PM	15	15
6:30 PM	21	23

Date: 1/23/2019
Day: Wednesday

Time	5539 AutoMall Parkway, Fremont	5245 Mowry Ave, Fremont
	Drive-thru Maximum Queue (Total Vehicles)	
7:00 AM	3	2
7:30 AM	4	3
8:00 AM	7	3
8:30 AM	6	3
5:00 PM	4	3
5:30 PM	6	6
6:00 PM	9	15
6:30 PM	16	12

Prepared by National Data & Surveying Services

Parking Study

Location: 550 West El Camino Real **Date:** 6/22/2019
City: Sunnyvale, CA **Day:** Saturday

Space Type	HC	Compact	Regular
Inventory	3	6	49
12:00 PM	0	5	39
12:30 PM	1	6	44
1:00 PM	1	6	38
1:30 PM	0	1	43
2:00 PM	0	4	44

Prepared by National Data & Surveying Services

Parking Study

Location: 5539 AutoMall Parkway **Date:** 6/22/2019
City: Fremont, CA **Day:** Saturday

Space Type	Regular	Handicap
Inventory	48	3
12:00 PM	44	2
12:30 PM	48	3
1:00 PM	45	3
1:30 PM	42	2
2:00 PM	38	1

Prepared by National Data & Surveying Services

Parking Study

Location: 2280 Monterey Rd **Date:** 6/22/2019
City: San Jose, CA **Day:** Saturday

Space Type	HC	Clean Air Vehicle	Regular
Inventory	2	2	61
12:00 PM	1	2	51
12:30 PM	1	2	54
1:00 PM	2	2	52
1:30 PM	2	2	58
2:00 PM	0	2	52

Prepared by National Data & Surveying Services

Parking Study

Location: 5245 Mowry Ave **Date:** 6/22/2019
City: Fremont, CA **Day:** Saturday

Space Type	Regular	Handicap
Inventory	42	2
12:00 PM	42	1
12:30 PM	42	2
1:00 PM	42	2
1:30 PM	42	2
2:00 PM	42	2

Prepared by National Data & Surveying Services

Queue Study

Location: 550 West El Camino Real
City: Sunnyvale, CA
Date: 6/22/2019
Day: Saturday

Time	Drive Thru Volumes - In and Out		Drive-thru Maximum Queue (Total Vehicles)
	IN	OUT	
12:00 PM	45	44	20
12:30 PM	37	34	17
1:00 PM	40	47	21
1:30 PM	49	36	34
2:00 PM	43	39	29

Prepared by National Data & Surveying Services

Queue Study

Location: 5539 AutoMall Parkway
City: Fremont, CA
Date: 6/22/2019
Day: Saturday

Time	Drive Thru Volumes - In and Out		Drive-thru Maximum Queue (Total Vehicles)
	IN	OUT	
12:00 PM	44	49	8
12:30 PM	55	51	10
1:00 PM	30	30	12
1:30 PM	29	24	9
2:00 PM	22	25	9

Prepared by National Data & Surveying Services

Queue Study

Location: 2280 Monterey Rd
City: San Jose, CA
Date: 6/22/2019
Day: Saturday

Time	Drive Thru Volumes - In and Out		Drive-thru Maximum Queue (Total
	IN	OUT	
12:00 PM	40	36	17
12:30 PM	35	35	13
1:00 PM	34	35	17
1:30 PM	33	34	20
2:00 PM	32	35	19

Prepared by National Data & Surveying Services

Queue Study

Location: 5245 Mowry Ave
City: Fremont, CA
Date: 6/22/2019
Day: Saturday

Time	Drive Thru Volumes - In and Out		Drive-thru Maximum Queue (Total
	IN	OUT	
12:00 PM	16	16	16
12:30 PM	21	21	24
1:00 PM	18	21	23
1:30 PM	18	21	25
2:00 PM	19	20	26

Chick-Fil-A
550 W El Camino Real,
Sunnyvale, CA 94087
9/22/2018 Saturday

Time	Total Queue
11:00 AM	8
11:15 AM	9
11:30 AM	7
11:45 AM	21
12:00 PM	24
12:15 PM	25
12:30 PM	25
12:45 PM	23
1:00 PM	24
1:15 PM	23
1:30 PM	19
1:45 PM	23
2:00 PM	23
2:15 PM	23
2:30 PM	22
2:45 PM	19

Prepared by AimTD LLC
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Chick-Fil-A
1452 Mendocino Ave,
Santa Rosa, CA 95401
9/22/2018 Saturday

Time	Total Queue
11:00 AM	4
11:15 AM	2
11:30 AM	5
11:45 AM	8
12:00 PM	13
12:15 PM	20
12:30 PM	18
12:45 PM	17
1:00 PM	14
1:15 PM	12
1:30 PM	15
1:45 PM	16
2:00 PM	12
2:15 PM	17
2:30 PM	21
2:45 PM	16

Prepared by AimTD LLC
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Chick-Fil-A
5539 Auto Mall Pkwy,
Fremont, CA 94538
9/22/2018 Saturday

Time	Total Queue
11:00 AM	7
11:15 AM	10
11:30 AM	10
11:45 AM	12
12:00 PM	5
12:15 PM	7
12:30 PM	8
12:45 PM	7
1:00 PM	9
1:15 PM	9
1:30 PM	11
1:45 PM	7
2:00 PM	12
2:15 PM	10
2:30 PM	13
2:45 PM	13

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Appendix C

TIRE Index Table

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

TIRE Index Table

Existing Volume Range (Vehicles per Day)	TIRE Index	Minimum Daily Volume Increase to Produce a .1 Change in the TIRE Index	Minimum Daily Volume Increase to Produce a .2 Change in the TIRE Index
29-35	1.5	+6	+15
36-44	1.6	+8	+20
45-56	1.7	+10	+25
57-70	1.8	+13	+32
71-89	1.9	+17	+41
90-110	2.0	+22	+52
111-140	2.1	+29	+65
141-180	2.2	+40	+80
181-220	2.3	+52	+100
221-280	2.4	+65	+125
281-350	2.5	+79	+160
351-450	2.6	+94	+205
451-560	2.7	+114	+260
561-710	2.8	+140	+330
711-890	2.9	+170	+415
891-1,100	3.0	+220	+520
1,101-1,400	3.1	+290	+650
1,401-1,800	3.2	+380	+800
1,801-2,200	3.3	+500	+1,000
2,201-2,800	3.4	+650	+1,300
2,801-3,500	3.5	+825	+1,700
3,501-4,500	3.6	+1,025	+2,200
4,501-5,600	3.7	+1,250	+2,800
5,601-7,100	3.8	+1,500	+3,500
7,101-8,900	3.9	+1,800	+4,300
8,901-11,000	4.0	+2,300	+5,300
11,001-14,000	4.1	+3,000	+6,500
14,001-18,000	4.2	+4,000	+8,000
18,001-22,000	4.3	+5,200	+10,000
22,001-28,000	4.4	+6,600	+13,000
28,001-35,000	4.5	+8,200	+17,000
35,001-45,000	4.6	+10,000	+22,000
45,001-56,000	4.7	+12,200	+28,000
56,001-71,000	4.8	+14,800	+35,000
71,001-89,000	4.9	+18,000	+43,000

Source: Goodrich Traffic Group, based on curve shapes found in work by Donald Appleyard at the University of California at Berkeley and consider earlier thought by Buchanan of the Ministry of Transport, England.

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Appendix D

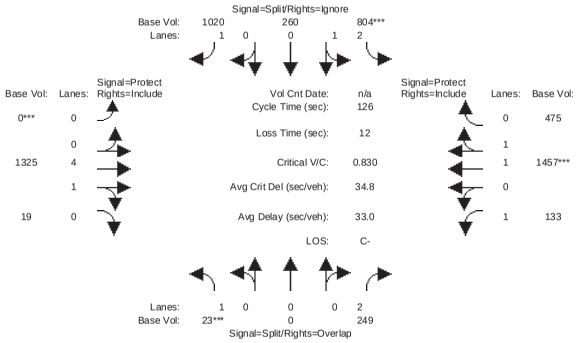
Intersection Level of Service Calculations

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

AM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
01 AM Existing

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



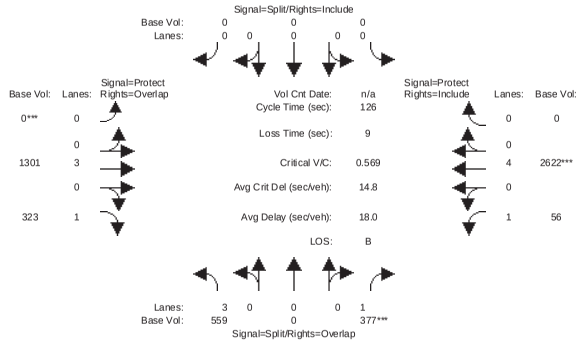
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	0	249	804	260	1020	0	1325	19	133	1457	475
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:	23	0	249	804	260	1020	0	1325	19	133	1457	475
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	249	804	260	0	0	1325	19	133	1457	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	249	804	260	0	0	1325	19	133	1457	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	0	249	804	260	0	0	1325	19	133	1457	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.84	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.33	0.67	1.00	0.00	4.93	0.07	1.00	1.49	0.51
Final Sat.:	1750	0	3150	3731	1207	1750	0	9267	133	1750	2790	909
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.22	0.22	0.00	0.00	0.14	0.14	0.08	0.52	0.52
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	33.3	31.3	31.3	0.0	0.0	49.5	49.5	26.3	75.7	75.7
Volume/Cap:	0.24	0.00	0.30	0.87	0.87	0.00	0.00	0.36	0.36	0.36	0.87	0.87
Delay/Veh:	58.2	0.0	37.2	52.3	52.3	0.0	0.0	27.2	27.2	43.3	24.9	24.9
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:	58.2	0.0	37.2	52.3	52.3	0.0	0.0	27.2	27.2	43.3	24.9	24.9
LOS by Move:	E+	A	D+	D-	D-	A	A	C	C	D	C	C
HCM2k95thQ:	2	0	9	31	31	0	0	14	14	10	54	54

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
01 AM Existing

Intersection #2: Creekside Wy/Hamilton Av



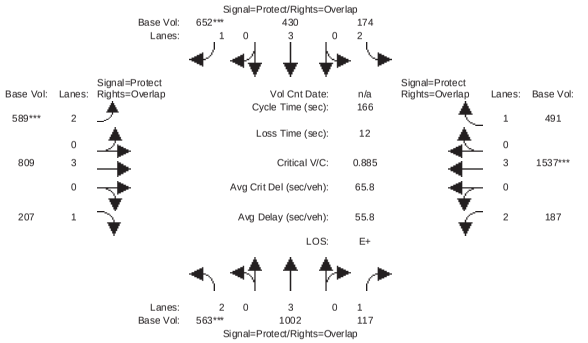
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	559	0	377	0	0	0	0	1301	323	56	2622	0
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:	559	0	377	0	0	0	0	1301	323	56	2622	0
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:	559	0	377	0	0	0	0	1301	323	56	2622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	0	377	0	0	0	0	1301	323	56	2622	0
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:	559	0	377	0	0	0	0	1301	323	56	2622	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.22	0.00	0.00	0.00	0.00	0.23	0.18	0.03	0.34	0.00
Crit Moves:			****				****				****	
Green Time:	37.0	0.0	52.7	0.0	0.0	0.0	0.0	64.3	101.3	15.7	80.0	0.0
Volume/Cap:	0.42	0.00	0.52	0.00	0.00	0.00	0.00	0.45	0.23	0.26	0.54	0.00
Delay/Veh:	36.0	0.0	27.8	0.0	0.0	0.0	0.0	19.7	3.0	50.5	13.0	0.0
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:	36.0	0.0	27.8	0.0	0.0	0.0	0.0	19.7	3.0	50.5	13.0	0.0
LOS by Move:	D+	A	C	A	A	A	A	B-	A	D	B	A
HCM2k95thQ:	14	0	21	0	0	0	0	19	6	4	24	0

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
01 AM Existing

Intersection #3: Bascom Av/Hamilton Av



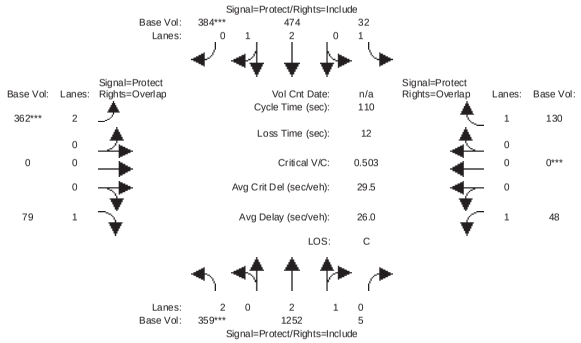
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	563	1002	117	174	430	652	589	809	207	187	1537	491
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:	563	1002	117	174	430	652	589	809	207	187	1537	491
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:	563	1002	117	174	430	652	589	809	207	187	1537	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	1002	117	174	430	652	589	809	207	187	1537	491
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:	563	1002	117	174	430	652	589	809	207	187	1537	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.06	0.08	0.37	0.19	0.14	0.12	0.06	0.27	0.28
Crit Moves:	****					****	****				****	
Green Time:	33.5	52.0	77.3	16.3	34.8	69.9	35.1	60.4	93.9	25.3	50.6	66.9
Volume/Cap:	0.88	0.56	0.14	0.56	0.36	0.88	0.88	0.39	0.21	0.39	0.88	0.70
Delay/Veh:	78.3	47.9	25.5	73.7	56.3	56.7	77.0	39.3	17.9	64.0	60.8	44.1
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:	78.3	47.9	25.5	73.7	56.3	56.7	77.0	39.3	17.9	64.0	60.8	44.1
LOS by Move:	E-	D	C	E	E+	E+	E-	D	B	E	E	D
HCM2k95thQ:	33	25	7	11	12	56	32	18	10	10	45	38

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
01 AM Existing

Intersection #4: Bascom Av/Campbell Av



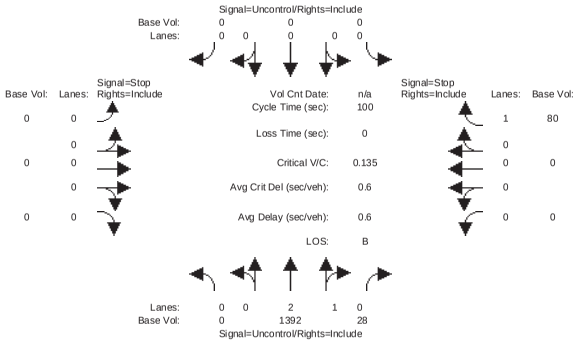
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	359	1252	5	32	474	384	362	0	79	48	0	130
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:	359	1252	5	32	474	384	362	0	79	48	0	130
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:	359	1252	5	32	474	384	362	0	79	48	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1252	5	32	474	384	362	0	79	48	0	130
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:	359	1252	5	32	474	384	362	0	79	48	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5578	22	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.02	0.12	0.22	0.11	0.00	0.05	0.03	0.00	0.07
Crit Moves:	****					****	****				****	
Green Time:	24.9	51.9	51.9	21.0	48.0	48.0	25.1	0.0	24.9	25.1	0.0	21.0
Volume/Cap:	0.50	0.48	0.48	0.10	0.29	0.50	0.50	0.00	0.20	0.12	0.00	0.39
Delay/Veh:	37.7	19.9	19.9	36.8	20.0	22.6	37.6	0.0	34.7	33.8	0.0	39.6
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:	37.7	19.9	19.9	36.8	20.0	22.6	37.6	0.0	34.7	33.8	0.0	39.6
LOS by Move:	D+	B-	B-	D+	C+	C+	D+	A	C-	C-	A	D
HCM2k95thQ:	13	18	18	2	10	19	13	0	5	3	0	9

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
01 AM Existing

Intersection #5: Bascom Av/Arroyo Seco Dr

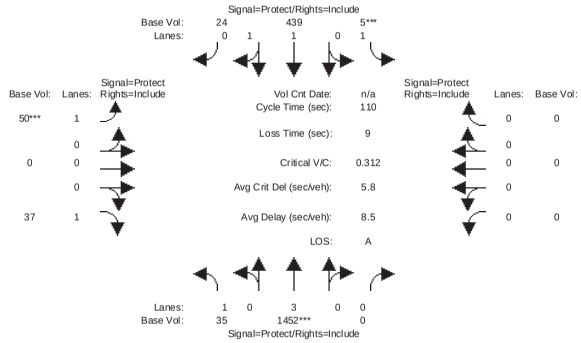



```
Street Name:            Bascom Av                     Arroyo Seco Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1392    28     0    0     0     0    0     0     0    0    80
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 1392    28     0    0     0     0    0     0     0    0    80
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 1392    28     0    0     0     0    0     0     0    0    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1392    28     0    0     0     0    0     0     0    0    80
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   478
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   591
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   591
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.14
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.5
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  12.0
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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           xxxxxx           xxxxxx              12.0
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*******************************************************************************
Base 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
```


AM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
01 AM Existing

Intersection #6: Bascom Av/Apricot Av

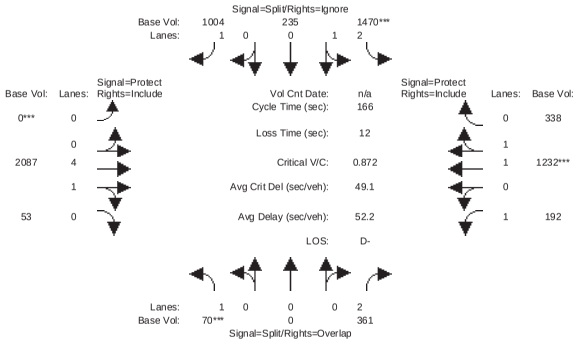



```
Street Name:            Bascom Av                     Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      35 1452     0     5  439    24    50    0    37     0    0     0
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:   35 1452     0     5  439    24    50    0    37     0    0     0
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:    35 1452     0     5  439    24    50    0    37     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35 1452     0     5  439    24    50    0    37     0    0     0
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:   35 1452     0     5  439    24    50    0    37     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 1.89  0.11  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 3508   192  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.25  0.00  0.00 0.13  0.13  0.03 0.00  0.02  0.00 0.00  0.00
Crit Moves:       ****        ****              ****
Green Time:  30.7 84.0   0.0   7.0 60.3  60.3  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.07 0.33  0.00  0.04 0.23  0.23  0.31 0.00  0.23  0.00 0.00  0.00
Delay/Veh:   29.2  4.2   0.0  48.5 12.9  12.9  47.9  0.0  47.2   0.0  0.0   0.0
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:  29.2  4.2   0.0  48.5 12.9  12.9  47.9  0.0  47.2   0.0  0.0   0.0
LOS by Move:    C    A     A     D    B     B     D    A     D     A    A     A
HCM2k95thQ:     2   10     0     0    8     8     4    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



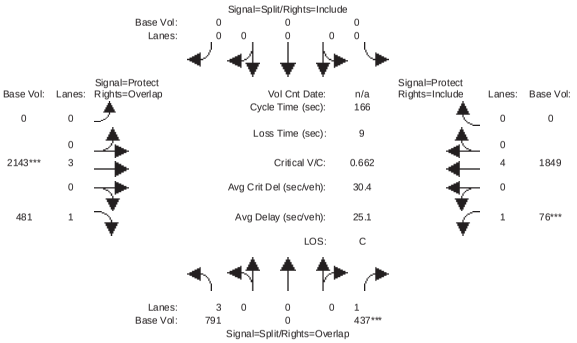
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	361	1470	235	1004	0	2087	53	192	1232	338
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:	70	0	361	1470	235	1004	0	2087	53	192	1232	338
User Adj:	1.00	1.00	1.35	1.00	1.00	0.00	1.00	1.32	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	488	1470	235	0	0	2750	53	192	1232	338
Reduct Vol:	0	0	105	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	383	1470	235	0	0	2750	53	192	1232	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	383	1470	235	0	0	2750	53	192	1232	338
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.86	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.62	0.38	1.00	0.00	4.90	0.10	1.00	1.56	0.44
Final Sat.:	1750	0	3150	4263	681	1750	0	9222	178	1750	2903	796
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.12	0.34	0.34	0.00	0.00	0.30	0.30	0.11	0.42	0.42
Crit Moves:	****			****			****				****	
Green Time:	7.6	0.0	29.3	65.6	65.6	0.0	0.0	59.0	59.0	21.7	80.8	80.8
Volume/Cap:	0.87	0.00	0.69	0.87	0.87	0.00	0.00	0.84	0.84	0.84	0.87	0.87
Delay/Veh:	138.5	0.0	67.7	51.0	51.0	0.0	0.0	51.1	51.1	93.4	43.0	43.0
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:	138.5	0.0	67.7	51.0	51.0	0.0	0.0	51.1	51.1	93.4	43.0	43.0
LOS by Move:	F	A	E	D	D	A	A	D-	D-	F	D	D
HCM2k95thQ:	11	0	22	52	52	0	0	46	46	23	60	60

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #2: Creekside Wy/Hamilton Av



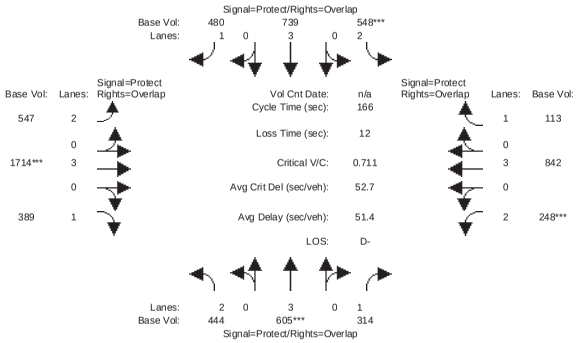
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	791	0	437	0	0	0	0	2143	481	76	1849	0
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:	791	0	437	0	0	0	0	2143	481	76	1849	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.39	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:	791	0	437	0	0	0	0	2143	481	76	2572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	0	437	0	0	0	0	2143	481	76	2572	0
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:	791	0	437	0	0	0	0	2143	481	76	2572	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.25	0.00	0.00	0.00	0.00	0.38	0.27	0.04	0.34	0.00
Crit Moves:			****					****		****		
Green Time:	51.8	0.0	62.7	0.0	0.0	0.0	0.0	94.3	146.1	10.9	105	0.0
Volume/Cap:	0.56	0.00	0.66	0.00	0.00	0.00	0.00	0.66	0.31	0.66	0.53	0.00
Delay/Veh:	48.1	0.0	45.4	0.0	0.0	0.0	0.0	25.3	1.8	89.2	16.9	0.0
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:	48.1	0.0	45.4	0.0	0.0	0.0	0.0	25.3	1.8	89.2	16.9	0.0
LOS by Move:	D	A	D	A	A	A	A	C	A	F	B	A
HCM2k95thQ:	25	0	34	0	0	0	0	41	9	8	30	0

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #3: Bascom Av/Hamilton Av



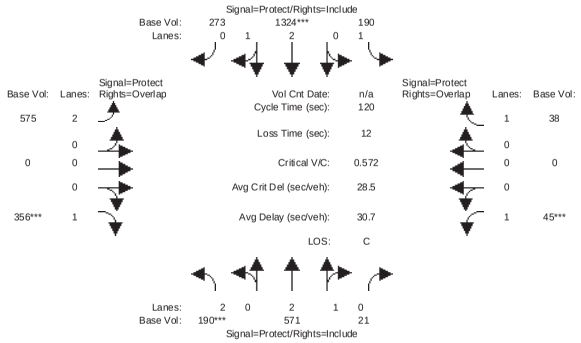
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	444	605	314	548	739	480	547	1714	389	248	842	113
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:	444	605	314	548	739	480	547	1714	389	248	842	113
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:	444	605	314	548	739	480	547	1714	389	248	842	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	605	314	548	739	480	547	1714	389	248	842	113
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:	444	605	314	548	739	480	547	1714	389	248	842	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.18	0.17	0.13	0.27	0.17	0.30	0.22	0.08	0.15	0.06
Crit Moves:		****		****				****		****		
Green Time:	34.1	24.8	43.2	40.6	31.3	79.2	47.9	70.2	104.3	18.4	40.7	81.3
Volume/Cap:	0.69	0.71	0.69	0.71	0.69	0.57	0.60	0.71	0.35	0.71	0.60	0.13
Delay/Veh:	64.1	70.0	59.9	60.4	64.6	32.2	52.0	40.5	15.0	77.9	56.2	23.1
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:	64.1	70.0	59.9	60.4	64.6	32.2	52.0	40.5	15.0	77.9	56.2	23.1
LOS by Move:	E	E	E+	E	E	C-	D-	D	B	E-	E+	C
HCM2k95thQ:	24	20	28	28	23	32	25	39	18	16	23	6

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #4: Bascom Av/Campbell Av



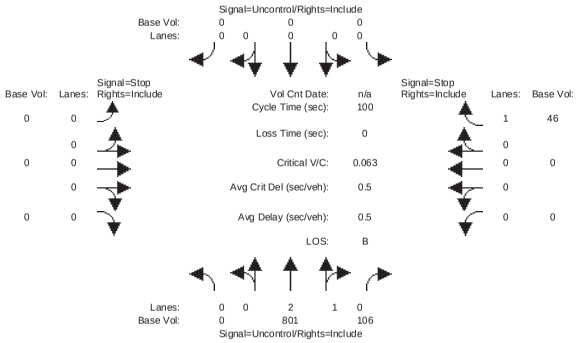
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	571	21	190	1324	273	575	0	356	45	0	38
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:	190	571	21	190	1324	273	575	0	356	45	0	38
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:	190	571	21	190	1324	273	575	0	356	45	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	571	21	190	1324	273	575	0	356	45	0	38
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:	190	571	21	190	1324	273	575	0	356	45	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.89	0.11	1.00	2.47	0.53	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5401	199	1750	4641	957	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.11	0.29	0.29	0.18	0.00	0.20	0.03	0.00	0.02
Crit Moves:	****				****				****	****		
Green Time:	12.1	34.2	34.2	35.1	57.2	57.2	38.7	0.0	40.8	10.0	0.0	45.1
Volume/Cap:	0.60	0.37	0.37	0.37	0.60	0.60	0.57	0.00	0.60	0.31	0.00	0.06
Delay/Veh:	54.8	34.5	34.5	34.1	23.4	23.4	34.4	0.0	34.5	53.0	0.0	23.9
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:	54.8	34.5	34.5	34.1	23.4	23.4	34.4	0.0	34.5	53.0	0.0	23.9
LOS by Move:	D-	C-	C-	C-	C	C	C-	A	C-	D-	A	C
HCM2k95thQ:	10	11	11	12	26	26	20	0	22	4	0	2

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
02 PM Existing

Intersection #5: Bascom Av/Arroyo Seco Dr




```
Street Name:            Bascom Av                       Arroyo Seco Dr
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  801   106     0    0     0     0    0     0     0    0    46
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  801   106     0    0     0     0    0     0     0    0    46
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  801   106     0    0     0     0    0     0     0    0    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  801   106     0    0     0     0    0     0     0    0    46
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   320
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   725
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   725
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.06
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  10.3
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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           xxxxxx           xxxxxx             10.3
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```

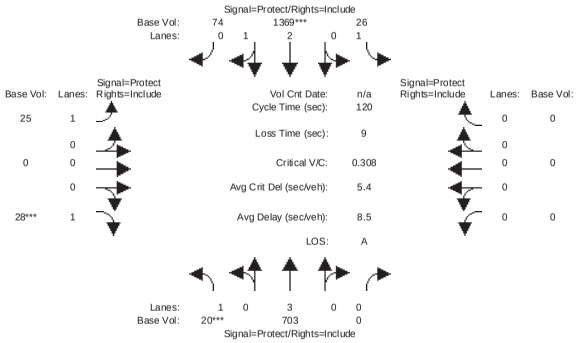
Peak Hour Delay Signal Warrant Report

```
*******************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*******************************************************************************
Base 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
```


PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #6: Bascom Av/Apricot Av

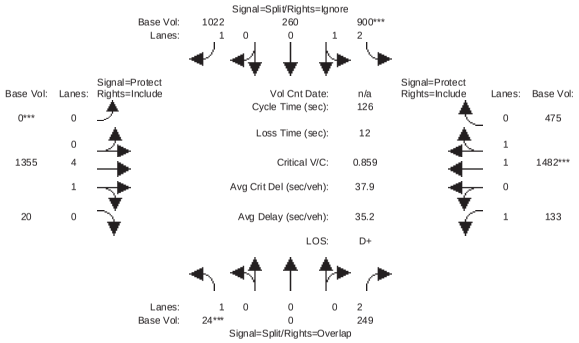



```
Street Name:            Bascom Av                       Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10    0    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  703     0    26 1369    74    25    0    28     0    0     0
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:   20  703     0    26 1369    74    25    0    28     0    0     0
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:    20  703     0    26 1369    74    25    0    28     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  703     0    26 1369    74    25    0    28     0    0     0
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:   20  703     0    26 1369    74    25    0    28     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 2.84  0.16  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 5312   287  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.12  0.00  0.01 0.26  0.26  0.01 0.00  0.02  0.00 0.00  0.00
Crit Moves:  ****                ****                     ****
Green Time:   7.0 68.6   0.0  32.4 94.0  94.0  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.20 0.22  0.00  0.05 0.33  0.33  0.17 0.00  0.19  0.00 0.00  0.00
Delay/Veh:   54.8 12.6   0.0  32.5  3.8   3.8  51.7  0.0  51.9   0.0  0.0   0.0
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:  54.8 12.6   0.0  32.5  3.8   3.8  51.7  0.0  51.9   0.0  0.0   0.0
LOS by Move:   D-    B     A    C-    A     A    D-    A    D-     A    A     A
HCM2k95thQ:     2    8     0     2   10    10     2    0     2     0    0     0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



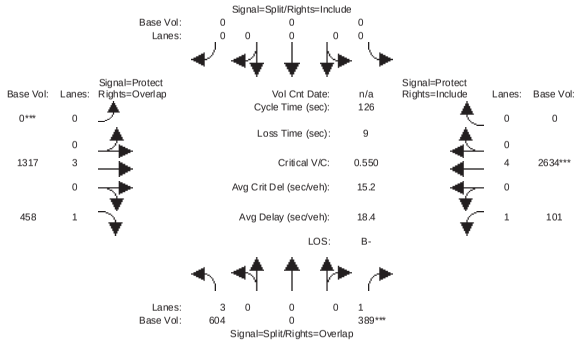
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	0	249	900	260	1022	0	1355	20	133	1482	475
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:	24	0	249	900	260	1022	0	1355	20	133	1482	475
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	0	249	900	260	0	0	1355	20	133	1482	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	249	900	260	0	0	1355	20	133	1482	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	0	249	900	260	0	0	1355	20	133	1482	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.85	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.39	0.61	1.00	0.00	4.92	0.08	1.00	1.50	0.50
Final Sat.:	1750	0	3150	3832	1107	1750	0	9263	137	1750	2801	898
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.23	0.23	0.00	0.00	0.15	0.15	0.08	0.53	0.53
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	32.3	32.9	32.9	0.0	0.0	48.8	48.8	25.3	74.1	74.1
Volume/Cap:	0.25	0.00	0.31	0.90	0.90	0.00	0.00	0.38	0.38	0.38	0.90	0.90
Delay/Veh:	58.3	0.0	38.0	53.7	53.7	0.0	0.0	27.8	27.8	44.2	28.2	28.2
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:	58.3	0.0	38.0	53.7	53.7	0.0	0.0	27.8	27.8	44.2	28.2	28.2
LOS by Move:	E+	A	D+	D-	D-	A	A	C	C	D	C	C
HCM2k95thQ:	2	0	9	34	34	0	0	14	14	10	58	58

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #2: Creekside Wy/Hamilton Av



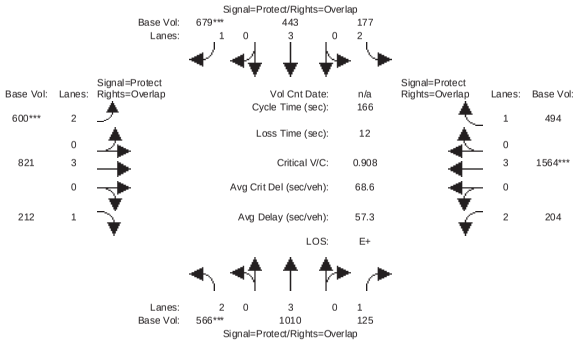
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	604	0	389	0	0	0	0	1317	458	101	2634	0
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:	604	0	389	0	0	0	0	1317	458	101	2634	0
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:	604	0	389	0	0	0	0	1317	458	101	2634	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	0	389	0	0	0	0	1317	458	101	2634	0
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:	604	0	389	0	0	0	0	1317	458	101	2634	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.22	0.00	0.00	0.00	0.00	0.23	0.26	0.06	0.35	0.00
Crit Moves:			****				****				****	
Green Time:	37.7	0.0	53.5	0.0	0.0	0.0	0.0	63.5	101.1	15.9	79.3	0.0
Volume/Cap:	0.44	0.00	0.52	0.00	0.00	0.00	0.00	0.46	0.33	0.46	0.55	0.00
Delay/Veh:	35.9	0.0	27.5	0.0	0.0	0.0	0.0	20.3	3.5	52.6	13.4	0.0
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:	35.9	0.0	27.5	0.0	0.0	0.0	0.0	20.3	3.5	52.6	13.4	0.0
LOS by Move:	D+	A	C	A	A	A	A	C+	A	D-	B	A
HCM2k95thQ:	15	0	22	0	0	0	0	20	10	7	24	0

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #3: Bascom Av/Hamilton Av



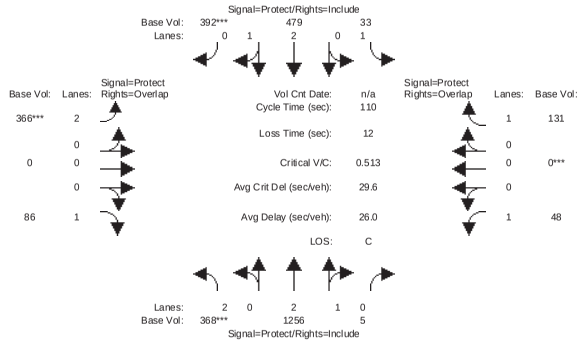
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	566	1010	125	177	443	679	600	821	212	204	1564	494
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:	566	1010	125	177	443	679	600	821	212	204	1564	494
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:	566	1010	125	177	443	679	600	821	212	204	1564	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	1010	125	177	443	679	600	821	212	204	1564	494
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:	566	1010	125	177	443	679	600	821	212	204	1564	494
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.06	0.08	0.39	0.19	0.14	0.12	0.06	0.27	0.28
Crit Moves:	****					****	****				****	
Green Time:	32.9	52.4	78.7	16.6	36.1	71.0	34.8	58.6	91.5	26.4	50.2	66.8
Volume/Cap:	0.91	0.56	0.15	0.56	0.36	0.91	0.91	0.41	0.22	0.41	0.91	0.70
Delay/Veh:	82.2	47.7	24.8	73.5	55.3	59.3	80.4	40.7	19.1	63.3	63.1	44.5
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:	82.2	47.7	24.8	73.5	55.3	59.3	80.4	40.7	19.1	63.3	63.1	44.5
LOS by Move:	F	D	C	E	E+	E+	F	D	B-	E	E	D
HCM2k95thQ:	34	25	7	11	12	59	33	18	11	11	46	38

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #4: Bascom Av/Campbell Av



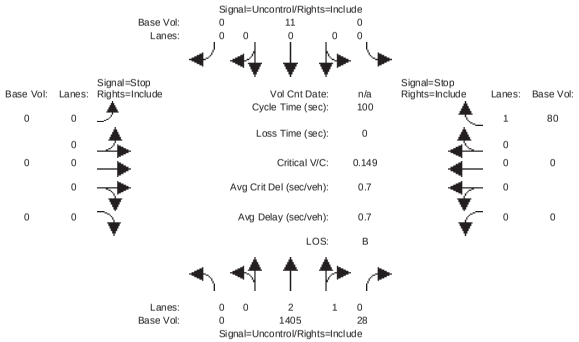
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	368	1256	5	33	479	392	366	0	86	48	0	131
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:	368	1256	5	33	479	392	366	0	86	48	0	131
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:	368	1256	5	33	479	392	366	0	86	48	0	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	1256	5	33	479	392	366	0	86	48	0	131
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:	368	1256	5	33	479	392	366	0	86	48	0	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5578	22	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.02	0.13	0.22	0.12	0.00	0.05	0.03	0.00	0.07
Crit Moves:	****					****	****				****	
Green Time:	25.1	52.1	52.1	21.0	48.0	48.0	24.9	0.0	25.1	24.9	0.0	21.0
Volume/Cap:	0.51	0.48	0.48	0.10	0.29	0.51	0.51	0.00	0.22	0.12	0.00	0.39
Delay/Veh:	37.8	19.8	19.8	36.8	20.0	22.8	37.9	0.0	34.8	34.0	0.0	39.7
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:	37.8	19.8	19.8	36.8	20.0	22.8	37.9	0.0	34.8	34.0	0.0	39.7
LOS by Move:	D+	B-	B-	D+	C+	C+	D+	A	C-	C-	A	D
HCM2k95thQ:	13	18	18	2	10	19	13	0	5	3	0	9

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
03 AM Background

Intersection #5: Bascom Av/Arroyo Seco Dr




```
Street Name:            Bascom Av                       Arroyo Seco Dr
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 1405    28     0   11     0     0    0     0     0    0    80
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 1405    28     0   11     0     0    0     0     0    0    80
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 1405    28     0   11     0     0    0     0     0    0    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1405    28     0   11     0     0    0     0     0    0    80
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   482
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   536
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   536
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.15
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.5
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  12.9
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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           xxxxxx           xxxxxx             12.9
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```

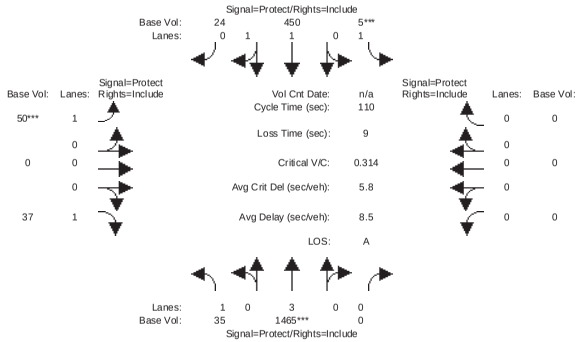
Peak Hour Delay Signal Warrant Report

```
*******************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*******************************************************************************
Base 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
```


AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #6: Bascom Av/Apricot Av

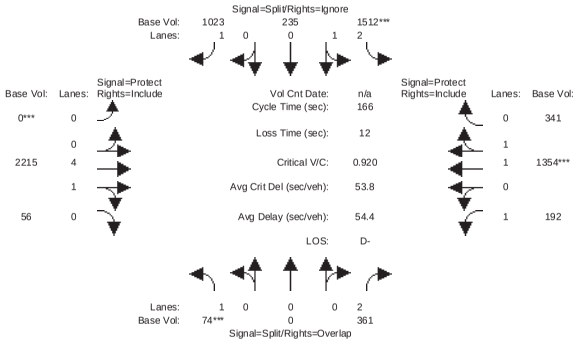



```
Street Name:            Bascom Av                       Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      35 1465     0     5  450    24    50    0    37     0    0     0
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:   35 1465     0     5  450    24    50    0    37     0    0     0
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:    35 1465     0     5  450    24    50    0    37     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35 1465     0     5  450    24    50    0    37     0    0     0
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:   35 1465     0     5  450    24    50    0    37     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 1.90  0.10  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 3513   187  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.26  0.00  0.00 0.13  0.13  0.03 0.00  0.02  0.00 0.00  0.00
Crit Moves:       ****        ****              ****
Green Time:  30.2 84.0   0.0   7.0 60.8  60.8  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.07 0.34  0.00  0.04 0.23  0.23  0.31 0.00  0.23  0.00 0.00  0.00
Delay/Veh:   29.6  4.2   0.0  48.5 12.7  12.7  47.9  0.0  47.2   0.0  0.0   0.0
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:  29.6  4.2   0.0  48.5 12.7  12.7  47.9  0.0  47.2   0.0  0.0   0.0
LOS by Move:    C    A     A     D    B     B     D    A     D     A    A     A
HCM2k95thQ:     2   10     0     0    8     8     4    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



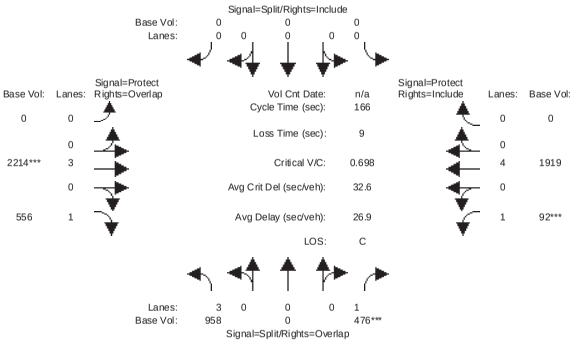
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	361	1512	235	1023	0	2215	56	192	1354	341
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:	74	0	361	1512	235	1023	0	2215	56	192	1354	341
User Adj:	1.00	1.00	1.35	1.00	1.00	0.00	1.00	1.32	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	488	1512	235	0	0	2919	56	192	1354	341
Reduct Vol:	0	0	105	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	383	1512	235	0	0	2919	56	192	1354	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	383	1512	235	0	0	2919	56	192	1354	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.86	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.63	0.37	1.00	0.00	4.90	0.10	1.00	1.59	0.41
Final Sat.:	1750	0	3150	4279	665	1750	0	9223	177	1750	2955	744
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.12	0.35	0.35	0.00	0.00	0.32	0.32	0.11	0.46	0.46
Crit Moves:	****			****			****				****	
Green Time:	7.6	0.0	28.9	63.7	63.7	0.0	0.0	61.4	61.4	21.3	82.6	82.6
Volume/Cap:	0.92	0.00	0.70	0.92	0.92	0.00	0.00	0.86	0.86	0.86	0.92	0.92
Delay/Veh:	152.7	0.0	68.4	56.6	56.6	0.0	0.0	50.5	50.5	97.0	46.7	46.7
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:	152.7	0.0	68.4	56.6	56.6	0.0	0.0	50.5	50.5	97.0	46.7	46.7
LOS by Move:	F	A	E	E+	E+	A	A	D	D	F	D	D
HCM2k95thQ:	12	0	22	57	57	0	0	48	48	23	68	68

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #2: Creekside Wy/Hamilton Av



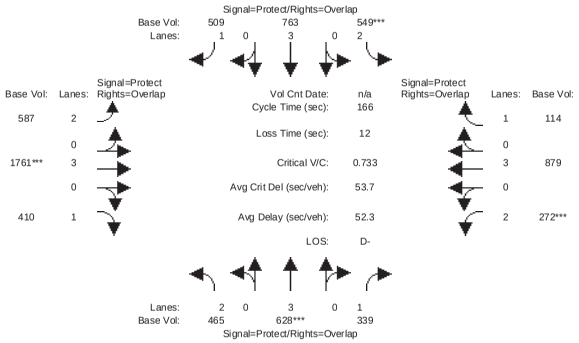
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	958	0	476	0	0	0	0	2214	556	92	1919	0
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:	958	0	476	0	0	0	0	2214	556	92	1919	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.39	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:	958	0	476	0	0	0	0	2214	556	92	2669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	958	0	476	0	0	0	0	2214	556	92	2669	0
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:	958	0	476	0	0	0	0	2214	556	92	2669	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.27	0.00	0.00	0.00	0.00	0.39	0.32	0.05	0.35	0.00
Crit Moves:			****					****		****		
Green Time:	52.2	0.0	64.7	0.0	0.0	0.0	0.0	92.3	144.5	12.5	105	0.0
Volume/Cap:	0.67	0.00	0.70	0.00	0.00	0.00	0.00	0.70	0.36	0.70	0.56	0.00
Delay/Veh:	50.7	0.0	45.7	0.0	0.0	0.0	0.0	27.4	2.2	90.2	17.5	0.0
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:	50.7	0.0	45.7	0.0	0.0	0.0	0.0	27.4	2.2	90.2	17.5	0.0
LOS by Move:	D	A	D	A	A	A	A	C	A	F	B	A
HCM2k95thQ:	31	0	37	0	0	0	0	44	11	10	32	0

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #3: Bascom Av/Hamilton Av

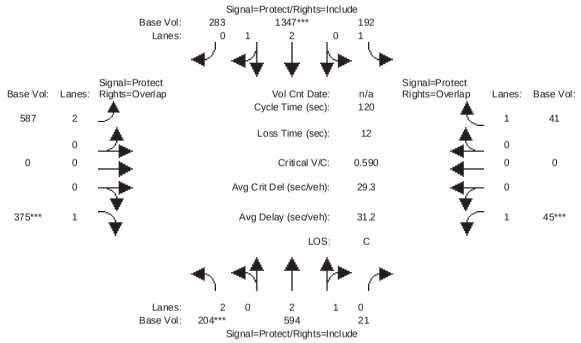



```
Street Name:            Bascom Av                       Hamilton Av
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10     7  10  10     7  10  10     7  10  10
Y+R:          4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     465 628 339   549 763 509   587 1761 410   272 879 114
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:  465 628 339   549 763 509   587 1761 410   272 879 114
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:   465 628 339   549 763 509   587 1761 410   272 879 114
Reduct Vol:     0   0   0     0   0   0     0    0   0     0   0   0
Reduced Vol:  465 628 339   549 763 509   587 1761 410   272 879 114
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:  465 628 339   549 763 509   587 1761 410   272 879 114
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92
Lanes:       2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00 2.00 3.00 1.00
Final Sat.:  3150 5700 1750 3150 5700 1750 3150 5700 1750 3150 5700 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.11 0.19 0.17 0.13 0.29 0.19 0.31 0.23 0.09 0.15 0.07
Crit Moves:        ****      ****           ****      ****
Green Time:  33.8 25.0 44.5 39.5 30.6 79.7 49.0 70.0 103.8 19.6 40.6 80.0
Volume/Cap:  0.73 0.73 0.72 0.73 0.73 0.61 0.63 0.73 0.37 0.73 0.63 0.14
Delay/Veh:   65.9 70.6 60.6 62.1 66.3 32.9 52.1 41.4 15.4 78.0 57.0 23.9
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:  65.9 70.6 60.6 62.1 66.3 32.9 52.1 41.4 15.4 78.0 57.0 23.9
LOS by Move:    E    E    E    E    E    C-   D-   D    B    E-   E+   C
HCM2k95thQ:    25   21   31   29   24   34   26   40   19   18   24    7
Note: Queue reported is the number of cars per lane.
```


PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #4: Bascom Av/Campbell Av

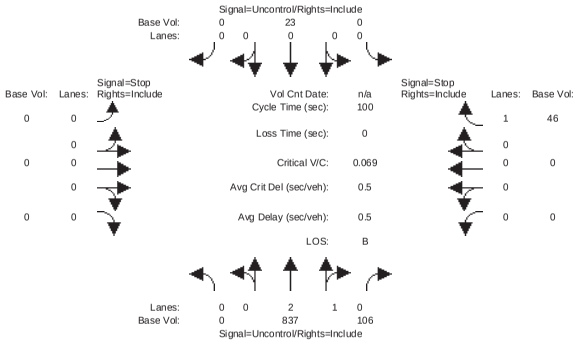



```
Street Name:            Bascom Av                       Campbell Av
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7  10  10    10   0  10    10   0  10    10   0  10
Y+R:          4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0   4.0 4.0 4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     204 594  21   192 1347 283   587   0 375    45   0  41
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:  204 594  21   192 1347 283   587   0 375    45   0  41
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:   204 594  21   192 1347 283   587   0 375    45   0  41
Reduct Vol:     0   0   0     0   0   0     0   0   0     0   0   0
Reduced Vol:  204 594  21   192 1347 283   587   0 375    45   0  41
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:  204 594  21   192 1347 283   587   0 375    45   0  41
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.83 0.98 0.95 0.92 0.99 0.95 0.83 1.00 0.92 0.92 1.00 0.92
Lanes:       2.00 2.89 0.11 1.00 2.46 0.54 2.00 0.00 1.00 1.00 0.00 1.00
Final Sat.:  3150 5409  191 1750 4626  972 3150    0 1750 1750    0 1750
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.11 0.11 0.11 0.29 0.29 0.19 0.00 0.21 0.03 0.00 0.02
Crit Moves:  ****                ****                ****  ****
Green Time:  12.6 34.5 34.5 34.5 56.5 56.5 39.0  0.0 41.5 10.0  0.0 44.5
Volume/Cap:  0.62 0.38 0.38 0.38 0.62 0.62 0.57 0.00 0.62 0.31 0.00 0.06
Delay/Veh:   55.0 34.4 34.4 34.7 24.2 24.2 34.4  0.0 34.6 53.0  0.0 24.4
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:  55.0 34.4 34.4 34.7 24.2 24.2 34.4  0.0 34.6 53.0  0.0 24.4
LOS by Move:   D-   C-   C-   C-   C    C    C-   A   C-   D-   A    C
HCM2k95thQ:    10   12   12   12   27   27   20    0   23    4    0    2
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
04 PM Background

Intersection #5: Bascom Av/Arroyo Seco Dr




```
Street Name:            Bascom Av                     Arroyo Seco Dr
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  837   106     0   23     0     0    0     0     0    0    46
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  837   106     0   23     0     0    0     0     0    0    46
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  837   106     0   23     0     0    0     0     0    0    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  837   106     0   23     0     0    0     0     0    0    46
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   332
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   670
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   670
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.07
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  10.8
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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           xxxxxx           xxxxxx             10.8
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report
****

Intersection #5 Bascom Av/Arroyo Seco Dr
****

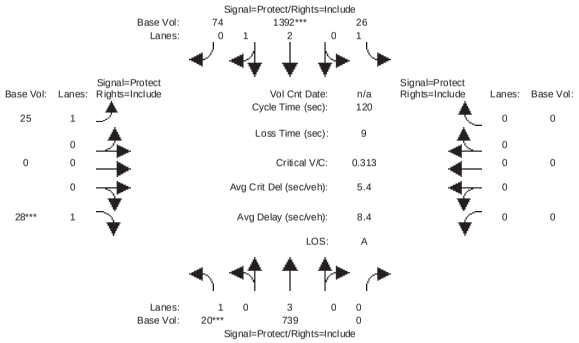
Base Volume Alternative: Peak Hour Warrant NOT Met

```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
```


PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #6: Bascom Av/Apricot Av

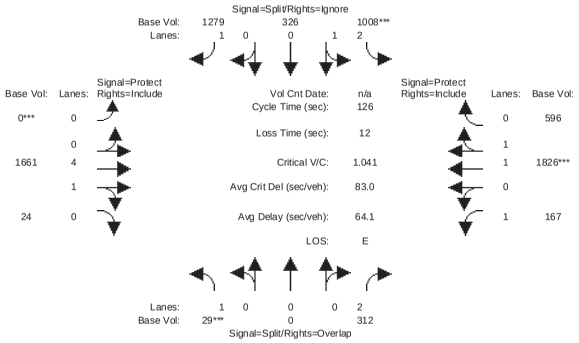



```
Street Name:            Bascom Av                     Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10    0    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  739     0    26 1392    74    25    0    28     0    0     0
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:   20  739     0    26 1392    74    25    0    28     0    0     0
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:    20  739     0    26 1392    74    25    0    28     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  739     0    26 1392    74    25    0    28     0    0     0
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:   20  739     0    26 1392    74    25    0    28     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 2.84  0.16  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 5317   283  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.13  0.00  0.01 0.26  0.26  0.01 0.00  0.02  0.00 0.00  0.00
Crit Moves:  ****                ****                     ****
Green Time:   7.0 69.7   0.0  31.3 94.0  94.0  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.20 0.22  0.00  0.06 0.33  0.33  0.17 0.00  0.19  0.00 0.00  0.00
Delay/Veh:   54.8 12.2   0.0  33.3  3.9   3.9  51.7  0.0  51.9   0.0  0.0   0.0
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:  54.8 12.2   0.0  33.3  3.9   3.9  51.7  0.0  51.9   0.0  0.0   0.0
LOS by Move:   D-    B     A    C-    A     A    D-    A    D-     A    A     A
HCM2k95thQ:     2    8     0     2   10    10     2    0     2     0    0     0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



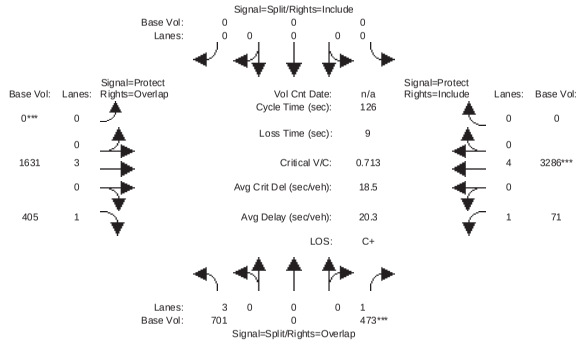
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	0	312	1008	326	1279	0	1661	24	167	1826	596
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:	29	0	312	1008	326	1279	0	1661	24	167	1826	596
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	312	1008	326	0	0	1661	24	167	1826	596
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	312	1008	326	0	0	1661	24	167	1826	596
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	312	1008	326	0	0	1661	24	167	1826	596
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.84	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.33	0.67	1.00	0.00	4.93	0.07	1.00	1.49	0.51
Final Sat.:	1750	0	3150	3731	1207	1750	0	9266	134	1750	2789	910
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.27	0.27	0.00	0.00	0.18	0.18	0.10	0.65	0.65
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	33.3	31.3	31.3	0.0	0.0	49.4	49.4	26.3	75.7	75.7
Volume/Cap:	0.30	0.00	0.37	1.09	1.09	0.00	0.00	0.46	0.46	0.46	1.09	1.09
Delay/Veh:	58.9	0.0	38.1	100.9	101	0.0	0.0	28.4	28.4	44.5	73.5	73.5
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:	58.9	0.0	38.1	100.9	101	0.0	0.0	28.4	28.4	44.5	73.5	73.5
LOS by Move:	E+	A	D+	F	F	A	A	C	C	D	E	E
HCM2k95thQ:	3	0	12	47	47	0	0	18	18	12	97	97

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #2: Creekside Wy/Hamilton Av



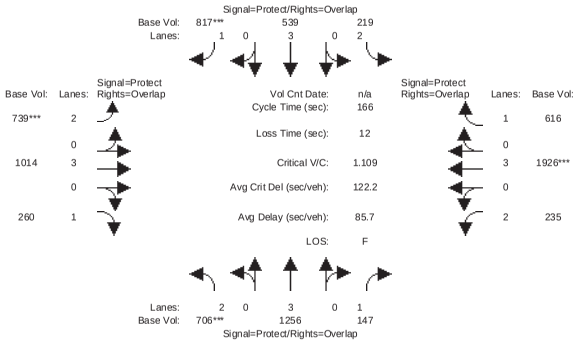
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	701	0	473	0	0	0	0	1631	405	71	3286	0
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:	701	0	473	0	0	0	0	1631	405	71	3286	0
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:	701	0	473	0	0	0	0	1631	405	71	3286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	0	473	0	0	0	0	1631	405	71	3286	0
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:	701	0	473	0	0	0	0	1631	405	71	3286	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.27	0.00	0.00	0.00	0.00	0.29	0.23	0.04	0.43	0.00
Crit Moves:			****				****				****	
Green Time:	38.8	0.0	51.5	0.0	0.0	0.0	0.0	65.5	104.3	12.7	78.2	0.0
Volume/Cap:	0.50	0.00	0.66	0.00	0.00	0.00	0.00	0.55	0.28	0.40	0.70	0.00
Delay/Veh:	35.9	0.0	32.5	0.0	0.0	0.0	0.0	20.6	2.5	54.6	16.5	0.0
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:	35.9	0.0	32.5	0.0	0.0	0.0	0.0	20.6	2.5	54.6	16.5	0.0
LOS by Move:	D+	A	C-	A	A	A	A	C+	A	D-	B	A
HCM2k95thQ:	17	0	29	0	0	0	0	25	8	5	33	0

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #3: Bascom Av/Hamilton Av



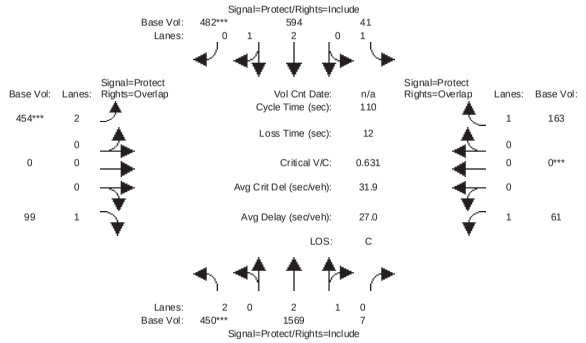
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	706	1256	147	219	539	817	739	1014	260	235	1926	616
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:	706	1256	147	219	539	817	739	1014	260	235	1926	616
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:	706	1256	147	219	539	817	739	1014	260	235	1926	616
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	706	1256	147	219	539	817	739	1014	260	235	1926	616
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:	706	1256	147	219	539	817	739	1014	260	235	1926	616
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.08	0.07	0.09	0.47	0.23	0.18	0.15	0.07	0.34	0.35
Crit Moves:	****					****	****				****	
Green Time:	33.5	51.9	77.2	16.4	34.8	69.9	35.1	60.4	93.9	25.3	50.6	67.0
Volume/Cap:	1.11	0.70	0.18	0.70	0.45	1.11	1.11	0.49	0.26	0.49	1.11	0.87
Delay/Veh:	135.6	51.6	26.0	79.6	57.6	115.3	134.1	41.1	18.5	65.2	116	57.2
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:	135.6	51.6	26.0	79.6	57.6	115.3	134.1	41.1	18.5	65.2	116	57.2
LOS by Move:	F	D-	C	E-	E+	F	F	D	B-	E	F	E+
HCM2k95thQ:	48	33	9	15	15	89	47	23	13	13	67	53

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #4: Bascom Av/Campbell Av



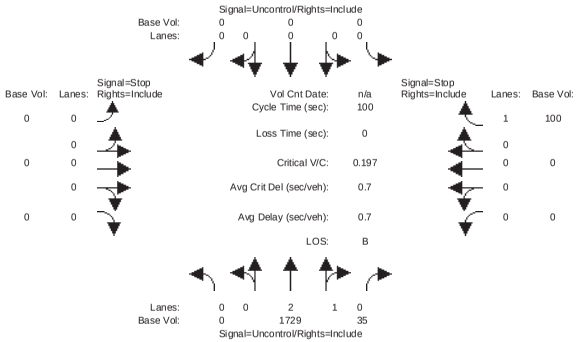
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1569	7	41	594	482	454	0	99	61	0	163
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:	450	1569	7	41	594	482	454	0	99	61	0	163
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:	450	1569	7	41	594	482	454	0	99	61	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1569	7	41	594	482	454	0	99	61	0	163
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:	450	1569	7	41	594	482	454	0	99	61	0	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5575	25	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.02	0.16	0.28	0.14	0.00	0.06	0.03	0.00	0.09
Crit Moves:	****					****	****				****	
Green Time:	24.9	55.1	55.1	17.8	48.0	48.0	25.1	0.0	24.9	25.1	0.0	17.8
Volume/Cap:	0.63	0.56	0.56	0.14	0.36	0.63	0.63	0.00	0.25	0.15	0.00	0.58
Delay/Veh:	40.2	19.3	19.3	39.8	20.8	24.9	40.1	0.0	35.2	34.1	0.0	45.5
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:	40.2	19.3	19.3	39.8	20.8	24.9	40.1	0.0	35.2	34.1	0.0	45.5
LOS by Move:	D	B-	B-	D	C+	C	D	A	D+	C-	A	D
HCM2k95thQ:	17	23	23	3	13	25	17	0	6	4	0	12

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
09 AM Cumulative

Intersection #5: Bascom Av/Arroyo Seco Dr

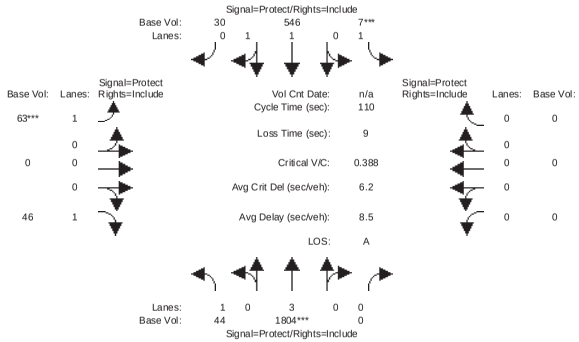



```
Street Name:            Bascom Av                     Arroyo Seco Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1729    35     0    0     0     0    0     0     0    0   100
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 1729    35     0    0     0     0    0     0     0    0   100
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 1729    35     0    0     0     0    0     0     0    0   100
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1729    35     0    0     0     0    0     0     0    0   100
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   594
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   509
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   509
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.20
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.7
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  13.8
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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           xxxxxx           xxxxxx             13.8
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*******************************************************************************
Base 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
```


AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #6: Bascom Av/Apricot Av

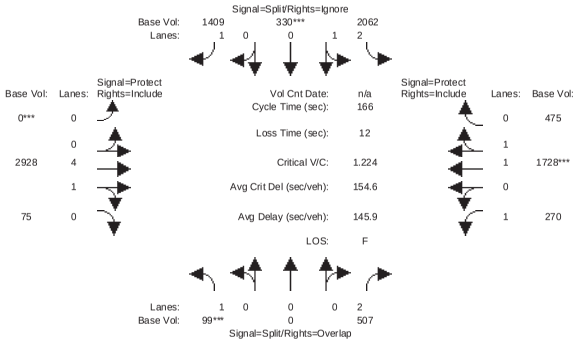



```
Street Name:            Bascom Av                     Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      44 1804     0     7  546    30    63    0    46     0    0     0
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:   44 1804     0     7  546    30    63    0    46     0    0     0
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:    44 1804     0     7  546    30    63    0    46     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   44 1804     0     7  546    30    63    0    46     0    0     0
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:   44 1804     0     7  546    30    63    0    46     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 1.89  0.11  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 3507   193  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.32  0.00  0.00 0.16  0.16  0.04 0.00  0.03  0.00 0.00  0.00
Crit Moves:        ****             ****             ****
Green Time:  26.4 84.0   0.0   7.0 64.6  64.6  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.10 0.41  0.00  0.06 0.27  0.27  0.40 0.00  0.29  0.00 0.00  0.00
Delay/Veh:   32.7  4.6   0.0  48.7 11.2  11.2  48.8  0.0  47.7   0.0  0.0   0.0
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:  32.7  4.6   0.0  48.7 11.2  11.2  48.8  0.0  47.7   0.0  0.0   0.0
LOS by Move:   C-    A     A     D   B+    B+     D    A     D     A    A     A
HCM2k95thQ:     3   13     0     1    9     9     5    0     4     0    0     0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



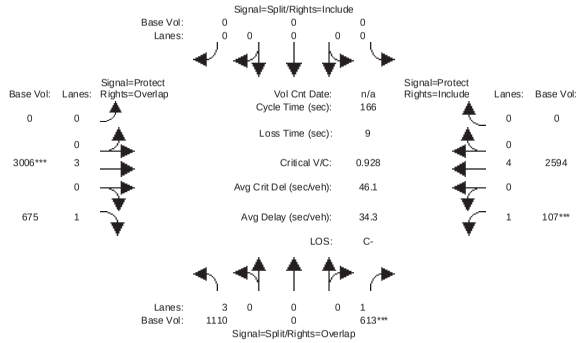
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	0	507	2062	330	1409	0	2928	75	270	1728	475
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:	99	0	507	2062	330	1409	0	2928	75	270	1728	475
User Adj:	1.00	1.00	1.35	1.00	1.00	0.00	1.00	1.32	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	685	2062	330	0	0	3859	75	270	1728	475
Reduct Vol:	0	0	105	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	580	2062	330	0	0	3859	75	270	1728	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	0	580	2062	330	0	0	3859	75	270	1728	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.86	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.62	0.38	1.00	0.00	4.90	0.10	1.00	1.56	0.44
Final Sat.:	1750	0	3150	4262	682	1750	0	9220	179	1750	2902	798
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.18	0.48	0.48	0.00	0.00	0.42	0.42	0.15	0.60	0.60
Crit Moves:	****				****		****				****	
Green Time:	7.7	0.0	29.4	65.6	65.6	0.0	0.0	59.0	59.0	21.7	80.7	80.7
Volume/Cap:	1.22	0.00	1.04	1.22	1.22	0.00	0.00	1.18	1.18	1.18	1.22	1.22
Delay/Veh:	251.4	0.0	117.1	156.0	156	0.0	0.0	137	136.9	188.0	149	148.8
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:	251.4	0.0	117.1	156.0	156	0.0	0.0	137	136.9	188.0	149	148.8
LOS by Move:	F	A	F	F	F	A	A	F	F	F	F	F
HCM2k95thQ:	19	0	39	103	103	0	0	86	86	38	125	125

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #2: Creekside Wy/Hamilton Av



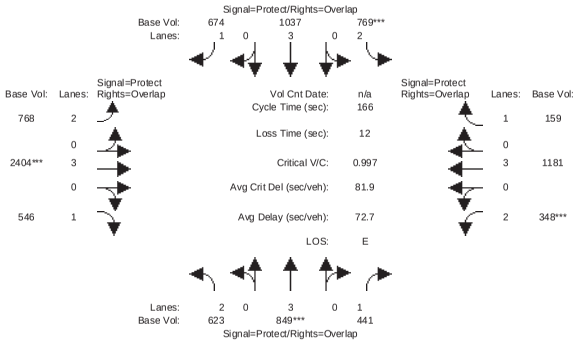
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1110	0	613	0	0	0	0	3006	675	107	2594	0
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:	1110	0	613	0	0	0	0	3006	675	107	2594	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.39	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:	1110	0	613	0	0	0	0	3006	675	107	3608	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1110	0	613	0	0	0	0	3006	675	107	3608	0
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:	1110	0	613	0	0	0	0	3006	675	107	3608	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.35	0.00	0.00	0.00	0.00	0.53	0.39	0.06	0.47	0.00
Crit Moves:			****					****		****		
Green Time:	51.7	0.0	62.7	0.0	0.0	0.0	0.0	94.3	146.1	10.9	105	0.0
Volume/Cap:	0.78	0.00	0.93	0.00	0.00	0.00	0.00	0.93	0.44	0.93	0.75	0.00
Delay/Veh:	54.9	0.0	68.9	0.0	0.0	0.0	0.0	38.2	2.1	138.6	21.8	0.0
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:	54.9	0.0	68.9	0.0	0.0	0.0	0.0	38.2	2.1	138.6	21.8	0.0
LOS by Move:	D-	A	E	A	A	A	A	D+	A	F	C+	A
HCM2k95thQ:	38	0	57	0	0	0	0	76	14	12	49	0

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #3: Bascom Av/Hamilton Av



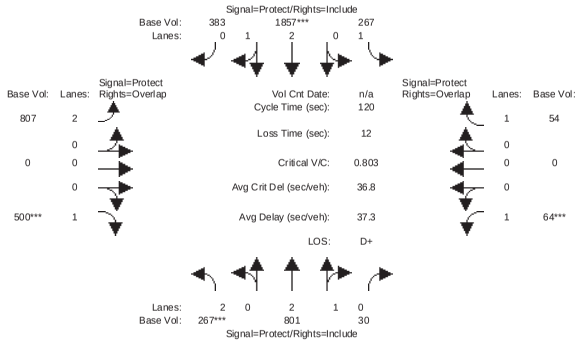
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	623	849	441	769	1037	674	768	2404	546	348	1181	159
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:	623	849	441	769	1037	674	768	2404	546	348	1181	159
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:	623	849	441	769	1037	674	768	2404	546	348	1181	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	623	849	441	769	1037	674	768	2404	546	348	1181	159
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:	623	849	441	769	1037	674	768	2404	546	348	1181	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.25	0.24	0.18	0.39	0.24	0.42	0.31	0.11	0.21	0.09
Crit Moves:		****		****				****		****		
Green Time:	34.1	24.8	43.2	40.6	31.3	79.2	47.9	70.2	104.3	18.4	40.7	81.3
Volume/Cap:	0.96	1.00	0.97	1.00	0.96	0.81	0.85	1.00	0.50	1.00	0.85	0.19
Delay/Veh:	91.8	101	94.8	94.4	85.9	42.7	62.9	65.5	17.0	121.2	64.6	23.9
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:	91.8	101	94.8	94.4	85.9	42.7	62.9	65.5	17.0	121.2	64.6	23.9
LOS by Move:	F	F	F	F	F	D	E	E	B	F	E	C
HCM2k95thQ:	39	32	47	47	36	52	35	65	26	26	36	9

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #4: Bascom Av/Campbell Av



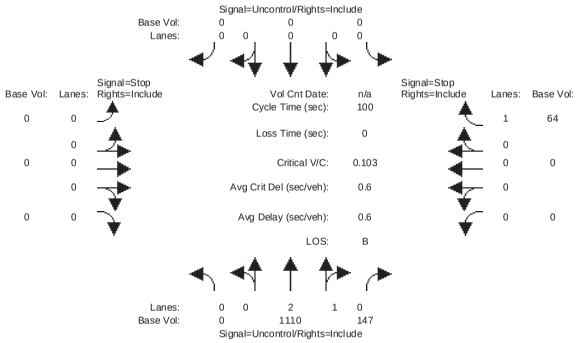
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	267	801	30	267	1857	383	807	0	500	64	0	54
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:	267	801	30	267	1857	383	807	0	500	64	0	54
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:	267	801	30	267	1857	383	807	0	500	64	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	801	30	267	1857	383	807	0	500	64	0	54
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:	267	801	30	267	1857	383	807	0	500	64	0	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.89	0.11	1.00	2.47	0.53	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5398	202	1750	4641	957	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.15	0.40	0.40	0.26	0.00	0.29	0.04	0.00	0.03
Crit Moves:	****				****				****	****		
Green Time:	12.1	34.2	34.2	35.1	57.2	57.2	38.7	0.0	40.8	10.0	0.0	45.1
Volume/Cap:	0.84	0.52	0.52	0.52	0.84	0.84	0.79	0.00	0.84	0.44	0.00	0.08
Delay/Veh:	70.7	36.4	36.4	36.4	30.0	30.0	41.4	0.0	46.9	54.4	0.0	24.2
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:	70.7	36.4	36.4	36.4	30.0	30.0	41.4	0.0	46.9	54.4	0.0	24.2
LOS by Move:	E	D+	D+	D+	C	C	D	A	D	D-	A	C
HCM2k95thQ:	15	17	17	17	43	43	31	0	35	6	0	3

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
10 PM Cumulative

Intersection #5: Bascom Av/Arroyo Seco Dr




```
Street Name:            Bascom Av                     Arroyo Seco Dr
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 1110   147     0    0     0     0    0     0     0    0    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 1110   147     0    0     0     0    0     0     0    0    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 1110   147     0    0     0     0    0     0     0    0    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1110   147     0    0     0     0    0     0     0    0    64
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   444
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   619
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   619
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.10
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.3
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.5
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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           xxxxxx           xxxxxx             11.5
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```

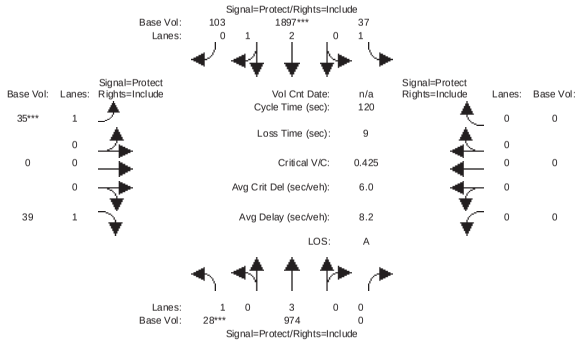
Peak Hour Delay Signal Warrant Report

```
*******************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*******************************************************************************
Base 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
```


PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #6: Bascom Av/Apricot Av

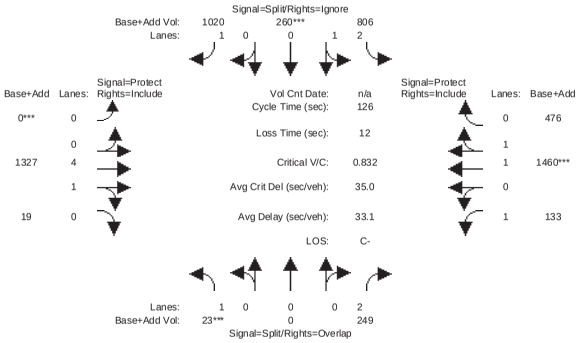



```
Street Name:            Bascom Av                     Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10    0    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28  974     0    37 1897   103    35    0    39     0    0     0
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:   28  974     0    37 1897   103    35    0    39     0    0     0
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:    28  974     0    37 1897   103    35    0    39     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28  974     0    37 1897   103    35    0    39     0    0     0
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:   28  974     0    37 1897   103    35    0    39     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 2.84  0.16  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 5311   288  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.17  0.00  0.02 0.36  0.36  0.02 0.00  0.02  0.00 0.00  0.00
Crit Moves:  ****                 ****        ****
Green Time:   7.0 75.3   0.0  25.7 94.0  94.0  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.27 0.27  0.00  0.10 0.46  0.46  0.24 0.00  0.27  0.00 0.00  0.00
Delay/Veh:   55.5 10.1   0.0  38.0  4.5   4.5  52.3  0.0  52.6   0.0  0.0   0.0
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:  55.5 10.1   0.0  38.0  4.5   4.5  52.3  0.0  52.6   0.0  0.0   0.0
LOS by Move:   E+   B+     A    D+    A     A    D-    A    D-     A    A     A
HCM2k95thQ:     3   10     0     2   16    16     3    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
05 AM Ex_Proj

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



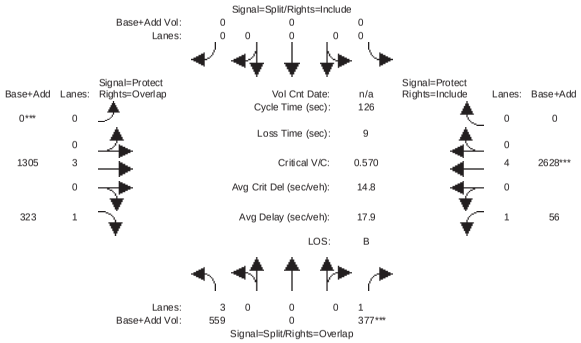
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	0	249	804	260	1020	0	1325	19	133	1457	475
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:	23	0	249	804	260	1020	0	1325	19	133	1457	475
Added Vol:	0	0	0	2	0	0	0	2	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	249	806	260	1020	0	1327	19	133	1460	476
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	249	806	260	0	0	1327	19	133	1460	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	249	806	260	0	0	1327	19	133	1460	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	0	249	806	260	0	0	1327	19	133	1460	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.84	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.33	0.67	1.00	0.00	4.93	0.07	1.00	1.49	0.51
Final Sat.:	1750	0	3150	3733	1204	1750	0	9267	133	1750	2790	909
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.22	0.22	0.00	0.00	0.14	0.14	0.08	0.52	0.52
Crit Moves:	****				****		****				****	
Green Time:	7.0	0.0	33.3	31.2	31.2	0.0	0.0	49.5	49.5	26.3	75.8	75.8
Volume/Cap:	0.24	0.00	0.30	0.87	0.87	0.00	0.00	0.36	0.36	0.36	0.87	0.87
Delay/Veh:	58.2	0.0	37.3	52.4	52.4	0.0	0.0	27.2	27.2	43.3	25.1	25.1
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:	58.2	0.0	37.3	52.4	52.4	0.0	0.0	27.2	27.2	43.3	25.1	25.1
LOS by Move:	E+	A	D+	D-	D-	A	A	C	C	D	C	C
HCM2k95thQ:	2	0	9	31	31	0	0	14	14	10	55	55

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
05 AM Ex_Proj

Intersection #2: Creekside Wy/Hamilton Av



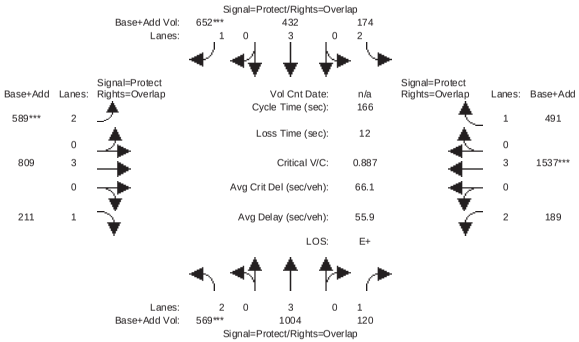
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	559	0	377	0	0	0	0	1301	323	56	2622	0
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:	559	0	377	0	0	0	0	1301	323	56	2622	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	559	0	377	0	0	0	0	1305	323	56	2628	0
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:	559	0	377	0	0	0	0	1305	323	56	2628	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	0	377	0	0	0	0	1305	323	56	2628	0
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:	559	0	377	0	0	0	0	1305	323	56	2628	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.22	0.00	0.00	0.00	0.00	0.23	0.18	0.03	0.35	0.00
Crit Moves:			****				****				****	
Green Time:	37.0	0.0	52.6	0.0	0.0	0.0	0.0	64.4	101.4	15.6	80.0	0.0
Volume/Cap:	0.42	0.00	0.52	0.00	0.00	0.00	0.00	0.45	0.23	0.26	0.54	0.00
Delay/Veh:	36.1	0.0	27.9	0.0	0.0	0.0	0.0	19.6	3.0	50.6	13.0	0.0
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:	36.1	0.0	27.9	0.0	0.0	0.0	0.0	19.6	3.0	50.6	13.0	0.0
LOS by Move:	D+	A	C	A	A	A	A	B-	A	D	B	A
HCM2k95thQ:	14	0	21	0	0	0	0	19	6	4	24	0

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
05 AM Ex_Proj

Intersection #3: Bascom Av/Hamilton Av



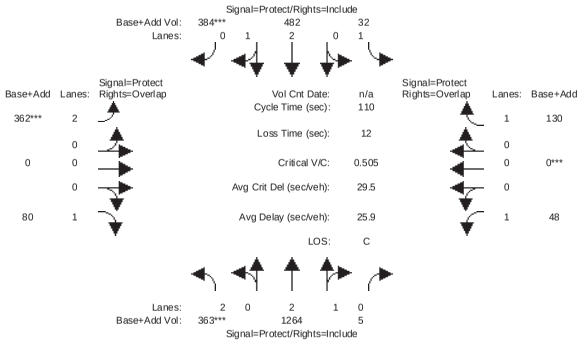
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	563	1002	117	174	430	652	589	809	207	187	1537	491
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:	563	1002	117	174	430	652	589	809	207	187	1537	491
Added Vol:	6	2	3	0	2	0	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	569	1004	120	174	432	652	589	809	211	189	1537	491
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:	569	1004	120	174	432	652	589	809	211	189	1537	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	569	1004	120	174	432	652	589	809	211	189	1537	491
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:	569	1004	120	174	432	652	589	809	211	189	1537	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.06	0.08	0.37	0.19	0.14	0.12	0.06	0.27	0.28
Crit Moves:	****					****	****				****	
Green Time:	33.8	52.2	77.6	16.4	34.7	69.7	35.0	60.1	93.9	25.4	50.5	66.8
Volume/Cap:	0.89	0.56	0.15	0.56	0.36	0.89	0.89	0.39	0.21	0.39	0.89	0.70
Delay/Veh:	78.4	47.8	25.4	73.7	56.3	57.1	77.3	39.5	17.9	63.9	61.0	44.3
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:	78.4	47.8	25.4	73.7	56.3	57.1	77.3	39.5	17.9	63.9	61.0	44.3
LOS by Move:	E-	D	C	E	E+	E+	E-	D	B	E	E	D
HCM2k95thQ:	34	25	7	11	12	56	32	18	11	10	45	38

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
05 AM Ex_Proj

Intersection #4: Bascom Av/Campbell Av



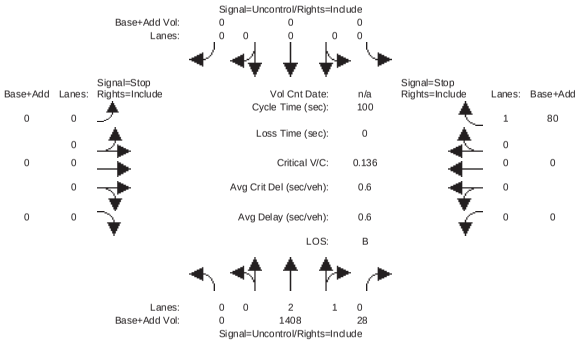
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	359	1252	5	32	474	384	362	0	79	48	0	130
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:	359	1252	5	32	474	384	362	0	79	48	0	130
Added Vol:	4	12	0	0	8	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	363	1264	5	32	482	384	362	0	80	48	0	130
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:	363	1264	5	32	482	384	362	0	80	48	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	1264	5	32	482	384	362	0	80	48	0	130
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:	363	1264	5	32	482	384	362	0	80	48	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5578	22	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.02	0.13	0.22	0.11	0.00	0.05	0.03	0.00	0.07
Crit Moves:	****					****	****				****	
Green Time:	25.1	52.1	52.1	20.9	47.8	47.8	25.1	0.0	25.1	25.1	0.0	20.9
Volume/Cap:	0.50	0.48	0.48	0.10	0.29	0.50	0.50	0.00	0.20	0.12	0.00	0.39
Delay/Veh:	37.6	19.9	19.9	36.9	20.2	22.7	37.6	0.0	34.6	33.9	0.0	39.8
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:	37.6	19.9	19.9	36.9	20.2	22.7	37.6	0.0	34.6	33.9	0.0	39.8
LOS by Move:	D+	B-	B-	D+	C+	C+	D+	A	C-	C-	A	D
HCM2k95thQ:	13	18	18	2	10	19	13	0	5	3	0	9

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
05 AM Ex_Proj

Intersection #5: Bascom Av/Arroyo Seco Dr

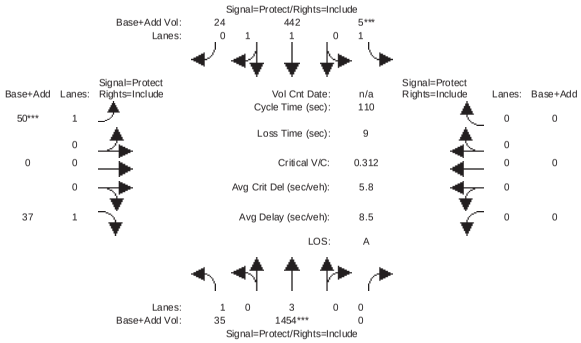



```
Street Name:            Bascom Av                       Arroyo Seco Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1392    28     0    0     0     0    0     0     0    0    80
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 1392    28     0    0     0     0    0     0     0    0    80
Added Vol:      0   16     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 1408    28     0    0     0     0    0     0     0    0    80
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 1408    28     0    0     0     0    0     0     0    0    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1408    28     0    0     0     0    0     0     0    0    80
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   483
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   587
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   587
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.14
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.5
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  12.1
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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           xxxxxx           xxxxxx             12.1
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*****************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*****************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
05 AM Ex_Proj

Intersection #6: Bascom Av/Apricot Av

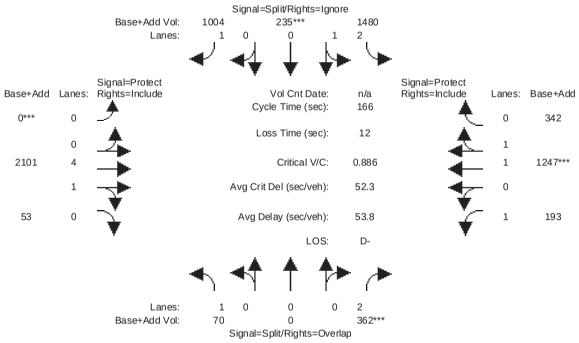



```
Street Name:            Bascom Av                       Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      35 1452     0     5  439    24    50    0    37     0    0     0
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:   35 1452     0     5  439    24    50    0    37     0    0     0
Added Vol:      0    2     0     0    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   35 1454     0     5  442    24    50    0    37     0    0     0
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:    35 1454     0     5  442    24    50    0    37     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35 1454     0     5  442    24    50    0    37     0    0     0
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:   35 1454     0     5  442    24    50    0    37     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 1.89  0.11  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 3509   191  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.26  0.00  0.00 0.13  0.13  0.03 0.00  0.02  0.00 0.00  0.00
Crit Moves:       ****        ****        ****
Green Time:  30.5 84.0   0.0   7.0 60.5  60.5  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.07 0.33  0.00  0.04 0.23  0.23  0.31 0.00  0.23  0.00 0.00  0.00
Delay/Veh:   29.3  4.2   0.0  48.5 12.8  12.8  47.9  0.0  47.2   0.0  0.0   0.0
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:  29.3  4.2   0.0  48.5 12.8  12.8  47.9  0.0  47.2   0.0  0.0   0.0
LOS by Move:    C    A     A     D    B     B     D    A     D     A    A     A
HCM2k95thQ:     2   10     0     0    8     8     4    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



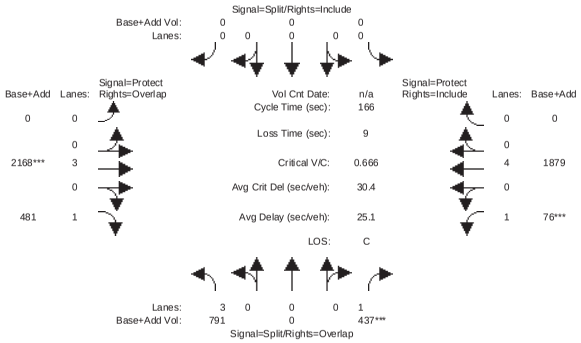
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	361	1470	235	1004	0	2087	53	192	1232	338
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:	70	0	361	1470	235	1004	0	2087	53	192	1232	338
Added Vol:	0	0	1	10	0	0	0	14	0	1	15	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	362	1480	235	1004	0	2101	53	193	1247	342
User Adj:	1.00	1.00	1.35	1.00	1.00	0.00	1.00	1.32	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	489	1480	235	0	0	2769	53	193	1247	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	489	1480	235	0	0	2769	53	193	1247	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	489	1480	235	0	0	2769	53	193	1247	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.86	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.62	0.38	1.00	0.00	4.90	0.10	1.00	1.56	0.44
Final Sat.:	1750	0	3150	4267	677	1750	0	9223	177	1750	2903	796
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.16	0.35	0.35	0.00	0.00	0.30	0.30	0.11	0.43	0.43
Crit Moves:			****		****		****				****	
Green Time:	8.4	0.0	30.1	65.0	65.0	0.0	0.0	58.9	58.9	21.6	80.5	80.5
Volume/Cap:	0.79	0.00	0.86	0.89	0.89	0.00	0.00	0.85	0.85	0.85	0.89	0.89
Delay/Veh:	113.6	0.0	78.1	52.3	52.3	0.0	0.0	51.6	51.6	94.8	44.3	44.3
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:	113.6	0.0	78.1	52.3	52.3	0.0	0.0	51.6	51.6	94.8	44.3	44.3
LOS by Move:	F	A	E-	D-	D-	A	A	D-	D-	F	D	D
HCM2k95thQ:	11	0	29	53	53	0	0	46	46	23	62	62

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #2: Creekside Wy/Hamilton Av



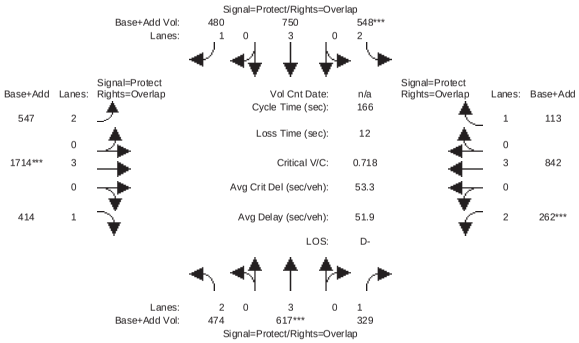
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	791	0	437	0	0	0	0	2143	481	76	1849	0
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:	791	0	437	0	0	0	0	2143	481	76	1849	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	791	0	437	0	0	0	0	2168	481	76	1879	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.39	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:	791	0	437	0	0	0	0	2168	481	76	2614	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	0	437	0	0	0	0	2168	481	76	2614	0
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:	791	0	437	0	0	0	0	2168	481	76	2614	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.25	0.00	0.00	0.00	0.00	0.38	0.27	0.04	0.34	0.00
Crit Moves:			****					****		****		
Green Time:	51.4	0.0	62.2	0.0	0.0	0.0	0.0	94.8	146.2	10.8	106	0.0
Volume/Cap:	0.56	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.31	0.67	0.54	0.00
Delay/Veh:	48.4	0.0	45.8	0.0	0.0	0.0	0.0	25.2	1.7	89.8	16.9	0.0
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:	48.4	0.0	45.8	0.0	0.0	0.0	0.0	25.2	1.7	89.8	16.9	0.0
LOS by Move:	D	A	D	A	A	A	A	C	A	F	B	A
HCM2k95thQ:	25	0	34	0	0	0	0	41	9	8	31	0

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #3: Bascom Av/Hamilton Av



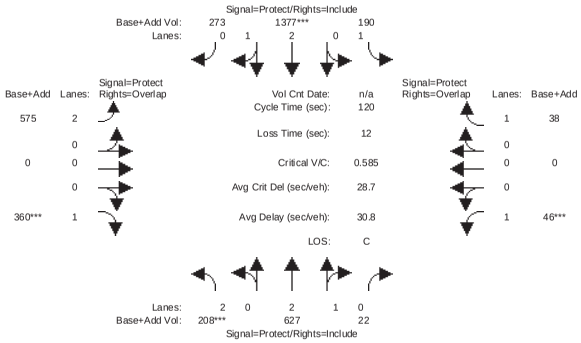
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	444	605	314	548	739	480	547	1714	389	248	842	113
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:	444	605	314	548	739	480	547	1714	389	248	842	113
Added Vol:	30	12	15	0	11	0	0	0	25	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	617	329	548	750	480	547	1714	414	262	842	113
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:	474	617	329	548	750	480	547	1714	414	262	842	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	617	329	548	750	480	547	1714	414	262	842	113
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:	474	617	329	548	750	480	547	1714	414	262	842	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.19	0.17	0.13	0.27	0.17	0.30	0.24	0.08	0.15	0.06
Crit Moves:		****		****				****		****		
Green Time:	34.8	25.0	44.3	40.2	30.4	78.4	48.0	69.5	104.3	19.2	40.8	81.0
Volume/Cap:	0.72	0.72	0.71	0.72	0.72	0.58	0.60	0.72	0.38	0.72	0.60	0.13
Delay/Veh:	64.8	70.1	59.8	61.0	66.2	32.9	51.9	41.2	15.2	77.5	56.1	23.3
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:	64.8	70.1	59.8	61.0	66.2	32.9	51.9	41.2	15.2	77.5	56.1	23.3
LOS by Move:	E	E	E+	E	E	C-	D-	D	B	E-	E+	C
HCM2k95thQ:	26	20	29	28	23	32	25	39	19	17	23	6

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #4: Bascom Av/Campbell Av



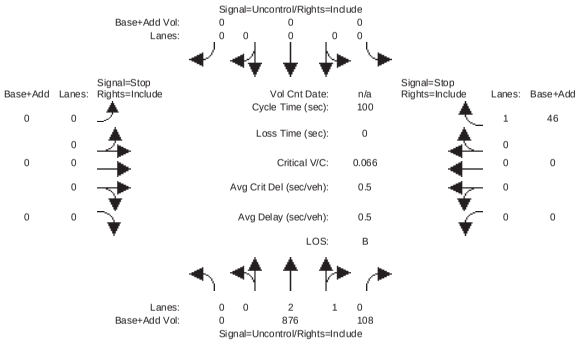
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	571	21	190	1324	273	575	0	356	45	0	38
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:	190	571	21	190	1324	273	575	0	356	45	0	38
Added Vol:	18	56	1	0	53	0	0	0	4	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	627	22	190	1377	273	575	0	360	46	0	38
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:	208	627	22	190	1377	273	575	0	360	46	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	627	22	190	1377	273	575	0	360	46	0	38
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:	208	627	22	190	1377	273	575	0	360	46	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.89	0.11	1.00	2.49	0.51	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5410	190	1750	4672	926	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.11	0.29	0.29	0.18	0.00	0.21	0.03	0.00	0.02
Crit Moves:	****				****				****	****		
Green Time:	12.9	36.5	36.5	34.2	57.7	57.7	37.4	0.0	40.3	10.0	0.0	44.2
Volume/Cap:	0.61	0.38	0.38	0.38	0.61	0.61	0.59	0.00	0.61	0.32	0.00	0.06
Delay/Veh:	54.4	33.0	33.0	34.9	23.3	23.3	35.7	0.0	35.3	53.0	0.0	24.5
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:	54.4	33.0	33.0	34.9	23.3	23.3	35.7	0.0	35.3	53.0	0.0	24.5
LOS by Move:	D-	C-	C-	C-	C	C	D+	A	D+	D-	A	C
HCM2k95thQ:	10	12	12	12	27	27	20	0	22	4	0	2

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
06 PM Ex_Proj

Intersection #5: Bascom Av/Arroyo Seco Dr

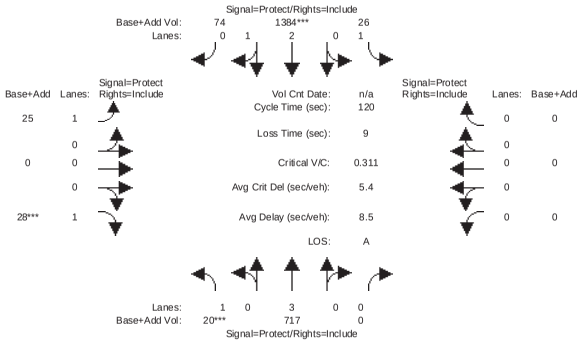



```
Street Name:            Bascom Av                       Arroyo Seco Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  801   106     0    0     0     0    0     0     0    0    46
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  801   106     0    0     0     0    0     0     0    0    46
Added Vol:      0   75     2     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  876   108     0    0     0     0    0     0     0    0    46
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  876   108     0    0     0     0    0     0     0    0    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  876   108     0    0     0     0    0     0     0    0    46
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   346
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   702
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   702
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.07
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  10.5
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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            xxxxxx            xxxxxx             10.5
ApproachLOS:         *                 *                 *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*****************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*****************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #6: Bascom Av/Apricot Av

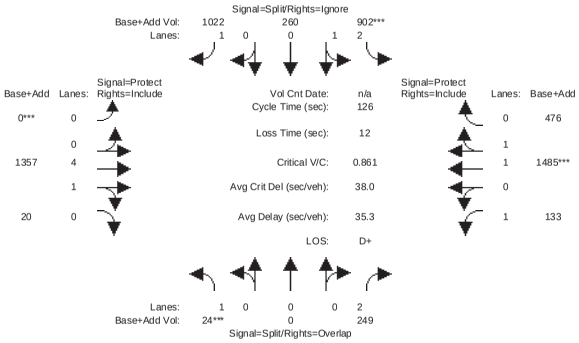



```
Street Name:            Bascom Av                       Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10    0    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  703     0    26 1369    74    25    0    28     0    0     0
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:   20  703     0    26 1369    74    25    0    28     0    0     0
Added Vol:      0   14     0     0   15     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20  717     0    26 1384    74    25    0    28     0    0     0
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:    20  717     0    26 1384    74    25    0    28     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  717     0    26 1384    74    25    0    28     0    0     0
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:   20  717     0    26 1384    74    25    0    28     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 2.84  0.16  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 5315   284  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.13  0.00  0.01 0.26  0.26  0.01 0.00  0.02  0.00 0.00  0.00
Crit Moves:  ****                 ****                 ****
Green Time:   7.0 69.0   0.0  32.0 94.0  94.0  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.20 0.22  0.00  0.06 0.33  0.33  0.17 0.00  0.19  0.00 0.00  0.00
Delay/Veh:   54.8 12.4   0.0  32.8  3.9   3.9  51.7  0.0  51.9   0.0  0.0   0.0
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:  54.8 12.4   0.0  32.8  3.9   3.9  51.7  0.0  51.9   0.0  0.0   0.0
LOS by Move:   D-    B     A    C-    A     A    D-    A    D-     A    A     A
HCM2k95thQ:     2    8     0     2   10    10     2    0     2     0    0     0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
07 AM Back_Proj

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



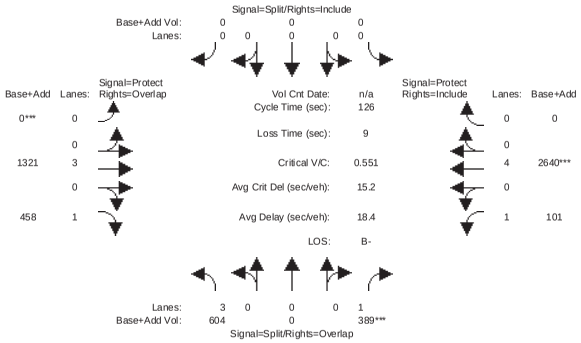
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	0	249	900	260	1022	0	1355	20	133	1482	475
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:	24	0	249	900	260	1022	0	1355	20	133	1482	475
Added Vol:	0	0	0	2	0	0	0	2	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	0	249	902	260	1022	0	1357	20	133	1485	476
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	0	249	902	260	0	0	1357	20	133	1485	476
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	249	902	260	0	0	1357	20	133	1485	476
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	0	249	902	260	0	0	1357	20	133	1485	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.85	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.39	0.61	1.00	0.00	4.92	0.08	1.00	1.50	0.50
Final Sat.:	1750	0	3150	3834	1105	1750	0	9263	137	1750	2801	898
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.24	0.24	0.00	0.00	0.15	0.15	0.08	0.53	0.53
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	32.3	32.9	32.9	0.0	0.0	48.8	48.8	25.3	74.1	74.1
Volume/Cap:	0.25	0.00	0.31	0.90	0.90	0.00	0.00	0.38	0.38	0.38	0.90	0.90
Delay/Veh:	58.3	0.0	38.0	53.9	53.9	0.0	0.0	27.8	27.8	44.2	28.4	28.4
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:	58.3	0.0	38.0	53.9	53.9	0.0	0.0	27.8	27.8	44.2	28.4	28.4
LOS by Move:	E+	A	D+	D-	D-	A	A	C	C	D	C	C
HCM2k95thQ:	2	0	9	34	34	0	0	14	14	10	59	59

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
07 AM Back_Proj

Intersection #2: Creekside Wy/Hamilton Av



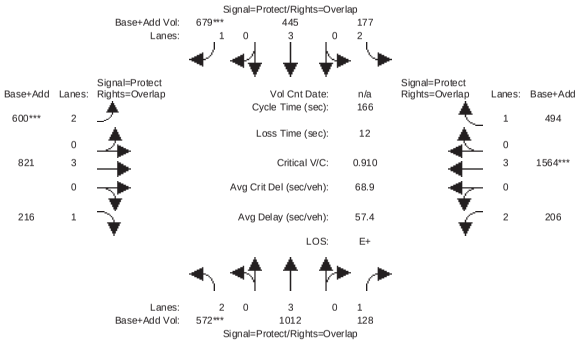
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	604	0	389	0	0	0	0	1317	458	101	2634	0
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:	604	0	389	0	0	0	0	1317	458	101	2634	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	604	0	389	0	0	0	0	1321	458	101	2640	0
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:	604	0	389	0	0	0	0	1321	458	101	2640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	0	389	0	0	0	0	1321	458	101	2640	0
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:	604	0	389	0	0	0	0	1321	458	101	2640	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.22	0.00	0.00	0.00	0.00	0.23	0.26	0.06	0.35	0.00
Crit Moves:			****				****				****	
Green Time:	37.6	0.0	53.4	0.0	0.0	0.0	0.0	63.6	101.2	15.8	79.4	0.0
Volume/Cap:	0.44	0.00	0.52	0.00	0.00	0.00	0.00	0.46	0.33	0.46	0.55	0.00
Delay/Veh:	36.0	0.0	27.6	0.0	0.0	0.0	0.0	20.3	3.4	52.6	13.3	0.0
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:	36.0	0.0	27.6	0.0	0.0	0.0	0.0	20.3	3.4	52.6	13.3	0.0
LOS by Move:	D+	A	C	A	A	A	A	C+	A	D-	B	A
HCM2k95thQ:	15	0	22	0	0	0	0	20	10	7	24	0

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
07 AM Back_Proj

Intersection #3: Bascom Av/Hamilton Av



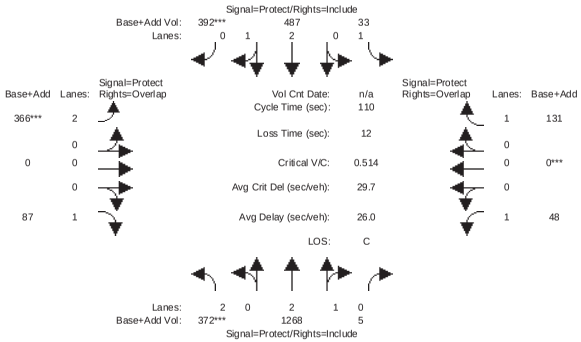
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	566	1010	125	177	443	679	600	821	212	204	1564	494
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:	566	1010	125	177	443	679	600	821	212	204	1564	494
Added Vol:	6	2	3	0	2	0	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	572	1012	128	177	445	679	600	821	216	206	1564	494
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:	572	1012	128	177	445	679	600	821	216	206	1564	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	572	1012	128	177	445	679	600	821	216	206	1564	494
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:	572	1012	128	177	445	679	600	821	216	206	1564	494
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.06	0.08	0.39	0.19	0.14	0.12	0.07	0.27	0.28
Crit Moves:	****					****	****				****	
Green Time:	33.1	52.5	79.0	16.6	36.0	70.8	34.8	58.3	91.5	26.5	50.1	66.7
Volume/Cap:	0.91	0.56	0.15	0.56	0.36	0.91	0.91	0.41	0.22	0.41	0.91	0.70
Delay/Veh:	82.3	47.5	24.7	73.5	55.4	59.8	80.8	40.9	19.2	63.3	63.4	44.6
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:	82.3	47.5	24.7	73.5	55.4	59.8	80.8	40.9	19.2	63.3	63.4	44.6
LOS by Move:	F	D	C	E	E+	E+	F	D	B-	E	E	D
HCM2k95thQ:	34	25	8	11	12	60	33	19	11	11	46	38

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
07 AM Back_Proj

Intersection #4: Bascom Av/Campbell Av



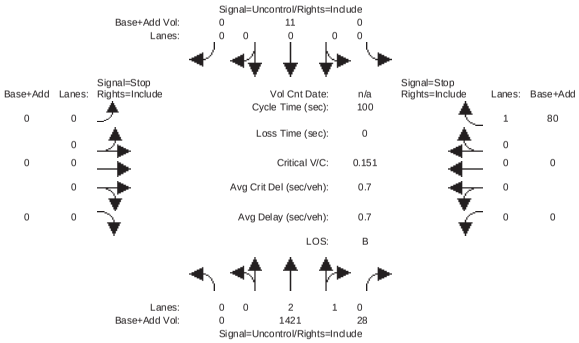
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	368	1256	5	33	479	392	366	0	86	48	0	131
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:	368	1256	5	33	479	392	366	0	86	48	0	131
Added Vol:	4	12	0	0	8	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	1268	5	33	487	392	366	0	87	48	0	131
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:	372	1268	5	33	487	392	366	0	87	48	0	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1268	5	33	487	392	366	0	87	48	0	131
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:	372	1268	5	33	487	392	366	0	87	48	0	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5578	22	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.02	0.13	0.22	0.12	0.00	0.05	0.03	0.00	0.07
Crit Moves:	****					****	****				****	
Green Time:	25.3	52.3	52.3	20.9	47.9	47.9	24.8	0.0	25.3	24.8	0.0	20.9
Volume/Cap:	0.51	0.48	0.48	0.10	0.29	0.51	0.51	0.00	0.22	0.12	0.00	0.39
Delay/Veh:	37.7	19.8	19.8	36.9	20.2	22.9	37.9	0.0	34.6	34.0	0.0	39.8
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:	37.7	19.8	19.8	36.9	20.2	22.9	37.9	0.0	34.6	34.0	0.0	39.8
LOS by Move:	D+	B-	B-	D+	C+	C+	D+	A	C-	C-	A	D
HCM2k95thQ:	13	18	18	2	10	19	13	0	5	3	0	9

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
07 AM Back_Proj

Intersection #5: Bascom Av/Arroyo Seco Dr

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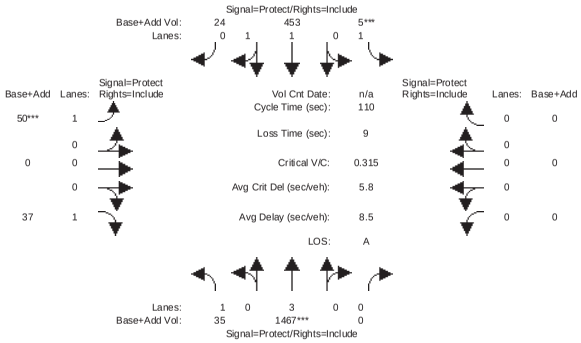
Street Name:            Bascom Av                     Arroyo Seco Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1405    28     0   11     0     0    0     0     0    0    80
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 1405    28     0   11     0     0    0     0     0    0    80
Added Vol:      0   16     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 1421    28     0   11     0     0    0     0     0    0    80
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 1421    28     0   11     0     0    0     0     0    0    80
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1421    28     0   11     0     0    0     0     0    0    80
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   488
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   531
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   531
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.15
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.5
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  13.0
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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           xxxxxx           xxxxxx             13.0
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*****************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*****************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
07 AM Back_Proj

Intersection #6: Bascom Av/Apricot Av

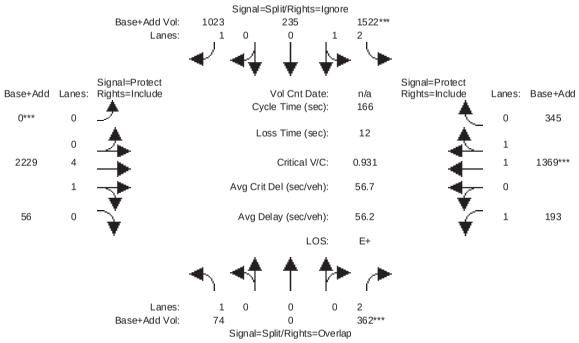



```
Street Name:            Bascom Av                     Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      35 1465     0     5  450    24    50    0    37     0    0     0
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:   35 1465     0     5  450    24    50    0    37     0    0     0
Added Vol:      0    2     0     0    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   35 1467     0     5  453    24    50    0    37     0    0     0
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:    35 1467     0     5  453    24    50    0    37     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   35 1467     0     5  453    24    50    0    37     0    0     0
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:   35 1467     0     5  453    24    50    0    37     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 1.90  0.10  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 3514   186  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.26  0.00  0.00 0.13  0.13  0.03 0.00  0.02  0.00 0.00  0.00
Crit Moves:       ****        ****        ****
Green Time:  30.1 84.0   0.0   7.0 60.9  60.9  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.07 0.34  0.00  0.04 0.23  0.23  0.31 0.00  0.23  0.00 0.00  0.00
Delay/Veh:   29.7  4.2   0.0  48.5 12.6  12.6  47.9  0.0  47.2   0.0  0.0   0.0
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:  29.7  4.2   0.0  48.5 12.6  12.6  47.9  0.0  47.2   0.0  0.0   0.0
LOS by Move:    C    A     A     D    B     B     D    A     D     A    A     A
HCM2k95thQ:     2   10     0     0    8     8     4    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Back_Proj

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



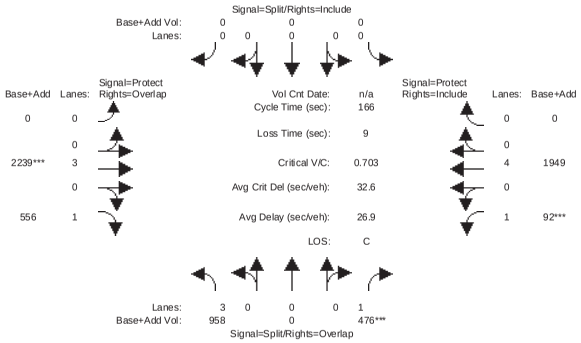
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	361	1512	235	1023	0	2215	56	192	1354	341
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:	74	0	361	1512	235	1023	0	2215	56	192	1354	341
Added Vol:	0	0	1	10	0	0	0	14	0	1	15	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	362	1522	235	1023	0	2229	56	193	1369	345
User Adj:	1.00	1.00	1.35	1.00	1.00	0.00	1.00	1.32	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	489	1522	235	0	0	2937	56	193	1369	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	489	1522	235	0	0	2937	56	193	1369	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	489	1522	235	0	0	2937	56	193	1369	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.86	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.63	0.37	1.00	0.00	4.90	0.10	1.00	1.59	0.41
Final Sat.:	1750	0	3150	4283	661	1750	0	9224	176	1750	2955	745
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.16	0.36	0.36	0.00	0.00	0.32	0.32	0.11	0.46	0.46
Crit Moves:			****	****			****				****	
Green Time:	8.0	0.0	29.3	63.4	63.4	0.0	0.0	61.4	61.4	21.2	82.6	82.6
Volume/Cap:	0.87	0.00	0.88	0.93	0.93	0.00	0.00	0.86	0.86	0.86	0.93	0.93
Delay/Veh:	136.5	0.0	81.7	58.1	58.1	0.0	0.0	50.8	50.8	98.1	48.1	48.1
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:	136.5	0.0	81.7	58.1	58.1	0.0	0.0	50.8	50.8	98.1	48.1	48.1
LOS by Move:	F	A	F	E+	E+	A	A	D	D	F	D	D
HCM2k95thQ:	12	0	30	58	58	0	0	49	49	23	70	70

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Back_Proj

Intersection #2: Creekside Wy/Hamilton Av



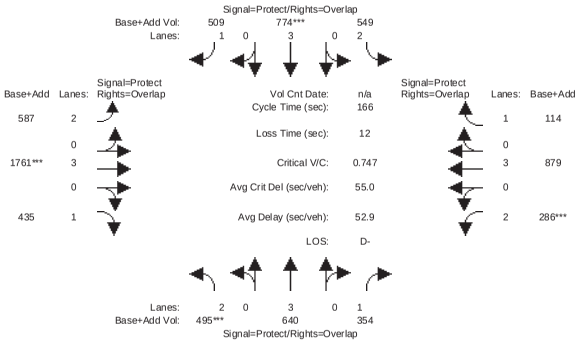
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	958	0	476	0	0	0	0	2214	556	92	1919	0
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:	958	0	476	0	0	0	0	2214	556	92	1919	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	958	0	476	0	0	0	0	2239	556	92	1949	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.39	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:	958	0	476	0	0	0	0	2239	556	92	2711	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	958	0	476	0	0	0	0	2239	556	92	2711	0
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:	958	0	476	0	0	0	0	2239	556	92	2711	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.27	0.00	0.00	0.00	0.00	0.39	0.32	0.05	0.36	0.00
Crit Moves:			****					****		****		
Green Time:	51.8	0.0	64.2	0.0	0.0	0.0	0.0	92.8	144.6	12.4	105	0.0
Volume/Cap:	0.67	0.00	0.70	0.00	0.00	0.00	0.00	0.70	0.36	0.70	0.56	0.00
Delay/Veh:	51.0	0.0	46.2	0.0	0.0	0.0	0.0	27.3	2.2	90.8	17.5	0.0
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:	51.0	0.0	46.2	0.0	0.0	0.0	0.0	27.3	2.2	90.8	17.5	0.0
LOS by Move:	D-	A	D	A	A	A	A	C	A	F	B	A
HCM2k95thQ:	31	0	37	0	0	0	0	44	11	10	32	0

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Back_Proj

Intersection #3: Bascom Av/Hamilton Av



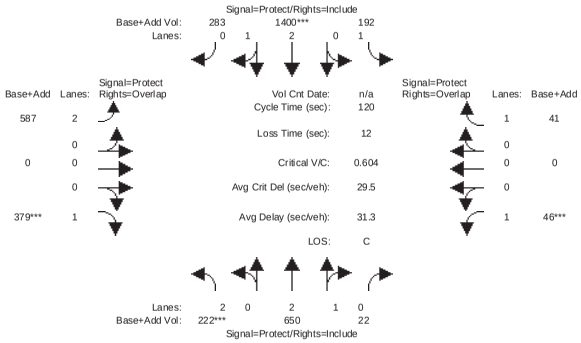
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	465	628	339	549	763	509	587	1761	410	272	879	114
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:	465	628	339	549	763	509	587	1761	410	272	879	114
Added Vol:	30	12	15	0	11	0	0	0	25	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	495	640	354	549	774	509	587	1761	435	286	879	114
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:	495	640	354	549	774	509	587	1761	435	286	879	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	640	354	549	774	509	587	1761	435	286	879	114
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:	495	640	354	549	774	509	587	1761	435	286	879	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.20	0.17	0.14	0.29	0.19	0.31	0.25	0.09	0.15	0.07
Crit Moves:	****				****			****		****		
Green Time:	34.9	25.5	45.7	39.6	30.2	78.8	48.6	68.7	103.6	20.2	40.2	79.9
Volume/Cap:	0.75	0.73	0.73	0.73	0.75	0.61	0.64	0.75	0.40	0.75	0.64	0.14
Delay/Veh:	66.0	70.1	60.4	61.9	67.3	33.6	52.5	42.6	15.8	78.3	57.3	24.0
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:	66.0	70.1	60.4	61.9	67.3	33.6	52.5	42.6	15.8	78.3	57.3	24.0
LOS by Move:	E	E	E	E	E	C-	D-	D	B	E-	E+	C
HCM2k95thQ:	27	21	32	29	24	35	26	41	21	18	24	7

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Back_Proj

Intersection #4: Bascom Av/Campbell Av



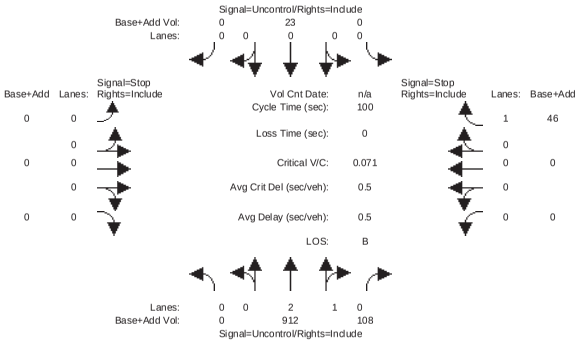
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	204	594	21	192	1347	283	587	0	375	45	0	41
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:	204	594	21	192	1347	283	587	0	375	45	0	41
Added Vol:	18	56	1	0	53	0	0	0	4	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	650	22	192	1400	283	587	0	379	46	0	41
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:	222	650	22	192	1400	283	587	0	379	46	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	650	22	192	1400	283	587	0	379	46	0	41
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:	222	650	22	192	1400	283	587	0	379	46	0	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.90	0.10	1.00	2.48	0.52	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5416	183	1750	4657	941	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.11	0.30	0.30	0.19	0.00	0.22	0.03	0.00	0.02
Crit Moves:	****				****				****	****		
Green Time:	13.4	36.7	36.7	33.6	57.0	57.0	37.7	0.0	41.0	10.0	0.0	43.6
Volume/Cap:	0.63	0.39	0.39	0.39	0.63	0.63	0.59	0.00	0.63	0.32	0.00	0.06
Delay/Veh:	54.7	33.0	33.0	35.5	24.2	24.2	35.7	0.0	35.4	53.0	0.0	25.0
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:	54.7	33.0	33.0	35.5	24.2	24.2	35.7	0.0	35.4	53.0	0.0	25.0
LOS by Move:	D-	C-	C-	D+	C	C	D+	A	D+	D-	A	C
HCM2k95thQ:	11	13	13	12	28	28	21	0	24	4	0	2

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
08 PM Back_Proj

Intersection #5: Bascom Av/Arroyo Seco Dr

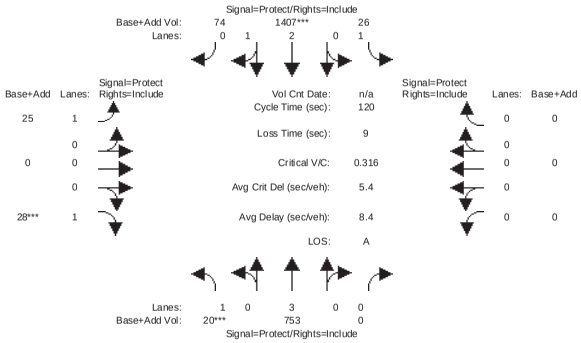



```
Street Name:            Bascom Av                       Arroyo Seco Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  837   106     0   23     0     0    0     0     0    0    46
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  837   106     0   23     0     0    0     0     0    0    46
Added Vol:      0   75     2     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  912   108     0   23     0     0    0     0     0    0    46
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  912   108     0   23     0     0    0     0     0    0    46
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  912   108     0   23     0     0    0     0     0    0    46
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   358
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   644
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   644
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.07
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.0
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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            xxxxxx            xxxxxx             11.0
ApproachLOS:         *                 *                 *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*****************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*****************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Back_Proj

Intersection #6: Bascom Av/Apricot Av

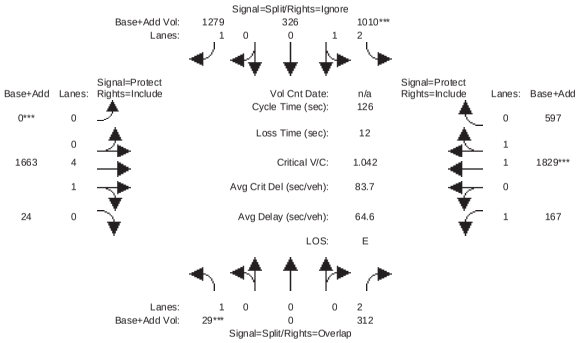



```
Street Name:            Bascom Av                       Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10    0    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      20  739     0    26 1392    74    25    0    28     0    0     0
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:   20  739     0    26 1392    74    25    0    28     0    0     0
Added Vol:      0   14     0     0   15     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   20  753     0    26 1407    74    25    0    28     0    0     0
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:    20  753     0    26 1407    74    25    0    28     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   20  753     0    26 1407    74    25    0    28     0    0     0
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:   20  753     0    26 1407    74    25    0    28     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 2.84  0.16  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 5320   280  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.13  0.00  0.01 0.26  0.26  0.01 0.00  0.02  0.00 0.00  0.00
Crit Moves:  ****                 ****                 ****
Green Time:   7.0 70.1   0.0  30.9 94.0  94.0  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.20 0.23  0.00  0.06 0.34  0.34  0.17 0.00  0.19  0.00 0.00  0.00
Delay/Veh:   54.8 12.0   0.0  33.6  3.9   3.9  51.7  0.0  51.9   0.0  0.0   0.0
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:  54.8 12.0   0.0  33.6  3.9   3.9  51.7  0.0  51.9   0.0  0.0   0.0
LOS by Move:   D-    B     A    C-    A     A    D-    A    D-     A    A     A
HCM2k95thQ:     2    8     0     2   11    11     2    0     2     0    0     0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



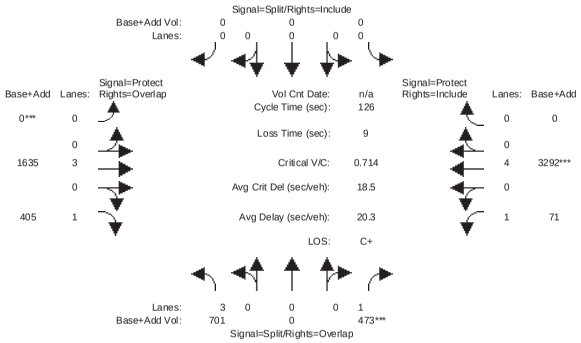
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	0	312	1008	326	1279	0	1661	24	167	1826	596
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:	29	0	312	1008	326	1279	0	1661	24	167	1826	596
Added Vol:	0	0	0	2	0	0	0	2	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	312	1010	326	1279	0	1663	24	167	1829	597
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	312	1010	326	0	0	1663	24	167	1829	597
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	312	1010	326	0	0	1663	24	167	1829	597
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	312	1010	326	0	0	1663	24	167	1829	597
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.84	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.33	0.67	1.00	0.00	4.93	0.07	1.00	1.49	0.51
Final Sat.:	1750	0	3150	3733	1205	1750	0	9266	134	1750	2789	910
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.27	0.27	0.00	0.00	0.18	0.18	0.10	0.66	0.66
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	33.3	31.3	31.3	0.0	0.0	49.5	49.5	26.3	75.7	75.7
Volume/Cap:	0.30	0.00	0.37	1.09	1.09	0.00	0.00	0.46	0.46	0.46	1.09	1.09
Delay/Veh:	58.9	0.0	38.1	101.6	102	0.0	0.0	28.4	28.4	44.5	74.1	74.1
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:	58.9	0.0	38.1	101.6	102	0.0	0.0	28.4	28.4	44.5	74.1	74.1
LOS by Move:	E+	A	D+	F	F	A	A	C	C	D	E	E
HCM2k95thQ:	3	0	12	47	47	0	0	18	18	12	97	97

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #2: Creekside Wy/Hamilton Av



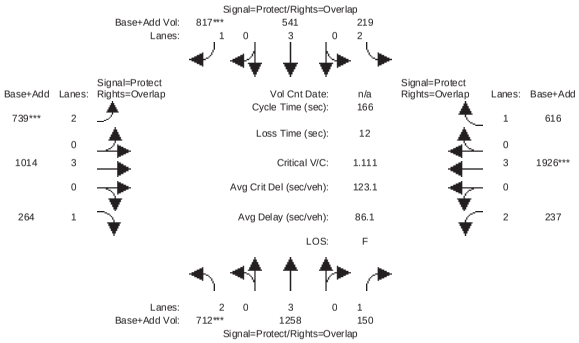
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	701	0	473	0	0	0	0	1631	405	71	3286	0
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:	701	0	473	0	0	0	0	1631	405	71	3286	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	701	0	473	0	0	0	0	1635	405	71	3292	0
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:	701	0	473	0	0	0	0	1635	405	71	3292	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	0	473	0	0	0	0	1635	405	71	3292	0
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:	701	0	473	0	0	0	0	1635	405	71	3292	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.27	0.00	0.00	0.00	0.00	0.29	0.23	0.04	0.43	0.00
Crit Moves:			****				****				****	
Green Time:	38.8	0.0	51.5	0.0	0.0	0.0	0.0	65.5	104.3	12.7	78.2	0.0
Volume/Cap:	0.50	0.00	0.66	0.00	0.00	0.00	0.00	0.55	0.28	0.40	0.70	0.00
Delay/Veh:	36.0	0.0	32.5	0.0	0.0	0.0	0.0	20.6	2.5	54.6	16.5	0.0
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:	36.0	0.0	32.5	0.0	0.0	0.0	0.0	20.6	2.5	54.6	16.5	0.0
LOS by Move:	D+	A	C-	A	A	A	A	C+	A	D-	B	A
HCM2k95thQ:	17	0	29	0	0	0	0	25	8	5	33	0

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #3: Bascom Av/Hamilton Av



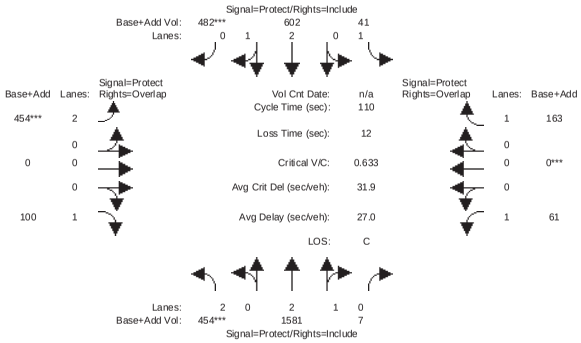
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	706	1256	147	219	539	817	739	1014	260	235	1926	616
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:	706	1256	147	219	539	817	739	1014	260	235	1926	616
Added Vol:	6	2	3	0	2	0	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	712	1258	150	219	541	817	739	1014	264	237	1926	616
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:	712	1258	150	219	541	817	739	1014	264	237	1926	616
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	712	1258	150	219	541	817	739	1014	264	237	1926	616
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:	712	1258	150	219	541	817	739	1014	264	237	1926	616
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.09	0.07	0.09	0.47	0.23	0.18	0.15	0.08	0.34	0.35
Crit Moves:	****					****	****				****	
Green Time:	33.8	52.1	77.5	16.4	34.7	69.7	35.0	60.1	93.9	25.4	50.5	66.9
Volume/Cap:	1.11	0.70	0.18	0.70	0.45	1.11	1.11	0.49	0.27	0.49	1.11	0.87
Delay/Veh:	136.2	51.5	25.9	79.6	57.6	116.1	134.9	41.3	18.6	65.2	117	57.3
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:	136.2	51.5	25.9	79.6	57.6	116.1	134.9	41.3	18.6	65.2	117	57.3
LOS by Move:	F	D-	C	E-	E+	F	F	D	B-	E	F	E+
HCM2k95thQ:	49	33	9	15	15	89	47	23	13	13	67	53

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #4: Bascom Av/Campbell Av



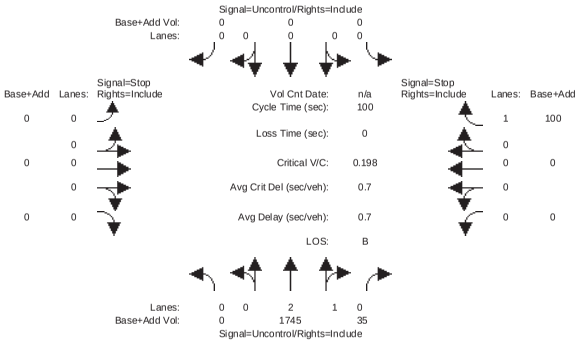
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1569	7	41	594	482	454	0	99	61	0	163
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:	450	1569	7	41	594	482	454	0	99	61	0	163
Added Vol:	4	12	0	0	8	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	1581	7	41	602	482	454	0	100	61	0	163
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:	454	1581	7	41	602	482	454	0	100	61	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	1581	7	41	602	482	454	0	100	61	0	163
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:	454	1581	7	41	602	482	454	0	100	61	0	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5575	25	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.02	0.16	0.28	0.14	0.00	0.06	0.03	0.00	0.09
Crit Moves:	****					****	****				****	
Green Time:	25.1	55.2	55.2	17.7	47.9	47.9	25.1	0.0	25.1	25.1	0.0	17.7
Volume/Cap:	0.63	0.56	0.56	0.15	0.36	0.63	0.63	0.00	0.25	0.15	0.00	0.58
Delay/Veh:	40.2	19.3	19.3	39.9	20.9	25.0	40.2	0.0	35.1	34.2	0.0	45.7
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:	40.2	19.3	19.3	39.9	20.9	25.0	40.2	0.0	35.1	34.2	0.0	45.7
LOS by Move:	D	B-	B-	D	C+	C	D	A	D+	C-	A	D
HCM2k95thQ:	17	23	23	3	13	25	17	0	6	4	0	12

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #5: Bascom Av/Arroyo Seco Dr

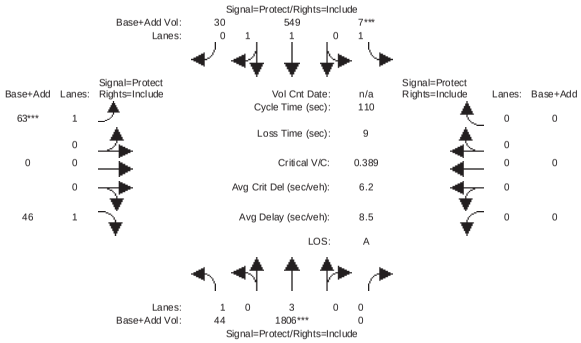



```
Street Name:            Bascom Av                     Arroyo Seco Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1729    35     0     0     0     0     0     0     0     0   100
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 1729    35     0     0     0     0     0     0     0     0   100
Added Vol:      0   16     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 1745    35     0     0     0     0     0     0     0     0   100
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 1745    35     0     0     0     0     0     0     0     0   100
Reduct Vol:     0    0     0     0     0     0     0     0     0     0     0     0
FinalVolume:    0 1745    35     0     0     0     0     0     0     0     0   100
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   599
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   505
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   505
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.20
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.7
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  13.9
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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           xxxxxx           xxxxxx             13.9
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*****************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*****************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #6: Bascom Av/Apricot Av

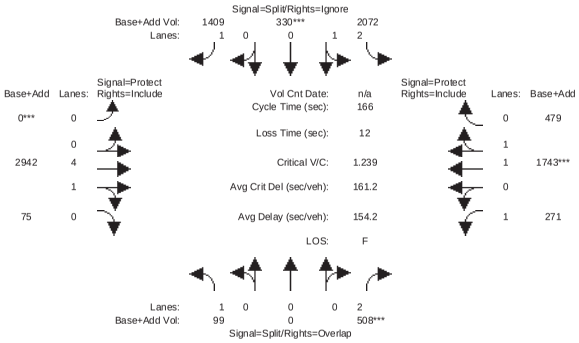



```
Street Name:            Bascom Av                     Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10   10    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      44 1804     0     7  546    30    63    0    46     0    0     0
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:   44 1804     0     7  546    30    63    0    46     0    0     0
Added Vol:      0    2     0     0    3     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   44 1806     0     7  549    30    63    0    46     0    0     0
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:    44 1806     0     7  549    30    63    0    46     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   44 1806     0     7  549    30    63    0    46     0    0     0
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:   44 1806     0     7  549    30    63    0    46     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 1.89  0.11  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 3508   192  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.32  0.00  0.00 0.16  0.16  0.04 0.00  0.03  0.00 0.00  0.00
Crit Moves:       ****        ****        ****
Green Time:  26.3 84.0   0.0   7.0 64.7  64.7  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.11 0.41  0.00  0.06 0.27  0.27  0.40 0.00  0.29  0.00 0.00  0.00
Delay/Veh:   32.8  4.6   0.0  48.7 11.1  11.1  48.8  0.0  47.7   0.0  0.0   0.0
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:  32.8  4.6   0.0  48.7 11.1  11.1  48.8  0.0  47.7   0.0  0.0   0.0
LOS by Move:   C-    A     A     D   B+    B+     D    A     D     A    A     A
HCM2k95thQ:     3   13     0     1    9     9     5    0     4     0    0     0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



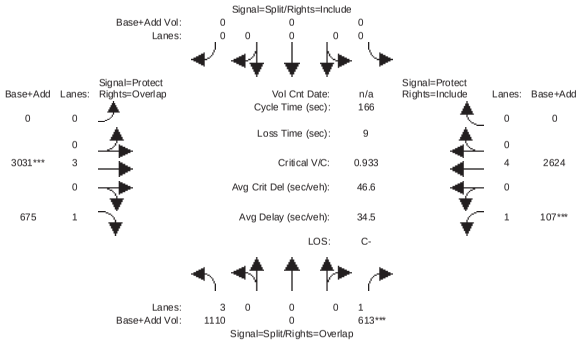
Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	0	507	2062	330	1409	0	2928	75	270	1728	475
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:	99	0	507	2062	330	1409	0	2928	75	270	1728	475
Added Vol:	0	0	1	10	0	0	0	14	0	1	15	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	0	508	2072	330	1409	0	2942	75	271	1743	479
User Adj:	1.00	1.00	1.35	1.00	1.00	0.00	1.00	1.32	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	687	2072	330	0	0	3877	75	271	1743	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	687	2072	330	0	0	3877	75	271	1743	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	0	687	2072	330	0	0	3877	75	271	1743	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.86	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.62	0.38	1.00	0.00	4.90	0.10	1.00	1.56	0.44
Final Sat.:	1750	0	3150	4265	679	1750	0	9221	178	1750	2902	797
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.22	0.49	0.49	0.00	0.00	0.42	0.42	0.15	0.60	0.60
Crit Moves:			****		****		****				****	
Green Time:	8.5	0.0	30.1	65.1	65.1	0.0	0.0	58.8	58.8	21.7	80.5	80.5
Volume/Cap:	1.11	0.00	1.20	1.24	1.24	0.00	0.00	1.19	1.19	1.19	1.24	1.24
Delay/Veh:	207.0	0.0	174.6	162.7	163	0.0	0.0	141	141.0	191.5	155	155.4
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:	207.0	0.0	174.6	162.7	163	0.0	0.0	141	141.0	191.5	155	155.4
LOS by Move:	F	A	F	F	F	A	A	F	F	F	F	F
HCM2k95thQ:	17	0	51	105	105	0	0	88	88	39	127	127

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #2: Creekside Wy/Hamilton Av



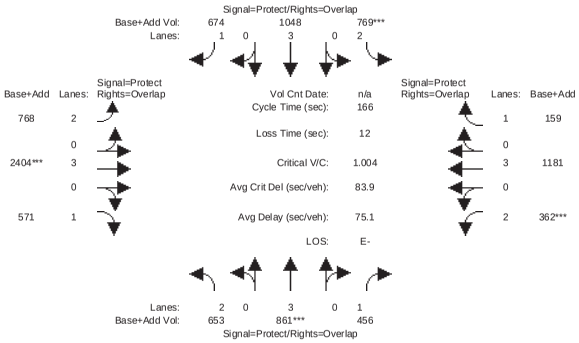
Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1110	0	613	0	0	0	0	3006	675	107	2594	0
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:	1110	0	613	0	0	0	0	3006	675	107	2594	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1110	0	613	0	0	0	0	3031	675	107	2624	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.39	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:	1110	0	613	0	0	0	0	3031	675	107	3650	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1110	0	613	0	0	0	0	3031	675	107	3650	0
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:	1110	0	613	0	0	0	0	3031	675	107	3650	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.35	0.00	0.00	0.00	0.00	0.53	0.39	0.06	0.48	0.00
Crit Moves:			****					****		****		
Green Time:	51.5	0.0	62.3	0.0	0.0	0.0	0.0	94.7	146.1	10.9	106	0.0
Volume/Cap:	0.79	0.00	0.93	0.00	0.00	0.00	0.00	0.93	0.44	0.93	0.76	0.00
Delay/Veh:	55.3	0.0	70.1	0.0	0.0	0.0	0.0	38.5	2.1	140.2	21.9	0.0
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:	55.3	0.0	70.1	0.0	0.0	0.0	0.0	38.5	2.1	140.2	21.9	0.0
LOS by Move:	E+	A	E	A	A	A	A	D+	A	F	C+	A
HCM2k95thQ:	38	0	57	0	0	0	0	77	14	12	50	0

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #3: Bascom Av/Hamilton Av



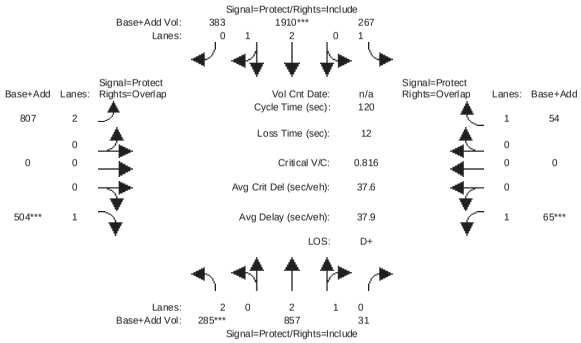
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	623	849	441	769	1037	674	768	2404	546	348	1181	159
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:	623	849	441	769	1037	674	768	2404	546	348	1181	159
Added Vol:	30	12	15	0	11	0	0	0	25	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	653	861	456	769	1048	674	768	2404	571	362	1181	159
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:	653	861	456	769	1048	674	768	2404	571	362	1181	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	653	861	456	769	1048	674	768	2404	571	362	1181	159
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:	653	861	456	769	1048	674	768	2404	571	362	1181	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.15	0.26	0.24	0.18	0.39	0.24	0.42	0.33	0.11	0.21	0.09
Crit Moves:		****		****				****		****		
Green Time:	34.6	25.0	44.0	40.3	30.7	78.6	47.9	69.7	104.3	19.0	40.7	81.1
Volume/Cap:	0.99	1.00	0.98	1.00	0.99	0.81	0.84	1.00	0.52	1.00	0.84	0.19
Delay/Veh:	99.2	102	98.2	96.4	93.8	43.5	62.8	67.6	17.5	122.0	64.5	24.0
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:	99.2	102	98.2	96.4	93.8	43.5	62.8	67.6	17.5	122.0	64.5	24.0
LOS by Move:	F	F	F	F	F	D	E	E	B	F	E	C
HCM2k95thQ:	41	33	49	47	38	52	35	65	28	27	36	9

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #4: Bascom Av/Campbell Av



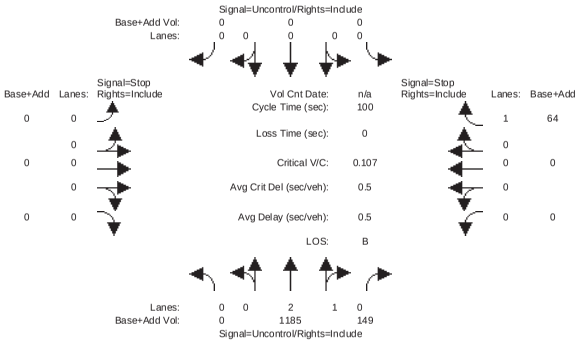
Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	267	801	30	267	1857	383	807	0	500	64	0	54
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:	267	801	30	267	1857	383	807	0	500	64	0	54
Added Vol:	18	56	1	0	53	0	0	0	4	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	857	31	267	1910	383	807	0	504	65	0	54
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:	285	857	31	267	1910	383	807	0	504	65	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	857	31	267	1910	383	807	0	504	65	0	54
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:	285	857	31	267	1910	383	807	0	504	65	0	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.99	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.89	0.11	1.00	2.48	0.52	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5404	195	1750	4663	935	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.15	0.41	0.41	0.26	0.00	0.29	0.04	0.00	0.03
Crit Moves:	****				****				****	****		
Green Time:	12.7	35.8	35.8	34.4	57.5	57.5	37.7	0.0	40.5	10.0	0.0	44.4
Volume/Cap:	0.85	0.53	0.53	0.53	0.85	0.85	0.81	0.00	0.85	0.45	0.00	0.08
Delay/Veh:	71.6	35.4	35.4	37.1	30.4	30.4	43.2	0.0	48.7	54.5	0.0	24.6
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:	71.6	35.4	35.4	37.1	30.4	30.4	43.2	0.0	48.7	54.5	0.0	24.6
LOS by Move:	E	D+	D+	D+	C	C	D	A	D	D-	A	C
HCM2k95thQ:	16	18	18	17	45	45	32	0	36	6	0	3

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #5: Bascom Av/Arroyo Seco Dr

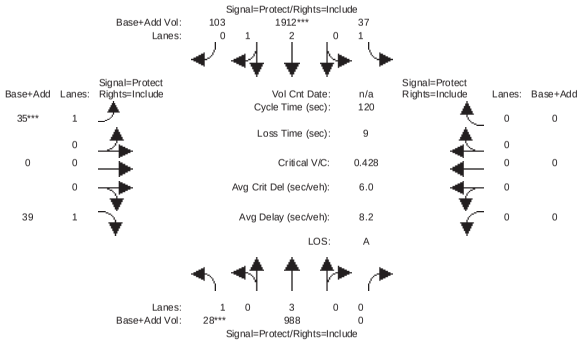



```
Street Name:            Bascom Av                       Arroyo Seco Dr
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 1110   147     0    0     0     0    0     0     0    0    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 1110   147     0    0     0     0    0     0     0    0    64
Added Vol:      0   75     2     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 1185   149     0    0     0     0    0     0     0    0    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 1185   149     0    0     0     0    0     0     0    0    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 1185   149     0    0     0     0    0     0     0    0    64
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   470
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   598
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   598
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.4
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.7
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     B
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            xxxxxx            xxxxxx             11.7
ApproachLOS:         *                 *                 *                B
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*****************************************************************************
Intersection #5 Bascom Av/Arroyo Seco Dr
*****************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```


PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #6: Bascom Av/Apricot Av

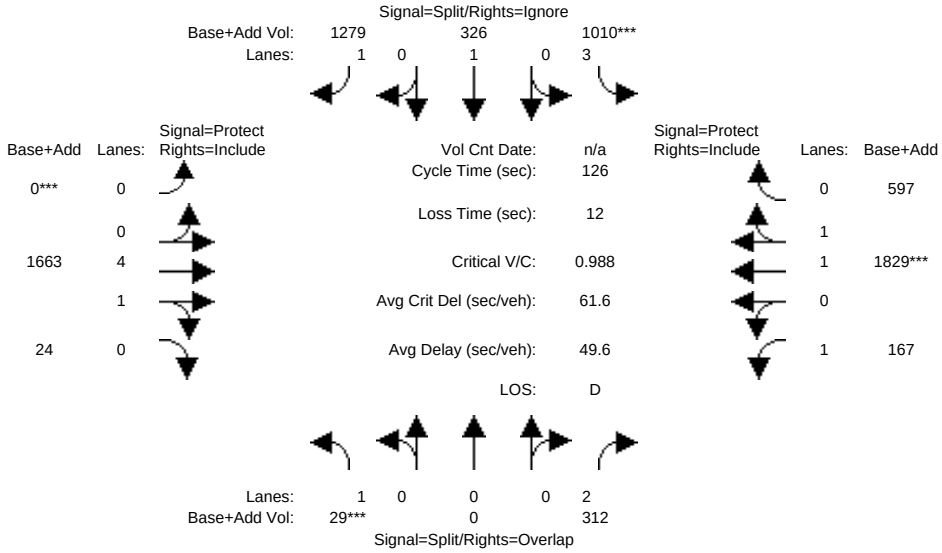



```
Street Name:            Bascom Av                       Apricot Av
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10    10    0    10     0    0     0
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      28  974     0    37 1897   103    35    0    39     0    0     0
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:   28  974     0    37 1897   103    35    0    39     0    0     0
Added Vol:      0   14     0     0   15     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   28  988     0    37 1912   103    35    0    39     0    0     0
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:    28  988     0    37 1912   103    35    0    39     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   28  988     0    37 1912   103    35    0    39     0    0     0
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:   28  988     0    37 1912   103    35    0    39     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 0.98  0.95  0.92 1.00  0.92  0.92 1.00  0.92
Lanes:       1.00 3.00  0.00  1.00 2.84  0.16  1.00 0.00  1.00  0.00 0.00  0.00
Final Sat.:  1750 5700     0  1750 5313   286  1750    0  1750     0    0     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.17  0.00  0.02 0.36  0.36  0.02 0.00  0.02  0.00 0.00  0.00
Crit Moves:  ****                 ****        ****
Green Time:   7.0 75.6   0.0  25.4 94.0  94.0  10.0  0.0  10.0   0.0  0.0   0.0
Volume/Cap:  0.27 0.28  0.00  0.10 0.46  0.46  0.24 0.00  0.27  0.00 0.00  0.00
Delay/Veh:   55.5 10.0   0.0  38.2  4.5   4.5  52.3  0.0  52.6   0.0  0.0   0.0
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:  55.5 10.0   0.0  38.2  4.5   4.5  52.3  0.0  52.6   0.0  0.0   0.0
LOS by Move:   E+    A     A    D+    A     A    D-    A    D-     A    A     A
HCM2k95thQ:     3   10     0     2   16    16     3    0     3     0    0     0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj (With Mitigation)

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	0	312	1008	326	1279	0	1661	24	167	1826	596
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:	29	0	312	1008	326	1279	0	1661	24	167	1826	596
Added Vol:	0	0	0	2	0	0	0	2	0	0	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	0	312	1010	326	1279	0	1663	24	167	1829	597
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	312	1010	326	0	0	1663	24	167	1829	597
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	312	1010	326	0	0	1663	24	167	1829	597
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	312	1010	326	0	0	1663	24	167	1829	597
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.80	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	3.00	1.00	1.00	0.00	4.93	0.07	1.00	1.49	0.51
Final Sat.:	1750	0	3150	4551	1900	1750	0	9266	134	1750	2789	910
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.22	0.17	0.00	0.00	0.18	0.18	0.10	0.66	0.66
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	34.8	27.1	27.1	0.0	0.0	52.2	52.2	27.8	79.9	79.9
Volume/Cap:	0.30	0.00	0.36	1.03	0.80	0.00	0.00	0.43	0.43	0.43	1.03	1.03
Delay/Veh:	58.9	0.0	36.9	87.3	57.6	0.0	0.0	26.4	26.4	43.1	50.9	50.9
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:	58.9	0.0	36.9	87.3	57.6	0.0	0.0	26.4	26.4	43.1	50.9	50.9
LOS by Move:	E+	A	D+	F	E+	A	A	C	C	D	D	D
HCM2k95thQ:	3	0	11	38	25	0	0	17	17	12	90	90

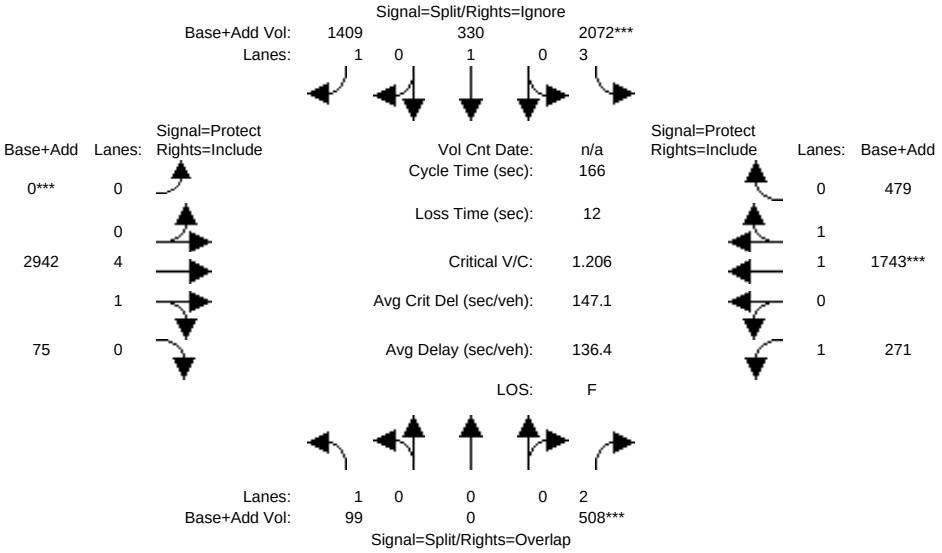
Note: Queue reported is the number of cars per lane.

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	0	507	2062	330	1409	0	2928	75	270	1728	475
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:	99	0	507	2062	330	1409	0	2928	75	270	1728	475
Added Vol:	0	0	1	10	0	0	0	14	0	1	15	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	0	508	2072	330	1409	0	2942	75	271	1743	479
User Adj:	1.00	1.00	1.35	1.00	1.00	0.00	1.00	1.32	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	687	2072	330	0	0	3877	75	271	1743	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	687	2072	330	0	0	3877	75	271	1743	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	0	687	2072	330	0	0	3877	75	271	1743	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.80	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	3.00	1.00	1.00	0.00	4.90	0.10	1.00	1.56	0.44
Final Sat.:	1750	0	3150	4551	1900	1750	0	9221	178	1750	2902	797
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.22	0.46	0.17	0.00	0.00	0.42	0.42	0.15	0.60	0.60
Crit Moves:			****	****			****				****	
Green Time:	8.7	0.0	30.9	62.7	62.7	0.0	0.0	60.4	60.4	22.2	82.7	82.7
Volume/Cap:	1.08	0.00	1.17	1.21	0.46	0.00	0.00	1.16	1.16	1.16	1.21	1.21
Delay/Veh:	196.2	0.0	161.1	150.3	39.4	0.0	0.0	126	126.4	179.0	140	139.9
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:	196.2	0.0	161.1	150.3	39.4	0.0	0.0	126	126.4	179.0	140	139.9
LOS by Move:	F	A	F	F	D	A	A	F	F	F	F	F
HCM2k95thQ:	17	0	50	96	22	0	0	85	85	38	123	123

Note: Queue reported is the number of cars per lane.

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Appendix E

Queue Worksheet

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	City of Campbell
Analysis Time Period:	AM Peak Hour	Project ID:	CMP029
Date Performed:	7/11/2019	Scenario	Existing + Approved Projects
Jurisdiction:	City of Campbell		
Intersection:	S. Bascom Avenue/Project Driveway		
East/West Street:	Project Driveway at 2060 Bascom Avenue		
North/South Street:	S. Bascom Avenue		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :			
	MJL	1	Major street separate left turn lane / TWLT
	MNLTR	2	Minor street shared left, through and right lane
	MNLR	3	Minor street shared left, and right lane
	MNL	4	Minor street separate left turn lane
	MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
EB	MNLTR	0					
EB	MNLR	0					
EB	MNL	0					
EB	MNR	0					
WB	MNLTR	23	2.0%	3356	0	1	**50**
WB	MNLR	23	2.0%	1909	0	1	**50**
WB	MNL	0					
WB	MNR	23	2.0%	462	0	1	**50**
NB	MJL	0					
SB	MJL	33	0.0%	1384	0	1	**100**

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	City of Campbell
Analysis Time Period:	PM Peak Hour	Project ID:	CMP029
Date Performed:	7/11/2019	Scenario	Existing + Approved Projects
Jurisdiction:	City of Campbell		
Intersection:	S. Bascom Avenue/Project Driveway		
East/West Street:	Project Driveway at 2060 Bascom Avenue		
North/South Street:	S. Bascom Avenue		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :			
	MJL	1	Major street separate left turn lane / TWLT
	MNLTR	2	Minor street shared left, through and right lane
	MNLR	3	Minor street shared left, and right lane
	MNL	4	Minor street separate left turn lane
	MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
EB	MNLTR	0					
EB	MNLR	0					
EB	MNL	0					
EB	MNR	0					
WB	MNLTR	19	2.0%	2432	0	1	**50**
WB	MNLR	19	2.0%	1351	0	1	**50**
WB	MNL	0					
WB	MNR	19	2.0%	270	0	1	**50**
NB	MJL	0					
SB	MJL	139	0.0%	806	0	1	**100**

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	City of Campbell
Analysis Time Period:	AM Peak Hour	Project ID:	CMP029
Date Performed:	7/11/2019	Scenario	Existing + Approved Projects + Project
Jurisdiction:	City of Campbell		
Intersection:	S. Bascom Avenue/Project Driveway		
East/West Street:	Project Driveway at 2060 Bascom Avenue		
North/South Street:	S. Bascom Avenue		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :			
	MJL	1	Major street separate left turn lane / TWLT
	MNLTR	2	Minor street shared left, through and right lane
	MNLR	3	Minor street shared left, and right lane
	MNL	4	Minor street separate left turn lane
	MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
EB	MNLTR	0					
EB	MNLR	0					
EB	MNL	0					
EB	MNR	0					
WB	MNLTR	29	2.0%	3423	0	1	**50**
WB	MNLR	29	2.0%	1943	0	1	**50**
WB	MNL	0					
WB	MNR	29	2.0%	463	0	1	**50**
NB	MJL	0					
SB	MJL	47	0.0%	1388	0	1	**100**

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	City of Campbell
Analysis Time Period:	PM Peak Hour	Project ID:	CMP029
Date Performed:	7/11/2019	Scenario	Existing + Approved Projects + Project
Jurisdiction:	City of Campbell		
Intersection:	S. Bascom Avenue/Project Driveway		
East/West Street:	Project Driveway at 2060 Bascom Avenue		
North/South Street:	S. Bascom Avenue		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :			
	MJL	1	Major street separate left turn lane / TWLT
	MNLTR	2	Minor street shared left, through and right lane
	MNLR	3	Minor street shared left, and right lane
	MNL	4	Minor street separate left turn lane
	MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
EB	MNLTR	0					
EB	MNLR	0					
EB	MNL	0					
EB	MNR	0					
WB	MNLTR	110	2.0%	2669	0	1	**100**
WB	MNLR	110	2.0%	1468	0	1	**100**
WB	MNL	0					
WB	MNR	110	2.0%	267	0	1	**75**
NB	MJL	0					
SB	MJL	211	0.0%	790	0	1	**150**

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background AM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data		
Cycle Length	110	sec
Volume	5	veh/ln/hr
Desired Probability Level (DPL)	0.5	decimal
# feet	25	per car
# feet	20	per car

Output		
λ	0.0014	veh/ln/sec
λ*T	0.1528	veh/ln/cycle
Vehicles at DPL	**#N/A**	**vehicles**
Distance @25 feet/car	#N/A	feet
Distance @20 feet/car	#N/A	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background AM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	110	sec	λ	0.0014	veh/ln/sec
Volume	5	veh/ln/hr	λ*T	0.1528	veh/ln/cycle
Desired Probability Level (DPL)	0.95	decimal	**Vehicles at DPL**	**1**	**vehicles**
# feet	25	per car	Distance @25 feet/car	25	feet
# feet	20	per car	Distance @20 feet/car	20	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^{x} * e^{-\lambda}}{x!}$$

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background PM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	120	sec	λ	0.0072	veh/ln/sec
Volume	26	veh/ln/hr	λ*T	0.8667	veh/ln/cycle
Desired Probability Level (DPL)	0.5	decimal	**Vehicles at DPL**	**1**	**vehicles**
# feet	25	per car	Distance @25 feet/car	25	feet
# feet	20	per car	Distance @20 feet/car	20	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^{x} * e^{-\lambda}}{x!}$$

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background PM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	120	sec	λ	0.0072	veh/ln/sec
Volume	26	veh/ln/hr	λ*T	0.8667	veh/ln/cycle
Desired Probability Level (DPL)	0.95	decimal	**Vehicles at DPL**	**3**	**vehicles**
# feet	25	per car	Distance @25 feet/car	75	feet
# feet	20	per car	Distance @20 feet/car	60	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background + Project PM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	120	sec	λ	0.0089	veh/ln/sec
Volume	32	veh/ln/hr	λ*T	1.0667	veh/ln/cycle
Desired Probability Level (DPL)	0.5	decimal	**Vehicles at DPL**	**1**	**vehicles**
# feet	25	per car	Distance @25 feet/car	25	feet
# feet	20	per car	Distance @20 feet/car	20	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background + Project PM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	120	sec	λ	0.0089	veh/ln/sec
Volume	32	veh/ln/hr	λ*T	1.0667	veh/ln/cycle
Desired Probability Level (DPL)	0.95	decimal	**Vehicles at DPL**	**3**	**vehicles**
# feet	25	per car	Distance @25 feet/car	75	feet
# feet	20	per car	Distance @20 feet/car	60	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Appendix F

Sample Photo of Regulatory Sign in Median

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Example Regulatory Sign in Median

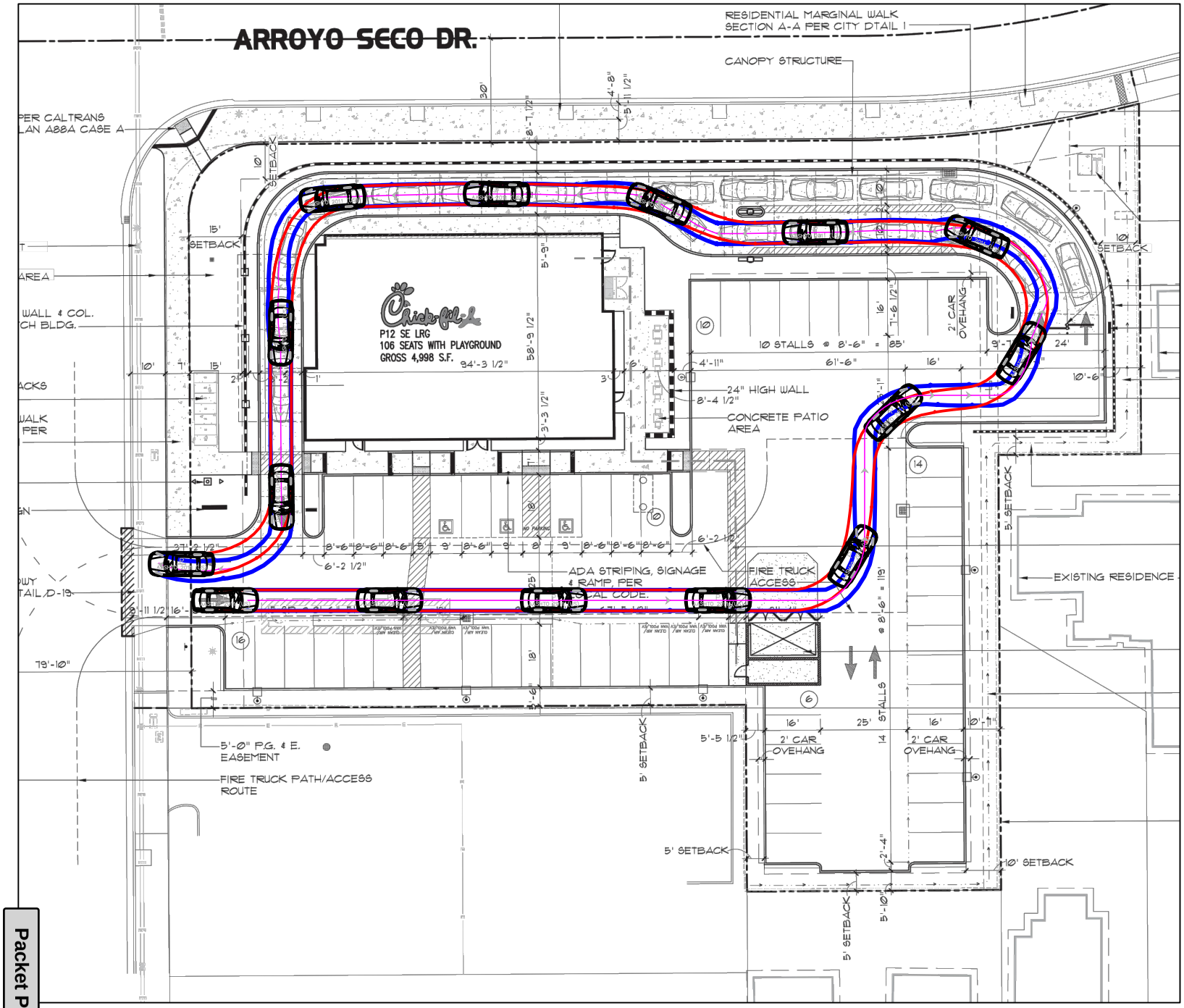
Bernal Ave/Sunol Blvd (Pleasanton, CA)

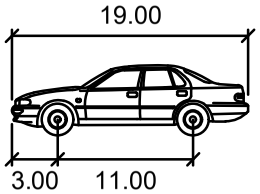
Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)

Appendix G

Vehicle Turning Template Analysis

Attachment: Draft Traffic Impact Study 09-25-19 (superceded) (Appeal of Chick-Fil-A Approval by Planning Commission)





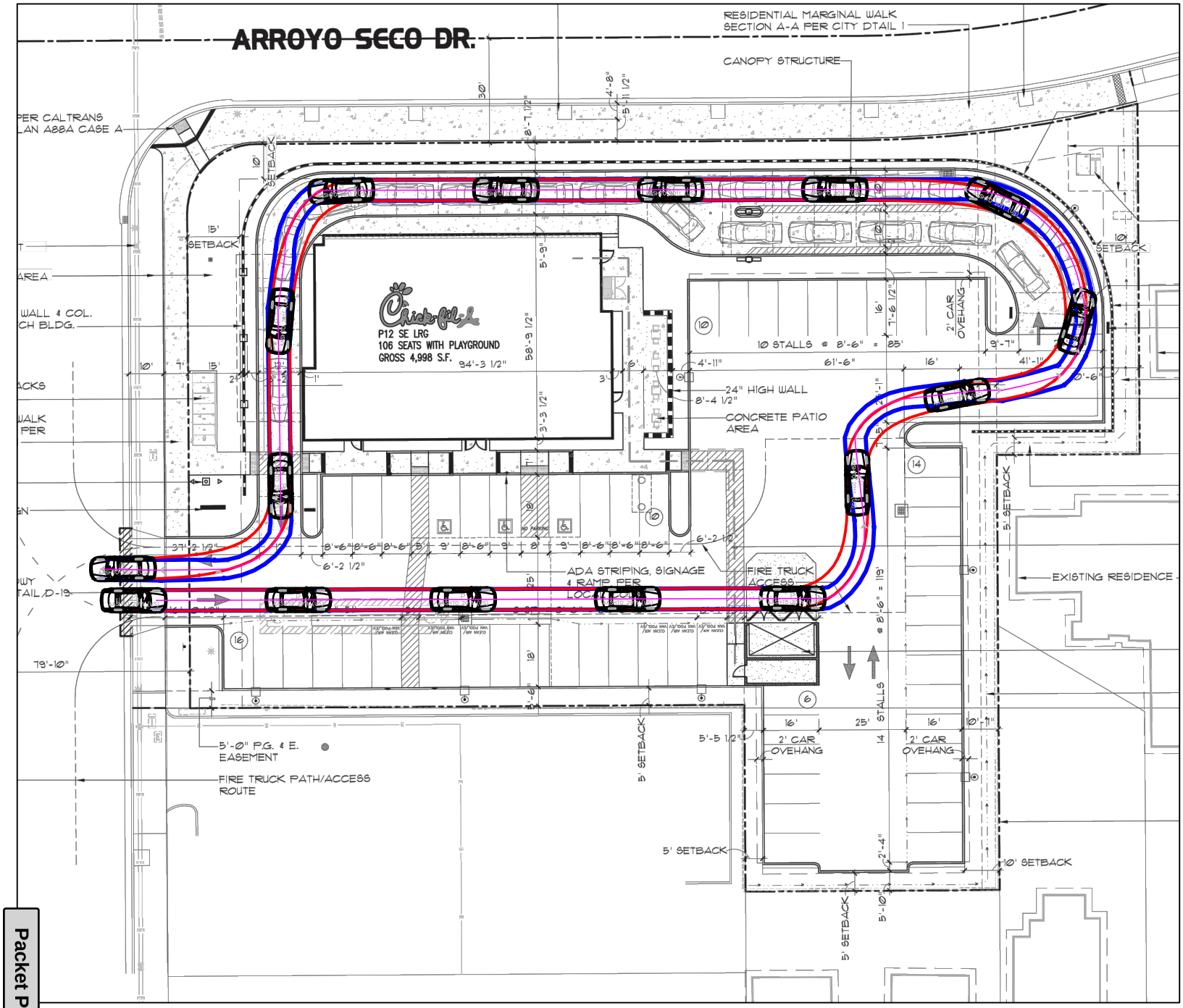
AASHTO 2011
Passenger Vehicle

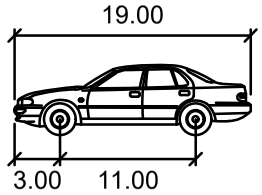
		feet
Width	:	7.00
Track	:	6.00
Lock to Lock Time	:	6.0
Steering Angle	:	31

Exhibit #1 – Chick-fil-A AutoTURN

CMP029

November 2018





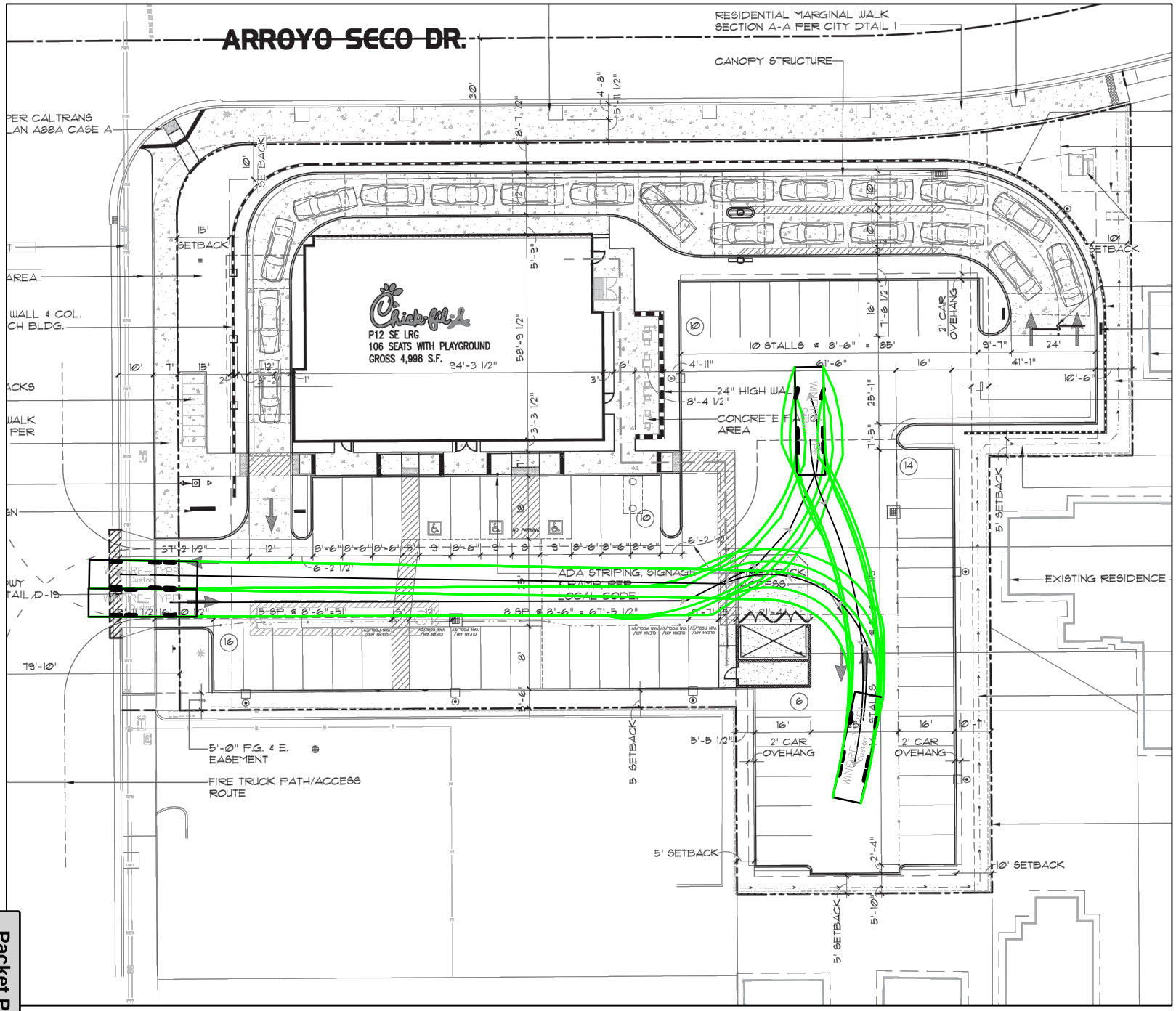
AASHTO 2011
Passenger Vehicle

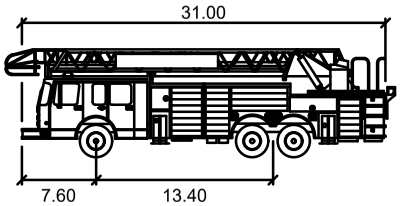
		feet
Width	:	7.00
Track	:	6.00
Lock to Lock Time	:	6.0
Steering Angle	:	31

Exhibit #1 – Chick-fil-A AutoTURN

CMP029

November 2018





WINFIRE-TYPE1

		feet
Width	:	8.20
Track	:	8.20
Lock to Lock Time	:	6.0
Steering Angle	:	26.4

Exhibit #3 – Chick-fil-A AutoTURN

November 2018

CMP029

Supporting Document Links for Chick-fil-A CEQA analysis

- Phase 1 ESA - 2060 S. Bascom 3-21-18
- Phase 2 ESA - 2060 S. Bascom 1-28-19
- 2060 S. Bascom - AQ Memo Update 09-27-19
- 2060 S. Bascom - AQ Memo 11-08-18
- 2060 S. Bascom - GHG Memo 06-13-18
- 2060 S. Bascom - GHG Memo Update 09-27-19
- 2060 S. Bascom - Noise Memo 06-13-18
- 2060 S. Bascom - Noise Memo Update 09-27-19
- Geotech Draft - 2060 S Bascom 2-20-18
- Arborist 6-18-18

Mitigated Negative Declaration

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

Project Title: Chick-Fil-A Campbell

File Number(s): PLN2018-206 (CUP, S&A, CEQA) and PLN2018-207 (TRP)

Project Address: 2060 S. Bascom Ave

Project Applicant: Chick-Fil-A

Zoning District: C-2 (General Commercial)

General Plan Designation: General Commercial

Lead Agency: City of Campbell

Contact Person: Cindy McCormick

Date Posted: October 22, 2019

Project Location and Surrounding Land Use: The 46,540 square foot project site is located on the corner of Bascom Avenue and Arroyo Seco Drive, south of East Campbell Avenue. Nearby uses include small shopping complexes to the north, south, and west as well as a large office complex to the west. Several other office and commercial businesses are located in the immediate vicinity along the Bascom Avenue corridor. The site also backs up to residential homes to the east.

Project Description: The proposed project includes a new 4,554 square foot [*revised from Draft MND*] fast food restaurant (Chick-fil-A) and demolition of an existing ~5,358 square foot restaurant (Denny's). Chick-fil-A's typical operational hours are 6:00 a.m. to 11:00 p.m. Monday through Saturday (closed Sunday). The use, as currently proposed, would not include late night hours or alcohol service. A condition of approval would prohibit "late night" deliveries between 11:00 p.m. and 6:00 a.m. unless approved through the conditional use permit process. Most of Chick-fil-A's business is during lunch, with a large percentage of the business coming from drive-through service. During peak lunch hours (~11:00 a.m. to 2:00 p.m.), Chick-fil-A staff will provide "face-to-face" service to queuing drivers to expedite service. During off-peak hours, patrons order food through one of two menu boards that are located under a covered canopy. The proposed drive-through lane would accommodate up to 20 vehicles. Fifty-four (54) parking stalls [*revised from Draft MND*] are located to the sides and rear of the existing restaurant.

Project Entitlements: The project requires a Conditional Use Permit, Site and Architectural Review Permit, Tree Removal Permit, and CEQA review.

Other public agencies whose approval is required: Valley Transportation Authority (VTA)

PUBLIC REVIEW PERIOD

The Initial Study and Mitigation Monitoring Program is available for review from 8:00 AM to 5:00 PM at the Campbell Community Development Department, City Hall, 70 North First Street, Campbell, CA and online at http://www.cityofcampbell.com/501/Public-Notices under 'Environmental Notices'. Any person may file a written protest of the draft Mitigated Negative Declaration and/or Mitigation Monitoring Program during the public comment period running from **October 23, 2019** through **November 11, 2019** (closing at 5:00 PM). Such protest must be filed at the Community Development Department, City Hall, 70 North First Street, Campbell, California. The written protest should make a "fair argument" that the project will have one or more significant effects on the environment based on substantial evidence.

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

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

Cindy McCormick, Senior Planner
PROJECT PLANNER

City of Campbell
AGENCY

SIGNATURE DATE

Attachment: Draft MND 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
Air Quality - AIR					
Air Quality Mitigation Measure AQ-1: The project shall implement all of the BAAQMD's Basic Construction measures, as follows: **AQ-1.1**: All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day, unless otherwise directed by the Site Management Plan. **AQ-1.2**: All haul trucks transporting soil, sand, or other loose material off-site shall be covered. **AQ-1.3**: All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. **AQ-1.4**: All vehicle speeds on unpaved roads shall be limited to 15 mph. **AQ-1.5**: All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. **AQ-1.6**: Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of	Site Preparation and Construction	City of Campbell	Public Works Department and Building Division	Periodic Compliance Report	

Attachment: Draft MMRP 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. **AQ-1.7**: All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. **AQ-1.8**: Post a publicly visible sign with the telephone number and person to contact at the lead agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.					
Air Quality Mitigation Measure AQ-2: To minimize odors from food preparation, the project applicant or project contractor shall install a CaptiveAire Pollution Control Unit (PCU). The installed PCU shall be optioned to include the odor control module and, at minimum, shall be rated to have an initial removal efficiency of over 70 percent. The project applicant and/or business owner shall replace filters per manufacturer recommendations. Prior to issuance of the Certificate of Occupancy, the City of Campbell shall verify, to its satisfaction, the proper installation of the PCU.	Construction	City of Campbell	Building and Planning Division	Periodic Compliance Report	

Attachment: Draft MMRP 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
Biological Resources - BIO					
Biological Resources Mitigation Measure BIO-1: Prior to site clearance, the project applicant shall retain a qualified biologist to conduct preconstruction nesting bird surveys as follows: If tree removal would occur during the nesting season (February 1 to August 31), preconstruction surveys shall be conducted no more than 14 days prior to the start of tree removal or construction. Preconstruction surveys shall be repeated at 14-day intervals until construction has been initiated in the area after which surveys can be stopped. Locations of active nests containing viable eggs or young birds of protected bird species shall be documented and protective measures implemented under the direction of the qualified biologist until the nests no longer contain eggs or young birds. Protective measures shall include establishment of clearly delineated exclusion zones (i.e., demarcated by identifiable fencing, such as orange construction fencing or equivalent) around each nest location as determined by a qualified biologist, taking into account the species of birds nesting, their tolerance for disturbance, and proximity to existing development. In general, exclusion zones shall be a minimum of 300 feet for raptors and 75 feet for passerines and other birds. The active nest within an exclusion zone shall be monitored on a weekly basis throughout the nesting season to identify signs of disturbance and confirm nesting status. The radius of an exclusion zone may be increased by the qualified biologist if project activities are determined to be adversely affecting the nesting birds. Exclusion zones may be reduced by the qualified biologist only in consultation with CDFW. The protection	Site Preparation and Construction	City of Campbell	Building Division	Periodic Compliance Report	

Attachment: Draft MMRP 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
measures shall remain in effect until the young have left the nest and are foraging independently or the nest is no longer active. No surveys are required before vegetation disturbance between September 1 and January 31, that is, outside of the nesting season.					
Cultural Resources - CUL					
Cultural Resources Mitigation Measure CUL-1: If archaeological, paleontological, or tribal resources are encountered during excavation or construction, construction personnel shall be instructed to immediately suspend all activity in the immediate vicinity of the suspected resources and the City and a licensed archeologist or paleontologist shall be contacted to evaluate the situation. A licensed archeologist or paleontologist shall be retained to inspect the discovery and make any necessary recommendations to evaluate the find under current CEQA guidelines prior to the submittal of a resource mitigation plan and monitoring program to the City for review and approval prior to the continuation of any on-site construction activity. **Cultural Resources Mitigation Measure CUL-2**: In the event a human burial or skeletal element is identified during excavation or construction, work in that location shall stop immediately until the find can be properly treated. The City	Site Preparation and Construction	City of Campbell	Building Division	Periodic Compliance Report	

Attachment: Draft MMRP 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
and the Santa Clara County Coroner's office shall be notified. If deemed prehistoric, the Coroner's office would notify the Native American Heritage Commission who would identify a "Most Likely Descendant (MLD)." The archeological consultant and MLD, in conjunction with the project sponsor, shall formulate an appropriate treatment plan for the find, which might include, but not be limited to, respectful scientific recording and removal, being left in place, removal and reburial on site, or elsewhere. Associated grave goods are to be treated in the same manner.					
Geology and Soils – GS					
Geology and Soils Mitigation Measure GEO-1: The applicant shall comply with the recommendations in the Geotechnical Evaluation, dated February 20, 2018 by *Giles Engineering Associates*. Such recommendations shall be incorporated into the project's final engineering design as submitted to the Campbell Building Division for issuance of a building permit. The project shall use standard engineering techniques and conform to the requirements of the International Building Code to reduce the potential for seismic damage and risk to future occupants.	Site Preparation and Construction	City of Campbell	Public Works Department and Building Division	Periodic Compliance Report	
Hazards and Hazardous Materials - HAZ					

Attachment: Draft MMRP 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
Mitigation Measure HAZ-1: Prior to issuance of a demolition permit, a qualified contractor shall assess the property for presence of lead-based paint (LBP) and asbestos containing building materials (ACBM), and if present, prepare a plan, to the satisfaction of the Building Official, to properly manage and dispose of such materials.	Prior to Issuance of Demolition Permit	City of Campbell	Building Division	Assessment Report by Qualified Contractor	
Mitigation Measure HAZ-2: The applicant shall comply with all applicable laws and regulations governing the use, storage, transportation, and disposal of clean soil, contaminated soil, hazardous waste/materials, or other regulated waste/materials to ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts.	Throughout the life of the Project	City of Campbell	Panning and Building Division, County Fire, and Department of Environmental Health	Site Visit	
Mitigation Measure HAZ-3: Prior to issuance of a demolition or grading permit, the applicant shall obtain a Phase II Environmental Site Assessment (ESA) to determine if a vapor encroachment condition (VEC) exists on the subject property and shall submit it to the Community Development Director for review.	Prior to Issuance of Demolition Permit	City of Campbell	Planning Division	Submittal of Phase II ESA	Phase II ESA report received October 23, 2019 in compliance with Mitigation Measure HAZ-3.
Mitigation Measure HAZ-4: If a vapor encroachment condition (VEC) exists on the subject property, the applicant shall contact the Santa Clara County Department of Environmental Health (DEH) to determine the appropriate	Prior to Issuance of Demolition Permit	City of Campbell	Planning Division and Santa Clara County	Review of Phase II ESA	Phase II ESA report received October 23, 2019 in compliance

Attachment: Draft MMRP 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
actions necessary to mitigate potentially significant impacts to groundwater resources, human health, safety, and the environment. The applicant shall provide the DEH with sufficient data to adequately evaluate soil, groundwater, and soil vapor. ***Mitigation Measure HAZ-5***: Prior to issuance of a demolition or grading permit, the proposed mitigation actions shall be submitted to the Community Development Director for review and approval. The applicant shall work in collaboration with the City and the DEH to facilitate an efficient and effective site remediation plan. ***Mitigation Measure HAZ-6***: Prior to the issuance of building permits, the remediation plan shall be approved by the Santa Clara County Department of Environmental Health. ***Mitigation Measure HAZ-7***: The applicant shall obtain all required permits, licenses, and/or other clearances, and shall comply with all orders, laws, regulations, and/or other requirements of all applicable regulatory and/or enforcement agencies, such as, but not limited to the Santa Clara County Department of Environmental Health, the California Highway Patrol, the California Department of Transportation, Water and Air Quality Control Boards, Valley Water, County Fire Department, the Department of Toxic Substances Control (if applicable), etc. ***Mitigation Measure HAZ-8***: Prior to issuance of the Certificate of Occupancy, the applicant shall obtain written confirmation via a Closure Letter from the Santa Clara County			Department of Environmental Health (DEH)		with Mitigation Measure HAZ-3. 10/24/2019; CSM The Phase II ESA did not find a significant environmental impact related to Hazards or Hazardous Materials. The Santa Clara County Department of Environmental Health reviewed the Phase II ESA and determined that no further action is needed per the Santa Clara County Department of Environmental

Attachment: Draft MMRP 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
Department of Environmental Health that certifies that no further action is required.					Health in compliance with Mitigation Measures HAZ-4 through HAZ-8.
Hydrology and Water Quality - HWQ					
Mitigation Measure HWQ-1: Prior to issuance of any grading or building permits, the applicant shall comply with all requirements of the City of Campbell Public Works Department, including but not limited to the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code.	Prior to Issuance of Grading or Building Permit	City of Campbell	Public Works Department and Building Division	Periodic Compliance Report	
Transportation and Traffic - TT					
Transportation/Traffic Mitigation Measure TT-1: The project applicant shall reduce the size of the proposed project by 300 square feet (from 4,998 to 4,698 square feet) in order to reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting queue	Prior to Issuance of Building Permit	City of Campbell	Planning and Building Division	Periodic Compliance Report	11/6/2019; CSM Revised plans were revised

Attachment: Draft MMRP 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification Date / Initials Remarks
length would be adequately accommodated within the storage length available.					on November 6, 2019. The Project now includes a 4,554 square foot building in compliance with Mitigation Measure TT-1.

Attachment: Draft MMRP 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

CODE INFORMATION

BUILDING CODE:
CALIFORNIA BUILDING CODE 2016
PLUMBING CODE:
CALIFORNIA PLUMBING CODE 2016
MECHANICAL CODE:
CALIFORNIA MECHANICAL CODE 2016
ELECTRICAL CODE:
CALIFORNIA ELECTRICAL CODE 2016
FIRE CODE:
CALIFORNIA FIRE CODE 2016
GREEN CODE:
CALGREEN 2016
ENERGY CODE:
CALIFORNIA ENERGY CODE 2016

Chick-fil-A

5200 BUFFINGTON ROAD
ATLANTA, GEORGIA 30349-2998
PHONE: (404) 765-8000
FAX: (404) 684-8550

Drawing Index

T-1.1	TITLE SHEET
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SHT 2	TOPOGRAPHIC SURVEY & DEMOLITION PLAN
SHT 3	TREE PROTECTION PLAN
SHT 4	GRADING & DRAINAGE PLAN
SHT 5	STORM DRAIN & UTILITY PLAN
SHT 6	STORM WATER MANAGEMENT PLAN
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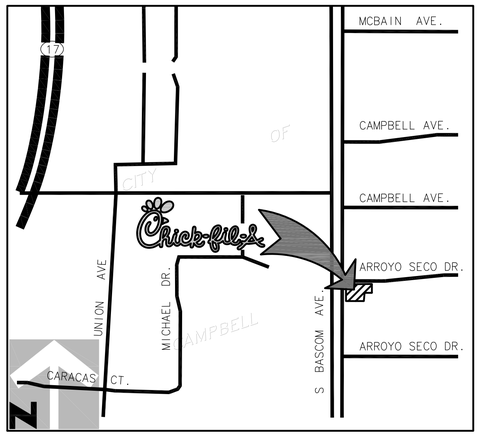
L-1.3	IRRIGATION PLAN
L-1.4	NOTES AND CALCULATIONS
PH-1	PHOTOMETRIC SITE PLAN
A-1	FLOOR PLAN
A-2	ROOF PLAN
A-2.1	EXTERIOR ELEVATIONS
A-2.2	EXTERIOR ELEVATIONS

2060 S. BASCOM AVE.
CAMPBELL, CA



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FAX: (714) 832-1910
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Landscape Architect:
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FAX: (949) 489-5632
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crho ARCHITECTS
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phone 714.832.1834

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S. BASCOM & ARROYO SECO
2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	08-29-18	AGENCY REV.
2	10-15-18	AGENCY REV.
3	10-24-18	AGENCY REV.
4	10-14-19	AGENCY REV.
5	11-4-19	AGENCY REV.
6	11-27-19	AGENCY REV.
7	12-09-19	AGENCY REV.

ARCHITECT'S PROJECT #	17-186
PRINTED FOR	PLANNING
DATE	05-29-18
DRAWN BY	AM

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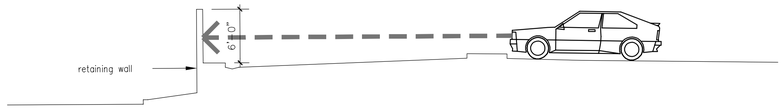
SHEET
COVER SHEET

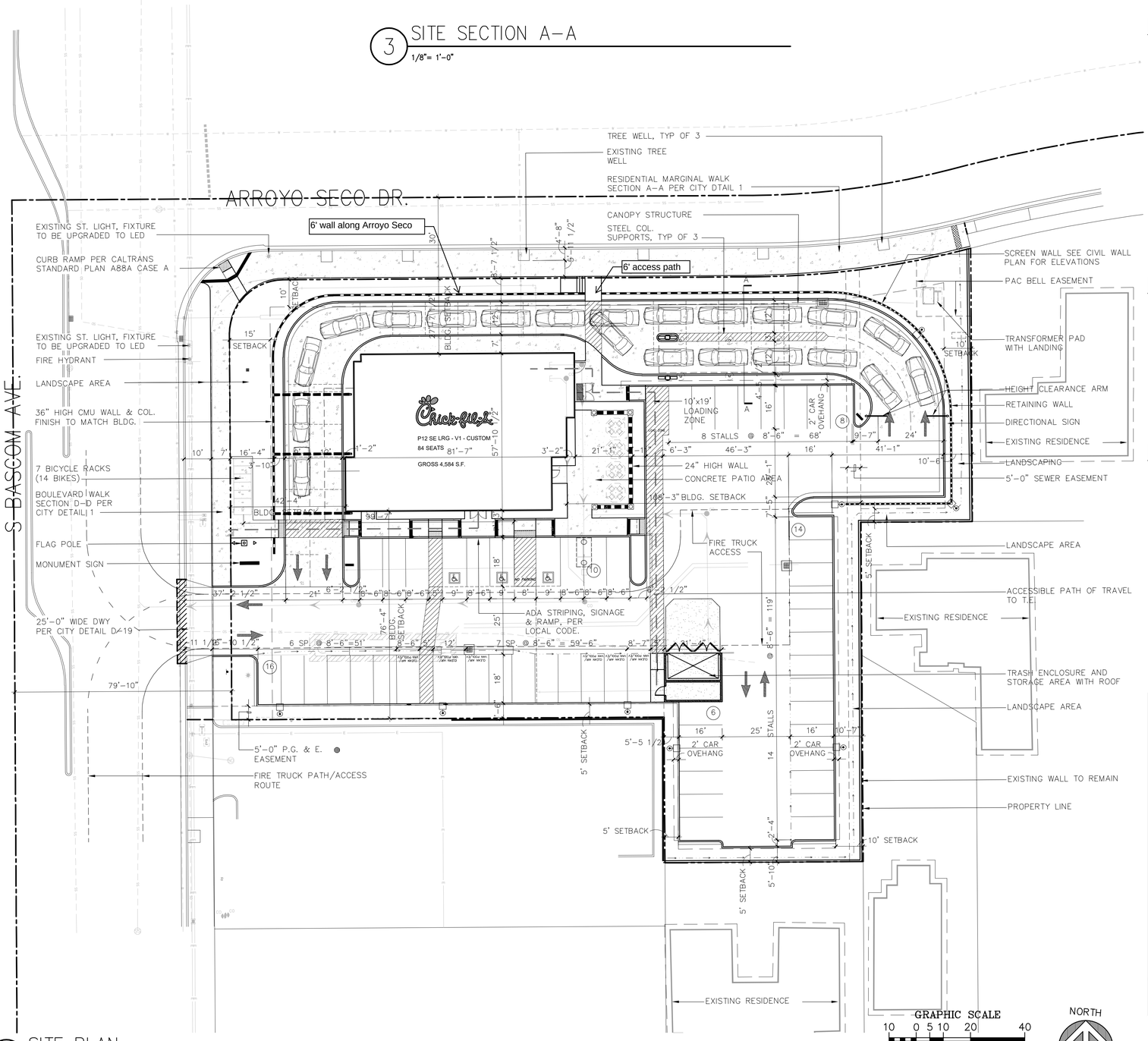
SHEET NUMBER
T-1

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

E:\Chick-fil-A\17-186 2000 S Bascom Ave, Campbell, CA\Graphics\20 Custom Design\20.2 Schematic Design\001 042417 T-1.dwg Sheet No: COVER SHEET Saved by: kinuyh - Wednesday, December 18, 2019 11:16 AM Printed by: Kinuyh Nguyen - December 23, 2019 4:50 PM



3 SITE SECTION A–A
1/8"= 1'-0"



1 SITE PLAN
1"= 20'-0"

BUILDING DATA

OCCUPANCY:	A2 (RESTAURANT)
FIRE SPRINKLERED:	YES
CONSTRUCTION TYPE:	V–B
SITE AREA:	46,540 S.F.
BUILDING AREA:	4,584 S.F. (GROSS)
FAR:	.10
ZONING:	C–2, GENERAL COMMERCIAL
OCCUPANT LOAD:	143

PARKING

STANDARD SPACES REQUIRED:	1 SPACE / 3 SEATS, PLUA 1 SPACE / 200 S.F. OF NON–DINING FLOOR AREA
dining AREA seats:	84 SEATS / 3 = 28
non–dining AREA:	3,339 S.F. / 200 = 16.70
patio seats:	16 SEATS / 3 = 5.33
TOTAL SPACES REQUIRED:	28 + 16.7 + 5.33 = 50.03 (50 SPACES)
TOTAL SPACES PROVIDED:	54 SPACES
HANDICAP SPACES REQUIRED:	3 SPACES
HANDICAP SPACES PROVIDED:	3 SPACES

CLEAN AIR PARKING required:

TOTAL NUMBER OF PARKING SPACES	REQUIRED spaces
0 – 9	0
10–25	1
26–50	3
51–75	6

PROVIDED----------> 6

BICYCLE PARKING

SHORT TERM
BICYCLE SPACES required: 5% OF MOTOR VEHICLE PARKING
54 X 0.05 = 2.7 = 3 SPACES

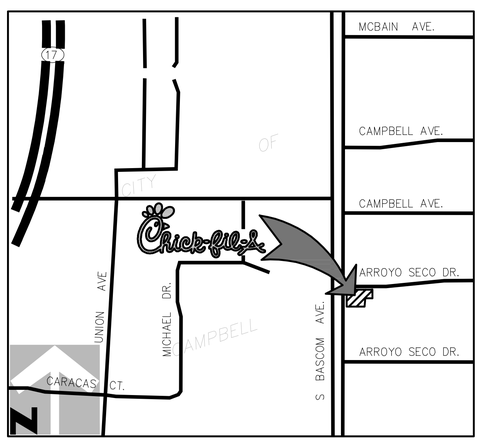
BICYCLE SPACES PROVIDED: 7 RACKS (14 BICYCLE SPACES)

LONG TERM
BICYCLE SPACES required: 5% OF MOTOR VEHICLE PARKING
56 X 0.05 = 2.8 = 3 SPACES

BICYCLE SPACES PROVIDED: 3 BICYCLE HOOKS AT STORAGE AREA ADJACENT TO TRASH ENCLOSURE

PUBLIC WORKS NOTES

1. INSTALLATION OF ASPHALT CONCRETE OVERLAY PER STREET PAVEMENT RESTORATION PLAN FOR UTILITY INSTALLATION AND/OR ABANDONMENT, AS REQUIRED BY THE CITY ENGINEER.
2. INSTALLATION OF TRAFFIC CONTROL, STRIPE AND SIGNS AS REQUIRED BY THE CITY ENGINEER.
3. CONSTRUCTION OF CONFORMS TO EXISTING PUBLIC AND PRIVATE IMPROVEMENTS, AS NECESSARY PER CITY ENGINEER REQUIREMENTS.
4. INSTALLATION OF CITY STANDARD CURB, GUTTER AND COMMERCIAL SIDEWALK, INSTALLATION OF ENGINEERED STRUCTURAL PAVEMENT SECTION CENTERLINE, AS REQUIRED BY THE CITY ENGINEER.



2 VICINITY MAP
NTS

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5200 Buffington Road
Atlanta, Georgia
30349-2998

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1833 E. 17th Street
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Santa Ana, CA 92705
Phone 714.832.1834

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S. BASCOM & ARROYO SECO
2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	08–29–18	AGENCY
REV.	10–15–18	AGENCY
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REV.		

ARCHITECT'S PROJECT #	17-186
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SHEET
SITE PLAN

SHEET NUMBER
SP-1

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

1 EXHIBIT A – SITE PLAN EXHIBIT

SCALE: N.T.S.

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

ON-SITE GRADING & DRAINAGE PLANS

PROJECT STREET ADDRESS:2060 S BASCOM AVE

BUILDING PERMIT NO. 20__ - _____

ASSESSORS PARCEL NO.288-08-073

TRACT NO.____ / PARCEL MAP _____

CITY OF CAMPBELL
DEPARTMENT OF PUBLIC WORKS

GRADING AND DRAINAGE NOTES

1. CALIFORNIA BUILDING CODE
ALL WORK SHALL COMPLY WITH THE 2013 CALIFORNIA BUILDING CODE.

2. O.S.H.A. REGULATIONS
ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH APPLICABLE O.S.H.A. REGULATIONS.

3. GEOTECHNICAL (SOILS) REPORT
THE ENGINEER OF WORK HAS DESIGNED THIS PROJECT TO COMPLY WITH THE GRADING RECOMMENDATIONS IN THE PROJECT GEOTECHNICAL (SOILS) REPORT PREPARED BY _____, DATED _____, PROJECT NO. _____.

4. SPECIFICATIONS AND OBSERVATIONS
ALL GRADING AND DRAINAGE WORK SHALL CONFORM TO APPROVED SPECIFICATIONS PRESENTED HEREON. ALL GRADING WORK SHALL BE OBSERVED AND APPROVED BY THE SOILS ENGINEER OR ENGINEER OF WORK. THE SOILS ENGINEER/ENGINEER OF WORK AND CITY (866-2150) SHALL BE NOTIFIED AT LEAST 48 HOURS BEFORE BEGINNING ANY GRADING. UNAPPROVED GRADING WORK SHALL BE REMOVED AND REPLACED UNDER OBSERVATION.

5. NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM
PRIOR TO ISSUANCE OF ANY GRADING OR BUILDING PERMITS, THE APPLICANT SHALL COMPLY WITH THE NATIONAL POLLUTION DISCHARGE ELIMINATION SYSTEM (NPDES) PERMITTING REQUIREMENTS AND THE CALIFORNIA STORM WATER BEST MANAGEMENT PRACTICES HANDBOOK PREPARED BY THE STORM WATER QUALITY TASK FORCE, SANTA CLARA VALLEY WATER DISTRICT AND THE CITY OF CAMPBELL MUNICIPAL CODE REGARDING STORM WATER POLLUTION PREVENTION.

6. LOCAL NON-POINT SOURCE ORDINANCE
COMPLIANCE WITH THE LOCAL NON-POINT SOURCE ORDINANCE CONCERNING DISCHARGE OF MATERIALS TO THE STORM DRAINAGE SYSTEM SHALL BE THE RESPONSIBILITY OF THE GRADING CONTRACTOR.

7. UNDERGROUND UTILITIES AND STRUCTURES
THE EXISTENCE AND APPROXIMATE LOCATIONS OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN ON THESE PLANS WERE DETERMINED BY THE ENGINEER OF WORK BY SEARCHING THE AVAILABLE PUBLIC RECORDS. THEY ARE SHOWN FOR GENERAL INFORMATION ONLY. THE CITY OF CAMPBELL MAKES NO CLAIMS OF THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY UTILITY LOCATIONS WITH THE APPROPRIATE AGENCY. THE CONTRACTOR IS REQUIRED TO TAKE DUE PRECAUTIONARY MEASURES TO PROTECT THE UTILITIES, STRUCTURES AND ANY OTHER IMPROVEMENTS FOUND AT THE WORK SITE.

8. EROSION CONTROL
EROSION CONTROL PLANTING AND OTHER SILT RETENTION OR EROSION CONTROL MEASURES MAY BE REQUIRED IN ALL GRADED AREAS. SEE LANDSCAPE PLAN, IF APPLICABLE, FOR DETAILS OF PLANTING.

9. UTILITY ELEVATION VERIFICATION
THE CONTRACTOR SHALL VERIFY ALL EXISTING INVERT ELEVATIONS FOR DISCREPANCIES EXIST BETWEEN THE ACTUAL ELEVATIONS AND STORM DRAIN CONSTRUCTION PRIOR TO ANY SITE WORK. SHOULD LOCATIONS OF EXISTING STORM DRAIN CONNECTIONS AND THOSE AS SHOWN ON THESE PLANS, THE CONTRACTOR SHALL NOTIFY ENGINEER OF WORK BEFORE ADJUSTING THE DESIGN.

10. UTILITY CROSSINGS
THE CONTRACTOR SHALL UNCOVER AND EXPOSE ALL EXISTING UTILITY, SEWER AND STORM DRAIN LINES WHERE THEY ARE TO BE CROSSED ABOVE OR BELOW BY THE NEW FACILITY BEING CONSTRUCTED IN ORDER TO VERIFY THE GRADE AND TO ASSURE THAT THERE IS SUFFICIENT CLEARANCE. HE OR SHE SHALL CALL THE ENGINEER OF WORK REGARDING POTENTIAL CONFLICTS BEFORE FIELD WORK BEGINS.

11. GRADING REQUIREMENTS
DRAINAGE, INCLUDING ALL ROOF AND PATIO DRAINS, SHALL BE DIRECTED AWAY FROM THE STRUCTURE. IT SHALL BE THE OWNER'S AND CONTRACTOR'S RESPONSIBILITY TO ENSURE THAT THE DRAINAGE SYSTEM FACILITIES SHOWN HEREON ARE KEPT CLEAR OF OBSTRUCTIONS AND THE CONTRACTOR SHALL REGRADE AREAS THAT WILL NOT DRAIN AFTER FINAL GRADING. THE GROUND ADJACENT TO THE BUILDING SHALL SLOPE AWAY WITH A MINIMUM SLOPE OF 2% FOR AT LEAST 5 FEET. MINIMUM SLOPE IN ALL OTHER CASES SHALL BE NO LESS THAN 1%.

12. GRADED SITE ELEVATIONS
ON GRADED SITES, THE TOP OF ANY EXTERIOR FOUNDATION SHALL EXTEND ABOVE THE ELEVATION OF THE STREET GUTTER AT POINT OF DISCHARGE OR THE INLET OF AN APPROVED DRAINAGE DEVICE A MINIMUM OF 12 INCHES (305 MM) PLUS 2 PERCENT. THE BUILDING OFFICIAL MAY APPROVE ALTERNATE ELEVATIONS, PROVIDED IT CAN BE DEMONSTRATED THAT REQUIRED DRAINAGE TO THE POINT OF DISCHARGE AND AWAY FROM THE STRUCTURE IS PROVIDED AT ALL LOCATIONS ON THE SITE.

13. CLEAN, SAFE AND USABLE PUBLIC RIGHT-OF-WAY AND PRIVATE PROPERTY
THE PERMITTEE SHALL MAINTAIN THE STREETS, SIDEWALKS AND ALL OTHER PUBLIC RIGHTS-OF-WAY IN A CLEAN, SAFE AND USABLE CONDITION. ALL SPILLS OF SOIL, ROCK OR CONSTRUCTION DEBRIS SHALL BE REMOVED FROM THE PUBLICLY OWNED PROPERTY DURING CONSTRUCTION AND UPON COMPLETION OF THE PROJECT. ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC SHALL BE MAINTAINED IN A CLEAN, SAFE AND USABLE CONDITION.

14. TOPOGRAPHY SURVEY
THE TOPOGRAPHY SURVEY MADE BY MORROW SURVEYING ON 01/25/2018.

15. TREE REMOVAL AND PRESERVATION
THIS PLAN DOES NOT APPROVE REMOVAL OF TREES. APPROPRIATE TREE REMOVAL PERMITS AND METHOD OF TREE PRESERVATION SHOULD BE OBTAINED FROM THE PLANNING DIVISION.

16. PROJECT PLANS
THIS PLAN IS A PART OF PROJECT PLANS. SEE ARCHITECT AND LANDSCAPE PLANS, IF APPLICABLE, FOR DETAILS AND DIMENSIONS. FENCES AND WALLS ARE NOT A PART OF THESE PLANS.

17. FINAL LETTER OF INSPECTION
THE SOILS ENGINEER OR ENGINEER OF WORK SHALL PROVIDE FINAL LETTER OF INSPECTION AT COMPLETION OF THE GRADING.

18. GRADE EVENLY
THE CONTRACTOR SHALL GRADE EVENLY BETWEEN SPOT ELEVATIONS SHOWN.

19. APPROVAL OF PLANS
APPROVAL OF THIS PLAN APPLIES ONLY TO THE EXCAVATION, PLACEMENT, AND COMPACTION OF NATURAL EARTH MATERIALS. THIS APPROVAL DOES NOT CONFER ANY RIGHTS OF ENTRY TO EITHER PUBLIC PROPERTY OR THE PRIVATE PROPERTY OF OTHERS. APPROVAL OF THIS PLAN ALSO DOES NOT CONSTITUTE APPROVAL OF ANY IMPROVEMENTS. PROPOSED IMPROVEMENTS ARE SUBJECT TO REVIEW AND APPROVAL BY THE RESPONSIBLE AUTHORITIES AND ALL OTHER REQUIRED PERMITS SHALL BE OBTAINED.

20. WELL LOCATIONS
ALL KNOWN WELL LOCATIONS ON THE SITE HAVE BEEN INCLUDED AND SUCH WELLS SHALL BE MAINTAINED OR ABANDONED ACCORDING TO CURRENT REGULATIONS ADMINISTERED BY THE SANTA CLARA VALLEY WATER DISTRICT. CALL (408) 265-2600 EXTENSION 382 TO ARRANGE FOR DISTRICT OBSERVATIONS OF ALL WELL ABANDONMENTS.

21. EARTHWORK QUANTITIES
THE EARTHWORK QUANTITIES SHOWN ON THESE PLANS ARE ONLY TO BE USED TO DETERMINE THE GRADING PLAN REVIEW AND PERMIT FEES.

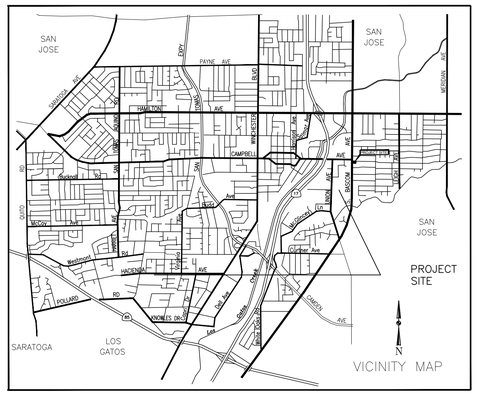
22. ELEVATION ADJUSTMENTS
ADJUSTMENTS OF PADS OR PARKING LOT ELEVATIONS TO ACHIEVE EARTHWORK BALANCE SHALL BE MADE ONLY WITH APPROVAL OF THE ENGINEER OF WORK AND THE CITY OF CAMPBELL BUILDING DIVISION.

23. TRUCK ROUTE
THE TRUCK ROUTE SHALL BE _____
_____
_____.

24. CONTRACTOR RESPONSIBILITIES
THE SOILS ENGINEER AND/OR ENGINEER OF WORK WILL NOT DIRECTLY CONTROL THE PHYSICAL ACTIVITIES OF THE CONTRACTOR OR ANY SUBCONTRACTORS OF THE CONTRACTOR OR SUBCONTRACTOR'S WORKMEN'S ACCOMPLISHMENT OF WORK ON THE PROJECT. CONTRACTOR WILL BE SOLELY AND COMPLETELY RESPONSIBLE FOR WORKING CONDITIONS ON THE JOBSITE, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY DURING PERFORMANCE OF THE WORK. THIS REQUIREMENT WILL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS.

25. NEAT AND CLEAN PREMISES
DURING THE PROGRESS OF THE WORK, THE CONTRACTOR SHALL KEEP THE PREMISES OCCUPIED BY HIM IN A NEAT AND CLEAN CONDITION, DISPOSING OF REFUSE IN A SATISFACTORY MANNER AS OFTEN AS DIRECTED, OR AS MAY BE NECESSARY SO THAT THERE SHALL AT NO TIME BE ANY UNSIGHTLY ACCUMULATION OF RUBBISH

1-800-227-2600
CALL BEFORE YOU DIG
USA
UNDERGROUND SERVICE ALERT
1-800-227-2600



SITE SURFACE COVERAGE

	SF	% COVERAGE
EXISTING CONDITIONS	46,540	-----
PERVIOUS	11,746	25.24%
IMPERVIOUS	34,794	74.76%

AGENCY INDEX

SANTA CLARA COUNTY FIRE DEPARTMENT	(408) 378-4010
CITY OF CAMPBELL - PUBLIC WORKS	(408) 866-2150
CITY OF CAMPBELL - POLICE	(408) 866-2121
SBC TELEPHONE	(408) 811-3900
PACIFIC GAS & ELECTRIC	(408) 973-8980
SAN JOSE WATER COMPANY	(408) 279-7900
SANTA CLARA VALLEY WATER DISTRICT	(408) 265-2600
COMCAST CABLE TELEVISION	(408) 452-9100
WEST VALLEY SANITATION DISTRICT	(408) 378-2407

ABBREVIATIONS

AB	AGGREGATE BASE	LOL	LAYOUT LINE
AC	ASPHALT CONCRETE	MAX	MAXIMUM
BC	BEGIN CURVE	MH	MANHOLE
BCR	BEGIN CURB RETURN	MIN	MINIMUM
CL	CLASS	OG	ORIGINAL GRADE
DIA	DIAMETER	PB	PULL BOX
DWY	DRIVEWAY	PCC	PORTLAND CEMENT CONCRETE
EC	END CURVE	PVC	POLYVINYL CHLORIDE
ECR	END CURB RETURN	R	RADIUS
ED	EDGE DRAIN	RCP	REINFORCED CONCRETE PIPE
EX	EXISTING	R/W	RIGHT-OF-WAY
FC	FACE OF CURB	STA	STATION
FG	FINISH GRADE	SW	SIDEWALK
FH	FIRE HYDRANT	TC	TOP OF CURB
INV	INVERT	TEMP	TEMPORARY
IRR	IRRIGATION	TYP	TYPICAL

26. ANY ABANDONED UNDERGROUND PIPES
ANY ABANDONED UNDERGROUND PIPES EXPOSED DURING CONSTRUCTION SHALL BE REMOVED ADEQUATELY PLUGGED, OR A COMBINATION OF BOTH IN ACCORDANCE WITH THE REQUIREMENTS OF THE CITY OF CAMPBELL, BUILDING DIVISION.

27. HUMAN REMAINS
IF HUMAN REMAINS ARE DISCOVERED DURING THE CONSTRUCTION, UNLESS THE CORONER HAS NOTIFIED THE PERMITTEE IN WRITING THAT THE REMAINS DISCOVERED HAVE BEEN DETERMINED NOT TO BE NATIVE AMERICAN, THE PERMITTEE SHALL NOTIFY ALL PERSONS ON THE CITY'S NATIVE AMERICAN NOTIFICATION LIST OF SUCH DISCOVERY. SUCH NOTIFICATION SHALL BE SENT BY FIRST CLASS U.S. MAIL WITHIN SEVEN (7) DAYS OF THE DATE ON WHICH THE PERMITTEE NOTIFIED THE CORONER AND SHALL STATE THAT THE CORONER HAS BEEN NOTIFIED IN ACCORDANACE WITH CALIFORNIA STATE LAW.

28. MAINTENANCE PROCEDURES
THE CONTRACTOR SHALL ADVISE THE OWNER OF APPROPRIATE MAINTENANCE PROCEDURES OF THE DRAINAGE SYSTEMS.

29. DUST CONTROL
ALL EXPOSED OR DISTURBED SOIL SURFACES SHALL BE WATERED AS NECESSARY, BUT NOT LESS THAN TWICE DAILY TO CONTROL DUST. AREAS OF DIGGING AND GRADING OPERATIONS SHALL BE CONSISTENTLY WATERED TO CONTROL DUST. GRADING OR OTHER DUST-PRODUCING ACTIVITIES SHALL BE SUSPENDED DURING PERIODS OF HIGH WIND WHEN DUST IS READILY VISIBLE IN THE AIR. STOCKPILES OF SOIL, DEBRIS, SAND, OR OTHER DUST-PRODUCING MATERIALS SHALL BE WATERED OR COVERED. THE CONSTRUCTION AREA AND THE SURROUNDING STREETS SHALL BE SWEPT (NO WATER) AS NECESSARY, BUT NOT LESS THAN TWICE DAILY.

30. CONSTRUCTION MITIGATION MEASURE
HOURS OF CONSTRUCTION SHALL BE LIMITED TO 8:00 A.M. TO 5:00 P.M. MONDAY THROUGH FRIDAY, AND 9:00 A.M. TO 4:00 P.M. ON SATURDAY. CONSTRUCTION ACTIVITIES SHALL NOT TAKE PLACE ON SUNDAYS AND HOLIDAYS.

31. CONSTRUCTION PERIMETER RETENTION WALLS
ALL PROPERTY LINE RETENTION WALLS SHALL BE MADE OF CONCRETE OR MASONRY.

32. STORMWATER TREATMENT FACILITIES
ALL STORMWATER TREATMENT FACILITIES REQUIRE PUBLIC WORKS INSPECTIONS. CALL 408-866-2150 TO SCHEDULE INSPECTIONS 48-HOURS PRIOR.

CITY OF CAMPBELL
PLANNING DIVISION CLEARANCE

PLAN CHECK # _____

APPROVED BY: _____

DATE: _____

THESE PLANS HAVE BEEN REVIEWED AND FOUND TO BE IN SUBSTANTIAL CONFORMANCE WITH THE INTENT AND PURPOSE OF THE GEOTECHNICAL EXPLORATION REPORT ON_____ IN CAMPBELL, CALIFORNIA. PROJECT NO._____, DATED _____, PREPARED BY _____.

_____
(NAME) DATE
G.E. #

Earthwork Quantities

FILL:	1,752 CY
CUT:	392 CY
IMPORT:	1,360 CY
EXPORT:	-----

CITY OF CAMPBELL
PUBLIC WORKS DEPARTMENT CLEARANCE

THIS PLAN WITH ATTACHED DOCUMENTS HAS BEEN REVIEWED FOR COMPLIANCE WITH THE CITY OF CAMPBELL AND STATE OF CALIFORNIA CODES AND THE CURRENT NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT. THIS PLAN SHALL NOT BE CHANGED OR MODIFIED WITHOUT AUTHORIZATION FROM THE BUILDING OFFICIAL. WORK PERFORMED RELATED TO THIS PLAN SHALL BE DONE IN ACCORDANCE WITH THIS PLAN AND ALL APPLICABLE CODES. THIS APPROVAL SHALL NOT BE HELD TO PERMIT OR UNDERSTOOD AS TO BE AN APPROVAL OF A VIOLATION OF ANY CITY OR STATE LAW.

BY: _____ DATE: _____

INDEX OF DRAWINGS

TITLE	SHEET
COVER SHEET	1
TOPOGRAPHIC SURVEY AND DEMOLITION PLAN	2
TREE PROTECTION PLAN	3
GRADING AND DRAINAGE PLAN	4
STORM DRAIN & UTILITY PLAN	5
STORM WATER MANAGEMENT PLAN	6
DETAILS	7
EROSION CONTROL PLAN	8
BLUE PRINT FOR A CLEAN BAY	9

LEGEND

	EXISTING	PROPOSED
SIDEWALK, CURB AND GUTTER		
CENTER LINE	℄	℄
PROPERTY LINE	PL	PL
EDGE OF PAVEMENT		
DRIVEWAY		
PCC OR AC REMOVAL		
STANDARD CITY MONUMENT		
BENCH MARK		
MANHOLE		
STORM DRAIN INLET		
WATER METER	W	W
VALVE		
FIRE HYDRANT		
STREET LIGHT		
POWER POLE		
PULL BOX		
CABLE TELEVISION LINE	TV	TV
ELECTRICAL LINE	E	E
IRRIGATION LINE	IR	IR
NATURAL GAS LINE	G	G
OVERHEAD LINE	OH	OH
SANITARY SEWER LINE	SS	SS
STORM DRAIN LINE	SD	SD
TELEPHONE LINE	T	T
WATER LINE	W	W
TRAFFIC SIGNAL CONDUIT	TS	TS
LIGHTING CONDUIT	L	L
ROADSIDE SIGN & SIGN CODE	R1	R1
FENCE		
TREE/SHRUB		

BENCHMARK

ELEVATION: 193.417'
LOCATION: CITY OF CAMBELL BM-51
DESCRIPTION: 2-1/4" BRASS DISK IN TOP OF CURB SW OF CORNER BASCOM AND APRICOT

SEAL OF ENGINEER OF WORK:

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODES, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

THE DESIGN SHOWN HEREON IS NECESSARY AND REASONABLE AND DOES NOT RESTRICT ANY HISTORIC DRAINAGE FLOWS FROM ADJACENT PROPERTIES NOR INCREASE DRAINAGE TO ADJACENT PROPERTIES.

THE DESIGN INCLUDES PRINCIPLES AND TECHNIQUES TO REDUCE QUANTITY AND IMPROVE THE QUALITY OF STORM WATER RUNOFF, AS REQUIRED BY NPDES.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF CAMPBELL IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

SIGNATURE P.E.

JODY WALKER BELSICK, PE No. 15107

KIMLEY-HORN
6671 LAS VEGAS BLVD. SOUTH #320
LAS VEGAS, NV 89119
702-862-3600

REGISTERED PROFESSIONAL ENGINEER
JODY WALKER BELSICK
83854
Exp. 9-30-19
CIVIL
STATE OF CALIFORNIA

No.	Revision	Date	By	Chkd

Date: 12/03/2019
Drawn By: JZ
Designed By: CT

Chick-fil-A
5200 Buffington Rd. Atlanta GA., 30349-2998

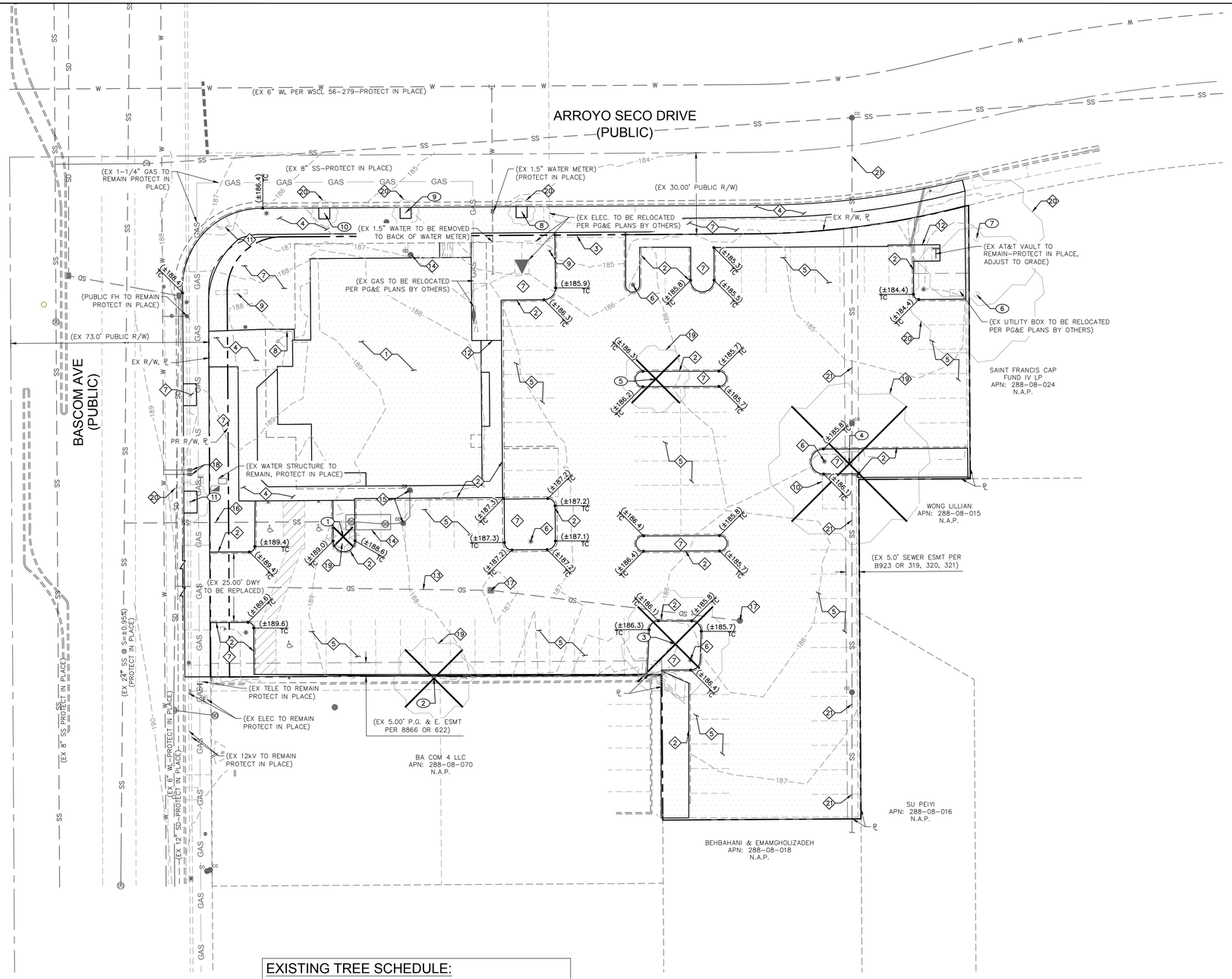
COVER SHEET
ON-SITE GRADING & DRAINAGE PLANS
CHICK-FIL-A #04247, S BASCOM AVE
BUILDING PERMIT NO._____

CITY OF CAMPBELL
THE ORCHARD CITY
CAMPBELL, CALIFORNIA

SCALE: 1"=20'

SHEET: 1 OF 09 SHEETS

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)



DEMOLITION NOTES

1. EXISTING BUILDING TO BE DEMOLISHED
2. EXISTING CURB TO BE REMOVED
3. EXISTING GUTTER TO BE REMOVED
4. EXISTING CONCRETE SIDEWALK TO BE REMOVED AND/OR REPLACED
5. EXISTING PARKING STRIPING TO BE REMOVED
6. EXISTING SITE LITE TO BE REMOVED
7. EXISTING LANDSCAPING TO BE REMOVED
8. EXISTING WALL TO BE REMOVED
9. EXISTING SIGN TO BE REMOVED
10. EXISTING FENCE TO BE REMOVED
11. EXISTING ADA RAMP TO BE REMOVED & REPLACED
12. EXISTING CONCRETE TO BE REMOVED
13. EXISTING STORM DRAIN PIPE TO BE REMOVED
14. EXISTING GREASE INTERCEPTOR TO BE REMOVED
15. EXISTING SEWER CLEANOUT TO BE REMOVED
16. EXISTING SEWER LATERAL TO BE REMOVED
17. EXISTING STORM DRAIN INLET TO BE REMOVED
18. EXISTING WATER METERS TO BE REMOVED OR ABANDONED IN PLACE
19. EXISTING TREES TO BE REMOVED
20. EXISTING TREES TO REMAIN, PROTECT IN PLACE
21. REMOVE AND REPLACE EXISTING 4" SEWER LATERAL IN SAME LOCATION

DEMOLITION NOTE:

CONTRACTOR TO REMOVE ALL CURB & GUTTER, SIDEWALK, UTILITIES, STRIPING, AREA LIGHTS, BOLLARDS, FIRE HYDRANTS, CLEANOUTS, ETC WITHIN THE AREA DEPICTED AS THE DEMOLITION AREA WITH THE EXCEPTION OF ITEMS SPECIFICALLY NOTED TO REMAIN.

DEMOLITION AREA CONSISTING OF THE FOLLOWING:
46,609 SF (1.07 ACRES) ON-SITE
4,190 SF (0.10 ACRES) OFF-SITE (BASCOM & ARROYO SECO)
50,799 SF (1.17 ACRES) TOTAL

TREE INVENTORY TABLE

TREE/TAG No.	TREE NAME	TRUNK DIAMETER (in)	HEIGHT (ft)	CANOPY SPREAD (ft)
1	MEXICAN FAN PALM	22	75	15
2	FLOWERING PEAR	16	35	35
3	JACARANDA	18	35	35
4	JACARANDA	17	40	40
5	CARROTWOOD	16	30	30
6	COAST REDWOOD	~42	65	25
7	COAST REDWOOD	~42	85	25
8	NEW BRADFORD FLOWERING PEAR	3	10	6
9	NEW BRADFORD FLOWERING PEAR	2	8	3
10	NEW BRADFORD FLOWERING PEAR	2	9	5
11	AUSTRALIAN WILLOW	4	12	8

BENCHMARK

CITY OF CAMPBELL BENCHMARK NO. 51

2-1/4" BRASS DISK IN TOP OF CURB SW OF CORNER BASCOM AND APRICOT

ELEVATION= 193.417'

NOTES:

ALL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.

OWNER RESPONSIBLE TO PROVIDE SURVEY MONUMENTATION AS SHOWN AND TO REPLACE ALL SURVEY MONUMENTATION DAMAGED, DISTURBED, DESTROYED, OR OBSCURED DURING CONSTRUCTION.

NOTE:

REFER TO SHEET 3 FOR TREE PROTECTION MEASURES AS RECOMMENDED BY CONSULTING ARBORIST REPORT

CITY OF CAMPBELL TREE PROTECTION DURING CONSTRUCTION

1. PROTECTED TREES DESIGNATED FOR PRESERVATION SHALL BE PROTECTED DURING CONSTRUCTION OF A PROJECT BY USE OF THE FOLLOWING METHODS:
2. PROTECTIVE FENCING SHALL BE INSTALLED NO CLOSER TO THE TRUNK THAN THE DRIPLINE, AND FAR ENOUGH FROM THE TRUNK TO PROTECT THE INTEGRITY OF THE TREE. THE FENCE SHALL BE A MINIMUM OF FOUR FEET IN HEIGHT AND SHALL BE SET SECURELY IN PLACE. THE FENCE SHALL BE A STURDY BUT OPEN MATERIAL (CHAIN LINK) TO ALLOW VISIBILITY TO THE TRUNK FOR INSPECTIONS AND SAFETY.
3. THE EXISTING GRADE LEVEL AROUND A TREE SHALL NORMALLY BE MAINTAINED OUT TO THE DRIPLINE OF THE TREE. ALTERNATE GRADE LEVELS AS DESCRIBED IN THE TREE PROTECTION PLAN MAY BE APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT.
4. DRAIN WELLS SHALL BE INSTALLED WHENEVER IMPERVIOUS SURFACES WILL BE PLACED OVER THE ROOT SYSTEM OF A TREE (THE ROOT SYSTEM GENERALLY EXTENDS TO THE OUTERMOST EDGES OF THE BRANCHES).
5. PRUNING THAT IS NECESSARY TO ACCOMMODATE A PROJECT FEATURE, SUCH AS A BUILDING, ROAD OR WALKWAY SHALL BE REVIEWED AND APPROVED BY THE DEPARTMENT OF COMMUNITY DEVELOPMENT AND THE DEPARTMENT OF PUBLIC WORKS.
6. NEW LANDSCAPING INSTALLED WITHIN THE DRIPLINE OF AN EXISTING TREE SHALL BE DESIGNED TO REPRODUCE A SIMILAR ENVIRONMENT TO THAT WHICH EXISTED PRIOR TO CONSTRUCTION.

EXISTING TREE SCHEDULE:

1.	MEXICAN FAN PALM - WASHINGTON ROBUSTA	REMOVE
2.	FLOWERING PEAR - PYRUS CALLERYANA	REMOVE
3.	JACARANDA - JACARANDA MIMOSIFOLIA	REMOVE
4.	JACARANDA - JACARANDA MIMOSIFOLIA	REMOVE
5.	CARROTWOOD - CUPANIOPSIS ANACARDIOIDES	REMOVE
6.	COAST REDWOOD - SEQUOIA SEMPERVIRENS	REMAIN
7.	COAST REDWOOD - SEQUOIA SEMPERVIRENS	REMAIN
8.	NEW BRADFORD FLOWERING PEAR - PYRUS C. NEW BRADFORD	REMAIN
9.	NEW BRADFORD FLOWERING PEAR - PYRUS C. NEW BRADFORD	REMAIN
10.	NEW BRADFORD FLOWERING PEAR - PYRUS C. NEW BRADFORD	REMAIN
11.	AUSTRALIAN WILLOW - GEIJERA PARVIFLORA	REMAIN

TREE TO BE REMOVED	TRUNK SIZE (DIA)	REQUIRED REPLACEMENT TREE
MEXICAN FAN PALM - WASHINGTON ROBUSTA	22"	1-24" BOX
FLOWERING PEAR - PYRUS CALLERYANA	16"	1-24" BOX
JACARANDA - JACARANDA MIMOSIFOLIA	18"	1-24" BOX
JACARANDA - JACARANDA MIMOSIFOLIA	17"	1-24" BOX
CARROTWOOD - CUPANIOPSIS ANACARDIODIES	16"	1-24" BOX

TOTAL TREES REMOVED - 5
TOTAL REQUIRED REPLACEMENT TREES - 5 - 24" BOX

NEW TREES PROVIDED - 23 - 24" BOX
REFER TO PLANTING PLAN SHEET L1.0

DRY UTILITY NOTE:

ALL DRY UTILITY EXISTING METERS AT EX. BUILDING TO BE REMOVED. ALL UNDERGROUND DRY UTILITY LINES TO REMAIN PROTECTED IN PLACE TO 5' FROM FUTURE BUILDING PAD LOCATION AND AS-BUILT BY DEMOLITION CONTRACTOR. AS-BUILT TO BE PROVIDED UPON COMPLETION OF DEMOLITION. REFER TO DRY UTILITY PLANS BY OTHERS

ENGINEER'S NOTES

1. ALL WORK SHALL CONFORM TO THE SOILS REPORT PREPARED BY TERRACON, DATED DECEMBER 14, 2017, PROJECT NO. 64175087.
2. ALL OFF-SITE IMPROVEMENT CONSTRUCTION SHALL CONFORM TO THE "UNIFORM STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, OFF-SITE IMPROVEMENTS, CLARK COUNTY AREA, NEVADA" LATEST EDITION.
3. FINAL ASPHALTIC CONCRETE (AC PAVEMENT SURFACES SHALL BE FLUSH WITH THE LIP OF GUTTER (INCLUDING OPEN GRADE).
4. CONTRACTOR IS RESPONSIBLE FOR DUST AND EROSION CONTROL DURING CONSTRUCTION.
5. THIS PLAN SHALL NOT, IN PART OR IN WHOLE, BE USED FOR CONSTRUCTION UNTIL APPROVED AND SIGNED BY ALL APPLICABLE GOVERNMENT AGENCIES.
6. ENGINEER TO BE NOTIFIED OF ANY DISCREPANCIES IMMEDIATELY.
7. MATCH ELEVATIONS SHOWN TO BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION.
8. THIS PROJECT IS PART OF AN EXISTING COMMERCIAL SUBDIVISION.

CITY OF CAMPBELL
PLANNING DIVISION CLEARANCE

PLAN CHECK # _____

APPROVED BY: _____

DATE: _____

THESE PLANS HAVE BEEN REVIEWED AND FOUND TO BE IN SUBSTANTIAL CONFORMANCE WITH THE INTENT AND PURPOSE OF THE GEOTECHNICAL EXPLORATION REPORT ON_____, IN CAMPBELL, CALIFORNIA, PROJECT NO._____, DATED _____, PREPARED BY _____.

_____
(NAME) DATE
G.E. #

GRAPHIC SCALE IN FEET
0 10 20 40
SCALE=1" = 20'

NORTH

CITY OF CAMPBELL
PUBLIC WORKS DEPARTMENT CLEARANCE

THIS PLAN WITH ATTACHED DOCUMENTS HAS BEEN REVIEWED FOR COMPLIANCE WITH THE CITY OF CAMPBELL AND STATE OF CALIFORNIA CODES AND THE CURRENT NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT. THIS PLAN SHALL NOT BE CHANGED OR MODIFIED WITHOUT AUTHORIZATION FROM THE BUILDING OFFICIAL. WORK PERFORMED RELATED TO THIS PLAN SHALL BE DONE IN ACCORDANCE WITH THIS PLAN AND ALL APPLICABLE CODES. THIS APPROVAL SHALL NOT BE HELD TO PERMIT OR UNDERSTOOD AS TO BE AN APPROVAL OF A VIOLATION OF ANY CITY OR STATE LAW.

BY: _____ DATE: _____

SEAL OF ENGINEER OF WORK:

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODES, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

THE DESIGN SHOWN HEREON IS NECESSARY AND REASONABLE AND DOES NOT RESTRICT ANY HISTORIC DRAINAGE FLOWS FROM ADJACENT PROPERTIES NOR INCREASE DRAINAGE TO ADJACENT PROPERTIES.

THE DESIGN INCLUDES PRINCIPLES AND TECHNIQUES TO REDUCE QUANTITY AND IMPROVE THE QUALITY OF STORM WATER RUNOFF, AS REQUIRED BY NPDES.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF CAMPBELL IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

_____
SIGNATURE P.E.

JODY WALKER BELSICK, PE No. 15107

KIMLEY-HORN
6671 LAS VEGAS BLVD. SOUTH #320
LAS VEGAS, NV 89119
702-862-3600

REGISTERED PROFESSIONAL ENGINEER
JODY WALKER BELSICK
83854
Exp. 9-30-19
CIVIL
STATE OF CALIFORNIA

No.	Revision	Date	By	Chkd

Date: 12/03/2019
Drawn By: JZ
Designed By: CT

Chick-fil-A
5200 Buffington Rd. Atlanta GA., 30349-2998

TOPOGRAPHIC SURVEY & DEMOLITION PLAN
ON-SITE GRADING & DRAINAGE PLANS
CHICK-FIL-A #04247, S BASCOM AVE
BUILDING PERMIT NO._____

CITY OF CAMPBELL
THE GREAT OUTDOORS
CAMPBELL, CALIFORNIA

SCALE: 1"=20'

SHEET: 2 OF 09 SHEETS

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

5.0 TREE PROTECTION MEASURES

Recommendations presented within this section serve as protection measures to help mitigate or avoid impacts to trees being retained. They are subject to revision upon design changes, and I (hereinafter, 'project arborist') should be consulted in the event any cannot be feasibly implemented.

5.1 Design Guidelines

1. Designate a Tree Protection Zone (TPZ) for each retained tree, and setbacks prescribed for the TPZs are recommended as follows (all distances intended to be obtained from the closest edge, face of, their outer perimeter at soil grade):
   - #6: All ground within 20 feet from its trunk, to include both unpaved and where underlying existing pavement.
   - #7: All ground within 25 feet from its trunk, to include both unpaved and where underlying existing pavement.
   - #8 thru 11: Unpaved ground beneath their canopies.

   A TPZ is intended to restrict or highly limit the following activities within specified distances: overexcavation, subexcavation, trenching, compaction, mass and finish-grading, soil scraping, tilling, ripping, swales, bioswales, storm drains, dissipaters, equipment cleaning, stockpiling and dumping of materials, and equipment and vehicle operation. In the event an impact encroaches slightly within a setback, it can be reviewed on a case-by-case basis by the project arborist to determine whether measures can sufficiently mitigate the impacts to less-than-significant levels.

2. All site-related plans should contain notes referring to this report for tree protection measures.

3. Show trunk locations, assigned numbers and diameters (shown as a circle to-scale) of existing trees on all site-related plans.

4. On the demolition plan, specify to abandon all existing, underground lines or pipes within a TPZ, and any above-ground section shall be cut off at existing soil grade (rather than being dug up and causing subsequent root damage).

5. Retain the existing wall and its footing along the eastern boundary where within the TPZs of #6 and 7.

6. Bioswales or flow-thru planters, whether comprised of concrete and/or contained within walls, should be at least 36 inches from a TPZ to accommodate overexcavation and ground disturbance to build the feature.

7. Overexcavation to build, form and pour the drive-thru lane shall be restricted to 12 inches beyond the curb/gutter where within 30 feet from the trunks of #6 and 7.

8. Design and route utilities, irrigation, storm drains, dissipaters and swales beyond TPZs. On both the utility and landscape irrigation plans, specify that all tentative routes should be reviewed with the project arborist beforehand, and any authorized digging within a TPZ shall only be performed under arborist supervision.

9. On the erosion control design, either by note and/or callout(s), specify any straw wattle or rolls shall require a maximum vertical soil cut of 2 inches for their embedment, and are established as close to canopy edges as possible (and not against a trunk).

10. Avoid specifying the use of herbicides use within a TPZ; where used on site, they should be labeled for safe use near trees. Also, liming shall not occur within 50 feet from a tree's canopy.

11. Show the future staging area and route(s) of access on the final site plan, striving to avoid unpaved areas beneath or near canopies.

12. Adhere to the following additional landscape guidelines:
    a. Establish irrigation and lighting features (e.g. main line, lateral lines, valve boxes, wiring and controllers) to avoid any trenching within a TPZ. In the event this is not feasible, route them in a radial direction to a tree's trunk, and terminate a specific distance from a trunk (versus crossing past it). The routes and overall layout should be reviewed with the project arborist prior to any trenching or excavation occurring.
    b. Design any new site fencing or fence posts to be at least 3 to 5 feet from a tree's trunk (depends on the trunk size, growth pattern and prior impacts).

    c. Avoid tilling, ripping and compaction within TPZs.
    d. Establish any bender board or other edging material within TPZs to be on top of existing soil grade (such as by using vertical stakes).
    e. Utilize a 3- to 4-inch layer of coarse wood chips or other high-quality mulch for new ground cover beneath canopies (gorilla hair, bark or rock, stone, gravel, black plastic or other synthetic ground cover should be avoided).

5.2 Before Demolition, Grading and Construction

13. Continue or begin supplying water to the root zones of all trees being retained, including across unpaved ground within TPZs of the neighboring redwoods (trees #6 and 7). The methodology, frequency and amounts can be reviewed with the project arborist, and will likely require greater frequency and/or volume provided to help offset root loss to occur during grading and construction (possible methodologies includes flooding the ground inside an 8-inch tall berm, soaker hoses, or deep-root injection). Note in the event dewatering is required for this site, the watering program should be more intensive than otherwise needed.

14. Prior to grading, excavation and utility installation, stake the limits of grading for the drive-thru lane and any nearby drainage features for review by the project arborist (whether all at once or various phases).

15. Conduct a site meeting between the general contractor and project arborist several weeks prior to demolition for the purpose of reviewing staked locations, tree fencing, routes of access, staging and protection measures presented in this report.

16. Prior to demolition, install tree protection fencing to enclose entire sections of, or beyond, TPZs occupying unpaved areas for #6, 7 and 11. This shall consist of 5- to 6-foot tall chain link mounted on 2-inch diameter steel posts driven into the ground, kept vertical and in place throughout construction, and be removed or modified only under the knowledge and direct consent of the project arborist. Following demolition, and prior to executing ground work, fencing will likely require being expanded into or beyond existing hardscape surfaces, and/or along TPZs adjoining the underground garage. Fencing is not needed where sections of existing pavement are retained, only immediately after the pavement becomes removed; in effect, the pavement optimizes access beneath canopies while serving as a root zone buffer.

17. Protection for small street trees #8 thru 10 can be achieved through construction fencing aligning the site perimeter, and placed beyond the canopies (and in a manner which maintains the existing sidewalk width).

18. Spread a 3- to 4-inch layer of coarse wood chips (¼- to ¾-inch in size) from a tree-service company over unpaved areas within the TPZs of #6 and 7.

19. Any future pruning should be highly selective, targeted, and performed under direction of the project arborist. All work shall be conducted in accordance with the most recent ANSI A300 standards, and by a California licensed tree-service contractor (D-49) that has an ISA certified arborist in a supervisory role, carries General Liability and Worker's Compensation insurance, and abides by ANSI Safety Operations.

20. Fertilization may benefit a tree's health, vigor and appearance. If applied, however, soil samples should first be obtained to identify the pH levels and nutrient levels so a proper fertilization program can be established. I further recommend any fertilization is performed under the direction and supervision of a certified arborist, and in accordance with the most recent ANSI A300 Fertilization standards.

5.3 During Demolition, Grading and Construction

21. Any authorized access, digging or trenching within designated-fenced areas shall be by foot-traffic only, manually performed under supervision by the project arborist, and without the use of heavy equipment or tractors.

22. Take great care during demolition of existing hardscape (e.g. curb, gutter, walkway, parking lot, other hardscape, footings, etc.) and other equipment/features to avoid damaging a tree's trunk, canopy, soil and roots within a TPZ. The removal of existing base material and roots ≥2 inches in diameter within a TPZ should only be performed under supervision of the project arborist. Additionally, where within a TPZ, base material being removed should be performed only under direction of the project arborist; in some instances, it may need to remain in place and utilized as the future base course to avoid significant root loss.

23. Great care must also be taken by equipment operators, including shoring operations, to position their equipment to avoid trunks and branches, including the scorching of foliage. Any tree damage or injury should be reported to the project arborist for review of treatment.

24. Avoid using tree trunks as winch supports for moving or lifting heavy loads, as well as for tying rope, cables, chains or other items around.

25. Avoid damaging or cutting roots with diameters of ≥2 inches without prior assessment by the project arborist. Should roots of this size be encountered, within one hour of exposure, they should either be covered by burlap that remains continually moist until the root is covered by soil. If they are approved for cutting, cleanly severe at 90° to the angle of root growth against the cut line (using loppers or a sharp hand saw), and then immediately after, the cut end either buried with soil or covered by a plastic sandwich bag (and secured using a rubber band, and removed just before backfilling). Roots encountered with diameters <2 inches and requiring removal can be cleanly severed at right angles to the direction of root growth.

26. Spoils created during digging shall not be piled or spread on unpaved ground within a TPZ. If essential, spoils can be temporarily piled on plywood or a tarp.

27. Digging holes for fence posts within a TPZ should be manually performed using a post-hole digger or shovel, and in the event a root ≥2 inches in diameter is encountered during the process, the hole should be shifted over by 12 inches and the process repeated.

28. Dust accumulating on trunks and canopies during dry weather periods may need to be periodically washed away if directed by the project arborist (e.g. every three to four months).

29. Avoid disposing harmful products (such as cement, paint, chemicals, oil and gasoline) beneath canopies or anywhere on site that allows drainage within or near TPZs. Herbicides should not be used with a TPZ; where used on site, they should be labeled for safe use near trees. Also, liming should not occur within 50 feet of a tree's canopy.

CITY OF CAMPBELL
PLANNING DIVISION CLEARANCE

PLAN CHECK # _____

APPROVED BY: _____

DATE: _____

THESE PLANS HAVE BEEN REVIEWED AND FOUND TO BE IN SUBSTANTIAL CONFORMANCE WITH THE INTENT AND PURPOSE OF THE GEOTECHNICAL EXPLORATION REPORT ON_____, IN CAMPBELL, CALIFORNIA. PROJECT NO._____, DATED _____,____, PREPARED BY _____.

_____
(NAME) DATE
G.E. #

CITY OF CAMPBELL
PUBLIC WORKS DEPARTMENT CLEARANCE

THIS PLAN WITH ATTACHED DOCUMENTS HAS BEEN REVIEWED FOR COMPLIANCE WITH THE CITY OF CAMPBELL AND STATE OF CALIFORNIA CODES AND THE CURRENT NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT. THIS PLAN SHALL NOT BE CHANGED OR MODIFIED WITHOUT AUTHORIZATION FROM THE BUILDING OFFICIAL. WORK PERFORMED RELATED TO THIS PLAN SHALL BE DONE IN ACCORDANCE WITH THIS PLAN AND ALL APPLICABLE CODES. THIS APPROVAL SHALL NOT BE HELD TO PERMIT OR UNDERSTOOD AS TO BE AN APPROVAL OF A VIOLATION OF ANY CITY OR STATE LAW.

BY: _____ DATE: _____

SEAL OF ENGINEER OF WORK:

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODES, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

THE DESIGN SHOWN HEREON IS NECESSARY AND REASONABLE AND DOES NOT RESTRICT ANY HISTORIC DRAINAGE FLOWS FROM ADJACENT PROPERTIES NOR INCREASE DRAINAGE TO ADJACENT PROPERTIES.

THE DESIGN INCLUDES PRINCIPLES AND TECHNIQUES TO REDUCE QUANTITY AND IMPROVE THE QUALITY OF STORM WATER RUNOFF, AS REQUIRED BY NPDES.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF CAMPBELL IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

_____
SIGNATURE P.E.

REGISTERED PROFESSIONAL ENGINEER
JODY WALKER BELSICK
83854
Exp. 9-30-19
CIVIL
STATE OF CALIFORNIA

JODY WALKER BELSICK, PE No. 15107

KIMLEY-HORN
6671 LAS VEGAS BLVD. SOUTH #320
LAS VEGAS, NV 89119
702-862-3600

No.	Revision	Date	By	Chkd

Date: 12/03/2019
Drawn By: JZ
Designed By: CT

Chick-fil-A
5200 Buffington Rd. Atlanta GA., 30349-2998

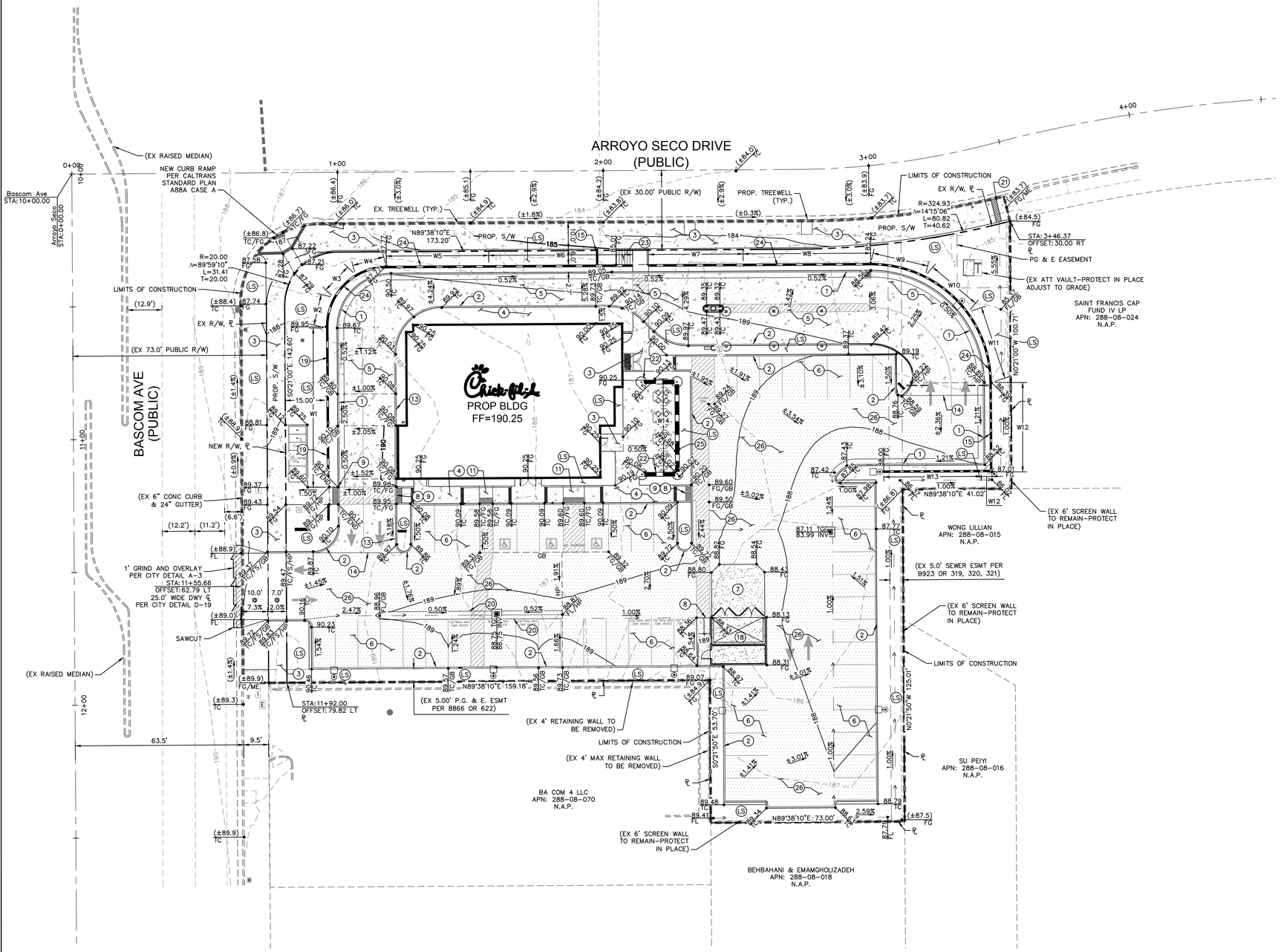
TREE PROTECTION PLAN
ON-SITE GRADING & DRAINAGE PLANS
CHICK-FIL-A #04247, S BASCOM AVE
BUILDING PERMIT NO._____

CITY OF CAMPBELL
THE ORCHARD CITY
CAMPBELL, CALIFORNIA

SCALE:
1"=20'

SHEET:
3 OF 09 SHEETS

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)



EARTHWORKS QUANTITIES	
FILL:	1,752 CY
CUT:	392 CY
IMPORT:	1,360 CY
EXPORT:	-----

CONSTRUCTION NOTES

1. CONSTRUCT "L" TYPE CURB & GUTTER PER DETAIL 17, SHEET C4.2
2. CONSTRUCT "A" TYPE CURB PER DETAIL 8, SHEET C4.1
3. CONSTRUCT SIDEWALK PER DETAIL 11, SHEET C4.1
4. CONSTRUCT SIDEWALK WITH 6" CURB SECTION PER DETAIL 12, SHEET C4.1
5. CONSTRUCT CONCRETE PAVING DRIVE-THRU LANE PER SOILS REPORT BY XXXXX. SEE DETAIL 25, SHEET C4.3
6. CONSTRUCT STANDARD AC PAVEMENT PER SOILS REPORT BY XXXXX. SEE DETAIL 21, SHEET C4.3
7. CONSTRUCT CONCRETE APRON @ TRASH ENCLOSURE PER SOILS REPORT BY TERRACON CONSULTANTS SEE DETAIL 24, SHEET C4.3
8. CONSTRUCT RETURNED CURB ACCESSIBLE RAMP PER DETAIL 9, SHEET C4.1
9. CONSTRUCT TRUNCATED DOMES PER DETAIL 10, SHEET C4.1
11. CONSTRUCT ACCESSIBLE CURB RAMP PER DETAIL 15 ON SHEET C4.2
13. CONSTRUCT 0" TO 6" TRANSITION PER DETAIL 18 ON SHEET C4.2
14. CONSTRUCT CONCRETE/AC EDGE PER DETAIL 21A, SHEET C4.3
15. CONSTRUCT 4.67' MAX HEIGHT RETAINING WALL PER PLANS & PERMITS BY OTHERS – SEE WALL SCHEDULE FOR DESIGN INFORMATION
18. CONSTRUCT TRASH ENCLOSURE PER DETAIL 19 ON SHEET C4.2
19. 3' SCREEN WALL PER PLANS & PERMITS BY OTHERS – SEE WALL SCHEDULE FOR DESIGN INFORMATION
20. CONSTRUCT 3' VALLEY GUTTER PER DETAIL XX ON SHEET C4.X
21. CONSTRUCT SIDEWALK UNDERDRAIN
22. 2' SCREEN WALL PER PLANS & PERMITS BY OTHERS
23. CONSTRUCT 7 – 7" STEPS WITH HANDRAILS PER ARCH PLANS BY OTHERS
24. CONSTRUCT 6.0' MAX HEIGHT RETAINING WALL WITH 6'-8" MAX SCREEN WALL PER PLANS & PERMITS BY OTHERS – SEE WALL SCHEDULE FOR DESIGN INFORMATION
25. CONSTRUCT BLOCK WALL OPENING PER DETAIL XX ON SHEET C4.X
26. CONSTRUCT HEAVY AC PAVEMENT PER SOILS REPORT BY XXXXX. SEE DETAIL 21, SHEET C4.3

(LS) PROPOSED LANDSCAPING PER SEPARATE LANDSCAPE PLANS

ELEVATION NOTE

ADD 100.00' TO ALL ELEVATIONS SHOWN HEREON WITH A "TENS" DIGIT OF 7, 8 OR 9, TO MATCH THE REFERENCED BENCHMARK SHOWN HEREON.

BENCHMARK

CITY OF CAMPBELL BENCHMARK NO. 51

2-1/4" BRASS DISK IN TOP OF CURB SW OF CORNER BASCOM AND APRICOT

ELEVATION= 193.417'

NOTES:

ALL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.

OWNER RESPONSIBLE TO PROVIDE SURVEY MONUMENTATION AS SHOWN AND TO REPLACE ALL SURVEY MONUMENTATION DAMAGED, DISTURBED, DESTROYED, OR OBSCURED DURING CONSTRUCTION.

PROPOSED WALL SCHEDULE					
WALL ID	LENGTH	TW	TRW	TF	WALL TYPE
W1	59.85	193.23	N/A	189.23	19
W2	11.97	196.00	190.66	188.00	24
W3	11.97	196.00	190.66	187.33	24
W4	11.97	196.00	190.66	186.66	24
W5	38.57	196.00	190.66	186.00	24
W6	54.15	196.00	190.66	185.33	24
W7	35.61	196.00	190.00	184.66	24
W8	48.02	196.00	190.00	184.00	24
W9	2128	196.00	189.33	184.00	24
W10	21.28	196.00	189.33	184.67	24
W11	28.40	196.00	190.00	184.67	24
W12	33.60	N/A	189.25	185.91	15
W13	35.91	N/A	188.58	186.58	15
W14	36.67	191.84	N/A	189.17	22

LEGEND

- RIGHT-OF-WAY
- PROPERTY LINE
- GRADE BREAK
- PR SAWCUT LINE
- PR RETAINING WALL
- PR SWALE/FLOW LINE
- PR TYPE 'L' CURB & GUTTER
- PR TYPE 'A' CURB
- PR PAVEMENT

CITY OF CAMPBELL
PLANNING DIVISION CLEARANCE

PLAN CHECK # _____

APPROVED BY: _____

DATE: _____

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(NAME) DATE
G.E. #

GRAPHIC SCALE IN FEET
0 10 20 40
SCALE: 1" = 20'

NORTH

CITY OF CAMPBELL
PUBLIC WORKS DEPARTMENT CLEARANCE

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SIGNATURE P.E.

JODY WALKER BELSICK, PE No. 15107

KIMLEY-HORN
6671 LAS VEGAS BLVD. SOUTH #320
LAS VEGAS, NV 89119
702-862-3600

REGISTERED PROFESSIONAL ENGINEER JODY WALKER BELSICK 83854 Exp. 9-30-19 CIVIL STATE OF CALIFORNIA

No.	Revision	Date	By	Chkd

Date: 12/03/2019
Drawn By: JZ
Designed By: CT

Chick-fil-A
5200 Buffington Rd. Atlanta GA., 30349-2998

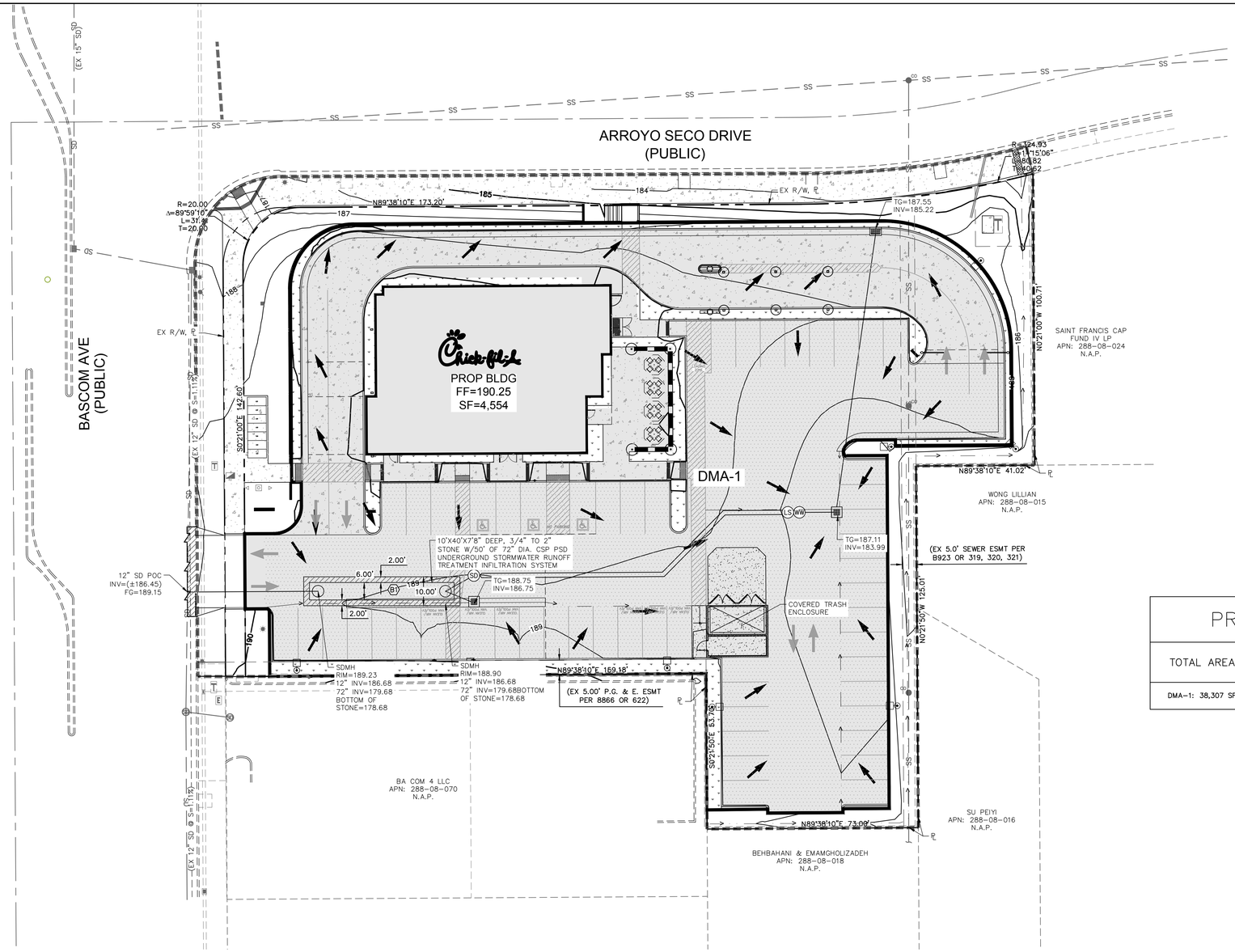
GRADING & DRAINAGE PLAN
ON-SITE GRADING & DRAINAGE PLANS
CHICK-FIL-A #04247, S BASCOM AVE
BUILDING PERMIT NO._____

CITY OF CAMPBELL, THE HEART OF SILICON VALLEY, CAMPBELL, CALIFORNIA

SCALE: 1"=20'

SHEET: 4 OF 09 SHEETS

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)



LEGEND

- BASIN BOUNDARY
- IMPERVIOUS AREA
- L/S AREA
- RUNOFF PATTERN
- (B1) UNDERGROUND STORMWATER RUNOFF TREATMENT INFILTRATION SYSTEM

NORTH

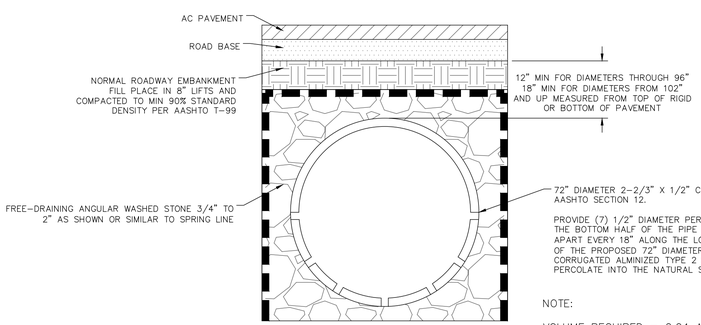
GRAPHIC SCALE IN FEET
0 10 20 40
SCALE: 1" = 20'

IMPERVIOUS VS PERVIOUS AREA

	TOTAL PROPERTY AREA (SF)	IMPERVIOUS AREA (SF)	PERVIOUS AREA (SF)	PERCENT PERVIOUS
EXISTING	46,540 SF	40,150 SF	6,390 SF	13.73%
PROPOSED	46,540 SF	34,794 SF	11,746 SF	25.24%

PROPOSED STORMWATER TREATMENT SUMMARY

TOTAL AREA	PERVIOUS AREA (SF)	IMPERVIOUS AREA (SF)	TREATMENT TYPE	TREATMENT VOLUME REQUIRED	TREATMENT VOLUME PROVIDED
DMA-1: 38,307 SF	3,658 SF	34,794 SF	UNDERGROUND STORMWATER RUNOFF TREATMENT INFILTRATION SYSTEM	1,742.4 CF	1,910.6 CF



NOTE:

VOLUME REQUIRED = 0.04 ACRE-FEET = 1742.4 CF

BMP VOLUME PROVIDE

VOLUME PIPE PROVIDED = 40 FT X π (3)^(2) =1,131 CF

VOLUME VOIDS = 0.4 X (10' X 44' X 7' - (1,131 CF)) = 779.6 CF

VOLUME BMP = 1,131 CF + 779.6 CF = 1910.6 CF

CITY OF CAMPBELL
PLANNING DIVISION CLEARANCE

PLAN CHECK # _____

APPROVED BY: _____

DATE: _____

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_____
(NAME) DATE
G.E. #

CITY OF CAMPBELL
PUBLIC WORKS DEPARTMENT CLEARANCE

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SIGNATURE P.E.

JODY WALKER BELSICK, PE No. 15107

KIMLEY-HORN
6671 LAS VEGAS BLVD. SOUTH #320
LAS VEGAS, NV 89119
702-862-3600

REGISTERED PROFESSIONAL ENGINEER
JODY WALKER BELSICK
83854
Exp. 9-30-19
CIVIL
STATE OF CALIFORNIA

No.	Revision	Date	By	Chkd

Date: 08/21/2018
Drawn By: JZ
Designed By: CT

Chick-fil-A
5200 Buffington Rd. Atlanta GA., 30349-2998

STORMWATER MANAGEMENT PLAN
CHICK-FIL-A #04247, S BASCOM AVE
BUILDING PERMIT NO._____

CITY OF CAMPBELL · THE OPEN CITY · CAMPBELL, CALIFORNIA

SCALE: 1"=20'

SHEET: 6 OF 9 SHEETS

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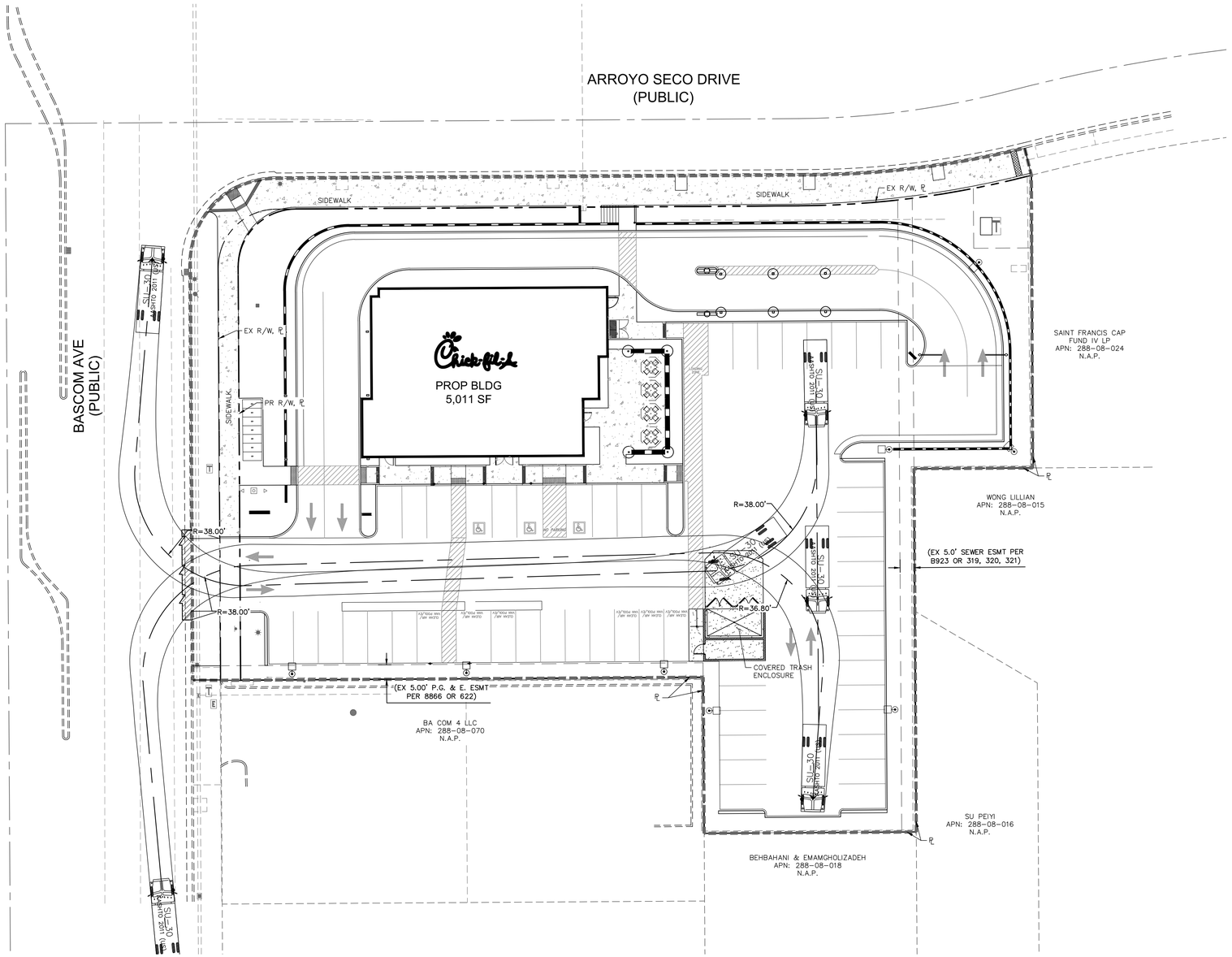
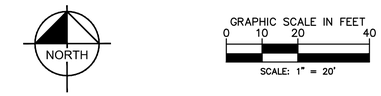
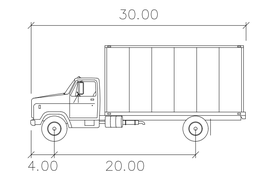






SU-30

	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

Chick-fil-A

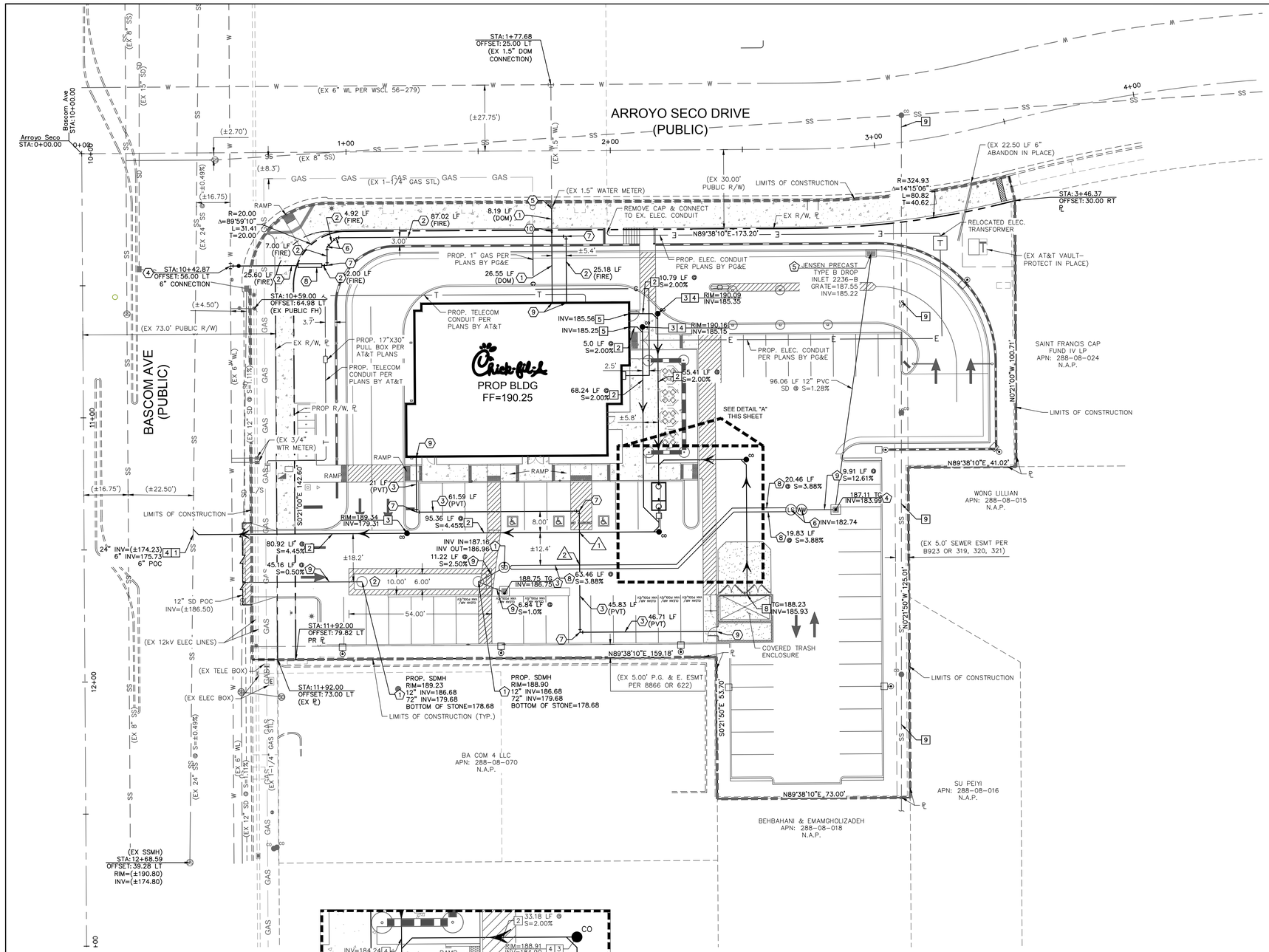
TRASH MANAGEMENT EXHIBIT

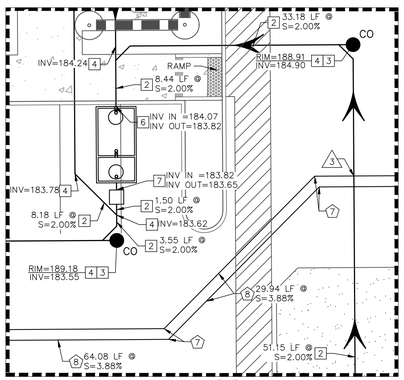
DECEMBER 3, 2019

Kimley»Horn

Date: December 16, 2019 – 12:36pm / User: casey.tadlor
Path: K:\LAV_Civil\092908010-Chick-fil-A Bascom Arroyo Seco FSU 04247\CAD\Exhibits\20180515 – Trash Management Exhibit\092908010-Trash Management.dwg

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)





DETAIL "A"
SCALE: 1"=10'

WATER NOTES

1. INSTALL 1.5" PVC WL
2. INSTALL 6" PVC WL – C900, CLASS 150
3. INSTALL 3/4" SH 80 PVC WL (PRIVATE)
4. WET TAP EX. 6" WTR W/ 6"x6" TAPPING SLEEVE & 6" TAPPING VALVE
5. CONNECT TO EXISTING 1.5" METER
6. INSTALL 45° BEND SAME SIZE AS LINE
7. INSTALL 90° BEND SAME SIZE AS LINE
8. INSTALL 6" DCVA W/ATTACHED FDC PER SAN JOSE WATER CO DWG NO BK-DCV D-5-651
9. STUB & CAP-SEE PLUMBING PLANS FOR CONTINUATION
10. INSTALL 1.5" RPPA PER SAN JOSE WATER CO DWG NO BK-RPP D-5-562

SEWER NOTES

1. CONNECT TO EXISTING 24" SEWER MAIN (PRIVATE)
2. INSTALL 6" PVC SDR-35 SEWER LATERAL (PRIVATE)
3. INSTALL 6" CLEAN OUT (PRIVATE)
4. INSTALL WYE & 45° BEND
5. STUB AND CAP – SEE PLUMBING PLANS FOR CONTINUATION
6. INSTALL 1500 GAL GREASE INTERCEPTOR-JENSEN MODEL JP1500EE-G OR EQUIVALENT
7. INSTALL SAMPLE BOX WITH PIPE CONNECTION-JENSEN MODEL 2432-Z OR EQUIVALENT
8. INSTALL TRENCH DRAIN
9. REMOVE AND REPLACE EXISTING 4" SEWER LATERAL IN SAME LOCATION

STORM DRAIN NOTES

1. CONSTRUCT 48" STORM DRAIN MANHOLE
2. CONSTRUCT 10'x50'x7'8" DEEP 3/4" TO 2" STONE WITH 50' OF 72" DIA. CSP PSD UNDERGROUND STORMWATER RUNOFF TREATMENT INFILTRATION SYSTEM
3. INSTALL 24'x24'x24' DROP INLET PER JENSEN MODEL DI242424 OR EQUIVALENT
5. INSTALL JENSEN PRECAST TYPE B DROP INLET PER MODEL 2236-B OR EQUIVALENT
6. INSTALL STORM DRAIN LIFT STATION & WET WELL
7. INSTALL 45° BEND SAME SIZE AS LINE
8. INSTALL 4" PVC FORCE MAIN
9. INSTALL 12" RCP SD
10. INSTALL 24'x24'x36' DROP INLET PER JENSEN MODEL DI242436 OR EQUIVALENT

CROSSINGS

1. WL INV=187.00; SS TOP=182.99
2. WL TOP=186.34; SD INV=187.84
3. SS INV=184.90; SD TOP=183.65

BENCHMARK

CITY OF CAMPBELL BENCHMARK NO. 51

2-1/4" BRASS DISK IN TOP OF CURB SW OF CORNER BASCOM AND APRICOT

ELEVATION= 193.417'

NOTES:

ALL DIMENSIONS ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.

OWNER RESPONSIBLE TO PROVIDE SURVEY MONUMENTATION AS SHOWN AND TO REPLACE ALL SURVEY MONUMENTATION DAMAGED, DISTURBED, DESTROYED, OR OBSCURED DURING CONSTRUCTION.

UTILITY NOTES:

1. EXISTING UTILITY LOCATIONS SHOWN HEREIN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT VERTICAL AND HORIZONTAL LOCATION OF ALL EXISTING UNDERGROUND UTILITIES PRIOR TO COMMENCING CONSTRUCTION. NO REPRESENTATION IS MADE THAT ALL EXISTING UTILITIES ARE SHOWN HEREON. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR UTILITIES NOT SHOWN OR UTILITIES NOT SHOWN IN THEIR PROPER LOCATION. ALL DISCREPANCIES MUST BE IMMEDIATELY REPORTED TO THE ENGINEER.
2. CONTRACTOR SHALL VERIFY HORIZONTAL AND VERTICAL ALIGNMENT OF EXISTING UTILITIES AND TO NOTIFY THE DESIGN ENGINEER IMMEDIATELY ON ANY DISCREPANCIES PRIOR TO CONSTRUCTION.
3. ALL DIMENSIONS TO UTILITIES ARE TO CENTERLINE OF PIPE UNLESS INDICATED OTHERWISE.
4. ALL SEWER LENGTHS SHOWN ARE FROM CENTER OF MANHOLE TO CENTER OF MANHOLE.
5. SEE ARCHITECTURAL PLANS FOR ALL CONNECTION DETAILS AT THE BUILDING.
6. SEE LANDSCAPE PLANS BY OTHERS FOR ALL IRRIGATION AND LANDSCAPING INFORMATION.
7. SEE PLANS BY ELECTRICAL ENGINEER,PG&E, COMCAST & AT&T FOR ALL DRY UTILITY INFORMATION.

CITY OF CAMPBELL
PLANNING DIVISION CLEARANCE

PLAN CHECK # _____

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_____
(NAME) DATE
G.E. #

GRAPHIC SCALE IN FEET
0 10 20 40
SCALE: 1" = 20'

NORTH

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83854
Exp. 9-30-19
CIVIL
STATE OF CALIFORNIA

No.	Revision	Date	By	Chkd

Date: 12/03/2019
Drawn By: JZ
Designed By: CT

Chick-fil-A
5200 Buffington Rd. Atlanta GA, 30349-2998

STORM DRAIN & UTILITY PLAN
ON-SITE GRADING & DRAINAGE PLANS
CHICK-FIL-A #04247, S BASCOM AVE
BUILDING PERMIT NO._____

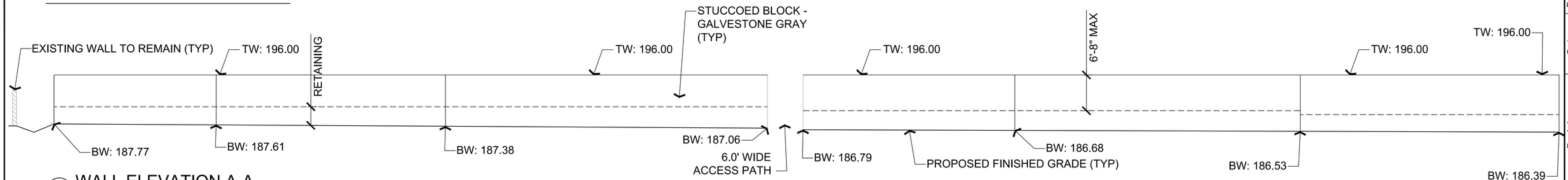
CITY OF CAMPBELL
CAMPBELL, CALIFORNIA

SCALE:
1"=20'

SHEET:
5 OF 09 SHEETS

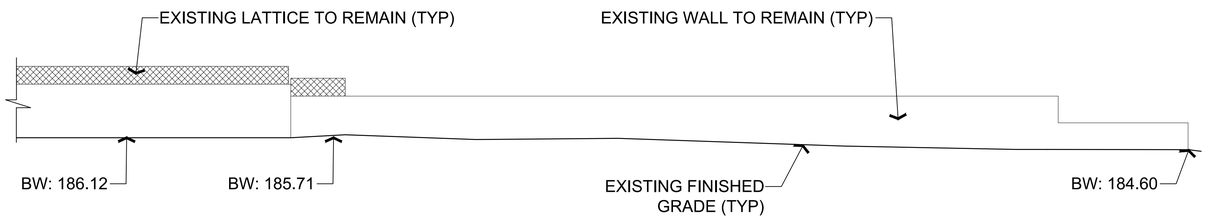
Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

FENCE/ WALL PLAN



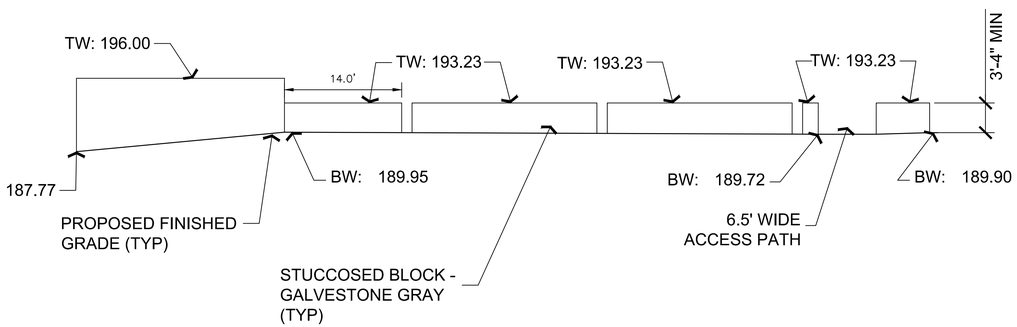
A WALL ELEVATION A-A

SCALE: $\frac{1}{8}$"=1'-0"



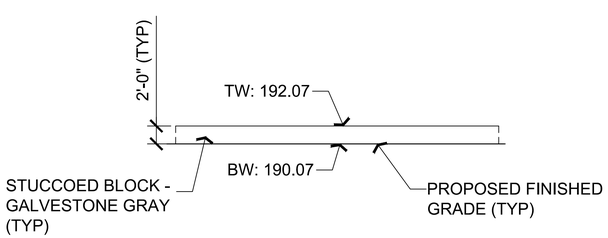
B WALL ELEVATION B-B

SCALE: $\frac{1}{8}$"=1'-0"



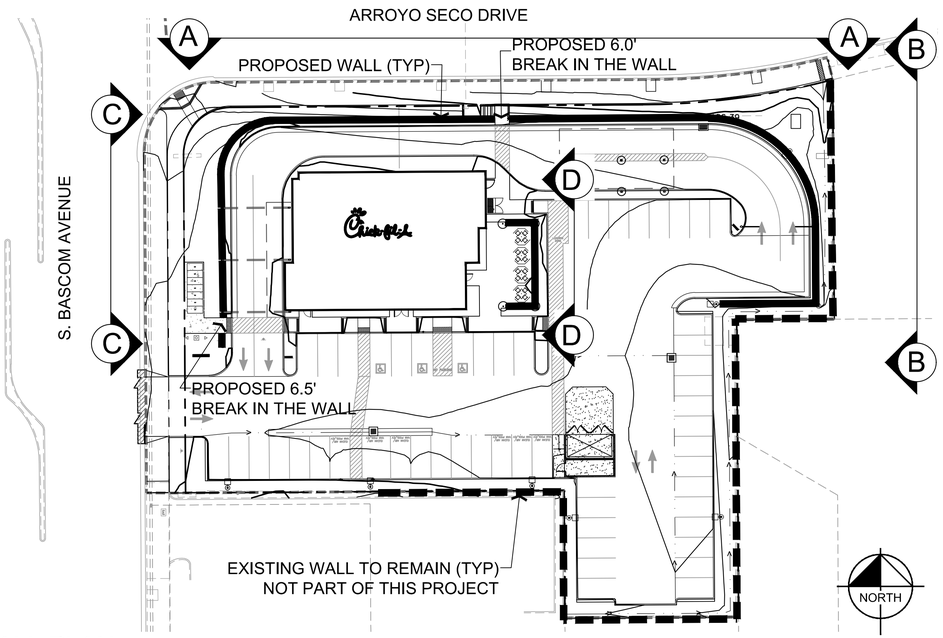
C WALL ELEVATION C-C

SCALE: $\frac{1}{8}$"=1'-0"



D WALL ELEVATION D-D

SCALE: $\frac{1}{8}$"=1'-0"



WALL PLAN

NTS

CITY OF CAMPBELL
PLANNING DIVISION CLEARANCE

PLAN CHECK # _____

APPROVED BY: _____

DATE: _____

THESE PLANS HAVE BEEN REVIEWED AND FOUND TO BE IN SUBSTANTIAL CONFORMANCE WITH THE INTENT AND PURPOSE OF THE GEOTECHNICAL EXPLORATION REPORT ON _____ IN CAMPBELL, CALIFORNIA, PROJECT NO._____, DATED _____, PREPARED BY _____.

_____
(NAME) DATE
G.E. #

CITY OF CAMPBELL
PUBLIC WORKS DEPARTMENT CLEARANCE

THIS PLAN WITH ATTACHED DOCUMENTS HAS BEEN REVIEWED FOR COMPLIANCE WITH THE CITY OF CAMPBELL AND STATE OF CALIFORNIA CODES AND THE CURRENT NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PERMIT. THIS PLAN SHALL NOT BE CHANGED OR MODIFIED WITHOUT AUTHORIZATION FROM THE BUILDING OFFICIAL. WORK PERFORMED RELATED TO THIS PLAN SHALL BE DONE IN ACCORDANCE WITH THIS PLAN AND ALL APPLICABLE CODES. THIS APPROVAL SHALL NOT BE HELD TO PERMIT OR UNDERSTOOD AS TO BE AN APPROVAL OF A VIOLATION OF ANY CITY OR STATE LAW.

BY: _____ DATE: _____

SEAL OF ENGINEER OF WORK:

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONS CODES, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

THE DESIGN SHOWN HEREON IS NECESSARY AND REASONABLE AND DOES NOT RESTRICT ANY HISTORIC DRAINAGE FLOWS FROM ADJACENT PROPERTIES NOR INCREASE DRAINAGE TO ADJACENT PROPERTIES.

THE DESIGN INCLUDES PRINCIPLES AND TECHNIQUES TO REDUCE QUANTITY AND IMPROVE THE QUALITY OF STORM WATER RUNOFF, AS REQUIRED BY NPDES.

I UNDERSTAND THAT THE CHECK OF PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF CAMPBELL IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR PROJECT DESIGN.

_____
SIGNATURE P.E.

_____
JODY WALKER BELSICK, PE No. 15107

KIMLEY-HORN
6671 LAS VEGAS BLVD. SOUTH #320
LAS VEGAS, NV 89119
702-862-3600

REGISTERED PROFESSIONAL ENGINEER JODY WALKER BELSICK 83854 Exp. 9-30-19 CIVIL STATE OF CALIFORNIA

No.	Revision	Date	By	Chkd

Date: 1/07/2020
Drawn By: JZ
Designed By: CT

Chick-fil-A
5200 Buffington Rd. Atlanta GA., 30349-2998

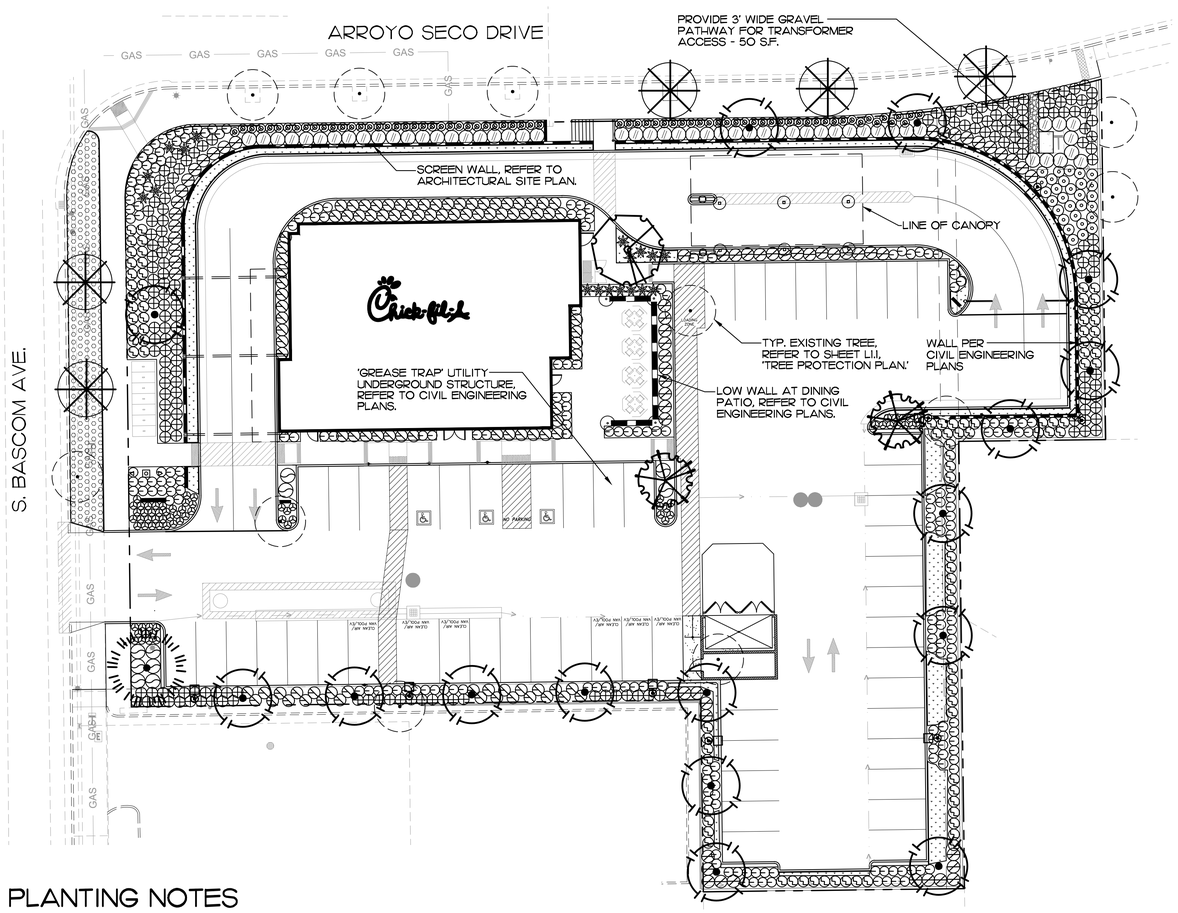
ON-SITE GRADING & DRAINAGE PLANS
CHICK-FIL-A #04247, S BASCOM AVE
BUILDING PERMIT NO._____

CITY OF CAMPBELL, CALIFORNIA

SCALE: 1"=20'

SHEET: WP-1
OF 09 SHEETS

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)



PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY.	REMARKS	WUCOLS REGION 3
	TREES					
	SOPHORA JAPONICA 'REGENT'	JAPANESE PAGODA	24" BOX	5	LOCATED IN NEW TREE WELLS ON ARROYO SECO & PARKWAY ON BASCOM	M
	RHUS LANCEA	AFRICAN SUMAC	24" BOX	2	STANDARD	L
	ARBUTUS MARINA	MARINA STRAWBERRY TREE	24" BOX	16	STANDARD	L
	QUERCUS ILEX	HOLLY OAK	24" BOX	1	STANDARD	L
	PLATANUS A. 'YARWOOD'	LONDON PLANE TREE	24" BOX	1	STANDARD	M
	TYP. EXISTING TREE - REFER TO 'TREE PROTECTION PLAN,' SHEET L1.1 FOR ADDITIONAL INFORMATION					
	SHRUBS					
	AGAVE 'RAY OF LIGHT'	AGAVE	5 GAL.	18	AS SHOWN	L
	ALOE SAPONARIA	SOAP ALOE	5 GAL.	69	2'-0" O.C.	L
	DIANELLA R. 'BABY BLISS'	FLAX LILY	1 GAL.	71	2'-6" O.C.	L
	DIANELLA TASMANICA	FLAX LILY	5 GAL.	88	3'-0" O.C.	M
	DIANELLA T. 'VARIEGATA'	VARIEGATED FLAX LILY	5 GAL.	96	3'-0" O.C.	M
	MISCANTHUS S. 'VARIEGATUS'	VARIEGATED SILVER GRASS	15 GAL.	52	4'-0" O.C.	M
	LEYMUS CONDENSATUS 'CANYON PRINCE'	WILD RYE	5 GAL.	175	2'-6" O.C.	L
	MISCANTHUS S. 'LITTLE KITTEN'	KITTEN GRASS	5 GAL.	212	2'-6" O.C.	M
	PHORMIUM T. 'MAORI SUNSET'	NEW ZEALAND FLAX	5 GAL.	64	3'-6" O.C.	M
	SALVIA 'BEES BLISS'	BEES BLISS SAGE	5 GAL.	10	4'-0" O.C.	L
	SALVIA APIANA	WHITE SAGE	5 GAL.	29	3'-0" O.C.	L
	GROUNDCOVERS					
	SENECIO SERPENS	BLUE CHALKSTICKS	1 GAL.	1,353 S.F.	18" O.C.	L
	DESCHAMPSIA CESPITOSA	TUFTED HAIR GRASS	FLATS	968 S.F.	12" O.C.	M
	3' WIDE GRAVEL PATHWAY FOR TRANSFORMER ACCESS - 50 S.F.					

PLANTING NOTES

1. CONTRACTOR IS TO REVIEW PLANS, VERIFY SITE CONDITIONS AND PLANT QUANTITIES PRIOR TO INSTALLATION. CONFLICTS BETWEEN THE SITE AND THESE PLANS OR WITHIN THESE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO LANDSCAPE INSTALLATION. ANY DEVIATION(S) FROM THE PLANS OR SPECIFICATIONS IS TO HAVE WRITTEN APPROVAL.
2. ALL TREES AND SHRUBS SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF "HORTICULTURAL STANDARDS OF THE AMERICAN ASSOCIATION OF NURSERYMEN, INC."
3. LANDSCAPE ARCHITECT SHALL APPROVE PLANT MATERIAL PLACEMENT BY CONTRACTOR PRIOR TO INSTALLATION.
4. ANY AND ALL TREES PLANTED WITHIN 5' A SIDEWALK, STREET, PUBLIC UTLITY EASEMENT OR WALL SHALL BE PLANTED WITH A ROOT BARRIER TO REDIRECT ROOT GROWTH PER MANUFACTURER'S SPECIFICATIONS.
5. FERTILIZER FOR ALL GROUND COVER AREAS SHALL BE AS SPECIFIED WITHIN THE SPECIFICATIONS.
6. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN ALL PLANTED AREAS BY MEANS OF CONTINUOUS WATERING, PRUNING, RAISING TREE BALLS WHICH SETTLE BELOW GRADE, FERTILIZING, APPLICATION OF SPRAYS WHICH ARE NECESSARY TO KEEP THE PLANTINGS FREE OF INSECTS AND DISEASES, WEEDING, ROLLING, MOWING, RESEEDING, EDGING, AND/OR OTHER OPERATIONS NECESSARY FOR PROPER CARE AND UPKEEP. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN ALL PLANTINGS AS SPECIFIED ABOVE FOR A PERIOD OF NINETY (90) DAYS.
7. FINISH GRADE TO BE 2" BELOW TOP OF CURB OR SIDEWALK FOR GROUNDCOVER AREAS,
8. CONTRACTOR TO INCLUDE IN HIS BID THE REPAIR OF ANY AND ALL DAMAGE RESULTING FROM INSTALLATION OF PLANTING ITEMS. CONNECT TO EXISTING CONDITIONS.
9. ALL PLANTER AREAS TO BE ROTOTILLED AND AMENDED WITH SOIL PREPARATION PER SPECIFICATIONS. NO DEVIATIONS ARE ALLOWED.
10. ALL PLANTING AND IRRIGATION ON THIS PROJECT TO MEET OR EXCEED CITY OF CAMPBELL LANDSCAPE GUIDELINES AND STANDARDS.
11. ALL PLANTER AREAS SHALL BE TOP DRESSED WITH 3" MINIMUM MULCH COVER PER PLANS AND SPECIFICATIONS AS APPROVED BY THE LANDSCAPE ARCHITECT.
12. ALL PLANTING SHALL BE IRRIGATED WITH LOW VOLUME SPRAY HEADS, BUBBLERS AND/OR DRIP EMITTERS CONNECTED TO AUTOMATIC REMOTE CONTROL VALVES AND TIED INTO AN AUTOMATIC IRRIGATION CONTROLLER.

EXISTING TREES:

REFER TO 'TREE PROTECTION PLAN,' SHEET L-1.1 FOR ADDITIONAL INFORMATION.

MAINTENANCE OF LANDSCAPING:

OWNER(S), CURRENT AND FUTURE, ARE REQUIRED TO MAINTAIN THE LANDSCAPED PARK STRIP AND TREE WELLS IN THE PUBLIC RIGHT OF WAY. THIS INCLUDES BUT IT NOT LIMITED TO: TREES, LAWN, PLANTINGS, IRRIGATION, ETC. TREES SHALL NOT BE PRUNED IN A MANNER THAT WOULD NOT ALLOW THE TREE TO GROW TO MATURE HEIGHT.

LANDSCAPE CALCULATIONS

SHRUB AREA:	11,658 SQ. FT.
TURF AREA:	0 SQ. FT.
TOTAL LANDSCAPE AREA:	11,658 SQ. FT.

GRAPHIC SCALE

20 0 10 20 40 40

(IN FEET)
1 inch = 20 ft.

1 **PRELIMINARY PLANTING PLAN**
1"= 20'-0"

N

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

associates
landscape architecture + design
107 avenida miramar , suite d
san clemente , california 92672
p: 949-489-5623 efax: 858.810.0335
e: team@hourianassociates.com

REGISTERED LANDSCAPE ARCHITECT
JOHN G. HOURIAN
No. 2513
Exp. 12-31-13
Renewal Date
12/16/13
Date
STATE OF CALIFORNIA

CHICK-FIL-A
S. BASCOM & ARROYO SECO
2060 S. BASCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

ARCHITECT'S PROJECT #	17-186
PRINTED FOR	Plan'g, Building, Etc.
DATE	12-16-19
DRAWN BY	VB JGH

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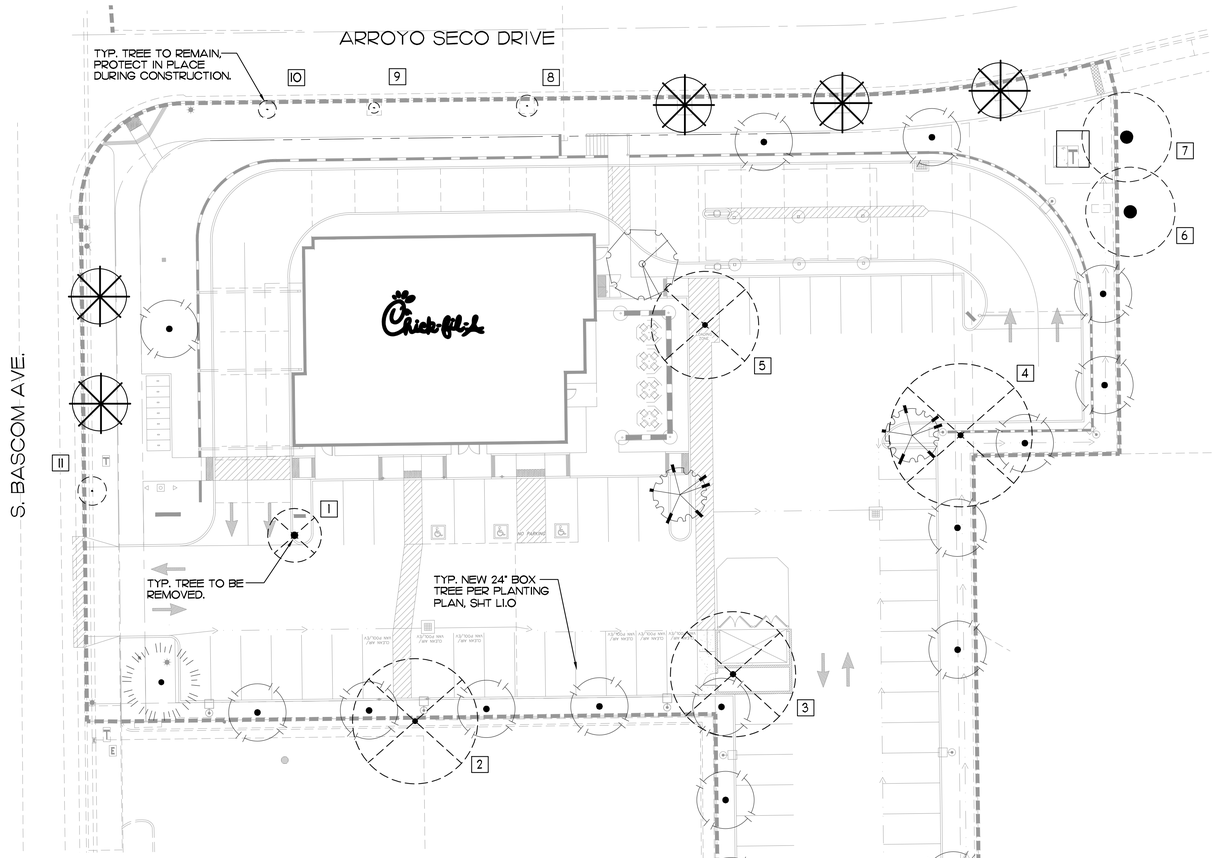
SHEET
PRELIMINARY PLANTING PLAN
SHEET NUMBER
L-1.0

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)



NOTE:
REFER TO SHEET L-1.2 FOR 'TREE PROTECTION MEASURES' AS RECOMMENDED BY CONSULTING ARBORIST REPORT.

CITY OF CAMPBELL
TREE PROTECTION DURING CONSTRUCTION

1. PROTECTED TREES DESIGNATED FOR PRESERVATION SHALL BE PROTECTED DURING CONSTRUCTION OF A PROJECT BY USE OF THE FOLLOWING METHODS:
2. PROTECTIVE FENCING SHALL BE INSTALLED NO CLOSER TO THE TRUNK THAN THE DRIPLINE, AND FAR ENOUGH FROM THE TRUNK TO PROTECT THE INTEGRITY OF THE TREE. THE FENCE SHALL BE A MINIMUM OF FOUR FEET IN HEIGHT AND SHALL BE SET SECURELY IN PLACE. THE FENCE SHALL BE OF A STURDY BUT OPEN MATERIAL (I.E., CHAIN LINK) TO ALLOW VISIBILITY TO THE TRUNK FOR INSPECTIONS AND SAFETY.
3. THE EXISTING GRADE LEVEL AROUND A TREE SHALL NORMALLY BE MAINTAINED OUT TO THE DRIPLINE OF THE TREE. ALTERNATE GRADE LEVELS, AS DESCRIBED IN THE TREE PROTECTION PLAN, MAY BE APPROVED BY THE DIRECTOR OF COMMUNITY DEVELOPMENT.
4. DRAIN WELLS SHALL BE INSTALLED WHENEVER IMPERVIOUS SURFACES WILL BE PLACED OVER THE ROOT SYSTEM OF A TREE (THE ROOT SYSTEM GENERALLY EXTENDS TO THE OUTERMOST EDGES OF THE BRANCHES).
5. PRUNING THAT IS NECESSARY TO ACCOMMODATE A PROJECT FEATURE, SUCH AS A BUILDING, ROAD OR WALKWAY SHALL BE REVIEWED AND APPROVED BY THE DEPARTMENT OF COMMUNITY DEVELOPMENT AND THE DEPARTMENT OF PUBLIC WORKS.
6. NEW LANDSCAPING INSTALLED WITHIN THE DRIPLINE OF AN EXISTING TREE SHALL BE DESIGNED TO REPRODUCE A SIMILAR ENVIRONMENT TO THAT WHICH EXISTED PRIOR TO CONSTRUCTION.

EXISTING TREE SCHEDULE

1	MEXICAN FAN PALM - WASHINGTONIA ROBUSTA	REMOVE
2	FLOWERING PEAR - PYRUS CALLERYANA	REMOVE
3	JACARANDA - JACARANDA MIMOSIFOLIA	REMOVE
4	JACARANDA - JACARANDA MIMOSIFOLIA	REMOVE
5	CARROTWOOD - CUPANIOPSIS ANACARDIOIDES	REMOVE
6	COAST REDWOOD - SEQUOIA SEMPERVIRENS	REMAIN
7	COAST REDWOOD - SEQUOIA SEMPERVIRENS	REMAIN
8	NEW BRADFORD FLOWERING PEAR - PYRUS C. 'NEW BRADFORD'	REMAIN
9	NEW BRADFORD FLOWERING PEAR - PYRUS C. 'NEW BRADFORD'	REMAIN
10	NEW BRADFORD FLOWERING PEAR - PYRUS C. 'NEW BRADFORD'	REMAIN
11	AUSTRALIAN WILLOW - GEIJERA PARVIFLORA	REMAIN

INFORMATION FROM 'ARBORIST REPORT' DATED MAY 3, 2018 AND PREPARED BY DAVID L. BABBY, REGISTERED CONSULTING ARBORIST #399, SAN MATEO, CA.

TREE TO BE REMOVED	TRUNK SIZE (DIA.)	REQUIRED REPLACEMENT TREE
MEXICAN FAN PALM - WASHINGTONIA ROBUSTA	22"	1 - 24" BOX
FLOWERING PEAR - PYRUS CALLERYANA	16"	1 - 24" BOX
JACARANDA - JACARANDA MIMOSIFOLIA	18"	1 - 24" BOX
JACARANDA - JACARANDA MIMOSIFOLIA	17"	1 - 24" BOX
CARROTWOOD - CUPANIOPSIS ANACARDIOIDES	16"	1 - 24" BOX

TOTAL TREES REMOVED - 5
TOTAL REQUIRED REPLACEMENT TREES - 5 - 24" BOX

NEW TREES PROVIDED - 25 - 24" BOX
REFER TO PLANTING PLAN, SHEET L-1.0

ARBOR RESOURCES
professional consulting arborists and tree care

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE: Trunk Diameter (in.)	SIZE: Height (ft.)	SIZE: Canopy Spread (ft.)	CONDITION: Health Condition (100%=Best, 0%=Worst)	CONDITION: Structural Integrity (100%=Best, 0%=Worst)	CONDITION: Overall Condition (Good/Fair/Poor/Dead)	Suitability for Preservation (High/Moderate/Low)	Protected Tree	Street Tree
1	Mexican fan palm (*Washingtonia robusta*)	22	75	15	60%	80%	Fair	Moderate	X	
	Comments: Thatch (dead fronds) ~10' below crown. Within 4' of manhole. Located in and beginning to outgrow narrow finger planter.									
2	Flowering pear (*Pyrus calleryana*)	16	35	35	60%	20%	Poor	Low	X	
	Comments: Within a raised and very narrow planter above parking lot. Topped years ago at 17' high. Broken and missing boards along vertical face, exposing large roots and resulting in soil erosion.									
3	Jacaranda (*Jacaranda mimosifolia*)	18	35	35	50%	20%	Poor	Low	X	
	Comments: Leans north, and buttress root opposite lean is raised, an indication of this tree having partially uprooted in past. Multi-leader structure and sinuous form. Topped or a large number of reduction cuts at ~23' high. Mostly dormant. Mounds or ripples in parking lot west of tree (from roots). Deadwood. Drought stressed.									
4	Jacaranda (*Jacaranda mimosifolia*)	17	40	40	50%	30%	Poor	Low	X	
	Comments: Multi-leader structure with sinuous form. Significant canopy decline due to drought stress. History of limb failure, and contains numerous decaying wounds. Trunk sweeps south. Mostly dormant. Deadwood.									
5	Carrotwood (*Cupaniopsis anacardioides*)	16	30	30	40%	30%	Poor	Low	X	
	Comments: Asymmetrical, irregular form with a low canopy. Leans NE. Has a partially buried root collar. History of limb failure and has decaying wounds throughout; a large old cut with decay at 5.5' high. Within a narrow, elongated planter. Dieback throughout crown, likely from drought stress.									

Site: CFA Campbell; 2060 S. Bascom Avenue, Campbell
Prepared for: Hourian Associates, Inc. *1 of 2*
Prepared by: David L. Babby *May 3, 2018*

ARBOR RESOURCES
professional consulting arborists and tree care

TREE INVENTORY TABLE

TREE/ TAG NO.	TREE NAME	SIZE: Trunk Diameter (in.)	SIZE: Height (ft.)	SIZE: Canopy Spread (ft.)	CONDITION: Health Condition (100%=Best, 0%=Worst)	CONDITION: Structural Integrity (100%=Best, 0%=Worst)	CONDITION: Overall Condition (Good/Fair/Poor/Dead)	Suitability for Preservation (High/Moderate/Low)	Protected Tree	Street Tree
6	Coast redwood (*Sequoia sempervirens*)	~42	65	25	40%	40%	Poor	Moderate	X	
	Comments: On neighboring property. Wide bulge >1/2 way up trunk, likely from an internal crack or decay. Adjacent to #7's canopy. Has large dead branches occupying lower crown and 2/3 way up. Base is within 1' from shared wall. Declined condition likely from drought stress.									
7	Coast redwood (*Sequoia sempervirens*)	~42	85	25	60%	80%	Fair	High	X	
	Comments: On neighboring property. Thin top. Base is within 1' from shared wall.									
8	New Bradford flowering pear (*Pyrus c.* 'New Bradford')	3	10	6	70%	60%	Fair	Moderate		X
	Comments: Street tree within a square planter. Staked. Branching begins at 3.5' high. High rootball relative to adjacent curb and sidewalk.									
9	New Bradford flowering pear (*Pyrus c.* 'New Bradford')	2	8	3	80%	50%	Fair	Moderate		X
	Comments: Street tree within a square planter. Staked. Branching begins at 4' high. High canopy and poor trunk taper.									
10	New Bradford flowering pear (*Pyrus c.* 'New Bradford')	2	9	5	80%	70%	Good	Moderate		X
	Comments: Street tree within a square planter. Staked. Branching begins at 3.5' high. High rootball relative to adjacent curb and sidewalk.									
11	Australian willow (*Geijera parviflora*)	4	12	8	70%	40%	Fair	Moderate		X
	Comments: Street tree within a 8' x 5' rectangular planter. Leans towards street. Lower crown recently pruned/elevated. Multiple leaders originate at 4' high. Exposed root crown.									

Site: CFA Campbell; 2060 S. Bascom Avenue, Campbell
Prepared for: Hourian Associates, Inc. *2 of 2*
Prepared by: David L. Babby *May 3, 2018*

GRAPHIC SCALE
20 0 10 20 40 40
(IN FEET)
1 inch = 20 ft.

1 TREE PROTECTION PLAN
1"= 20'-0"

N

Chick-fil-A
5200 Buffington Road
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e: team@hourianassociates.com

REGISTERED LANDSCAPE ARCHITECT
JOHN G. HOURIAN
No. 2121
REGISTRATION EXPIRES
12/16/19
STATE OF CALIFORNIA

CHICK-FIL-A
S. BASCOM & ARROYO SECO
2060 S. BASCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE
NO. DATE DESCRIPTION

ARCHITECT'S PROJECT #	17-186
PRINTED FOR	Plan'g, Building, Etc.
DATE	12-16-19
DRAWN BY	VB JGH

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SHEET
TREE PROTECTION PLAN
SHEET NUMBER
L-1.1

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

C:\Users\vbowd\Documents\My Data\Business\Victoria Bowd ASLA\Consulting\2019\290-Hourian\Projects\CFA Bascom & Arroyo Seco\Working CADD\L\042474.L1-TP.dwg Sheet No: TREE PROTECTION PLAN Saved by: vbowd - Thursday, December 12, 2019 4:14 PM Printed by: Victoria Bowd - December 15, 2019 2:30 PM

5.0 TREE PROTECTION MEASURES

Recommendations presented within this section serve as protection measures to help mitigate or avoid impacts to trees being retained. They are subject to revision upon design changes, and I (hereinafter, 'project arborist') should be consulted in the event any cannot be feasibly implemented.

5.1 Design Guidelines

1. Designate a Tree Protection Zone (TPZ) for each retained tree, and setbacks prescribed for the TPZs are recommended as follows (all distances intended to be obtained from the closest edge, face of, their outer perimeter at soil grade):
   - #6: All ground within 20 feet from its trunk, to include both unpaved and where underlying existing pavement.
   - #7: All ground within 25 feet from its trunk, to include both unpaved and where underlying existing pavement.
   - #8 thru 11: Unpaved ground beneath their canopies.

   A TPZ is intended to restrict or highly limit the following activities within specified distances: overexcavation, subexcavation, trenching, compaction, mass and finish-grading, soil scraping, tilling, ripping, swales, bioswales, storm drains, dissipaters, equipment cleaning, stockpiling and dumping of materials, and equipment and vehicle operation. In the event an impact encroaches slightly within a setback, it can be reviewed on a case-by-case basis by the project arborist to determine whether measures can sufficiently mitigate the impacts to less-than-significant levels.

2. All site-related plans should contain notes referring to this report for tree protection measures.

3. Show trunk locations, assigned numbers and diameters (shown as a circle to-scale) of existing trees on all site-related plans.

4. On the demolition plan, specify to abandon all existing, underground lines or pipes within a TPZ, and any above-ground section shall be cut off at existing soil grade (rather than being dug up and causing subsequent root damage).

5. Retain the existing wall and its footing along the eastern boundary where within the TPZs of #6 and 7.

6. Bioswales or flow-thru planters, whether comprised of concrete and/or contained within walls, should be at least 36 inches from a TPZ to accommodate overexcavation and ground disturbance to build the feature.

7. Overexcavation to build, form and pour the drive-thru lane shall be restricted to 12 inches beyond the curb/gutter where within 30 feet from the trunks of #6 and 7.

8. Design and route utilities, irrigation, storm drains, dissipaters and swales beyond TPZs. On both the utility and landscape irrigation plans, specify that all tentative routes should be reviewed with the project arborist beforehand, and any authorized digging within a TPZ shall only be performed under arborist supervision.

9. On the erosion control design, either by note and/or callout(s), specify any straw wattle or rolls shall require a maximum vertical soil cut of 2 inches for their embedment, and are established as close to canopy edges as possible (and not against a trunk).

10. Avoid specifying the use of herbicides use within a TPZ; where used on site, they should be labeled for safe use near trees. Also, liming shall not occur within 50 feet from a tree's canopy.

11. Show the future staging area and route(s) of access on the final site plan, striving to avoid unpaved areas beneath or near canopies.

12. Adhere to the following additional landscape guidelines:
   a. Establish irrigation and lighting features (e.g. main line, lateral lines, valve boxes, wiring and controllers) to avoid any trenching within a TPZ. In the event this is not feasible, route them in a radial direction to a tree's trunk, and terminate a specific distance from a trunk (versus crossing past it). The routes and overall layout should be reviewed with the project arborist prior to any trenching or excavation occurring.
   b. Design any new site fencing or fence posts to be at least 3 to 5 feet from a tree's trunk (depends on the trunk size, growth pattern and prior impacts).

   c. Avoid tilling, ripping and compaction within TPZs.
   d. Establish any bender board or other edging material within TPZs to be on top of existing soil grade (such as by using vertical stakes).
   e. Utilize a 3- to 4-inch layer of coarse wood chips or other high-quality mulch for new ground cover beneath canopies (gorilla hair, bark or rock, stone, gravel, black plastic or other synthetic ground cover should be avoided).

5.2 Before Demolition, Grading and Construction

13. Continue or begin supplying water to the root zones of all trees being retained, including across unpaved ground within TPZs of the neighboring redwoods (trees #6 and 7). The methodology, frequency and amounts can be reviewed with the project arborist, and will likely require greater frequency and/or volume provided to help offset root loss to occur during grading and construction (possible methodologies includes flooding the ground inside an 8-inch tall berm, soaker hoses, or deep-root injection). Note in the event dewatering is required for this site, the watering program should be more intensive than otherwise needed.

14. Prior to grading, excavation and utility installation, stake the limits of grading for the drive-thru lane and any nearby drainage features for review by the project arborist (whether all at once or various phases).

15. Conduct a site meeting between the general contractor and project arborist several weeks prior to demolition for the purpose of reviewing staked locations, tree fencing, routes of access, staging and protection measures presented in this report.

16. Prior to demolition, install tree protection fencing to enclose entire sections of, or beyond, TPZs occupying unpaved areas for #6, 7 and 11. This shall consist of 5- to 6-foot tall chain link mounted on 2-inch diameter steel posts driven into the ground, kept vertical and in place throughout construction, and be removed or modified only under the knowledge and direct consent of the project arborist. Following demolition, and prior to executing ground work, fencing will likely require being expanded into or beyond existing hardscape surfaces, and/or along TPZs adjoining the underground garage. Fencing is not needed where sections of existing pavement are retained, only immediately after the pavement becomes removed; in effect, the pavement optimizes access beneath canopies while serving as a root zone buffer.

17. Protection for small street trees #8 thru 10 can be achieved through construction fencing aligning the site perimeter, and placed beyond the canopies (and in a manner which maintains the existing sidewalk width).

18. Spread a 3- to 4-inch layer of coarse wood chips (¼- to ¾-inch in size) from a tree-service company over unpaved areas within the TPZs of #6 and 7.

19. Any future pruning should be highly selective, targeted, and performed under direction of the project arborist. All work shall be conducted in accordance with the most recent ANSI A300 standards, and by a California licensed tree-service contractor (D-49) that has an ISA certified arborist in a supervisory role, carries General Liability and Worker's Compensation insurance, and abides by ANSI Safety Operations.

20. Fertilization may benefit a tree's health, vigor and appearance. If applied, however, soil samples should first be obtained to identify the pH levels and nutrient levels so a proper fertilization program can be established. I further recommend any fertilization is performed under the direction and supervision of a certified arborist, and in accordance with the most recent ANSI A300 Fertilization standards.

5.3 During Demolition, Grading and Construction

21. Any authorized access, digging or trenching within designated-fenced areas shall be by foot-traffic only, manually performed under supervision by the project arborist, and without the use of heavy equipment or tractors.

22. Take great care during demolition of existing hardscape (e.g. curb, gutter, walkway, parking lot, other hardscape, footings, etc.) and other equipment/features to avoid damaging a tree's trunk, canopy, soil and roots within a TPZ. The removal of existing base material and roots ≥2 inches in diameter within a TPZ should only be performed under supervision of the project arborist. Additionally, where within a TPZ, base material being removed should be performed only under direction of the project arborist; in some instances, it may need to remain in place and utilized as the future base course to avoid significant root loss.

23. Great care must also be taken by equipment operators, including shoring operations, to position their equipment to avoid trunks and branches, including the scorching of foliage. Any tree damage or injury should be reported to the project arborist for review of treatment.

24. Avoid using tree trunks as winch supports for moving or lifting heavy loads, as well as for tying rope, cables, chains or other items around.

25. Avoid damaging or cutting roots with diameters of ≥2 inches without prior assessment by the project arborist. Should roots of this size be encountered, within one hour of exposure, they should either be covered by burlap that remains continually moist until the root is covered by soil. If they are approved for cutting, cleanly severe at 90° to the angle of root growth against the cut line (using loppers or a sharp hand saw), and then immediately after, the cut end either buried with soil or covered by a plastic sandwich bag (and secured using a rubber band, and removed just before backfilling). Roots encountered with diameters <2 inches and requiring removal can be cleanly severed at right angles to the direction of root growth.

26. Spoils created during digging shall not be piled or spread on unpaved ground within a TPZ. If essential, spoils can be temporarily piled on plywood or a tarp.

27. Digging holes for fence posts within a TPZ should be manually performed using a post-hole digger or shovel, and in the event a root ≥2 inches in diameter is encountered during the process, the hole should be shifted over by 12 inches and the process repeated.

28. Dust accumulating on trunks and canopies during dry weather periods may need to be periodically washed away if directed by the project arborist (e.g. every three to four months).

29. Avoid disposing harmful products (such as cement, paint, chemicals, oil and gasoline) beneath canopies or anywhere on site that allows drainage within or near TPZs. Herbicides should not be used with a TPZ; where used on site, they should be labeled for safe use near trees. Also, liming should not occur within 50 feet of a tree's canopy.

TREE PROTECTION MEASURES PER ARBORIST

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

associates
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107 avenida miramar , suite d
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REGISTERED LANDSCAPE ARCHITECT — JOHN G. HOURIAN — 1288 — Signature — 9-30-21 Renewal Date — 12/16/19 Date — STATE OF CALIFORNIA

CHICK-FIL-A
S. BASCOM & ARROYO SECO
2060 S. BASCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

ARCHITECT'S PROJECT #	17-186
PRINTED FOR	Plan'g, Building, Etc.
DATE	12-16-19
DRAWN BY	VB JGH

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SHEET
TREE PROTECTION PLAN–NOTES
SHEET NUMBER
L-1.2

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

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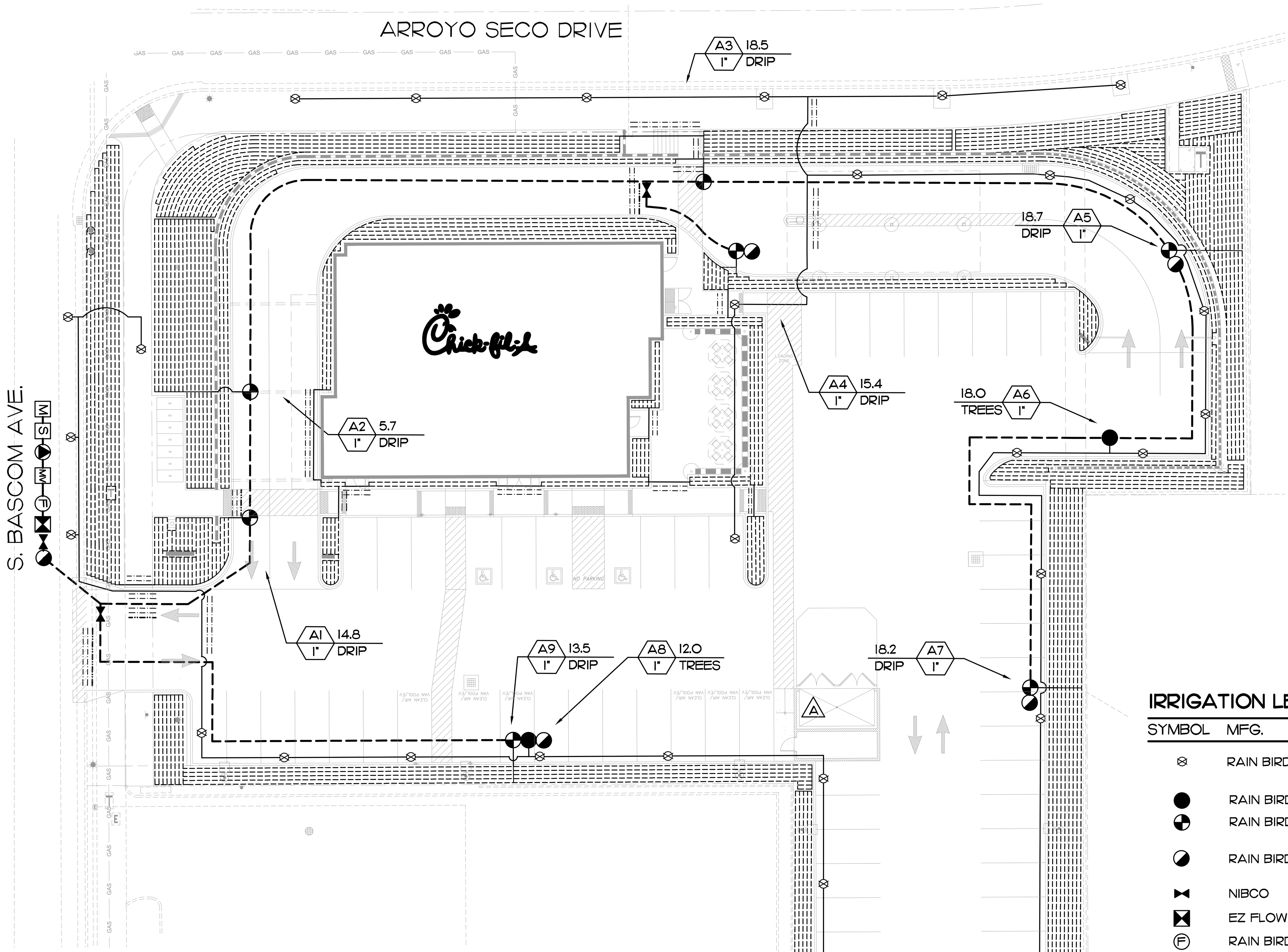

GRAPHIC SCALE

20 0 10 20 40 40

(IN FEET)
1 inch = 20 ft.

1 IRRIGATION PLAN

1"= 20'-0"

N

CONTROLLER LOCATION:

120 VOLT 2 AMP 60 CYCLE POWER AVAILABLE. LOCATE CONTROLLER IN TRASH ENCLOSURE (REFER TO CIVIL'S PLANS). FINAL LOCATION TO BE APPROVED BY LANDSCAPE ARCHITECT. IRRIGATION CONTRACTOR TO MAKE FINAL HOOK-UP OF FIELD WIRES.

IRRIGATION MAINTENANCE SCHEDULE

1. AN INSPECTION OF VALVES, QUICK COUPLERS AND OTHER PRESSURIZED ABOVE GROUND CONNECTIONS SHALL BE PERFORMED ON A MINIMUM MONTHLY BASIS. A SUMMARY OF INSPECTIONS SHALL BE DOCUMENTED IN A MONTHLY REPORT. THIS REPORT SHALL BE SUBMITTED TO THE OWNER.
2. INSPECTION OF IRRIGATION BUBBLER HEADS AND SPRAY HEADS NOZZLES TO CORRECT ALIGNMENT, CLEAR LATERALS, ADJUST LOCATION, CLEAN SCREENS AND REPAIR DAMAGED HEADS SHALL BE PERFORMED TWICE PER YEAR (6 MONTH INTERVALS). DOCUMENT IN A MONTHLY REPORT TO THE OWNER.
3. CONTRACTOR SHALL CLEAN IRRIGATION CONTROLLER AT LEAST ONCE PER YEAR AND SHALL BE RESPONSIBLE TO KEEP CONTROLLER AND ENCLOSURE PEST AND MILDEW FREE. CONTROLLER SHALL BE SERVICED AND CHECKED BY QUALIFIED TECHNICIAN ON A BI-ANNUAL BASIS. DOCUMENT SERVICE IN MONTHLY REPORT.
4. SET AND PROGRAM AUTOMATIC CONTROLLER FOR SEASONAL WATER REQUIREMENTS. GIVE THE OWNER OR HIS REPRESENTATIVE A COPY OF THE TIMING SCHEDULE BY SEASON, AND A KEY TO THE CONTROLLER AND INSTRUCTIONS ON HOW TO TURN SYSTEM OFF IN AN EMERGENCY. A CONTROLLER CHART REFLECTING ALL CURRENT AS BUILT CONDITIONS SHALL BE KEPT IN THE CONTROLLER CABINET. A COPY SHALL BE PROVIDED FOR THE OWNER.
5. CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE IRRIGATION SYSTEM IS NOT ACTUATED DURING A RAINSTORM. THE CONTRACTOR SHALL CHECK RAIN CHECK DEVICE FOR PROPER WORKING ORDER.
6. CONTRACTOR SHALL, ON A WEEKLY BASIS, VISUALLY INSPECT IRRIGATION SYSTEM FOR DAMAGES. A SUMMARY SHALL BE DOCUMENTED IN A MONTHLY REPORT.
7. PRIOR TO MAJOR TRENCHING OR EXCAVATION, CONTRACTOR SHALL CONTACT UTILITY LOCATOR (UNDERGROUND SERVICE ALERT).
8. SERVICE BACKFLOW PREVENTION UNIT BI-ANNUALLY. SERVICE SHALL BE PERFORMED BY QUALIFIED SERVICE PERSONNEL.
9. CONTRACTOR SHALL INSPECT ALL VALVE BOXES ON A BI-ANNUAL BASIS TO CLEAR OF INSECTS, RODENTS ETC.
10. CONTRACTOR SHALL OPERATE ALL BALL VALVES ONCE PER YEAR TO KEEP IN PROPER WORKING ORDER.

CONSTRUCTION NOTE:

LANDSCAPE CONTRACTOR SHALL COORDINATE WITH THE GENERAL CONTRACTOR FOR THE PLACEMENT OF SLEEVING AND LATERAL LINES UNDER PAVING PRIOR TO POURING OF CONCRETE OR ASPHALT.

POINT OF CONNECTION:

CONNECT INTO 1" DOMESTIC IRRIGATION WATER METER (PER CIVIL ENGINEERING PLANS) AND PROVIDE PROPOSED 1" IRRIGATION BACKFLOW PREVENTER, BASKET STRAINER, MASTER VALVE, FLOW SENSOR, FERTILIZER INJECTOR SYSTEM AND BALL VALVE AS SHOWN. LOCATE ALL EQUIPMENT IN PLANTER AREAS WITHIN LIMIT OF WORK - SHOWN FOR CLARITY ONLY.

STATIC WATER PRESSURE....65 PSI
HIGHEST FLOW (GPM)....................14.0 GPM
DESIGN PRESSURE..............................53.4 PSI

IT IS THE RESPONSIBILITY OF THE LANDSCAPE CONTRACTOR TO VERIFY EXISTING STATIC WATER PRESSURE AND TO NOTIFY THE LANDSCAPE ARCHITECT OF ANY DISCREPANCY. FAILURE TO DO SO MAY RESULT IN CHANGES TO THE IRRIGATION SYSTEM AT NO ADDITIONAL COST TO THE OWNER.

PRESSURE LOSS CALCULATIONS

	VALVE #A3 18.5 GPM
1" WATER METER	1.0
1" BACKFLOW PREVENTER	11.00
MISCELLANEOUS	3.00
MAINLINE (100 L.F.)	1.40
LATERALS	3.00
FITTINGS	0.50
REMOTE CONTROL VALVE	3.50
PRESSURE REQUIRED AT HEAD	30.00
ELEVATION LOSS	0.00
TOTAL PRESSURE LOSS	53.40
EXISTING STATIC WATER PRESSURE	65.00
RESIDUAL WATER PRESSURE	11.6

IRRIGATION LEGEND

SYMBOL	MFG.	DESCRIPTION	PSI	GPM	RAD	PATTERN
⊗	RAIN BIRD	RWS-B-C-1402 ROOT WATERING SERIES (2) PER TREE	30	0.50	--	FLOOD
●	RAIN BIRD	100-PEB 1" IRRIGATION REMOTE CONTROL VALVE				
	RAIN BIRD	XCZ-100-PRB-COM CONTROL ZONE KIT (FOR DRIP IRRIGATION) WITH 1" PESB VALVE AND 1" PRESSURE REGULATING (40PSI) FILTER.				
	RAIN BIRD	33-DLRC QUICK COUPLER VALVE AND KEY. 3/4" VALVE WITH 1" PVC CONNECTION TO MAIN.				
	NIBCO	T-580-A LINE SIZED BALL VALVE.				
	EZ FLOW	HC-10 FERTIGATION SYSTEM - 10 GALLON CAPACITY.				
(F)	RAIN BIRD	FS100P FLOW SENSOR - 1" SIZE. INSTALL PER MANUFACTURER'S SPECIFICATIONS. PROVIDE SEPARATE CONDUIT FROM SENSOR TO CONTROLLER.				
MV	GRISWOLD	#2230 PRESSURE REGULATING MASTER VALVE. SET AT 65 PSI.				
	FEBCO	825Y REDUCED PRESSURE BACKFLOW PREVENTION DEVICE - 1"				
S	WILKINS	BASKET STRAINER LINE SIZED (OR EQUAL).				
M	BY OTHERS	EXISTING DOMESTIC WATER METER (PER UTILITY PLANS BY OTHERS)				
A	RAIN BIRD	ESP-LXMEF 12 STATION OUTDOOR WALL MOUNT AUTOMATIC IRRIGATION CONTROLLER - WALL MOUNT CABINET TO BE LXMM REFER TO MANUFACTURER'S SPECIFICATIONS. INCLUDE RSD RAIN SENSOR, INSTALL PER MANUFACTURER'S RECOMMENDATIONS. FINAL LOCATION TO BE APPROVED BY LANDSCAPE ARCHITECT. CONTRACTOR IS RESPONSIBLE FOR PROGRAMMING WEATHER-BASED FUNCTIONS TO INSURE PROPER OPERATION.				
NO SYMBOL	RAIN BIRD	FLUSH VALVE. INSTALL 1/2" BALL VALVE AT THE END OF EACH SCH. PVC RUN				
NO SYMBOL	RAIN BIRD	AIR/VACUUM RELIEF VALVE. INSTALL AT HIGH POINT OF SYSTEM				
- - - - - -	RAIN BIRD	XFS-06-12 SUB-SURFACE DRIPLINE (0.60 GPH EMITTERS SPACED AT 12" O.C.), LATERALS SPACED AT 18". BURY 3" DEEP (PRIOR TO MULCH).				
———	RAIN BIRD	XQF SERIES DRIPLINE HEADER - BARBS AT 18" O.C.				
- - - - - -	AS APPROVED	PRESSURE MAINLINE PVC SCH 40 1-1/2", SOLVENT WELD, BURY MIN. 24" BELOW GRADE.				
———	AS APPROVED	NON-PRESSURE LATERAL SCHEDULE 40, BURY MIN. 18". SIZE AS INDICATED ON PLANS.				
— · — · —	AS APPROVED	PIPE SLEEVING PVC SCH 40, EXTEND MIN. 12" BEYOND EDGE OF PAVING (2 X DIAMETER OF PIPE -TYPICAL).				
—··—··—	AS APPROVED	WIRE SLEEVING PVC SCH 40, EXTEND MIN. 12" BEYOND EDGE OF PAVING. BURY MINIMUM 12" BELOW GRADE.				

VALVE SEQUENCE NUMBER
FLOW IN GPM
HYDROZONE
VALVE SIZE

IRRIGATION NOTES

1. ALL MAIN LINE PIPING, NON-PRESSURE PIPING AND CONTROL WIRE SLEEVING SHALL BE INSTALLED IN SEPARATE SLEEVES. MAINLINE SLEEVE SIZE SHALL BE A MINIMUM OF TWICE (2X) THE DIAMETER OF THE PIPE TO BE SLEEVED. CONTROL WIRE SLEEVES SHALL BE OF SUFFICIENT SIZE FOR THE REQUIRED NUMBER OF WIRES.
2. ALL LATERAL LINE PIPING UNDER PAVING SHALL BE PVC SCH. 40 PIPE AND SHALL BE INSTALLED PRIOR TO PAVING.
3. PIPE SIZES SHALL CONFORM TO THOSE SHOWN ON THE DRAWINGS. NO SUBSTITUTIONS OF SMALLER PIPE SIZES SHALL BE PERMITTED, BUT SUBSTITUTIONS OF LARGER SIZES MAY BE APPROVED. ALL DAMAGES AND REJECTED PIPE SHALL BE REMOVED FROM THE SITE AT THE TIME OF SAID REJECTION.
4. FINAL LOCATION OF THE AUTOMATIC CONTROLLER SHALL BE APPROVED BY LANDSCAPE ARCHITECT.
5. 120 VAC ELECTRICAL POWER SOURCE AT CONTROLLER LOCATION SHALL BE PROVIDED BY GENERAL CONTRACTOR. THE IRRIGATION CONTRACTOR SHALL MAKE THE FINAL CONNECTION FROM THE ELECTRICAL SOURCE TO THE CONTROLLER.
6. THE IRRIGATION CONTRACTOR SHALL FLUSH AND ADJUST ALL SPRINKLER HEADS AND VALVES FOR OPTIMUM COVERAGE WITH MINIMAL OVERSPRAY ONTO WALKS, STREETS, WALLS, ETC.
7. THIS DESIGN IS DIAGRAMMATIC. ALL PIPING, VALVES, ETC. SHOWN WITHIN PAVED AREAS ARE FOR DESIGN CLARIFICATION ONLY AND SHALL BE INSTALLED IN PLANTING AREAS WHEREVER POSSIBLE. THE CONTRACTOR SHALL LOCATE ALL VALVES IN SHRUB AREAS.
8. IT IS THE RESPONSIBILITY OF THE IRRIGATION CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL GRADE DIFFERENCES, LOCATION OF WALLS, RETAINING WALLS, STRUCTURES AND UTILITIES. THE IRRIGATION CONTRACTOR SHALL REPAIR OR REPLACE ALL ITEMS DAMAGED BY HIS WORK. HE SHALL COORDINATE HIS WORK WITH OTHER CONTRACTORS FOR THE LOCATION AND INSTALLATION OF PIPE SLEEVES AND LATERALS THROUGH WALLS, UNDER ROADWAYS AND PAVING, ETC.
9. DO NOT WILLFULLY INSTALL THE IRRIGATION SYSTEM AS SHOWN ON THE DRAWINGS WHEN IT IS OBVIOUS IN THE FIELD THAT UNKNOWN OBSTRUCTIONS, GRADE DIFFERENCES OR DIFFERENCES IN THE AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED AREA DIMENSIONS EXIST THAT MIGHT NOT HAVE BEEN CONSIDERED IN THE ENGINEERING. SUCH OBSTRUCTIONS OR DIFFERENCES SHOULD BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE. IN THE EVENT THIS NOTIFICATION IS NOT PERFORMED, THE IRRIGATION CONTRACTOR SHALL ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.
10. ALL IRRIGATION EQUIPMENT NOT OTHERWISE DETAILED OR SPECIFIED SHALL BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS AND SPECIFICATIONS.
11. REFER TO SPECIFICATIONS FOR STANDARDS OF MATERIALS AND WORKMANSHIP.

NOTE: IRRIGATION PLAN IS DIAGRAMMATIC. CONTRACTOR SHALL ROUTE PIPING IN ORDER TO AVOID OBJECTS LIKE LIGHT STANDARDS, TRANSFORMER PADS, EQUIPMENT VAULTS, SUB-SURFACE ROCK TOO LARGE TO REMOVE, ETC. AS LONG AS ALL PLANTS RECEIVE THE THE PROPER NUMBER OF EMITTERS PER SCHEDULE.

Chick-fil-A
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Atlanta, Georgia
30349-2998

ha associates
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p: 949.489-5623 efax: 858.810.0335
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REGISTERED LANDSCAPE ARCHITECT
JOHN G. HOURIAN
1288
Signature
9-30-21
Renewal Date
12/16/19
Date
STATE OF CALIFORNIA

CHICK-FIL-A
S. BASCOM & ARROYO SECO
2060 S. BASCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION

ARCHITECT'S PROJECT #	17-186
PRINTED FOR	Plan'g, Building, Etc.
DATE	12-16-19
DRAWN BY	RA JGH

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SHEET
IRRIGATION PLAN

SHEET NUMBER
L-1.3

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

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WALLACE LABS	SOILS REPORT	Print Date	May. 2, 2018	Receive Date	5/1/18
365 Coral Circle	Location	CFA Campbell			
El Segundo, CA 90245	Requester	Nicole Hourian, Hourian Associates			
(310) 615-0116	graphic interpretation: * very low, ** low, *** moderate				
ammonium bicarbonate/DTPA		* * * * high, * * * * * very high			

extractable - mg/kg soil	Sample ID Number	18-122-19	
Interpretation of data	Sample Description	Near Building, 6"	
low medium high	**elements**		graphic
0 - 7 8-15 over 15	**phosphorus**	22.26	*****
0-60 60 -120 121-180	**potassium**	155.05	****
0 - 4 4 - 10 over 10	**iron**	86.28	*****
0- 0.5 0.6- 1 over 1	**manganese**	2.42	****
0 - 1 1 - 1.5 over 1.5	**zinc**	11.58	*****
0- 0.2 0.3- 0.5 over 0.5	**copper**	10.66	*****
0- 0.2 0.2- 0.5 over 1	**boron**	0.18	**
	calcium	366.07	***
	magnesium	374.06	*****
	sodium	39.09	*
	sulfur	8.66	*
	molybdenum	0.02	**
	nickel	10.54	****
The following trace	**aluminum**	n d	*
elements may be toxic	**arsenic**	0.07	*
The degree of toxicity	**barium**	1.96	*
depends upon the pH of	**cadmium**	0.14	*
the soil, soil texture,	**chromium**	0.15	*
organic matter, and the	**cobalt**	0.04	*
concentrations of the	**lead**	8.53	***
individual elements as well	**lithium**	0.11	*
as to their interactions.	**mercury**	n d	*
	selenium	n d	*
The pH optimum depends	**silver**	n d	*
upon soil organic	**strontium**	1.68	*
matter and clay content-	**tin**	n d	*
for clay and loam soils:	**vanadium**	0.45	*
under 5.2 is too acidic			
6.5 to 7 is ideal	**Saturation Extract**		
over 8.0 is too alkaline	**pH value**	7.43	***
The ECe is a measure of	**ECe (milli-mho/cm)**	0.22	*
the soil salinity:			millieq/l
1-2 affects a few plants	**calcium**	17.9	0.9
2-4 affects some plants,	**magnesium**	7.9	0.7
> 4 affects many plants.	**sodium**	10.2	0.4
	potassium	3.0	0.1
	cation sum		2.1
problems over 150 ppm	**chloride**	13	0.4
good 20 - 30 ppm	**nitrate as N**	4	0.3
	phosphorus as P	0.4	0.0
toxic over 800	**sulfate as S**	5.3	0.3
	anion sum		1.0
toxic over 1 for many plants	**boron as B**	0.17	*
increasing problems start at 3	**SAR**	0.5	*
est. gypsum requirement-lbs./1000 sq. ft.		48	
	relative infiltration rate	slow	
	estimated soil texture	loam	
	lime (calcium carbonate)	no	
	organic matter	fair/low	
	moisture content of soil	22.2%	
	half saturation percentage	32.4%	

Elements are expressed as mg/kg dry soil or mg/l for saturation extract.
pH and ECe are measured in a saturation paste extract. nd means not detected.
Analytical data determined on soil fraction passing a 2 mm sieve.

WALLACE LABORATORIES, LLC

365 Coral Circle
El Segundo, CA 90245
phone (310) 615-0116 fax (310) 640-6863

May 3, 2018

John and Nicole Hourian, team@hourianassociates.com
Hourian Associates
107 Avenida Miramar Suite D
San Clemente, CA 92672

RE: CFA Campbell
Existing Planter Near Building, 6", Our Sample ID 18-122-19, received May 1, 2018

Dear Nicole and John,

The soil has modest alkalinity with a pH of 7.43. Salinity is low at 0.22 millimho/cm.

The fertility is high except for low nitrogen, boron and sulfur. Sodium is low. SAR (sodium adsorption ratio) is 0.5. Nickel is high. High levels of nickel limit the metabolic functions of iron. Nickel is an essential nutrient but is needed in low concentrations. Plant available lead is modest.

Recommendations

General soil preparation on a square foot basis. Broadcast the following uniformly; rates are per 1,000 square feet for a 6-inch lift. Incorporate them homogeneously 6" deep.

Ammonium sulfate (21-0-0) – 5 pounds
agricultural gypsum - 20 pounds
Organic soil amendment - about 4 cubic yards, sufficient for 4% to 6% soil organic matter on a dry weight basis

For the preparation on a volume basis, homogeneously blend the following materials into the soil. Rates are expressed per cubic yard:

Ammonium sulfate (21-0-0) – 1/4 pound
agricultural gypsum – 1 pound
Organic soil amendment - about 20% by volume, sufficient for 4% to 6% soil organic matter on a dry weight basis

Organic soil amendment:

1. Humus material shall have an acid-soluble ash content of no less than 6% and no more than 20%. Organic matter shall be at least 50% on a dry weight basis.
2. The pH of the material shall be between 6 and 7.5.
3. The salt content shall be less than 10 millimho/cm @ 25° C. on a saturated paste extract.
4. Boron content of the saturated extract shall be less than 1.0 part per million.
5. Silicon content (acid-insoluble ash) shall be less than 50%.

Soil Analyses Plant Analyses Water Analyses

6. Calcium carbonate shall not be present if to be applied on alkaline soils.
7. Types of acceptable products are composts, manures, mushroom composts, straw, alfalfa, peat mosses etc. low in salts, low in heavy metals, free from weed seeds, free of pathogens and other deleterious materials.
8. Composted wood products are conditionally acceptable [stable humus must be present]. Wood based products are not acceptable which are based on red wood or cedar.
9. Sludge-based materials are not acceptable.
10. Carbon:nitrogen ratio is less than 25:1.
11. The compost shall be aerobic without malodorous presence of decomposition products.
12. The maximum particle size shall be 0.5 inch, 80% or more shall pass a No. 4 screen for soil amending.

Maximum total permissible pollutant concentrations in amendment in parts per million on a dry weight basis:

arsenic	12	copper	100	selenium	20
cadmium	15	lead	200	silver	10
chromium	300	mercury	10	vanadium	50
cobalt	50	molybdenum	20	zinc	300
		nickel	100		

Higher amounts of salinity or boron may be present if the soils are to be preleached to reduce the excess or if the plant species will tolerate the salinity and/or boron.

For site maintenance, apply ammonium sulfate (21-0-0) at 5 pounds per 1,000 square feet about once per quarter.

Monitor the site with periodic soil testing. Adjust the maintenance program as needed.

Sincerely,

Garn A. Wallace, Ph. D.
GAW:n

SECTION B. WATER BUDGET CALCULATIONS

Section B1. Maximum Applied Water Allowance (MAWA)

The project's Maximum Applied Water Allowance shall be calculated using this equation:

MAWA = (ETo) (0.62) [(0.7 x LA) + (0.3 x SLA)]

where:

MAWA = Maximum Applied Water Allowance (gallons per year)
ETo = Reference Evapotranspiration from Appendix A (inches per year)
0.7 = ET Adjustment Factor (ETAF)
LA = Landscaped Area includes Special Landscape Area (square feet)
0.62 = Conversion factor (to gallons per square foot)
SLA = Portion of the landscape area identified as Special Landscape Area (square feet)
0.3 = the additional ET Adjustment Factor for Special Landscape Area (1.0 - 0.7 = 0.3)

Maximum Applied Water Allowance = 145,716 **gallons per year**

Show calculations.

(44.8) (0.62) ((0.45 x 11,658) + (0.3 x 0))
145,716

Effective Precipitation (Eppt)

If considering Effective Precipitation, use 25% of annual precipitation. Use the following equation to calculate Maximum Applied Water Allowance:

MAWA= (ETo – Eppt) (0.62) [(0.7 x LA) + (0.3 x SLA)]

Maximum Applied Water Allowance = ____________ **gallons per year**

Show calculations.

Section B2. Estimated Total Water Use (ETWU)

The project's Estimated Total Water Use is calculated using the following formula:

$$ETWU = (ETo)(0.62)\left(\frac{PF\,xHA}{IE} + SLA\right)$$

where:

ETWU = Estimated total water use per year (gallons per year)
ETo = Reference Evapotranspiration (inches per year)
PF = Plant Factor from WUCOLS (see Definitions)
HA = Hydrozone Area [high, medium, and low water use areas] (square feet)
SLA = Special Landscape Area (square feet)
0.62 = Conversion Factor (to gallons per square foot)
IE = Irrigation Efficiency (minimum 0.71)

Hydrozone Table for Calculating ETWU

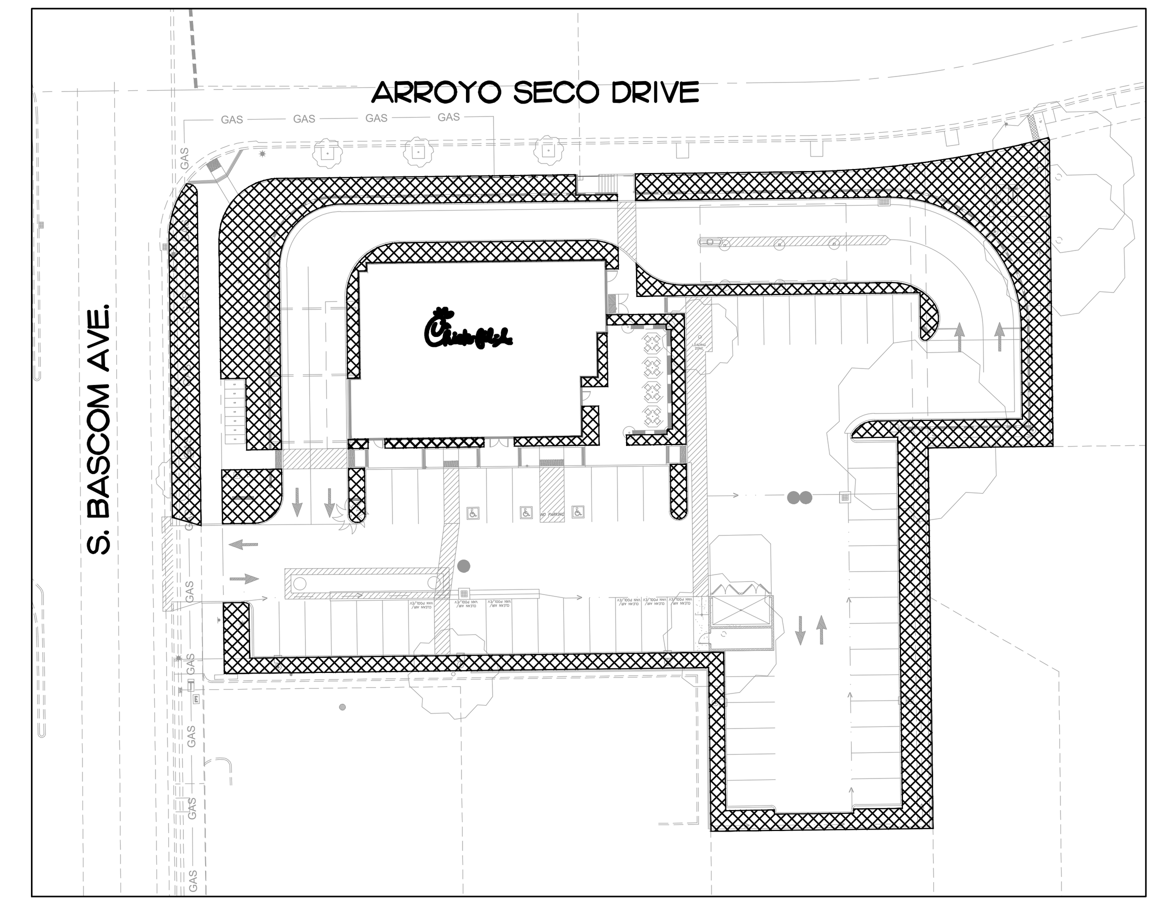
Please complete the hydrozone table(s). Use as many tables as necessary.

Hydrozone	Plant Water Use Type(s)	Plant Factor (PF)	Area (HA) (square feet)	PF x HA (square feet)
1 - LW	LW -TREES	0.3	453	136
2 - LW	LW - SHRUBS	0.35	11,205	3,922
			Sum	
	SLA		11,658	4,058

Estimated Total Water Use = 139,142 **gallons**

Show calculations.

(44.8) (0.62) ((0.3) (453) / .0.81) + 0 = 4,660
(44.8) (0.62) ((0.35) (11,205) / .0.81) + 0 = 134,482



HYDROZONE MAP LEGEND

MIXED LOW TO MODERATE WATER 11,658 S.F.

1 HYDROZONE MAP

NTS

LANDSCAPE CALCULATIONS

PROPOSED TURF AREA	0 S.F.
CFA LANDSCAPE AREA	11,658 S.F.
TOTAL LANDSCAPE AREA	11,658 S.F.

WATERING SCHEDULE

SHRUB DRIP												
Moderate Water Use | Loam | Drip .60 Gal/Hour												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Maximum Minutes per start time	15	15	15	15	15	15	15	15	15	15	15	15
Start times per week*	2	2	4	5	5	6	6	6	5	4	2	2
Total minutes per week	30	30	60	75	75	90	90	90	75	60	30	30

*Start times per week may not equal days per week. Multiple start times per day may be needed to avoid runoff.

TREE BUBBLER												
Moderate Water Use | Loam | Drip .60 Gal/Hour												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Maximum Minutes per start time	5	5	5	5	5	5	5	5	5	5	5	5
Start times per week*	2	2	3	4	4	5	5	5	4	3	2	2
Total minutes per week	10	10	15	20	20	25	25	25	20	15	10	10

*Start times per week may not equal days per week. Multiple start times per day may be needed to avoid runoff.

Chick-fil-A
5200 Buffington Road
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30349-2998

associates
landscape architecture + design
107 avenida miramar , suite d
san clemente , california 92672
p: 949.489-5623 efax: 858.810.0335
e: team@hourianassociates.com

REGISTERED LANDSCAPE ARCHITECT
JOHN G. HOURIAN
1288
Signature
9-30-21
Renewal Date
12/16/19
Date
STATE OF CALIFORNIA

CHICK-FIL-A

S. BASCOM & ARROYO SECO

2060 S. BASCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO. DATE DESCRIPTION

ARCHITECT'S PROJECT #	17-186
PRINTED FOR	Plan'g, Building, Etc.
DATE	12-16-19
DRAWN BY	RA JGH

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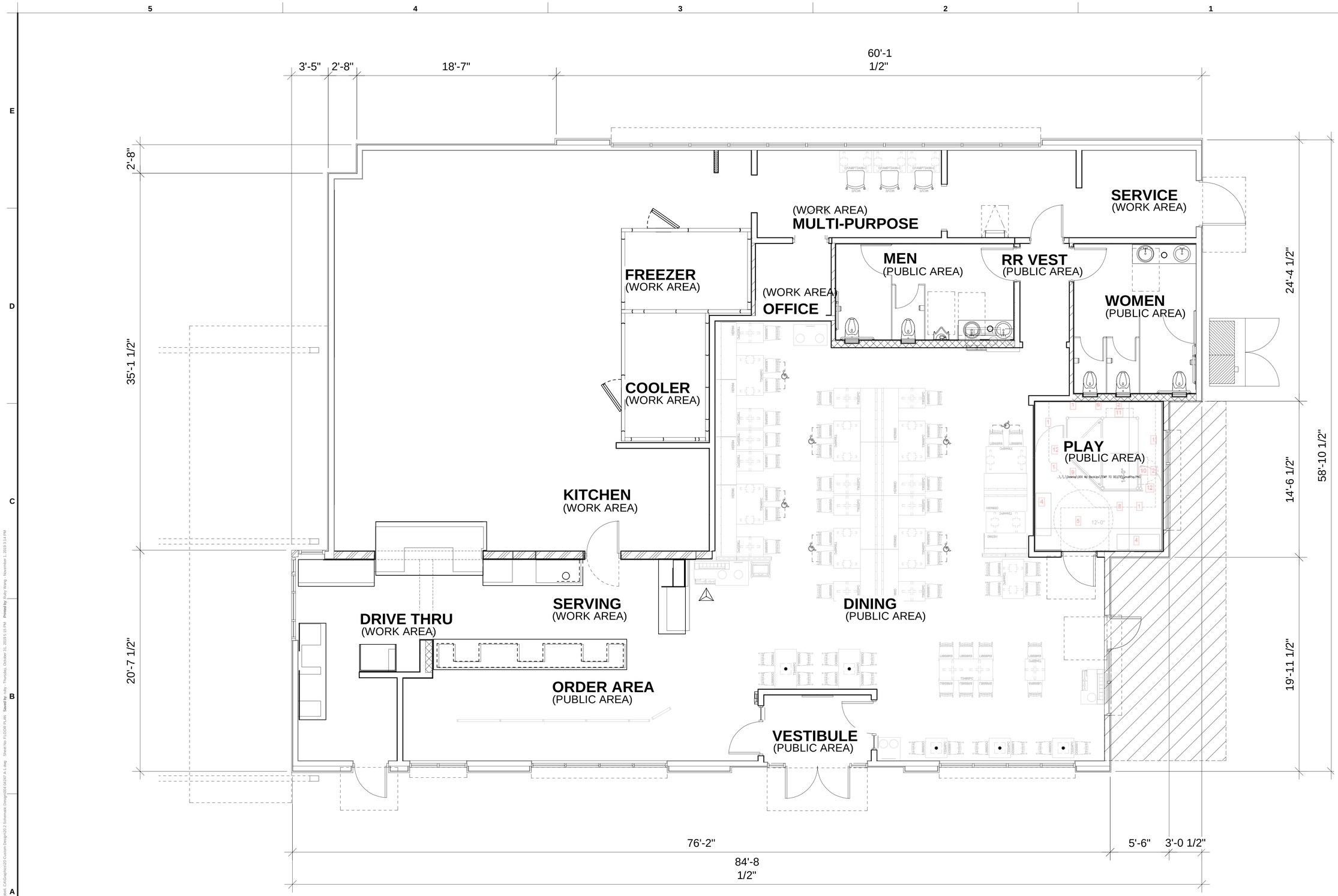
SHEET
NOTES, CALCS.& REPORTS
SHEET NUMBER
L-1.4

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

C:\Users\vbova\Documents\My Data\Business\Victoria Bovard ASLA\Consulting\2019\290-Hourian\Projects\CFA Bascom & Arroyo Seco\Working CAD\05-04247-L1.4-NOTES.dwg Sheet No: NOTES Saved by: vbova - Thursday, December 12, 2019 4:14 PM Printed by: Victoria Bovard - December 15, 2019 2:32 PM



1 FLOOR PLAN

1/4"= 1'-0"

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

crho ARCHITECTS
195 South C Street; Suite 200
Tustin, CA. 92780
phone 714.832.1834

CHICK-FIL-A

S. BASCOM & ARROYO SECO

2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	08-29-18	AGENCY REV.
2	10-15-18	AGENCY REV.
3	10-24-18	AGENCY REV.
4	10-14-19	AGENCY REV.
5	11-4-19	AGENCY REV.

ARCHITECT'S PROJECT #	17-186
PRINTED FOR	PLANNING
DATE	05-29-18
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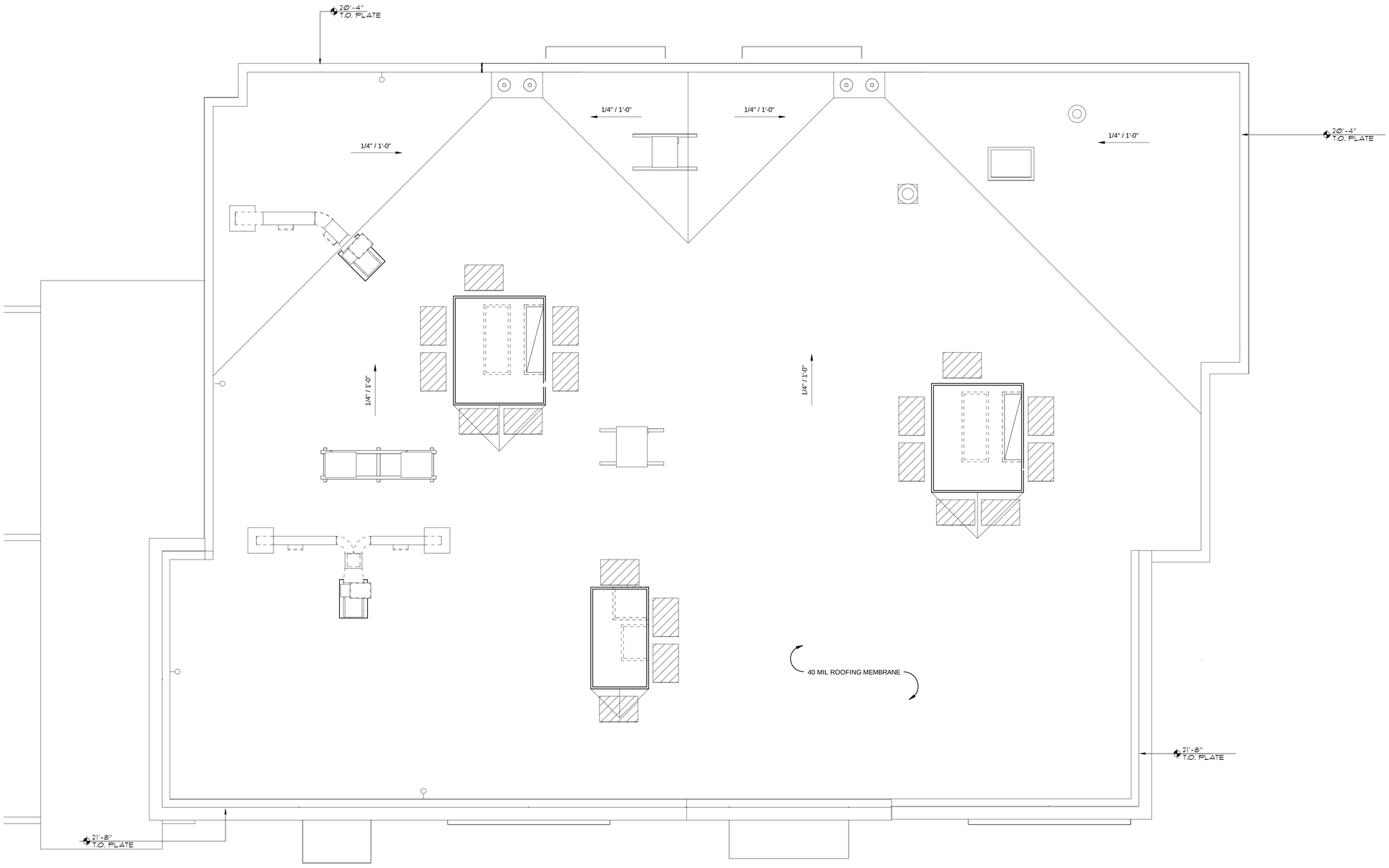
SHEET
FLOOR PLAN

SHEET NUMBER

A-1

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)



1 ROOF PLAN

1/4"= 1'-0"

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CHICK-FIL-A
S. BASCOM & ARROYO SECO
2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	08-29-18	AGENCY REV.
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5	11-4-19	AGENCY REV.

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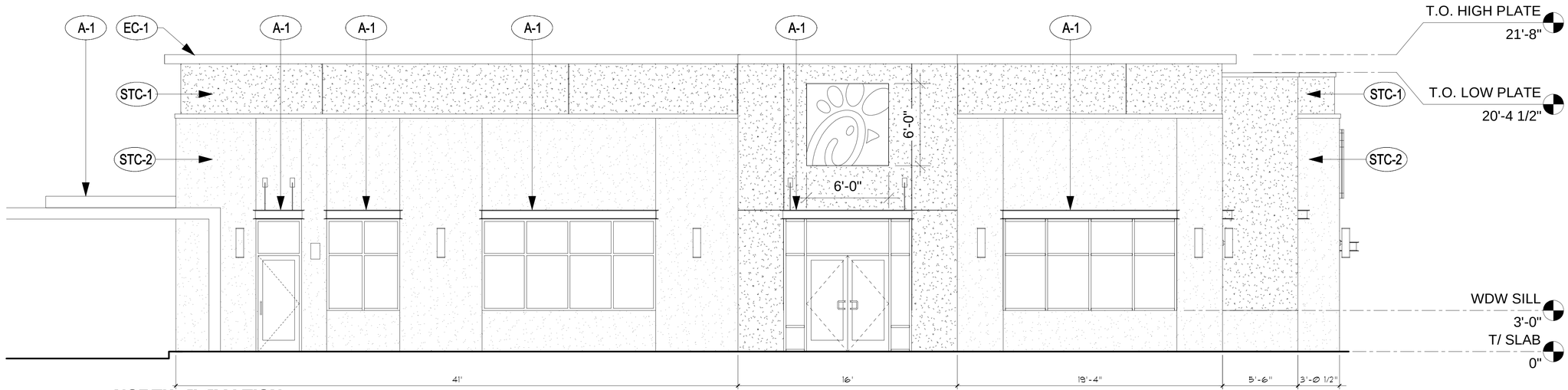
SHEET
ROOF PLAN

SHEET NUMBER

A-2

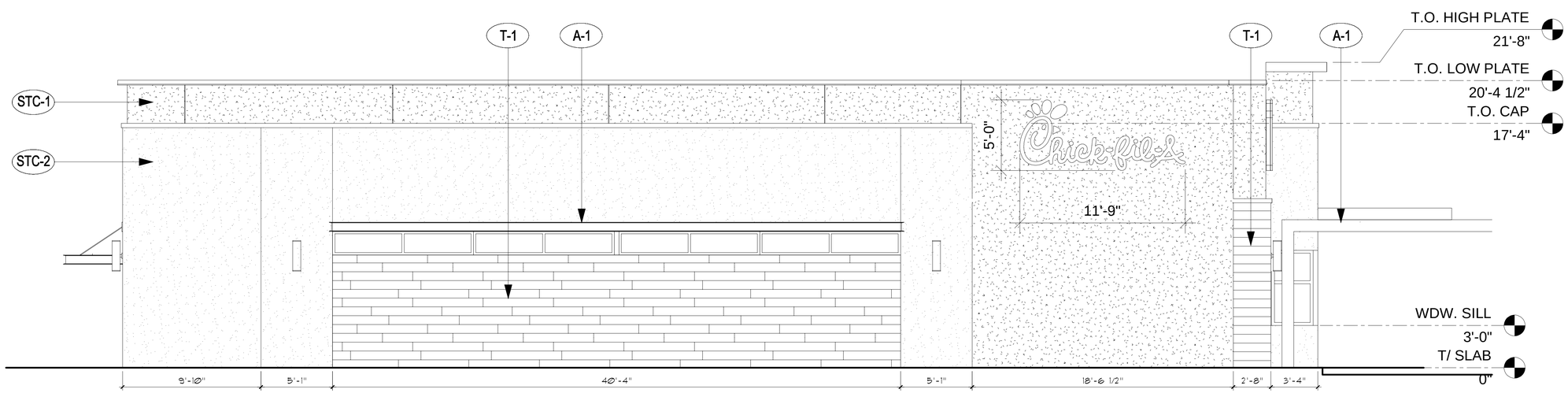
Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

EXTERIOR FINISHES			
EC-1	PREFINISHED METAL COPING COLOR – DARK BRONZE	PT-1	PAINT #1 COLOR – DARK BRONZE
STC-1	STUCCO COLOR – BENJAMIN MOORE 2128-70 "LILY WHITE" FINISH – SAND MEDIUM	PT-2	PAINT #2 COLOR – BENJAMIN MOORE AC-27 "GALVESTON GRAY"
STC-2	STUCCO COLOR – BENJAMIN MOORE AC-27 "GALVESTON GRAY" FINISH – SAND MEDIUM	PT-3	PAINT #3 COLOR – MATCH SHERWIN WILLIAMS #SW7033 "BRAINSTORM BRONZE"
T-1	MASONRY VENEER CREATIVE MINES – CRAFT BOARD FORM COLOR – MONSOON	A-1	ALUMINUM AWNING – PRE-FIN. COLOR – DARK BRONZE



1 NORTH ELEVATION

1/4"= 1'-0"



2 SOUTH ELEVATION

1/4"= 1'-0"

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CHICK-FIL-A
S. BASCOM & ARROYO SECO
2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
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5	11-4-19	AGENCY REV.

ARCHITECT'S PROJECT #	17-186
PRINTED FOR	PLANNING
DATE	05-29-18
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SHEET
EXTERIOR ELEVATIONS

SHEET NUMBER
A-2.1

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

EXTERIOR FINISHES			
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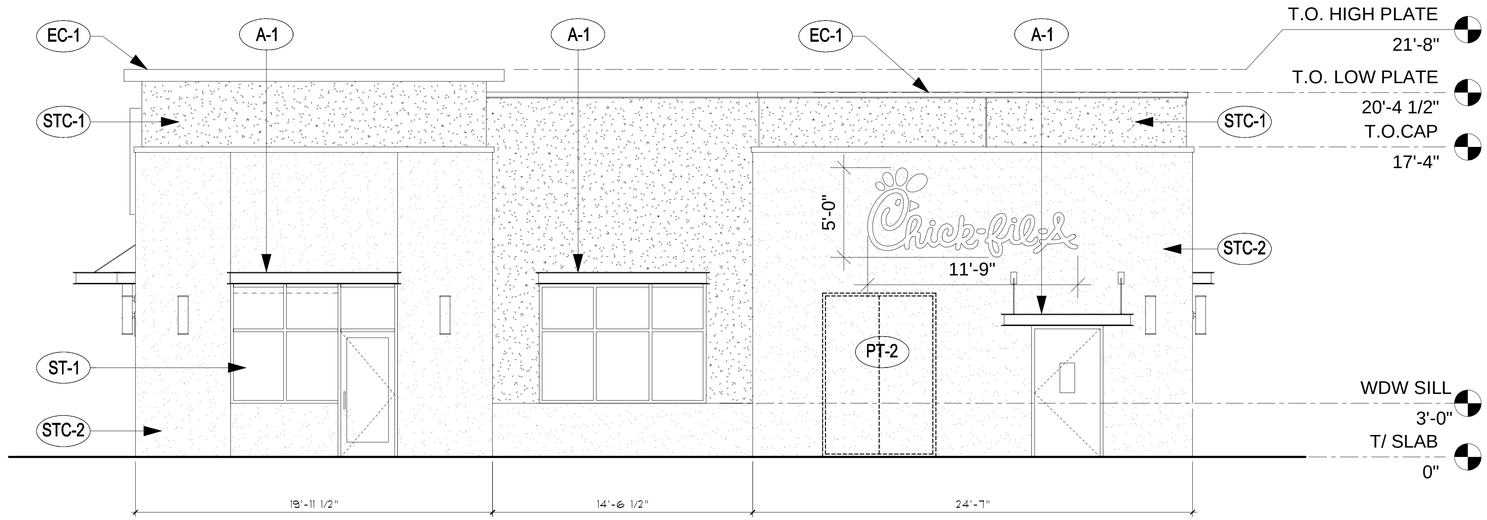
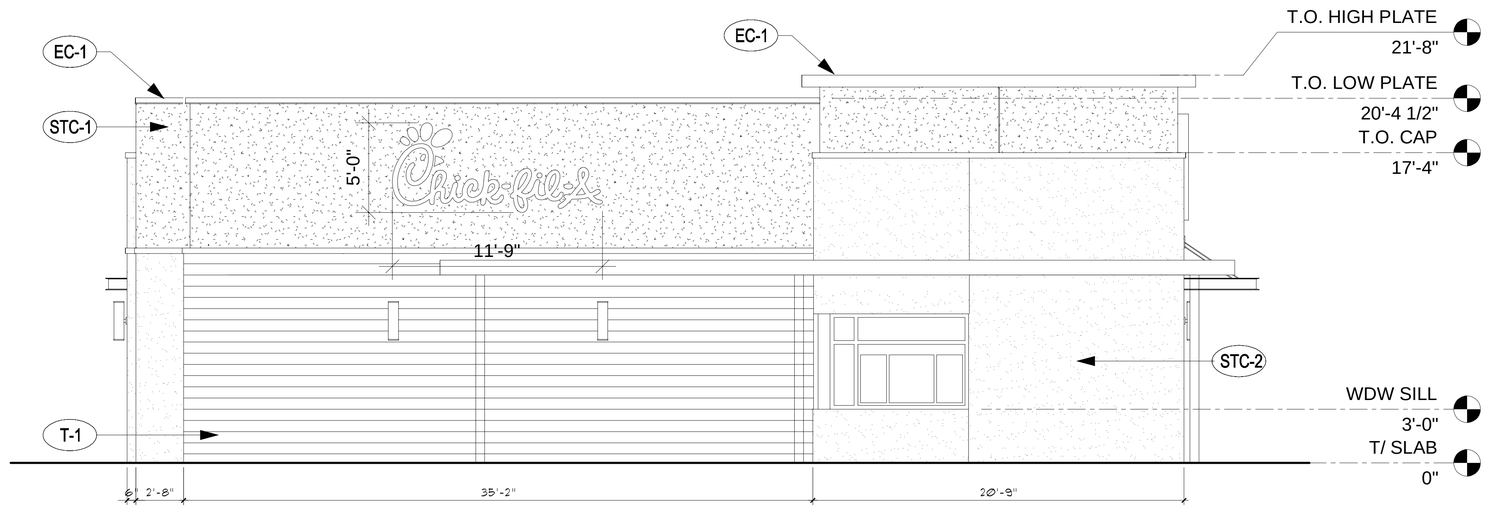
STC-1	STUCCO COLOR – BENJAMIN MOORE 2128-70 "LILY WHITE" FINISH – SAND MEDIUM	PT-2	PAINT #2 COLOR – BENJAMIN MOORE AC-27 "GALVESTON GRAY"
STC-2	STUCCO COLOR – BENJAMIN MOORE AC-27 "GALVESTON GRAY" FINISH – SAND MEDIUM	PT-3	PAINT #3 COLOR – MATCH SHERWIN WILLIAMS #SW7033 "BRAINSTORM BRONZE"
T-1	MASONRY VENEER CREATIVE MINES – CRAFT BOARD FORM COLOR – MONSOON	A-1	ALUMINUM AWNING – PRE-FIN. COLOR – DARK BRONZE



1 WEST ELEVATION

1/4"= 1'-0"



2 EAST ELEVATION

1/4"= 1'-0"

Chick-fil-A
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CHICK-FIL-A
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FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
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3	10-24-18	AGENCY REV.
4	10-14-19	AGENCY REV.
5	11-4-19	AGENCY REV.

ARCHITECT'S PROJECT # 17-186
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DATE 05-29-18
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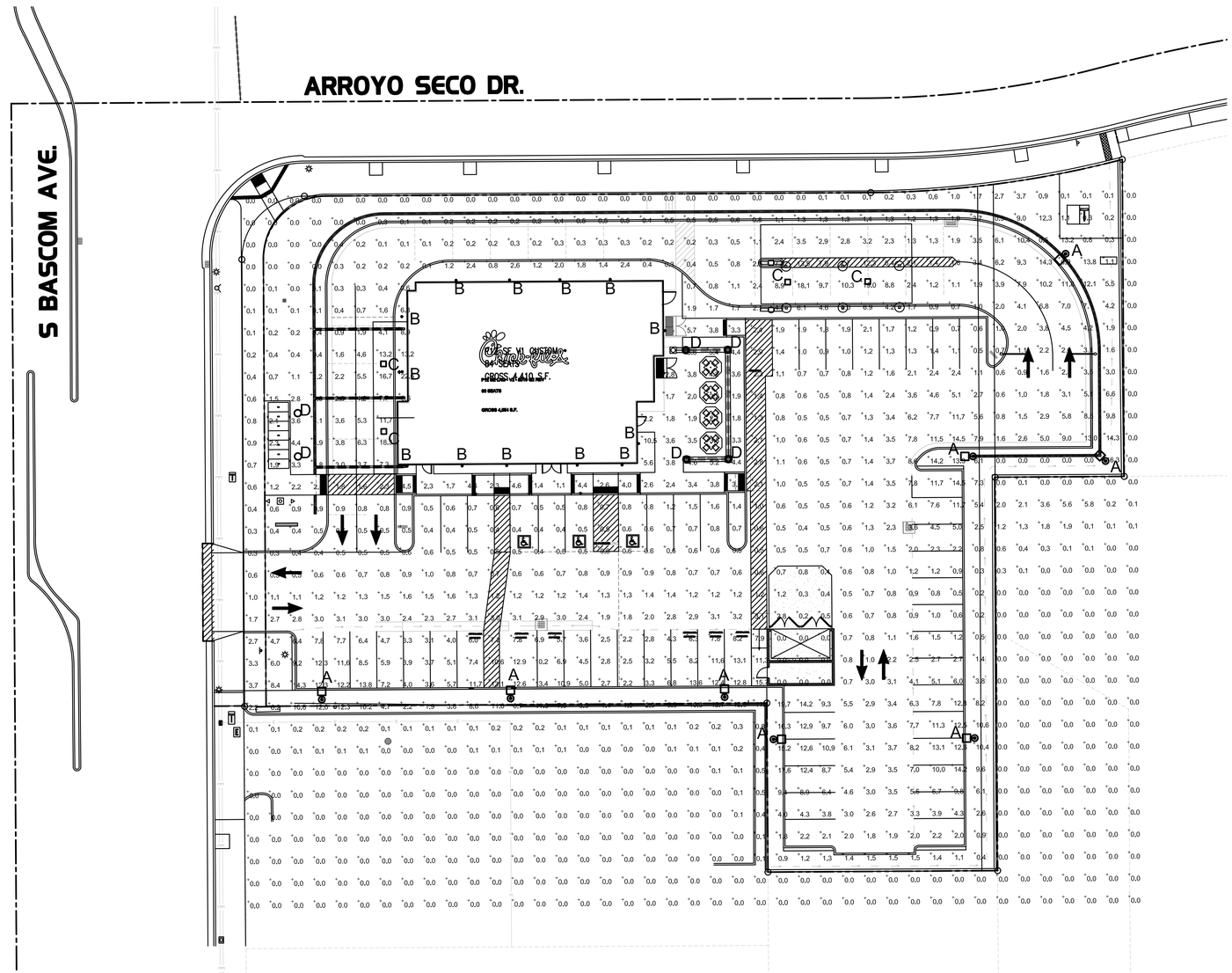
SHEET
EXTERIOR ELEVATIONS

SHEET NUMBER
A-2.2

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Schedule

Symbol	Label	QTY	MANUFACTURER	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage	Total Wattage
	A	8	EATON LIGHTING	60-D-UNV-T4-D-UNV-T4-BZ-HSS 10'-0" A.F.F.	PREVAIL AREA AND ROADWAY LUMINARIE 70CRI, 4000K LEDGS, HIGH OUTPUT AND TPE IV OPTICS WITH HOUSE SIDE SHIELD	LED	1	17257	.85	163	1304
	B	9	PROGRESS	P5641-3130K 8'-0" A.F.F.	6" DIAMETER 29W LED DOWN-LIGHT CYLINDER WALL SCONCE	1- 3000K LED MODULE	1	865	.95	29.6	266
	C	6	LSI INDUSTRIES, INC	CRUS-SC-LED-LW-50 9'-6" A.F.F.			1	10524	.5	73.5	441
	D	6	LOUIS POLSEN LIGHTING	ALB-MIN-PT_LED_30K 10'-0" A.F.F.	ALBERTSLUND MINI LED 3000K	LED 3000K	1	10524	.75	42	252



PHOTOMETRIC SITE PLAN

1"= 20'-0"

GRAPHIC SCALE
10 0 5 10 20 40
(IN FEET)
1 inch = 20 ft.

NORTH

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

crho ARCHITECTS
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Tustin, CA. 92780
phone 714.832.1834

CHICK-FIL-A
S. BASCOM & ARROYO SECO
2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

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3	10-24-18	AGENCY REV.
4	10-14-19	AGENCY REV.
5	11-4-19	AGENCY REV.
6	11-27-19	AGENCY REV.

ARCHITECT'S PROJECT # 17-186
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DATE 05-29-18
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SHEET
PHOTOMETRIC SITE PLAN

SHEET NUMBER
PH-1

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Schedule

Symbol	Label	QTY	MANUFACTURER	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage	Total Wattage
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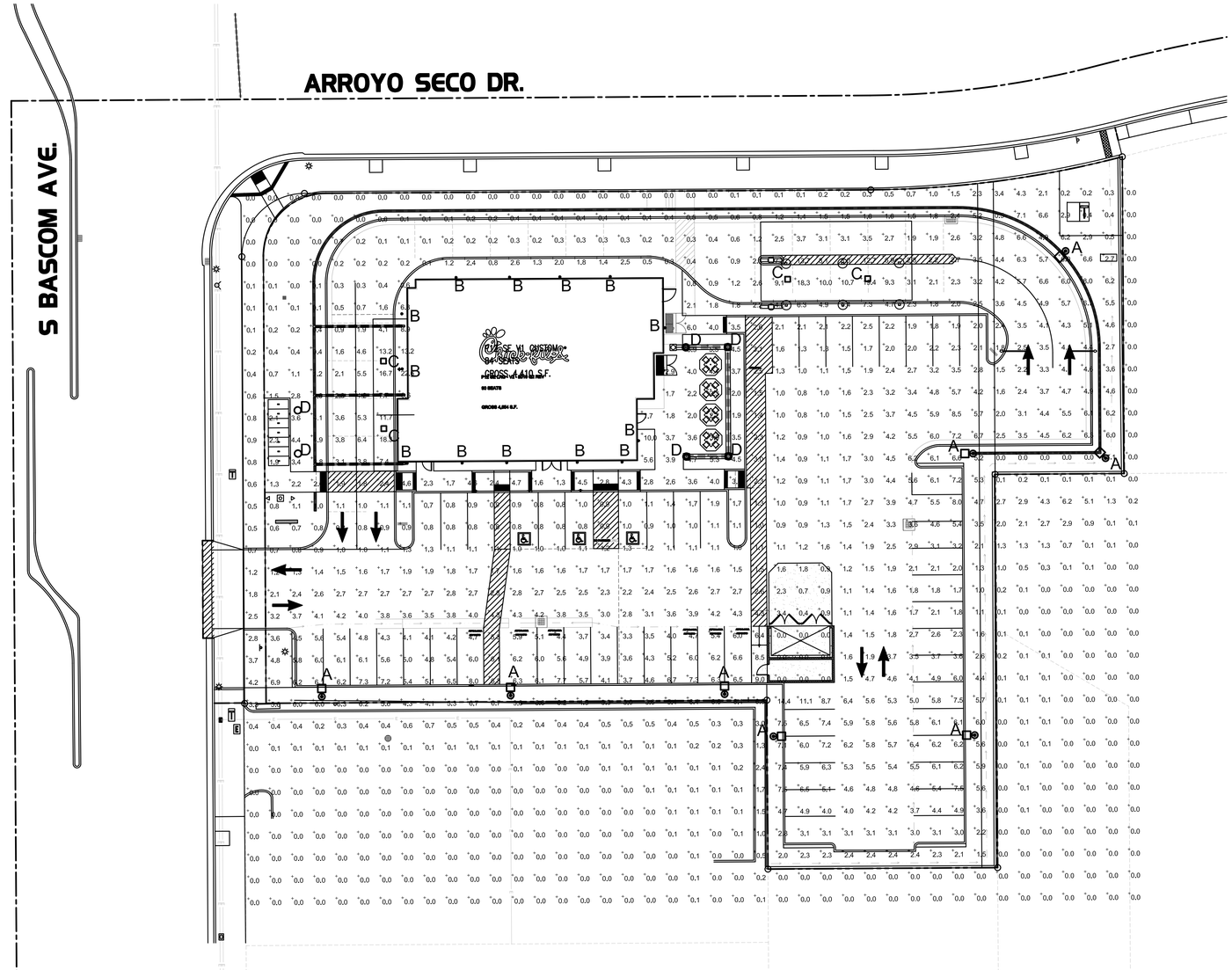
	B	9	PROGRESS	P5641-3130K 8'-0" A.F.F.	6" DIAMETER 29W LED DOWN-LIGHT CYLINDER WALL SCONCE	1- 3000K LED MODULE	1	865	.95	29.6	266
	C	6	LSI INDUSTRIES, INC	CRUS-SC-LED-LW-50 9'-6" A.F.F.			1	10524	.5	73.5	441
	D	6	LOUIS POLSEN LIGHTING	ALB-MIN-PT_LED_30K	ALBERTSLUND MINI LED 3000K	LED 3000K	1	10524	.75	42	252



I PHOTOMETRIC SITE PLAN

1"= 20'-0"

GRAPHIC SCALE

10 0 5 10 20 40

(IN FEET)

1 inch = 20 ft.

NORTH

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
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crho ARCHITECTS
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CHICK-FIL-A

S. BASCOM & ARROYO SECO

2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

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3	10-24-18	AGENCY REV.
4	10-14-19	AGENCY REV.
5	11-4-19	AGENCY REV.
6	11-27-19	AGENCY REV.
7	12-09-19	AGENCY REV.

ARCHITECT'S PROJECT # 17-186

PRINTED FOR PLANNING

DATE 05-29-18

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SHEET
PHOTOMETRIC SITE PLAN

SHEET NUMBER

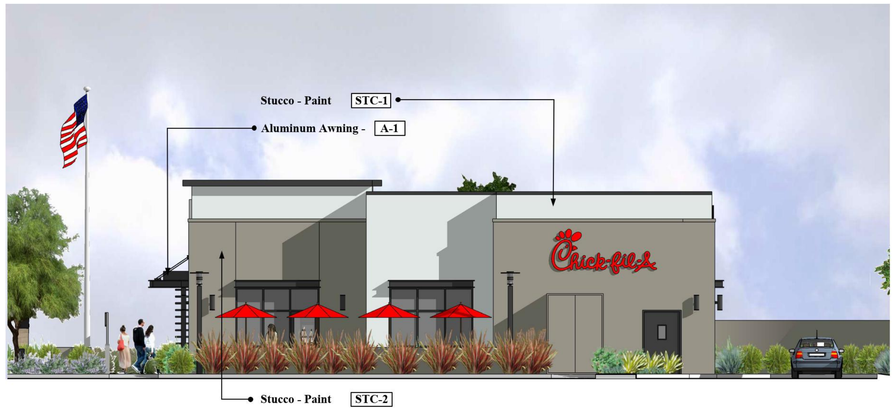
PH-1

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

NORTH ELEVATION

WEST ELEVATION

SOUTH ELEVATION



EAST ELEVATION

Chick-fil-A

PRELIMINARY ELEVATIONS
Bascom Ave & Arroyo Seco - Campbell, CA

File Name: 17-186-Campbell, CA Color Elevations

2-5-18
Revised: 2-7-18
Revised: 2-13-18
Revised: 4-30-18
Revised: 8-7-18
Revised: 8-27-18
Revised: 10-22-18
Revised: 10-21-19
Revised: 10-28-19
Revised: 12-17-19

Note:
All roof top mechanical equipment shall be located in equipment well and screened from view by parapet walls.

COLOR AND MATERIAL LEGEND

STC-1	Stucco - Paint "Lily White"
STC-2	Stucco - Paint "Galvestone Gray"
EC-1	Parapet Wall Coping - Durolast/Exceptional Metals - Dark Bronze (Matte)
MV-1	Masonry Veneer - Creative Materials - Craft Board Form, color "Monsoon"
A-1	Aluminum Awning - Color: Dark Bronze

0 10 20 30

crho ARCHITECTS
1833 E 17th. Street; Suite 301
Santa Ana, CA. 92705
phone 714.832.1834

Attachment: Applicant Revised Plans 12-23-19 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Bascom Ave Business Operations Plan

March 30, 2018

Location

The proposed Chick-fil-A restaurant is located at 2060 S. Bascom Ave, across the street from and just south of the Pruneyard Mall. The site is currently occupied by an operating Denny's restaurant. This proposal is for a completely new Chick-fil-A building to be constructed with associated site improvements.

Food

Chick-fil-A provides food you can feel good about. Chick-fil-A is dedicated to providing customers with fresh, good nutrition, and a balanced menu that allows accommodation of individual dietary needs. Everything on the menu is made from scratch daily—fresh-squeezed lemonade, hand-chopped salads, hand-breaded chicken, and handspun milkshakes. The chicken served is 100 percent whole breast meat with no fillers or hormones. Options are provided for all dietary needs, and the website, noted at the end of this document, is a great resource for people who have nutritional restrictions. Chick-fil-A wants to be considered a 'home away from home,' so customers are treated like family and a clean, welcoming dining experience is provided.

Hours of Operation

The new Chick-fil-A is anticipated to be open Monday through Saturday from 6 a.m. to 11:00 p.m. Chick-fil-A is closed on Sunday.

Traffic Impacts

Approximately 50% of Chick-fil-A guests use the drive-thru service. The S Bascom Ave project is designed to mitigate traffic impacts and to provide a pleasant experience for both drive-thru and dine-in guests. The drive-thru is oriented behind the restaurant where there will be no pedestrian conflicts. The drive-thru car stacking is sufficient to handle the queue lengths as it was designed based on studies accomplished at other Chick-fil-A restaurants. In fact, based on a Traffic Study conducted for a new Chick-fil-A in San Jose by Hexagon Transportation Consultants in December 2017, the maximum observed stack observed in other drive-thru restaurants is 14 cars. The proposed site plan exceeds that requirement, with 22-car storage.

This Chick-fil-A will also utilize iPad ordering to increase speed of service by approximately 30%, and Traffic Management Operators will be available during the day to assist with circulation at peak times.

The drive-thru has been designed not to have any impact on public streets due to adequate stacking and queuing capacity. There is no access to or from Arroyo Seco Dr., so no backup onto Arroyo Seco will occur. Also, the drive-thru is designed so that there will be no backup onto S Bascom Ave. as noted above.

A traffic study will be conducted as part of the City of Campbell review process, and impact on the adjacent streets, including additional trips and LOS calculations will be addressed at that time.

Attachment: Business Operations Plan 03-30-18 (Appeal of Chick-Fil-A Approval by Planning Commission)

It is important to note that Chick-fil-A is closed on Sundays, so any traffic impacts would not affect that day.

Menu Boards & Acoustics
The menu boards have been located over 115ft from the neighboring property line. The speakers face away from the adjacent residential property and are acoustically variable. They adjust to the surrounding ambient noise, which minimizes any noise impact to the adjacent area.

A 10' landscape buffer and screen wall will buffer the site from the residences to the east.

Lighting
LED lighting will be provided and the sight designed to minimize any spillage onto the adjacent residential property.

Deliveries
Deliveries occur 2-3 times per week during off-peak hours to have the least impact to on-site circulation. Deliveries typically take 15-45 minutes, and it is their goal to be on and off site as quickly & safely as possible.

Odor Control & Prevention
Chick-fil-A's chicken is cooked in a pressure cooker which holds the odors captive using Patented Capture Jet® technology for improved capture and containment of pollutants. As for the waffle fries, the mechanical hood system is designed to remove 95% of grease particulates.

Everything on the menu is made from scratch daily-- fresh squeezed lemonade, hand chopped salads, hand-breaded chicken, and handspun milkshakes

Trash is picked up on a daily basis and is separated by recycling and organic waste so that they are not comingled. The enclosure is set back approximately 50' from the adjacent residential properties and is completely enclosed with a roof.

Job Opportunities
The restaurant would employ approximately 80 area residents.

Chick-fil-A strives to offer all employees and staff a positive work place with opportunities for leadership development and promotion to management roles. In fact, some team members even go on to become Operators. Chick-fil-A recognizes that to take care of restaurant guests, it is critical to first take care of team members. To attract and retain the best team members, highly competitive wages are offered. Also, team members can apply for scholarships up to $25,000. Finally, work-life balance is respected as everyone is guaranteed to have Sundays off. This started with the first restaurant opened by Chick-fil-A's founder, Truett Cathy.

Operator & Community Involvement
Chick-fil-A's unique franchise Operator model reflects the company's entrepreneurial spirit by creating small businesses which are operated locally by a single Franchisee. The restaurant will be a locally owned and operated businesses with employment and tax benefits going back to the local community. Operators seek to become highly involved in their local communities, frequently working to support local schools and organizations and live within their communities.

Chick-fil-A places great emphasis on community involvement and leadership. Chick-fil-A restaurants are well-known for serving their local communities through volunteerism, food donations, fundraising and other partnerships with non-profit organizations and for its restaurant scholarship program, which has given more than $30 million in college scholarships to team members.

Energy Efficiency
The building is expected to feature Energy Star rated equipment, solar reflective roofing, low-flow plumbing fixtures and an eco-friendly HVAC system. EV parking spaces will also be provided.

City Process
The proposed Chick-fil-A restaurant will undergo review by the City of Campbell. If approved by the city, construction of the restaurant would take approximately six months.

www.Chick-fil-A.com

Campbell Restaurant Project Facts

Project Details

The proposed Chick-fil-A restaurant would be located at 2060 S. Bascom Avenue on the corner of Arroyo Seco Drive. The site is currently occupied by a Denny's restaurant. The new building would be approximately 4,554 square feet in size and would include a children's play area, generous landscaping, a double lane drive-through and bicycle parking.

Parking and Transportation

The S. Bascom Chick-fil-A would provide a pleasant experience for both dine-in and drive-through guests. Ample parking is provided, as well as a double lane drive-through. A traffic study was done to analyze queuing at nearby restaurants, and the site has been designed with ample stacking to prevent cars from backing up onto Bascom Avenue. Additionally, existing site access to Arroyo Seco Drive would be closed, preventing vehicular backup onto that street.

Locally Owned Small Business

The Campbell Chick-fil-A will operate as a locally owned small business, operated by an independent franchisee who is committed to the local community. CFA operators pay only $10,000 to open a new restaurant, and often live in the community they serve. The Campbell Chick-fil-A is anticipated to be open Monday through Saturday from 6 a.m. to 11 p.m. Chick-fil-A is closed on Sunday.

80 New Jobs in Campbell

The Campbell Chick-fil-A will employ approximately 80 area residents. These jobs offer competitive pay and benefits, flexible hours, opportunities for leadership growth, and hands-on training and mentoring by the restaurant owner. CFA was named one of the 100 best places to work by Glassdoor in 2018.

Chick-fil-A is also known for its employee scholarship program. In 2018, more than 6,000 Chick-fil-A Team. Members received college scholarship of $2,500 or more to the school of their choice. Since 1973, CFA has provided over $75M in scholarships to over 50,000 team members

Fresh, Nutritious Food

Chick-fil-A serves fresh, handmade food made with premium ingredients. Produce is delivered fresh to the kitchen several times a week, and salads are chopped and prepared throughout the day. The chicken is whole breast meat with no added fillers or hormones. All CFA chicken is anti-biotic free. Almost every CFA menu item is free of trans fats, TBHQ, high-fructose corn syrup and artificial colors and flavors. CFA was first in the industry to offer a fresh fruit cup and grilled chicken for kid's meals.

Customer Convenience

Chick-fil-A wants guests to feel at home in our restaurants. New restaurants often include large gathering tables and hand-crafted design elements that reflect our heritage, and that of the local community. The dining room tables have fresh flowers, and many also have electrical plugs and USB ports. Restaurants also have team members in the dining rooms offering to refresh diner's beverages.

CFA also offers the convenience of a drive-through for customers who want to take food to go. This feature is especially useful for families with small children and disabled customers. CFA is an industry leader in speed and accuracy of the drive-through experience.

Serving The Campbell Community

Chick-fil-A places great emphasis on community involvement and leadership. Chick-fil-A restaurants are well known for serving their local communities through volunteerism, food donations, fundraising and other partnerships with non-profit organizations.

For more information about the Campbell Chick-fil-A proposal, please email chickfilacampbell@gmail.com or call 408.861.5218.

ITEM NO. __

CITY OF CAMPBELL · PLANNING COMMISSION
Staff Report · November 12, 2019

PLN2018-206 (CUP, S&A, MND)
PLN2018-207 (TRP)
Chick-fil-A

Public Hearing to consider the application of Chick-fil-A / National Retail Properties LP for a Conditional Use Permit with Site and Architectural Review to allow construction of a new drive-through fast-food restaurant with drive-through window, outdoor seating, and site and landscaping improvements (PLN2018-206), and a Tree Removal Permit to remove protected trees (PLN2018-207) on property located at **2060 S Bascom Avenue** in the C-2 (General Commercial) Zoning District.

STAFF RECOMMENDATION

That the Planning Commission take the following actions:

1. **Adopt a Resolution** (**Attachment 1**), adopting a Mitigated Negative Declaration; and

2. **Adopt a Resolution** (**Attachment 2**), approving a Conditional Use Permit with Site and Architectural Review to allow construction of a 4,554 square-foot drive-through fast-food restaurant (PLN2018-206); and

3. **Adopt a Resolution** (**Attachment 3**), approving a Tree Removal Permit to allow removal of on-site trees (PLN2018-207).

ENVIRONMENTAL (CEQA) DETERMINATION

In compliance with the California Environmental Quality Act (CEQA), an Initial Study was prepared to evaluate the potential environmental impacts of the project. It was determined that the proposed project would have a less than significant effect on the environment with incorporation of certain mitigation measures; resulting in the preparation of a Mitigated Negative Declaration.

The Notice of Intent (NOI) to adopt the Mitigated Negative Declaration (MND) was published in the *Campbell Express* newspaper and posted with the County Clerk-Recorder on October 22nd. The NOI was also mailed to all property owners within 300-feet of the project site and to those individuals and organizations requesting notification. The Initial Study and MND was also made available on the City's website.

A discussion of the environmental review is provided towards the end of this report. The 20-day comment period concludes on November 12, 2019. Staff has not received any comments on the Initial Study / MND at this time.

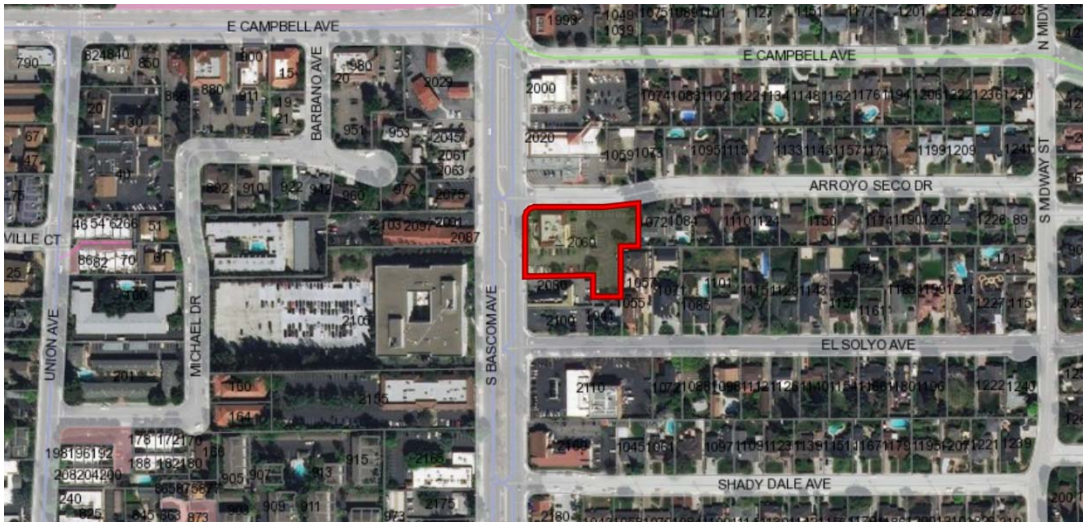
Attachment: PC Staff Report 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

PROJECT DATA

Zoning Designation:	C-2 (General Commercial)	
General Plan Designation:	*General Commercial*	
Net Lot Size:	1.07 acres (46,540 square feet)	
Building Height:	~22 feet	75 feet Maximum Allowed
Building Sq. Ft. / FAR:	4,554 sq. ft. (~10%)	40% Maximum Allowed
Setbacks	Proposed	Required
Front (S. Bascom):	~33 feet	10 feet
Right (commercial):	~76.5 feet	5 feet
Left (Arroyo Seco):	~26.5 feet	10 feet (street side)
Rear (residences):	~110 feet	10 feet
Parking	54 stalls	51 Stalls Required
Seating:	84 seats (indoor) | 16 seats (outdoor)	
Business Hours:	6:00 AM to 11:00 PM, Monday through Saturday Closed Sunday	

DISCUSSION

Project Site: The project site consists of a 46,540 square foot parcel located at the southeast corner of South Bascom Avenue and Arroyo Seco Drive that currently accommodates an ~5,358 square foot Denny's restaurant that has existed on the property for approximately 43 years. Nearby uses include small shopping complexes to the north, south, and west as well as a large office complex to the west. Several other office and commercial businesses are located in the vicinity along the Bascom Avenue corridor. The site also backs up to residential homes to the east. The project site is within the *General Commercial* land use designation and the corresponding General Commercial (C-2) Zoning District. The existing Denny's restaurant and five (5) protected trees that are located throughout the existing Denny's parking lot are proposed for removal to accommodate the project.



Attachment: PC Staff Report 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Project Scope: The proposed project includes an application for a Conditional Use Permit with Site and Architectural Review to allow construction of a 4,554 square-foot fast-food restaurant with a 84-seat interior dining area, a 16-seat outdoor dining area, a 19-vehicle drive-through lane with outdoor activities (drive-up window), and associated site, lighting, parking, refuse collection, and landscaping improvements (PLN2018-206); a Tree Removal Permit to allow removal of protected on-site trees (PLN2018-207); and adoption of a Mitigated Negative Declaration (PLN2018-206), on property located at 2060 S. Bascom Avenue in the C-2 (General Commercial) Zoning District (**Attachment 4** – Project Plans). Chick-fil-A's operational hours are 6:00 a.m. to 11:00 p.m. Monday through Saturday (closed Sunday). In comparison, the existing Denny's restaurant operates 24-hours per day, seven days per week. The Chick-fil-A restaurant would not include late night hours. The proposed restaurant requires a total of 51 parking stalls where 54 parking stalls are provided. The proposed drive-through lane would accommodate up to 19 vehicles. The Project also includes removal of five (5) on-site protected trees, as discussed later in this staff report.

Background: On April 10, 2018, the Planning Commission reviewed preliminary plans for a 4,853 square foot restaurant with 112 interior dining seats and a similar site layout. At that time, members of the Planning Commission requested that the applicant consider adding outdoor seating, eliminating or moving the play area outside, and placing less emphasis on the drive-through operations in order to encourage walking and biking to the restaurant. While the Commission generally supported the contemporary architecture, members of the Commission asked the applicant to consider adding wood or stacked stone to the design, similar to the nearby Habit Burger restaurant.

On October 22, 2019, the Site and Architectural Review Committee (SARC) reviewed the project's architectural design and site configuration. The SARC was supportive of the proposed tree removal and generally supportive of the overall project but had the following comments.

Commissioner Krey opined that the canopy helps screen the drive-through service window but asked if there was any way to relocate the drive-through window further away from Bascom Avenue. The applicant's architect responded that the building was moved further back from Bascom Avenue than originally proposed to provide an additional by-pass lane which allows a second vehicle to exit the driveway and minimize the back-up of vehicles in the drive-through lane. The applicant also indicated that the current layout of the drive-through lane is designed for speed and efficiency, that the canopy provides shade for vehicles and staff, and the speakers for ordering are directed towards the street and away from the adjacent residential properties.

Commissioner Ostrowski asked about the proposed landscaping along the street, the location of the trash enclosure relative to the adjacent residents, and the proposed colors and materials. She also had concerns about homeless persons and others gathering in the southeastern corner of the parking lot. The applicant responded that there is approximately eight (8) feet of landscaping between the street and the screening wall, and that the agave plants that the Commissioner was

Attachment: PC Staff Report 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

concerned about would have soft tips. The applicant also noted that the trash enclosure was moved further away from the residents in response to concerns about odors and insects, and that cameras and lighting would provide additional security on the property. With regard to the proposed colors and materials, the applicant's architect proposed a lighter hardiboard color for consideration by the SARC and the Planning Commission. Commissioner Ostrowski indicated that she preferred the lighter color.

One member of the public, an adjacent neighbor, opined that there was not a dominant architectural style along Bascom Avenue, but would like to see the project design better tie into Campbell and the Pruneyard.

ANALYSIS

General Plan/Land Use: As provided below, the General Plan Land Use Element provides several policies and strategies which may be taken into consideration by the Planning Commission in its review of the land use appropriateness of the proposed project. These policies and strategies speak to the need to provide a range and variety of land uses, particularly those that support the economic and service needs of the community and the City.

Strategy LUT-2.4:	Full Range of Land Uses: Provide for a full range of land uses within the City, and for mixed-uses within specific development projects.
Policy LUT-5.1:	Neighborhood Integrity: Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods.
Policy LUT-5.3:	Variety of Commercial and Office Uses: Maintain a variety of attractive and convenient commercial and office uses that provide needed goods, services and entertainment
Policy LUT-11.2:	Services Within Walking Distance: Encourage neighborhood services within walking distance of residential uses.
Strategy LUT-13.1:	Variety of Uses: Attract and maintain a variety of uses that create an economic balance within the City while maintaining a balance with other community land use needs, such as housing and open space, and while providing high quality services to the community.
Strategy LUT-13.1c:	Fiscal Effects of Land Use: Evaluate the fiscal effects of different land uses on City revenues and services.

The General Plan land use designation for the project site is *General Commercial*. This category permits commercial uses that need exposure to high volumes of automobile traffic or access to transit corridors. The General Plan defines *auto-oriented uses* as "land uses designed to accommodate customers who use autos to travel to the site, including automobile sales and service, building supplies and materials and drive-up or drive-through uses". Thus, establishment of a drive-through fast-food restaurant along a major commercial corridor would be consistent with the purpose of the *General Commercial* land use designation. While there are no General Plan policies that prohibit fast food restaurants, the General Plan Land Use Element (Page LUT-30) acknowledges that:

Attachment: PC Staff Report 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

> *Incompatible land uses may occur where residential homes are adjacent to non-residential uses (such as commercial or industrial) or significantly higher density residential uses. Land uses typically incompatible with residential uses include, automobile and truck repair shops, late night and early morning uses, fast food establishments, and entertainment establishments such as nightclubs, bars, dance clubs, video arcade and liquor establishments. Limiting their number, controlling their locations and hours or methods of operation, or otherwise restricting their development or expansion can mitigate the negative effects of incompatible uses.*

The General Plan goes on to state that "incompatibility can occur when noise, traffic, parking, fumes or mechanical vibration disturbs adjacent uses." Despite the fact that the General Plan's narrative leading up to the listing of Goals, Policies, and Strategies (i.e., implementation measures) acknowledges that such uses can create impacts, fast-food restaurants, and those with drive-throughs, are a conditional use in the General Commercial (C-2) Zoning District. The CUP process will allow the City to require reasonable conditions of approval to ensure that a project does not create such impacts. In addition, it is important to note that the General Plan does not prohibit such activities.

Certain land uses are not permitted as a right and are only allowed upon approval of a Conditional Use Permit. The purpose of a CUP is to allow a use under specific conditions which assure that the use will not be determined to the public health, safety, and welfare and will not impair the integrity and character of the zoning district[1]. The Planning Commission can either approve the use subject to conditions or deny the use. Each application is considered on its individual merits. When determining whether a conditional use should be approved, the Planning Commission must weigh the public need for, and the benefit to be derived from, the use, against any impacts it may cause.

The proposed project, as designed and conditioned to minimize its impact to neighboring residences, would be consistent with these policies by bringing a popular eatery to the community that would be frequented by local and regional residents and visitors.

Site Circulation and Parking: The General Plan provides policies and strategies that encourages careful design of driveways, parking lots and circulation design:

Strategy LUT-5.3b:	Minimal Setbacks: Design commercial and office buildings city-wide to have minimal setbacks from the sidewalk except to allow for pedestrian oriented features such as plazas, recessed entryways, and wider sidewalks for outdoor cafes. Discourage parking areas between the public right-of way and the front façade of the building.
Policy LUT-5.3h:	Parking and Circulation: Provide adequate parking and encourage circulation patterns to serve commercial districts so as to discourage commercial traffic into adjacent residential zones.
Strategy LUT-9.3m:	Location of Service Areas: Locate parking areas, truck loading areas, drive-through lanes and drive-through windows away from streets, out of immediate public view, while minimizing land use conflicts and traffic impacts.

[1] *League of California Cities*, Planners Pocket Guide glossary of terms.

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Strategy LUT-11.1d: Bicycle and Pedestrian Connections in Development: Encourage new or redeveloping projects to provide logical bicycle and pedestrian connections on site, between parking areas, buildings, and street sidewalks and to existing or planned public right-of-way facilities and encourage pedestrian passages between street-front sidewalks and rear-lot parking areas. Ensure that the bicycle and pedestrian connections interface safely.

Strategy LUT-12.1b: Driveways: Ensure that driveways are a sufficient distance from intersections.

Strategy LUT-12.1c: Parking Lot Design: Design parking lots to minimize impacts on the street system by providing adequate sized driveways, sufficient queuing and efficient circulation

Building Placement: The following General Plan strategies discuss building placement along street frontages.

Strategy LUT-5.3b: Minimal Setbacks: Design commercial and office buildings city-wide to have minimal setbacks from the sidewalk except to allow for pedestrian oriented features such as plazas, recessed entryways, and wider sidewalks for outdoor cafes. Discourage parking areas between the public right-of way and the front façade of the building.

Strategy LUT-9.3d: Building Design: Design buildings to revitalize streets and public spaces by orienting the building to the street, including human scale details and massing that engages the pedestrian.

Building Design: Although the City does not have adopted commercial design guidelines, the General Plan speaks to the promotion of high quality and attractive building design:

Policy LUT-9.3: Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to ensure compatibility with adjacent land uses. [Not yet adopted]

Policy LUT-9.3: Design and Planning Compatibility: Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces and natural resources.

Strategy LUT-9.3d: Building Materials: Encourage the use of long-lasting, high quality building materials on all buildings to ensure the long-term quality of the built environment.

Landscaping: The General Plan Landscaping Policy (LUT 10.1) and its applicable supporting strategies are provided below. The overall intent is to utilize landscaping treatment as a means to improve the aesthetic quality and functional use of new development projects.

Policy LUT-10.1: Landscaping: Encourage the retention and planting of landscaping to enhance the natural and built environment.

Strategy LUT-10.1a: Natural Feature Retention: Encourage site design that incorporates or otherwise retains natural features such as mature trees, terrain, vegetation, wildlife and creeks.

Strategy LUT-10.1c: Outdoor Common Areas: Encourage well designed and landscaped outdoor common areas for eating, relaxing, or recreation for new projects, and if feasible, when buildings are remodeled or expanded. When possible, the common outdoor areas should adjoin natural features.

Strategy LUT-10.1e: Parking Lot Screening: Plant landscaping or build decorative walls at the interior and perimeter of parking areas as a visual screen.

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Zoning District: The project site is located within the General Commercial (C-2) Zoning District. According to the Zoning Code, this district is "intended to provide a wide range of retail sales and business and personal services primarily oriented to the automobile customer and accessible to transit corridors". Since the C-2 Zoning District caters to commercial uses that need exposure to high volumes of automobile traffic (e.g., shopping centers, service stations, and drive-through restaurants), it is almost exclusively found along the City's major arterial roadways, including Bascom, Camden, and Hamilton Avenues, and the southerly portion of Winchester Boulevard. In many areas, residences can be found adjacent to these commercially zoned properties. In as much as the C-2 Zoning District represents the City's most commercially intensive zoning designation, it is anticipated that normal operations of commercial businesses, which may produce noise, light, and traffic, will be perceivable to neighboring residents. Such effects may be minimized through thoughtful site planning, appropriate building design, and reasonable operational restrictions through the Conditional Use Permit and Site and Architectural Review Permit process.

Consistent with its purpose, the C-2 Zoning District allows the widest array of permitted and conditional land uses. The proposed project includes three (3) distinct land use components, all of which are conditionally allowed: (1) a fast-food restaurant; (2) "outdoor active activities" (i.e., drive-through window); and (3) outdoor seating with more than 12 seats. With approval of a Conditional Use Permit with Site and Architectural Review, the proposed project would be consistent with the property's C-2 zoning designation.

Given the site's General Commercial zoning, a more intensive development could be proposed. The project site could be developed with approximately 18,616 square-feet of permitted or conditionally permitted uses. In this regard, the Planning Commission may consider whether a more intensive development (e.g., a hotel), that could generate additional tax revenue is preferable, given the General Plan strategy regarding the fiscal effects of land use.

The City's land use and transportation standards and policies are intended to ensure that adequate site circulation, off-street parking and loading spaces are provided for each type of land use in a manner that will ensure their usefulness, support alternative transportation solutions, improve the urban form of the community, and protect the public safety.

As previously discussed, the General Plan provides policies and strategies that encourages careful design of driveways, parking lots and circulation design.

Site Access / Site Circulation: The proposed project would retain the existing driveway on Bascom Avenue and remove the driveway on Arroyo Seco Drive (replacing it with sidewalk). A single project driveway on Bascom Avenue will prevent vehicles from exiting directly onto Arroyo Seco Drive. The applicant initially proposed a 5,000 square foot building; however, the building size was reduced to 4,554 square feet in order to reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting vehicle queue length would be adequately accommodated within the 130-foot long southbound left-turn lane pocket[2].

[2] The City's traffic consultant conducted trip generation surveys in San Jose, Sunnyvale, Fremont, and Santa Rosa.

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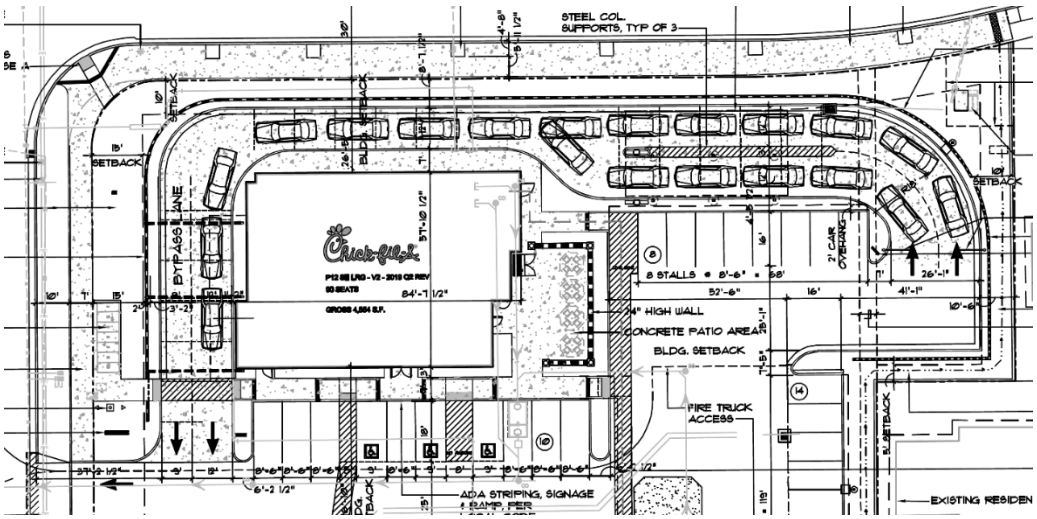
Drive-Through Design: The C-2 Zoning District is intended to provide a wide range of commercial services that are primarily oriented to the automobile customer, including drive-through fast-food restaurants. The General Plan discourages the placement of drive-through lanes along the street, so that they are out of immediate public view; but also acknowledges the importance of minimizing land use conflicts and traffic impacts. Most of Chick-fil-A's business is during lunch, with a large percentage of the business coming from drive-through service. As currently designed, the site plan locates the drive-through lane primarily along Arroyo Seco Drive and the pick-up window facing Bascom Avenue. In order to minimize the drive-through presence on the street, it will be located under a soffit roof and trellis structure, which helps softens its appearance. Vehicles would also be partially screened by a wall with landscaping, as illustrated below.

The proposed drive-through lane would be located along the northern boundary of the site, starting at the northeastern corner and wrapping around the left side (Arroyo Seco) and front of the building (South Bascom). The drive-through lane would accommodate up to 19 vehicles, as illustrated on the following page. During peak lunch hours (~11:00 a.m. to 2:00 p.m.), Chick-fil-A staff will provide "face-to-face" service to queuing drivers to expedite service. During off-peak hours, patrons order food through one of two menu boards that are located under a covered canopy. Vehicles would exit the drive-through lane near the South Bascom Avenue driveway.



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Parking: City Code requires one (1) parking stall for every three (3) restaurant seats plus one (1) stall for every 200 square feet of "non-dining area". The applicant initially proposed a 5,000 square foot building and 56 parking stalls. However, the building size was reduced in response to the Traffic Impact Study (TIS) which estimated a peak parking demand of 57 stalls based on surveys conducted at other Chick-fil-A restaurants[3]. As currently proposed, the 4,554 square foot building would generate a parking demand of 52 stalls during the weekend peak, 20 stalls during the AM peak, and 43 stalls during the PM peak, according to the Chick-fil-A surveys conducted by the City's traffic consultant. The applicant is proposing 54 stalls which satisfies this estimated parking demand and also meets the City's parking requirement of 51 stalls for the proposed 100 dining seats (34 stalls) and 3,340 square feet of non-dining area (17 stalls).

Bicycle Parking: The project proposes seven (7) bicycle racks to accommodate 14 bicycles, satisfying the City's Green Building Standards Code requirement.

Building Placement: The General Plan includes strategies that discuss building placement along street frontages. The General Plan (Page LUT-32) acknowledges that well-designed and strategically placed buildings can provide a more positive image of the community and create "a sense of place" by incorporating prominent entries, windows, design details, and landscape oriented to the intersection.

The proposed Chick-fil-A restaurant would be located towards the northwest corner of the site (Bascom Ave. / Arroyo Seco Dr.) consistent with the C-2 (General Commercial) zoning ordinance which promotes attractive building forms that frame the street, with parking lots located either behind or under the structures they are designed to serve.

Building Design: Although the City does not have adopted commercial design guidelines, the General Plan speaks to the promotion of high quality and attractive building design.

The General Plan (LUT-32) acknowledges that new development and improvements can be compatible with surrounding development if careful attention is paid to scale, materials, colors, building height, form, and design details. Additionally, the General Plan discourages "corporate architecture" (undefined term) as it may be more difficult to blend with existing development and can quickly become dated. As discussed in the pre-application staff report, the Chick-fil-A brand includes several examples of different architectural styles with a mix of materials and architectural features, ranging from very simple to a more transitional or modern design.

There is no single correct approach to the building's architectural design as the General Plan does not provide any specific guidance other than encouraging "high quality" and "attractive" designs. Since the immediate area does not have a predominate style, there is a degree of design flexibility that may be employed. In response to the Commission's pre-application suggestion for more wood and/or stacked stone elements, the applicant has added hardiboard to a portion of the front and left side of the building. The proposed architectural style might best be described as contemporary with simple building forms. The proposed materials include stucco (contrasting grey and cream), hardiboard (brown), coping (dark bronze), and aluminum awnings (dark

[3] The City's traffic consultant conducted parking demand surveys in San Jose, Sunnyvale, Fremont, and Santa Rosa.

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bronze). While the proposed elevations illustrate Chick-fil-A corporate logo signs, no signage is proposed at this time. The conditions of approval require a sign permit for any future signage.

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The applicant has also provided an optional lighter color for the hardiboard siding, which was preferred by one member of the SARC (**Attachment 5**). This optional color is illustrated below.

If the Planning Commission has concerns with the proposed colors and materials, specific direction in terms of the material/design features (see example options below) and their corresponding placement (e.g., entry feature, wainscoting, window treatment) should be provided to the applicant. If such suggestions are provided, continuance of the item would be recommended unless the Commission can create a condition which clearly articulates their colors/materials preference.

Material/Design Options: The following material options are provided for consideration.

Accents: Canopies, columns, contrasting trim

Cladding: Brick, stacked stone, flagstone, wood, stucco

Roofing: Terracotta tiles, concrete tiles, standing-seam metal

Roof Forms: Hipped, gabled, flat, arched, and boxed gable

Landscaping: Landscaping policies are also important for aesthetics, screening, and buffers between abutting land uses and public rights-of-way. The overall intent of General Plan Landscaping Policy (LUT 10.1) is to utilize landscaping treatment as a means to improve the aesthetic quality and functional use of new development projects.

On-site Landscaping: As currently proposed, the property would be completely re-landscaped in compliance with the City's Streetscape Standards and the State's Model Water Efficient Landscaping Ordinance (MWELO). In total, the project would result in a landscape area of 10,497 square feet or approximately 22% of the site's net lot area, exceeding the City's minimum 10% requirement for C-2 (General Commercial) zoned properties. In addition to 20 new trees, the proposed landscape plan includes new shrubs and ground cover along the perimeter of the site, as illustrated on the following page.

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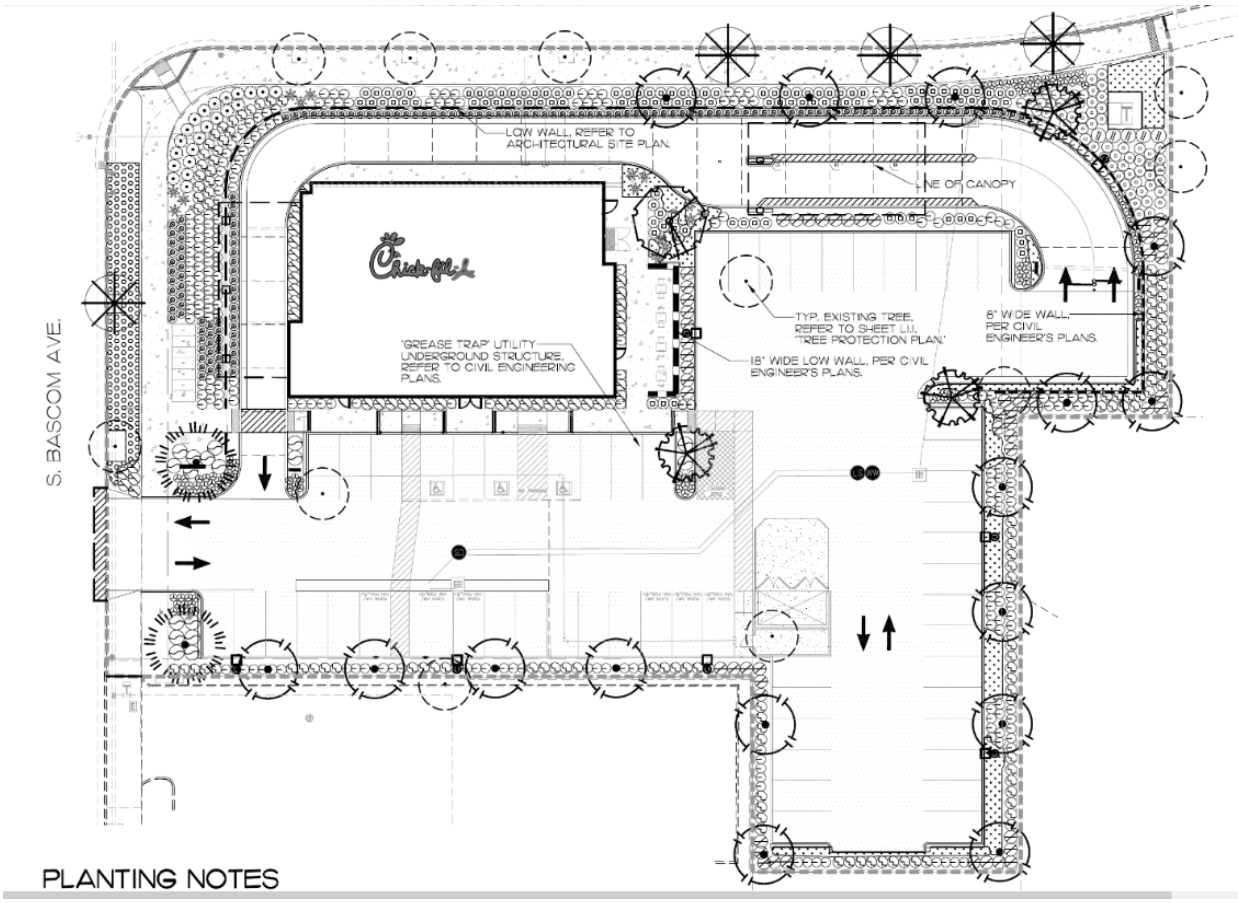
Streetscape Landscaping: Bascom Avenue is identified as an "image street" in the General Plan. The applicant shall install a 10 foot landscaped park strip with City approved street trees and a 7-foot sidewalk along South Bascom Avenue. In addition to retaining three (3) existing 'New Bradford' street trees, new Japanese Pagoda street trees shall be installed in 4'x5' tree wells within the public right-of-way. The applicant shall also install no mow turf and drip irrigation in the landscape strip.



Tree Removal: There are five (5) on-site protected trees on the subject property, two (2) redwood trees on the adjacent property, and existing street trees, as illustrated in the landscape plan above. The existing street trees and two (2) redwood trees are shown to be retained. The on-site trees include one (1) 22" Mexican fan palm, one (1) 16" flowering pear, one (1) 18" jacaranda, one (1) 17" jacaranda, and one (1) 16" carrotwood; all located in the parking lot. All five (5) on-site trees are proposed for removal. The palm tree has outgrown the finger median while the other four (4) trees have significant health and/or structural issues and are expected to worsen regardless of tree care measures.

The SARC was supportive of the proposed tree removal.

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Tree Replacement: All protected trees approved for removal shall be replaced in accordance with the City's tree replacement requirements. The landscape plan, illustrated above, depicts the proposed trees on the property. The driveway frontage would be flanked by two new London plane trees, consistent with the City's Streetscape Standards. Sixteen (16) 24" box Marina strawberry trees would be planted along the perimeter of the site, while three (3) 24" box African sumac trees and one (1) 24" box holly oak tree would be planted in the northeastern quadrant of the site. In total, 20 new 24" box trees would be planted, exceeding the five (5) 24" box trees that are required under the City's tree replacement standards for removal of five (5) protected trees under 24 inches in diameter.

Fencing: The proposed project would retain and repaint the existing 6-foot tall screening wall along the property line that is adjacent to the residential uses to the east, as illustrated below. The existing 4-foot tall wall would be removed and replaced with a new 3-foot tall wall that would also screen the drive-through lane from public view, as illustrated in the second graphic below. This screening wall would be designed to match the grey color of the building and would also be softened by the proposed landscaping between the wall and the street.

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Trash Enclosure: The Denny's restaurant has an existing trash enclosure that is located near the eastern property line, adjacent to residential uses. A neighbor had complained about insects (e.g., cockroaches) living in the trash enclosure and entering her property. In response to this complaint, the applicant has relocated the trash enclosure approximately 40-feet from the property line to address this concern.

Lighting: The project would include new lighting (reference Sheet PH-1, **Attachment 5**). Eight (8) 20-foot tall pole-mounted LED luminaires would be installed throughout the parking lot and six (6) 10-foot tall pole mounted lights would be located around the outdoor seating area and the bicycle rack, providing additional security for these areas. Nine (9) wall-mounted lights would be installed along the perimeter of the building and six (6) lights would be installed under the drive-through canopy.

All lighting fixtures shall comply with the City's Lighting Design Standards in terms of height (maximum 20-feet), shielding, and intensity. An illustration of the building wall lights, canopy lights, and 10-foot tall pole lights is provided below.

Noise: A noise study was prepared for the project and evaluated as part of the Initial Study for the project. Drive-through operations could occur between the hours of 6:00 a.m. and 11:00 p.m. Monday through Saturday. The typical noise level associated with active drive-through operations is 68.2 dBA Leq at a distance of 40 feet; however noise emitting from the proposed drive-through speakers (at a distance of 120 feet to the closest sensitive receptors) would be reduced to 58.7 dBA Leq. In addition, the drive-through speaker noise would be masked by traffic noise levels (70 dBA Leq) that currently exist along Bascom Avenue. As further discussed in the Initial Study, no significant noise impacts are anticipated for the proposed project.

Environmental Review: In addition to noise, the Initial Study considered the following categories that could be potentially affected by this project. The items that do not have a check were not considered to have a significant impact that would require mitigation. Additional information is provided in the Initial Study (**Attachment 6**).

☐ Aesthetics	☐ Agricultural Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology/Soils

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☐ Greenhouse Gas Emissions	☒ Hazards/Hazardous Materials	☒ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral/Energy Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☒ Transportation/ Circulation	☒ Tribal Resources	☐ Utilities/Service Systems

Mitigation Measures: The MND identified potentially significant impacts that require incorporation of appropriate mitigation measures, as *summarized* below. A comprehensive listing of the identified impacts and specific mitigation measures can be found in the Draft Mitigated Negative Declaration (**Attachment 7**).

Air Quality: The project shall implement all of the BAAQMD's Basic Construction measures and shall also install a CaptiveAire Pollution Control Unit (PCU) to minimize odors from food preparation. The installed PCU will have an initial removal efficiency of over 70 percent.

Biological Resources: If tree removal would occur during the nesting season (February 1 to August 31), the project applicant shall retain a qualified biologist to conduct preconstruction nesting bird surveys prior to site clearance and no more than 14 days prior to the start of tree removal or construction. No surveys are required between September 1 and January 31, since it is outside of the nesting season.

Cultural Resources: Consistent with standard project conditions of approval, the mitigation measures require immediate suspension of all activity in the immediate vicinity of the suspected resources, if archaeological, paleontological, tribal resources, human burial, or skeletal elements are encountered during excavation or construction.

Geology and Soils: The applicant shall comply with the recommendations in the Geotechnical Evaluation and incorporate those recommendations into the project's final engineering design as submitted to the Campbell Building Division for issuance of a building permit.

Hazards and Hazardous Materials: While the subject property is not associated with any known regulated hazardous materials or waste, the subject property is located within 150-feet of "Young's Cleaners", a dry cleaner facility located at 2050 S. Bascom Avenue. Therefore, the mitigation measures require a Phase II Environmental Site Assessment (ESA) to determine if a vapor encroachment condition (VEC) exists on the subject property given the site's adjacency to this dry cleaner. In response, the applicant provided a Phase II ESA which found that there would not be a significant impact associated with the adjacent dry cleaner. Therefore, no mitigation measures would be needed. The mitigation measures also requires a qualified contractor to assess the property for lead-based paint and asbestos containing building materials prior to issuance of a demolition permit. If present, the applicant shall prepare a plan, to the satisfaction of the Building Official, to properly manage and dispose of such materials.

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The Santa Clara County Department of Environmental Health reviewed the Phase II report and did not have any concerns that require further review.

Hydrology and Water Quality: Prior to issuance of any grading or building permits, the applicant shall comply with all requirements of the Public Works Department, including but not limited to the National Pollution Discharge Elimination System (NPDES) permit requirements, Santa Clara Valley Water District requirements, and the Campbell Municipal Code.

Transportation and Traffic: As discussed earlier in this staff report, the applicant was required to reduce the building size to mitigate potentially significant impacts related to the number of anticipated vehicle trips and parking needs of the project. The applicant will also be required to provide a financial contribution toward the widening of the southbound approach at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp to include three left-turn lanes, one through lane and one right-turn lane. The project to widen the southbound approach has been previously identified as a local capital improvement project (CIP), regardless of the proposed project, and is also currently listed on Santa Clara County's Measure B list of potential projects. Since it is estimated that the proposed project would contribute 1.67 percent to the cost to implement this improvement, the project applicant shall provide a financial contribution equal to 1.67 percent of the final construction cost of this improvement. The most recent estimate anticipates a project cost of $1,800,000, resulting in the project's financial contribution of approximately $30,060. However, the estimated cost will increase when payment is due at the time of local and regional project approvals. A mitigation measure agreement shall be prepared at the applicant's cost and executed prior to issuance of building, grading, or demolition permits.

Mitigation Monitoring: CEQA requires that public agencies adopt a program to ensure that mitigation measures and/or project revisions identified in a Mitigated Negative Declaration (MND) are implemented. This document is known as a Mitigation Monitoring and Reporting Program (MMRP). This document enumerates all required mitigation measures, the responsible party, and implementation timing. Mitigation measures are adopted by default through the MND.

PUBLIC COMMENT

This public hearing was noticed to all residents (renters and property owner) within 300-feet and advertised in the *Campbell Express* newspaper. Staff also announced the Planning Commission meeting on the City's website. The staff planner also sent a personal email to individuals who had contacted her about the project, since it was first discussed as a preliminary concept.

Over the past year, the City has received several public comments related to the project, including 15 letters in opposition to the application (**Attachment 8**) and 13 letters in support of the application (**Attachment 9**). Any comments received after the publishing of this staff report will be provided as a desk item at the Planning Commission hearing.

Comments generally focused on traffic concerns, the health implications of fast-food, property values. and socio-political discrimination controversies associated with Chick-fil-A's proprietor.

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Other comments included concerns about pollution (idling cars), noise, crime, and garbage odors and pests.

One member of the public, who owns the duplex to the northeast of the subject property requested that the wall between the drive-through lane and Arroyo Seco Drive be increased in height to six-feet, due to his concerns about vehicle headlights shining onto his property and the ability of Chick-fil-A customers to look into the windows of his duplex. The 6-foot tall wall that he is proposing would not interfere with vehicle driver sight distance since he is only asking for a six-foot tall wall in front of his property. If a six-foot tall wall is required by the Commission, it shall also be in conformance with the City's minimum 5-foot setback from the street side property line. Currently, the three-foot wall is setback 10 feet from the property line, so this should be an easy change to the project if so desired by the Commission.

Another public comment from a member of the General Plan Advisory Committee (GPAC) mentions the GPAC's agreement to recommend prohibiting future drive-through businesses. However, such recommendation will require public hearings before the Planning Commission and the City Council, in which the City Council, Planning Commission, and/or the greater public could offer competing opinions or acceptance. In other words, such a recommendation is considered advisory and not a conclusive determination.

The applicant has also offered a "Restaurant Project Fact Sheet" for consideration by the Planning Commission (**Attachment 10**).

Attachments:

1. Draft Resolution (MND)
2. Draft Resolution (CUP/SA)
3. Draft Resolution (Tree Removal)
4. Project Plans
5. Optional Colors and Materials Rendering
6. Initial Study
7. Draft Mitigated Negative Declaration
8. Public Comments (opposition)
9. Public Comments (support)
10. Chick-fil-A Campbell Restaurant Project Fact Sheet (submitted by applicant)

Prepared by: Cindy McCormick

Cindy McCormick, Senior Planner

Approved by: Paul K

Paul Kermoyan, Community Development Director

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approving a Conditional Use Permit (PLN2019-171) to allow ancillary off-site alcohol sales within an existing retail store on property located at 354 E. Campbell Avenue, with an increase in operational hours to 9 p.m. daily, by the following roll call vote:

AYES: Buchbinder, Ching, Hines, Krey, Ostrowski and Rivlin
NOES: None
ABSENT: None
ABSTAIN: None

Chair Rivlin advised that this action is final unless appealed in writing to the City Clerk within 10 calendar days.

***

Chair Rivlin asked if there are any disclosures from the Commission about Item No. 3.

There were none.

Chair Rivlin read Agenda Item No. 3 into the record as follows:

3. **PLN2018-206 (CUP/S&A/CEQA) PLN2018-207 (TRP)** Public Hearing to consider the application of Chick-fil-A / National Retail Properties LP for a Conditional Use Permit with Site and Architectural Review and Tree Removal Permit to allow construction of a new drive-through fast-food restaurant, associated site and landscaping improvements, and removal of protected trees (PLN2018-206; PLN2018-207) on property located at **2060 S Bascom Avenue**. A Mitigated Negative Declaration has been prepared for this project. Planning Commission action final unless appealed in writing to the City Clerk within 10 calendar days. Project Planner: *Cindy McCormick Senior Planner*

Ms. Cindy McCormick, Senior Planner, provided the staff report and introduced Kenneth Jeong, consulting traffic engineer from W-Trans Consulting.

Kenneth Jeong, W-Trans Consulting:

- Referenced a memo distributed this evening that describes recent changes to their analysis.
- Stated that the result is that there are just a few seconds of impact that equates to "less than significant."

Commissioner Krey asked about the Bascom/Hamilton intersection.

Kenneth Jeong, W-Trans Consulting, said that intersection did not change. He added that the analysist estimates the impact on local streets at peak activity morning and evening.

Commissioner Krey:

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- Said that Hamilton/Bascom intersection will be impacted by Chick-Fil-A at this Bascom location.
- Opined that it would generate more new traffic than In-N-Out Burger would have generated had it gone it at Hamilton/Hwy. 17.

Director Paul Kermoyan asked Kenneth Jeong, W-Trans Consulting, if they had considered In-N-Out as being in existence during their study.

Kenneth Jeong, W-Trans Consulting, said that they calculate out 20 years into the future not through individual projects. In-N-Out was not directly counted. It is not useful to go project by project.

Director Paul Kermoyan:
- Stated that there is no way that Chick-Fil-A will generate more traffic than an In-N-Out.
- Added that this proposed Chick-Fil-A is closer to Highway 85 than it is to Highway 17/880.

Kenneth Jeong concurred that Chick-Fil-A has less traffic than In-N-Out.

Planner Cindy McCormick:
- Reported that a Mitigated Negative Declaration was prepared following the preparation of an Initial Study.
- Listed some of the categories requiring mitigations as follows:
    - Air Quality – managed through construction measures and captive odor at 70 percent.
    - Biologic Resources – Tree removal and biologist to be hired
    - Cultural Resources – Immediately stop construction activity on site should any cultural resources/artifacts be discovered on site.
    - Hazardous Materials – There is an existing service station within 150 feet of the project site.
    - Hydrology – PW will impose requirements as will Santa Clara Valley Water District (SCVWD) and per all applicable standards contained within the Campbell Municipal Code.
- Advised that a financial contribution to mitigate impacts at Hamilton/Salmar are no long necessary with the corrections to the data on the traffic analysis report and the fact that the applicant reduced their building size by approximately 400 square feet.
- Said that it is anticipated that there will be minimal impact from the queuing and parking for this use; however, it does not have impacts to this project.
- Stated that staff is recommending approval, but the Commission will be able to continue to aske more questions and get more answers during this hearing process.

Commissioner Krey asked about the thoughts behind having a three-foot tall wall versus the recommendation for a six-foot tall wall by a neighboring property owner. Isn't six-foot wall height unusual as proposed in this situation on a corner lot and along a side street (Arroyo Seco)?

Planner Cindy McCormick:

- Stated that the Commission can adjust recommendations regarding screening walls.
- Said that a screening wall is in place between the project site and adjacent residential.
- Admitted that she is not aware whether other restaurants have six-foot walls to screen their business.
- Clarified that it is a three-foot wall that is currently proposed with this project along Arroyo Seco (a side street to the project site). A three-foot wall would screen the headlights from passenger cars but likely not oversized pickup trucks.

Chair Rivlin opened the Public Hearing for Agenda Item No. 3.

Joel Phillips, Representative for Chick-Fil-A:
- Said he is here this evening with Steve Schwartz, who is with Chick-Fil-A.
- Reported that they are moving the trash enclosure from its current location close to adjacent residences, so it is further away.
- Pointed out that the existing Denny's Restaurant operates 24-hours a day while Chick-Fil-A operates Monday through Saturday with 10 p.m. closing and no Sunday operation.
- Said that their plan closes the existing access point from Arroyo Seco, so the access comes just from Bascom Avenue.
- Advised that there are currently 11 trees on this site. Six of those will remain with 26 new trees being planted for a total of 32 trees on this site.
- Assured that they have been working with neighbors to minimize impacts. One way was to reduce the proposed building size by 444 square feet.
- Said that a queuing analysis was prepared. The maximum number of vehicles is 21.3. The queue itself can handle 20 cars.
- Added that Chick-Fil-A team members go out to help control traffic. They take iPad orders to help speed up the line movement.
- Said that they have addressed the impacts outlined in the Mitigated Negative Declaration.
- Explained that they will have security on site.
- Reported that with a $10,000 franchise fee, it is very likely that this location will have a local owner. This location will create 80 jobs locally.
- Informed that Chick-Fil-A has granted $75 million in scholarships through the years. They close on Sunday. They have a successful business model.
- Stated that Chick-Fil-A is here to be a good neighbor. They have and do listen to the community as will the owner/operator of this location.
- Pointed out that this site design and proposed use is supported by City staff.
- Asked for reconsideration of some of the language in the Condition of Approval dealing with deliver hours. He stated that he'd like to see language added to allow extended delivery hours in case of emergency such as truck break-down that delays arrival. Some sort of contingency for times like that.

Steve Schwartz, Chick-Fil-A:
- Stated that he didn't have a lot to add.
- Advised that he had spoken with people along the way and is available this evening for any questions.

Commissioner Buchbinder:
- Pointed out that several members of the public have provided written comments about this proposal, both negative and positive.
- Said that many of the concerns were of a socio-political nature.
- Asked if either Chick-Fil-A representative would like to respond.

Steve Schwartz:
- Stated, "We are a restaurant company concentrating on great food, great service and an environment for everybody."

Herb Weinman, Resident on Shannon Road, Los Gatos:
- Explained that he is the property owner of 1059 Arroyo Seco Drive which is across the street from this project site.
- Stated that it seems like a nice project but it's in the wrong place. This is a high traffic; high usage business and he is concerned for his tenants living across the street from this site.
- Opined that the proposed three-foot-high wall would equate to an attractive nuisance that people will just climb over to get to the restaurant.
- Stated that vehicle lights will shine onto their property and specifically into the large windows fronting Arroyo Seco. The drive-thru line would result in people in cars staring into these residential windows as they wait. The lights from trucks could be visible at an approximately six-foot height.
- Added that there would be noise impacts from cars, their radios, and loudspeakers from the restaurant ordering system. This will occur until 11 p.m.
- Recounted that the Blossom Hill Chick-Fil-A location has a tall wall. There's a six-foot fence around the property now and he suggested adding an addition three feet to reach a nine-foot height. Along with that there should be an eight to ten-foot fence running along the Arroyo Seco side property line.

Vikki Essert, Resident on E. Campbell Avenue, Campbell:
- Stated that she is a member of the GPAC (General Plan Advisory Committee) that is working on the General Plan.
- Reported that while this proposal is compliant with the City's current General Plan; for the new General Plan being drafted it is anticipated that drive-thru restaurants will be banned throughout Campbell. The Zoning along Bascom Avenue would be reduced from C-2 (General Commercial) down to C-1 (Neighborhood Commercial).
- Stated that the traffic study for this project didn't address The Bascom Avenue Complete Streets Plan.
- Pointed out that it is not a new idea for there to be a Chick-Fil-A restaurant without a drive-thru.
- Suggested that this proposed Chick-Fil-A be approved without drive-thru service.

Carin Powell, Resident on Duncanville Ct., Campbell:
- Said that it is important to make decisions as a community.
- Stated that ownership of Chick-Fil-A is known to financially support organizations known for reprehensive beliefs and acts. They give a million dollars a year to anti-

LGBTQ communities that espoused conversion therapy to try to change people from being gay.
- Said that this company cannot be trusted. They take pride in discrimination. Vast amounts of money are being donated. This business is not welcome in San Francisco or San Antonio to name just two.
- Declared that this Commission is in the position to make the right choice and not a hate-filled choice. Again, money from this company finances acts of discrimination and violence. We must value "personhood" over a fast food enterprise.

Mary Broxon, Resident on Bent Drive, Campbell:
- Advised that she had similar things written but can't say them any better than the speaker before her.
- Said that this use will result in terrible traffic and disturbance to this neighborhood as thousands of non-resident traffic cuts through as well as blocking intersections.
- Said that the Waze app directs traffic into their neighborhood. The neighborhood cannot handle this influx of traffic.
- Pointed out that other cities have rejected having drive-thru restaurants.
- Added that Chick-Fil-A is a socially controversial company with anti-LGBTQ comments and donations to anti-LGBTQ organizations.
- Asked that this project be stopped.

Steven Stein, Resident on El Solyo Avenue, Campbell:
- Echoed the comments of the previous speakers.
- Reported that he went to the last SARC meeting and asks:
    - "Is this project what we want to kick off how this area is going?"
    - Will employees' vehicles be on site or parked in nearby residential neighborhoods?
- Assured that the traffic at Chick-Fil-A backs up.
- Admitted that he's never going to go there as he doesn't eat meat.

Keith Applegate, Resident on El Solyo Avenue, Campbell:
- Said that the previous speakers have already spoken eloquently.
- Advised that he has lived in Campbell for 35 years and Pruneyard and the Downtown represent what Campbell is today.
- Asked, "What do you want Campbell to be?"
- Answered, "A walkable community."
- Reminded that Chick-Fil-A will bring 100 cars an hour to this area and his neighborhood is going to take the hit from this use and its vehicular traffic. Bascom will also be greatly impacted.
- Requested that the Commission take the concerns of current residents into consideration when making its decision on this.

Catherine Clock, Resident on Arroyo Seco Drive, Campbell:
- Stated that she agrees with her neighbors who spoke before her.
- Admitted that she has very little confidence in the traffic analysis provided. It's almost laughable.

- Pointed out that navigation systems will bring Chick-Fil-A's customers into our residential streets.
- Advised that this neighborhood is black at night as there are no street lights.
- Opined that if this project passes it would be appalling especially when combining the traffic impacts with the social issues.

Christie Styer, Resident on El Solyo Avenue:
- Said that she too echoes what her neighbors have already said about traffic impacts to their neighborhood.
- Said that this community is socially inclusive, and this business' owner does not align with the values of this community and how it functions as a walkable community.
- Said that 112 to 722 cars cannot be accommodated. There would be an environmental impact with carbon exhaust. This business will create changes to the whole infrastructure of her community.
- Asked if the respective Commissioners would be okay if this was by their home.

Greg Styer, Resident on El Solyo Avenue:
- Said it's important to consider just how big these stores are. Chick-Fil-A is the number one in revenue per store by $2 million.
- Added that they are twice as busy as In-N-Out locations.

Robert Biagi, Resident on Arroyo Seco Drive, simply stated his concerns over the traffic impacts of this proposal.

Beverly Weinman, Resident on Shannon Road, Los Gatos:
- Said that they are 45-year owners of a rental property on Arroyo Seco, directly across the street from this proposed Chick-Fil-A.
- Expressed concern over fumes from cars.
- Concluded that she could not see this drive-thru there at all.

Chair Rivlin closed the Public Hearing for Agenda Item No. 3.

Commissioner Ching:
- Stated that although he hears the social issues raised by several speakers this evening, this Commission is appointed by the City Council to make its decisions based on consistency with the rules outlined via the General Plan and Zoning Code and that's how he will pursue his decision-making process.
- Admitted that he doesn't like drive-thru restaurants but right now allowing one here is consistent with the General Plan. While that may potentially change soon, it's what we must work with right now.
- Disclosed that he had a short phone conversation with the project applicant on Friday (November 8th) and the discussion centered on the issues of public safety, traffic and air quality.
- Pointed out that per the traffic report, traffic is going to be manageable on Bascom but will be an issue on the side roads.

- Agreed that the issue of where employees will park is a concern. Public safety is a concern as he fears cars at a high speed being a risk both to pedestrians and cyclists as they go into the Bascom entrance to this proposed Chick-Fil-A.
- Admitted that he'd like to think of how best to mitigate that concern.
- Said that Chick-Fil-A is working with planning issues.
- Added that they are a better employer than some others.
- Said that headlights beaming into the duplex across the street should be adequately addressed.
- Stated that he is not in favor of an eight to ten-foot high wall along the Arroyo Seco side as a solution to screen headlights from across the street. That would look like a prison.
- Agreed that the proposed architecture can still be improved.

Commissioner Hines:
- Admitted that he struggles with the messages received from the community and is torn socially by the issues they raise.
- Agreed that the Commission must review this request against the General Plan.
- Added that the question remains, "Can we make this work?"
- Continued by asking if it might be possible for this Chick-Fil-A location be one without a drive-thru. Is that even possible as far as Chick-Fil-A is concerned?
- Stated another consideration is the anticipation that the new General Plan might well go with a no drive-thru restaurant policy.
- Said that perhaps either a "no left turn" or "right turn only" option might help manage traffic coming to this site.
- Declared that there is not a clear and/or easy answer to these questions.

Commissioner Buchbinder:
- Stated that he is skeptical about using a "neighborhood character" argument but rather wants to see it as a City-wide argument.
- Advised that he is committed to pluralism. One cannot think about this restaurant coming here without remembering the ownership's financial support for gay conversion therapy occurring elsewhere.
- Admitted that the applicant has gone to great lengths to make their application appealing.
- Reported that Chick-Fil-A averages $4.4 million per location.
- Stated that he doesn't like drive-thru restaurants but right now they are allowed.
- Stressed the need to ensure that headlights from the drive-thru lane(s) do not shine into their neighbors' home(s).
- <u>Said that this application looks reasonable as per zoning with modifications, but he can't approve this knowing that there's a direct link from running the business to funding conversion therapy.</u>

Commissioner Ostrowski:
- Thanked all speakers for their comments.
- Admitted that this is not an easy topic and comes with a lot of important aspects.
- Said that she specifically wants to mention traffic.
- Stated that she does not have much confidence in the traffic report and data provided.

- Added that while even though the General Plan currently still allows drive-thru restaurants it also calls for a higher-level scrutiny for restaurants with a drive-thru by requiring a Use Permit.
- Said that for walkable communities lighting is important.
- Added that lighting from this site could have significant impacts on adjacent residences.
- Pointed out that another General Plan goal is regarding neighborhood values.

Planner Cindy McCormick indicated that the 20-foot-tall light poles could be reduced to 10-feet in height consistent with the other 10-foot-tall light poles that are proposed.

Commissioner Krey:
- Said he too echoes comments already made by others.
- Stated that the social issue is a good one and questioned if there might not be some way to ensure that the local owner of this Campbell Chick-Fil-A not donate to anti-LGBTG organizations and gay conversion therapy practices. He added that he's not sure there is a way.
- Admitted that he is not sure about the traffic numbers provided. There are a lot of problems there. The info provided indicates that this use would create less of an impact than would In-N-Out.
- Advised that he voted for In-N-Out but is in favor of banning drive-thru restaurants on Hamilton Avenue.
- Added that there is going to be more development along Bascom Avenue and with that there's going to be more traffic there as well.
- Reported that per SARC review, the design was fine; it was preferred with a lighter paint color and use of a double drive-thru queue.
- Agreed that there remains a lot of concerns here as traffic gets worse for all of us.

Chair Rivlin:
- Said he has similar thoughts as articulated by the other Commissioners.
- Said this proposal is not particularly pedestrian-friendly and requires protected pedestrian access path to get customers into the restaurant itself without crossing a drive-thru queue.
- Stated that the question remains, "should this site have a drive-thru?" It may end up being the last one in Campbell if the General Plan changes as is being considered by GPAC. It this is allowed here, we will live with it for the next 60 years.
- Opined that a drive-thru is not the best thing going forward.
- Reminded that there are 54 parking spaces provided where 51 are required. He asked if that parking provision counts for employee parking as well.

Planner Cindy McCormick clarified that required parking is based on seats and non-dining area.

Director Paul Kermoyan added that employee parking is built into the ratio just described by staff. There is not a separate standard for employee parking.

Chair Rivlin asked if there is any way to require that their employees park on site.

Director Paul Kermoyan replied yes.

Chair Rivlin asked if there is any further discussion.

Commissioner Ching asked if there is an option should this use create issues such as air quality, noise, neighborhood parking, etc.

Director Paul Kermoyan replied yes. He added that per the new upcoming Regional Housing Needs Assessment (RHNA) numbers Campbell is going to have to add thousands of new housing units. This use will have to be contained on its own site.

Commissioner Ching:
- Said it seems this proposal is consistent with the existing General Plan and Zoning; however, there remains public safety concerns specifically for pedestrian safety.
- Stated that there must be some plan to mitigate those pedestrian safety concerns.
- Concluded that beyond that concern, he is in support.

Chair Rivlin suggested there be a few breaks/openings in the wall proposed along Arroyo Seco to allow pedestrians to access the Chick-Fil-A site and avoid any need to climb over the wall to get on site.

Commissioner Hines:
- Said that he personally takes social advocacy to heart. His wife and he work extensively on social issues important to them.
- Stated that he is here today in the capacity of a Planning Commissioner appointed by Council to use the General Plan and Zoning standards in its decision-making.
- Added that despite traffic details given, growth is inevitable.
- Advised that the Commission needs to look at what we can do to support Campbell.
- Reminded that Chick-Fil-A would be both an income and job producing company for this area.

Commissioner Ostrowski:
- Agreed with Commissioner Hines that growth is inevitable, but we must look closely at how and what projects get approved.
- Pointed out that this site is adjacent to a residential area with larger parcels. A drive-thru is directly in conflict with that. It conflicts with those policies. It is not in alignment with the General Plan even today and will be more clearly not in the future.

Commissioner Buchbinder said the Commission must use discretion.

Director Paul Kermoyan asked City Traffic Engineer Matthew Jue, who also serves as the Staff Liaison for the City's Bike & Pedestrian Advocacy Committee, for input on what the City's ideas are for the Bascom Avenue Complete Streets Plan (BASCP).

Matthew Jue, Traffic Engineer, City of Campbell:
- Said on Bascom Avenue, there is currently use of a striped shoulder.

- Added that in Phase 1 of the BACSP, the City will be converting that striped shoulder into a bike lane at areas of conflict with a green bike lane as already seen currently in portions of Railway, Campbell Avenue and Bascom around Pruneyard.

Commissioner Krey asked if the green bicycle lane is enough to alleviate concerns expressed by Commissioner Ching.

Commissioner Ching said to him it feels inadequate.

Commissioner Ostrowski:
- Stated the importance of marking those high impact areas for bicycle safety.
- Added that she appreciates that there will be more and more bicycle markings.

Commissioner Buchbinder recounted the he was on bike within a painted bike lane when he was struck by a vehicle.

Commissioner Hines said there needs to be a better way to navigate through traffic.

Commissioner Ching stated that this may be an incompatible use from where we are going with our General Plan, but it is compatible with our current zoning.

Commissioner Buchbinder said he is not here serving as a Planning Commissioner to deal with socio-economic issues but also cannot act in a way that is complicit with moral evil.

City Attorney William Seligmann:
- Clarified for the Commissioners that their role here is looking at the use of a site. It may not always be a Chick-Fil-A located there.
- Continued that the Commissioners must look at the operation and not the operators involved.

Commissioner Ching asked if future use of the site would still abide by the conditions of approval.

Director Paul Kermoyan replied yes.

Commissioner Ching suggested a straw vote by the Commission as the project stands with the addition of green bicycle conflict markings outside the entrance, inclusion o f a six-foot barrier to bock headlights beaming into the duplex across Arroyo Seco; and inclusion of a pedestrian access from Arroyo Seco.

Planner Cindy McCormick:
- Reminded that there is the standard revocation condition include that upon three verifiable complaints within a six-month period, this use could be brought back for review and/or revocation as appropriate.
- Referred the Commission to the Use Permit Resolution, Condition 15 (Operational Standards), located on page 4 of 22 of the Conditions of Approval.

  <u>Existing/Modified</u>

Attachment: PC Minutes 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

- 15-L – Applicant is asking for an exception to the imposed delivery hours between 6 to 8 a.m. Perhaps to 9 a.m.
- 15-M – Parking Management Plan – the applicant will be required to develop a Parking Management Plan (PMP) if there are excessive parking impacts. Additionally, all employees "shall park on site."
- 15-N – Noise – Add at the beginning, "The volume of ordering speaker(s) is not to exceed 65 decibels as heard from the property line."

New/Proposed/Added

- 15-V – Lights Poles – the light poles throughout the parking lot should be no taller than 10-feet tall.
- 15-W – Wall along Arroyo Seco – Increase the proposed screening wall to a six-foot height from the northeast corner drive-thru lane to the middle of the drive-thru lane along Arroyo Seco as well as some screening landscaping.

STRAW POLL

Commissioners in support: Ching, Hines, Krey & Rivlin
Commissioners against: Buchbinder and Ostrowski

Commissioner Buchbinder:

- Predicted that this Commission will regret allowing this drive-thru within six months after it opens.
- Stated that his conscience won't allow him to support this use.
- Reiterated that a drive-thru restaurant is not pedestrian-friendly.
- Stressed the need to find a way to prevent this commercial traffic from going onto the adjacent residential streets.
- Pointed out that the 2001 General Plan already pushes to try to encourage other than people driving alone in a vehicle.

Commissioner Ostrowski:

- Said that the current General Plan does specify that fast food restaurant uses are incompatible with residential uses.
- Added that she finds there are significant flaws in the traffic analysis done for this project.
- Stated that Chick-Fil-A generates a lot of traffic much like In-N-Out Burger.

Director Paul Kermoyan:

- Cautioned Commissioner Ostrowski that her interpretation of that idea is misused here.
- Clarified that that comment serves as an introduction to a Chapter.
- Added that its intent is to provide a narrative and not to serve as either a Policy or a Strategy.
- Said the that introduction goes on to explain how to do so but is not an outright prohibition of fast food restaurants near residential areas.

Motion: **Upon motion of Commissioner Krey, seconded by Commissioner Ching, the Planning Commission took the following actions:**

- **Adopted Resolution No. 4548 adopting a Mitigated Negative Declaration;**
- **Adopted Resolution No. 4549 approving a Conditional Use Permit with Site and Architectural Review (PLN2018-206) to allow construction of a new drive-through fast-food restaurant, associated site and landscaping improvements, as revised; and**
- **Adopted Resolution No. 4550 approving a Tree Removal Permit (PLN2018-207) to allow the removal of protected trees;**

on property located at 2060 S Bascom Avenue; by the following roll call vote:

AYES: **Ching, Hines, Krey and Rivlin**
NOES: **Buchbinder and Ostrowski**
ABSENT: **None**
ABSTAIN: **None**

Chair Rivlin advised that this action is final unless appealed in writing to the City Clerk within 10 calendar days.

***

REPORT OF THE COMMUNITY DEVELOPMENT DIRECTOR

Director Paul Kermoyan had nothing new to add to his written report:

ADJOURNMENT

The Planning Commission meeting adjourned at 12:20 a.m. to the next Regular Planning Commission Meeting of **November 26, 2019**.

SUBMITTED BY: _____
Corinne Shinn, Recording Secretary

APPROVED BY: _____
Andrew Rivlin, Chair

ATTEST: _____
Paul Kermoyan, Secretary

Attachment: PC Minutes 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Memorandum

Date: November 12, 2019

Project: CMP029

To: Cindy McCormick
City of Campbell

From: Kenny Jeong
kjeong@w-trans.com

Subject: 2060 S. Bascom Avenue – Chick-fil-A Restaurant Revised Analysis

---

The purpose of this memo is to identify the recent changes in traffic analysis results as part of the Draft Traffic Impact Analysis for the proposed Chick-fil-A Restaurant located at 2060 S. Bascom Avenue in Campbell, CA.

In response to recent questions posed by Commissioner Michael Krey, it was discovered that the Draft Traffic Impact Analysis Report contained inaccurate information and requires a revision. A parameter addressing an unusually high number of vehicles turning right from northbound Salmar Avenue was incorrectly applied. Thus, the operation of the intersection during the p.m. peak hour under each "plus project" condition was slightly overstated. Consequently, this intersection is no longer considered to have a significant impact during the cumulative plus project condition for the p.m. peak hour as the change in average critical delay and volume-to-capacity ratio with the addition of project-generated trips does not satisfy the significance thresholds defined by current *VTA TIA Guidelines*. A summary of revised LOS results is provided below in Table 1.

Table 1 – Summary of LOS Changes

Intersection	Condition/Peak	September 2019			November 2019		
		Avg Delay	LOS	Impact (Y/N)	Avg Delay	LOS	Impact (Y/N)
Hamilton Ave/Salmar Ave-SR17 Off-ramp	Existing plus Project (PM Peak)	53.8	D-	N	52.6	D-	N
	Background plus Project (PM Peak)	56.2	E+	N	54.9	D-	N
	Cumulative plus Project (PM Peak)	154.2	F	Y	148.1	F	N

KBJ/kbj/CMP029.M5

Attachments

None.

Attachment: Traffic Consultant Memorandum 11-12-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Traffic Impact Study for 2060 South Bascom Avenue

Prepared for the City of Campbell

Submitted by
W-Trans

November 26, 2019

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Executive Summary

The proposed project includes the removal of the existing 5,399 square foot Denny's restaurant and construction of a new 5,000 square-foot Chick-fil-A restaurant with a dual lane drive-through at 2060 South Bascom Avenue. In recognition of the unique vehicle demand characteristics of the Chick-fil-A restaurant, four to five nearby Chick-fil-A restaurant locations were surveyed to identify vehicle trip, queuing and parking rates specific to Chick-fil-A restaurants and this region. The resulting trip generation estimated for the project includes a net increase of 2,289 trips per weekday, with 27 trips during the a.m. peak hour and 150 during the p.m. peak hour.

The analysis addresses potential impacts at six study intersections and determined that all study intersections are expected to continue operating acceptably under all conditions with and without the project, except that under the Cumulative (Year 2040) Condition the intersections of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) is expected to operate at LOS F during the p.m. peak hour and South Bascom Avenue/Hamilton Avenue (#3) has LOS F operation projected during the a.m. peak. Although these intersections would operate at LOS F with or without the project, these are not considered a significant impact because they would not satisfy the conditions prescribed by the VTA Transportation Impact Analysis Guidelines.

Vehicle queuing analysis under the Background plus project volumes revealed that the addition of project-generated trips would result in queuing exceeding the storage length in the southbound left-turn lane at the project driveway during the p.m. peak hour. Queue spillback from this lane would extend into the southbound through traffic lanes. To remedy this condition, two potential mitigation measures were identified: The project sponsor should reduce the size of the project by 300 square feet or fund the design and installation of a regulatory sign within the median at the northern end of the left-turn lane which reads *"DO NOT BLOCK THRU LANE – USE NEXT SIGNAL"* or similar message. Implementation of either strategy would reduce this impact to a less-than-significant level.

Three local street segments were evaluated using the TIRE Index Methodology, which included Campbell Avenue from South Bascom Avenue to Midway Street, Arroyo Seco Drive from South Bascom Avenue to Midway Street, and El Solyo Avenue from South Bascom Avenue to Midway Street. The addition of project-related trips would not result in a significant increase to the TIRE index for any of these street segments, and therefore impacts to residential streets are expected to be less-than-significant.

The anticipated average queue length during the Saturday midday peak hour would exceed the storage capacity of the proposed drive-through lane by two vehicles. The overflow of two vehicles would stack up in the project drive-aisle (which can accommodate twelve passenger cars before extending onto South Bascom Avenue). Given that parking lots are a low-speed environment, the temporary blockage of the drive-aisle and adjacent parking spaces is not expected to result in a circulation deficiency as it is consistent with typical driver behavior and expectations within a parking lot. The maximum length of the drive-through queue is estimated to spill out into the area immediately adjacent to the drive-through lane entrance. This area does not directly overlap with the emergency vehicle swept paths (as shown in the vehicle template analysis in Appendix G) and thus is not anticipated to interfere with emergency vehicle access. Additionally, a review of the parking occupancy survey suggests that there would be a surplus of approximately seven parking spaces during peak drive-through queuing conditions. Thus, the temporary blockage of approximately four spaces would not result in excess circulation or hazardous effects.

Emergency vehicle access, pedestrian, bicycle and transit facilities on the project site and within the study area were evaluated and determined to be adequate.

The proposed parking supply would satisfy the City's parking code requirement of 56 spaces for this type of land use. Recent surveys indicate that the anticipated parking demand of 57 parking spaces would exceed the proposed parking supply of 56 spaces. As such, there is a potential for parking intrusion to occur along nearby

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

facilities. However, since this would involve a nominal number of vehicles (approximately one), excess circulation or hazardous effects are not anticipated. Furthermore, reducing the building size of the proposed project by 50 square feet would, in turn, reduce the calculated parking demand from 57 to 56 spaces, which matches the number of spaces currently proposed.

It should be noted that reducing the building size by 300 square feet (from 5,000 to 4,700 square feet) would mitigate the vehicle spillover of the southbound left-turn lane at the project entrance as well as reducing the parking lot demand such that the proposed number of parking spaces (56) would be sufficient.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Introduction

This report presents an analysis of the potential traffic impacts that would be associated with development of a proposed Chick-fil-A restaurant with a dual lane drive-through at 2060 South Bascom Avenue in the City of Campbell. The traffic study was completed in accordance with the criteria established by the City of Campbell and is consistent with standard traffic engineering techniques.

Prelude

The purpose of a traffic impact study is to provide City of Campbell staff and policy makers with data that they can use to make an informed decision regarding the potential traffic impacts of a proposed project, and any associated improvements that would be required to mitigate these impacts to a level of insignificance as defined by the City of Campbell's General Plan or other policies. Vehicular traffic impacts are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed project, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments. Impacts relative to access for pedestrians, bicyclists, and to transit are also addressed.

Project Profile

The proposed project would remove the existing 5,399 square foot Denny's restaurant and replace it with a new 5,000 square foot Chick-fil-A restaurant with a dual lane drive-through at 2060 South Bascom Avenue. The proposed project would remove the driveway on Arroyo Seco Drive and replace it with sidewalk, reducing the number of vehicle access points from two to one. The project would provide 56 parking stalls in the parking lot. The site plan for the proposed project is provided in Appendix A.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Transportation Setting

Operational Analysis

Study Intersection and Periods

A list of study intersections is provided below with the governing agency and an indication as to whether the location is included in the Santa Clara County Congestion Management Program (CMP) network or not:

1. Hamilton Avenue/Salmar Avenue-Highway 17 South Off-ramp (CMP)
2. Hamilton Avenue/Creekside Way (CMP)
3. South Bascom Avenue/Hamilton Avenue (CMP)
4. South Bascom Avenue/Campbell Avenue (CMP)
5. South Bascom Avenue/Arroyo Seco Drive
6. South Bascom Avenue/Apricot Avenue

Operating conditions during the a.m. and p.m. peak hours were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. Where available, traffic counts from the Santa Clara County Congestion Management Program were used for the p.m. peak hour analysis. Intersection counts are included in Appendix B. The a.m. and p.m. peak hours for the following scenarios were evaluated:

1. **Existing Conditions**. Existing peak hour volume, lane geometry, and traffic control (e.g., signal timing, signal phasing, etc.)

2. **Existing plus Project Conditions**. Existing peak hour volumes plus net-new Project-generated trips estimated for the proposed 5,000 square foot Chick-fil-A restaurant with a drive-through lane.

3. **Background Conditions.** (Existing plus Approved but Not Yet Built Projects). Existing peak hour volumes plus trips from approved but not yet constructed developments in the study area vicinity.

4. **Background Plus Project Conditions.** (Existing Plus Approved Plus Project). Background Condition volumes plus net-new Project-generated trips estimated for the proposed 5,000 square foot Chick-fil-A restaurant with a drive-through lane.

5. **Cumulative Conditions**. Existing peak hour volumes plus anticipated forecasted growth for the year 2040 derived from the Santa Clara County Travel Demand Model.

6. **Cumulative Plus Project Conditions**. Cumulative Year Condition volumes plus net-new Project-generated trips estimated for the proposed 5,000 square foot Chick-fil-A restaurant with a drive-through lane.

Local Roadway Analysis

The following nearby residential streets were evaluated for potential impacts.

1. Campbell Avenue (between South Bascom Avenue and Midway Street)
2. Arroyo Seco Drive (between South Bascom Avenue and Midway Street)
3. El Solyo Avenue (between South Bascom Avenue and Midway Street)

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Local Roadway Network

The Study Area is served by a network of arterials, collectors, and local streets. Through traffic is generally served by arterial streets, while collector streets connect arterials to local streets and land uses. Local streets provide direct access to land uses. These roadways are summarized below.

South Bascom Avenue is a six-lane north-south principal arterial roadway that extends from I-880 at the Santa Clara/San Jose border southward to State Route (SR) 85. The road has three travel lanes in each direction and one to two left-turn lanes at major driveways and intersections. Bascom Avenue is divided by a median and the posted speed limit is 35 mph north of Dry Creek Road and 40 mph south of Dry Creek Road.

Hamilton Avenue is a six-lane east-west principal arterial roadway that provides access between Saratoga Avenue and San Jose where it becomes Pine Avenue east of Hicks Avenue. Hamilton Avenue has a posted speed limit of 35 mph.

East Campbell Avenue is an east-west residential collector roadway with one lane in each direction east of South Bascom Avenue. Between Civic Center Drive/Railway Avenue and South Bascom Avenue, East Campbell Avenue has two travel lanes in each direction. The posted speed limit is 25 mph, except between Civic Center Drive/Railway Avenue and Bascom Avenue where the posted speed limit is 30 mph.

Arroyo Seco Drive and **El Solyo Avenue** are each two-lane, east-west local residential streets with posted speed limits of 25 mph. These streets provide local access between South Bascom Avenue and the residential neighborhood to the east.

Study Intersections

Hamilton Avenue/Salmar Avenue-Highway 17 South Off-ramp is a signalized intersection with protected left-turn phasing on the northbound, westbound, and southbound approaches. Pedestrian refuge islands are provided on the northeast and northwest corners, and crosswalks are provided on the north, south, and west legs of the intersection.

Hamilton Avenue/Creekside Way is a signalized tee-intersection with protected left-turn phasing on the northbound and westbound approaches. The southeast and southwest corners of the intersection have pedestrian refuge islands. Crosswalks are provided on the east and south legs.

South Bascom Avenue/Hamilton Avenue is a signalized intersection with protected left-turn phasing on all four approaches. Pedestrian refuge islands and crosswalks are provided on all legs of the intersection.

South Bascom Avenue/Campbell Avenue is a signalized intersection with protected left-turn phasing on all four approaches. The southeast, southwest, and northwest corners of the intersection have pedestrian refuge islands. Crosswalks are provided on the east, south, and west legs.

South Bascom Avenue/Arroyo Seco Drive is a tee-intersection. The westbound approach is stop-controlled. The intersection has no crosswalks. A raised median spans this intersection along South Bascom Avenue which separates the northbound and southbound directions and prohibits all turning movements for southbound traffic.

Bascom Avenue/Apricot Avenue is a signalized three-legged intersection with protected left-turn phasing on the northbound and southbound approaches. Crosswalks are provided only on the west and south legs.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

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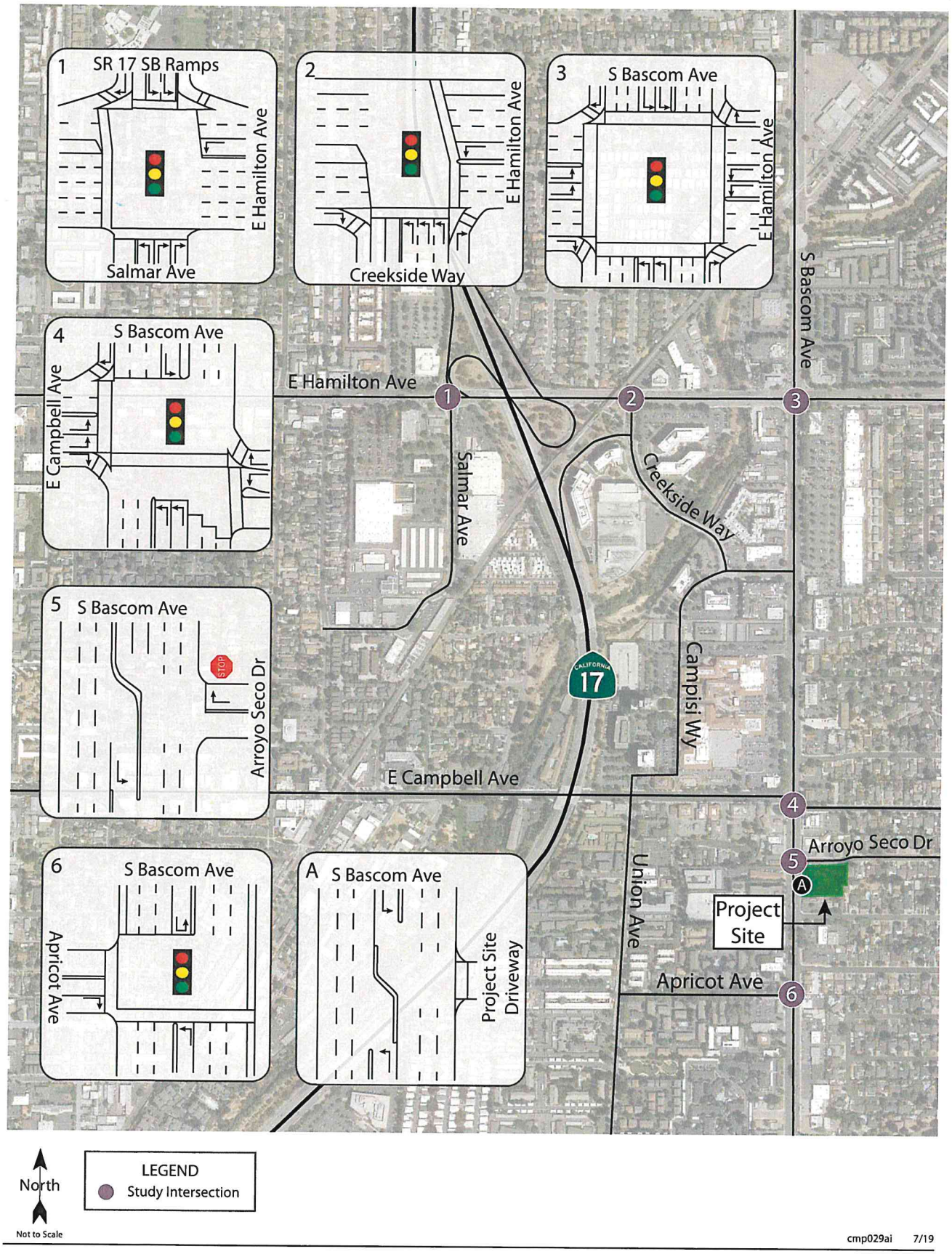

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 1 – Study Area and Lane Configurations

W-Trans

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Alternative Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians in the vicinity of the proposed project site. There are no existing gaps or obstacles along the connecting roadways that impact convenient and continuous access for pedestrians.

- **South Bascom Avenue** – Continuous sidewalk coverage is provided on both sides of South Bascom Avenue within the study area. There are generally curb ramps and crosswalks at side-street approach.

Bicycle Facilities

The *Highway Design Manual*, California Department of Transportation (Caltrans), 2012, classifies bikeways into three categories that are used by the City of Campbell:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.

In the project area Class II bike lanes exist on Campbell Avenue (between Barbano Avenue and Poplar Avenue), Hamilton Avenue (between Winchester Boulevard and SR 17) and on South Bascom Avenue (between Fruitdale Avenue and Hamilton Avenue). There is also a Class III bikeway on South Bascom Avenue from Hamilton Avenue to Apricot Avenue. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Table 1 summarizes the existing bicycle facilities in the project vicinity; no additional future facilities are planned.

Table 1 – Bicycle Facility Summary

Status Facility	Class	Length (miles)	Begin Point	End Point
Existing				
Los Gatos Creek Trail	I	9.7	Lexington Reservoir (Los Gatos)	Meridian Ave (San Jose)
Campbell Ave	II	0.29	Barbano Ave	Poplar Ave
Hamilton Ave	II	0.60	Winchester Blvd	SR 17
South Bascom Ave	II	1.23	Fruitdale Ave	Hamilton Ave (San Jose)
South Bascom Ave	III	0.75	Hamilton Ave (San Jose)	Apricot Ave

Source: Santa Clara Valley Bikeways Map, Santa Clara Valley Transportation Authority, 2016

Transit Facilities

The Santa Clara Valley Transportation Authority (VTA) provides fixed route bus service and light rail train service in Santa Clara County. Two bicycles can be carried on VTA light rail trains and most VTA buses. Bike rack space is on a first come, first served basis. Additional bicycles are allowed on VTA buses at the discretion of the driver. VTA provides bus service to the immediate Study Area via two local routes that are described below.

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Bus Route 26 provides both weekday and weekend service between the Lockheed Martin Transit Center and Eastridge Transit Center, connecting Campbell Avenue and South Bascom Avenue. Service is provided between 5:30 a.m. and 11:00 p.m. with an approximate 15- to 30-minute headway during the a.m. and p.m. peak hours. The nearest bus stop to the project site is located approximately 500 feet away near the intersection of South Bascom Avenue/El Solyo Avenue.

Bus Routes 61 and 62 provide both weekday and weekend service between Sierra Road/Piedmont Road and the Good Samaritan Hospital in Campbell via South Bascom Avenue. During weekdays service is provided from 6:00 a.m. to 11:00 p.m. with approximately 30- to 60-minute headways. On weekends service is provided between 7:30 a.m. and 9:00 p.m. with an approximate 60-minute headway. The nearest bus stop to the project site is located approximately 500 feet away near the intersection of South Bascom Avenue/El Solyo Avenue. Additionally, the Downtown Campbell Station is located approximately 0.8 miles west of the Study Area at 175 Railway Avenue. The Downtown Campbell Station provides connections to Bus Route 26 and currently serves VTA LRT Line 902 between Mountain View and Winchester Station Area. Line 902 operates on weekdays between 5:00 a.m. and 12:00 a.m. with 10- to 20-minute headways and from 6:00 a.m. to 12:00 a.m. with 30-minute headways.

Dial-a-ride, also known as paratransit, or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. VTA Paratransit is designed to serve the needs of individuals with disabilities within the City of Campbell and greater Santa Clara County.

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Capacity Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

All signalized study intersections were evaluated using the signalized intersection methodology published in the *Traffic Level of Service Analysis Guidelines*, Santa Clara Valley Transportation Authority, Congestion Management Program, 2003. This methodology is based on the signalized methodology published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000, which has been modified for use in Santa Clara County. Average stopped-delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. Since the *Traffic Level of Service Analysis Guidelines* do not include a procedure for including "U-turns" as part of the intersection level of service methodology, this study treated all U-turn movements at intersections as being similar to left turns and thus were analyzed as a combined value.

VTA has adopted modified default values for HCM analysis as well as modified LOS thresholds. These modified default values were applied to all study intersections. The City of Campbell employs the CMP default values for the analysis parameters. The VTA approved LOS thresholds are indicated in Table 2.

Table 2 – Santa Clara VTA Level of Service Criteria

LOS	Control Delay (sec per veh)	Description
A	Delay ≤ 10.0	Free Flow; minimal to no delay.
B+	10.0 < Delay ≤ 12.0	Stable flow, but speeds are beginning to be restricted by traffic conditions; slight delays.
B	12.0 < Delay ≤ 18.0	
B-	18.0 < Delay ≤ 20.0	
C+	20.0 < Delay ≤ 23.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
C	23.0 < Delay ≤ 32.0	
C-	32.0 < Delay ≤ 35.0	
D+	35.0 < Delay ≤ 39.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
D	39.0 < Delay ≤ 51.0	
D-	51.0 < Delay ≤ 55.0	
E+	55.0 < Delay ≤ 60.0	Unstable flow with stop and go; delays.
E	60.0 < delay ≤ 75.0	
E-	75.0 < Delay ≤ 80.0	
F	Delay > 80.0	Total breakdown; congested conditions with excessive delays.

Reference: *Traffic Level of Service Analysis Guidelines*, Santa Clara Valley Transportation Authority, 2003

The unsignalized study intersection of South Bascom Avenue/Arroyo Seco Drive was analyzed using the "Two-Way Stop-Controlled" Intersection methodology from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are

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presented for individual movements together with the weighted overall average delay for the intersection. The ranges of delay associated with the various levels of service are indicated in Table 3.

Table 3 – Two-Way Stop-Controlled Intersection Level of Service Criteria	
LOS A	Delay of 0 to 10 seconds. Upon stopping, drivers are immediately able to proceed.
LOS B	Delay of 10 to 15 seconds. Drivers may wait for one or two vehicles to clear the intersection before proceeding from a stop.
LOS C	Delay of 15 to 25 seconds. Drivers will enter a queue of one or two vehicles on the same approach, and wait for vehicle to clear from one or more approaches prior to entering the intersection.
LOS D	Delay of 25 to 35 seconds. Queues of more than two vehicles are encountered on one or more approaches.
LOS E	Delay of 35 to 50 seconds. Longer queues are encountered on more than one approach to the intersection.
LOS F	Delay of more than 50 seconds. Drivers enter long queues on all approaches.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

Traffic Infusion on Residential Environment (TIRE) Index Methodology

The potential effect of adding project-related traffic on residential streets near the project site was evaluated based on the Traffic Infusion on Residential Environment (TIRE) index. The TIRE index is a tool that measures the residents' perception of the effect of increased Average Daily Traffic (ADT) on residential streets. TIRE index values range from 0.0 to 5.0 depending on daily traffic volume. An index of 0.0 represents the least infusion of traffic and 5.0 the greatest, and, thereby the poorest residential environment. A TIRE index of 3.0 represents the threshold at which the character of a residential street changes. Residential streets with a TIRE index above this mid-range point of 3.0 typically exhibit higher traffic volumes, while streets with a TIRE index below 3.0 are usually more suitable for residential activities. The index was developed by D.K. Goodrich, and reflects research conducted by University of California at Berkeley Professor Donald Appleyard with consideration of prior work by the Ministry of Transport, England. According to this methodology, an impact occurs on the residential street when the difference in index between no project and project conditions is 0.10 or more. An abbreviated list of the TIRE indices is presented in Table 4, while the entire TIRE index table is provided in Appendix C.

Table 4 – TIRE Index Table

Existing Volume Range (Daily Volume)	TIRE Index	Minimum Daily Volume Increase to Produce +0.1 change in the TIRE Index
561-710	2.8	140
711-890	2.9	170
891-1,100	3.0	220
1,101-1,400	3.1	290
1,401-1800	3.2	380
1,801-2,200	3.3	500
2,201-2800	3.4	650

Reference: Goodrich Traffic Group

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Vehicle Miles Traveled (VMT) Analysis

California Governor Jerry Brown signed California Senate Bill (SB) 743 (Steinberg, 2013) on September 27, 2013 which recommends Vehicle Miles Traveled (VMT) as the sole measure of a project's impact on transportation infrastructure in CEQA documents, as opposed to the current methods which focus on metrics related to vehicular roadway capacity and Level of Service (LOS). The shift to VMT will decouple the LOS analysis approach from environmental analysis, which in turn has the potential to streamline the CEQA review process in cases where LOS-based traffic impacts could not be mitigated to less than significant levels.

Most VMT calculations rely on methodologies that use primarily home-to-work based travel patterns. Thus, a VMT evaluation for the proposed project is not included in this analysis since trips associated with retail land uses, such as fast-food restaurants, do not fall into a category described as a home-to-work based trip, and a methodology to determine the change in VMT attributable to a change in these types of land uses has not been established.

Traffic Operation Standards/Significance Impact Criteria

The following criteria, based on the guidelines from the City of Campbell, Caltrans and VTA, were used to determine whether the proposed Project would result in a significant impact to the transportation system.

Santa Clara County Valley Transportation Authority

The Santa Clara County Valley Transportation Authority (VTA) has established criteria to determine the level of significance of traffic impacts based on standards set by the Santa Clara County *Congestion Management Program* (CMP) in the *Transportation Impact Analysis Guidelines*, adopted in October 2014 which states that significant traffic impacts at signalized CMP intersections are defined to occur when the addition of project-generated trips causes one of the following:

- Intersection operations deteriorate from LOS E or better to LOS F; or
- For intersections operating at LOS F under background or cumulative conditions, the project condition increases the average control delay for critical movements by four seconds or more and project traffic increases the critical volume-to-capacity (v/c)1 ratio by 0.01 or more.

City of Campbell

For local signalized intersections not on the CMP network, a traffic impact is considered significant if:

- The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F, or
- For intersections where LOS E operation has been established as acceptable, the project condition causes operation to deteriorate from LOS E to LOS F.

The City of Campbell does not have a formally adopted minimum threshold for unsignalized intersections. Thus, for the purposes of this report, a traffic impact is considered significant if the addition of project-generated traffic causes operation of an unsignalized intersection to deteriorate from an acceptable level of service (LOS E or better)

[1] Volume-to-Capacity (v/c) is a measure that reflects the mobility and quality of travel within a roadway facility. It compares the number of vehicles using the roadway to the theoretical capacity of that facility. For example, a v/c of 1.00 indicates the facility is operating at its capacity.

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to LOS F in combination with the satisfaction of the peak hour traffic warrant as defined in the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD).

Caltrans

In the *Guide for the Preparation of Traffic Impact Studies* (2002), Caltrans indicates that they endeavor to maintain operation at the transition from LOS C to LOS D for all its facilities. Where an existing facility is operating a less than LOS C/D threshold, the existing measure of effectiveness should be maintained.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the a.m. and p.m. peak periods. This condition does not include project-generated traffic volumes. Where available, traffic counts conducted in December 2016 or January 2017 for the most recent Santa Clara County Congestion Management Program (CMP) were used for the p.m. peak hour analysis. At all remaining locations and periods, traffic data was collected either in October 2017, October 2018 or April 2019 while local schools were in session. Note, that at the intersection of South Bascom Avenue/Arroyo Seco Drive (#5), the raised median separates the southbound movement from both the northbound and westbound movements at the intersection. In other words, the southbound movement has been omitted from all level of service analysis since the raised median prohibits all turning movements with vehicles in the southbound direction. Data supporting the analysis at the intersection of South Bascom Avenue/Arroyo Seco Drive (#5) is comprised of the average of two separate count dates (October 2018 and April 2019).

Under existing conditions, all study intersection operate at acceptable levels of service during the a.m. and p.m. peak hours. This includes the CMP study intersection of South Bascom Avenue/Hamilton Avenue (#3) which currently operates at LOS E+ during the a.m. peak hour. Existing traffic volumes are shown in Figure 2, a summary of existing intersection Levels of Service is contained in Table 5, and the Level of Service calculation details are provided in Appendix D.

Table 5 – Existing Peak Hour Intersection Levels of Service

Study Intersection	**AM Peak**		**PM Peak**	
Approach	**Avg Delay**	**LOS**	**Avg Delay**	**LOS**
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	33.0	C-	52.2	D-
2. Hamilton Ave/Creekside Way (CMP)	18.0	B	25.1	C
3. S. Bascom Ave/Hamilton Ave (CMP)	55.8	E+	51.4	D-
4. S. Bascom Ave/Campbell Ave (CMP)	26.0	C	30.7	C
5. S. Bascom Ave/Arroyo Seco Dr	0.6	A	0.5	A
Westbound (Arroyo Seco Dr) Approach	*12.0*	*B*	*10.3*	*B*
6. S. Bascom Ave/Apricot Ave	*8.5*	*A*	*8.5*	*A*

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

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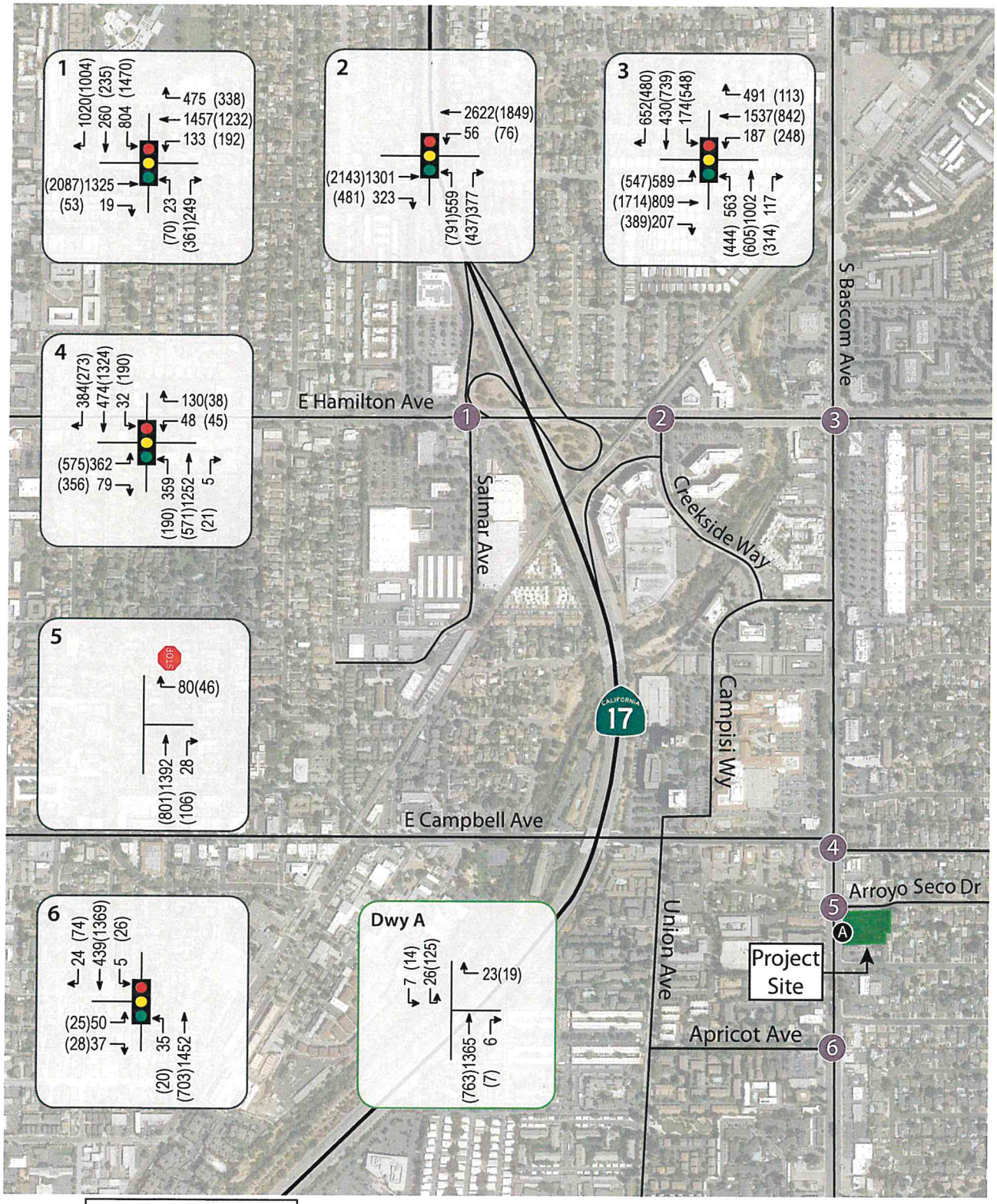

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 2 – Existing Traffic Volumes

W-Trans

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Background Conditions

Background operating conditions include existing vehicle turning movements plus trips from approved or pending developments in the study area. Nearby approved or pending projects identified by the City of Campbell staff include:

- Creekside Center (675 Creekside Way)
- Carden Day School (1980 Hamilton Avenue)
- Starbucks (771 Hamilton Avenue)
- St. Antons (226 Railway Avenue)
- Pruneyard Expansion (1875 S. Bascom Avenue)
- Opa Expansion (276 Campbell Avenue)
- Retail Building at 2135 Winchester Boulevard
- In-N-Out Burger Restaurant (499 Hamilton Avenue)
- Franciscan Apartments Expansion (601 Almarida Drive)

With traffic associated with each of these projects added to existing volumes, all study intersections would be expected to continue operating at acceptable Levels of Service. Background intersection Levels of Service are summarized in Table 6 and background condition volumes are shown in Figure 3.

Table 6 – Background Peak Hour Intersection Levels of Service

Study Intersection *Approach*	AM Peak		PM Peak	
	Avg Delay	LOS	Avg Delay	LOS
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	35.2	D+	54.4	D-
2. Hamilton Ave/Creekside Way (CMP)	18.4	B-	26.9	C
3. S. Bascom Ave/Hamilton Ave (CMP)	57.3	E+	52.3	D-
4. S. Bascom Ave/Campbell Ave (CMP)	26.0	C	31.2	C
5. S. Bascom Ave/Arroyo Seco Dr	0.7	A	0.5	A
Westbound (Arroyo Seco Dr) Approach	*12.9*	*B*	*10.8*	*B*
6. S. Bascom Ave/Apricot Ave	8.5	A	8.4	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

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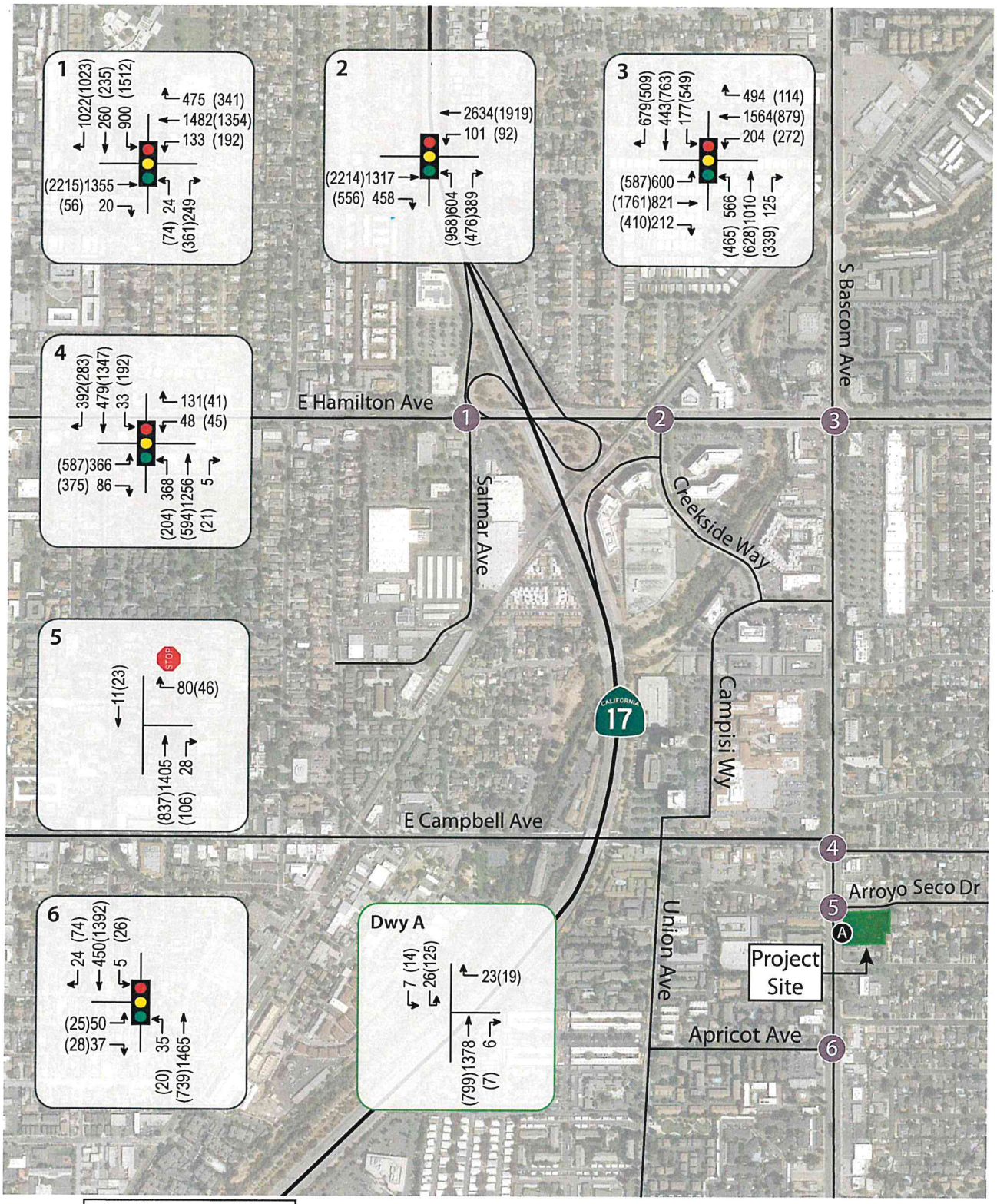

Traffic Impact Study for 2060 South Bascom Avenue

Figure 3 – Background Traffic Volumes

W-Trans

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Cumulative Condition

Year 2040 p.m. peak hour roadway segment forecasts from the Santa Clara County Travel Demand model were reviewed within the vicinity of the study area to develop cumulative traffic volumes. Comparison of 2015 and 2040 growth forecasts (roadway segment link volumes) indicates an annual growth rate of 1.10-percent for the a.m. and 1.75-percent for the p.m. peak hours. The growth rate based on the County Travel Demand model accounts for any potential future developments not yet identified or approved, as well as overall regional traffic growth. These growth rates were applied to existing traffic volumes for both the a.m. and p.m. peak hours to forecast the cumulative condition future traffic demand. Use of the Santa Clara County Travel Demand model is consistent with Section 11.1.2 of the *VTA TIA Guidelines* and provides a reasonable growth profile for expected traffic demands for the future year analysis.

It was assumed that the transportation network would be the same under cumulative conditions as under the existing conditions; in other words, it was assumed that there are no plans for any improvements at any of the study intersections.

Under the anticipated Cumulative volumes, the study intersections would be expected to continue operating at acceptable Levels of Service, except for Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) and South Bascom Avenue/Hamilton Avenue (#3), which would be expected to operate at LOS F during the p.m. peak hour and LOS F during the a.m. peak hour, respectively. Two CMP study intersections are expected to operate at LOS E, including Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) during the p.m. peak hour and South Bascom Avenue/Hamilton Avenue (#3) during the a.m. peak hour. Cumulative traffic volumes are shown in Figure 4. The cumulative operating conditions are summarized in Table 7.

Table 7 – Cumulative Peak Hour Intersection Levels of Service

Study Intersection	AM Peak		PM Peak	
	Avg Delay	LOS	Avg Delay	LOS
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	64.1	E	**145.9**	**F**
2. Hamilton Ave/Creekside Way (CMP)	20.3	C+	34.3	C-
3. S. Bascom Ave/Hamilton Ave (CMP)	**85.7**	**F**	72.7	E
4. S. Bascom Ave/Campbell Ave (CMP)	27.0	C	37.3	D+
5. S. Bascom Ave/Arroyo Seco Dr	0.7	A	0.6	A
Westbound (Arroyo Seco Dr) Approach	*13.8*	*B*	*11.5*	*B*
6. S. Bascom Ave/Apricot Ave	8.5	A	8.2	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service, Unacceptable LOS in **BOLD**; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

Project Description

The proposed project would demolish the existing 5,399 square foot Denny's restaurant and construct a new 5,000 square-foot Chick-fil-A restaurant with a dual lane drive-through at 2060 South Bascom Avenue. The project site would be served by one driveway on South Bascom Avenue. This driveway would allow for inbound and outbound right turns as well as left turns into the site. The existing raised median along Bascom Avenue prohibits left turns exiting the site. The restaurant would operate six days a week (closed on Sundays) from 6:30 a.m. to 10:00 p.m. The project would include 56 parking spaces, and queue storage for 20 passenger cars in the dual drive-through lanes. The site plan for the proposed project is provided in Appendix A.

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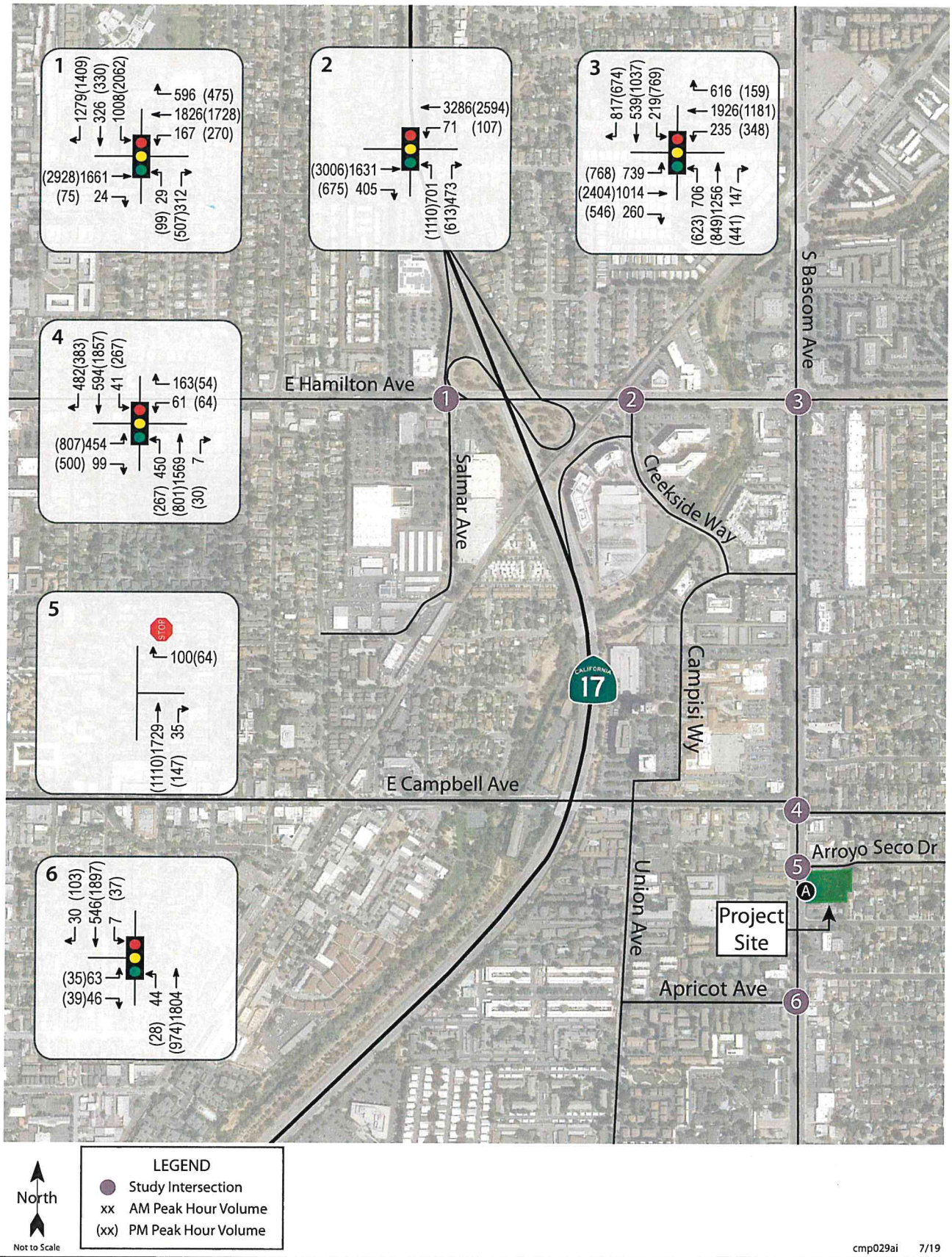

Traffic Impact Study for 2060 South Bascom Avenue

Figure 4 – Cumulative Traffic Volumes

W-Trans

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Trip Generation Methodology

Chick-fil-A restaurants are notable because they have a perceived heightened popularity and therefore using standard trip generation rates published by the Institute of Transportation Engineers (ITE) in the Trip Generation Manual, 10th Edition, 2017 for "Fast-Food Restaurant with Drive-Through Window" (ITE Land Use #934) may not accurately predict the number of project trips. Similarly, the same land use in the ITE Parking Generation Manual, 5th Edition, 2019, may also not reliably predict the number of parking spaces needed for the proposed project. Additionally, trip and parking generation estimates from ITE are comprised of a wide array of data which blends a variety of site conditions and may not best reflect local conditions. Thus, to determine an appropriate trip and parking generation rate to be applied toward this study, a series of surveys was conducted at existing Chick-fil-A restaurant locations within 100 miles of Campbell. These nearby locations were chosen because they would provide region-specific vehicle trip and parking generation profiles. It is reasonable to expect that a new location in Campbell would experience similar trip and parking behavior. Therefore, surveys of comparable local land uses are considered an appropriate means to estimate trip and parking demand that account for local factors.

Survey data used for this effort was either gathered by W-Trans or provided by Ganddini Group, Inc. To represent typical weekday conditions, the surveys dates were chosen to occur on a Tuesday, Wednesday or Thursday. Specific sizes of each survey site were determined via an online public document search. As the size of the Santa Rosa location was not readily available via public sources, its size was instead estimated using aerial photography which is an acceptable method in cases where official records are not available. At each location, the surveys included a count of total vehicle trips entering and leaving the site from 6:30 a.m. to 10:00 p.m. Chick-fil-A Restaurant sites located within larger retail centers with shared parking lots were excluded from these surveys since individual vehicle trips cannot be accurately tracked in a shared parking lot environment. Each survey site described in Table 8 has a well-defined parking lot with physical barriers providing separation between parking activity from neighboring land uses. Each site is also located within a commercial corridor on a major arterial roadway. These characteristics are similar to the proposed site on Bascom Avenue in Campbell.

Table 8 – List of Chick-fil-A Restaurants Surveyed

City	Address	Size (Sq ft)	Month/Year of Survey	Data Source
Sunnyvale	550 W. El Camino Real	4,450	October 2018 September 2018	W-Trans Ganddini Group, Inc.
San Jose	2280 Monterey Rd	4,540	October 2018	W-Trans
Fremont	5539 Auto Mall Pkwy	4,542	January 2019 September 2018	W-Trans Ganddini Group, Inc.
Fremont	5245 Mowry Ave	4,933	January 2019	W-Trans
Santa Rosa	1452 Mendocino Ave	4,500[1]	September 2018	Ganddini Group, Inc.

Notes: [1]Estimated using online aerial photography

Trip Generation

The summary of results from the five surveyed locations, as well as the calculated trip generation potential for the proposed project, are provided in Table 9. Compared to standard trip generation rates published by the ITE, the average observed daily trip rate at the surveyed locations is greater than the rate for "Fast-Food Restaurant with Drive-Through Window" (ITE LU #934). The observed a.m. peak hour trip rate is lower than the corresponding rate for ITE LU #934, whereas the measured p.m. peak hour trip rates published by ITE are greater. Since the observed rates are specific to Chick-fil-A Restaurants, their customer base and local conditions, these rates were used to calculate the expected trip potential for the project in lieu of those published in the ITE Trip Generation Manual.

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Table 9 – Chick-fil-A Restaurant Traffic Survey and Trip Rate Calculation

ID	Survey Location	Size[1] (ksf)	Daily		AM Peak Hour				PM Peak Hour			
			Rate (Calc'd)	Trips[2]	Rate (Calc'd)	Trips[2]	In	Out	Rate (Calc'd)	Trips[2]	In	Out
A.	550 W. El Camino Real	4.45	658.65	2,931	12.81	57	34	23	42.70	190	100	90
B.	550 W. El Camino Real	4.45	673.93	2,999	12.81	57	28	29	39.55	176	87	89
C.	2280 Monterey Rd	4.54	1,131.94	5,139	35.46	161	80	81	90.09	409	213	196
D.	5539 Auto Mall Pkwy	4.54	702.86	3,191	27.09	123	61	62	40.75	185	90	95
E.	5539 Auto Mall Pkwy	4.54	579.74	2,632	17.40	79	40	39	31.28	142	68	74
F.	5245 Mowry Ave	4.93	1,077.69	5,313	31.24	154	78	76	88.24	435	225	210
G.	1452 Mendocino Ave	4.50[3]	579.33	2,607	14.22	64	35	29	46.22	208	125	83
H.	**Survey Average[4]**	**4.56**	**772.02**	**3,545**	**21.58**	**99.3**	**50.9**	**48.4**	**54.12**	**249.3**	**129.7**	**119.6**
I.	*2060 S. Bascom Ave (Proposed)*	*5.00*	*772.02*	*3,860*	*21.58*	*108*	*55*	*53*	*54.12*	*271*	*141*	*130*
J.	*Pass-by (-25%)*			*-965*		*-27*	*-14*	*-13*		*-68*	*-35*	*-33*
K.	*Existing Denny's Restaurant (ITE LU #932)*	*5.40*	*-112.18*	*-606*	*-9.94*	*-54*	*-30*	*-24*	*-9.77*	*-53*	*-33*	*-20*
L.	**Total Net-New Trips[5]**			**2,289**		**27**	**11**	**16**		**150**	**73**	**77**
Reference Purposes Only (No Trip Credits Applied)												
M.	*Fast-Food Restaurant w/ Drive-Through Window (ITE LU #934)*	*5.00*	*470.95*	*2,355*	*40.19*	*201*	*102*	*99*	*32.67*	*163*	*85*	*78*

Notes:
1) ksf = 1,000 square feet
2) Number of Trips is calculated by multiplying the size with the rate (e.g., 5.00 x 772.02 = 3,860).
3) Square foot estimated by aerial photograph
4) Survey Average (H = (A+B+C+D+E+F+G)/7)
5) Total Net-New Trips (L = H-J-K)

Pass-by Trips

Some portion of traffic associated with the Chick-fil-A Restaurant would be drawn from existing traffic on nearby streets. These vehicle trips are not considered "new," but are instead comprised of drivers who are already driving on the adjacent street system and choose to make an interim stop, and are referred to as "pass-by." The ITE Trip Generation Handbook (3rd Edition, 2017) suggests that an appropriate pass-by rate for a standard fast-food establishment with a drive-through window is 49 percent during the a.m. peak hour and 50 percent for the p.m. peak hour. Instead of using the rates from the ITE Handbook, a more conservative rate of 25 percent was applied for both peak hours to be consistent with VTA TIA Guidelines which state that pass-by and diverted link reductions should only be applied for commercial land uses and should not be more than 30 percent. Use of a 25 percent reduction is also consistent with other recent traffic studies of similar land uses within the City of Campbell. Although this does not change the number of trips turning into or out of the site, it does reduce the number of net-new trips generated by the proposed project. This reduction results in 965 fewer daily trips, including 27 fewer a.m. peak hour trips and 68 fewer p.m. peak hour trips.

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Total Project Trip Generation

The expected trip generation potential for the proposed project during the a.m. and p.m. peak hours is indicated in Table 9 with deductions taken for pass-by trips. Because the site is currently occupied by a Denny's Restaurant, the trip generation for "High-Turnover (Sit-Down) Restaurant (ITE LU #932) was used to estimate the existing trips at the site. The proposed project is expected to generate an average of 3,860 trips per day, including 108 during the a.m. peak hour and 371 during the p.m. peak hour. After the pass-by trips and existing restaurant deductions are taken into account, the project would be expected to result in 2,289 net-new trips on a daily basis, including 27 during the a.m. peak hour and 150 during the p.m. peak hour. These net-new trips represent the increase in traffic associated with the project compared to existing volumes and include both inbound and outbound trips. For reference purposes only, the ITE rates and resulting trips for Fast-Food Restaurant with Drive through Window (ITE LU# 934) are also provided.

Trip Distribution

The trip distribution pattern used to allocate new project trips to the street network was determined by field observations, land uses in the area, traffic count data, as well as based on assumptions applied in previous traffic impact analyses. Since major modifications to the roadway network within the study area are not anticipated, the same trip distribution was used for all study periods and conditions.

Plots illustrating the prevailing travel patterns in the study area from the Santa Clara County Travel Demand Model were used to estimate relative trip distribution patterns by comparing relative vehicle demands at major roadways and then applying manual adjustments based on knowledge of the area. Project trip turning movement volumes are shown in Figure 5 and the applied distribution assumptions and resulting trip origin and destination routes are shown in Table 10. It should be noted that trips are assumed to use surface streets (such as South Bascom Avenue and Hamilton Avenue) to access regional facilities (like SR 17).

Table 10 – Trip Distribution Assumptions

Route	Percent	Daily Trips	AM Trips	PM Trips
To/From the west via Hamilton Ave	19%	435	5	28
To/From the east via Hamilton Ave	19%	435	5	28
To/From the west via Campbell Ave	5%	114	1	8
To/From the north via S. Bascom Ave	15%	343	5	22
To/From the south via S. Bascom Ave	19%	435	5	28
To/From the south via Salmar Ave	1%	23	0	2
To/From the north via SR 17	14%	321	5	20
To/From the south via SR 17	5%	114	1	8
To/From the east via Campbell Ave	1%	23	0	2
To/From the east via Arroyo Seco Dr	1%	23	0	2
To/From the east via El Solyo Ave	1%	23	0	2
TOTAL	**100%**	**2,289**	**27**	**150**

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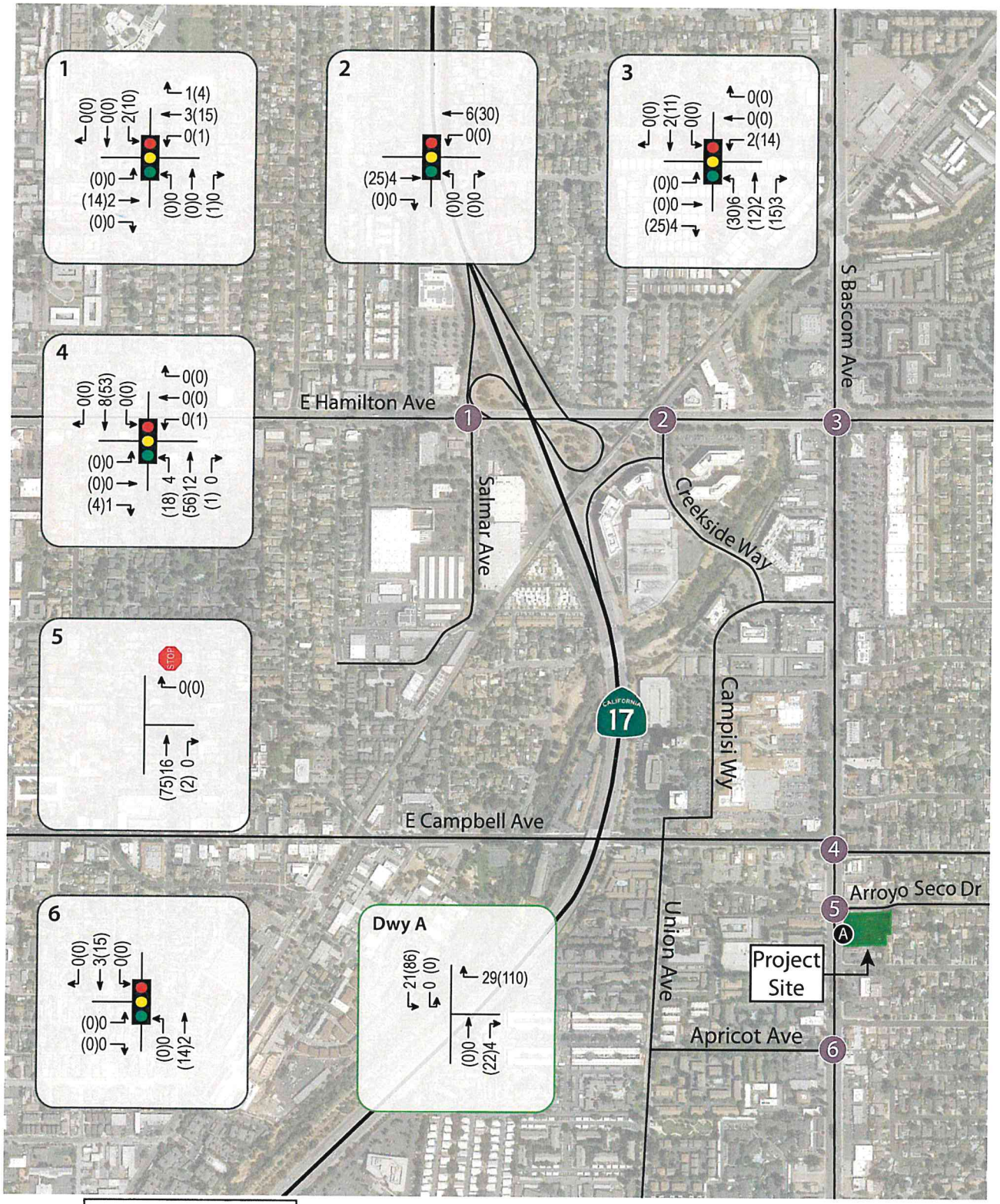

Traffic Impact Study for 2060 South Bascom Avenue

Figure 5 – Project Trips

W-Trans

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The existence of a raised median on South Bascom Avenue prohibits left turns exiting from the project driveway; as such, vehicles exiting the site and heading south on South Bascom Avenue would initially head north and then turn around (via a U-turn maneuver) at the South Bascom Avenue/Campbell Avenue intersection. Since the project site does not include driveway access on Arroyo Seco Drive and the raised median on South Bascom Avenue prohibits left turns from Arroyo Seco Drive, vehicles entering from this side street would use alternate routes along Midway Street, El Solyo Avenue, and Campbell Avenue to access the project.

Intersection Operation

Existing plus Project Conditions

Upon the addition of project-related traffic to the Existing volumes, all the study intersections are expected to continue operating at the same Levels of Service as without the project-generated trips. These results are summarized in Table 11. Existing plus Project traffic volumes are shown in Figure 6.

Table 11 – Existing and Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection *Approach*	Existing Conditions				Existing + Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	33.0	C-	52.2	D-	33.1	C-	52.6	D-
2. Hamilton Ave/Creekside Way (CMP)	18.0	B	25.1	C	17.9	B	25.1	C
3. S. Bascom Ave/Hamilton Ave (CMP)	55.8	E+	51.4	D-	55.9	E+	51.9	D-
4. S. Bascom Ave/Campbell Ave (CMP)	26.0	C-	30.7	C	25.9	C	30.8	C
5. S. Bascom Ave/Arroyo Seco Dr	0.6	A	0.5	A	0.6	A	0.5	A
Westbound (Arroyo Seco Dr) Approach	*12.0*	*B*	*10.3*	*B*	*12.1*	*B*	*10.5*	*B*
6. S. Bascom Ave/Apricot Ave	8.5	A	8.5	A	8.5	A	8.5	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

With the addition of project-related traffic volumes, average delays at Hamilton Avenue/Creekside Way (#2) and South Bascom Avenue/Campbell Avenue (#4) would be expected to decrease by one-tenth of a second during the a.m. peak hour. While this is counter-intuitive, this condition occurs when a project adds trips to movements that are currently underutilized or have delays that are below the intersection average, resulting in a better balance between approaches and lower overall average delay. The conclusion could incorrectly be drawn that the project improves operation based on this data alone; however, it is more appropriate to conclude that the project trips are expected to make use of excess capacity, so drivers would experience little, if any, change in conditions as a result of the project.

Finding – The study intersections are expected to continue operating at acceptable levels of service upon the addition of project-generated traffic to existing volumes.

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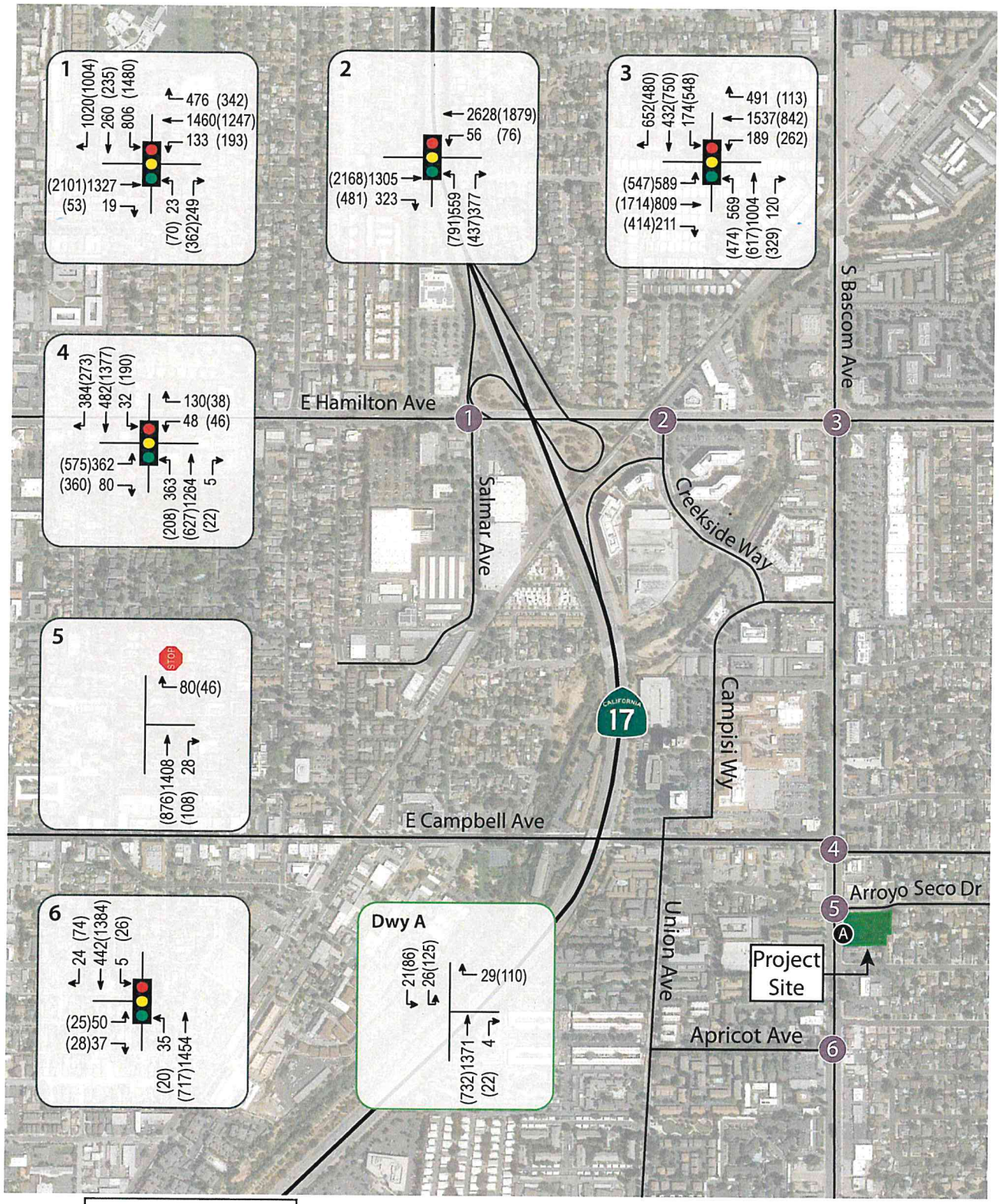

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 6 – Existing plus Project Traffic Volumes

W-Trans

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Background plus Project Conditions

Upon the addition of project-related traffic to the Background condition volumes, all the study intersections are expected to continue operating at the same Levels of Service as without the project-generated trips. These results are summarized in Table 12. Background plus Project traffic volumes are shown in Figure 7.

Table 12 – Background and Background plus Project Peak Hour Intersection Levels of Service

Study Intersection *Approach*	Background Conditions				Background + Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	35.2	D+	54.4	D-	35.3	D+	54.9	D-
2. Hamilton Ave/Creekside Way (CMP)	18.4	B-	26.9	C	18.4	B-	26.9	C
3. S. Bascom Ave/Hamilton Ave (CMP)	57.3	E+	52.3	D-	57.4	E+	52.9	D-
4. S. Bascom Ave/Campbell Ave (CMP)	26.0	C	31.2	C	26.0	C	31.3	C
5. S. Bascom Ave/Arroyo Seco Dr	0.7	A	0.5	A	0.7	A	0.5	A
Westbound (Arroyo Seco Dr) Approach	*12.9*	*B*	*10.8*	*B*	*13.0*	*B*	*11.0*	*B*
6. S. Bascom Ave/Apricot Ave	8.5	A	8.4	A	8.5	A	8.4	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

Finding – The study intersections are expected to continue operating at acceptable levels of service upon the addition of project-generated traffic.

Cumulative plus Project Conditions

Upon adding project-generated traffic to the Cumulative condition volumes, all the study intersections are expected to continue operating at the same Levels of Service as without the project-generated trips, except that the intersection of S. Bascom Avenue/Hamilton Avenue (#3) would change from LOS E to LOS E- during the p.m. peak hour, which is considered to be a less-than-significant impact under the traffic operation standards described in the VTA Transportation Impact Analysis Guidelines as previously summarized on page 11 in this report.

Although the intersections of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) and S. Bascom Avenue/Hamilton Avenue (#3) would operate at LOS F (during the p.m. peak hour and during the a.m. peak hour, respectively) with or without the project, these are not considered a significant impacts because they would not satisfy the conditions prescribed by the VTA Transportation Impact Analysis Guidelines (namely, the volume-to-capacity ratio would not increase by more than 0.01, or the average control delay for critical movements would not increase by more than four seconds, as described in page 11 of this report). These results are summarized in Table 13. Cumulative plus Project traffic volumes are shown in Figure 8.

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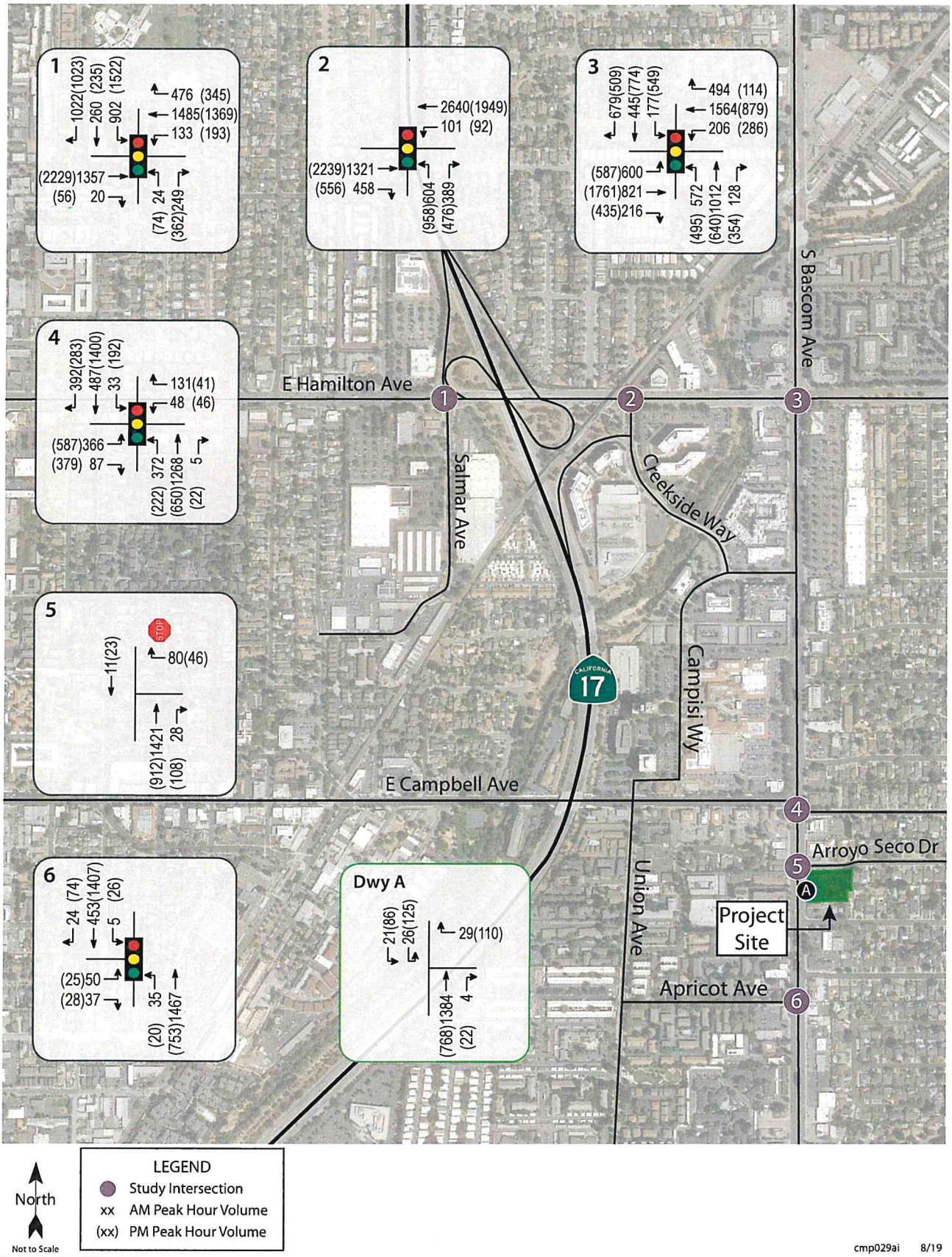

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 7 – Background plus Project Traffic Volumes

W-Trans

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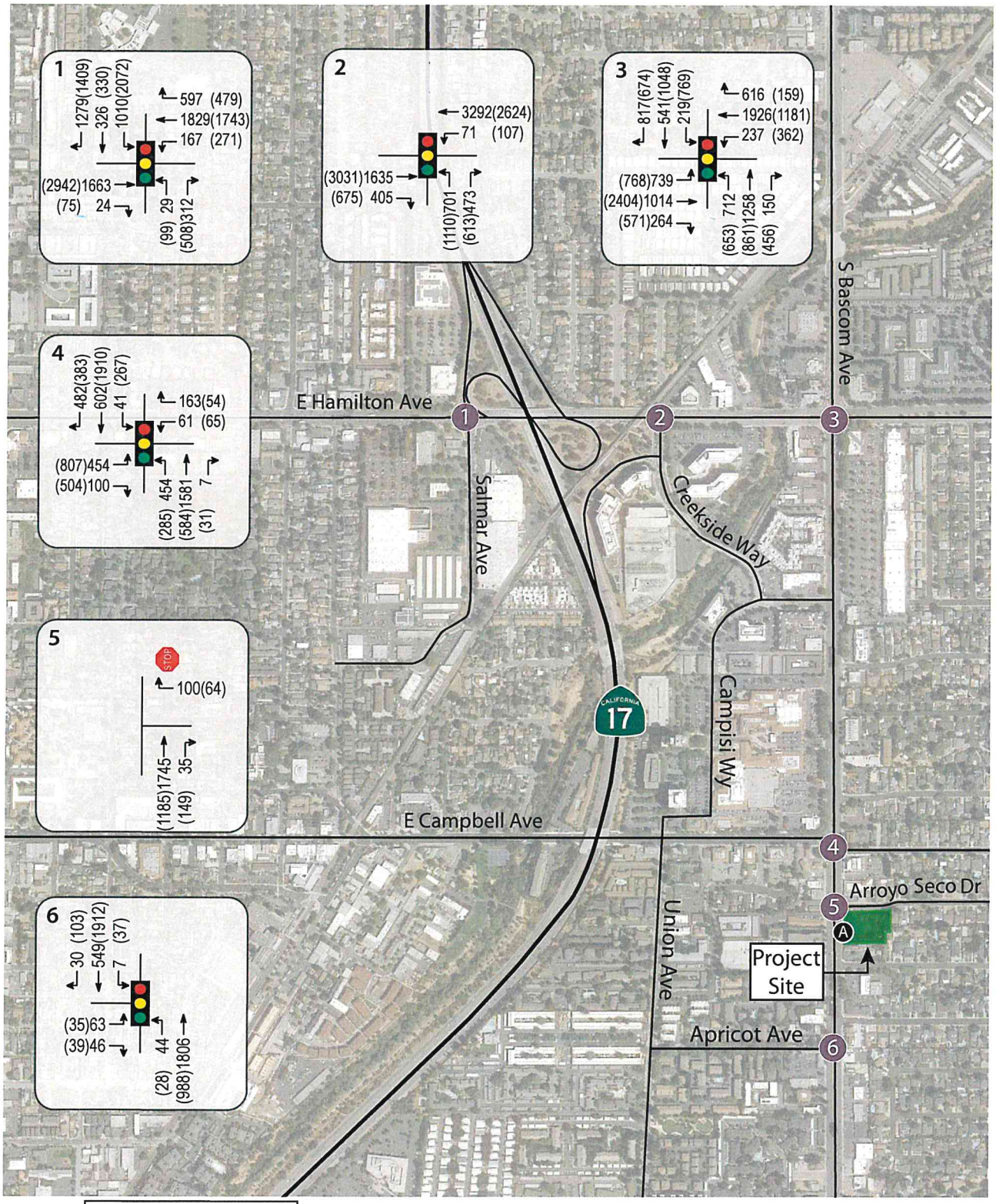

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Traffic Impact Study for 2060 South Bascom Avenue

Figure 8 – Cumulative plus Project Traffic Volumes

W-Trans

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Table 13 – Cumulative and Cumulative plus Project Peak Hour Intersection Levels of Service

Study Intersection *Approach*	Cumulative Conditions				Cumulative + Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS
1. Hamilton Ave/Salmar Ave-Hwy 17 SB Off-ramp (CMP)	64.1	E	**145.9**	**F**	64.6	E	**148.1**	**F**
2. Hamilton Ave/Creekside Way (CMP)	20.3	C+	34.3	C-	20.3	C+	34.5	C-
3. S. Bascom Ave/Hamilton Ave (CMP)	**85.7**	**F**	72.7	E	**86.1**	**F**	75.1	E-
4. S. Bascom Ave/Campbell Ave (CMP)	27.0	C	37.3	D+	27.0	C	37.9	D+
5. S. Bascom Ave/Arroyo Seco Dr	0.7	A	0.6	A	0.7	A	0.5	A
Westbound (Arroyo Seco Dr) Approach	13.8	B	11.5	B	13.9	B	11.7	B
6. S. Bascom Ave/Apricot Ave	8.5	A	8.2	A	8.5	A	8.2	A

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service, Unacceptable LOS in **BOLD**; v/c ratios and critical average delay for each intersection is shown in the Appendix D.

Findings – The study intersections are expected to continue operating at acceptable levels of service upon the addition of project-generated traffic, except for the intersections of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) and S. Bascom Avenue/Hamilton Avenue (#3) which would each operate at LOS F with or without the project.

Project Specific Issues

Vehicle Queuing at Southbound Project Entrance

Vehicle queuing analyses were conducted for the Background and Background plus Project scenarios to determine whether the existing vehicle storage capacity is adequate for the expected demand during the a.m. and p.m. peak hours. An existing raised concrete median separates the northbound and southbound travel ways along South Bascom Avenue in the immediate vicinity of the project site. A dedicated southbound left-turn lane opening is provided within the median which serves both the main project driveway and U-turn movements for vehicles heading to Arroyo Seco Drive from southbound South Bascom Avenue.

Two methodologies were considered to analyze the queue length in the southbound left-turn lane serving the project driveway. The Caltrans *Highway Design Manual, Section 405.2(2)(e)* describes recommended turn lane length based only on the expected volume of vehicles using a left-turn lane at an unsignalized intersection. The Oregon Department of Transportation (ODOT) developed a methodology for estimating queue lengths at two-way stop-controlled intersections using a mathematical model that considers vehicle volumes at every approach for the subject intersection.

The ODOT methodology was selected for use in determining the queue length since this methodology considers movement of all vehicles at the location thus making it more comprehensive than other methods. A summary of estimated queue lengths using this methodology is provided in Table 14, and queue estimating worksheets are included in Appendix E. For reference purposes only, the estimated queue lengths using the Highway Design Manual recommendations are also provided in Table 14.

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Table 14 – Vehicle Queue Length at Project Driveway						
Intersection Movement	**Methodology**	**Available Storage (feet)**	**AM Peak Hour (feet)**		**PM Peak Hour (feet)**	
			B	**B + P**	**B**	**B + P**
S. Bascom Ave/Project Driveway						
Southbound Left-Turn	ODOT	130	100	100	100	**150**
Reference Purposes Only						
Southbound Left-Turn	*Caltrans*	*130*	*50*	*50*	*125*	***175***

Notes: All values are rounded up to the next highest 25-foot increment; BOLD = Storage Exceeded; B = Background Conditions; B + P = Background plus Project Condition.

Finding – The vehicle queuing is anticipated to be 150 feet during the p.m. peak hour. This is 20 feet (or approximately one car length) longer than the available queue space in the turn lane.

Impact – Vehicle storage for the southbound left-turn lane would exceed the available storage with the addition of project-generated traffic. Queue spillback from this lane would extend into the southbound through traffic lanes. This would be a significant impact.

Mitigation Measures – The following potential mitigation measures were identified:

- Reducing the size of the proposed project by 300 square feet (from 5,000 to 4,700 square feet) would also reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting queue length would be adequately accommodated within the storage length available; or
- The project sponsor should fund the design and installation of a regulatory sign within the median at the northern end of the left-turn lane which reads "DO NOT BLOCK THRU LANE - USE NEXT SIGNAL" or has a similar message. The sign would inform motorists to use Apricot Avenue as an alternative route if the left-turn lane is full. The sign must comply with standards described in the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) and also be approved by the City Department of Public Works, prior to installation. An example of a regulatory sign placement within a median is provided in Appendix F.

Potential Mitigation Measures Considered and Rejected

In addition to the recommended regulatory sign, several other mitigation measures were considered, but ultimately rejected.

1. Extend the southbound left-turn lane at the project driveway by an additional 20 linear feet plus a standard 90-foot bay taper transition. This would require shortening the storage length of one or both of the adjacent left-turn lanes to the north or south.

   Reason for rejection – Adjacent left-turn lanes are currently at or near capacity and shortening either would result in inadequate vehicle stacking.

2. Prohibit U-turn movements at the southbound left-turn lane serving the project driveway. Without the U-turn movements, the anticipated queue length would be accommodated within the existing length of the southbound left-turn lane.

   Reason for rejection – Restricting U-turn movements would limit access to Arroyo Seco Drive and other businesses along South Bascom Avenue between Campbell Avenue and Arroyo Seco Drive. Existing U-turn movements would be displaced to other intersections (namely, South Bascom Avenue/Campbell Avenue and

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South Bascom Avenue/Apricot Avenue). The redistribution of traffic could necessitate additional capital improvements (such as extensions to existing left-turn lanes) to accommodate the redistributed traffic. U-turn restriction would also be difficult to enforce.

3. Complete closure of the median opening at the project driveway.

   Reason for rejection – All turning movements would be displaced to other intersections (namely, South Bascom Avenue/Campbell Avenue (#4) and South Bascom Avenue/Apricot Avenue (#6). The redistribution of traffic could necessitate additional capital improvements (such as extensions to existing left-turn lanes) to accommodate the redistributed traffic.

4. Install a new traffic signal serving the northbound, westbound and southbound left-turn approaches only of South Bascom Avenue and the project driveway.

   Reason for rejection – Based on projected volumes under the Background plus Project Condition, the peak hour warrant contained in Chapter 4C of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) would not be satisfied based on volumes at this location for either the a.m. or p.m. peak hour. A signal would therefore not be warranted.

Southbound Queuing at Apricot Avenue

The queuing analysis for the southbound left-turn lane at the project driveway demonstrated that there would be an insufficient amount of vehicle stacking storage to accommodate the anticipated traffic demand under the Background plus Project Condition during the p.m. peak hour. One approach considered to mitigate this condition was to assume that vehicles that are unable to enter the southbound left-turn lane at the project driveway would instead proceed to the next available turn opportunity to access either the project site, Arroyo Seco Drive or northbound Bascom Avenue. The next available turn opportunity is located at the signalized intersection of South Bascom Avenue/Apricot Avenue (#6). The following queuing analysis was prepared to determine whether the southbound left-turn lane at South Bascom Avenue/Apricot Avenue (#6) could accommodate the added displaced trips.

Under the Background and Background plus Project scenarios, the projected average (50th percentile) queue and 95th percentile[2] queue lengths were evaluated for the southbound left-turn lane at the intersection of South Bascom Avenue/Apricot Avenue (#6). These queue lengths were estimated using a Poisson probability distribution method which can be summarized by these three steps:

1. The Poisson probability distribution was used to estimate the 50th (average) and 95th (critical) percentile number of queued vehicles per signal cycle length for the left-turn movements;
2. The number of left-turning vehicles in the queue was determined assuming 25 feet per vehicle; and
3. The resulting queue length was compared to the existing available storage capacity.

An evaluation of the queue lengths is not a requirement contained in the *VTA TIA Guidelines* but is provided for informational purposes only. Summarized in Table 15 are the predicted queue lengths for the southbound left-turn movement at the intersection of South Bascom Avenue/Apricot Avenue (#6). The queue worksheets are provided in Appendix E.

[2] The 95th-percentile queue is defined to be the queue length (in number of vehicles) that has only a 5-percent probability of being exceeded during the analysis time period. It is a useful parameter for determining the appropriate length of turn pockets, but it is not typical of what an average driver would experience.

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Table 15 – Left-Turn Vehicle Queuing at S. Bascom Ave/Apricot Ave				
Movement	**AM Peak Hour**		**PM Peak Hour**	
Description	**B**	**B+P**	**B**	**B+P**
Southbound Left-turn Lane				
No. of Lanes (#)	1	1	1	1
Cycle Length (seconds)	110	110	120	120
Total Volume (vph)	5	5	26	32
Volume per lane (vphpl)	5	5	26	32
Average (50th Percentile) Queue Length (ft)	**	**	25	25
95th Percentile Queue Length (ft)	25	25	75	75
Available Storage (ft)	100	100	100	100
Adequate Storage for 95th Percentile Queue? (Y/N)	Y	Y	Y	Y

Notes: B = Background conditions; B+P = Background plus Diverted Project Trip Conditions; ** = Calculated value is less than one car length.

During the a.m. peak hour, the southbound Bascom Avenue left-turn lane serving the project driveway would have adequate storage, resulting in no diverted project trips to the South Bascom Avenue/Apricot Avenue intersection. Due to insufficient vehicle stacking storage during the p.m. peak hour at this location, it is estimated that approximately six vehicles during the p.m. peak hour would be diverted from the project driveway entrance to the southbound left-turn at South Bascom Avenue/Apricot Avenue (#6). These added trips would result in a nominal change in the predicted queue length. Thus, no modifications to the left-turn lane storage would be necessary as the available storage capacity is able to accommodate the 95th percentile queue length. It should be noted that if the project building size is reduced by at least 300 square feet, then the vehicle stacking storage at the project driveway entrance would be adequate and vehicles would not be diverted to the southbound left-turn at South Bascom Avenue/Apricot Avenue (#6).

Finding – The existing storage capacity for the southbound South Bascom Avenue left-turn is expected to be adequate to satisfy the 95th percentile queue lengths under the background plus diverted project trip condition during the a.m. and p.m. peak hours, and the anticipated number of diverted trips would be accommodated at the South Bascom Avenue/Apricot Avenue (#6) intersection. Since the available vehicle storage capacity would be able to accommodate the anticipated demand, modifications to the left-turn lane would not be required.

Drive-Through Lane Operations

Since there is no direct relationship between the size of a restaurant and its drive-through lane operations, the methodology to estimate the queue length for the project is based on observed queue lengths from recent surveys at nearby locations. According to the surveys of other Chick-fil-A restaurants, the average number of vehicles in the drive-through lane queue during the weekday a.m. peak hour is 5.0, and during the p.m peak hour it is 17.7 vehicles. A summary of the survey findings is provided in Table 16.

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Table 16 – Weekday Chick-fil-A Restaurant Maximum Length of Drive-Through

Time Period	Maximum Number of Cars Observed in Drive-Through Lane							
	550 W. El Camino Real		2280 Monterey Road	5539 Auto Mall Parkway		5245 Mowry Avenue	1452 Mendocino Avenue	Weekday Average
Month/Year of Survey	Oct 2018	Sept 2018	Oct 2018	Jan 2019	Sept 2018	Jan 2019	Sept 2018	
7:00 – 7:30 a.m.	3	N/A	1	3	N/A	2	N/A	2.3
7:30 – 8:00 a.m.	2	N/A	1	4	N/A	3	N/A	2.5
8:00 – 8:30 a.m.	4	N/A	3	7	N/A	3	N/A	4.3
8:30 – 9:00 a.m.	5	N/A	5	6	N/A	3	N/A	4.8
A.M. Maximum	**5**	**N/A**	**5**	**7**	**N/A**	**3**	**N/A**	**5.0**
5:00 – 5:30 p.m.	13	9	14	4	3	3	12	8.3
5:30 – 6:00 p.m.	15	6	16	6	7	6	18	10.6
6:00 – 6:30 p.m.	15	16	15	9	7	15	25	14.6
6:30 – 7:00 p.m.	21	17	23	16	4	12	11	14.9
P.M. Maximum	**21**	**17**	**23**	**16**	**7**	**15**	**25**	**17.7**

Notes: N/A = Not Available

Additional surveys were conducted on Saturday, June 22, 2019 from 12:00 p.m. to 2:00 p.m. to determine the weekend peak period queue length at the drive-through lanes. As was the case with the trip generation surveys, data provided by the Ganddini Group, Inc. was used to supplement surveys conducted in June 2019. According to these surveys, the maximum number of vehicles in the drive-through lane on a typical Saturday during the mid-day peak hour occurred at the 550 West El Camino Real location in Sunnyvale with 34 vehicles. When considering all survey locations, the average number of vehicles observed in the queue is 21.3 vehicles during the same Saturday peak period. A summary of findings is provided in Table 17.

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Table 17 – Saturday Chick-fil-A Restaurant Maximum Length of Drive-Through

Time Period	Maximum Number of Cars Observed in Drive-Through Lane							
	550 W. El Camino Real		2280 Monterey Road	5539 Auto Mall Parkway		5245 Mowry Avenue	1452 Mendocino Ave	Saturday Average
Month/Year of Survey	June 2019	Sept 2018	June 2019	June 2019	Sept 2018	June 2019	Sept 2018	
12:00 – 12:30 p.m.	20	25	17	8	7	16	20	16.1
12:30 – 1:00 p.m.	17	25	13	10	8	24	18	16.4
1:00 – 1:30 p.m.	21	24	17	12	9	23	14	17.1
1:30 – 2:00 p.m.	34	23	20	9	11	25	16	19.7
2:00 – 2:30 p.m.	29	23	19	9	12	26	12	18.6
Mid-Day Maximum	**34**	**25**	**20**	**12**	**12**	**26**	**20**	**21.3**

The project is proposing a dual lane drive-through layout with two service points for taking orders, a single point for processing payment and a single point for the delivery of food to each vehicle. The drive-through lanes would be arranged so that vehicle positions one through eight are in a single lane and positions nine through twenty are in two lanes.

The *City of Campbell Municipal Code, Chapter 21.28.080* states that the drive-through lanes should have an adequate length to serve the demand of the use and prevent the blocking of drive aisles and traffic lanes. The surveys indicate that the combination of vehicle arrivals and service rate at each drive-through location resulted in an average maximum queue of 21.3 vehicles in the drive-through lane. This means that the proposed stacking length of 20 vehicles would not accommodate the anticipated average demand without exceeding the storage capacity. Thus, the drive through queue is expected to exceed the available storage capacity by approximately two vehicles during the Saturday midday peak hour with adequate storage capacity projected during the remaining hours of operation including during all weekday and off-peak Saturday periods.

A review of the surveys conducted at nearby Chick-fil-A Restaurant locations shows that the drive-through queue exceeded 20 spaces for only two half-hour periods out of a total of thirty-two periods observed. This suggests that the drive-through queue may exceed 20 vehicles on an infrequent basis. Further, any additional vehicles in excess of 20 vehicles would be able to stack up in the parking lot drive-aisle (which can accommodate 12 additional vehicles before reaching South Bascom Avenue). Approximately four parking spaces located nearest to the entrance to the drive-through lane, away from the project driveway on South Bascom Avenue, may be temporarily blocked by the drive-through lane queue during peak operations which would be a violation of City Municipal Code, Chapter 21.28.080. A detailed review of the parking occupancy survey suggests that the peak parking demand occurs during the 30-minute period from 12:30 p.m. to 1:00 p.m. whereas the peak drive-through lane queue occurs during the 30-minute period from 1:30 p.m. to 2:00 p.m. According to these surveys, the estimated parking demand during peak drive-through lane queuing conditions would result in a surplus of approximately seven parking spaces. Thus, the temporary blockage of approximately four spaces would not result in excess circulation or hazardous effect since there is an anticipated surplus of approximately seven spaces within the project parking lot during peak drive-through lane queue lengths.

A vehicle turning template analysis was conducted to evaluate whether a standard passenger car can navigate each lane of the drive-through without striking the curbs, any other permanent fixture or another vehicle. The analysis was conducted using the turning template software AutoTURN and confirmed that a typical passenger

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vehicle would be able to travel through each lane successfully. The vehicle turning analysis templates are provided in Appendix G.

Queuing lane size requirements are based on the *City of Campbell Municipal Code, Chapter 21.28.080*; Development standards for off-street parking. Drive-through queuing lanes must be at least twelve feet in width. According to the site plan, the narrowest segment of the drive-through queuing lane is twelve feet wide, which satisfies the City's requirement.

Findings - The project would provide stacking for 20 vehicles in the dual lane drive-through. Based on several surveys of nearby Chick-fil-A restaurant locations, an average peak storage capacity of 21.3 vehicles would be required to accommodate anticipated demand during peak periods. Thus, the 20-vehicle capacity dual lane drive-through would not provide adequate storage to accommodate anticipated demand. The queue would occasionally exceed 20 vehicles, and any additional vehicles would stack up in the project drive aisle (which can accommodate 12 additional vehicles before extending to South Bascom Avenue). Given the planned storage space, it is expected that the drive-through lane queue would not spillback to block South Bascom Avenue. However, approximately four parking spaces located nearest to the entrance to the drive-through lane, may be temporarily blocked by the drive-through lane queue spillover during peak operations. The temporary blockage of approximately four spaces would not result in excess circulation or hazardous effect since there is an anticipated surplus of seven spaces within the project parking lot during peak drive-through lane queue lengths.

A turning template analysis confirmed that the drive-through lane is designed with sufficient geometric consideration and a typical passenger vehicle would be able to use each lane of the drive-through without striking any permanent fixtures or other vehicles. Furthermore, the drive-through queue is also not anticipated to interfere with emergency vehicle access as the queue would not overlap with the swept vehicle paths illustrated in Appendix G.

Neighborhood Traffic Analysis

The average daily traffic (ADT) volumes on the study neighborhood street segments was determined based on 24-hour machine counts conducted on Tuesday, October 30, 2018 on the segments of Campbell Avenue between South Bascom Avenue and Midway Street, Arroyo Seco Drive between South Bascom Avenue and Midway Street and El Solyo Avenue from South Bascom Avenue to Midway Street. Roadway segment counts are provided in Appendix B.

It is estimated that one-percent (per roadway) of the project-generated traffic would access the project via Campbell Avenue, Arroyo Seco Drive and El Solyo Avenue. This represents 23 trips per day for each roadway and considers the vehicle routing described previously under the Trip Distribution section of this report. The number of daily trips needed to change the TIRE index calculation by 0.1 (or greater) is much higher than the volume of project-generated traffic that is anticipated to use these roadways. Based on likely travel routes and the surrounding roadway network, it is anticipated that project-related traffic would result in an imperceptible change in the volume of traffic on those streets. Table 18 summarizes the ADT of the neighborhood streets, the TIRE index for the street segments under Existing Conditions, and the project-added trips.

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Table 18 – TIRE Index Summary

Study Segment	Existing Conditions		Volume Needed to Cause +0.1 Increase in TIRE Index	Daily Project Trips	Significant Impact
	ADT	TIRE Index			
Campbell Ave – S. Bascom Ave to Midway St	2,441	3.4	650	23	No
Arroyo Seco Dr – S. Bascom Ave to Midway St	1,193	3.1	290	23	No
El Solyo Ave – S. Bascom Ave to Midway St	405	2.6	94	23	No

Notes: ADT = Average Daily Traffic; Counts conducted on Tuesday, October 30, 2018

It should be noted that the use of popular mobile navigation applications by drivers may alter these trip estimates slightly as conditions change from day-to-day or even hour-to-hour. Since these mobile navigation applications are constantly updating road conditions and adapting travel routes based on new information, it is speculative to anticipate their potential recommended routes in the future and how many drivers would use them.

Finding – The project would result in a less-than-significant project impact along Campbell Avenue, Arroyo Seco Drive or El Solyo Avenue since the addition of project-related trips would result in an insignificant increase to the TIRE index. This finding considers the vehicle routing described previously under the Trip Distribution section of this report.

Freeway Mainline Impacts

According to Santa Clara County Transportation Authority (VTA) TIA guidelines (2014), a freeway mainline segment shall be included in the analysis if it meets any one of the following conditions:

- The proposed development project is expected to add traffic equal to or greater than one-percent of the freeway segment's capacity;
- The proposed development project is adjacent to one of the freeway segment's access or egress points; or
- Based on engineering judgment, Lead Agency staff determines that the freeway segment should be included in the analysis.

Finding – The nearest freeway mainline facility to the project site is SR 17. This facility has three lanes in each direction with a capacity of 2,300 vehicle per hour per lane (vphpl) or 6,900 vehicle per hour (vph) in each direction. According to the trip distribution estimates, 14 percent of all project trips are expected to use SR 17 north of Hamilton Avenue, and five percent would use SR 17 south of Hamilton Avenue. This represents a maximum of 20 peak hour trips to SR 17 (North of Hamilton Avenue) during either the a.m. or p.m. weekday peak hours. Since 20 peak hour trips is less than one percent of the freeway mainline segment's capacity of 6,900 vph, the analysis of freeway mainline segments is not required per *VTA TIA Guidelines*.

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Alternative Modes

Pedestrian Facilities

Given the proximity of residential and commercial land uses surrounding the site, it is reasonable to assume that some patrons and employees would want to walk, bicycle, and/or use transit to reach the project site.

Project Site – According to the site plan, provided in Appendix A, sidewalks and crosswalks exist along the project frontages on both South Bascom Avenue and Arroyo Seco Drive. The project would build sidewalk connections between the main restaurant building and the sidewalk on South Bascom Avenue. No direct pedestrian paths between the building and sidewalk along Arroyo Seco Drive would be provided.

Finding – Existing and proposed pedestrian facilities serving the project site would be adequate.

Bicycle Facilities

Existing bicycle facilities, including the Los Gatos Creek Trail and bike facilities on South Bascom Avenue and Campbell Avenue, together with shared use of minor streets, provide adequate access for bicyclists. According to the site plan, provided in Appendix A, a bike rack with capacity for fourteen bikes would be provided on-site

The *City of Campbell Municipal Code, Section 21.28.070 Bicycle parking* requires that the number of short-term and long-term bicycle parking stalls should be consistent with the 2016 California Green Building Standards Code (CALGreen) which states in Section 5.106.4.1.1 that the number of bicycle parking stalls provided should be equal to 5 percent of the total number of auto parking stalls provided. The project would provide 14 bicycle parking stalls which is greater than the equivalent number of spaces that correspond to five percent of 56. Therefore, the number of bicycle spaces provided by the project would satisfy both the City of Campbell Municipal Code and CALGreen recommendations.

Finding – The provision of 14 bicycle spaces would satisfy the City's Code requirement as well as CALGreen recommendations.

Transit

Existing transit routes are adequate to accommodate potential project-generated transit trips based on the number of routes and frequency of service. Existing stops located on South Bascom Avenue are within acceptable walking distance of the site. Based on field observations, ridership on buses serving Routes 26, 61 and 62 is relatively low with many seats observed to be unoccupied. The volume of riders expected to be generated by the project would likely not exceed the carrying capacity of the existing bus service near the project site.

Finding – Existing transit facilities serving the project site would be adequate.

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Access and Circulation

Vehicle Site Access

The proposed project would not alter the existing driveway on South Bascom Avenue and would remove the driveway on Arroyo Seco Drive and replace it with sidewalk, reducing the total number of vehicle access points from two to one.

Sight Distance

Sight distances along South Bascom Avenue at the project driveway were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for driveways are based on stopping sight distance, with approach travel speeds used as the basis for determining the recommended sight distance. For the posted speed limit of 35 mph in the northbound direction, the recommended stopping sight distance is 385 feet. Based on a review of field conditions, sight distance at the driveway exceeds 600 feet looking to the south, which is adequate for the posted speed limit. The southbound direction was not evaluated since the driveway on South Bascom Avenue has a right-turn only exit.

Additionally, sight distance for drivers on southbound South Bascom Avenue was evaluated to determine if adequate stopping sight distance is available for users entering the site from southbound South Bascom Avenue via the left-turn lane. Based on a review of field conditions, sight distance for this approach also exceeds 600 feet, which is adequate for the posted 35-mph speed limit.

Finding – Adequate sight distance for the approach speeds is available at the project driveway to accommodate all turns.

Site Circulation, Safety and Access

On-site circulation was evaluated to determine if the layout would provide adequate circulation and room for interactions between pedestrians walking and vehicles maneuvering through the parking lot. Based on a review of the site plan, the internal drive aisles are expected to provide acceptable circulation for motorized vehicles and clearly marked paths for all pedestrians (including those with disabilities) between the building entrances, all areas of the parking lot and sidewalks along South Bascom Avenue. All curb ramps would include tactile warning strip surfaces. The project is not proposing a direct sidewalk between the building and the sidewalk on the side street (Arroyo Seco Drive). Access between the side street and the building would be provided via the sidewalk on South Bascom Avenue.

Although it is desirable to avoid pedestrian conflicts with vehicles as much as possible, the placement of the pedestrian walkways spanning the drive-through lane are acceptable based on the availability of unobstructed sight lines between vehicle operators and pedestrians using the walkway, combined with the expected slow operating speeds of vehicles using the drive-through lane.

The entrance to the drive-through lanes would be located at the eastern edge of the site requiring all vehicles to traverse the full length of the parking lot between the access on South Bascom Avenue and the drive-through lane entrance. The drive-through lanes are positioned along the northern edge of the site between Arroyo Seco Drive and the main restaurant building, with the exit for the drive-through lane located near the driveway access to South Bascom Avenue.

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A fire truck turning template analysis was conducted to evaluate whether a 31-foot-long fire truck would be able to enter, maneuver within and exit the site. Additionally, the site plan included an exhibit showing a "Fire Truck Access" area consistent with the minimum dimensions shown in the Santa Clara County Fire Departments Standard Details and Specifications for driveways, turnarounds and turn outs. Both these exhibits demonstrate that a fire truck (or similarly sized delivery or garbage truck) would have sufficient space to enter from South Bascom Avenue, maneuver within the parking lot, and exit onto South Bascom Avenue without striking any permanent fixtures or vehicles in parking stalls. The fire truck turning template analysis is provided in Appendix G.

Finding – Heavy vehicle access (such as is commonly used for fire response, delivery or garbage) would be adequate since they would be able to enter, exit and maneuver through the site without striking permanent fixtures or parked vehicles. Sidewalks between the project building and sidewalks on South Bascom Avenue would be provided. Pedestrian access between the building and all areas of the parking lot would be adequate. Vehicle circulation in the parking lot is anticipated to be adequate.

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Parking

According to the surveys conducted at four nearby Chick-fil-A restaurants, the average maximum parking rates for the a.m. peak and p.m. peak are 4.21 and 9.36 spaces per thousand square feet of floor area, respectively. Applying these rates to the proposed 5,000 square foot restaurant results in a projected parking demand of 22 spaces in the a.m. peak hour and 47 spaces in the p.m. peak hour. Since the rate for the p.m. peak is higher than the rate for the a.m. peak, it was used to estimate the weekday peak parking demand for the proposed project as 47 parking spaces. A parking occupancy survey summary is provided in Table 19.

Table 19 – Weekday Chick-fil-A Restaurant Parking Occupancy Survey and Rate Calculation

Survey Location	Size (ksf)	No. of Spaces	AM Peak Hour			PM Peak Hour		
			Rate (Calc'd)	Max. Occupied	% Occupied	Rate (Calc'd)	Max. Occupied	% Occupied
550 W. El Camino Real	4.45	58	2.25	10	17.2%	11.24	50	86.2%
2280 Monterey Rd	4.54	64	3.96	18	28.1%	10.13	46	71.9%
5539 Auto Mall Pkwy	4.54	52	8.81	40	76.9%	8.37	38	73.1%
5245 Mowry Ave	4.93	44	1.83	9	20.5%	7.71	38	86.4%
Survey Average	**4.62**	**54.5**	**4.21**	**19.3**	**35.7%**	**9.36**	**43.0**	**79.4%**

Notes: ksf = 1,000 square feet; Percent (%) Occupied = Max. Occupied divided by No. of Spaces Available; Rate = Max. Occupied divided by Size in ksf. (e.g., 10 / 4.45 = 2.25)

Supplemental surveys were conducted on Saturday, June 22, 2019 from 12:00 p.m. to 2:00 p.m. to determine the weekend peak period parking occupancy. According to the parking occupancy surveys at four sites, the average maximum parking rate on a typical Saturday for the mid-day peak is 11.32 spaces per thousand square feet of floor area. Applying this peak rate to determine the peak parking demand for the proposed project during the Saturday mid-day peak would result in a peak parking demand of 57 parking spaces, which is one space greater than the total number of parking spaces proposed. Generally, parking facilities are considered to be fully utilized when 85 percent (or more) of the spaces are occupied. A summary of findings is provided in Table 20.

Table 20 – Saturday Chick-fil-A Restaurant Parking Occupancy Survey and Rate Calculation

Survey Location	Size (ksf)	No. of Spaces	Saturday Mid-Day Peak Hour		
			Rate (Calc'd)	Max. Occupied	% Occupied
550 W. El Camino Real	4.45	58	11.46	51	87.9%
2280 Monterey Rd	4.54	64	13.66	62	96.9%
5539 Auto Mall Pkwy	4.54	52	11.23	51	98.1%
5245 Mowry Ave	4.93	44	8.92	44	100.0%
Survey Average	**4.62**	**54.5**	**11.32**	**52.0**	**95.7%**

Notes: ksf = 1,000 square feet; Percent (%) Occupied = Max. Occupied divided by No. of Spaces Available; Rate = Max. Occupied divided by Size in ksf. (e.g., 51 / 4.45 = 11.46)

For comparison purposes only, parking demand for the proposed project was also estimated using standard rates published by ITE in *Parking Generation*, 5th Edition (2019) and compared to the requirements per the *City of Campbell Municipal Code, Chapter 21.28.040: Number of parking spaces required.* The parking demand of the project

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

was estimated using the published standard rates (by building size and number of seats) for Fast-Food Restaurant with Drive-Through (ITE LU #934) as well as for Eating Establishment (with drive-through). The proposed parking supply, expected demand using ITE parking rates, and City Municipal Code requirements are shown in Table 21. Since, the observed parking demand rates are specific to Chick-fil-A restaurants, their customer base and local conditions, these rates were used to calculate the expected parking demand potential for the project in lieu of those published in the ITE *Parking Generation*.

Table 21 – Parking Analysis Summary with ITE and City Code (Informational Purposes Only)

Land Use	Units	Supply (spaces)	ITE Parking Demand		City Code Requirement	
			Rate	Est. Parking Demand (spaces)	Code	Required Parking (spaces)
Fast-Food Restaurant with Drive-Through Window -- *Weekday*	5.00 ksf	56	13.78 [1]	69	N/A	N/A
Fast-Food Restaurant with Drive-Through Window -- *Weekday*	106 indoor seats; 8 outdoor seats	56	0.47 [1]	54	N/A	N/A
Eating Establishment (with Drive-through)	106 indoor seats; 8 outdoor seats; 3.585 ksf non-dining area	56	N/A	N/A	1 space for each 3 seats plus 1 space for each 200 sqft of non-dining floor area [2]	56

Notes: ksf = 1,000 square feet; N/A = Not Applicable
[1] *Parking Generation 5th Edition*, Institute of Transportation Engineers, 2019 (85th Percentile Rate)
[2] *City of Campbell Municipal Code, Chapter 21.28.040, Table 3-1*

According to recent surveys conducted at nearby Chick-fil-A restaurants, the estimated peak parking demand for the proposed project would be 57 parking spaces. This is higher than the City Municipal Code requirement of 56 spaces and lower than the estimated demand using ITE rates of 69 spaces.

The *City of Campbell Municipal Code, Chapter 21.28.060; Parking and Loading*, requires that parking spaces for the disabled be provided in compliance with the Uniform Building Code and the Federal Accessibility Guidelines. The site plan shows that out of the 56 spaces available at the proposed project, there are three stalls designated for disabled persons' use. Based on requirements stipulated by the Federal Accessibility Guidelines, three accessible stalls are required. Thus, the project complies with the Federal Accessibility Guidelines.

Parking stall size requirements are based on the *City of Campbell Municipal Code, Chapter 21.28.080; Development standards for off-street parking* and *Chapter 21.28.080(G)(7); Bumper Overhang Areas*. Parking stalls are required to be 8.5 feet wide by 18 feet long for non-residential uses and aisles with 90-degree parking must be at least 25 feet wide. According to the site plan, the existing parking stalls are approximately 8.5 feet by 18 feet (including a 2-foot vehicle overhang above the adjacent landscaped area) and aisles are 25 feet wide, which satisfies the City's requirement.

Finding – Although the proposed parking supply (56 spaces) would satisfy the City's Code requirements (56 spaces), the project would have a potential deficit of one parking space to accommodate the anticipated peak parking demand. Thus, the potential for parking intrusion to adjacent facilities may occur during peak demand periods. Because this is anticipated to involve a nominal number of vehicles (approximately one), no excess circulation or hazardous effects are anticipated.

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Recommendation - Reducing the building size of the proposed project by 50 square feet (from 5,000 to 4,950 square feet) would, in turn, reduce the calculated parking demand from 57 to 56 spaces, which matches the number of spaces proposed.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Conclusions and Recommendations

Conclusions

- The proposed project would generate an average of 2,289 net-new daily trips, including 27 new trips during the a.m. peak hour and 150 new trips during the p.m. peak hour, after deducting trips associated with existing uses to be eliminated as well as pass-by trips.

- With or without the project, all study intersections are expected to continue operating acceptably under all conditions, except that under Cumulative (Year 2040) volumes the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp (#1) would operate at LOS F during the p.m. peak hour, and during the a.m. peak hour the intersection of South Bascom Avenue/Hamilton Avenue (#3) which would also operate at LOS F.

- The project would result in a significant impact at the southbound Bascom Avenue left-turn lane at the project driveway under the Background plus Project Conditions. The vehicle queuing is anticipated to be 150 feet during the p.m. peak hour. This is 20 feet longer than the 130 feet currently available.

- Based on surveys of other nearby Chick-fil-A restaurant locations, an average peak storage capacity of 21.3 vehicles would be required to accommodate anticipated demand during the Saturday midday peak hour. The drive-through queue is expected to exceed the storage capacity of 20 vehicles by approximately two vehicles during the Saturday midday peak hour. The overflow of two vehicles would stack up in the parking lot aisle and potentially restrict access to approximately four parking spaces. The site can store 12 additional passenger cars in the aisle of the parking lot before the queue would extend onto the driveway apron and block either the sidewalk or a travel lane on South Bascom Avenue. Given that parking lots are a low-speed environment, the temporary blockage of the aisle and adjacent parking spaces is not expected to result in a circulation deficiency as it is consistent with typical driver behavior and expectations within a parking lot. Additionally, a review of the parking occupancy survey suggests that there would be a surplus of approximately seven parking spaces during peak drive-through queuing conditions. Thus, the temporary blockage of approximately four spaces would not result in excess circulation or hazardous effects.

- A turning template analysis confirmed that the drive-through lane is designed with sufficient geometric clearance, and a typical passenger vehicle would be able to use each lane of the drive-through without striking any permanent fixtures.

- The proposed project would result in a less-than-significant impact in terms of traffic intrusion on Campbell Avenue, Arroyo Seco Drive and El Solyo Avenue.

- Pedestrian, bicycle, and transit facilities are adequate to serve the project as proposed.

- Sight lines at the project driveways are adequate for the approach speeds.

- On-site vehicle and pedestrian access between the building, the parking lot and surrounding amenities is adequate.

- The anticipated parking demand of 57 parking spaces exceeds the proposed parking supply of 56 spaces. Thus, the potential for parking intrusion to adjacent facilities may occur, with a nominal (approximately one) number of vehicles involved. Because this is anticipated to involve a nominal (approximately one) number of vehicles, no secondary circulation or hazardous effects are anticipated. It should be noted that the proposed parking supply of 56 spaces would satisfy the City's Code requirements (56 spaces) for parking.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Mitigation Measures

- The following strategies were identified as potential mitigation measures addressing the potential for vehicle spillover of the southbound left-turn lane at the project entrance on Bascom Avenue:

    a. Reducing the size of the proposed project by 300 square feet (from 5,000 to 4,700 square feet) would reduce the number of anticipated vehicle trips using the southbound left-turn lane to a degree where the resulting queue length would be adequately accommodated within the storage length available.

    b. To inform motorists to use Apricot Avenue as an alternative route if the South Bascom Avenue southbound left-turn lane is full, the project applicant should fund the design and installation of a regulatory sign within the median at the northern end of the left-turn lane which reads *"DO NOT BLOCK THRU LANE - USE NEXT SIGNAL"* or a similar message. The sign must comply with standards described in the latest edition of the California Manual on Uniform Traffic Control Devices (CA-MUTCD) and also be approved by the City Department of Public Works, prior to installation. An example of a regulatory sign placement within a median is provided in Appendix F.

- Reducing the building size of the proposed project by 50 square feet (from 5,000 to 4,950 square feet) would reduce the calculated parking demand from 57 to 56 spaces, which is consistent with the number of spaces proposed.

- It should be noted that reducing the building size by 300 square feet (from 5,000 to 4,700 square feet) would mitigate the vehicle spillover of the southbound left-turn lane at the project entrance as well as reducing the parking lot demand such that 56 parking spaces would be adequate.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Study Participants and References

Study Participants

Principal in Charge	Mark E. Spencer, PE
Project Manager	Kenneth Jeong, PE
Graphics	Hannah Yung-Boxdell
Editing/Formatting	Hannah Yung-Boxdell
Report Review	Dalene J. Whitlock, PE, PTOE

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CMP029

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Appendix A

Site Plan

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

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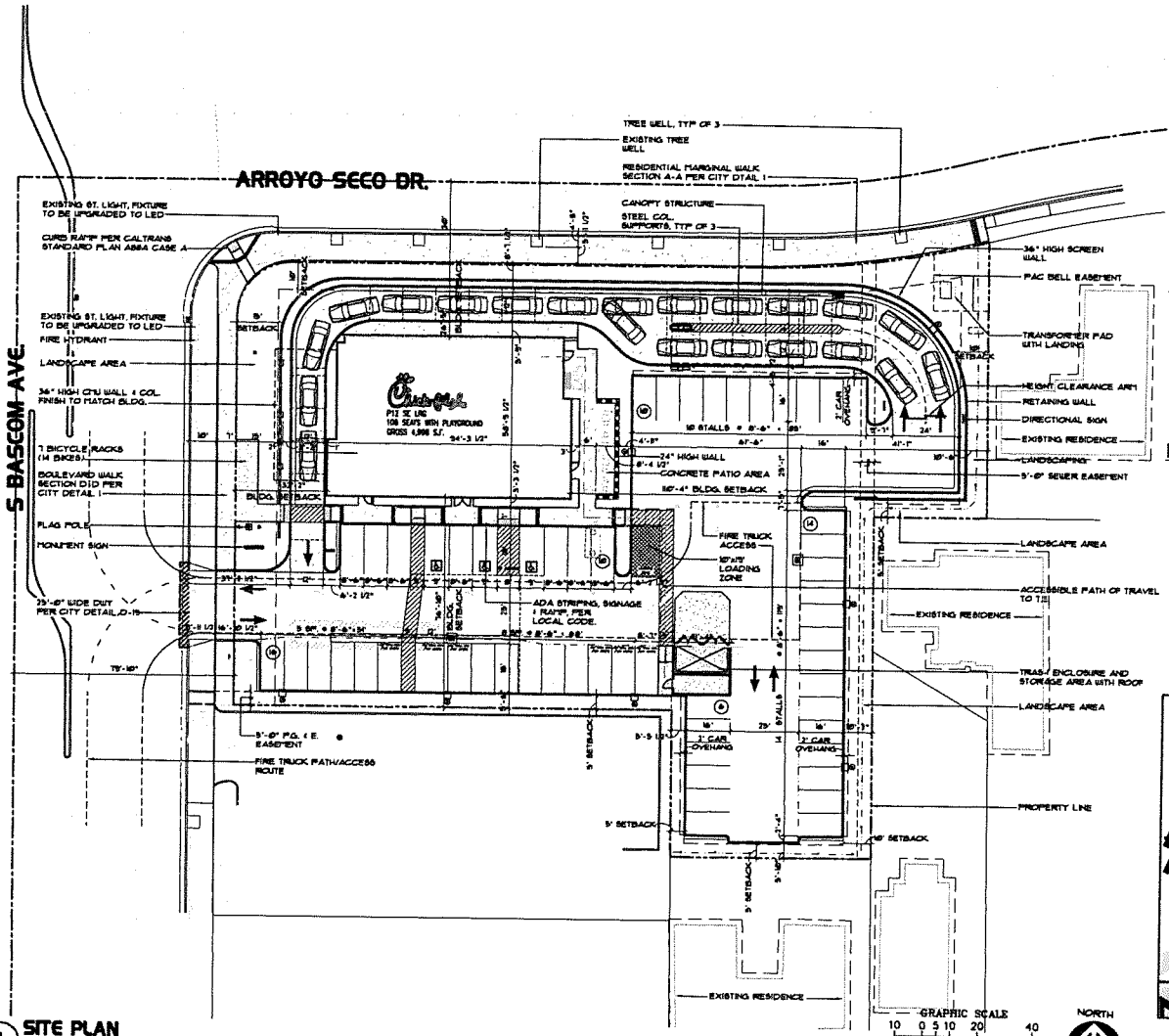


1 SITE PLAN
1" = 20'-0"

BUILDING DATA

OCCUPANCY:	A2 (RESTAURANT)
FIRE SPRINKLERED:	YES
CONSTRUCTION TYPE:	V-B
SITE AREA:	46,540 S.F.
BUILDING AREA:	4,998 S.F. (GROSS)
FAR:	.11
ZONING:	C-2, GENERAL COMMERCIAL
OCCUPANT LOAD:	148

PARKING

STANDARD SPACES REQUIRED:	1 SPACE / 3 SEATS, PLUS 1 SPACE / 200 S.F. OF NON-DINING FLOOR AREA
DINING AREA SEATS:	106 SEATS / 3 = 35.33
NON-DINING AREA:	3,585 S.F. / 200 = 17.93
PATIO SEATS:	8 SEATS / 3 = 2.67
TOTAL SPACES REQUIRED:	35.33 + 17.93 + 2.67 = 55.93 (56 SP.)
TOTAL SPACES PROVIDED:	56 SPACES
HANDICAP SPACES PROVIDED:	3 SPACES
CLEAN AIR SPACES PROVIDED:	3 SPACES

CLEAN AIR PARKING REQUIRED:

TOTAL NUMBER OF PARKING SPACES	REQUIRED SPACES
0 - 9	0
10-25	1
26-50	3
51-75	6

PROVIDED

BICYCLE PARKING

SHORT TERM

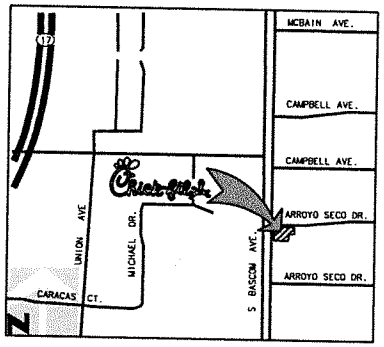
BICYCLE SPACES REQUIRED:	5% OF MOTOR VEHICLE PARKING 56 X 0.05 = 2.8 = 3 SPACES
BICYCLE SPACES PROVIDED:	7 RACKS (14 BICYCLE SPACES)

LONG TERM

BICYCLE SPACES REQUIRED:	5% OF MOTOR VEHICLE PARKING 56 X 0.05 = 2.8 = 3 SPACES
BICYCLE SPACES PROVIDED:	3 BICYCLE HOOKS AT STORAGE AREA ADJACENT TO TRASH ENCLOSURE

PUBLIC WORKS NOTES

1. INSTALLATION OF ASPHALT CONCRETE OVERLAY PER STREET PAVEMENT RESTORATION PLAN FOR UTILITY INSTALLATION AND/OR ABANDONMENT, AS REQUIRED BY THE CITY ENGINEER.
2. INSTALLATION OF TRAFFIC CONTROL, STRIPE AND SIGNS AS REQUIRED BY THE CITY ENGINEER.
3. CONSTRUCTION OF CONFORMS TO EXISTING PUBLIC AND PRIVATE IMPROVEMENTS, AS NECESSARY PER CITY ENGINEER REQUIREMENTS.
4. INSTALLATION OF CITY STANDARD CURB, GUTTER AND COMMERCIAL SIDEWALK. INSTALLATION OF ENGINEERED STRUCTURAL PAVEMENT SECTION CENTERLINE, AS REQUIRED BY THE CITY ENGINEER.



2 VICINITY MAP
NTS

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

rho ARCHITECTS
195 South C Street, Suite 200
Tustin, CA 92780
phone 714 832.1834

CHICK-FIL-A
S. BASCOM & ARROYO SECO
2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	08-29-18	AGENCY REV.
2	10-5-18	AGENCY REV.
3	10-24-18	AGENCY REV.

ARCHITECT'S PROJECT #	17-168
PRINTED FOR:	PLANNING
DATE:	08-29-18
DRAWN BY:	AM

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SHEET: SITE PLAN

SHEET NUMBER
SP-1

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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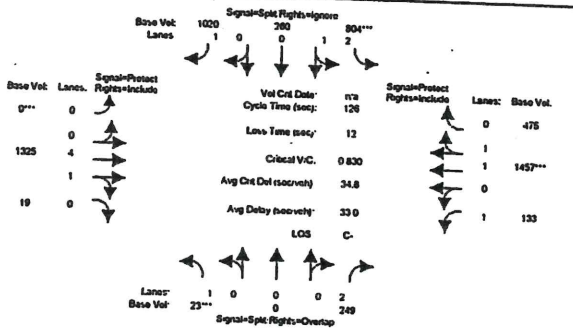
AM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
01 AM Existing

Intersection #1. SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	0	249	804	280	1020	0	1325	19	133	1457	475
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:	23	0	249	804	280	1020	0	1325	19	133	1457	475
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:	23	0	249	804	280	0	0	1325	19	133	1457	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	249	804	280	0	0	1325	19	133	1457	475
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:	23	0	249	804	280	0	0	1325	19	133	1457	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.84	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	2.00	2.33	0.67	1.00	0.00	4.93	0.07	1.00	1.49	0.51
Final Sat.:	1750	0	3150	3731	1269	1750	0	9267	133	1750	2790	909
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.22	0.22	0.00	0.00	0.14	0.14	0.08	0.52	0.52
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	33.2	31.3	31.3	0.0	0.0	49.5	49.5	26.3	75.7	75.7
Volume/Cap:	0.24	0.00	0.30	0.87	0.87	0.00	0.00	0.36	0.36	0.36	0.87	0.87
Delay/Veh:	59.2	0.0	37.2	52.3	52.3	0.0	0.0	27.2	27.2	43.3	24.9	24.9
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:	59.2	0.0	37.2	52.3	52.3	0.0	0.0	27.2	27.2	43.3	24.9	24.9
LOS by Move:	E+	A	D-	D-	D-	A	A	C	C	D	C	C
HCM2k95thQ:	3	0	9	31	31	0	0	14	14	16	54	54

Note: Queue reported is the number of cars per lane.

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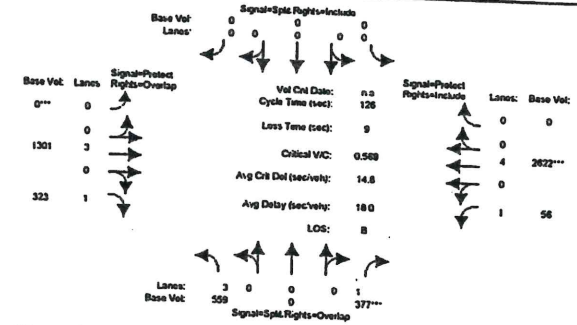
AM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
01 AM Existing

Intersection #2: Creekside Wy/Hamilton Av



Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	7
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	559	0	377	0	0	0	0	1301	323	56	2622	0
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:	559	0	377	0	0	0	0	1301	323	56	2622	0
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:	559	0	377	0	0	0	0	1301	323	56	2622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	0	377	0	0	0	0	1301	323	56	2622	0
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:	559	0	377	0	0	0	0	1301	323	56	2622	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.22	0.00	0.00	0.00	0.00	0.23	0.18	0.03	0.34	0.00
Crit Moves:			****				****				****	
Green Time:	27.0	0.0	53.7	0.0	0.0	0.0	0.0	64.2	101.3	15.7	80.0	0.0
Volume/Cap:	0.42	0.00	0.52	0.00	0.00	0.00	0.00	0.45	0.23	0.26	0.54	0.00
Delay/Veh:	26.0	0.0	27.8	0.0	0.0	0.0	0.0	19.7	3.0	50.5	13.0	0.0
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:	26.0	0.0	27.8	0.0	0.0	0.0	0.0	19.7	3.0	50.5	13.0	0.0
LOS by Move:	D+	A	C	A	A	A	A	B-	A	D	B	A
HCM2k95thQ:	14	0	23	0	0	0	0	19	0	4	24	0

Note: Queue reported is the number of cars per lane.

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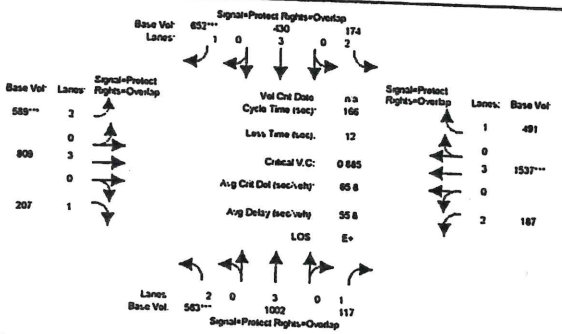
All Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
01 AM Existing

Intersection #3: Bascom Av/Hamilton Av



Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	563	1002	117	174	430	652	589	809	207	187	1537	491
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:	563	1002	117	174	430	652	589	809	207	187	1537	491
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:	563	1002	117	174	430	652	589	809	207	187	1537	491
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	1002	117	174	430	652	589	809	207	187	1537	491
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:	563	1002	117	174	430	652	589	809	207	187	1537	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.06	0.08	0.37	0.19	0.14	0.12	0.06	0.27	0.28
Crit Moves:	****					****	****				****	
Green Time:	32.6	32.6	77.3	16.3	34.4	69.9	35.1	66.4	91.8	25.1	56.6	66.9
Volume/Cap:	0.88	0.56	0.14	0.56	0.36	0.88	0.88	0.39	0.21	0.39	0.88	0.76
Delay/Veh:	78.3	47.9	25.5	73.7	56.3	56.7	77.0	39.2	17.9	64.0	46.8	44.1
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:	78.3	47.9	25.5	73.7	56.3	56.7	77.0	39.2	17.9	64.0	46.8	44.1
LOS by Move:	E-	D	C	E	E-	E-	E-	D	B	E	E	D
HCM2k95thQ:	33	25	7	11	12	56	32	16	10	10	45	38

Note: Queue reported is the number of cars per lane.

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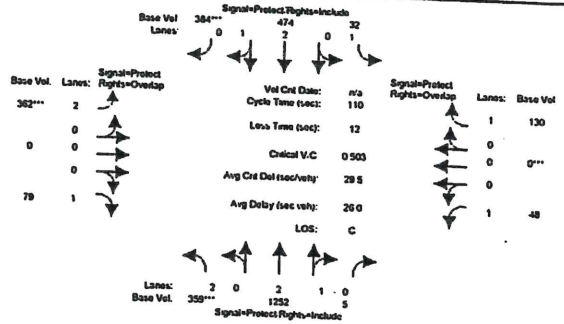
All Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
01 AM Existing

Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	10	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	359	1252	5	32	474	384	362	0	79	48	0	130
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:	359	1252	5	32	474	384	362	0	79	48	0	130
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:	359	1252	5	32	474	384	362	0	79	48	0	130
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1252	5	32	474	384	362	0	79	48	0	130
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:	359	1252	5	32	474	384	362	0	79	48	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.85	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5675	22	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.02	0.12	0.22	0.11	0.00	0.05	0.03	0.00	0.07
Crit Moves:	****					****	****				****	
Green Time:	24.9	51.9	51.9	21.0	48.0	48.0	25.1	0.0	24.9	25.1	0.0	25.0
Volume/Cap:	0.50	0.48	0.48	0.10	0.29	0.50	0.50	0.00	0.20	0.12	0.00	0.39
Delay/Veh:	37.7	19.9	19.9	36.8	30.0	32.8	37.6	0.0	34.7	33.9	0.0	35.6
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:	37.7	19.9	19.9	36.8	30.0	32.8	37.6	0.0	34.7	33.9	0.0	35.6
LOS by Move:	D+	B-	B-	D+	C+	C-	D+	A	C-	C-	A	D
HCM2k95thQ:	13	18	18	2	10	19	13	0	5	3	0	9

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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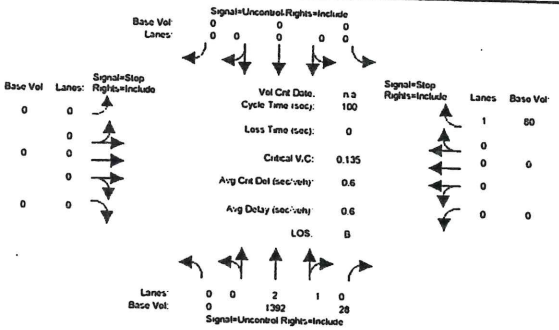
AM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2000 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
01 AM Existing

Intersection #5: Bascom Av/Arroyo Seco Dr




```
Street Name:            Bascom Av                          Arroyo Seco Dr
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 1392   28     0     0     0     0     0     0     0     0    28
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 1392   28     0     0     0     0     0     0     0     0    28
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 1392   28     0     0     0     0     0     0     0     0    28
Reduct Vol:     0    0    0     0     0     0     0     0     0     0     0     0
FinalVolume:    0 1392   28     0     0     0     0     0     0     0     0    28
------------|---------------|---------------|---------------|---------------|
Critical Gap Module:
Critical Gp:xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.1
FollowUpTim:xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------|---------------|---------------|---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   478
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   591
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   591
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.14
------------|---------------|---------------|---------------|---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.5
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  12.4
LOS by Move:  *    *    *     *    *    *     *    *    *     *    *     B
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          xxxxxx          xxxxxx          12.0
ApproachLOS:      *               *               *               B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

Intersection #5 Bascom Av/Arroyo Seco Dr

Base 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
```

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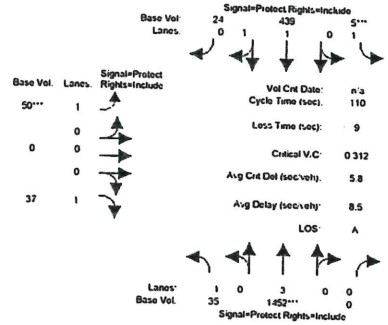
AM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2000 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
01 AM Existing

Intersection #6: Bascom Av/Apricot Av




```
Street Name:            Bascom Av                          Apricot Av
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:        L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------|---------------|---------------|---------------|
Min. Green:     7    16   10     7    16   10    10    16   10     0     0     0
Y+R:          4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0   4.0
------------|---------------|---------------|---------------|---------------|
Volume Module:
Base Vol:      35 1452    0     5   439   24    50     0   37     0     0     0
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:   35 1452    0     5   439   24    50     0   37     0     0     0
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:    35 1452    0     5   439   24    50     0   37     0     0     0
Reduct Vol:     0    0    0     0     0    0     0     0    0     0     0     0
Reduced Vol:   35 1452    0     5   439   24    50     0   37     0     0     0
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:   35 1452    0     5   439   24    50     0   37     0     0     0
------------|---------------|---------------|---------------|---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900  1900
Adjustment:  0.92 1.00 0.92  0.92 0.92 0.92  0.92 1.00 0.92  0.92 0.92  0.92
Lanes:       1.00 2.00 0.00  1.00 1.59 0.41  1.00 0.00 1.00  0.00 0.00  0.00
Final Sat.:  1750 5700    0  1750 2508  192  1750    0 1750     0    0     0
------------|---------------|---------------|---------------|---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.25 0.00  0.00 0.13  0.13  0.03 0.00 0.02  0.00 0.00  0.00
Crit Move:        ****            ****                ****
Green Time:   30.7 84.0  0.0   7.0 60.3  60.3  10.0  0.0 10.0   0.0  0.0   0.0
Volume/Cap:   0.07 0.33 0.00  0.00 0.22  0.22  0.31 0.00 0.23  0.00 0.00  0.00
Delay/Veh:    29.2  4.2  0.0  48.5 12.9  12.9  47.9  0.0 47.2   0.0  0.0   0.0
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:   29.2  4.2  0.0  48.5 12.9  12.9  47.9  0.0 47.2   0.0  0.0   0.0
LOS by Move:      C    A    A     D    B     B     D    A    D     A    A     A
HCM95thQ:         2   14    0     0    5     5     4    0    3     0    0     0
Note: Queue reported is the number of cars per lane.
```

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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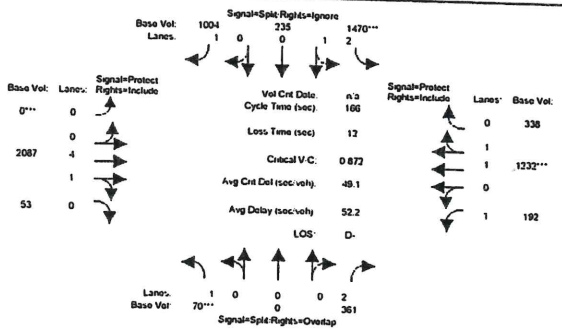
PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	361	1470	235	1004	0	2087	53	192	1232	338
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:	70	0	361	1470	235	1004	0	2087	53	192	1232	338
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:	70	0	488	1470	235	0	0	2750	53	192	1232	338
Reduct Vol:	0	0	105	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	383	1470	235	0	0	2750	53	192	1232	338
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:	70	0	383	1470	235	0	0	2750	53	192	1232	338
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.95	0.95	0.92	0.92	0.92	0.95	0.92	0.92	0.95
Lanes:	1.00	0.00	2.00	2.00	0.25	1.00	0.00	4.00	0.15	0.50	1.50	0.44
Final Sat.:	1750	0	3150	4203	481	1750	0	9220	178	1750	2903	794
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.12	0.34	0.34	0.00	0.00	0.30	0.30	0.11	0.42	0.42
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	39.3	65.6	65.6	0.0	0.0	59.0	59.0	21.7	80.8	80.8
Volume/Cap:	0.87	0.00	0.49	0.87	0.87	0.00	0.00	0.84	0.84	0.84	0.87	0.42
Delay/Veh:	138.5	0.0	47.7	51.0	51.0	0.0	0.0	51.1	51.1	93.4	43.0	43.0
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:	138.5	0.0	47.7	51.0	51.0	0.0	0.0	51.1	51.1	93.4	43.0	43.0
LOS by Move:	F	A	D	D	D	A	A	D-	D-	F	D	D
HCM2k95thQ:	11	0	23	52	52	0	0	46	46	23	40	40

Note: Queue reported is the number of cars per lane.

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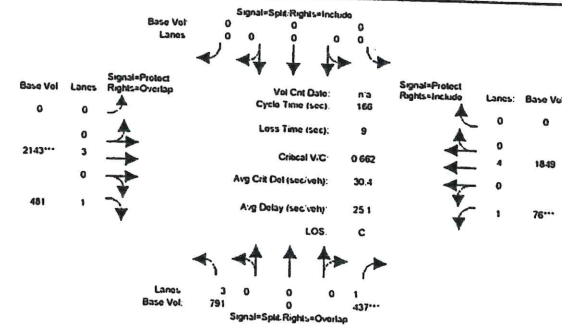
PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #2: Creekside Wy/Hamilton Av



Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	791	0	437	0	0	0	0	2143	481	76	1849	0
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:	791	0	437	0	0	0	0	2143	481	76	1849	0
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:	791	0	437	0	0	0	0	2143	481	76	1849	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	0	437	0	0	0	0	2143	481	76	1849	0
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:	791	0	437	0	0	0	0	2143	481	76	1849	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.25	0.00	0.00	0.00	0.38	0.27	0.04	0.24	0.00	
Crit Moves:			****				****		****			
Green Time:	51.5	0.0	67.7	0.0	0.0	0.0	94.2	146.1	16.5	165	0.0	
Volume/Cap:	0.66	0.00	0.66	0.00	0.00	0.00	0.66	0.21	0.66	0.53	0.00	
Delay/Veh:	48.1	0.0	45.4	0.0	0.0	0.0	25.3	1.8	88.2	14.9	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	48.1	0.0	45.4	0.0	0.0	0.0	25.3	1.8	88.2	14.9	0.0	
LOS by Move:	D	A	D	A	A	A	C	A	F	B	A	
HCM2k95thQ:	25	0	34	0	0	0	41	9	5	15	0	

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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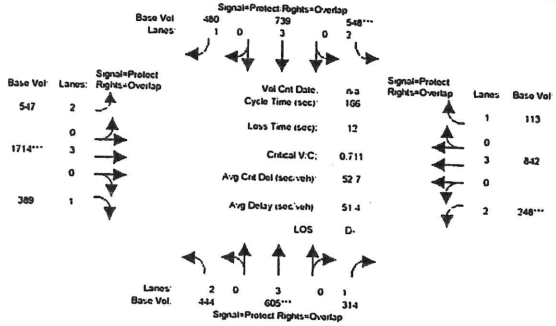
PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #3: Bascom Av/Hamilton Av



Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	16	16	7	16	16	7	16	16	7	16	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	444	605	314	548	739	486	547	1714	389	248	842	113
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:	444	605	314	548	739	486	547	1714	389	248	842	113
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:	444	605	314	548	739	486	547	1714	389	248	842	113
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	605	314	548	739	486	547	1714	389	248	842	113
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
Final Volume:	444	605	314	548	739	486	547	1714	389	248	842	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.18	0.17	0.13	0.27	0.17	0.30	0.22	0.08	0.15	0.06
Crit Moves:		****			****			****			****	
Green Time:	34.1	34.5	41.1	40.6	41.0	79.5	47.8	76.1	104.5	18.4	48.7	81.5
Volume/Cap:	0.69	0.71	0.65	0.71	0.69	0.67	0.60	0.71	0.35	0.71	0.60	0.13
Delay/Veh:	64.1	70.6	58.9	60.4	64.6	32.1	52.9	40.5	15.0	77.9	56.2	23.1
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:	64.1	70.6	58.9	60.4	64.6	32.1	52.6	40.5	15.0	77.9	56.2	23.1
LOS by Move:	E	E	E-	E	E	C-	D-	D	B	E-	E+	C
HCM2kQ95thQ:	14	23	18	25	23	10	19	39	13	16	23	6

Note: Queue reported is the number of cars per lane.

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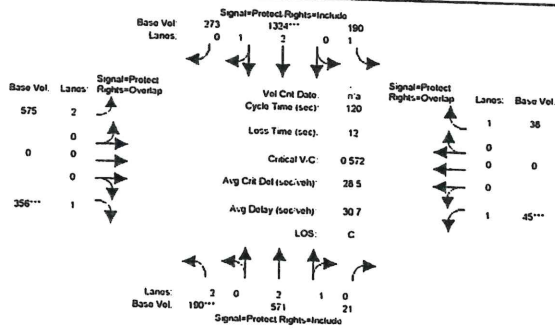
PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	16	16	16	0	16	12	0	16	16	0	16
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	571	21	190	1324	273	575	0	356	45	0	38
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:	190	571	21	190	1324	273	575	0	356	45	0	38
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:	190	571	21	190	1324	273	575	0	356	45	0	38
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	571	21	190	1324	273	575	0	356	45	0	38
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:	190	571	21	190	1324	273	575	0	356	45	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	0.95	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.89	0.11	1.00	2.47	0.53	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5401	199	1750	4641	957	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.11	0.29	0.29	0.18	0.00	0.20	0.03	0.00	0.02
Crit Moves:	****				****				****	****		
Green Time:	12.1	34.2	34.2	36.1	57.3	57.3	48.7	0.0	40.8	14.0	0.0	45.1
Volume/Cap:	0.60	0.37	0.37	0.27	0.60	0.60	0.37	0.00	0.49	0.21	0.00	0.04
Delay/Veh:	54.8	34.5	34.5	34.1	23.4	23.4	34.4	0.0	34.5	52.6	0.0	22.9
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:	54.8	34.5	34.5	34.1	23.4	23.4	34.4	0.0	34.5	52.6	0.0	22.9
LOS by Move:	D-	C-	C-	C-	C	C	C-	A	C-	D-	A	C
HCM2kQ95thQ:	10	11	11	12	24	24	20	0	22	4	0	2

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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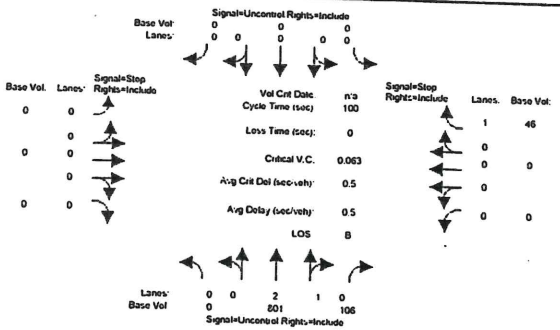
PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
02 PM Existing

Intersection #5: Bascom Av/Arroyo Seco Dr




```
Street Name:          Bascom Av                    Arroyo Seco Dr
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  801  106    0    0    0    0    0    0    0    0    0   46
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 1.00
Initial Bse:    0  801  106    0    0    0    0    0    0    0    0    0   46
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 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 1.00
PHF Volume:     0  801  106    0    0    0    0    0    0    0    0    0   46
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0    0
FinalVolume:    0  801  106    0    0    0    0    0    0    0    0    0   46
------------|---------------|---------------|---------------|---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  3.3
------------|---------------|---------------|---------------|---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  226
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  726
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  726
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx 0.06
------------|---------------|---------------|---------------|---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  6.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 14.2
LOS by Move:  *    *    *    *    *    *    *    *    *    *    *    *    B
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             xxxxxx             xxxxxx             14.1
ApproachLOS:        *                  *                  *                  B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

Intersection #5 Bascom Av/Arroyo Seco Dr

Base 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
```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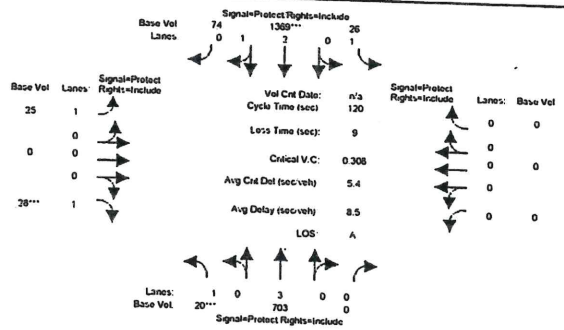
PM Peak Hour - Existing Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #6: Bascom Av/Apricot Av




```
Street Name:          Bascom Av                    Apricot Av
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:       L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------|---------------|---------------|---------------|
Min. Green:     7   10   10    7   10   10   10    0   10    0    0    0
Y+R:          4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
------------|---------------|---------------|---------------|---------------|
Volume Module:
Base Vol:      20  703    0   30 1369   74   25    0   28    0    0    0
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:   20  703    0   30 1369   74   25    0   28    0    0    0
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:    20  703    0   30 1369   74   25    0   28    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   20  703    0   30 1369   74   25    0   28    0    0    0
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:   20  703    0   30 1369   74   25    0   28    0    0    0
------------|---------------|---------------|---------------|---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 1.00 0.92 0.92 0.95 0.95 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 3.00 0.00 1.00 2.84 0.16 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:  1750 5700    0 1750 5212  287 1750    0 1750    0    0    0
------------|---------------|---------------|---------------|---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.12 0.00 0.01 0.26 0.26 0.01 0.00 0.02 0.00 0.00 0.00
Crit Moves:  ****                   ****                   ****
Green Time:   7.6 68.6  0.0  72.4 96.6 96.6 10.0  0.0 10.0  0.0  0.0  0.0
Volume/Cap:   0.20 0.17 0.00 0.05 0.33 0.33 0.17 0.00 0.19 0.00 0.00 0.00
Delay/Veh:   54.6 12.6  0.0 32.5  3.8  3.8 51.7  0.0 51.9  0.0  0.0  0.0
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:  54.6 12.6  0.0 32.5  3.8  3.8 51.7  0.0 51.9  0.0  0.0  0.0
LOS by Move:  D-    B    A   C-    A    A   D-    A   D-    A    A    A
HCM2k95thQ:    2    3    0    2   16   16    2    0    2    0    0    0
Note: Queue reported is the number of cars per lane.
```


Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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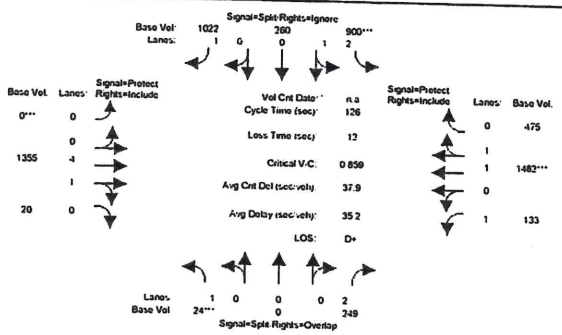
AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2000 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #1 SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	0	249	900	260	1022	0	1355	20	133	1482	475
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:	24	0	249	900	260	1022	0	1355	20	133	1482	475
User Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	0	249	900	260	0	0	1355	20	133	1482	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	0	249	900	260	0	0	1355	20	133	1482	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	0	249	900	260	0	0	1355	20	133	1482	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	1.00	0.95	0.95	0.92	0.92	0.98	0.95	0.91	0.98	0.95
Lanes:	1.00	0.00	1.00	3.39	0.61	1.00	0.00	4.92	0.08	1.00	1.50	0.50
Final Sat.:	1754	0	2154	6327	1107	1750	0	9263	137	1750	2901	998
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.22	0.23	0.00	0.00	0.15	0.15	0.08	0.51	0.32
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	52.0	37.8	32.8	0.0	0.0	48.8	48.8	25.3	74.1	74.1
Volume/Cap:	0.35	0.00	0.21	0.58	0.68	0.00	0.00	0.38	0.28	0.38	0.96	0.96
Delay/Veh:	58.1	0.0	38.0	51.7	53.7	0.0	0.0	27.8	27.8	44.2	28.2	28.2
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:	58.1	0.0	38.0	53.7	53.7	0.0	0.0	27.8	27.8	44.2	28.2	28.2
LOS by Move:	E+	A	D+	D-	D-	A	A	C	C	D	C	C
HCM2k95thQ:	3	0	9	24	24	0	0	14	14	10	56	56

Note: Queue reported is the number of cars per lane.

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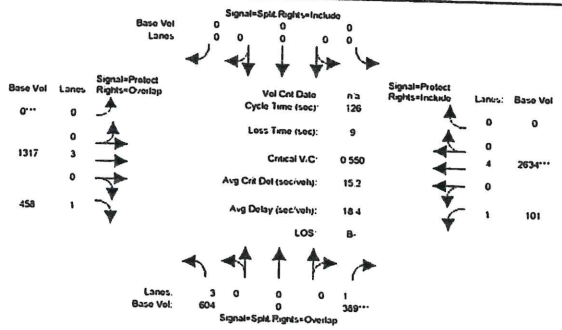
AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2000 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #2: Creekside Wy/Hamilton Av



Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	604	0	389	0	0	0	0	1317	458	101	2634	0
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:	604	0	389	0	0	0	0	1317	458	101	2634	0
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:	604	0	389	0	0	0	0	1317	458	101	2634	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	0	389	0	0	0	0	1317	458	101	2634	0
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:	604	0	389	0	0	0	0	1317	458	101	2634	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1870	1900	1900
Adjustment:	0.80	1.00	0.82	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	4651	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.22	0.00	0.00	0.00	0.00	0.23	0.26	0.06	0.35	0.00
Crit Moves:			****				****				****	
Green Time:	27.7	0.0	53.5	0.0	0.0	0.0	0.0	63.5	101.1	15.9	79.3	0.0
Volume/Cap:	0.44	0.00	0.52	0.00	0.00	0.00	0.00	0.46	0.33	0.48	0.55	0.00
Delay/Veh:	35.9	0.0	27.5	0.0	0.0	0.0	0.0	20.3	3.5	52.6	13.4	0.0
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:	35.9	0.0	27.5	0.0	0.0	0.0	0.0	20.3	3.5	52.6	13.4	0.0
LOS by Move:	D+	A	C	A	A	A	A	C+	A	D-	B	A
HCM2k95thQ:	15	0	22	0	0	0	0	20	10	7	24	0

Note: Queue reported is the number of cars per lane.

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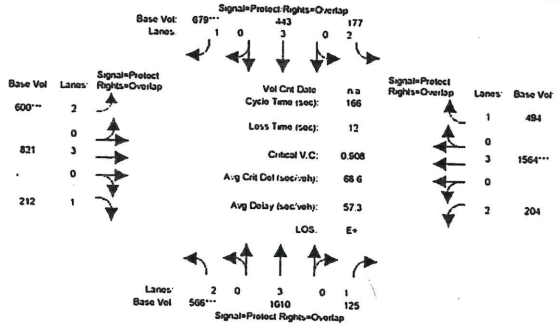
Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #3. Bascom Av/Hamilton Av



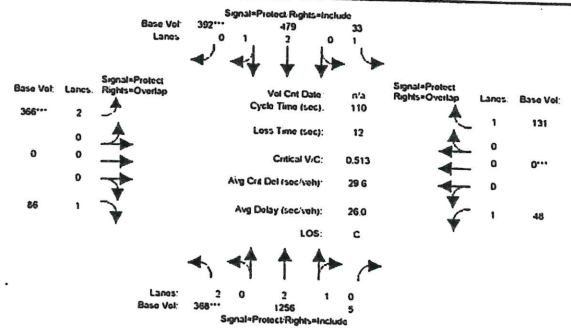
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	16	10	7	10	10	7	16	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	566	1010	125	177	443	679	600	821	212	204	1564	494
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:	566	1010	125	177	443	679	600	821	212	204	1564	494
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:	566	1010	125	177	443	679	600	821	212	204	1564	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	566	1010	125	177	443	679	600	821	212	204	1564	494
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:	566	1010	125	177	443	679	600	821	212	204	1564	494
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.06	0.08	0.39	0.19	0.14	0.12	0.06	0.27	0.28
Crit Moves:	****					****	****				****	
Green Time:	37.9	52.8	78.7	16.6	36.1	71.0	34.6	58.6	81.5	16.4	50.2	66.8
Volume/Cap:	0.91	0.54	0.15	0.74	0.26	0.91	0.91	0.41	0.22	0.41	0.91	0.70
Delay/Veh:	82.1	47.7	34.8	79.5	55.3	59.3	80.4	40.7	19.1	63.3	63.1	44.5
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:	82.1	47.7	34.8	79.5	55.3	59.3	80.4	40.7	19.1	63.3	63.1	44.5
LOS by Move:	F	D	C-	E	E+	E+	F	D	B-	E	E	D
HCM2kRtnQ:	34	25	7	11	12	39	33	18	11	11	46	38

Note: Queue reported is the number of cars per lane.

AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	16	10	16	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	368	1256	5	33	479	392	366	0	86	48	0	131
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:	368	1256	5	33	479	392	366	0	86	48	0	131
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:	368	1256	5	33	479	392	366	0	86	48	0	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	1256	5	33	479	392	366	0	86	48	0	131
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:	368	1256	5	33	479	392	366	0	86	48	0	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5678	22	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.23	0.02	0.13	0.22	0.12	0.00	0.05	0.03	0.00	0.07
Crit Moves:	****					****	****				****	
Green Time:	25.1	52.1	52.1	21.0	48.0	48.0	24.9	0.0	29.1	24.9	0.0	21.0
Volume/Cap:	0.51	0.46	0.46	0.10	0.29	0.51	0.51	0.00	0.22	0.12	0.00	0.39
Delay/Veh:	37.8	19.8	19.8	36.8	20.0	22.8	37.9	0.0	24.8	34.0	0.0	39.7
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:	37.8	19.8	19.8	36.8	20.0	22.8	37.9	0.0	24.8	34.0	0.0	39.7
LOS by Move:	D+	B-	B-	D+	C+	C+	D+	A	C-	C-	A	D
HCM2kRtnQ:	13	16	16	1	10	19	12	0	5	3	0	9

Note: Queue reported is the number of cars per lane.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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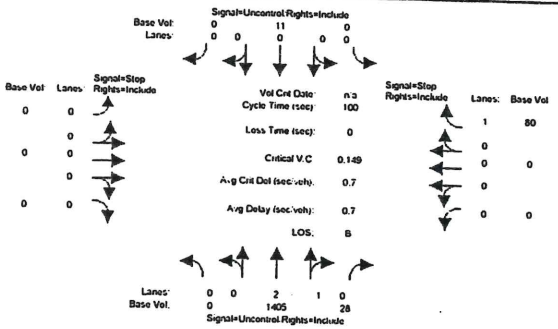
AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
03 AM Background

Intersection #5. Bascom Av/Arroyo Seco Dr



Street Name:	Bascom Av						Arroyo Seco Dr					
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 1405	28	0	11	0	0	0	0	0	0	0	80
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	1.00
Initial Bse:	0 1405	28	0	11	0	0	0	0	0	0	0	80
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	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	1.00
PHF Volume:	0 1405	28	0	11	0	0	0	0	0	0	0	80
Reduce Vol:	0 0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0 1405	28	0	11	0	0	0	0	0	0	0	80
Critical Gap Module:												
Critical Gap:	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.9
FollowUpTim:	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	482
Potent Cap.:	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	530
Move Cap.:	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	530
Volume/Cap:	xxxx xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15
Level Of Service Module:												
2Way95thQ:	xxxx xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	0.5
Control Del:	xxxxx xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	11.9
LOS by Move:	* *	*	*	*	*	*	*	*	*	*	*	B
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	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Shrd ConDel:	xxxxx xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	
Shared LOS:	* *	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx			xxxxxx			11.9			
ApproachLOS:	*		*			*			B			

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #5 Bascom Av/Arroyo Seco Dr

Base 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	

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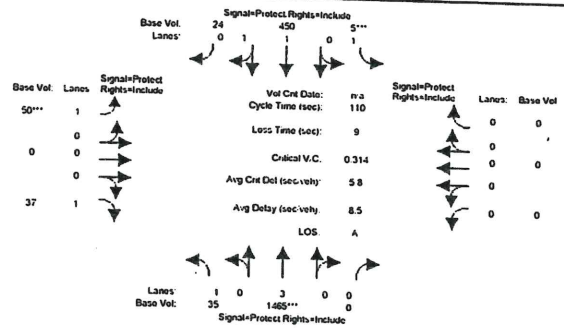
AM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
03 AM Background

Intersection #6: Bascom Av/Apricot Av



Street Name:	Bascom Av						Apricot Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7 10	10	7	10	10	10	10	10	0	0	0	
Y+R:	4.0 4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:												
Base Vol:	35 1465	0	5	450	24	50	0	37	0	0	0	
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:	35 1465	0	5	450	24	50	0	37	0	0	0	
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:	35 1465	0	5	450	24	50	0	37	0	0	0	
Reduce Vol:	0 0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	35 1465	0	5	450	24	50	0	37	0	0	0	
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:	35 1465	0	5	450	24	50	0	37	0	0	0	
Saturation Flow Module:												
Sat/Lane:	1900 1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92 1.00	0.92	0.92	0.92	0.95	0.92	1.00	0.92	0.92	1.00	0.92	
Lanes:	1.00 1.00	0.00	1.00	1.00	0.10	1.00	0.00	1.00	0.00	0.00	0.00	
Final Sat.:	1750 5700	0	1750	3512	167	1750	0	1750	0	0	0	
Capacity Analysis Module:												
Vol/Sat:	0.02 0.26	0.00	0.00	0.13	0.13	0.03	0.00	0.02	0.00	0.00	0.00	
Crit Moves:	****		****			****						
Green Time:	80.2 84.0	0.0	7.0	80.8	80.8	10.0	0.0	10.0	0.0	0.0	0.0	
Volume/Cap:	0.07 0.34	0.00	0.04	0.22	0.22	0.31	0.00	0.23	0.00	0.00	0.00	
Delay/Veh:	29.6 4.2	0.0	48.5	12.7	12.7	47.9	0.0	47.2	0.0	0.0	0.0	
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:	29.6 4.2	0.0	48.5	12.7	12.7	47.9	0.0	47.2	0.0	0.0	0.0	
LOS by Move:	C A	A	D	B	B	D	A	D	A	A	A	
HCM2k95thQ:	2 14	0	0	8	8	4	0	3	0	0	0	

Note: Queue reported is the number of cars per lane.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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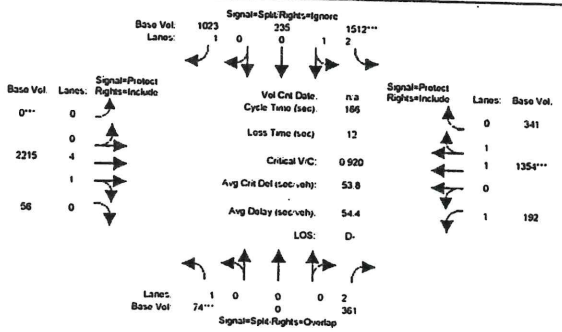
PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #1. SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	361	1512	235	1023	0	2215	56	192	1354	341
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:	74	0	361	1512	235	1023	0	2215	56	192	1354	341
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	488	1512	235	0	0	2919	56	192	1354	341
Reduct Vol:	0	0	105	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	383	1512	235	0	0	2919	56	192	1354	341
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	383	1512	235	0	0	2919	56	192	1354	341
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95
Lanes:	1.00	0.00	2.00	1.63	0.37	1.00	0.00	4.00	0.16	1.00	1.59	0.41
Final Sat.:	1754	0	3150	4274	665	1750	0	9223	177	1750	2955	744
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.12	0.35	0.35	0.00	0.00	0.32	0.32	0.11	0.46	0.46
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	28.6	83.7	83.7	0.0	0.0	61.4	61.4	21.3	82.6	82.6
Volume/Cap:	0.92	0.00	0.76	0.92	0.93	0.00	0.00	0.80	0.86	0.58	0.92	0.92
Delay/Veh:	151.7	0.0	68.6	56.6	56.6	0.0	0.0	50.5	50.5	97.0	46.7	46.7
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:	151.7	0.0	68.6	56.6	56.6	0.0	0.0	50.5	50.5	97.0	46.7	46.7
LOS by Move:	F	A	E	E+	E+	A	A	D	D	F	D	D
HCMQ95thQ:	12	0	22	57	57	0	0	48	48	23	68	68

Note: Queue reported is the number of cars per lane.

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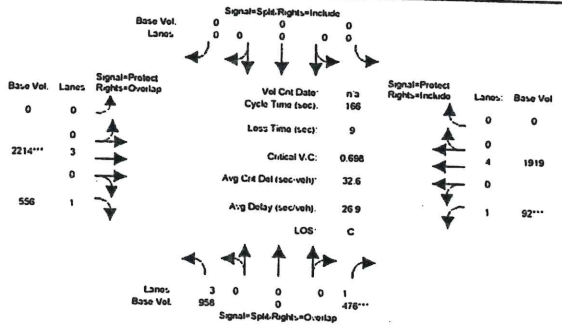
PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #2: Creekside Wy/Hamilton Av



Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	958	0	476	0	0	0	0	2214	556	92	1919	0
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:	958	0	476	0	0	0	0	2214	556	92	1919	0
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:	958	0	476	0	0	0	0	2214	556	92	2869	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	958	0	476	0	0	0	0	2214	556	92	2869	0
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:	958	0	476	0	0	0	0	2214	556	92	2869	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4552	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.27	0.00	0.00	0.00	0.00	0.39	0.32	0.05	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	52.2	0.0	66.7	0.0	0.0	0.0	0.0	92.3	144.5	10.5	105	0.0
Volume/Cap:	0.67	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.36	0.76	0.58	0.00
Delay/Veh:	30.7	0.0	45.7	0.0	0.0	0.0	0.0	37.4	2.2	96.2	17.5	0.0
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:	30.7	0.0	45.7	0.0	0.0	0.0	0.0	37.4	2.2	96.2	17.5	0.0
LOS by Move:	D	A	D	A	A	A	A	C	A	F	B	A
HCMQ95thQ:	21	0	37	0	0	0	0	44	11	16	32	0

Note: Queue reported is the number of cars per lane.

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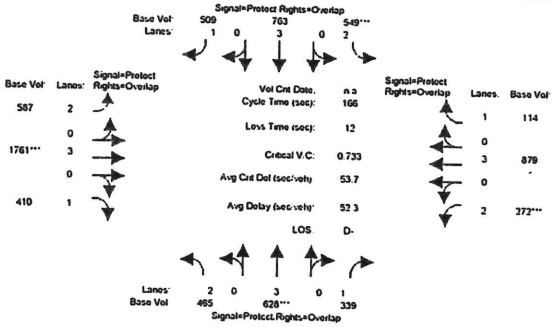
Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #3: Bascom Av/Hamilton Av



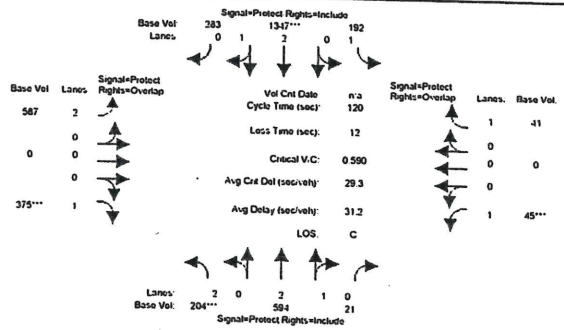
Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	465	628	339	549	763	509	587	1761	410	372	879	114
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:	465	628	339	549	763	509	587	1761	410	372	879	114
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:	465	628	339	549	763	509	587	1761	410	372	879	114
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	628	339	549	763	509	587	1761	410	372	879	114
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:	465	628	339	549	763	509	587	1761	410	372	879	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4750	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.19	0.17	0.13	0.29	0.19	0.31	0.23	0.09	0.15	0.07
Crit Moves:		****			****			****			****	
Green Time:	23.6	25.1	44.5	39.5	30.0	79.7	49.0	70.6	101.6	19.0	40.6	50.0
Volume/Cap:	0.73	0.73	0.72	0.73	0.73	0.61	0.62	0.73	0.27	0.73	0.63	0.14
Delay/Veh:	65.9	70.6	56.7	62.1	66.3	32.9	52.1	41.4	15.4	75.0	57.0	23.9
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:	65.9	70.6	56.7	62.1	66.3	32.9	52.1	41.4	15.4	75.0	57.0	23.9
LOS by Move:	E	E	E	E	E	C-	D-	D	B	E-	E-	C
HCM2k95thQ:	25	31	31	39	54	34	34	46	19	18	24	7

Note: Queue reported is the number of cars per lane.

PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	204	594	21	192	1347	283	587	0	375	45	0	41
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:	204	594	21	192	1347	283	587	0	375	45	0	41
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:	204	594	21	192	1347	283	587	0	375	45	0	41
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	594	21	192	1347	283	587	0	375	45	0	41
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:	204	594	21	192	1347	283	587	0	375	45	0	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.92	0.95	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.89	0.11	1.00	7.40	0.54	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5409	191	1750	4026	972	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.11	0.29	0.29	0.19	0.00	0.21	0.03	0.00	0.02
Crit Moves:	****				****				****	****		
Green Time:	12.6	34.5	24.5	34.5	56.5	56.5	39.0	0.0	41.5	19.0	0.0	44.5
Volume/Cap:	0.62	0.38	0.38	0.38	0.62	0.62	0.57	0.00	0.62	0.21	0.00	0.05
Delay/Veh:	55.4	34.4	34.4	34.7	24.2	24.2	34.4	0.0	34.6	53.0	0.0	24.4
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:	55.4	34.4	34.4	34.7	24.2	24.2	34.4	0.0	34.6	53.0	0.0	24.4
LOS by Move:	D-	C-	C-	C-	C	C	C-	A	C-	D-	A	C
HCM2k95thQ:	10	13	13	13	27	27	20	0	23	4	0	2

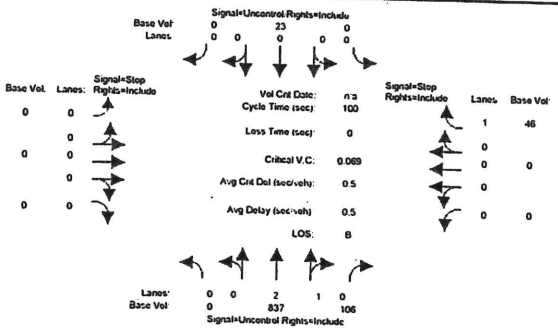
Note: Queue reported is the number of cars per lane.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
04 PM Background

Intersection #5 Bascom Av/Arroyo Seco Dr



Street Name:	Bascom Av						Arroyo Seco Dr					
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	837	106	0	23	0	0	0	0	0	0	46
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	837	106	0	23	0	0	0	0	0	0	46
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	837	106	0	23	0	0	0	0	0	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	837	106	0	23	0	0	0	0	0	0	46
Critical Gap Module:												
Critical Gap:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	532
Potent Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	570
Move Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	570
Volume/Cap:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
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			xxxxxx			xxxxxx			10.8		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #5 Bascom Av/Arroyo Seco Dr

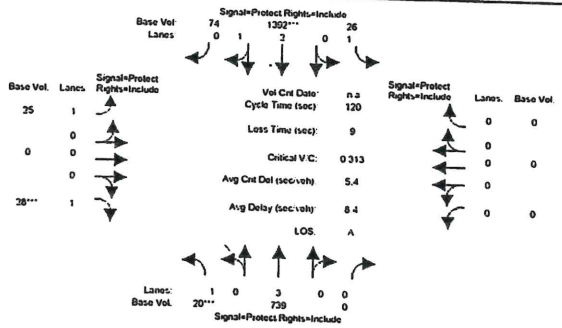
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

PM Peak Hour - Background Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
04 PM Background

Intersection #6: Bascom Av/Apricot Av



Street Name:	Bascom Av									Apricot Av					
Approach:	North Bound				South Bound					East Bound			West Bound		
Movement:	L	T	R		L	T	R			L	T	R	L	T	R
Min. Green:	7	10	10		7	10	10			10	0	10	0	0	0
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0			4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:															
Base Vol:	20	739	0		26	1392	74			28	0	28	0	0	0
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:	20	739	0		26	1392	74			28	0	28	0	0	0
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:	20	739	0		26	1392	74			28	0	28	0	0	0
Reduct Vol:	0	0	0		0	0	0			0	0	0	0	0	0
Reduced Vol:	20	739	0		26	1392	74			28	0	28	0	0	0
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:	20	739	0		26	1392	74			28	0	28	0	0	0
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900			1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92		0.92	0.92	0.92			0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00		1.00	2.84	0.16			1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0		1750	5317	283			1750	0	1750	0	0	0
Capacity Analysis Module:															
Vol/Sat:	0.01	0.13	0.00		0.01	0.26	0.26			0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****					****						****			
Green Time:	7.0	68.7	0.0		31.3	94.0	94.0			10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.20	0.22	0.00		0.06	0.33	0.33			0.17	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	54.8	12.2	0.0		33.3	3.9	3.9			51.7	0.0	51.9	0.0	0.0	0.0
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:	54.8	12.2	0.0		33.3	3.9	3.9			51.7	0.0	51.9	0.0	0.0	0.0
LOS by Move:	D-	B	A		C-	A	A			D-	A	D-	A	A	A
HCM2k95thQ:	2	6	0		3	16	16			2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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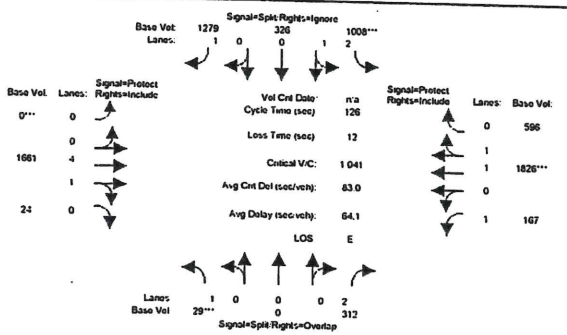
AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #1. SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	7	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	0	312	1008	326	1279	0	1661	24	167	1826	596
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:	29	0	312	1008	326	1279	0	1661	24	167	1826	596
User Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	312	1008	326	0	0	1661	24	167	1826	596
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	312	1008	326	0	0	1661	24	167	1826	596
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	0	312	1008	326	0	0	1661	24	167	1826	596
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.94	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.00	1.00	2.33	0.67	1.00	0.00	4.93	0.07	1.00	1.49	0.51
Final Sat.:	1750	0	3150	5733	1567	1750	0	9266	134	1750	2789	950
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.37	0.37	0.00	0.00	0.18	0.18	0.10	0.65	0.65
Crit Moves:	****			****							****	
Green Time:	7.0	0.0	33.3	31.2	31.3	0.0	0.0	48.4	48.4	26.7	75.7	75.7
Volume/Cap:	0.59	0.00	0.29	1.09	1.09	0.00	0.00	0.46	0.46	0.46	1.09	1.09
Delay/Veh:	58.9	0.0	38.1	100.9	101	0.0	0.0	28.4	28.4	44.5	73.5	73.5
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:	58.9	0.0	38.1	100.9	101	0.0	0.0	28.4	28.4	44.5	73.5	73.5
LOS by Move:	E-	A	D+	F	F	A	A	C	C	D	E	E
HCM95thQ:	3	0	12	47	47	0	0	18	18	12	97	97

Note: Queue reported is the number of cars per lane.

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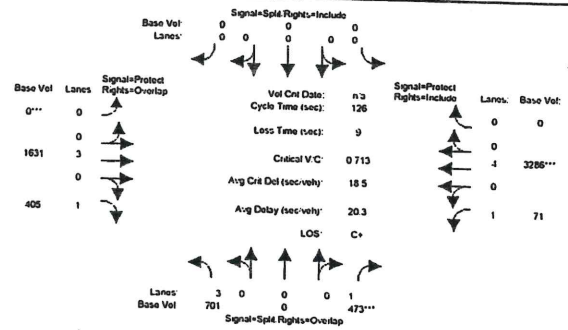
AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #2: Creekside Wy/Hamilton Av



Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	701	0	473	0	0	0	0	1631	405	71	3286	0
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:	701	0	473	0	0	0	0	1631	405	71	3286	0
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:	701	0	473	0	0	0	0	1631	405	71	3286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	0	473	0	0	0	0	1631	405	71	3286	0
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:	701	0	473	0	0	0	0	1631	405	71	3286	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.27	0.00	0.00	0.00	0.00	0.29	0.23	0.04	0.43	0.00
Crit Moves:			****				****				****	
Green Time:	48.5	0.0	51.5	0.0	0.0	0.0	0.0	65.0	104.5	15.7	94.2	0.0
Volume/Cap:	0.38	0.00	0.66	0.00	0.00	0.00	0.00	0.55	0.28	0.28	0.75	0.00
Delay/Veh:	35.9	0.0	33.5	0.0	0.0	0.0	0.0	20.8	3.5	54.4	1.5	0.0
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:	35.9	0.0	33.5	0.0	0.0	0.0	0.0	20.8	3.5	54.4	1.5	0.0
LOS by Move:	D+	A	C-	A	A	A	A	C+	A	D-	B	A
HCM95thQ:	17	0	29	0	0	0	0	35	6	5	43	0

Note: Queue reported is the number of cars per lane.

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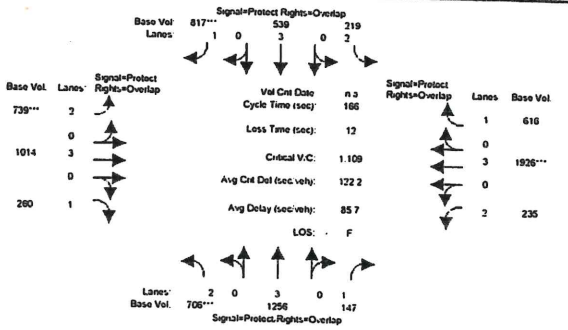
Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #3: Bascom Av/Hamilton Av



Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	706	1256	147	219	539	817	739	1014	260	235	1926	616
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:	706	1256	147	219	539	817	739	1014	260	235	1926	616
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:	706	1256	147	219	539	817	739	1014	260	235	1926	616
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	706	1256	147	219	539	817	739	1014	260	235	1926	616
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
Final Volume:	706	1256	147	219	539	817	739	1014	260	235	1926	616
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	0.93	1.00	0.93	0.93	1.00	0.93	0.93	1.00	0.93
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	5150	5700	1750	3150	5700	1750	5150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.08	0.07	0.09	0.47	0.23	0.18	0.15	0.07	0.34	0.35
Crit Moves:	****					****	****				****	
Green Time:	93.0	81.9	97.7	18.4	34.8	68.9	35.1	60.4	83.9	25.3	50.8	67.0
Volume/Cap:	1.11	0.76	0.16	1.70	0.45	1.11	1.12	0.49	0.26	0.49	1.11	0.87
Delay/Veh:	135.6	51.8	26.4	79.8	57.6	115.3	134.1	41.1	18.5	65.3	116	57.2
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:	135.6	51.8	26.4	79.8	57.6	115.3	134.1	41.1	18.5	65.3	116	57.2
LOS by Move:	F	D-	C	E-	E+	F	F	D	B-	E	F	E+
HCM2kRtnQ:	44	22	9	15	15	89	47	23	12	13	67	53

Note: Queue reported is the number of cars per lane.

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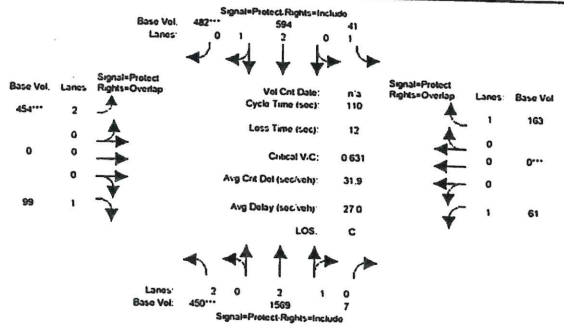
AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1569	7	41	594	482	454	0	99	41	0	163
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:	450	1569	7	41	594	482	454	0	99	41	0	163
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:	450	1569	7	41	594	482	454	0	99	41	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	1569	7	41	594	482	454	0	99	41	0	163
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
Final Volume:	450	1569	7	41	594	482	454	0	99	41	0	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.92	1.00	0.92	0.93	1.00	0.92	0.93	1.00	0.92
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5675	25	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.02	0.16	0.28	0.14	0.00	0.06	0.02	0.00	0.09
Crit Moves:	****					****	****				****	
Green Time:	24.9	55.1	55.1	17.8	48.0	48.0	25.1	0.0	24.9	25.1	0.0	37.8
Volume/Cap:	0.63	0.56	0.56	0.14	0.30	0.63	0.63	0.00	0.25	0.15	0.00	0.58
Delay/Veh:	40.2	19.3	19.3	39.5	26.8	24.9	40.1	0.0	35.3	34.1	0.0	45.5
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:	40.2	19.3	19.3	39.5	26.8	24.9	40.1	0.0	35.3	34.1	0.0	45.5
LOS by Move:	D	B-	B-	D	C+	C	D	A	D+	C-	A	D
HCM2kRtnQ:	17	33	33	3	19	25	17	0	4	4	0	12

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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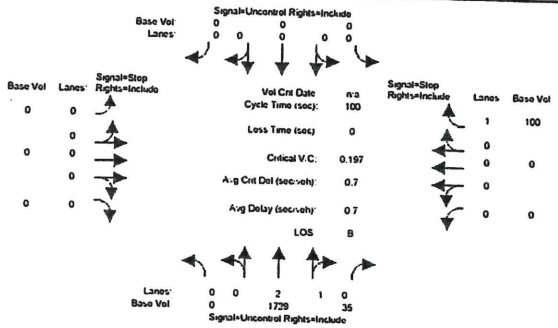
AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
09 AM Cumulative

Intersection #5: Bascom Av/Arroyo Seco Dr




```
Street Name:          Bascom Av                    Arroyo Seco Dr
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 1729   35   0    0    0    0    0    0    0    0    0  100
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 1729   35   0    0    0    0    0    0    0    0  100
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 1729   35   0    0    0    0    0    0    0    0  100
Reduce Vol:     0    0    0   0    0    0    0    0    0    0    0    0
FinalVolume:    0 1729   35   0    0    0    0    0    0    0    0  100
----------------------------------------------------------------------------
Critical Gap Module:
Critical Gp:xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  6.2
FollowUpTim:xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  3.3
----------------------------------------------------------------------------
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  594
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  969
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  969
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx 0.04
----------------------------------------------------------------------------
Level Of Service Module:
2Way95th:    xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  0.7
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx 15.8
LOS by Move:    *    *    *    *    *    *    *    *    *    *    *    B
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 ConDelay:xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *    *    *    *    *    *    *    *    *    *
ApproachDel:       xxxxxx          xxxxxx          xxxxxx          15.8
ApproachLOS:        *               *               *               B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

Intersection #5 Bascom Av/Arroyo Seco Dr

Base 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
```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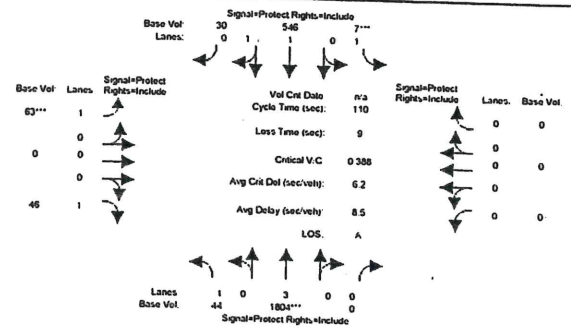
AM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Cumulative

Intersection #6. Bascom Av/Apricot Av




```
Street Name:          Bascom Av                    Apricot Av
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
----------------------------------------------------------------------------
Min. Green:     7   10   10   7   10   10   10   10   10    0    0    0
Y+R:          4.0  4.0  4.0 4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
----------------------------------------------------------------------------
Volume Module:
Base Vol:      44 1804    0    7  546   30   63    0   46    0    0    0
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:   44 1804    0    7  546   30   63    0   46    0    0    0
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:    44 1804    0    7  546   30   63    0   46    0    0    0
Reduce Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol.:  44 1804    0    7  546   30   63    0   46    0    0    0
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:   44 1804    0    7  546   30   63    0   46    0    0    0
----------------------------------------------------------------------------
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 1.00 0.92 0.92 0.95 0.95 0.92 1.00 0.92 0.92 1.00 1.00
Lanes:       1.00 3.00 0.00 1.00 1.89 0.11 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:  1750 5700    0 1750 3507  192 1750    0 1750    0    0    0
----------------------------------------------------------------------------
Capacity Analysis Module:
Vol/Sat:     0.03 0.32 0.00 0.00 0.16 0.16 0.04 0.00 0.03 0.00 0.00 0.00
Crit Moves:        ****                ****
Green Time:   64.4 64.4  0.0  7.0 64.4 64.4 10.0  0.0 10.0  0.0  0.0  0.0
Volume/Cap:   0.10 0.41 0.00 0.06 0.27 0.27 0.40 0.00 0.29 0.00 0.00 0.00
Delay/Veh:    22.7  4.6  0.0 48.7 11.2 11.2 48.8  0.0 47.7  0.0  0.0  0.0
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:   22.7  4.6  0.0 48.7 11.2 11.2 48.8  0.0 47.7  0.0  0.0  0.0
LOS by Move:   C-    A    A    D   B+   B+    D    A    D    A    A    A
HCM2kRtnCh:     3   12    0    1    9    9    3    0    4    1    0    0
Note: Queue reported is the number of cars per lane.
```


Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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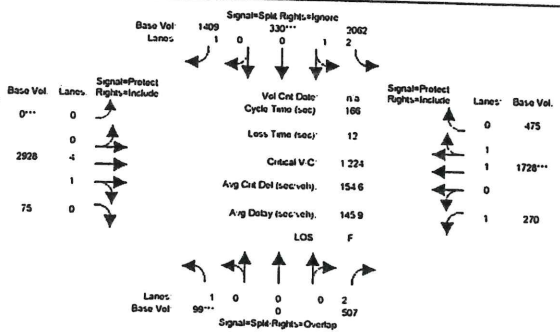
PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #1 SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name: SB17 Off-ramp-Salmar Av / Hamilton Av

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	0	507	2062	330	1409	0	2928	75	270	1728	475
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:	99	0	507	2062	330	1409	0	2928	75	270	1728	475
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:	99	0	507	2062	330	0	0	2928	75	270	1728	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	507	2062	330	0	0	2928	75	270	1728	475
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:	99	0	507	2062	330	0	0	2928	75	270	1728	475
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	0.00	3.00	1.62	0.25	1.00	0.00	4.00	0.10	1.00	1.50	0.44
Final Sat.:	1752	0	3156	4267	482	1752	0	8224	179	1752	2802	792
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.16	0.48	0.68	0.00	0.00	0.42	0.42	0.15	0.60	0.60
Crit Moves:	****				****		****				****	
Green Time:	7.7	0.0	29.4	65.6	65.6	0.0	0.0	59.0	59.0	21.7	80.7	80.7
Volume/Cap:	1.22	0.00	1.06	1.22	1.22	0.00	0.00	1.18	1.18	1.22	1.22	1.22
Delay/Veh:	251.4	0.0	117.1	156.0	156	0.0	0.0	137	126.9	188.0	149	148.8
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:	251.4	0.0	117.1	156.0	156	0.0	0.0	137	126.9	188.0	149	148.8
LOS by Move:	F	A	F	F	F	A	A	F	F	F	F	F
HCM95thQ:	18	0	39	103	103	0	0	86	86	36	125	125

Note: Queue reported is the number of cars per lane.

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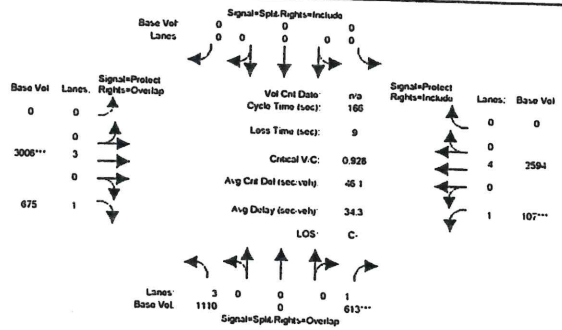
PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #2: Creekside Wy/Hamilton Av



Street Name: Creekside Wy / Hamilton Av

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1110	0	613	0	0	0	0	3008	675	107	2594	0
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:	1110	0	613	0	0	0	0	3008	675	107	2594	0
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:	1110	0	613	0	0	0	0	3008	675	107	2594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1110	0	613	0	0	0	0	3008	675	107	2594	0
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:	1110	0	613	0	0	0	0	3008	675	107	2594	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1752	0	0	0	0	5700	1752	1752	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.35	0.00	0.00	0.00	0.00	0.53	0.39	0.06	0.47	0.00
Crit Moves:			****					****			****	
Green Time:	51.7	0.0	63.7	0.0	0.0	0.0	0.0	94.3	146.1	10.9	105	0.0
Volume/Cap:	0.78	0.00	0.55	0.00	0.00	0.00	0.00	0.93	0.44	0.93	0.75	0.00
Delay/Veh:	54.9	0.0	68.9	0.0	0.0	0.0	0.0	38.3	2.1	128.6	31.7	0.0
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:	54.9	0.0	68.9	0.0	0.0	0.0	0.0	38.2	2.1	128.6	31.7	0.0
LOS by Move:	D-	A	E	A	A	A	A	D+	A	F	C+	A
HCM2kbthQ:	38	0	57	0	0	0	0	78	14	12	49	0

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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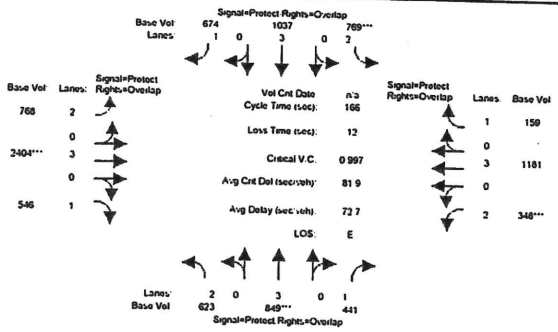
PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #3: Bascom Av/Hamilton Av



Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	623	849	441	769	1037	674	768	2404	546	348	1181	159
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:	623	849	441	769	1037	674	768	2404	546	348	1181	159
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:	623	849	441	769	1037	674	768	2404	546	348	1181	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	623	849	441	769	1037	674	768	2404	546	348	1181	159
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:	623	849	441	769	1037	674	768	2404	546	348	1181	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.83	0.83	1.00	0.95	0.83	1.00	0.83
Lanes:	0.97	3.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1567	5700	1750	3150	5700	1750	1750	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.15	0.25	0.24	0.18	0.38	0.44	0.42	0.31	0.11	0.21	0.09
Crit Moves:		****		****				****			****	
Green Time:	74.1	24.8	43.1	40.6	31.1	79.2	47.9	70.2	104.3	16.4	48.7	81.3
Volume/Cap:	0.54	1.00	0.97	1.00	0.56	0.41	0.85	1.00	0.30	1.00	0.85	0.10
Delay/Veh:	91.6	101	94.8	94.4	85.9	42.7	62.9	65.5	17.0	121.2	64.6	23.9
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:	91.6	101	94.8	94.4	85.9	42.7	62.9	65.5	17.0	121.2	64.6	23.9
LOS by Move:	F	F	F	F	F	D	E	E	B	F	E	C
HCM2k95thQ:	39	22	47	47	36	57	35	65	28	24	36	9

Note: Queue reported is the number of cars per lane.

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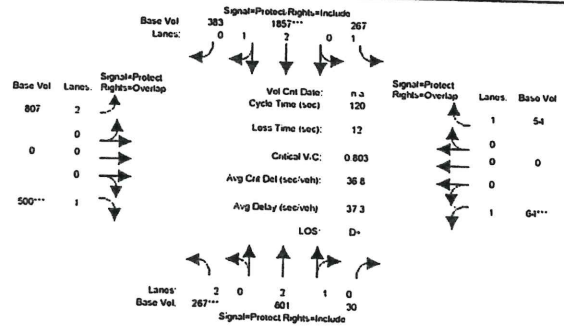
PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	267	801	30	267	1857	383	807	0	500	64	0	54
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:	267	801	30	267	1857	383	807	0	500	64	0	54
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:	267	801	30	267	1857	383	807	0	500	64	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	801	30	267	1857	383	807	0	500	64	0	54
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:	267	801	30	267	1857	383	807	0	500	64	0	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.82	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.69	0.11	1.00	3.47	0.53	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1574	5396	192	1734	6641	957	1574	0	1750	1574	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.15	0.28	0.40	0.34	0.00	0.29	0.04	0.00	0.03
Crit Moves:	****				****				****	****		
Green Time:	12.1	34.2	34.2	34.1	57.2	97.0	38.7	0.0	48.5	10.6	0.0	45.1
Volume/Cap:	0.64	0.51	0.51	0.53	0.54	0.54	0.79	0.00	0.84	0.44	0.00	0.08
Delay/Veh:	70.7	36.4	36.4	36.4	30.0	30.0	41.4	0.0	46.9	54.1	0.0	24.2
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:	70.7	36.4	36.4	36.4	30.0	30.0	41.4	0.0	46.9	54.1	0.0	24.2
LOS by Move:	E	D+	D+	D+	C	C	D	A	D	D-	A	C
HCM2k95thQ:	15	17	17	17	43	43	31	0	35	6	0	1

Note: Queue reported is the number of cars per lane.

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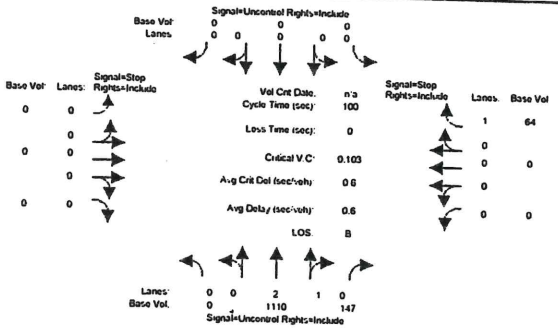
Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
10 PM Cumulative

Intersection #5: Bascom Av/Arroyo Seco Dr




```
Street Name:            Bascom Av                    Arroyo Seco Dr
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 1110   147     0     0     0     0     0     0     0     0    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 1110   147     0     0     0     0     0     0     0     0    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 1110   147     0     0     0     0     0     0     0     0    64
Reduct Vol:     0    0     0     0     0     0     0     0     0     0     0     0
FinalVolume:    0 1110   147     0     0     0     0     0     0     0     0    64
------------ |-------------|-------------|-------------||-------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.4
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------ |-------------|-------------|-------------||-------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   444
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   619
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   619
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  0.10
------------ |-------------|-------------|-------------||-------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   0.3
Control Delay:xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx  11.5
LOS by Move:  *    *     *     *     *     *     *     *     *     *     *     B
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              xxxxxx              xxxxxx             11.5
ApproachLOS:        *                   *                   *                  B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

Intersection #5 Bascom Av/Arroyo Seco Dr

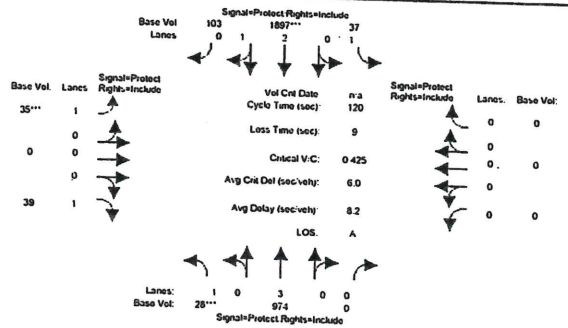
Base Volume Alternative: Peak Hour Warrant NOT Met

```
------------ |-------------|-------------|-------------||-------------|
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
```


PM Peak Hour - Cumulative Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Cumulative

Intersection #6: Bascom Av/Apricot Av




```
Street Name:            Bascom Av                    Apricot Av
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------ |-------------|-------------|-------------||-------------|
Min. Green:     7    16    16     7    16    16    16     0    16     0     0     0
Y+R:          4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0   4.0
------------ |-------------|-------------|-------------||-------------|
Volume Module:
Base Vol:      28   974     0    37  1897   103    35     0    39     0     0     0
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:   28   974     0    37  1897   103    35     0    39     0     0     0
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:    28   974     0    37  1897   103    35     0    39     0     0     0
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
Reduced Vol:   28   974     0    37  1897   103    35     0    39     0     0     0
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:   28   974     0    37  1897   103    35     0    39     0     0     0
------------ |-------------|-------------|-------------||-------------|
Saturation Flow Module:
Sat/Lane:    1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900  1900
Adjustment:  0.92  1.00  0.92  0.92  0.92  0.95  0.92  1.00  0.92  0.92  1.00  0.92
Lanes:       1.00  2.00  0.00  1.00  3.84  0.16  1.00  0.00  1.00  0.00  0.00  0.00
Final Sat.:  1750  3700     0  1750  5311   288  1750     0  1750     0     0     0
------------ |-------------|-------------|-------------||-------------|
Capacity Analysis Module:
Vol/Sat:     0.02  0.27  0.00  0.02  0.36  0.36  0.02  0.00  0.02  0.00  0.00  0.00
Crit Moves:   ****                    ****                    ****
Green Time:   7.0  75.1   0.0   2.7  94.0  94.0  10.0   0.0  10.0   0.0   0.0   0.0
Volume/Cap:   0.27  0.27  0.00  0.10  0.46  0.46  0.24  0.00  0.27  0.00  0.00  0.00
Delay/Veh:    55.5  10.1   0.0  38.0   4.5   4.5  52.3   0.0  51.6   0.0   0.0   0.0
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:   55.5  10.1   0.0  38.0   4.5   4.5  52.3   0.0  51.6   0.0   0.0   0.0
LOS by Move:   E+    B+     A    D+     A     A    D-     A    D-     A     A     A
HCM2kAvgQ:      3    10     0     1    16    16     2     0     2     0     0     0
Note: Queue reported is the number of cars per lane.
```


Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2000 S. Bascom Ave
City of Campbell

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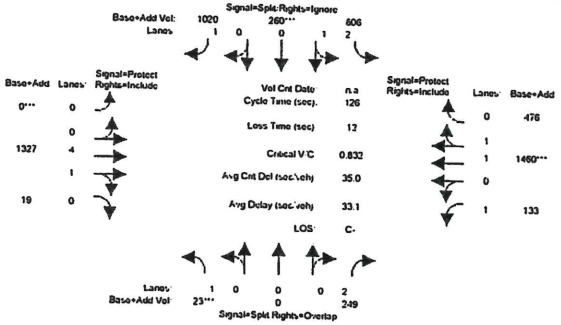
2000 HCM Operations (Future Volume Alternative)
05 AM Ex Proj

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	0	49	604	260	1020	0	1325	19	133	1457	476
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:	23	0	249	604	260	1020	0	1325	19	133	1457	476
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:	23	0	249	604	260	1020	0	1325	19	133	1460	476
User Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	249	604	260	0	0	1325	19	133	1460	476
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	249	604	260	0	0	1325	19	133	1460	476
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
Final Volume:	23	0	249	604	260	0	0	1325	19	133	1460	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.00	2.00	2.00	0.87	1.00	0.00	2.93	0.07	1.00	1.49	0.51
Final Sat.:	1750	0	3500	3722	1254	1750	0	5587	133	1750	2790	909
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.22	0.21	0.58	0.00	0.24	0.14	0.08	0.52	0.52
Crit Moves:	****				****		****				****	
Green Time:	7.0	0.0	22.7	31.2	31.2	0.0	0.0	19.5	49.5	36.3	75.8	75.8
Volume/Cap:	0.24	0.00	0.36	0.87	0.67	0.58	0.00	0.36	0.34	0.36	0.67	0.67
Delay/Veh:	54.7	0.0	37.1	55.1	52.4	0.0	0.0	37.2	27.2	43.3	25.1	25.1
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:	54.2	0.0	37.1	55.1	52.4	0.0	0.0	37.2	27.2	43.3	25.1	25.1
LOS by Move:	E-	A	D-	E-	D-	A	A	C	C	D	C	C
HCM95thQ:	1	0	9	31	31	0	0	14	14	10	55	55

Note: Queue reported is the number of cars per lane.

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AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2000 S. Bascom Ave
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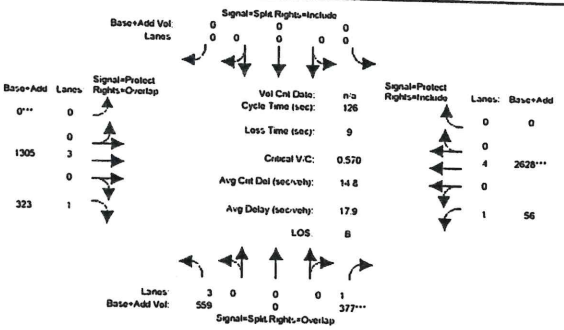
Intersection #2: Creekside Wy/Hamilton Av



Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	559	0	377	0	0	0	0	1301	323	56	2628	0
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:	559	0	377	0	0	0	0	1301	323	56	2628	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	559	0	377	0	0	0	0	1305	323	56	2628	0
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:	559	0	377	0	0	0	0	1305	323	56	2628	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	559	0	377	0	0	0	0	1305	323	56	2628	0
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
Final Volume:	559	0	377	0	0	0	0	1305	323	56	2628	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4561	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.22	0.00	0.00	0.00	0.00	0.23	0.18	0.03	0.35	0.00
Crit Moves:			****				****				****	
Green Time:	37.0	0.0	57.0	0.0	0.0	0.0	0.0	64.4	101.4	15.6	80.0	0.0
Volume/Cap:	0.42	0.00	0.52	0.00	0.00	0.00	0.00	0.45	0.33	0.36	0.54	0.00
Delay/Veh:	26.1	0.0	27.9	0.0	0.0	0.0	0.0	15.6	8.8	66.0	9.5	0.0
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:	26.1	0.0	27.9	0.0	0.0	0.0	0.0	15.6	8.8	66.0	9.5	0.0
LOS by Move:	D+	A	C	A	A	A	A	B-	A	E	B	A
HCM95thQ:	14	0	21	0	0	0	0	19	6	4	24	0

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

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2000 HCM Operations (Future Volume Alternative)
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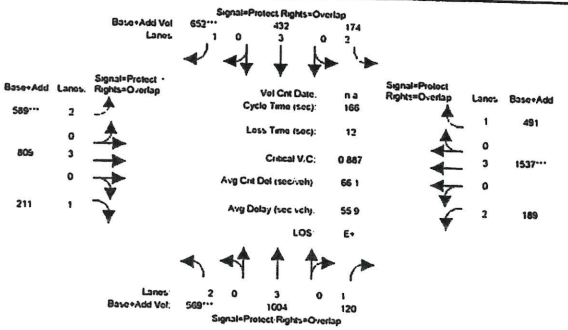
Intersection #3: Bascom Av/Hamilton Av



Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	569	1004	117	174	430	452	589	809	207	187	1537	491
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:	569	1004	117	174	430	452	589	809	207	187	1537	491
Added Vol:	0	0	3	0	2	0	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	569	1004	120	174	432	452	589	809	211	189	1537	491
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:	569	1004	120	174	432	452	589	809	211	189	1537	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.:	569	1004	120	174	432	452	589	809	211	189	1537	491
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:	569	1004	120	174	432	452	589	809	211	189	1537	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.06	0.08	0.27	0.19	0.14	0.12	0.06	0.27	0.28
Crit Moves:	****					****	****				****	
Green Time:	33.6	52.7	77.6	10.6	34.7	68.7	35.0	66.1	93.9	35.4	50.5	66.8
Volume/Cap:	0.59	0.56	0.18	0.56	0.26	0.49	0.59	0.39	0.21	0.39	0.89	0.79
Delay/Veh:	78.4	47.8	25.4	73.7	56.1	57.1	77.3	39.5	17.9	63.9	41.0	44.3
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:	78.4	47.8	25.4	73.7	56.1	57.1	77.3	39.5	17.9	63.9	41.0	44.3
LOS by Move:	E-	D	C	E	E+	E+	E-	D	B	E	D	D
HCM2kSltQ:	24	33	9	11	21	58	32	18	11	10	45	38

Note: Queue reported is the number of cars per lane.

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AM Peak Hour - Existing plus Project Conditions
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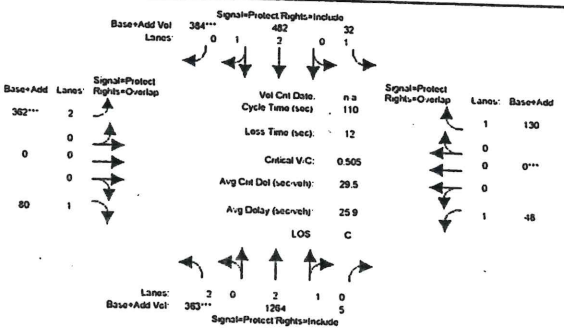
Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	359	1252	0	32	474	384	362	0	79	48	0	130
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:	359	1252	0	32	474	384	362	0	79	48	0	130
Added Vol:	4	12	0	0	8	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	363	1264	0	32	482	384	362	0	80	48	0	130
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:	363	1264	0	32	482	384	362	0	80	48	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol.:	363	1264	0	32	482	384	362	0	80	48	0	130
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:	363	1264	0	32	482	384	362	0	80	48	0	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.82	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5578	22	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.02	0.13	0.22	0.11	0.00	0.05	0.03	0.00	0.07
Crit Moves:	****					****	****				****	
Green Time:	25.1	52.1	52.1	34.9	47.8	47.8	25.1	0.0	35.1	25.1	0.0	28.9
Volume/Cap:	0.50	0.48	0.48	0.10	0.39	0.54	0.56	0.00	0.20	0.13	0.00	0.39
Delay/Veh:	37.6	19.9	19.9	36.9	20.2	29.7	37.4	0.0	34.6	33.9	0.0	39.8
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:	37.6	19.9	19.9	36.9	20.2	29.7	37.4	0.0	34.6	33.9	0.0	39.8
LOS by Move:	D+	B-	B-	D+	C+	C+	D+	A	C-	C-	A	D
HCM2kSltQ:	13	19	19	2	16	19	12	0	5	3	0	9

Note: Queue reported is the number of cars per lane.

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AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
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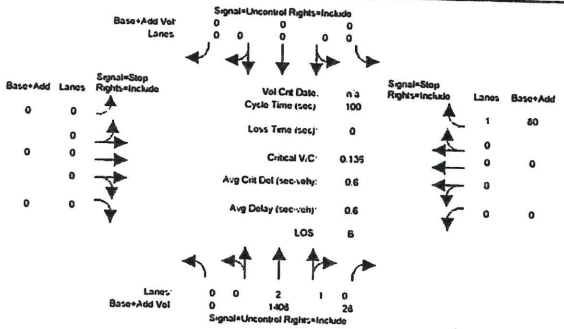
Intersection #5: Bascom Av/Arroyo Seco Dr




```
Street Name:              Bascom Av                    Arroyo Seco Dr
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 1402    26    0    0    0    0    0    0    0    0   80
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 1402    26    0    0    0    0    0    0    0    0   80
Added Vol:      0   16     0    0    0    0    0    0    0    0    0   80
PasserByVol:    0    0     0    0    0    0    0    0    0    0    0    0
Initial Fut:    0 1418    26    0    0    0    0    0    0    0    0   80
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 1418    26    0    0    0    0    0    0    0    0   80
Reduct Vol:     0    0     0    0    0    0    0    0    0    0    0    0
Final Volume:   0 1418    26    0    0    0    0    0    0    0    0   80
----------------------------------------------------------------------------
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  3.3
----------------------------------------------------------------------------
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  483
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  587
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  587
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx 0.14
----------------------------------------------------------------------------
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  0.5
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 11.1
LOS by Move:  -    -    -     -    -    -     -    -    -     -    -    -    B
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          xxxxxx          xxxxxx          10.1
ApproachLOS:         -               -               -               B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

Intersection #5 Bascom Av/Arroyo Seco Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

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AM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
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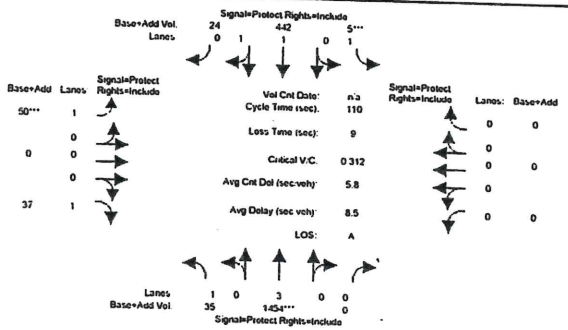
05 AM Ex. Proj

Intersection #6: Bascom Av/Apricot Av




```
Street Name:              Bascom Av                    Apricot Av
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:       L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
----------------------------------------------------------------------------
Min. Green:     7   10   10     7   10   10   10   10   10    0    0    0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0  4.0
----------------------------------------------------------------------------
Volume Module:
Base Vol:      35 1412    0    5  439   24   50    0   37    0    0    0
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:   35 1412    0    5  439   24   50    0   37    0    0    0
Added Vol:      0    2    0    0    3    0    0    0    0    0    0    0
PasserByVol:    0    0    0    0    0    0    0    0    0    0    0    0
Initial Fut:   35 1414    0    5  442   24   50    0   37    0    0    0
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:    35 1414    0    5  442   24   50    0   37    0    0    0
Reduct Vol:     0    0    0    0    0    0    0    0    0    0    0    0
Reduced Vol:   35 1414    0    5  442   24   50    0   37    0    0    0
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:   35 1414    0    5  442   24   50    0   37    0    0    0
----------------------------------------------------------------------------
Saturation Flow Module:
Sat/Lane:    1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:  0.92 1.00 0.92 0.92 0.95 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:       1.00 3.00 0.00 1.00 1.89 0.11 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:  1750 5700    0 1750 3500  191 1750    0 1750    0    0    0
----------------------------------------------------------------------------
Capacity Analysis Module:
Vol/Sat:     0.02 0.25 0.00 0.00 0.13 0.13 0.03 0.00 0.02 0.00 0.00 0.00
Crit Moves:       ****      ****                ****
Green Time:   10.5 84.0  0.0  7.0 80.5 80.5 10.0  0.0 10.0  0.0  0.0  0.0
Volume/Cap:   0.07 0.33 0.00 0.04 0.23 0.23 0.31 0.00 0.23 0.00 0.00 0.00
Delay/Veh:    29.3  4.2  0.0 48.5 12.8 12.8 47.9  0.0 47.2  0.0  0.0  0.0
User LnAdj:   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:   29.3  4.2  0.0 48.5 12.8 12.8 47.9  0.0 47.2  0.0  0.0  0.0
LOS by Move:      C    A    A    D    B    B    D    A    D    A    A    A
HCM95thQ:       3   10    0    0    5    5    4    0    3    0    0    0
Note: Queue reported is the number of cars per lane.
```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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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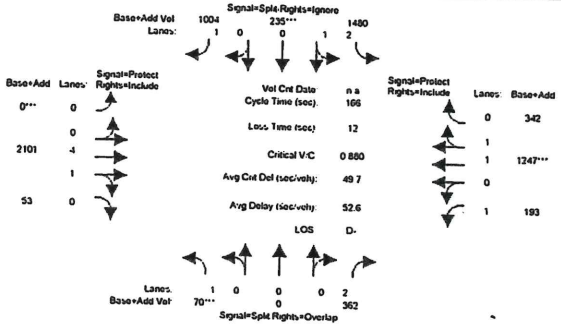
Intersection #1. SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	0	16	7	10	16	0	10	16	7	16	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	70	0	361	1474	235	1014	0	2087	53	192	1232	338
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:	70	0	361	1474	235	1014	0	2087	53	192	1232	338
Added Vol:	0	0	1	14	0	0	0	14	0	1	15	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	0	362	1488	235	1014	0	2101	53	193	1247	342
User Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	489	1488	235	0	0	2769	53	193	1247	342
Reduct Vol:	0	0	105	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	384	1488	235	0	0	2769	53	193	1247	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.50	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	384	1488	235	0	0	2769	53	193	1247	342
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.89	0.86	0.95	0.92	0.92	0.99	0.95	0.92	0.95	0.95
Lanes:	1.00	0.00	2.00	2.62	0.38	1.00	0.00	4.00	0.10	1.00	1.90	0.44
Final Sat.:	1752	0	3165	4967	677	1750	0	9322	177	1752	2905	796
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.12	0.30	0.35	0.00	0.00	0.30	0.30	0.11	0.43	0.43
Crit Moves:	****				****		****				****	
Green Time:	7.5	0.0	29.3	65.4	65.4	0.0	0.0	59.3	59.3	31.8	81.0	81.0
Volume/Cap:	0.88	0.00	0.69	0.68	0.88	0.00	0.00	0.84	0.04	0.84	0.88	0.88
Delay/Veh:	141.1	0.0	67.8	51.7	51.7	0.0	0.0	51.1	51.1	93.7	43.5	43.5
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:	141.1	0.0	67.8	51.7	51.7	0.0	0.0	51.1	51.1	93.7	43.5	43.5
LOS by Move:	F	A	E	D-	D-	A	A	D-	D-	F	D	D
HCM2k95thQ:	12	0	32	53	53	0	0	46	46	33	61	61

Note: Queue reported is the number of cars per lane.

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PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
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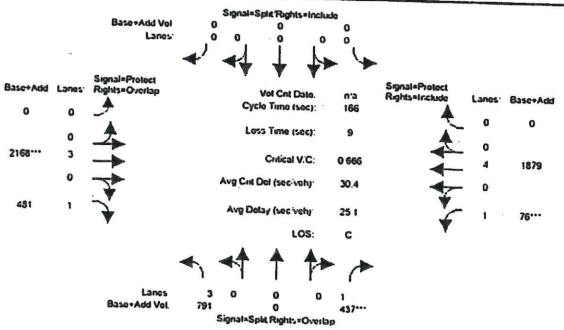
Intersection #2: Creekside Wy/Hamilton Av



Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	16	0	16	0	0	0	0	16	16	7	16	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	791	0	437	0	0	0	0	2143	481	76	1849	0
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:	791	0	437	0	0	0	0	2143	481	76	1849	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	30	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	791	0	437	0	0	0	0	2168	481	76	1879	0
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:	791	0	437	0	0	0	0	2168	481	76	1879	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	0	437	0	0	0	0	2168	481	76	1879	0
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:	791	0	437	0	0	0	0	2168	481	76	1879	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1700	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.25	0.00	0.00	0.00	0.00	0.38	0.27	0.04	0.24	0.00
Crit Moves:			****					****		****		
Green Time:	51.4	0.0	62.2	0.0	0.0	0.0	0.0	94.6	140.2	16.8	156	0.0
Volume/Cap:	0.56	0.00	0.67	1.00	0.00	0.00	0.00	0.47	0.31	0.27	0.54	0.00
Delay/Veh:	48.4	0.0	45.5	0.0	0.0	0.0	0.0	28.7	1.7	89.8	16.9	0.0
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:	48.4	0.0	45.5	0.0	0.0	0.0	0.0	28.7	1.7	89.8	16.9	0.0
LOS by Move:	D	A	D	A	A	A	A	C	A	F	B	A
HCM2k95thQ:	25	0	34	0	0	0	0	41	9	8	31	0

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
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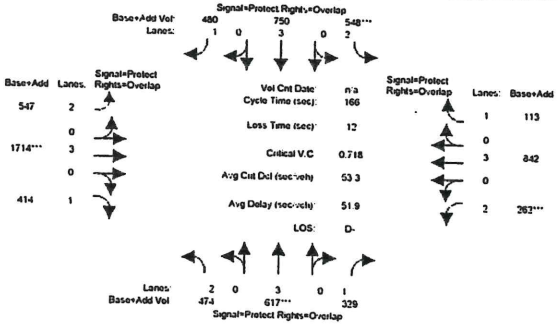
2000 HCM Operations (Future Volume Alternative)
06 PM Ex_Proj

Intersection #3: Bascom Av/Hamilton Av



Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	444	605	314	548	750	480	547	1714	399	248	842	113
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:	444	605	314	548	750	480	547	1714	399	248	842	113
Added Vol:	30	12	15	0	11	0	0	0	25	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	617	329	548	761	480	547	1714	414	262	842	113
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:	474	617	329	548	761	480	547	1714	414	262	842	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	617	329	548	761	480	547	1714	414	262	842	113
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:	474	617	329	548	761	480	547	1714	414	262	842	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.93	0.89	1.00	0.93	0.93	1.00	0.93	0.93	1.00	0.93
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1805	1750	3150	1805	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.19	0.17	0.13	0.27	0.17	0.30	0.24	0.08	0.15	0.06
Crit Moves:		****		****				****		****		
Green Time:	34.8	25.1	44.2	40.2	30.4	76.4	45.0	89.5	104.3	19.2	40.8	91.0
Volume/Cap:	0.73	0.72	0.71	0.72	0.72	0.56	0.60	0.72	0.38	0.72	0.86	0.13
Delay/Veh:	64.8	76.1	59.8	61.0	66.2	32.9	51.9	41.3	15.2	77.5	56.1	32.3
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:	64.8	76.1	59.8	61.0	66.2	32.9	51.9	41.3	15.2	77.5	56.1	32.3
LOS by Move:	E	E	E+	E	E	C-	D-	D	B	E-	E+	C
HCM2k95thQ:	26	30	24	28	29	12	25	39	18	17	23	6

Note: Queue reported is the number of cars per lane.

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PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

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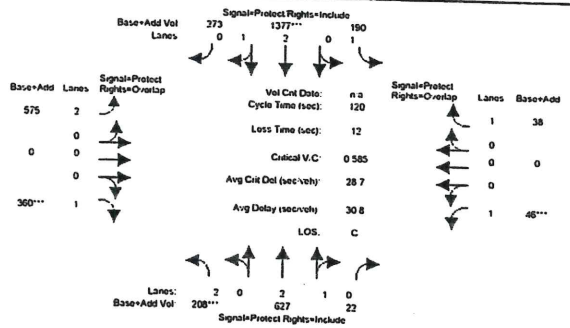
06 PM Ex_Proj

Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	190	571	21	190	1324	273	575	0	358	45	0	38
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:	190	571	21	190	1324	273	575	0	358	45	0	38
Added Vol:	18	56	1	0	53	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	627	22	190	1377	273	575	0	358	46	0	38
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:	208	627	22	190	1377	273	575	0	358	46	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	627	22	190	1377	273	575	0	358	46	0	38
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:	208	627	22	190	1377	273	575	0	358	46	0	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.95	0.95	0.95	0.93	1.00	1.00	0.95	0.93	1.00	0.95
Lanes:	2.00	2.89	0.11	1.00	2.49	0.51	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5410	190	1750	4472	924	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.11	0.29	0.29	0.18	0.00	0.21	0.03	0.00	0.02
Crit Moves:	****				****				****	****		
Green Time:	12.9	36.5	36.5	34.2	57.7	57.7	37.4	0.0	48.1	10.0	0.0	44.1
Volume/Cap:	0.61	0.38	0.38	0.38	0.61	0.61	0.59	0.00	0.61	0.33	0.00	0.06
Delay/Veh:	54.4	33.0	33.0	34.9	23.3	23.3	35.7	0.0	35.3	51.0	0.0	24.5
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:	54.4	33.0	33.0	34.9	23.3	23.3	35.7	0.0	35.3	51.0	0.0	24.5
LOS by Move:	D-	C-	C-	C-	C	C	D+	A	D+	D-	A	C
HCM2k95thQ:	16	11	11	12	27	27	26	0	22	4	0	3

Note: Queue reported is the number of cars per lane.

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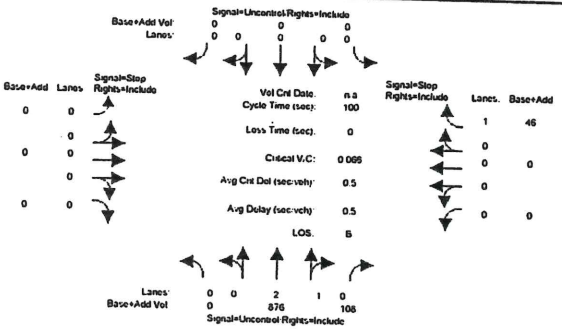
Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
06 PM Ex. Proj

Intersection #5: Bascom Av/Arroyo Seco Dr



Street Name:	Bascom Av						Arroyo Seco Dr					
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	461	106	0	0	0	0	0	0	0	0	46
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	461	106	0	0	0	0	0	0	0	0	46
Added Vol:	0	75	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	536	106	0	0	0	0	0	0	0	0	46
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	536	106	0	0	0	0	0	0	0	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	536	106	0	0	0	0	0	0	0	0	46
FinalVolume:	0	536	106	0	0	0	0	0	0	0	0	46
Critical Gap Module:												
Critical Gap:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTime:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	346
Potent Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	702
Move Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	702
Volume/Cap:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.07
Level Of Service Module:												
2Way95th:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.5
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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			xxxxxx			xxxxxx			15.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

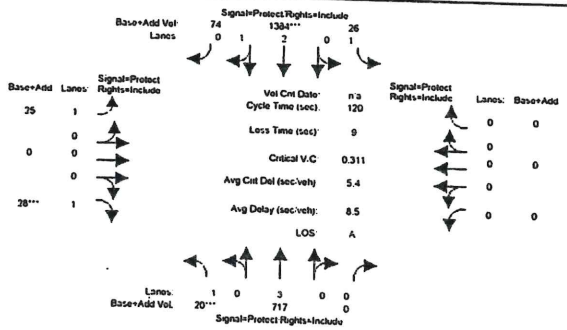
Intersection #5 Bascom Av/Arroyo Seco Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

PM Peak Hour - Existing plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
06 PM Ex. Proj

Intersection #6: Bascom Av/Apricot Av



Street Name:	Bascom Av									Apricot Av		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	703	0	0	1369	74	25	0	28	0	0	0
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:	20	703	0	0	1369	74	25	0	28	0	0	0
Added Vol:	0	14	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	717	0	0	1384	74	25	0	28	0	0	0
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:	20	717	0	0	1384	74	25	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	717	0	0	1384	74	25	0	28	0	0	0
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:	20	717	0	0	1384	74	25	0	28	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	0.00	1.00	2.94	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	1750	5215	284	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.00	0.26	0.26	0.01	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	7.0	69.0	0.0	37.0	94.0	94.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.14	0.22	0.00	0.00	0.33	0.33	0.17	0.00	0.19	0.00	0.00	0.00
Delay/Veh:	54.8	12.4	0.0	32.6	3.9	3.9	51.7	0.0	51.9	0.0	0.0	0.0
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:	54.8	12.4	0.0	32.6	3.9	3.9	51.7	0.0	51.9	0.0	0.0	0.0
LOS by Move:	D-	B	A	C-	A	A	D-	A	D-	A	A	A
HCMSel%tg:	2	7	0	2	16	16	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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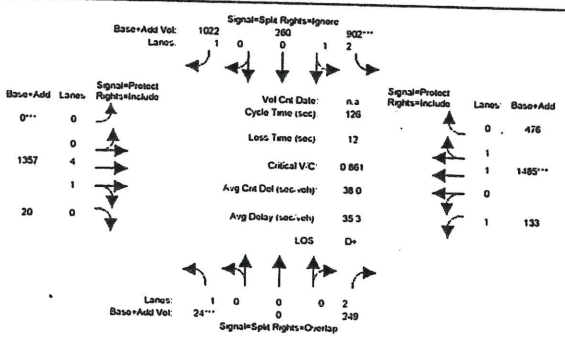
AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
07 AM Back_Proj

Intersection #1 SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name: SB17 Off-ramp-Salmar Av / Hamilton Av

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	0	16	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	0	249	902	260	1022	0	1357	20	133	1485	476
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:	24	0	249	902	260	1022	0	1357	20	133	1485	476
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:	24	0	249	902	260	1022	0	1357	20	133	1485	476
User Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	0	249	902	260	0	0	1357	20	133	1485	476
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	0	249	902	260	0	0	1357	20	133	1485	476
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.85	0.95	0.92	0.92	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.00	1.00	2.00	0.81	1.00	0.00	4.00	0.08	1.00	1.00	0.50
Final Sat.:	1756	0	3156	3634	1166	1750	0	6362	137	1750	2901	898
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.24	0.24	0.58	0.00	0.21	0.15	0.08	0.51	0.53
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	32.9	32.9	52.9	6.0	0.0	48.8	48.8	25.1	74.1	74.1
Volume/Cap:	0.25	1.00	0.31	0.80	0.90	0.96	0.00	0.38	0.38	0.38	0.90	0.90
Delay/Veh:	58.3	0.0	38.6	55.9	10.9	0.5	0.0	27.8	27.8	44.2	28.4	28.4
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:	58.3	0.0	38.6	55.9	10.9	0.6	0.0	27.8	27.8	44.2	28.4	28.4
LOS by Move:	E+	A	D+	D-	B-	A	A	C	C	D	C	C
HCM2kQ95thQ:	1	0	9	34	34	0	0	14	14	10	59	59

Note: Queue reported is the number of cars per lane.

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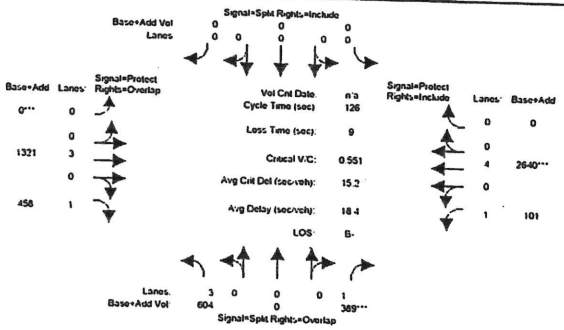
AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
07 AM Back_Proj

Intersection #2: Creekside Wy/Hamilton Av



Street Name: Creekside Wy / Hamilton Av

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	604	0	389	0	0	0	0	1317	458	101	2634	0
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:	604	0	389	0	0	0	0	1317	458	101	2634	0
Added Vol:	0	0	0	0	0	0	0	4	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	604	0	389	0	0	0	0	1321	458	101	2640	0
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:	604	0	389	0	0	0	0	1321	458	101	2640	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
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:	604	0	389	0	0	0	0	1321	458	101	2640	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	1.00	0.00	0.00	0.00	3.00	1.00	0.07	4.00	0.00
Final Sat.:	4501	0	1759	0	0	0	0	5706	1759	1759	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.22	0.00	0.00	0.00	0.00	0.23	0.26	0.06	0.35	0.00
Crit Moves:			****				****				****	
Green Time:	27.6	0.0	53.4	0.0	0.0	0.0	0.0	63.0	101.2	15.8	79.4	0.0
Volume/Cap:	0.44	0.00	0.52	0.00	0.00	0.00	0.00	0.46	0.33	0.46	0.55	0.00
Delay/Veh:	36.0	0.0	27.6	0.0	0.0	0.0	0.0	20.7	3.4	52.7	13.2	0.0
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:	36.0	0.0	27.6	0.0	0.0	0.0	0.0	20.7	3.4	52.7	13.2	0.0
LOS by Move:	D+	A	C	A	A	A	A	C+	A	D-	B	A
HCM2kQ95thQ:	15	0	22	0	0	0	0	26	10	7	34	0

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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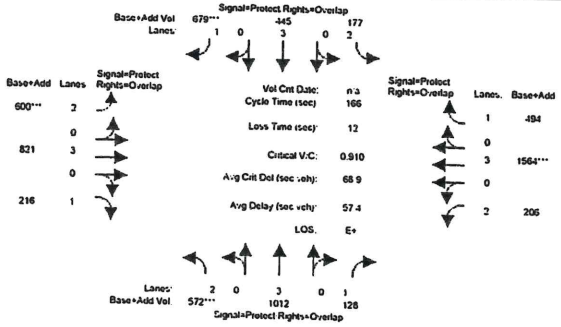
AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
07 AM Back_Proj

Intersection #3: Bascom Av/Hamilton Av



Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	566	1014	125	177	443	679	600	821	212	204	1564	494
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:	566	1014	125	177	443	679	600	821	212	204	1564	494
Added Vol:	6	1	1	0	2	0	0	0	4	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	572	1015	126	177	445	679	600	821	216	206	1564	494
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:	572	1015	126	177	445	679	600	821	216	206	1564	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	572	1015	126	177	445	679	600	821	216	206	1564	494
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
Final Volume:	572	1015	126	177	445	679	600	821	216	206	1564	494
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.93	0.93	1.00	0.93	0.93	1.00	0.93	0.93	1.00	0.93
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.07	0.06	0.08	0.39	0.19	0.14	0.12	0.07	0.27	0.28
Crit Moves:	****					****	****				****	
Green Time:	33.1	52.5	79.0	16.4	36.0	70.5	34.8	58.3	91.5	24.5	50.1	66.7
Volume/Cap:	0.91	0.38	0.13	0.56	0.30	0.91	0.91	0.41	0.22	0.41	0.61	0.70
Delay/Veh:	85.1	47.0	24.7	73.8	55.4	59.8	80.8	40.9	19.3	63.3	21.4	44.4
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:	85.1	47.0	24.7	73.8	55.4	59.8	80.8	40.9	19.3	63.3	21.4	44.4
LOS by Move:	F	D	C	E	E+	E+	F	D	B-	E	B	E
HCM2k95thQ:	34	25	8	11	13	66	33	19	11	11	46	38

Note: Queue reported is the number of cars per lane.

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AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

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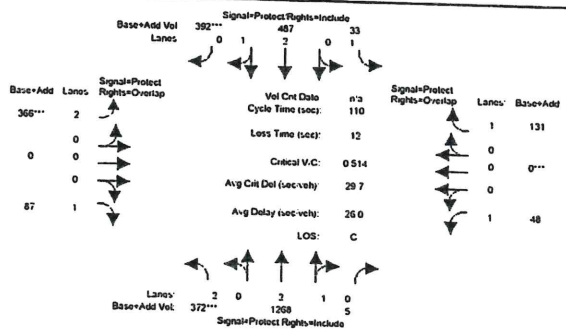
Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	1256	5	33	479	392	366	0	87	48	0	131
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:	366	1256	5	33	479	392	366	0	87	48	0	131
Added Vol:	6	12	0	0	8	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	1268	5	33	487	392	366	0	87	48	0	131
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:	372	1268	5	33	487	392	366	0	87	48	0	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1268	5	33	487	392	366	0	87	48	0	131
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
Final Volume:	372	1268	5	33	487	392	366	0	87	48	0	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.95	0.82	1.00	0.93	0.93	1.00	0.92	0.93	1.00	0.93
Lanes:	2.00	3.98	0.02	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5578	22	1750	3800	1750	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.02	0.13	0.22	0.12	0.00	0.05	0.03	0.00	0.07
Crit Moves:	****					****	****				****	
Green Time:	25.3	52.1	52.3	20.9	47.5	47.9	24.5	0.0	25.3	24.6	0.0	26.4
Volume/Cap:	0.51	0.48	0.45	0.10	0.29	0.51	0.51	0.00	0.22	0.12	0.00	0.39
Delay/Veh:	37.7	19.6	19.8	36.9	20.2	22.8	37.9	0.0	34.6	34.6	0.0	39.8
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:	37.7	19.6	19.8	36.9	20.2	22.8	37.9	0.0	34.6	34.6	0.0	39.8
LOS by Move:	D-	B-	B-	D+	C+	C+	D+	A	C-	C-	A	D
HCM2k95thQ:	13	16	16	2	10	19	13	0	5	2	0	9

Note: Queue reported is the number of cars per lane.

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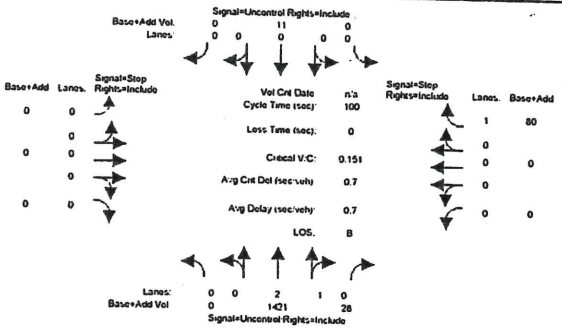
Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
07 AM Back_Proj

Intersection #5: Bascom Av/Arroyo Seco Dr



Street Name:	Bascom Av						Arroyo Seco Dr					
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	1465	28	0	11	0	0	0	0	0	0	80
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	1465	28	0	11	0	0	0	0	0	0	80
Added Vol:	0	16	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	1481	28	0	11	0	0	0	0	0	0	80
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	1421	28	0	11	0	0	0	0	0	0	80
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1421	28	0	11	0	0	0	0	0	0	80
Critical Gap Module:												
Critical Gap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9
FollowUpTim:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cutlnt Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	458
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	531
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	531
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15
Level Of Service Module:												
2Way95th:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5
Control Del:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.0
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.0		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

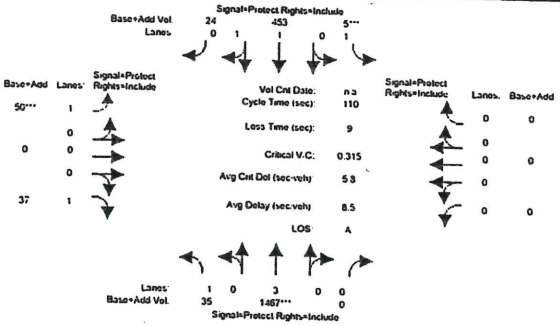
Intersection #5 Bascom Av/Arroyo Seco Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

AM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
07 AM Back_Proj

Intersection #6: Bascom Av/Apricot Av



Street Name:	Bascom Av						Apricot Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	1465	0	5	450	24	50	0	37	0	0	0
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:	35	1465	0	5	450	24	50	0	37	0	0	0
Added Vol:	0	2	0	0	3	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	1467	0	5	453	24	50	0	37	0	0	0
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:	35	1467	0	5	453	24	50	0	37	0	0	0
Reduce Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1467	0	5	453	24	50	0	37	0	0	0
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:	35	1467	0	5	453	24	50	0	37	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	1.00	1.00	0.12	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5760	0	1750	3514	166	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.00	0.00	0.13	0.15	0.03	0.00	0.02	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	20.1	84.0	0.0	7.0	66.9	70.9	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.07	0.34	0.00	0.04	0.23	0.25	0.31	0.00	0.22	0.00	0.00	0.00
Delay/Veh:	29.7	4.2	0.0	48.5	12.4	12.4	47.9	0.0	47.2	0.0	0.0	0.0
User Del.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
AdjDel/Veh:	29.7	4.2	0.0	48.5	12.4	12.4	47.9	0.0	47.2	0.0	0.0	0.0
LOS by Move:	C	A	A	D	B	B	D	A	D	A	A	A
HCM2kAvgQ:	2	10	0	0	3	4	4	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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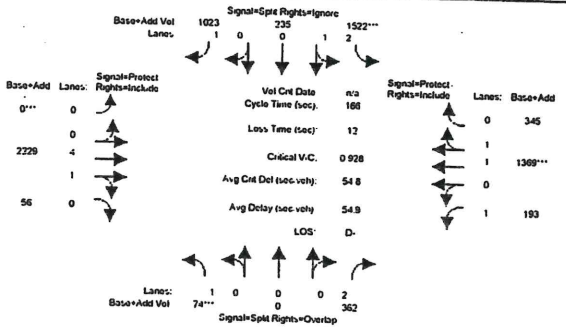
PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Back_Proj

Intersection #1. SB17 Off-ramp-Saimar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Saimar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	74	0	361	1522	235	1023	0	2215	56	192	1354	341
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:	74	0	361	1522	235	1023	0	2215	56	192	1354	341
Added Vol:	0	0	1	14	0	0	0	14	0	1	15	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	362	1536	235	1023	0	2229	56	193	1369	345
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	484	1536	235	0	0	2937	56	193	1369	345
Reduced Vol:	0	0	185	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	364	1536	235	0	0	2937	56	193	1369	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	0	364	1536	235	0	0	2937	56	193	1369	345
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	0.85	0.95	0.95	0.95	0.92	0.99	0.95	0.92	0.95	0.95
Lanes:	1.00	0.00	1.00	2.00	0.37	1.00	0.00	4.00	0.10	1.00	1.59	0.41
Final Sat.:	1615	0	3156	3610	661	1710	0	7324	178	1750	2955	745
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.12	0.43	0.36	0.00	0.00	0.40	0.32	0.11	0.46	0.46
Crit Moves:	****			****			****				****	
Green Time:	7.0	0.0	28.0	42.0	42.0	0.0	0.0	61.0	61.0	21.0	82.0	82.0
Volume/Cap:	0.93	0.00	0.76	0.93	0.93	0.00	0.00	0.86	0.86	0.86	0.93	0.93
Delay/Veh:	155.5	0.0	28.0	57.6	57.6	0.0	0.0	56.0	50.0	97.5	47.5	47.5
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:	155.5	0.0	28.0	57.6	57.6	0.0	0.0	56.0	50.0	97.5	47.5	47.5
LOS by Move:	F	A	B	E+	E+	A	A	D	D	F	D	D
HCMAvgQ:	13	0	22	57	57	0	0	45	49	23	70	70

Note: Queue reported is the number of cars per lane.

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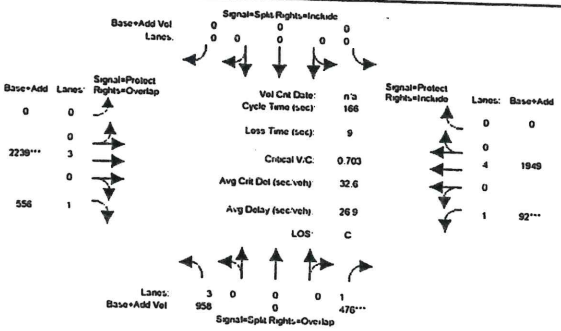
PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Back_Proj

Intersection #2. Creekside Wy/Hamilton Av



Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	958	0	476	0	0	0	0	2214	556	92	1919	0
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:	958	0	476	0	0	0	0	2214	556	92	1919	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	958	0	476	0	0	0	0	2239	556	92	1949	0
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:	958	0	476	0	0	0	0	2239	556	92	1911	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	958	0	476	0	0	0	0	2239	556	92	1911	0
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:	958	0	476	0	0	0	0	2239	556	92	1911	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4581	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.27	0.00	0.00	0.00	0.00	0.39	0.32	0.05	0.25	0.00
Crit Moves:			****					****			****	
Green Time:	51.0	0.0	64.2	0.0	0.0	0.0	0.0	91.8	144.0	10.4	105	0.0
Volume/Cap:	0.67	0.00	0.78	0.00	0.00	0.00	0.00	0.78	0.30	0.74	0.52	0.00
Delay/Veh:	51.0	0.0	46.2	0.0	0.0	0.0	0.0	27.3	2.3	95.5	17.5	0.0
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:	51.0	0.0	46.2	0.0	0.0	0.0	0.0	27.3	2.3	95.5	17.5	0.0
LOS by Move:	D-	A	D	A	A	A	A	C	A	F	B	A
HCMAvgQ:	21	0	37	0	0	0	0	64	11	10	32	0

Note: Queue reported is the number of cars per lane.

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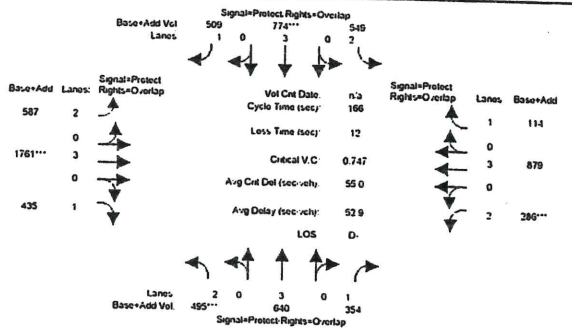
Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Back_Proj

Intersection #3: Bascom Av/Hamilton Av



Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	495	495	354	549	763	549	587	1761	435	272	879	114
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:	495	495	354	549	763	549	587	1761	435	272	879	114
Added Vol:	30	15	15	0	11	0	0	0	25	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	495	495	354	549	774	549	587	1761	435	286	879	114
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:	495	495	354	549	774	549	587	1761	435	286	879	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	495	354	549	774	549	587	1761	435	286	879	114
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:	495	495	354	549	774	549	587	1761	435	286	879	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3150	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.20	0.17	0.14	0.29	0.19	0.31	0.25	0.09	0.15	0.07
Crit Moves:	****				****			****		****		
Green Time:	34.9	25.4	41.7	39.6	58.2	76.8	45.6	68.7	103.6	26.2	49.2	79.9
Volume/Cap:	0.75	0.79	0.73	0.78	0.75	0.41	0.64	0.75	0.49	0.75	0.64	0.14
Delay/Veh:	68.6	79.1	61.4	71.9	67.2	31.6	52.5	42.6	15.4	78.3	57.3	24.0
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:	68.6	79.1	61.4	71.9	67.2	31.6	52.5	42.6	15.4	78.3	57.3	24.0
LOS by Move:	E	E	E	E	E	C-	D-	D	B	E-	E+	C
HCM2kStnQ:	27	21	32	29	24	15	26	41	21	18	24	7

Note: Queue reported is the number of cars per lane.

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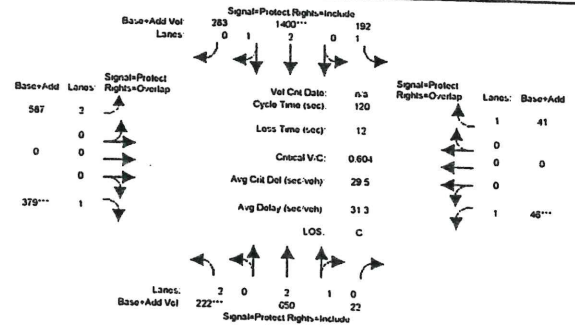
PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Back_Proj

Intersection #4. Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	294	494	31	192	1347	283	587	0	379	45	0	41
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:	294	494	31	192	1347	283	587	0	379	45	0	41
Added Vol:	18	56	1	0	53	0	0	0	4	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	312	550	32	192	1400	283	587	0	379	46	0	41
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:	312	550	32	192	1400	283	587	0	379	46	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	550	32	192	1400	283	587	0	379	46	0	41
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:	312	550	32	192	1400	283	587	0	379	46	0	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.95	0.92	0.99	0.95	0.93	1.00	0.92	0.93	1.00	0.95
Lanes:	2.00	1.95	0.10	1.00	2.48	0.52	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3150	5416	183	1750	4657	941	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.17	0.11	0.30	0.30	0.19	0.00	0.22	0.03	0.00	0.02
Crit Moves:	****				****				****	****		
Green Time:	33.4	36.7	36.7	33.8	57.0	57.0	37.7	0.0	41.0	3.0	0.0	41.0
Volume/Cap:	0.63	0.39	0.39	0.39	0.63	0.63	0.59	0.00	0.62	0.32	0.00	0.06
Delay/Veh:	34.7	31.0	33.0	35.5	24.2	24.2	35.7	0.0	35.4	53.0	0.0	35.0
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:	34.7	31.0	33.0	35.5	24.2	24.2	35.7	0.0	35.4	53.0	0.0	35.0
LOS by Move:	D-	C-	C-	D+	C	C	D+	A	D+	D-	A	D
HCM2kStnQ:	11	13	13	12	28	28	21	0	24	4	0	2

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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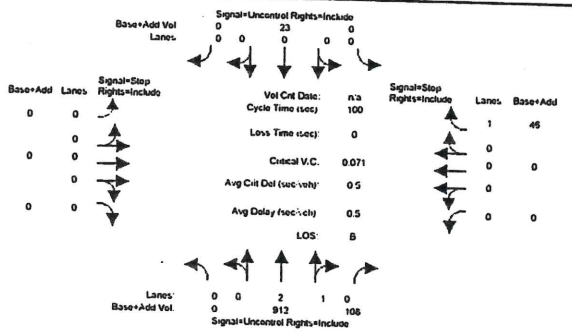
PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
08 PM Back_Proj

Intersection #5: Bascom Av/Arroyo Seco Dr




```
Street Name:              Bascom Av                          Arroyo Seco Dr
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   857  106    0   23   0    0   0   0    0   0   46
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   857  106    0   23   0    0   0   0    0   0   46
Added Vol:      0    55    1    0    1   0    0   0   0    0   0    0
PasserByVol:    0     0    0    0    0   0    0   0   0    0   0    0
Initial Fut:    0   912  108    0   24   0    0   0   0    0   0   46
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  912  108    0   23   0    0   0   0    0   0   46
Reduct Vol:     0    0    0    0    0   0    0   0   0    0   0    0
Fina.Volume:    0  912  108    0   23   0    0   0   0    0   0   46
----------------------------------------------------------------------------
Critical Gap Module:
Critical Gp:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  6.9
FollowUpTim:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  3.3
----------------------------------------------------------------------------
Capacity Module:
Cnflict Vol: xxxxx xxxxx xxxxx  xxxxx xxxxx xxxxx  xxxxx xxxxx xxxxx  xxxxx xxxxx  356
Potent Cap.: xxxxx xxxxx xxxxx  xxxxx xxxxx xxxxx  xxxxx xxxxx xxxxx  xxxxx xxxxx  644
Move Cap.:   xxxxx xxxxx xxxxx  xxxxx xxxxx xxxxx  xxxxx xxxxx xxxxx  xxxxx xxxxx  644
Volume/Cap:  xxxx  xxxx  xxxx   xxxx  xxxx  xxxx   xxxx  xxxx  xxxx   xxxx  xxxx  0.07
----------------------------------------------------------------------------
Level Of Service Module:
2Way95thQ:   xxxx  xxxx  xxxxx  xxxx  xxxx  xxxxx  xxxx  xxxx  xxxxx  xxxx  xxxx   0.2
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  11.0
LOS by Move:  *    *    *    *    *    *    *    *    *    *    *    *     B
Movement:     LT - LTR - RT   LT - LTR - RT   LT - LTR - RT   LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx  xxxxx xxxxx xxxxx  xxxxx xxxxx xxxxx  xxxxx xxxxx xxxxx
SharedQueue:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:   *    *    *    *    *    *    *    *    *    *    *    *     *
ApprChnDel:     xxxxxx              xxxxxx              xxxxxx              11.0
Approach LOS:     *                   *                   *                   B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

Intersection #5 Bascom Av/Arroyo Seco Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

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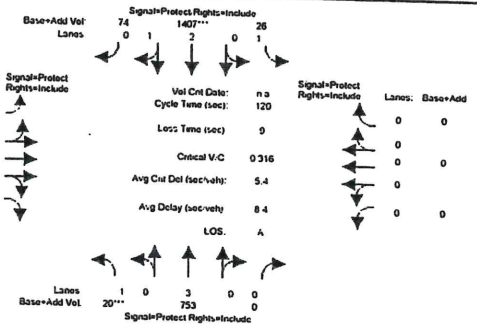
PM Peak Hour - Background plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
08 PM Back_Proj

Intersection #6: Bascom Av/Apricot Av




```
Street Name:              Bascom Av                          Apricot Av
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:       L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
----------------------------------------------------------------------------
Min. Green:     7   10   10    7   10   10   10   0   10    0   0    0
Y+R:           4.0  4.0  4.0  4.0  4.0  4.0  4.0 4.0  4.0  4.0 4.0  4.0
----------------------------------------------------------------------------
Volume Module:
Base Vol:      20  739    0   26 1393   74   25   0   28    0   0    0
Gr Wth 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:   20  739    0   26 1393   74   25   0   28    0   0    0
Added Vol:      0   14    0    0   15    0    0   0    0    0   0    0
PasserByVol:    0    0    0    0    0    0    0   0    0    0   0    0
Initial Fut:   20  753    0   26 1407   74   25   0   28    0   0    0
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:    20  753    0   26 1407   74   25   0   28    0   0    0
Reduct Vol:     0    0    0    0    0    0    0   0    0    0   0    0
Reduced Vol:   20  753    0   26 1407   74   25   0   28    0   0    0
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:   20  753    0   26 1407   74   25   0   28    0   0    0
----------------------------------------------------------------------------
Saturation Flow Module:
Sat/Lane:     1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:   0.92 1.00 0.92 0.92 0.95 0.92 0.92 1.00 0.92 0.92 1.00 0.92
Lanes:        1.00 3.00 0.00 1.00 2.64 0.16 1.00 0.00 1.00 0.00 0.00 0.00
Final Sat.:   1750 5700    0 1750 5035  280 1750    0 1750    0    0    0
----------------------------------------------------------------------------
Capacity Analysis Module:
Vol/Sat:      0.01 0.13 0.00 0.01 0.28 0.26 0.01 0.00 0.02 0.00 0.00 0.00
Crit Moves:   ****                ****                ****
Green Time:    7.0 70.1  0.0 30.9 94.0 94.0 10.0  0.0 10.0  0.0  0.0  0.0
Volume/Cap:   0.20 0.22 0.00 0.08 0.34 0.34 0.17 0.00 0.19 0.00 0.00 0.00
Delay/Veh:    54.8 12.9  0.0 33.6  3.9  3.9 51.7  0.0 51.9  0.0  0.0  0.0
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:   54.8 12.9  0.0 33.6  3.9  3.9 51.7  0.0 51.9  0.0  0.0  0.0
LOS by Move:   D-    B    A    C-   A    A    D-   A    D-   A    A    A
HCM2k95thQ:     2    8    0    2   11   11    2    0    2    0    0    0
Note: Queue reported is the number of cars per lane.
```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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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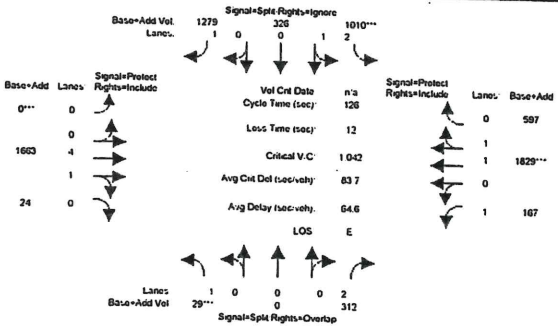
AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #1. SB17 Off-ramp-Saimar Av/Hamilton Av



Street Name: SB17 Off-ramp-Saimar Av Hamilton Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	7	7	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	0	312	1010	326	1279	0	1663	24	167	1829	597
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:	29	0	312	1010	326	1279	0	1663	24	167	1829	597
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:	29	0	312	1010	326	1279	0	1663	24	167	1829	597
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:	29	0	312	1010	326	0	0	1663	24	167	1829	597
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	312	1010	326	0	0	1663	24	167	1829	597
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:	29	0	312	1010	326	0	0	1663	24	167	1829	597
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	0.95	0.95	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	2.33	0.67	1.00	0.00	4.93	0.07	1.00	1.49	0.51
Final Sat.:	1756	0	1615	4753	1235	1900	0	9266	134	1756	2789	950
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.19	0.21	0.27	0.67	0.00	0.18	0.18	0.10	0.66	0.63
Crit Moves:	****				****			****			****	
Green Time:	7.0	0.0	18.0	31.0	31.0	0.0	0.0	49.5	49.5	26.3	75.7	75.7
Volume/Cap:	0.35	0.00	0.57	1.00	1.00	0.96	0.00	0.44	0.46	0.44	1.00	1.00
Delay/Veh:	56.9	0.0	38.1	101.6	103	0.0	0.0	28.4	28.4	44.5	74.1	74.1
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:	56.9	0.0	38.1	101.6	103	0.0	0.0	28.4	28.4	44.5	74.1	74.1
LOS by Move:	E-	A	D+	F	F	A	A	C	C	D	E	E
HCM/Lane:	3	0	12	47	45	0	0	18	18	13	97	97

Note: Queue reported is the number of cars per lane.

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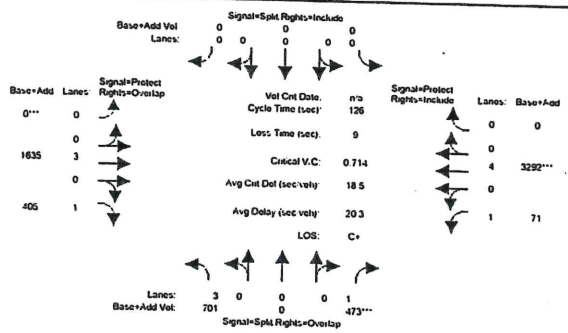
AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #2. Creekside Wy/Hamilton Av



Street Name: Creekside Wy Hamilton Av
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	701	0	473	0	0	0	0	1631	405	71	3292	0
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:	701	0	473	0	0	0	0	1631	405	71	3292	0
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:	701	0	473	0	0	0	0	1631	405	71	3292	0
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:	701	0	473	0	0	0	0	1631	405	71	3292	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	701	0	473	0	0	0	0	1631	405	71	3292	0
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:	701	0	473	0	0	0	0	1631	405	71	3292	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	0.92	0.92	1.00	0.95	0.92	1.00	0.92	0.95	1.00	0.95
Lanes:	1.07	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	1551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.27	0.00	0.00	0.00	0.00	0.29	0.23	0.04	0.43	0.00
Crit Moves:			****				****				****	
Green Time:	21.0	0.0	51.5	0.0	0.0	0.0	0.0	40.5	104.5	11.7	78.3	0.0
Volume/Cap:	0.55	0.00	0.68	0.00	0.00	0.00	0.00	0.80	0.25	0.46	0.76	0.00
Delay/Veh:	36.6	0.0	32.5	0.0	0.0	0.0	0.0	20.6	2.5	54.0	16.5	0.0
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:	36.6	0.0	32.5	0.0	0.0	0.0	0.0	20.6	2.5	54.0	16.5	0.0
LOS by Move:	D+	A	C-	A	A	A	A	C+	A	D-	B	A
HCM/Lane:	17	0	29	0	0	0	0	65	-	5	33	0

Note: Queue reported is the number of cars per lane.

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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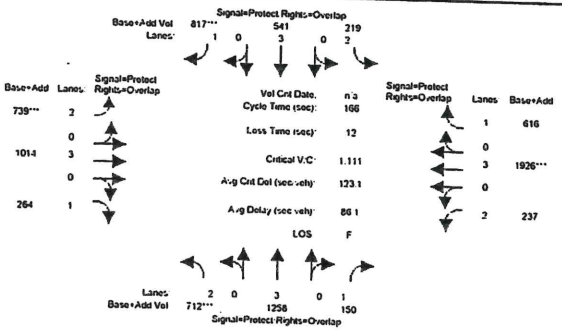
AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative Proj

Intersection #3: Bascom Av/Hamilton Av



Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	706	1256	147	219	539	817	739	1014	264	237	1926	616
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:	706	1256	147	219	539	817	739	1014	264	237	1926	616
Added Vol:	6	0	3	0	2	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	712	1256	150	219	541	817	739	1014	264	237	1926	616
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:	712	1256	150	219	541	817	739	1014	264	237	1926	616
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	712	1256	150	219	541	817	739	1014	264	237	1926	616
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:	712	1256	150	219	541	817	739	1014	264	237	1926	616
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.95	0.93	1.00	0.95	0.95	1.00	0.95	0.93	1.00	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3156	5700	1750	3156	5700	1750	3156	5700	1750	3156	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.23	0.22	0.09	0.07	0.09	0.47	0.23	0.18	0.15	0.08	0.34	0.35
Crit Moves:	****					****	****				****	
Green Time:	33.8	62.1	77.5	16.4	34.7	69.7	35.4	60.1	93.9	25.4	50.5	66.0
Volume/Cap:	1.11	0.75	0.12	0.75	0.45	1.11	1.11	0.49	0.27	0.49	1.11	0.87
Delay/Veh:	136.2	11.5	4.4	78.6	27.6	116.1	134.8	41.3	18.6	65.2	117	57.3
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:	136.2	11.5	4.4	78.6	27.6	116.1	134.8	41.3	18.6	65.2	117	57.3
LOS by Move:	F	B-	A	E-	B+	F	F	D	B-	E	F	E+
HCMSt95thQ:	49	23	4	15	13	89	47	22	13	13	67	52

Note: Queue reported is the number of cars per lane.

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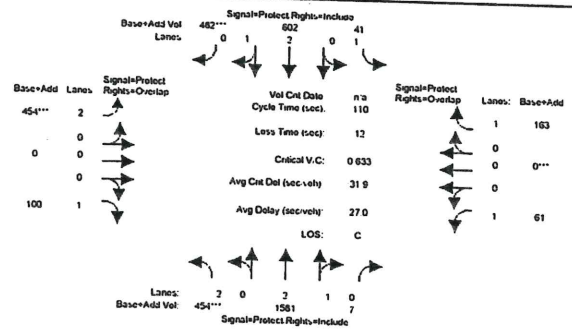
AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative Proj

Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	1569	7	41	594	442	454	0	99	41	0	163
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:	454	1569	7	41	594	442	454	0	99	41	0	163
Added Vol:	0	12	0	0	0	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	1581	7	41	594	442	454	0	100	41	0	163
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:	454	1581	7	41	594	442	454	0	100	41	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	1581	7	41	594	442	454	0	100	41	0	163
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:	454	1581	7	41	594	442	454	0	100	41	0	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.98	0.95	0.92	1.00	0.95	0.93	1.00	0.92	0.93	1.00	0.95
Lanes:	2.00	2.99	0.01	1.00	2.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	3156	5575	25	1750	3800	1750	3156	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.02	0.16	0.25	0.14	0.00	0.06	0.02	0.00	0.09
Crit Moves:	****					****	****				****	
Green Time:	25.1	55.2	55.2	17.7	47.8	42.9	25.1	0.0	35.1	35.1	0.0	17.7
Volume/Cap:	0.63	0.66	0.50	0.15	0.32	1.07	0.63	0.00	0.35	0.15	0.00	0.58
Delay/Veh:	40.2	19.3	19.3	30.9	20.9	75.0	40.2	0.0	35.1	34.2	0.0	45.7
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:	40.2	19.3	19.3	30.9	20.9	75.0	40.2	0.0	35.1	34.2	0.0	45.7
LOS by Move:	D	B-	B-	D	C+	E	D	A	D+	C-	A	D
HCMSt95thQ:	17	23	23	3	12	35	17	0	6	4	0	13

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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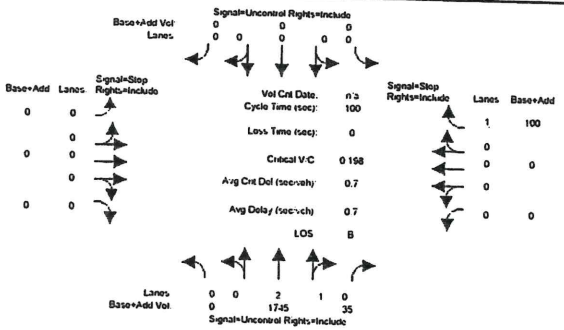
AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #5 Bascom Av/Arroyo Seco Dr




```
Street Name:            Bascom Av                                   Arroyo Seco Dr
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 1739   35     0     0     0     0     0     0     0     0   100
Growth Adj:    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 1739   35     0     0     0     0     0     0     0     0   100
Added Vol:       0    6    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 1745   35     0     0     0     0     0     0     0     0   100
User Adj:      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
PHF Volume:      0 1745   35     0     0     0     0     0     0     0     0   100
Reduct Vol:      0    0    0     0     0     0     0     0     0     0     0     0
Final Volume:    0 1745   35     0     0     0     0     0     0     0     0   100
----------------|---------------|---------------|---------------|---------------|
Critical Gap Module:
Critical Gap:xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx    6.2
Follow-up Tim:xxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx    3.3
----------------|---------------|---------------|---------------|---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx    595
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx    595
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx    595
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx   0.20
----------------|---------------|---------------|---------------|---------------|
Level Of Service Module:
2Way95th:    xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx    8.7
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx   13.9
LOS by Move:  *    *    *     *    *     *     *    *     *     *    *     B
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 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:   *    *    *     *    *     *     *    *     *     *    *     *     *
ApproachDel:       xxxxxx            xxxxxx            xxxxxx             11.9
ApproachLOS:        *                 *                 *                  B
Note: Queue reported is the number of cars per lane.
```

Peak Hour Delay Signal Warrant Report

Intersection #5 Bascom Av/Arroyo Seco Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

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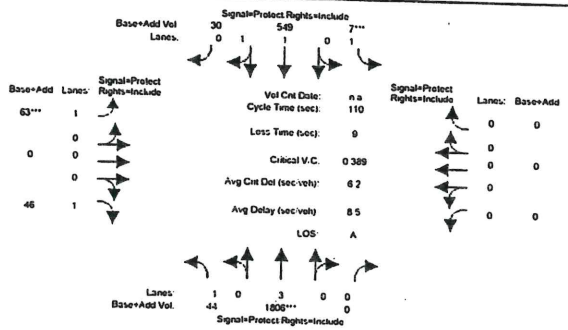
AM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
11 AM Cumulative_Proj

Intersection #6 Bascom Av/Apricot Av




```
Street Name:            Bascom Av                                   Apricot Av
Approach:        North Bound     South Bound     East Bound      West Bound
Movement:         L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
----------------|---------------|---------------|---------------|---------------|
Min. Green:      7    10   10     7    10   10    10   10   10     0    0    0
Y+R:           4.0   4.0  4.0   4.0   4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
----------------|---------------|---------------|---------------|---------------|
Volume Module:
Base Vol:       44 1804    0     7   544   30    63    0   46     0    0    0
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:    44 1804    0     7   544   30    63    0   46     0    0    0
Added Vol:       0    2    0     0     2    0     0    0    0     0    0    0
PasserByVol:     0    0    0     0     0    0     0    0    0     0    0    0
Initial Fut:    44 1806    0     7   546   30    63    0   46     0    0    0
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:     44 1806    0     7   546   30    63    0   46     0    0    0
Reduct Vol:      0    0    0     0     0    0     0    0    0     0    0    0
Reduced Vol:    44 1806    0     7   546   30    63    0   46     0    0    0
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:    44 1806    0     7   546   30    63    0   46     0    0    0
----------------|---------------|---------------|---------------|---------------|
Saturation Flow Module:
Sat/Lane:     1900 1900 1900  1900  1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:   0.92 1.00 0.92  0.92  0.92 0.95  0.92 1.00 0.92  0.92 1.00 0.92
Lanes:        1.00 2.00 0.00  1.00  1.89 0.11  1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:   1750 3700    0  1750  3500  195  1750    0 1750     0    0    0
----------------|---------------|---------------|---------------|---------------|
Capacity Analysis Module:
Vol/Sat:      0.03 0.49 0.00  0.00  0.16 0.16  0.04 0.00 0.03  0.00 0.00 0.00
Crit Moves:          ****          ****          ****
Green Time:    24.3 84.3   0.0   7.0  64.7 64.7  10.0  0.0 10.0   0.0  0.0  0.0
Volume/Cap:    0.11 0.41  0.00  0.00  0.27 0.27  0.40 0.00 0.29  0.00 0.00 0.00
Delay/Veh:     33.8  4.4   0.0  48.7  11.1 11.1  48.8  0.0 47.7   0.0  0.0  0.0
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:    32.8  4.4   0.0  48.7  11.1 11.1  48.8  0.0 47.7   0.0  0.0  0.0
LOS by Move:    C-    A     A     D     B+   B+    D    A    D     A    A    A
HCM95thQ:       3    13     0     1     5    5     3    0    4     0    0    0
Note: Queue reported is the number of cars per lane.
```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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

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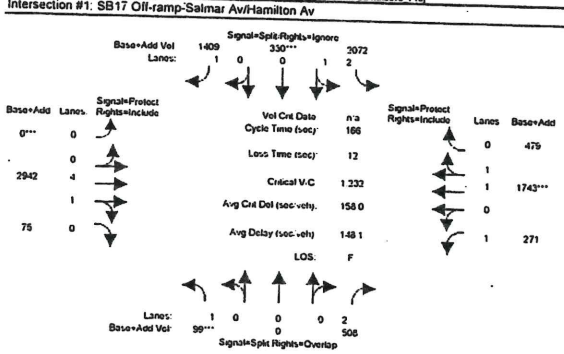
PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #1: SB17 Off-ramp-Salmar Av/Hamilton Av



Street Name:	SB17 Off-ramp-Salmar Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	0	10	7	10	10	0	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	99	0	507	2065	330	1409	0	1926	75	270	1729	475
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:	99	0	507	2065	330	1409	0	1926	75	270	1729	475
Added Vol:	0	0	1	10	0	1	0	14	0	1	13	4
Passerby/Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Put:	99	0	508	2075	330	1409	0	1940	75	271	1742	479
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	487	2072	330	0	0	1877	75	271	1743	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	487	2072	330	0	0	1877	75	271	1743	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	0	487	2072	330	0	0	1877	75	271	1743	479
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.85	0.86	0.95	0.95	0.92	0.92	0.95	0.92	0.92	0.95
Lanes:	1.00	0.00	2.00	2.00	0.33	1.00	0.00	2.00	0.10	1.00	1.50	0.44
Final Sat.:	1752	0	3154	3268	570	1752	0	3821	178	1750	2903	797
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.15	0.63	0.58	0.00	0.00	0.49	0.42	0.15	0.60	0.60
Crit Moves:	****				****		****				****	
Green Time:	7.0	0.0	28.4	65.5	65.5	0.0	0.0	59.1	59.1	31.5	80.9	80.9
Volume/Cap:	1.23	0.00	1.04	1.25	1.25	0.00	0.00	1.18	1.18	1.18	1.25	1.23
Delay/Veh:	354.5	0.0	117.9	159.4	159	0.0	0.0	136	137.9	146.8	152	152.1
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:	354.5	0.0	117.9	159.4	159	0.0	0.0	136	137.9	146.8	152	152.1
LOS by Move:	F	A	F	F	F	A	A	F	F	F	F	F
HCM95thQ:	19	0	39	104	104	0	0	89	87	38	127	127

Note: Queue reported is the number of cars per lane.

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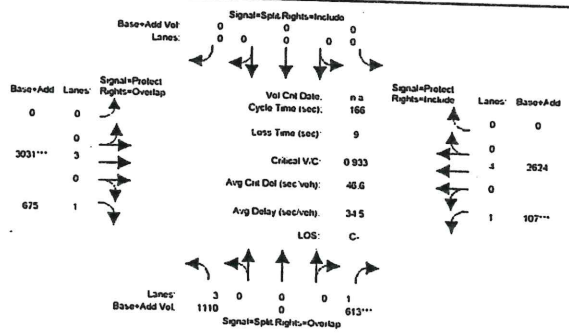
PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #2: Creekside Wy/Hamilton Av



Street Name:	Creekside Wy						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1110	0	611	0	0	0	0	2906	675	107	2594	0
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:	1110	0	611	0	0	0	0	2906	675	107	2594	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	29	0
Passerby/Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Put:	1110	0	611	0	0	0	0	2931	675	107	2623	0
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:	1110	0	611	0	0	0	0	2931	675	107	2623	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1110	0	611	0	0	0	0	2931	675	107	2623	0
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:	1110	0	611	0	0	0	0	2931	675	107	2623	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	4.00	0.00
Final Sat.:	4551	0	1750	0	0	0	0	5700	1750	1750	7600	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.35	0.00	0.00	0.00	0.00	0.51	0.38	0.06	0.48	0.00
Crit Moves:			****						****			
Green Time:	51.5	0.0	62.1	0.0	0.0	0.0	0.0	54.7	146.1	10.9	106	0.0
Volume/Cap:	0.79	0.00	0.58	0.00	0.00	0.00	0.00	0.93	0.44	0.52	0.76	0.00
Delay/Veh:	55.2	0.0	70.1	0.0	0.0	0.0	0.0	38.5	2.7	140.2	21.9	0.0
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:	55.2	0.0	70.1	0.0	0.0	0.0	0.0	38.5	2.7	140.2	21.9	0.0
LOS by Move:	E-	A	E	A	A	A	A	D+	A	F	C+	A
HCM95thQ:	28	0	57	0	0	0	0	77	14	12	58	0

Note: Queue reported is the number of cars per lane.

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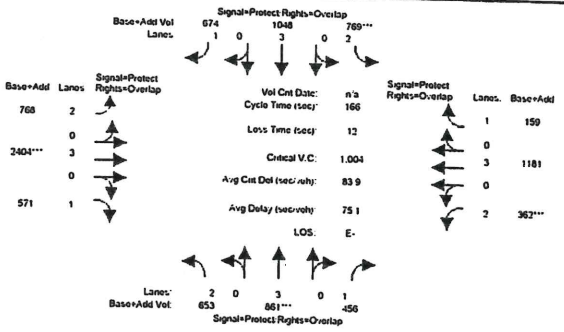
PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #3: Bascom Av/Hamilton Av



Street Name:	Bascom Av						Hamilton Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	653	861	441	769	1037	674	768	2404	546	348	1181	159
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:	653	861	441	769	1037	674	768	2404	546	348	1181	159
Added Vol:	38	12	15	0	11	0	0	0	25	14	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	691	861	456	769	1048	674	768	2404	571	362	1181	159
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:	691	861	456	769	1048	674	768	2404	571	362	1181	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	861	456	769	1048	674	768	2404	571	362	1181	159
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:	691	861	456	769	1048	674	768	2404	571	362	1181	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	1.00	0.92	0.95	1.00	0.95	0.95	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3154	3705	1750	3515	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.16	0.26	0.14	0.18	0.39	0.24	0.42	0.33	0.11	0.21	0.09
Crit Moves:		****		****				****		****		
Green Time:	34.2	25.0	44.1	40.3	34.7	78.6	47.9	69.7	104.5	19.6	40.9	81.1
Volume/Cap:	0.99	1.00	0.98	1.00	0.99	0.81	0.84	1.00	0.50	1.00	0.84	0.19
Delay/Veh:	39.2	79.1	44.3	56.4	52.6	42.5	42.8	67.6	17.5	121.0	44.5	34.8
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:	39.2	79.1	44.3	56.4	52.6	42.5	42.8	67.6	17.5	122.6	44.5	34.8
LOS by Move:	D	E	D	E	D	D	D	E	B	F	D	C
HCMPkErm.Q:	41	73	45	47	35	22	30	45	23	17	36	9

Note: Queue reported is the number of cars per lane.

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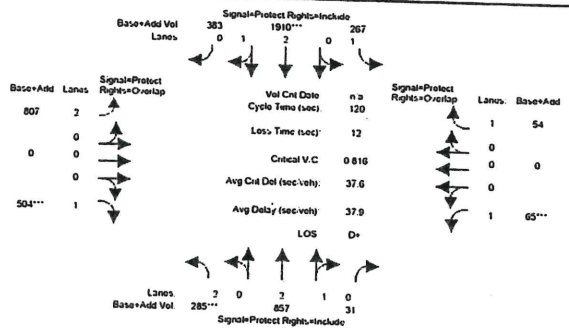
PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2060 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #4: Bascom Av/Campbell Av



Street Name:	Bascom Av						Campbell Av					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	10	0	10	10	0	10	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	267	861	30	267	1857	383	807	0	504	44	0	54
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:	267	861	30	267	1857	383	807	0	504	44	0	54
Added Vol:	18	50	1	0	52	0	0	0	0	1	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	857	31	267	1910	383	807	0	504	45	0	54
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:	285	857	31	267	1910	383	807	0	504	45	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	857	31	267	1910	383	807	0	504	45	0	54
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:	285	857	31	267	1910	383	807	0	504	45	0	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.95	0.92	0.95	0.95	1.00	0.92	0.95	1.00	0.92
Lanes:	2.00	2.89	0.11	1.00	2.66	0.33	2.00	0.00	1.00	0.50	0.00	1.00
Final Sat.:	3150	5474	195	1750	4863	595	3150	0	1750	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.16	0.15	0.41	0.41	0.26	0.00	0.29	0.04	0.00	0.03
Crit Moves:	****				****				****	****		
Green Time:	12.7	35.8	35.8	34.1	57.5	57.5	47.7	0.0	60.5	10.0	0.0	44.4
Volume/Cap:	0.85	0.53	0.53	0.53	0.85	0.85	0.61	0.00	0.85	0.47	0.00	0.08
Delay/Veh:	71.6	35.4	35.4	37.3	30.4	30.4	43.3	0.0	46.7	54.5	0.0	24.6
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:	71.6	35.4	35.4	37.3	30.4	30.4	43.3	0.0	46.7	54.5	0.0	24.6
LOS by Move:	E	D+	D+	D+	C	C	D	A	D	F-	A	C
HCMPkErm.Q:	16	18	18	17	45	45	32	0	36	6	0	2

Note: Queue reported is the number of cars per lane.

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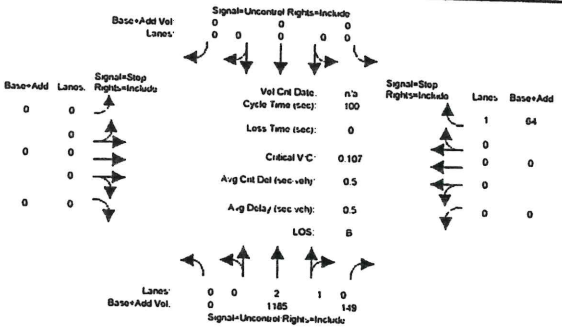
PM Peak Hour - Cumulative plus Project Conditions
Traffic Impact Analysis for 2050 S. Bascom Ave
City of Campbell

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #5: Bascom Av/Arroyo Seco Dr



Street Name:	Bascom Av						Arroyo Seco Dr					
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	1185	149	0	0	0	0	0	0	0	0	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	1185	149	0	0	0	0	0	0	0	0	64
Added Vol:	0	73	1	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	1185	149	0	0	0	0	0	0	0	0	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	1185	149	0	0	0	0	0	0	0	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1185	149	0	0	0	0	0	0	0	0	64
FinalVolume:	0	1185	149	0	0	0	0	0	0	0	0	64
Critical Gap Module:												
Critical Gap:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2
FollowUpTim:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	474
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	598
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	598
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11
Level Of Service Module:												
2WayStOvlp:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4
Control Delay:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.7
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	B
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	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

Intersection #5 Bascom Av/Arroyo Seco Dr

Future Volume Alternative: Peak Hour Warrant NOT Met

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Traffic Impact Analysis for 2050 S. Bascom Ave
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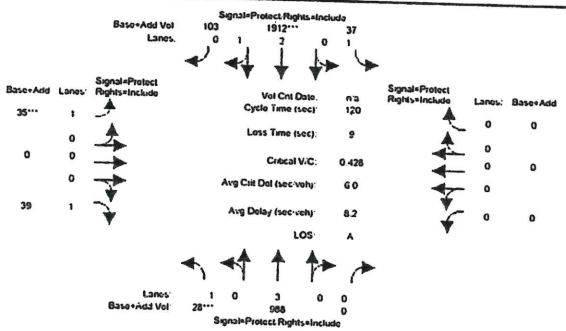
2000 HCM Operations (Future Volume Alternative)
12 PM Cumulative_Proj

Intersection #6: Bascom Av/Apricot Av



Street Name:	Bascom Av									Apricot Av		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	28	974	0	37	1997	103	35	0	39	0	0	0
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:	28	974	0	37	1997	103	35	0	39	0	0	0
Added Vol:	0	14	0	0	15	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	988	0	37	1912	103	35	0	39	0	0	0
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:	28	988	0	37	1912	103	35	0	39	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	988	0	37	1912	103	35	0	39	0	0	0
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:	28	988	0	37	1912	103	35	0	39	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	0.00	1.00	2.00	0.14	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	1900	0	1750	5321	244	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.00	0.02	0.36	0.36	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	7.0	75.0	0.0	10.0	94.0	94.0	10.0	0.0	10.0	0.0	0.0	0.0
Volume/Cap:	0.27	0.28	0.00	0.10	0.46	0.46	0.14	0.00	0.17	0.00	0.00	0.00
Delay/Veh:	55.6	15.0	0.0	28.7	4.5	4.5	52.2	0.0	52.6	0.0	0.0	0.0
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:	55.6	15.0	0.0	28.2	4.5	4.5	52.2	0.0	52.6	0.0	0.0	0.0
LOS by Move:	E-	B	A	D+	A	A	D-	A	D-	A	A	A
HCMSt95thQ:	3	19	0	2	13	13	3	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Appendix B

Count Data

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

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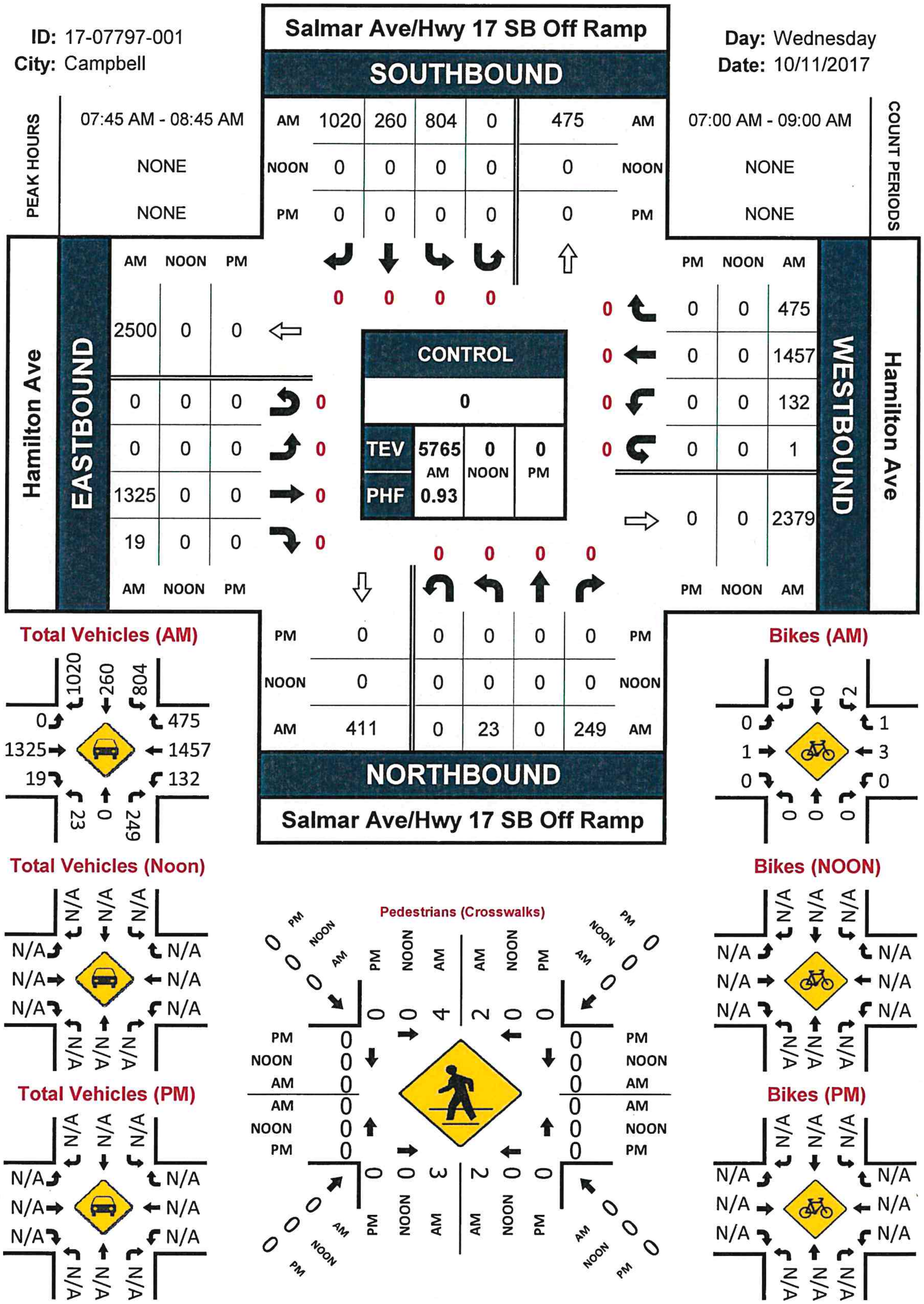
Prepared by National Data & Surveying Services

Salmar Ave/Hwy 17 SB Off Ramp & Hamilton Ave

Peak Hour Turning Movement Count

ID: 17-07797-001
City: Campbell

Day: Wednesday
Date: 10/11/2017



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

WILTEC

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2016 SCVTA CMP MONITORING
DATE: TUESDAY DECEMBER 13, 2016
PERIOD: 4:30 PM TO 6:30 PM
INTERSECTION: N/S SB SR-17 OFF-RAMP
E/W HAMILTON AVENUE
CITY: CAMPBELL

RTR = RIGHT TURN ON RED
RTG = RIGHT TURN ON GREEN

VEHICLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a-RTR NBRT	7a-RTG NBRT	7b-RTR NBRT	7b-RTG NBRT	9 NBLT	10 EBRT	11a NBLT	11b EBRT	11c EBTH	11d EBTH	11e EBTH	TOTAL
430-445	265	57	301	72	333	44	18	66	2	23	17	6	86	136	122	95	58	1701
445-500	244	56	391	65	281	44	26	46	1	24	21	12	76	158	139	118	59	1761
500-515	237	54	335	87	343	51	25	77	4	39	15	13	78	130	124	107	65	1784
515-530	268	55	381	95	321	48	23	59	3	31	17	15	64	127	107	100	81	1795
530-545	255	70	363	91	287	49	14	62	2	23	17	13	73	149	138	111	83	1800
545-600	212	60	350	95	304	38	19	46	0	26	10	11	75	125	132	101	48	1652
600-615	197	58	335	79	279	35	24	48	4	23	15	15	81	131	130	97	62	1613
615-630	215	64	334	64	304	40	13	37	2	30	10	16	82	137	144	99	62	1653

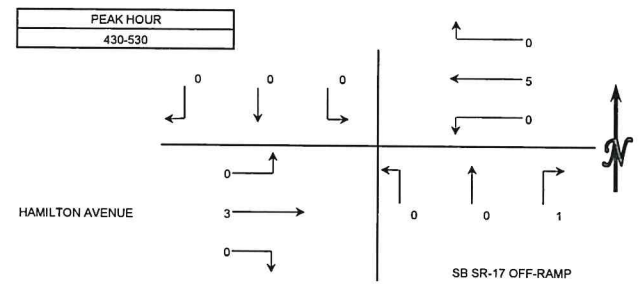
HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7a-RTR NBRT	7a-RTG NBRT	7b-RTR NBRT	7b-RTG NBRT	9 NBLT	10 EBRT	11a EBTH	11b EBTH	11c EBTH	11d EBTH	11e EBTH	TOTAL
430-530	1014	222	1408	319	1278	187	92	248	10	117	70	46	304	551	492	420	263	7041
445-545	1004	235	1470	338	1232	192	88	244	10	117	70	53	291	564	508	436	288	7140
500-600	972	239	1429	368	1255	186	81	244	9	119	59	52	290	531	501	419	277	7031
515-615	932	243	1429	360	1191	170	80	215	9	103	59	54	293	532	507	409	274	6860
530-630	879	252	1382	329	1174	162	70	193	8	102	52	55	311	542	544	408	255	6718

SEE MOVEMENTS GRAPHIC BELOW

BICYCLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	0	0	0	1	0	0	0	2	0	3
445-500	0	0	0	0	3	0	0	0	0	0	0	0	3
500-515	0	0	0	0	1	0	0	0	0	0	1	0	2
515-530	0	0	0	0	1	0	0	0	0	0	0	0	1
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0	1	0	1
615-630	0	0	0	0	1	0	0	0	0	0	1	0	2

HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	0	5	0	1	0	0	0	3	0	9
445-545	0	0	0	0	5	0	0	0	0	0	1	0	6
500-600	0	0	0	0	2	0	0	0	0	0	1	0	3
515-615	0	0	0	0	1	0	0	0	0	0	1	0	2
530-630	0	0	0	0	1	0	0	0	0	0	2	0	3



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

PEDESTRIANS

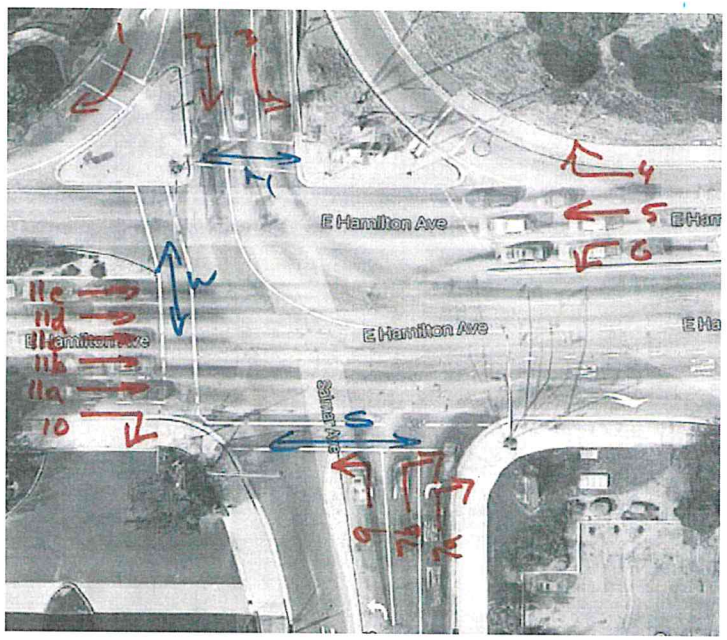
15 MIN COUNTS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	SB	EB	WB	NB	SB	
430-445	2	0	0	0	2	0	0	1	5
445-500	2	0	0	0	1	3	0	1	7
500-515	0	6	0	0	2	1	0	0	9
515-530	0	1	0	0	1	0	0	0	2
530-545	2	3	0	0	1	3	0	0	9
545-600	1	1	0	0	3	1	0	1	7
600-615	0	1	0	0	0	2	1	0	4
615-630	0	1	0	0	0	0	0	0	1

HOUR TOTALS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	SB	EB	WB	NB	SB	
430-530	4	7	0	0	6	4	0	2	23
445-545	4	10	0	0	5	7	0	1	27
500-600	3	11	0	0	7	5	0	1	27
515-615	3	6	0	0	5	6	1	1	22
530-630	3	6	0	0	4	6	1	1	21

WHEELCHAIRS

15 MIN COUNTS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	SB	EB	WB	NB	SB	
430-445	0	0	0	0	1	0	0	1	2
445-500	0	0	0	0	1	0	0	1	2
500-515	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0

HOUR TOTALS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	SB	EB	WB	NB	SB	
430-530	0	0	0	0	2	0	0	2	4
445-545	0	0	0	0	1	0	0	1	2
500-600	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Prepared by National Data & Surveying Services

Creekside Way & Hamilton Ave

Peak Hour Turning Movement Count

ID: 17-07797-002
City: Campbell

Day: Tuesday
Date: 10/10/2017

PEAK HOURS		COUNT PERIODS
07:45 AM - 08:45 AM		07:00 AM - 09:00 AM
NONE		NONE
NONE		NONE

SOUTHBOUND (Creekside Way)

AM	2	0	0	0	2	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Hamilton Ave)

AM	NOON	PM	
3183	0	0	
0	0	0	0
0	0	0	0
1301	0	0	0
323	0	0	0

WESTBOUND (Hamilton Ave)

PM	NOON	AM	
0	0	2	0
0	0	2622	0
0	0	34	0
0	0	22	0
0	0	1700	

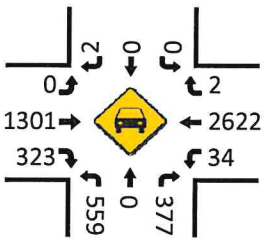
NORTHBOUND (Creekside Way)

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	357	0	559	0	377	AM

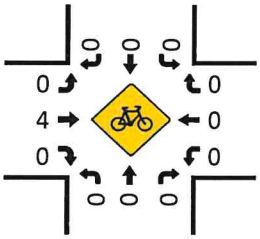
CONTROL

	0		
TEV	5242	0	0
	AM	NOON	PM
PHF	0.98		

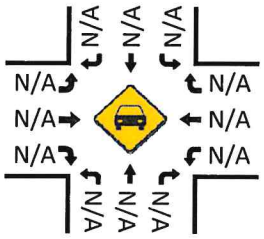
Total Vehicles (AM)



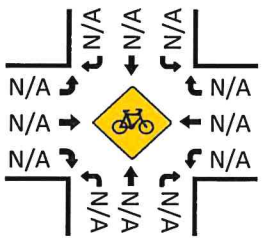
Bikes (AM)



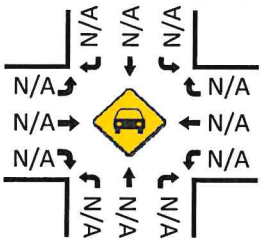
Total Vehicles (Noon)



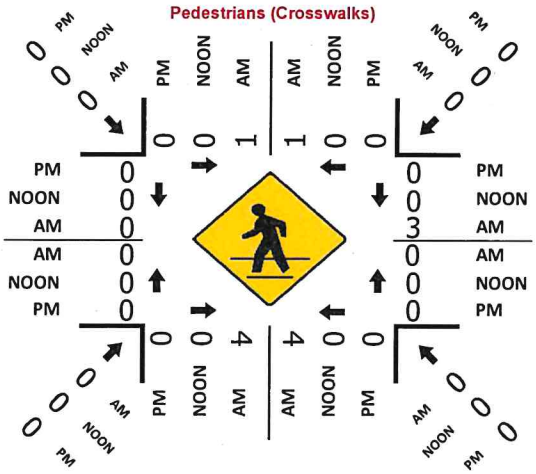
Bikes (NOON)



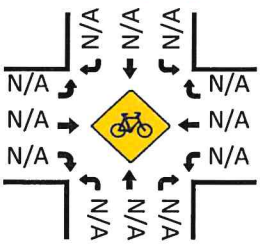
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.c

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

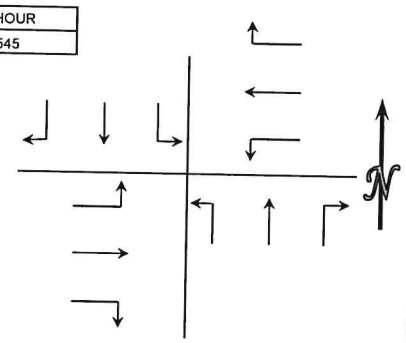
CLIENT: KITTELSON ASSOCIATES
PROJECT: 2016 SCVTA CMP MONITORING
DATE: THURSDAY DECEMBER 1, 2016
PERIOD: 4:30 PM TO 6:30 PM
INTERSECTION: N/S CREEKSIDE WAY
E/W HAMILTON AVENUE
CITY: CAMPBELL

VEHICLES

15 MIN COUNTS			5A WBTH	5B WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	109	216	6	10	70	0	136	76	438	0	1061
445-500	0	0	136	290	14	9	145	0	184	118	513	0	1409
500-515	0	0	189	298	10	13	99	0	172	120	569	0	1470
515-530	0	0	177	300	3	12	93	0	223	100	508	0	1416
530-545	0	0	141	318	7	8	100	0	212	143	553	0	1482
545-600	0	0	135	279	7	8	102	0	211	152	496	0	1390
600-615	0	0	136	278	3	9	105	0	178	125	548	0	1382
615-630	0	0	128	266	3	3	104	0	143	130	578	0	1355

HOUR TOTALS			5A WBTH	5B WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	611	1104	33	44	407	0	715	414	2028	0	5356
445-545	0	0	643	1206	34	42	437	0	791	481	2143	0	5777
500-600	0	0	642	1195	27	41	394	0	818	515	2126	0	5758
515-615	0	0	589	1175	20	37	400	0	824	520	2105	0	5670
530-630	0	0	540	1141	20	28	411	0	744	550	2175	0	5609

PEAK HOUR
445-545



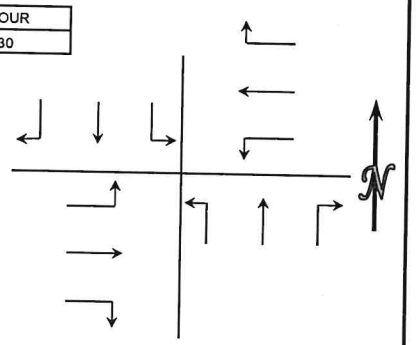
SEE MOVEMENT GRAPHIC BELOW

BICYCLES

15 MIN COUNTS			5A WBTH	5B WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	1	0	0	1	0	0	0	1	0	3
445-500	0	0	0	1	0	0	0	0	0	0	0	0	1
500-515	0	0	0	0	0	0	0	0	0	0	1	0	1
515-530	0	0	0	1	0	0	0	0	0	0	0	0	1
530-545	0	0	0	1	0	0	0	0	0	0	0	0	1
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	1	0	0	0	0	0	0	1	0	2

HOUR TOTALS			5A WBTH	5B WBTH	6 WBLT	6U WBUT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	3	0	0	1	0	0	0	2	0	6
445-545	0	0	0	3	0	0	0	0	0	0	1	0	4
500-600	0	0	0	2	0	0	0	0	0	0	1	0	3
515-615	0	0	0	2	0	0	0	0	0	0	0	0	2
530-630	0	0	0	2	0	0	0	0	0	0	1	0	3

PEAK HOUR
430-530



SEE MOVEMENT GRAPHIC BELOW

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

PEDESTRIANS

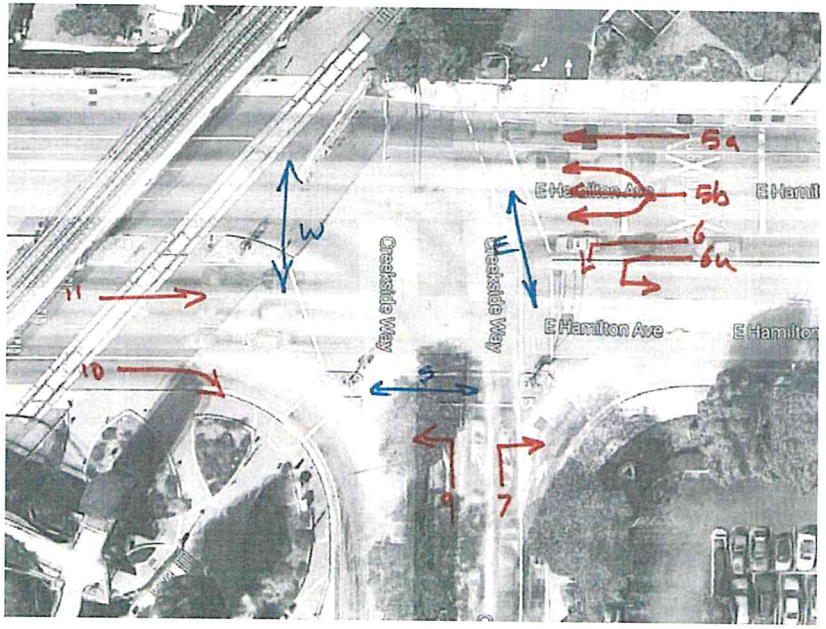
15 MIN COUNTS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	WB	EB	WB	NB	SB	
430-445	0	0	2	0	1	0	0	0	3
445-500	0	0	0	0	0	0	0	0	0
500-515	0	0	0	1	0	3	0	0	4
515-530	0	0	0	1	1	2	0	0	4
530-545	0	0	1	1	3	3	0	0	8
545-600	0	0	1	0	0	1	0	0	2
600-615	0	0	0	1	2	4	0	0	7
615-630	0	0	2	0	2	4	0	0	8

HOUR TOTALS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	WB	EB	WB	NB	SB	
430-530	0	0	2	2	2	5	0	0	11
445-545	0	0	1	3	4	8	0	0	16
500-600	0	0	2	3	4	9	0	0	18
515-615	0	0	2	3	6	10	0	0	21
530-630	0	0	4	2	7	12	0	0	25

WHEELCHAIRS

15 MIN COUNTS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	WB	EB	WB	NB	SB	
430-445	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0

HOUR TOTALS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	WB	EB	WB	NB	SB	
430-530	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Prepared by National Data & Surveying Services

Bascom Ave & Hamilton Ave

Peak Hour Turning Movement Count

ID: 17-07797-003
City: Campbell

Day: Tuesday
Date: 10/10/2017

PEAK HOURS: 07:45 AM - 08:45 AM; NONE; NONE

COUNT PERIODS: 07:00 AM - 09:00 AM; NONE; NONE

Bascom Ave — SOUTHBOUND

AM	652	430	147	27	2050	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Hamilton Ave — EASTBOUND

AM	NOON	PM	
2789	0	0	
59	0	0	0
530	0	0	0
809	0	0	0
207	0	0	0

Hamilton Ave — WESTBOUND

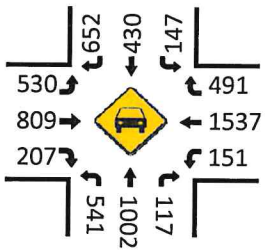
PM	NOON	AM	
0	0	491	0
0	0	1537	0
0	0	151	0
0	0	36	0
0	0	1109	

Bascom Ave — NORTHBOUND

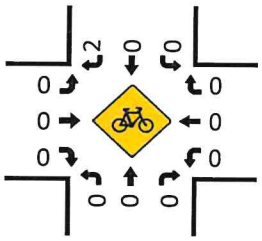
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	810	22	541	1002	117	AM

CONTROL			
	0		
TEV	6758	0	0
	AM	NOON	PM
PHF	0.95		

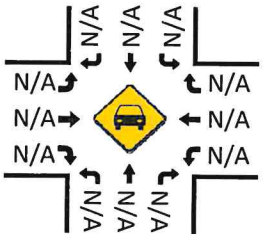
Total Vehicles (AM)



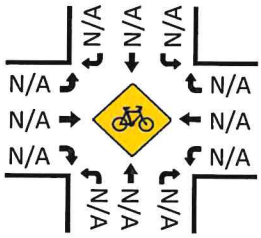
Bikes (AM)



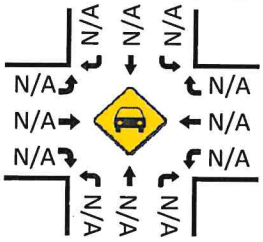
Total Vehicles (Noon)



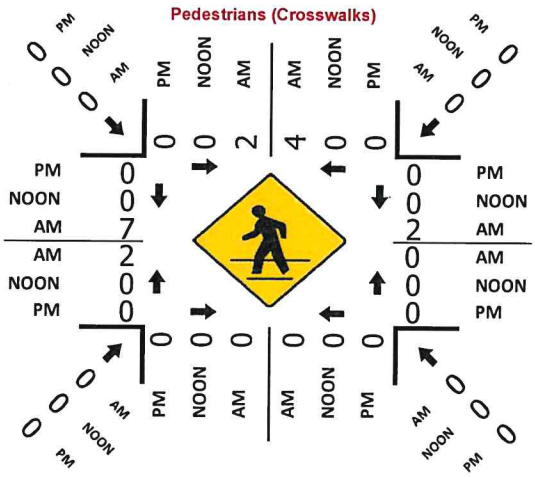
Bikes (NOON)



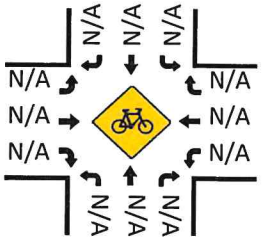
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

WILTEC
Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

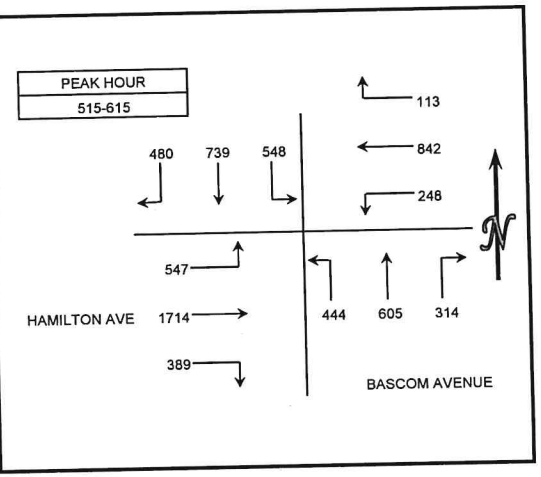
INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: KITTELSON ASSOCIATES
PROJECT: 2016 SCVTA CMP MONITORING
DATE: WEDNESDAY JANUARY 25, 2017
PERIOD: 4:30 PM TO 6:30 PM
INTERSECTION: N/S BASCOM AVENUE
E/W HAMILTON AVENUE
CITY: CAMPBELL

VEHICLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	122	181	118	23	157	41	62	127	136	84	411	117	1579
445-500	129	158	140	13	154	69	62	145	107	87	387	108	1559
500-515	120	157	113	28	185	42	76	134	113	81	425	111	1585
515-530	139	186	130	21	205	42	87	150	116	81	408	135	1700
530-545	119	173	130	24	218	60	78	165	105	98	437	122	1729
545-600	103	191	157	37	224	65	70	158	114	104	427	143	1793
600-615	119	189	131	31	195	81	79	132	109	106	442	147	1761
615-630	94	177	136	26	186	61	95	128	102	98	405	134	1642

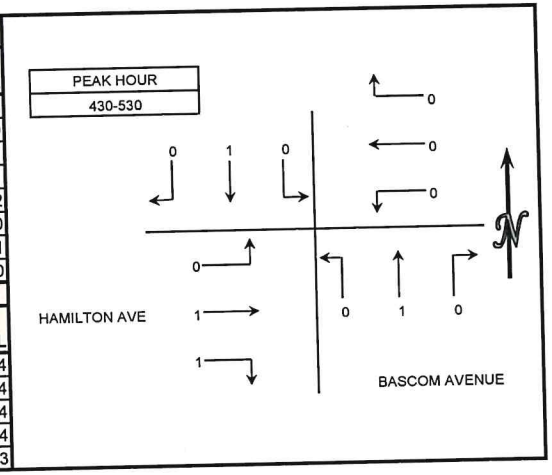
HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	510	682	501	85	701	194	287	556	472	333	1631	471	6423
445-545	507	674	513	86	762	213	303	594	441	347	1657	476	6573
500-600	481	707	530	110	832	209	311	607	448	364	1697	511	6807
515-615	480	739	548	113	842	248	314	605	444	389	1714	547	6983
530-630	435	730	554	118	823	267	322	583	430	406	1711	546	6925



BICYCLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	1	0	0	0	0	0	1	0	0	0	0	2
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	1	0	1
515-530	0	0	0	0	0	0	0	0	0	1	0	0	1
530-545	1	0	0	0	0	1	0	0	0	0	0	0	2
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
600-615	0	1	0	0	0	0	0	0	0	0	0	0	1
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0

HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	1	0	0	0	0	0	1	0	1	1	0	4
445-545	1	0	0	0	0	1	0	0	0	1	1	0	4
500-600	1	0	0	0	0	1	0	0	0	1	1	0	4
515-615	1	1	0	0	0	1	0	0	0	1	0	0	4
530-630	1	1	0	0	0	1	0	0	0	0	0	0	3



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Prepared by National Data & Surveying Services

Bascom Ave & Campbell Ave

Peak Hour Turning Movement Count

ID: 17-07797-006
City: Campbell

Day: Wednesday
Date: 10/04/2017

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Bascom Ave – SOUTHBOUND

	↲	↓	↳	U	Total
AM	384	474	25	7	1751
NOON	0	0	0	0	0
PM	465	1070	122	21	1334
	0	0	0	0	

Campbell Ave – EASTBOUND

	AM	NOON	PM	
Total	731	0	666	
U-turn	0	0	0	0
Left	362	0	580	0
Through	1	0	0	0
Right	79	0	310	0

Campbell Ave – WESTBOUND

		PM	NOON	AM
Right	0	42	0	130
Through	0	0	0	0
Left	0	48	0	48
U-turn	0	0	0	0
Total		137	0	31

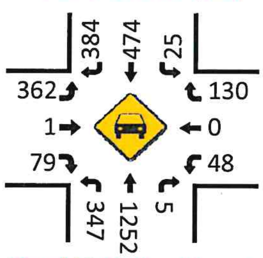
Bascom Ave – NORTHBOUND

	Total	U	↰	↑	↱
		0	0	0	0
PM	1438	10	201	691	15
NOON	0	0	0	0	0
AM	613	12	347	1252	5

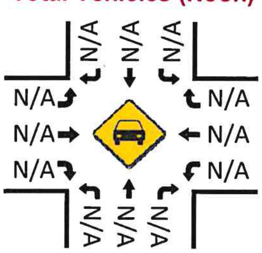
CONTROL

CONTROL	0		
	AM	NOON	PM
TEV	3126	0	3575
PHF	0.96		0.94

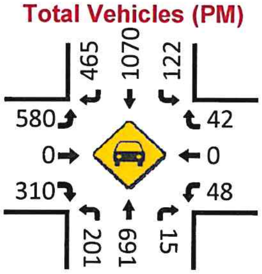
Total Vehicles (AM)



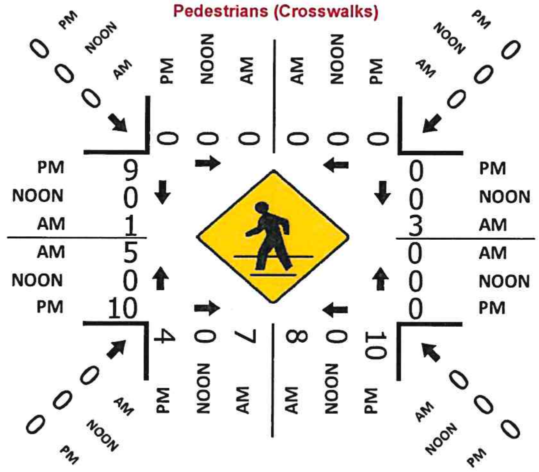
Total Vehicles (Noon)



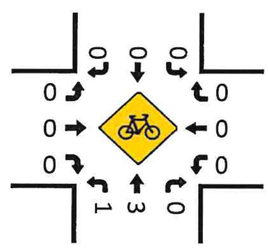
Total Vehicles (PM)



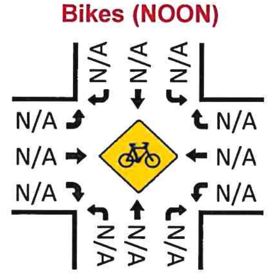
Pedestrians (Crosswalks)



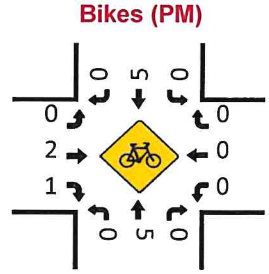
Bikes (AM)



Bikes (NOON)



Bikes (PM)



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

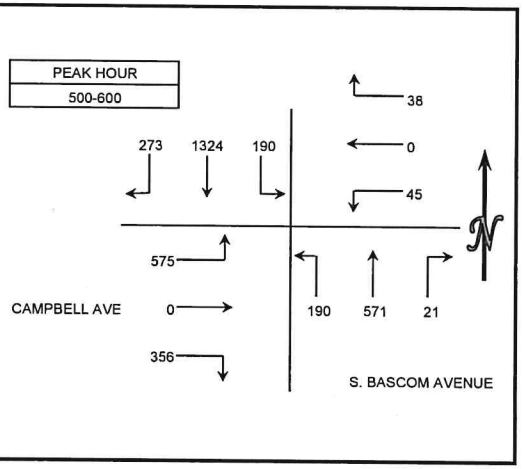
CLIENT: KITTELSON ASSOCIATES
PROJECT: 2016 SCVTA CMP MONITORING
DATE: TUESDAY DECEMBER 6, 2016
PERIOD: 4:30 PM TO 6:30 PM
INTERSECTION: N/S S. BASCOM AVENUE
E/W CAMPBELL AVENUE
CITY: CAMPBELL

SB LT VOLUMES SHOWN INCLUDE U-TURN VOLUMES SHOWN IN NEXT TAB

VEHICLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	70	240	35	14	0	13	6	191	54	37	0	138	798
445-500	79	284	44	13	0	10	4	176	46	59	0	110	825
500-515	57	301	38	7	0	10	2	144	49	74	0	141	823
515-530	81	346	68	9	0	15	6	140	56	84	0	127	932
530-545	52	314	35	14	0	9	8	154	36	109	0	166	897
545-600	83	363	49	8	0	11	5	133	49	89	0	141	931
600-615	59	246	34	12	0	15	7	141	45	77	0	120	756
615-630	68	260	37	16	0	9	5	102	48	59	0	92	696

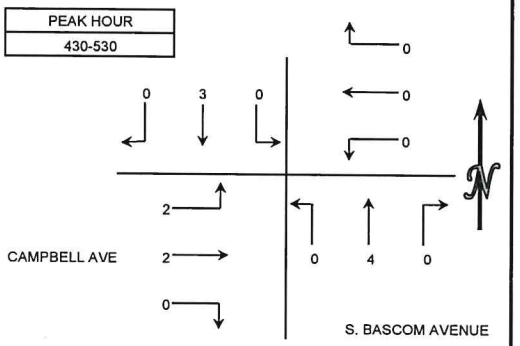
HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	287	1171	185	43	0	48	18	651	205	254	0	516	3378
445-545	269	1245	185	43	0	44	20	614	187	326	0	544	3477
500-600	273	1324	190	38	0	45	21	571	190	356	0	575	3583
515-615	275	1269	186	43	0	50	26	568	186	359	0	554	3516
530-630	262	1183	155	50	0	44	25	530	178	334	0	519	3280



BICYCLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	1	0	0	0	0	0	3	0	0	0	0	4
445-500	0	1	0	0	0	0	0	1	0	0	1	1	4
500-515	0	1	0	0	0	0	0	0	0	0	0	1	2
515-530	0	0	0	0	0	0	0	0	0	0	1	0	1
530-545	0	1	0	0	0	0	0	1	0	0	2	0	4
545-600	0	0	0	0	0	0	0	1	0	0	1	0	2
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	1	0	0	0	0	1

HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	3	0	0	0	0	0	4	0	0	2	2	11
445-545	0	3	0	0	0	0	0	2	0	0	4	2	11
500-600	0	2	0	0	0	0	0	2	0	0	4	1	9
515-615	0	1	0	0	0	0	0	2	0	0	4	0	7
530-630	0	1	0	0	0	0	0	3	0	0	3	0	7



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-1944 E-mail: info@wiltecusa.com

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

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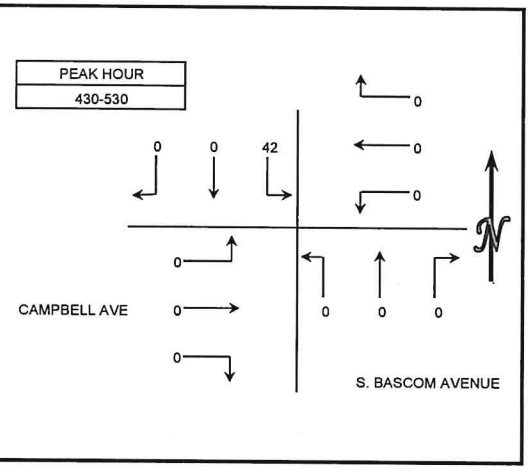
PROJECT: 2016 SCVTA CMP MONITORING
DATE: TUESDAY DECEMBER 6, 2016
PERIOD: 4:30 PM TO 6:30 PM
INTERSECTION: N/S S. BASCOM AVENUE
E/W CAMPBELL AVENUE
CITY: CAMPBELL

VEHICLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	13	0	0	0	0	0	0	0	0	0	13
445-500	0	0	14	0	0	0	0	0	0	0	0	0	14
500-515	0	0	9	0	0	0	0	0	0	0	0	0	9
515-530	0	0	6	0	0	0	0	0	0	0	0	0	6
530-545	0	0	8	0	0	0	0	0	0	0	0	0	8
545-600	0	0	15	0	0	0	0	0	0	0	0	0	15
600-615	0	0	8	0	0	0	0	0	0	0	0	0	8
615-630	0	0	10	0	0	0	0	0	0	0	0	0	10

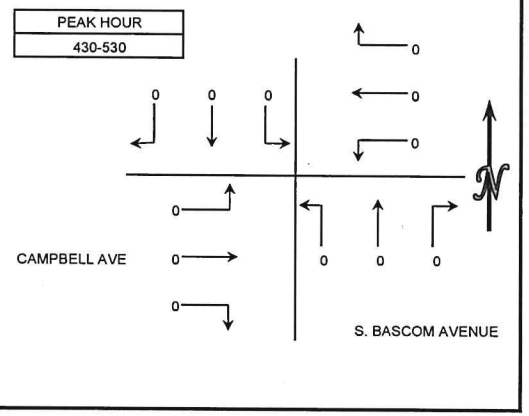
HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	42	0	0	0	0	0	0	0	0	0	42
445-545	0	0	37	0	0	0	0	0	0	0	0	0	37
500-600	0	0	38	0	0	0	0	0	0	0	0	0	38
515-615	0	0	37	0	0	0	0	0	0	0	0	0	37
530-630	0	0	41	0	0	0	0	0	0	0	0	0	41



BICYCLES

15 MIN COUNTS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-445	0	0	0	0	0	0	0	0	0	0	0	0	0
445-500	0	0	0	0	0	0	0	0	0	0	0	0	0
500-515	0	0	0	0	0	0	0	0	0	0	0	0	0
515-530	0	0	0	0	0	0	0	0	0	0	0	0	0
530-545	0	0	0	0	0	0	0	0	0	0	0	0	0
545-600	0	0	0	0	0	0	0	0	0	0	0	0	0
600-615	0	0	0	0	0	0	0	0	0	0	0	0	0
615-630	0	0	0	0	0	0	0	0	0	0	0	0	0

HOUR TOTALS	1 SBRT	2 SBTH	3 SBLT	4 WBRT	5 WBTH	6 WBLT	7 NBRT	8 NBTH	9 NBLT	10 EBRT	11 EBTH	12 EBLT	TOTAL
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0
500-600	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0	0	0	0	0



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Prepared by National Data & Surveying Services

Bascom Ave & Arroyo Seco Dr

Peak Hour Turning Movement Count

ID: 18-08559-001
City: Campbell

Day: Tuesday
Date: 10/30/2018

PEAK HOURS	
AM	07:45 AM - 08:45 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Bascom Ave — SOUTHBOUND

AM	0	557	19	5	1695	AM
NOON	0	0	0	0	0	NOON
PM	5	1467	105	35	860	PM

Arroyo Seco Dr — EASTBOUND

AM	NOON	PM
0	0	5
0	0	0
0	0	0
0	0	0
0	0	2
AM	NOON	PM

Arroyo Seco Dr — WESTBOUND

PM	NOON	AM
39	0	86
0	0	0
0	0	0
0	0	0
120	0	34
PM	NOON	AM

Bascom Ave — NORTHBOUND

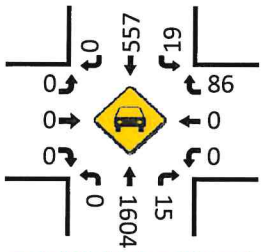
PM	1469	0	0	786	15	PM
NOON	0	0	0	0	0	NOON
AM	557	0	0	1604	15	AM

CONTROL

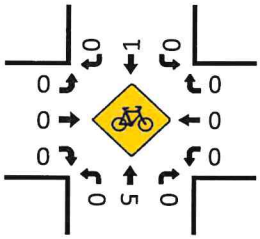
0

TEV	2286	0	2454
	AM	NOON	PM
PHF	0.91		0.95

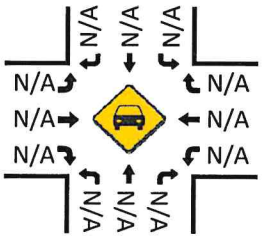
Total Vehicles (AM)



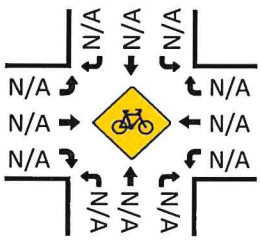
Bikes (AM)



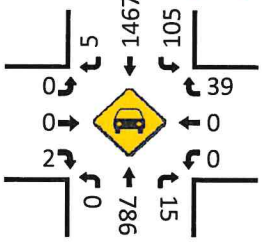
Total Vehicles (Noon)



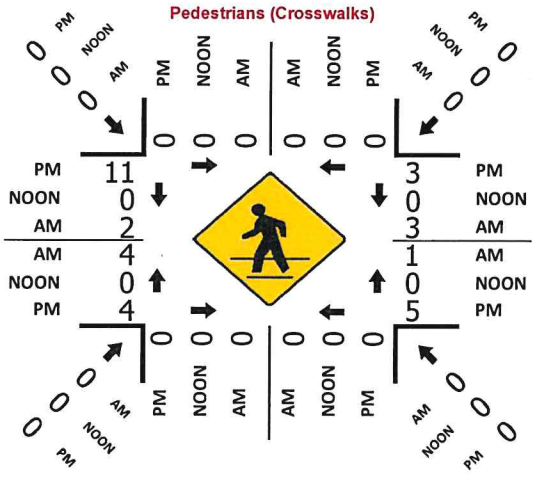
Bikes (NOON)



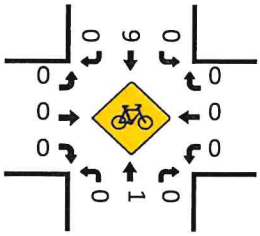
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by National Data & Surveying Services

Bascom Ave & Arroyo Seco Dr

Peak Hour Turning Movement Count

ID: 19-08225-001
City: Campbell

Day: Thursday
Date: 04/25/2019

PEAK HOURS		COUNT PERIODS
08:00 AM - 09:00 AM		07:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		04:00 PM - 06:00 PM

Bascom Ave — SOUTHBOUND

AM	0	494	17	11	1258	AM
NOON	0	0	0	0	0	NOON
PM	5	1348	77	33	868	PM

Arroyo Seco Dr — EASTBOUND

AM	NOON	PM
0	0	5
0	0	0
0	0	2
0	0	0
0	0	4

Arroyo Seco Dr — WESTBOUND

PM	NOON	AM
52	0	73
0	0	0
0	0	0
0	0	0
92	0	24

CONTROL

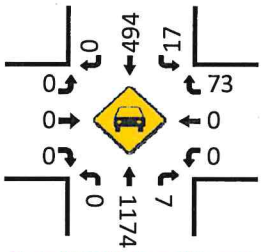
1-Way Stop (WB)

TEV	1776	0	2317
	AM	NOON	PM
PHF	0.96		0.99

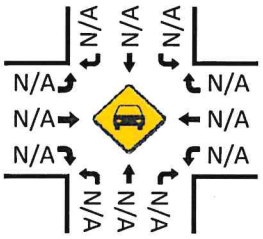
Bascom Ave — NORTHBOUND

PM	1352	0	0	781	15	PM
NOON	0	0	0	0	0	NOON
AM	494	0	0	1174	7	AM

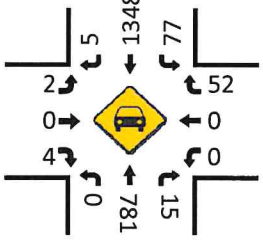
Total Vehicles (AM)



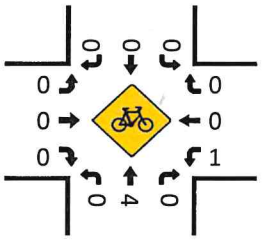
Total Vehicles (Noon)



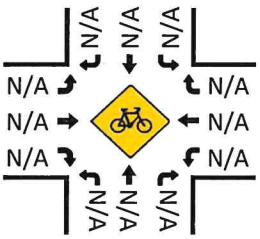
Total Vehicles (PM)



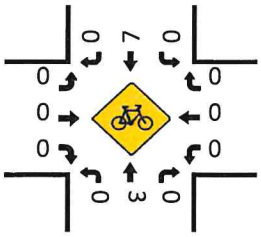
Bikes (AM)



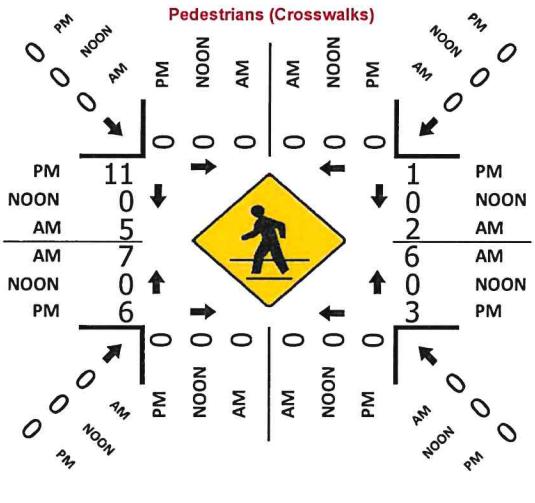
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Campbell Ave Bet. Bascom Ave & Midway St

Day: Tuesday
Date: 10/30/2018

City: Campbell
Project #: CA18_8560_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,084	1,357	2,441

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	1		3		4		12:00	0	0	19		25		44	
00:15	0	0	1		1		2		12:15	0	0	13		11		24	
00:30	0	0	0		0				12:30	0	0	23		18		41	
00:45	0	0	1	3	1	5	2	8	12:45	0	0	19	74	13	67	32	141
01:00	0	0	0		0				13:00	0	0	15		20		35	
01:15	0	0	0		0				13:15	0	0	18		16		34	
01:30	0	0	0		0				13:30	0	0	17		11		28	
01:45	0	0	1	1	0		1	1	13:45	0	0	15	65	17	64	32	129
02:00	0	0	0		0				14:00	0	0	17		21		38	
02:15	0	0	0		0				14:15	0	0	13		20		33	
02:30	0	0	0		1		1		14:30	0	0	18		15		33	
02:45	0	0	0		1	2	1	2	14:45	0	0	18	66	18	74	36	140
03:00	0	0	0		0				15:00	0	0	26		25		51	
03:15	0	0	0		0				15:15	0	0	28		21		49	
03:30	0	0	0		0				15:30	0	0	24		18		42	
03:45	0	0	0		0				15:45	0	0	18	96	16	80	34	176
04:00	0	0	0		1		1		16:00	0	0	23		21		44	
04:15	0	0	0		0				16:15	0	0	33		15		48	
04:30	0	0	2		1		3		16:30	0	0	33		11		44	
04:45	0	0	0	2	3	5	3	7	16:45	0	0	34	123	26	73	60	196
05:00	0	0	0		2		2		17:00	0	0	30		18		48	
05:15	0	0	0		1		1		17:15	0	0	40		20		60	
05:30	0	0	2		3		5		17:30	0	0	36		17		53	
05:45	0	0	3	5	9	15	12	20	17:45	0	0	48	154	26	81	74	235
06:00	0	0	2		4		6		18:00	0	0	36		16		52	
06:15	0	0	1		4		5		18:15	0	0	41		20		61	
06:30	0	0	1		6		7		18:30	0	0	31		12		43	
06:45	0	0	3	7	14	28	17	35	18:45	0	0	24	132	12	60	36	192
07:00	0	0	12		15		27		19:00	0	0	21		13		34	
07:15	0	0	2		26		28		19:15	0	0	18		10		28	
07:30	0	0	7		51		58		19:30	0	0	23		13		36	
07:45	0	0	6	27	83	175	89	202	19:45	0	0	11	73	10	46	21	119
08:00	0	0	7		59		66		20:00	0	0	13		7		20	
08:15	0	0	5		59		64		20:15	0	0	11		9		20	
08:30	0	0	12		71		83		20:30	0	0	11		5		16	
08:45	0	0	6	30	51	240	57	270	20:45	0	0	11	46	5	26	16	72
09:00	0	0	8		37		45		21:00	0	0	9		5		14	
09:15	0	0	4		43		47		21:15	0	0	8		2		10	
09:30	0	0	8		27		35		21:30	0	0	3		3		6	
09:45	0	0	9	29	31	138	40	167	21:45	0	0	7	27	4	14	11	41
10:00	0	0	10		19		29		22:00	0	0	2		3		5	
10:15	0	0	13		9		22		22:15	0	0	5		2		7	
10:30	0	0	10		11		21		22:30	0	0	4		4		8	
10:45	0	0	14	47	18	57	32	104	22:45	0	0	1	12	3	12	4	24
11:00	0	0	11		21		32		23:00	0	0	1		1		2	
11:15	0	0	16		17		33		23:15	0	0	3		2		5	
11:30	0	0	10		25		35		23:30	0	0	5		3		8	
11:45	0	0	17	54	25	88	42	142	23:45	0	0	2	11	1	7	3	18
TOTALS				205		753		958	TOTALS				879		604		1483
SPLIT %				21.4%		78.6%		39.2%	SPLIT %				59.3%		40.7%		60.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,084	1,357	2,441

AM Peak Hour			11:45	07:45	07:45	PM Peak Hour			17:30	14:45	17:30
AM Pk Volume			72	272	302	PM Pk Volume			161	82	240
Pk Hr Factor			0.783	0.819	0.848	Pk Hr Factor			0.839	0.820	0.811
7 - 9 Volume	0	0	57	415	472	4 - 6 Volume	0	0	277	154	431
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	30	272	302	4 - 6 Pk Volume	0	0	154	81	235
Pk Hr Factor	0.000	0.000	0.625	0.819	0.848	Pk Hr Factor	0.000	0.000	0.802	0.779	0.794

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Arroyo Seco Dr Bet. Bascom Ave & Midway St

Day: Tuesday
Date: 10/30/2018

City: Campbell
Project #: CA18_8560_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	688	505	1,193

AM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	0		0			
00:15	0	0	1		1		2	
00:30	0	0	1		1		2	
00:45	0	0	1	3	0	2	1	5
01:00	0	0	0		0			
01:15	0	0	0		0			
01:30	0	0	0		0			
01:45	0	0	2	2	0		2	2
02:00	0	0	0		2		2	
02:15	0	0	0		0			
02:30	0	0	0		0			
02:45	0	0	0		0	2		2
03:00	0	0	0		0			
03:15	0	0	0		0			
03:30	0	0	0		0			
03:45	0	0	0		0			
04:00	0	0	0		0			
04:15	0	0	0		0			
04:30	0	0	0		0			
04:45	0	0	0		0			
05:00	0	0	1		1		2	
05:15	0	0	1		1		2	
05:30	0	0	1		2		3	
05:45	0	0	0	3	1	5	1	8
06:00	0	0	1		3		4	
06:15	0	0	2		2		4	
06:30	0	0	1		1		2	
06:45	0	0	0	4	7	13	7	17
07:00	0	0	2		11		13	
07:15	0	0	3		10		13	
07:30	0	0	4		29		33	
07:45	0	0	2	11	25	75	27	86
08:00	0	0	11		20		31	
08:15	0	0	9		17		26	
08:30	0	0	13		15		28	
08:45	0	0	6	39	20	72	26	111
09:00	0	0	4		11		15	
09:15	0	0	9		9		18	
09:30	0	0	3		5		8	
09:45	0	0	4	20	7	32	11	52
10:00	0	0	7		8		15	
10:15	0	0	9		6		15	
10:30	0	0	10		10		20	
10:45	0	0	9	35	8	32	17	67
11:00	0	0	3		9		12	
11:15	0	0	8		4		12	
11:30	0	0	3		8		11	
11:45	0	0	4	18	4	25	8	43
TOTALS				135		258		393
SPLIT %				34.4%		65.6%		32.9%

PM Period	NB	SB	EB		WB		TOTAL	
12:00	0	0	7		4		11	
12:15	0	0	5		7		12	
12:30	0	0	11		5		16	
12:45	0	0	12	35	3	19	15	54
13:00	0	0	6		6		12	
13:15	0	0	10		6		16	
13:30	0	0	11		5		16	
13:45	0	0	11	38	6	23	17	61
14:00	0	0	13		7		20	
14:15	0	0	15		4		19	
14:30	0	0	11		5		16	
14:45	0	0	10	49	15	31	25	80
15:00	0	0	17		10		27	
15:15	0	0	10		8		18	
15:30	0	0	21		8		29	
15:45	0	0	18	66	3	29	21	95
16:00	0	0	14		7		21	
16:15	0	0	13		5		18	
16:30	0	0	13		9		22	
16:45	0	0	14	54	14	35	28	89
17:00	0	0	25		8		33	
17:15	0	0	20		8		28	
17:30	0	0	36		6		42	
17:45	0	0	24	105	12	34	36	139
18:00	0	0	18		8		26	
18:15	0	0	29		6		35	
18:30	0	0	24		6		30	
18:45	0	0	17	88	9	29	26	117
19:00	0	0	15		6		21	
19:15	0	0	16		6		22	
19:30	0	0	7		2		9	
19:45	0	0	14	52	5	19	19	71
20:00	0	0	6		1		7	
20:15	0	0	6		2		8	
20:30	0	0	8		3		11	
20:45	0	0	4	24	4	10	8	34
21:00	0	0	6		2		8	
21:15	0	0	8		3		11	
21:30	0	0	4		2		6	
21:45	0	0	5	23	0	7	5	30
22:00	0	0	6		0		6	
22:15	0	0	4		3		7	
22:30	0	0	1		3		4	
22:45	0	0	5	16	2	8	7	24
23:00	0	0	0		2		2	
23:15	0	0	1		0		1	
23:30	0	0	1		1		2	
23:45	0	0	1	3	0	3	1	6
TOTALS				553		247		800
SPLIT %				69.1%		30.9%		67.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	688	505	1,193

AM Peak Hour			08:00	07:30	07:30	17:30	14:45	17:00
AM Pk Volume			39	91	117	107	41	139
Pk Hr Factor			0.750	0.784	0.886	0.743	0.683	0.827
7 - 9 Volume	0	0	50	147	197	159	69	228
7 - 9 Peak Hour			08:00	07:30	07:30	17:00	16:30	17:00
7 - 9 Pk Volume	0	0	39	91	117	105	39	139
Pk Hr Factor	0.000	0.000	0.750	0.784	0.886	0.729	0.696	0.827

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

El Solyo Ave Bet. Bascom Ave & Midway St

Day: Tuesday
Date: 10/30/2018

City: Campbell
Project #: CA18_8560_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	119	286	405

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00	0	0	0		0				12:00	0	0	2		10		12	
00:15	0	0	1		1		2		12:15	0	0	2		6		8	
00:30	0	0	0		0				12:30	0	0	0		9		9	
00:45	0	0	0	1	0	1		2	12:45	0	0	3	7	5	30	8	37
01:00	0	0	0		1		1		13:00	0	0	4		5		9	
01:15	0	0	0		1		1		13:15	0	0	4		2		6	
01:30	0	0	0		0				13:30	0	0	2		9		11	
01:45	0	0	0		0	2		2	13:45	0	0	1	11	8	24	9	35
02:00	0	0	0		0				14:00	0	0	3		9		12	
02:15	0	0	0		1		1		14:15	0	0	3		2		5	
02:30	0	0	0		0				14:30	0	0	3		1		4	
02:45	0	0	0		0	1		1	14:45	0	0	7	16	3	15	10	31
03:00	0	0	0		0				15:00	0	0	2		9		11	
03:15	0	0	0		0				15:15	0	0	3		4		7	
03:30	0	0	0		0				15:30	0	0	3		4		7	
03:45	0	0	0		0				15:45	0	0	1	9	2	19	3	28
04:00	0	0	0		0				16:00	0	0	3		3		6	
04:15	0	0	0		0				16:15	0	0	2		6		8	
04:30	0	0	0		0				16:30	0	0	2		3		5	
04:45	0	0	0		0				16:45	0	0	1	8	4	16	5	24
05:00	0	0	0		0				17:00	0	0	6		9		15	
05:15	0	0	0		0				17:15	0	0	4		0		4	
05:30	0	0	0		0				17:30	0	0	2		9		11	
05:45	0	0	0		0				17:45	0	0	5	17	1	19	6	36
06:00	0	0	0		0				18:00	0	0	3		2		5	
06:15	0	0	1		0		1		18:15	0	0	3		5		8	
06:30	0	0	0		5		5		18:30	0	0	2		4		6	
06:45	0	0	2	3	3	8	5	11	18:45	0	0	5	13	5	16	10	29
07:00	0	0	0		5		5		19:00	0	0	1		4		5	
07:15	0	0	0		9		9		19:15	0	0	5		0		5	
07:30	0	0	2		8		10		19:30	0	0	2		1		3	
07:45	0	0	0	2	10	32	10	34	19:45	0	0	0	8	3	8	3	16
08:00	0	0	1		10		11		20:00	0	0	0		1		1	
08:15	0	0	2		11		13		20:15	0	0	0		2		2	
08:30	0	0	0		5		5		20:30	0	0	2		1		3	
08:45	0	0	0	3	3	29	3	32	20:45	0	0	1	3	0	4	1	7
09:00	0	0	0		7		7		21:00	0	0	0		3		3	
09:15	0	0	0		1		1		21:15	0	0	1		0		1	
09:30	0	0	0		3		3		21:30	0	0	1		0		1	
09:45	0	0	1	1	3	14	4	15	21:45	0	0	0	2	0	3		5
10:00	0	0	1		8		9		22:00	0	0	0		1		1	
10:15	0	0	1		5		6		22:15	0	0	1		0		1	
10:30	0	0	2		4		6		22:30	0	0	0		1		1	
10:45	0	0	3	7	4	21	7	28	22:45	0	0	1	2	1	3	2	5
11:00	0	0	3		5		8		23:00	0	0	0		0			
11:15	0	0	2		3		5		23:15	0	0	0		1		1	
11:30	0	0	0		3		3		23:30	0	0	0		0			
11:45	0	0	1	6	7	18	8	24	23:45	0	0	0		2	3	2	3
TOTALS				23		126		149	TOTALS				96		160		256
SPLIT %				15.4%		84.6%		36.8%	SPLIT %				37.5%		62.5%		63.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	119	286	405

AM Peak Hour			10:30	07:30	07:30	PM Peak Hour			17:00	12:00	13:15
AM Pk Volume			10	39	44	PM Pk Volume			17	30	38
Pk Hr Factor			0.833	0.886	0.846	Pk Hr Factor			0.708	0.750	0.792
7 - 9 Volume	0	0	5	61	66	4 - 6 Volume	0	0	25	35	60
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			17:00	16:15	17:00
7 - 9 Pk Volume	0	0	5	39	44	4 - 6 Pk Volume	0	0	17	22	36
Pk Hr Factor	0.000	0.000	0.625	0.886	0.846	Pk Hr Factor	0.000	0.000	0.708	0.611	0.600

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Prepared by National Data & Surveying Services

Inbound & Outbound Study

Location: 550 El Camino R
City: Sunnyvale
Date: 10/30/2018
Day: Tuesday

TIME	Vehicles		
	INBOUND	OUTBOUND	TOTAL
6:30 AM	5	4	9
6:45 AM	6	5	11
7:00 AM	8	4	12
7:15 AM	10	11	21
7:30 AM	8	4	12
7:45 AM	2	7	9
8:00 AM	8	7	15
8:15 AM	8	7	15
8:30 AM	6	3	9
8:45 AM	12	6	18
9:00 AM	10	16	26
9:15 AM	11	10	21
9:30 AM	22	10	32
9:45 AM	13	15	28
10:00 AM	16	16	32
10:15 AM	20	20	40
10:30 AM	19	14	33
10:45 AM	17	21	38
11:00 AM	27	12	39
11:15 AM	32	22	54
11:30 AM	40	29	69
11:45 AM	38	32	70
12:00 PM	53	50	103
12:15 PM	46	47	93
12:30 PM	35	46	81
12:45 PM	40	47	87
1:00 PM	39	31	70
1:15 PM	31	30	61
1:30 PM	33	43	76
1:45 PM	28	34	62
2:00 PM	23	30	53
2:15 PM	26	21	47
2:30 PM	27	41	68
2:45 PM	17	19	36
3:00 PM	22	24	46
3:15 PM	14	15	29
3:30 PM	17	15	32
3:45 PM	27	12	39
4:00 PM	19	20	39
4:15 PM	23	25	48
4:30 PM	26	22	48
4:45 PM	28	22	50
5:00 PM	21	19	40
5:15 PM	19	28	47
5:30 PM	32	21	53
5:45 PM	23	24	47
6:00 PM	31	26	57
6:15 PM	33	23	56
6:30 PM	28	27	55
6:45 PM	32	27	59
7:00 PM	40	37	77
7:15 PM	40	38	78
7:30 PM	28	41	69
7:45 PM	33	32	65
8:00 PM	38	39	77
8:15 PM	26	28	54
8:30 PM	32	27	59
8:45 PM	25	39	64
9:00 PM	29	29	58
9:15 PM	25	33	58
9:30 PM	19	24	43
9:45 PM	14	20	34
Totals	1480	1451	2931

Location: 2280 Monterey
City: San Jose
Date: 10/30/2018
Day: Tuesday

TIME	Vehicles		
	INBOUND	OUTBOUND	TOTAL
6:30 AM	3	4	7
6:45 AM	7	9	16
7:00 AM	7	4	11
7:15 AM	8	7	15
7:30 AM	9	8	17
7:45 AM	23	15	38
8:00 AM	21	17	38
8:15 AM	19	23	42
8:30 AM	19	17	36
8:45 AM	21	24	45
9:00 AM	21	20	41
9:15 AM	21	19	40
9:30 AM	24	17	41
9:45 AM	25	27	52
10:00 AM	23	24	47
10:15 AM	18	21	39
10:30 AM	29	23	52
10:45 AM	26	25	51
11:00 AM	45	31	76
11:15 AM	36	39	75
11:30 AM	56	43	99
11:45 AM	69	63	132
12:00 PM	70	59	129
12:15 PM	79	73	152
12:30 PM	76	80	156
12:45 PM	66	64	130
1:00 PM	72	86	158
1:15 PM	53	55	108
1:30 PM	71	63	134
1:45 PM	48	45	93
2:00 PM	41	61	102
2:15 PM	50	52	102
2:30 PM	37	52	89
2:45 PM	46	41	87
3:00 PM	43	44	87
3:15 PM	53	47	100
3:30 PM	41	37	78
3:45 PM	60	54	114
4:00 PM	48	50	98
4:15 PM	41	50	91
4:30 PM	40	48	88
4:45 PM	56	41	97
5:00 PM	56	53	109
5:15 PM	51	38	89
5:30 PM	50	48	98
5:45 PM	56	57	113
6:00 PM	62	57	119
6:15 PM	47	46	93
6:30 PM	60	63	123
6:45 PM	61	58	119
7:00 PM	59	58	117
7:15 PM	66	73	139
7:30 PM	57	54	111
7:45 PM	49	49	98
8:00 PM	45	48	93
8:15 PM	44	36	80
8:30 PM	35	38	73
8:45 PM	37	43	80
9:00 PM	40	51	91
9:15 PM	33	39	72
9:30 PM	34	34	68
9:45 PM	17	34	51
Totals	2580	2559	5139

Location: 5539 AutoMall I
City: Fremont
Date: 1/23/2019
Day: Wednesday

TIME	Vehicles		
	Inbound	Outbound	TOTAL
6:30 AM	14	13	27
6:45 AM	19	14	33
7:00 AM	14	17	31
7:15 AM	15	11	26
7:30 AM	16	20	36
7:45 AM	16	14	30
8:00 AM	9	7	16
8:15 AM	17	14	31
8:30 AM	8	14	22
8:45 AM	23	14	37
9:00 AM	23	27	50
9:15 AM	16	15	31
9:30 AM	22	20	42
9:45 AM	9	12	21
10:00 AM	28	24	52
10:15 AM	24	23	47
10:30 AM	29	30	59
10:45 AM	18	14	32
11:00 AM	29	30	59
11:15 AM	25	25	50
11:30 AM	38	30	68
11:45 AM	39	31	70
12:00 PM	57	51	108
12:15 PM	61	59	120
12:30 PM	56	60	116
12:45 PM	54	60	114
1:00 PM	46	38	84
1:15 PM	34	42	76
1:30 PM	42	34	76
1:45 PM	42	46	88
2:00 PM	27	37	64
2:15 PM	35	42	77
2:30 PM	41	45	86
2:45 PM	28	28	56
3:00 PM	21	20	41
3:15 PM	15	20	35
3:30 PM	23	26	49
3:45 PM	26	24	50
4:00 PM	25	27	52
4:15 PM	22	18	40
4:30 PM	25	25	50
4:45 PM	18	25	43
5:00 PM	15	16	31
5:15 PM	19	16	35
5:30 PM	25	19	44
5:45 PM	33	25	58
6:00 PM	31	33	64
6:15 PM	35	27	62
6:30 PM	32	34	66
6:45 PM	29	24	53
7:00 PM	24	28	52
7:15 PM	27	31	58
7:30 PM	23	23	46
7:45 PM	24	26	50
8:00 PM	32	25	57
8:15 PM	17	23	40
8:30 PM	16	25	41
8:45 PM	12	17	29
9:00 PM	22	16	38
9:15 PM	12	12	24
9:30 PM	12	15	27
9:45 PM	9	12	21
Totals	1598	1593	3191

Location: 5245 Mowry Av
City: Fremont
Date: 1/23/2019
Day: Wednesday

TIME	Vehicles		
	Inbound	Outbound	TOTAL
6:30 AM	5	9	14
6:45 AM	11	12	23
7:00 AM	15	12	27
7:15 AM	15	13	28
7:30 AM	19	19	38
7:45 AM	18	14	32
8:00 AM	19	20	39
8:15 AM	13	11	24
8:30 AM	16	15	31
8:45 AM	30	30	60
9:00 AM	31	32	63
9:15 AM	23	21	44
9:30 AM	34	30	64
9:45 AM	28	27	55
10:00 AM	36	38	74
10:15 AM	20	24	44
10:30 AM	34	29	63
10:45 AM	40	41	81
11:00 AM	56	45	101
11:15 AM	57	49	106
11:30 AM	55	58	113
11:45 AM	71	54	125
12:00 PM	62	64	126
12:15 PM	50	54	104
12:30 PM	73	76	149
12:45 PM	70	67	137
1:00 PM	66	63	129
1:15 PM	57	69	126
1:30 PM	66	52	118
1:45 PM	65	62	127
2:00 PM	54	62	116
2:15 PM	56	59	115
2:30 PM	56	55	111
2:45 PM	48	58	106
3:00 PM	50	55	105
3:15 PM	47	43	90
3:30 PM	41	46	87
3:45 PM	55	47	102
4:00 PM	41	42	83
4:15 PM	53	55	108
4:30 PM	39	43	82
4:45 PM	57	56	113
5:00 PM	42	38	80
5:15 PM	55	61	116
5:30 PM	71	55	126
5:45 PM	58	55	113
6:00 PM	62	57	119
6:15 PM	44	56	100
6:30 PM	56	57	113
6:45 PM	56	54	110
7:00 PM	68	66	134
7:15 PM	56	55	111
7:30 PM	57	54	111
7:45 PM	30	46	76
8:00 PM	35	44	79
8:15 PM	32	32	64
8:30 PM	33	27	60
8:45 PM	35	27	62
9:00 PM	33	39	72
9:15 PM	38	40	78
9:30 PM	29	35	64
9:45 PM	15	27	42
Totals	2657	2656	5313

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Prepared by National Data & Surveying Services

Parking Study

Date: 10/30/2018
Day: Tuesday

Time	550 West El Camino Real, Sunnyvale					2280 Monterey Hwy, San Jose				
	TOTAL	Reg	HC	Employee	Clean Air	TOTAL	Reg	HC	Curb Pick-Up	Clean Air
# of Spaces	58	50	3	2	3	64	59	2	1	2
7:00 AM	4	3	0	0	1	6	6	0	0	0
7:30 AM	5	4	0	1	0	9	7	0	1	1
8:00 AM	6	5	0	1	0	16	14	0	1	1
8:30 AM	9	6	0	1	2	18	17	0	0	1
9:00 AM	10	6	0	1	3	17	17	0	0	0
5:00 PM	28	24	0	2	2	26	25	0	0	1
5:30 PM	32	28	1	2	1	39	36	0	1	2
6:00 PM	37	30	3	2	2	39	37	0	0	2
6:30 PM	41	35	3	2	1	40	37	1	1	1
7:00 PM	50	43	3	2	2	46	42	1	1	2

Date: 01/23/2019
Day: Wednesday

Time	5539 Auto Mall Parkway, Fremont			5245 Mowry Ave, Fremont		
	Total	Regular	HC	Total	Regular	HC
# of Spaces	52	49	3	44	42	2
7:00 AM	40	37	3	3	3*	0
7:30 AM	39	36	3	6	5	1
8:00 AM	36	33	3	9	9	0
8:30 AM	37	34	3	8	7	1
9:00 AM	32	29	3	8	8	0
5:00 PM	38	35	3	24	23	1
5:30 PM	37	34	3	32	32	0
6:00 PM	25	22	3	38	38	0
6:30 PM	24	22	2	34	34	0
7:00 PM	26	23	3	38	38	0

Notes: * One Space Occupied By a Dumpster. Included in Total

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Prepared by National Data & Surveying Services

Drive-Through Queue Study

Date: 10/30/2018
Day: Tuesday

Time	550 West El Camino Real, Sunnyvale	2280 Monterey Hwy, San Jose
	Drive-thru Maximum Queue (Total Vehicles)	
7:00 AM	3	1
7:30 AM	2	1
8:00 AM	4	3
8:30 AM	5	5
5:00 PM	13	14
5:30 PM	15	16
6:00 PM	15	15
6:30 PM	21	23

Date: 1/23/2019
Day: Wednesday

Time	5539 AutoMall Parkway, Fremont	5245 Mowry Ave, Fremont
	Drive-thru Maximum Queue (Total Vehicles)	
7:00 AM	3	2
7:30 AM	4	3
8:00 AM	7	3
8:30 AM	6	3
5:00 PM	4	3
5:30 PM	6	6
6:00 PM	9	15
6:30 PM	16	12

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Prepared by National Data & Surveying Services

Parking Study

Date: 10/30/2018
Day: Tuesday

Time	550 West El Camino Real, Sunnyvale					2280 Monterey Hwy, San Jose				
	TOTAL	Reg	HC	Employee	Clean Air	TOTAL	Reg	HC	Curb Pick-Up	Clean Air
# of Spaces	58	50	3	2	3	64	59	2	1	2
7:00 AM	4	3	0	0	1	6	6	0	0	0
7:30 AM	5	4	0	1	0	9	7	0	1	1
8:00 AM	6	5	0	1	0	16	14	0	1	1
8:30 AM	9	6	0	1	2	18	17	0	0	1
9:00 AM	10	6	0	1	3	17	17	0	0	0
5:00 PM	28	24	0	2	2	26	25	0	0	1
5:30 PM	32	28	1	2	1	39	36	0	1	2
6:00 PM	37	30	3	2	2	39	37	0	0	2
6:30 PM	41	35	3	2	1	40	37	1	1	1
7:00 PM	50	43	3	2	2	46	42	1	1	2

Date: 01/23/2019
Day: Wednesday

Time	5539 Auto Mall Parkway, Fremont			5245 Mowry Ave, Fremont		
	Total	Regular	HC	Total	Regular	HC
# of Spaces	52	49	3	44	42	2
7:00 AM	40	37	3	3	3*	0
7:30 AM	39	36	3	6	5	1
8:00 AM	36	33	3	9	9	0
8:30 AM	37	34	3	8	7	1
9:00 AM	32	29	3	8	8	0
5:00 PM	38	35	3	24	23	1
5:30 PM	37	34	3	32	32	0
6:00 PM	25	22	3	38	38	0
6:30 PM	24	22	2	34	34	0
7:00 PM	26	23	3	38	38	0

Notes: * One Space Occupied By a Dumpster. Included in Total

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Prepared by National Data & Surveying Services

Drive-Through Queue Study

Date: 10/30/2018
Day: Tuesday

Time	550 West El Camino Real, Sunnyvale	2280 Monterey Hwy, San Jose
	Drive-thru Maximum Queue (Total Vehicles)	
7:00 AM	3	1
7:30 AM	2	1
8:00 AM	4	3
8:30 AM	5	5
5:00 PM	13	14
5:30 PM	15	16
6:00 PM	15	15
6:30 PM	21	23

Date: 1/23/2019
Day: Wednesday

Time	5539 AutoMall Parkway, Fremont	5245 Mowry Ave, Fremont
	Drive-thru Maximum Queue (Total Vehicles)	
7:00 AM	3	2
7:30 AM	4	3
8:00 AM	7	3
8:30 AM	6	3
5:00 PM	4	3
5:30 PM	6	6
6:00 PM	9	15
6:30 PM	16	12

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Prepared by National Data & Surveying Services

Parking Study

Location: 550 West El Camino Real
City: Sunnyvale, CA
Date: 6/22/2019
Day: Saturday

Space Type	HC	Compact	Regular
Inventory	3	6	49
12:00 PM	0	5	39
12:30 PM	1	6	44
1:00 PM	1	6	38
1:30 PM	0	1	43
2:00 PM	0	4	44

Prepared by National Data & Surveying Services

Parking Study

Location: 5539 AutoMall Parkway
City: Fremont, CA
Date: 6/22/2019
Day: Saturday

Space Type	Regular	Handicap
Inventory	48	3
12:00 PM	44	2
12:30 PM	48	3
1:00 PM	45	3
1:30 PM	42	2
2:00 PM	38	1

Prepared by National Data & Surveying Services

Parking Study

Location: 2280 Monterey Rd
City: San Jose, CA
Date: 6/22/2019
Day: Saturday

Space Type	HC	Clean Air Vehicle	Regular
Inventory	2	2	61
12:00 PM	1	2	51
12:30 PM	1	2	54
1:00 PM	2	2	52
1:30 PM	2	2	58
2:00 PM	0	2	52

Prepared by National Data & Surveying Services

Parking Study

Location: 5245 Mowry Ave
City: Fremont, CA
Date: 6/22/2019
Day: Saturday

Space Type	Regular	Handicap
Inventory	42	2
12:00 PM	42	1
12:30 PM	42	2
1:00 PM	42	2
1:30 PM	42	2
2:00 PM	42	2

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Prepared by National Data & Surveying Services

Queue Study

Location: 550 West El Camino Real
City: Sunnyvale, CA

Date: 6/22/2019
Day: Saturday

Time	Drive Thru Volumes - In and Out		Drive-thru Maximum Queue (Total Vehicles)
	IN	OUT	
12:00 PM	45	44	20
12:30 PM	37	34	17
1:00 PM	40	47	21
1:30 PM	49	36	34
2:00 PM	43	39	29

Prepared by National Data & Surveying Services

Queue Study

Location: 5539 AutoMall Parkway
City: Fremont, CA

Date: 6/22/2019
Day: Saturday

Time	Drive Thru Volumes - In and Out		Drive-thru Maximum Queue (Total Vehicles)
	IN	OUT	
12:00 PM	44	49	8
12:30 PM	55	51	10
1:00 PM	30	30	12
1:30 PM	29	24	9
2:00 PM	22	25	9

Prepared by National Data & Surveying Services

Queue Study

Location: 2280 Monterey Rd
City: San Jose, CA

Date: 6/22/2019
Day: Saturday

Time	Drive Thru Volumes - In and Out		Drive-thru Maximum Queue (Total
	IN	OUT	
12:00 PM	40	36	17
12:30 PM	35	35	13
1:00 PM	34	35	17
1:30 PM	33	34	20
2:00 PM	32	35	19

Prepared by National Data & Surveying Services

Queue Study

Location: 5245 Mowry Ave
City: Fremont, CA

Date: 6/22/2019
Day: Saturday

Time	Drive Thru Volumes - In and Out		Drive-thru Maximum Queue (Total
	IN	OUT	
12:00 PM	16	16	16
12:30 PM	21	21	24
1:00 PM	18	21	23
1:30 PM	18	21	25
2:00 PM	19	20	26

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning

Chick-Fil-A
550 W El Camino Real,
Sunnyvale, CA 94087
9/22/2018 Saturday

Time	Total Queue
11:00 AM	8
11:15 AM	9
11:30 AM	7
11:45 AM	21
12:00 PM	24
12:15 PM	25
12:30 PM	25
12:45 PM	23
1:00 PM	24
1:15 PM	23
1:30 PM	19
1:45 PM	23
2:00 PM	23
2:15 PM	23
2:30 PM	22
2:45 PM	19

Prepared by AimTD LLC
cs@aimtd.com
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Chick-Fil-A
1452 Mendocino Ave,
Santa Rosa, CA 95401
9/22/2018 Saturday

Time	Total Queue
11:00 AM	4
11:15 AM	2
11:30 AM	5
11:45 AM	8
12:00 PM	13
12:15 PM	20
12:30 PM	18
12:45 PM	17
1:00 PM	14
1:15 PM	12
1:30 PM	15
1:45 PM	16
2:00 PM	12
2:15 PM	17
2:30 PM	21
2:45 PM	16

Prepared by AimTD LLC
cs@aimtd.com
714.253.7888

Chick-Fil-A
5539 Auto Mall Pkwy,
Fremont, CA 94538
9/22/2018 Saturday

Time	Total Queue
11:00 AM	7
11:15 AM	10
11:30 AM	10
11:45 AM	12
12:00 PM	5
12:15 PM	7
12:30 PM	8
12:45 PM	7
1:00 PM	9
1:15 PM	9
1:30 PM	11
1:45 PM	7
2:00 PM	12
2:15 PM	10
2:30 PM	13
2:45 PM	13

Prepared by AimTD LLC
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Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Appendix C

TIRE Index Table

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

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TIRE Index Table

Existing Volume Range (Vehicles per Day)	TIRE Index	Minimum Daily Volume Increase to Produce: a .1 Change in the TIRE Index	Minimum Daily Volume Increase to Produce: a .2 Change in the TIRE Index
29-35	1.5	+6	+15
36-44	1.6	+8	+20
45-56	1.7	+10	+25
57-70	1.8	+13	+32
71-89	1.9	+17	+41
90-110	2.0	+22	+52
111-140	2.1	+29	+65
141-180	2.2	+40	+80
181-220	2.3	+52	+100
221-280	2.4	+65	+125
281-350	2.5	+79	+160
351-450	2.6	+94	+205
451-560	2.7	+114	+260
561-710	2.8	+140	+330
711-890	2.9	+170	+415
891-1,100	3.0	+220	+520
1,101-1,400	3.1	+290	+650
1,401-1,800	3.2	+380	+800
1,801-2,200	3.3	+500	+1,000
2,201-2,800	3.4	+650	+1,300
2,801-3,500	3.5	+825	+1,700
3,501-4,500	3.6	+1,025	+2,200
4,501-5,600	3.7	+1,250	+2,800
5,601-7,100	3.8	+1,500	+3,500
7,101-8,900	3.9	+1,800	+4,300
8,901-11,000	4.0	+2,300	+5,300
11,001-14,000	4.1	+3,000	+6,500
14,001-18,000	4.2	+4,000	+8,000
18,001-22,000	4.3	+5,200	+10,000
22,001-28,000	4.4	+6,600	+13,000
28,001-35,000	4.5	+8,200	+17,000
35,001-45,000	4.6	+10,000	+22,000
45,001-56,000	4.7	+12,200	+28,000
56,001-71,000	4.8	+14,800	+35,000
71,001-89,000	4.9	+18,000	+43,000

Source: Goodrich Traffic Group, based on curve shapes found in work by Donald Appleyard at the University of California at Berkeley and consider earlier thought by Buchanan of the Ministry of Transport, England.

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Appendix D

Intersection Level of Service Calculations

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Appendix E

Queue Worksheet

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

W-Trans

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Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	City of Campbell
Analysis Time Period:	AM Peak Hour	Project ID:	CMP029
Date Performed:	7/11/2019	Scenario	Existing + Approved Projects
Jurisdiction:	City of Campbell		
Intersection:	S. Bascom Avenue/Project Driveway		
East/West Street:	Project Driveway at 2060 Bascom Avenue		
North/South Street:	S. Bascom Avenue		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :			
	MJL	1	Major street separate left turn lane / TWLT
	MNLTR	2	Minor street shared left, through and right lane
	MNLR	3	Minor street shared left, and right lane
	MNL	4	Minor street separate left turn lane
	MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
EB	MNLTR	0					
EB	MNLR	0					
EB	MNL	0					
EB	MNR	0					
WB	MNLTR	23	2.0%	3356	0	1	**50**
WB	MNLR	23	2.0%	1909	0	1	**50**
WB	MNL	0					
WB	MNR	23	2.0%	462	0	1	**50**
NB	MJL	0					
SB	MJL	33	0.0%	1384	0	1	**100**

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	City of Campbell
Analysis Time Period:	PM Peak Hour	Project ID:	CMP029
Date Performed:	7/11/2019	Scenario	Existing + Approved Projects
Jurisdiction:	City of Campbell		
Intersection:	S. Bascom Avenue/Project Driveway		
East/West Street:	Project Driveway at 2060 Bascom Avenue		
North/South Street:	S. Bascom Avenue		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :			
	MJL	1	Major street separate left turn lane / TWLT
	MNLTR	2	Minor street shared left, through and right lane
	MNLR	3	Minor street shared left, and right lane
	MNL	4	Minor street separate left turn lane
	MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
EB	MNLTR	0					
EB	MNLR	0					
EB	MNL	0					
EB	MNR	0					
WB	MNLTR	19	2.0%	2432	0	1	**50**
WB	MNLR	19	2.0%	1351	0	1	**50**
WB	MNL	0					
WB	MNR	19	2.0%	270	0	1	**50**
NB	MJL	0					
SB	MJL	139	0.0%	806	0	1	**100**

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	City of Campbell
Analysis Time Period:	AM Peak Hour	Project ID:	CMP029
Date Performed:	7/11/2019	Scenario	Existing + Approved Projects + Project
Jurisdiction:	City of Campbell		
Intersection:	S. Bascom Avenue/Project Driveway		
East/West Street:	Project Driveway at 2060 Bascom Avenue		
North/South Street:	S. Bascom Avenue		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :			
	MJL	1	Major street separate left turn lane / TWLT
	MNLTR	2	Minor street shared left, through and right lane
	MNLR	3	Minor street shared left, and right lane
	MNL	4	Minor street separate left turn lane
	MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
EB	MNLTR	0					
EB	MNLR	0					
EB	MNL	0					
EB	MNR	0					
WB	MNLTR	29	2.0%	3423	0	1	**50**
WB	MNLR	29	2.0%	1943	0	1	**50**
WB	MNL	0					
WB	MNR	29	2.0%	463	0	1	**50**
NB	MJL	0					
SB	MJL	47	0.0%	1388	0	1	**100**

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Queue Length Estimation at Two-Way STOP Controlled Intersection

Project Information

Analyst:	W-Trans	Agency/Co.:	City of Campbell
Analysis Time Period:	PM Peak Hour	Project ID:	CMP029
Date Performed:	7/11/2019	Scenario	Existing + Approved Projects + Project
Jurisdiction:	City of Campbell		
Intersection:	S. Bascom Avenue/Project Driveway		
East/West Street:	Project Driveway at 2060 Bascom Avenue		
North/South Street:	S. Bascom Avenue		

Instructions

Step 1 Input Volumes on **Volumes** sheet

Lane Group Code :			
	MJL	1	Major street separate left turn lane / TWLT
	MNLTR	2	Minor street shared left, through and right lane
	MNLR	3	Minor street shared left, and right lane
	MNL	4	Minor street separate left turn lane
	MNR	5	Minor street separate right turn lane

Step 2 Calculate Input Parameters

Calculate Lane Group Volumes, % Heavy Vehicles, and Conflicting Volumes (2.0% default)

Identify the presence of an upstream signal within 1/4 mile on major approches (Signal, 0 default)

Identify the presence of a separate LT lane / TWLT on major street approaches (LT, 1 default)

Verify the input ranges to feed into the models (see QueueLengthsModels sheet)

Step 3 **Obtain** queue lengths in feet from **Results** column

Note: ***Round off queue lengths to the next highest 25 feet when reporting***

Input							Results
Approach	Lane Group, Code	Volume, veh/hr	% Heavy Vehicles	Conflicting Volume,veh/hr	Signal (0 or 1)	Left Turn Lane (0 or 1)	Queue Length Feet
EB	MNLTR	0					
EB	MNLR	0					
EB	MNL	0					
EB	MNR	0					
WB	MNLTR	110	2.0%	2669	0	1	**100**
WB	MNLR	110	2.0%	1468	0	1	**100**
WB	MNL	0					
WB	MNR	110	2.0%	267	0	1	**75**
NB	MJL	0					
SB	MJL	211	0.0%	790	0	1	**150**

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background AM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	110	sec	λ	0.0014	veh/ln/sec
Volume	5	veh/ln/hr	λ*T	0.1528	veh/ln/cycle
Desired Probability Level (DPL)	0.5	decimal	**Vehicles at DPL**	**#N/A**	**vehicles**
# feet	25	per car	Distance @25 feet/car	#N/A	feet
# feet	20	per car	Distance @20 feet/car	#N/A	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background AM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	110	sec	λ	0.0014	veh/ln/sec
Volume	5	veh/ln/hr	λ*T	0.1528	veh/ln/cycle
Desired Probability Level (DPL)	0.95	decimal	**Vehicles at DPL**	**1**	**vehicles**
# feet	25	per car	Distance @25 feet/car	25	feet
# feet	20	per car	Distance @20 feet/car	20	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background PM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	120	sec	λ	0.0072	veh/ln/sec
Volume	26	veh/ln/hr	λ*T	0.8667	veh/ln/cycle
Desired Probability Level (DPL)	0.5	decimal	**Vehicles at DPL**	**1**	**vehicles**
# feet	25	per car	Distance @25 feet/car	25	feet
# feet	20	per car	Distance @20 feet/car	20	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background PM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	120	sec	λ	0.0072	veh/ln/sec
Volume	26	veh/ln/hr	λ*T	0.8667	veh/ln/cycle
Desired Probability Level (DPL)	0.95	decimal	**Vehicles at DPL**	**3**	**vehicles**
# feet	25	per car	Distance @25 feet/car	75	feet
# feet	20	per car	Distance @20 feet/car	60	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background + Project PM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	120	sec	λ	0.0089	veh/ln/sec
Volume	32	veh/ln/hr	λ*T	1.0667	veh/ln/cycle
Desired Probability Level (DPL)	0.5	decimal	**Vehicles at DPL**	**1**	**vehicles**
# feet	25	per car	Distance @25 feet/car	25	feet
# feet	20	per car	Distance @20 feet/car	20	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Poisson Probability Distribution for Queue Lengths		
	Project Name:	2060 Bascom Ave
	Intersection No.:	6
	Scenario:	Background + Project PM
	Date of Count:	October 4, 2018

	Major Street	Minor Street
Street Name:	Bascom Ave	Apricot Ave
Approach:	N-S	E-W
Movement:	SBLT	

Input Data			Output		
Cycle Length	120	sec	λ	0.0089	veh/ln/sec
Volume	32	veh/ln/hr	λ*T	1.0667	veh/ln/cycle
Desired Probability Level (DPL)	0.95	decimal	**Vehicles at DPL**	**3**	**vehicles**
# feet	25	per car	Distance @25 feet/car	75	feet
# feet	20	per car	Distance @20 feet/car	60	feet

Vehicles at DPL' Calculation Formula

$$P(x) = \frac{(\lambda * T)^x * e^{-\lambda}}{x!}$$

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Appendix F

Sample Photo of Regulatory Sign in Median

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

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Example Regulatory Sign in Median

Bernal Ave/Sunol Blvd (Pleasanton, CA)

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

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Appendix G

Vehicle Turning Template Analysis

Attachment: Final Traffic Impact Study 11-26-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

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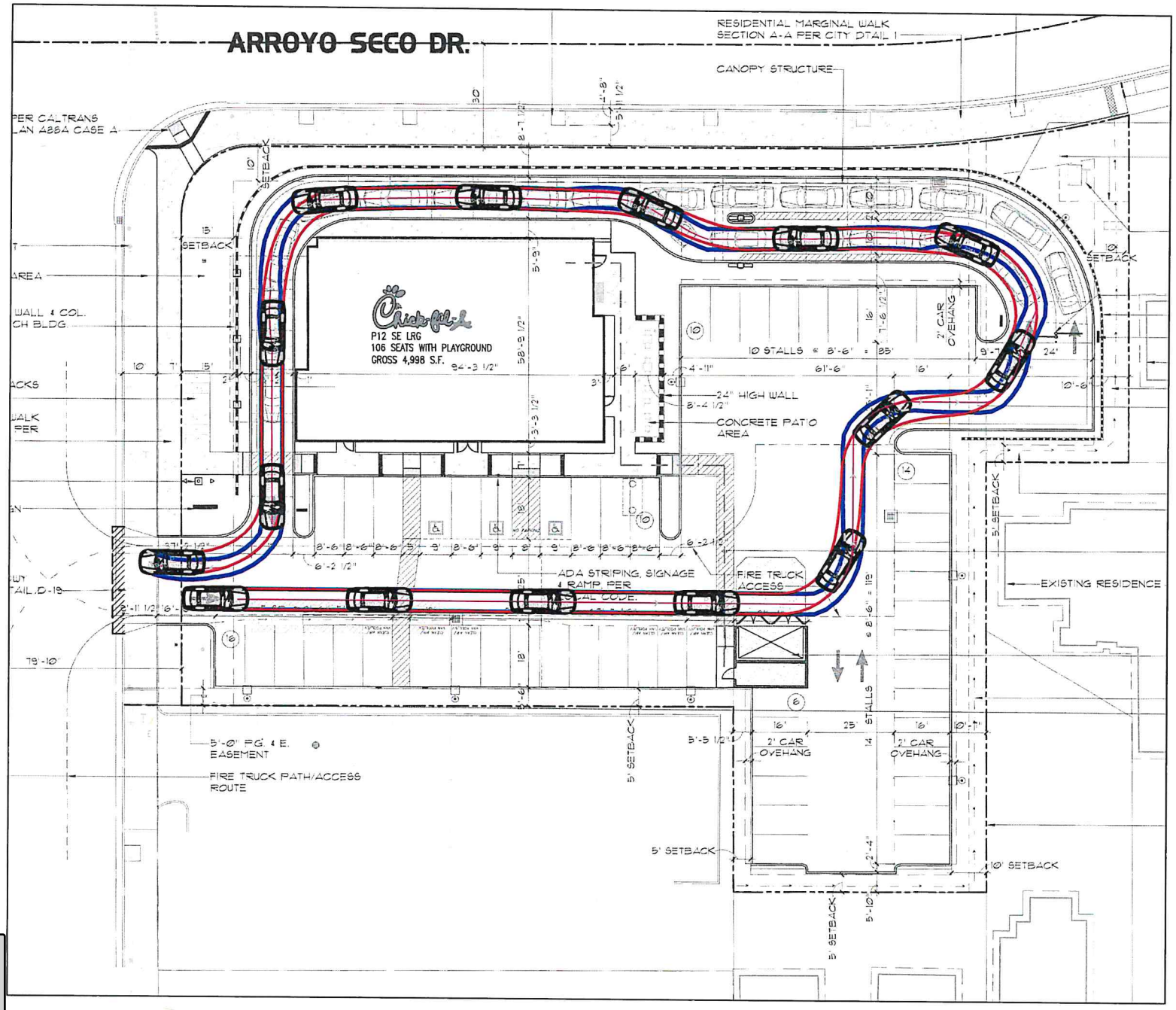
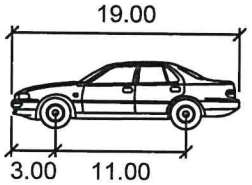
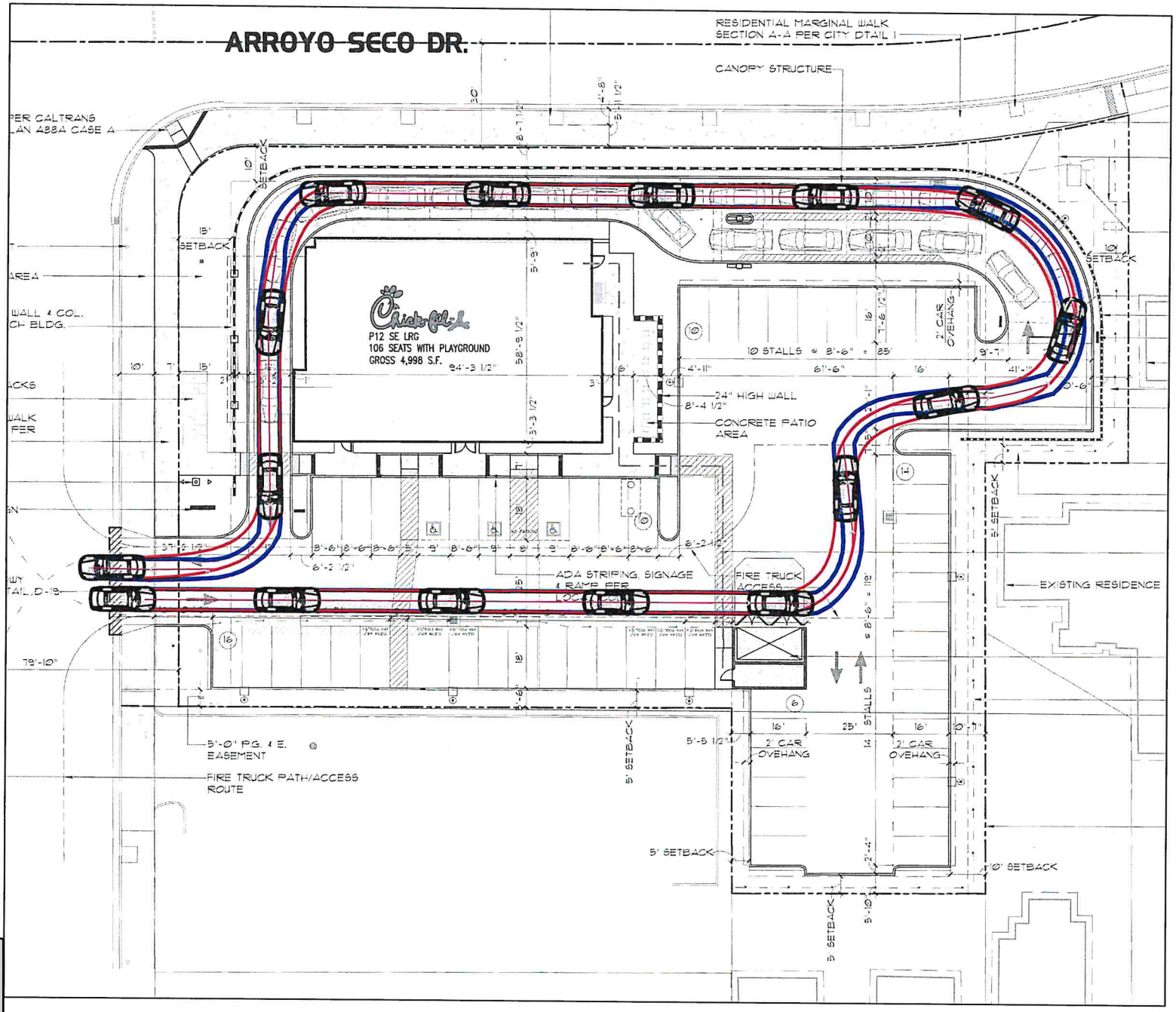


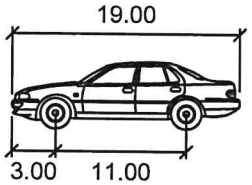


AASHTO 2011
Passenger Vehicle

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

Exhibit #1 – Chick–fil–A AutoTURN



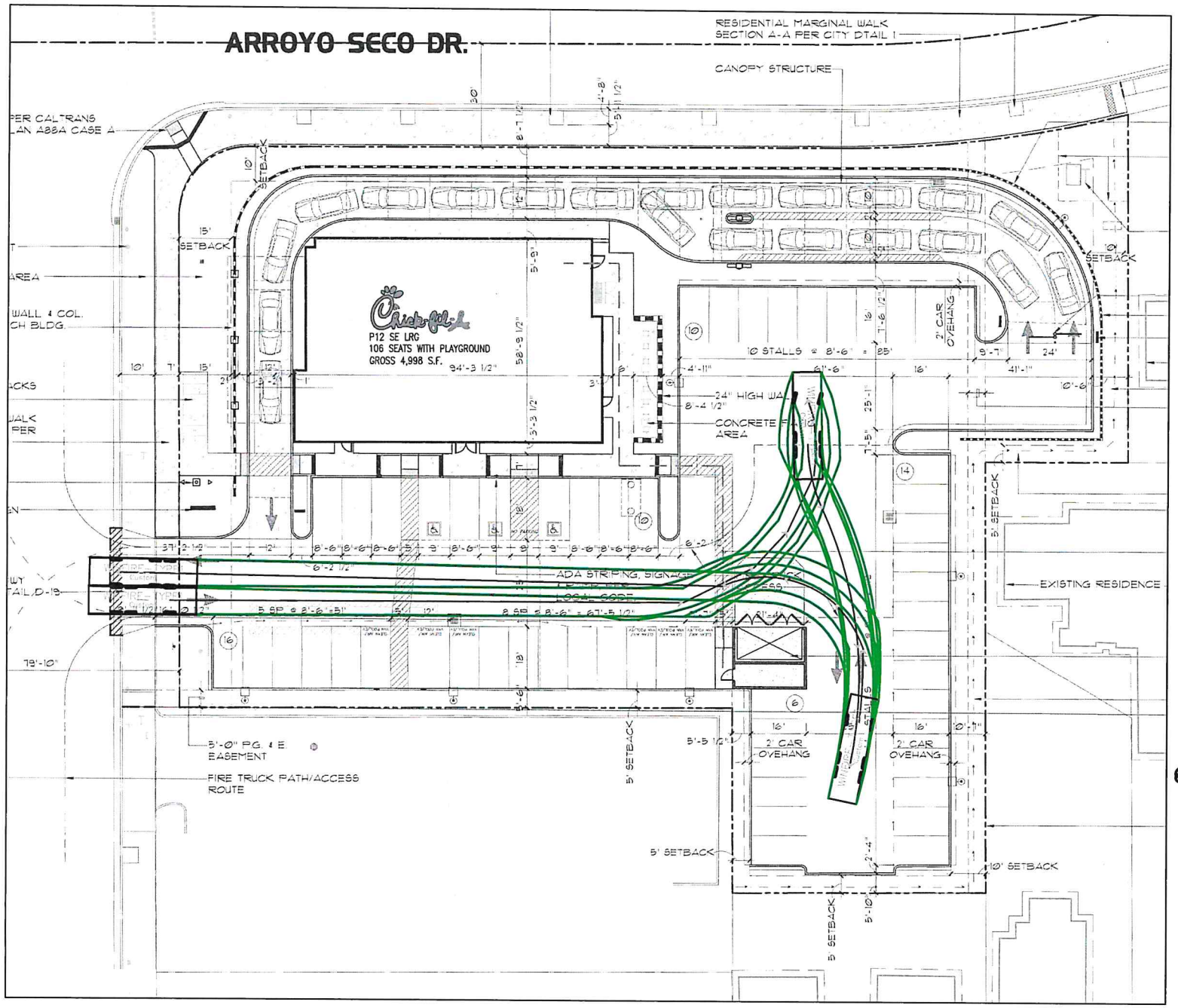


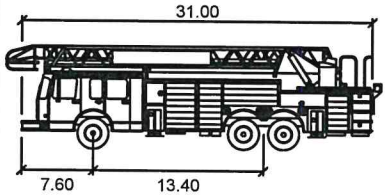
AASHTO 2011
Passenger Vehicle

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

Exhibit #1 – Chick–fil–A AutoTURN

CMR029





WINFIRE-TYPE1

	feet
Width	: 8.20
Track	: 8.20
Lock to Lock Time	: 6.0
Steering Angle	: 26.4

Exhibit #3 – Chick–fil–A AutoTURN

RECEIVED
NOV 19 2019
CITY CLERK'S OFFICE

Campbell City Council 70 N. 1st St., Campbell, CA 11/13/19

We wish to appeal the November 12, 2019 Campbell planning commission approval of the Chick-fil-A 2060 South Bascom Ave.Conditional use with site and architectural approval.

Herb Weinman [redacted]
Email - [redacted]

It was mentioned the Campbell Council meets on the 1st and 3rd Tuesday of each month and we have a planned trip out of the country from January 3 2020 to February 1, 2020 and that you might be able to set The appeal date to either December or February. Thank you.

My wife and I own 1059 A & B, Arroyo Seco Drive Campbell California which is directly across the street from the proposed Chick-fil-A.
We feel that the tenants along with the neighbors around Arroyo Seco Dr. area will lose their **Quiet Enjoyment** of their property because of Chick-fil-A's operation.

The new Chick-fil-A on Blossom Hill San Jose CA located in the WHOLE FOODS shopping center with no (0) residential properties nearby, And that's how it should be.
At the Blossom Hill facility I can hear the loudspeaker girl taking orders at **85 feet away** across the street from the drive-through, when it's quiet and that's not a problem as it is all commercial.
However, the movement of traffic is still somewhat of a problem Due to the drive-through.

Attachment: Appeal Letter from Weinman 11-19-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

In fact, the drive-through had vehicles on three sides of the building with a **Class 3 truck** having higher headlights and much higher visuals From the occupants **but it also had a noisy loud diesel engine which I could hear 80 feet away as it progressed through the line even with the drone of traffic on Blossom Hill Road.**

This Chick-fil-A has a 9‘6“ high concrete looking wall all the way across the front of the building hiding the drive-through.

The attached, page 3 of 6. Chick-fil-A Site plan illustrates how **Vehicles making a turn Into the 2 drive-through lanes and would have** the headlights plus the occupants of the vehicles visuals along with the loud speaker system along with the noise from Thumping Motorcycles and trucks or someone beeping their horn to move up **ALL** Having a pathway to **1059 A&B and our neighbor at 1071 Arroyo Seco Dr. Windows and doors** with the Chick-fil-A propose 3 foot high fence.

This site plan also illustrates the **residential** on three sides **North, East & South.**

We have also included a color picture of 1059 A&B And 1071 Arroyo Seco Dr. taken from the Denny’s parking lot where the drive-through would be located.

Remember all this goes on during all the hours between 6**:00 AM** & **11:00 PM 6 days a week and will be devastating to all adjacent neighbors !**

Attachment: Appeal Letter from Weinman 11-19-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

The **6 foot** concrete fence (sound barrier) The Campbell planning commission approved going all the way down Arroyo Seco Drive is not tall enough to alleviate the problem, **it needs to be at least 8 foot high,** particularly when there is a 4'0" entryway (opening in the fence for foot traffic) at the northeast corner of the property which Chick-fil-A did not show on drawing or request, BUT will allow noise & headlights from the drive thru cars to shine through to the neighboring duplexes across the street. This opening should be closed off.

The other major problem is the traffic generated by Chick-fil-A.
The holding lane turning into this establishment coming from the north Plus the **residence living** on Arroyo Seco trying to get home will probably block traffic back past the intersection of Campbell and Bascom.
The vehicles that use Arroyo Seco Dr. to get to Chick-fil-A have to turn Right on Bascom and get to the middle lane at Campbell to make a U-turn and then have to get into the left lane To make a U-turn on Bascom to get to the entry of Chick-fil-A.
All this traffic coming together will probably cause a traffic disaster.
The bike lane on Bascom in front of the entry to Chick-fil-A will also be impacted.

On Nov. 14th I happen to mention to my granddaughter about Chick-fil-A and she said It's a great restaurant but it's a zoo.

So we went to the Chick-fil-A at 2280 Monterey Road San Jose on Friday Nov. 15th at 12 PM for about one hour.

The word zoo is not strong enough, chaos is better

Attachment: Appeal Letter from Weinman 11-19-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

After entering the parking lot we were unable to park immediately as vehicles were coming from different directions blocking lanes while trying to get into the drive thru food lanes.

Some vehicles were backing out of the area to go a different way.

We ate lunch and heard a vehicle with illegal exhaust
In-line gunning his vehicle each time he moved and then later heard a boom box speakers In a car, all in the drive-through.

We spoke to two Employees Who were sent out to speed up the drive-through line. They said it was like this most days and there have been fender bender's.

I noticed a Chick-fil-A pick up truck parked in the neighbors MIMOSAS restaurant parking lot. The manager of Mimosas said " Chick-fil-A customer vehicles weren't supposed to park in their parking lot but their customers and Chick-fil-A do it all the time to avoid the parking problems".

When we tried to leave we couldn't get out of our parking spot for a couple of minutes until the line moved and somebody let us out.

Then I had to back to the next lane to get out of the parking lot, Unless I just wanted to wait.

The food was good but we would never go through that situation again.

Attachment: Appeal Letter from Weinman 11-19-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

All three Chick-fil-A in San Jose are in a commercial area with no (0) residential nearby.
Namely: 1. 53 Headquarters Drive. 2. 1701 Airport Blvd. 3. 1162 Blossom Hill Road.

This is not the place for a drive-through it should be located in a commercial shopping center with no nearby residential and have lots of vehicle egress.

Denny's is a low use low traffic facility.
Chick-fil-A is a high use high traffic facility.

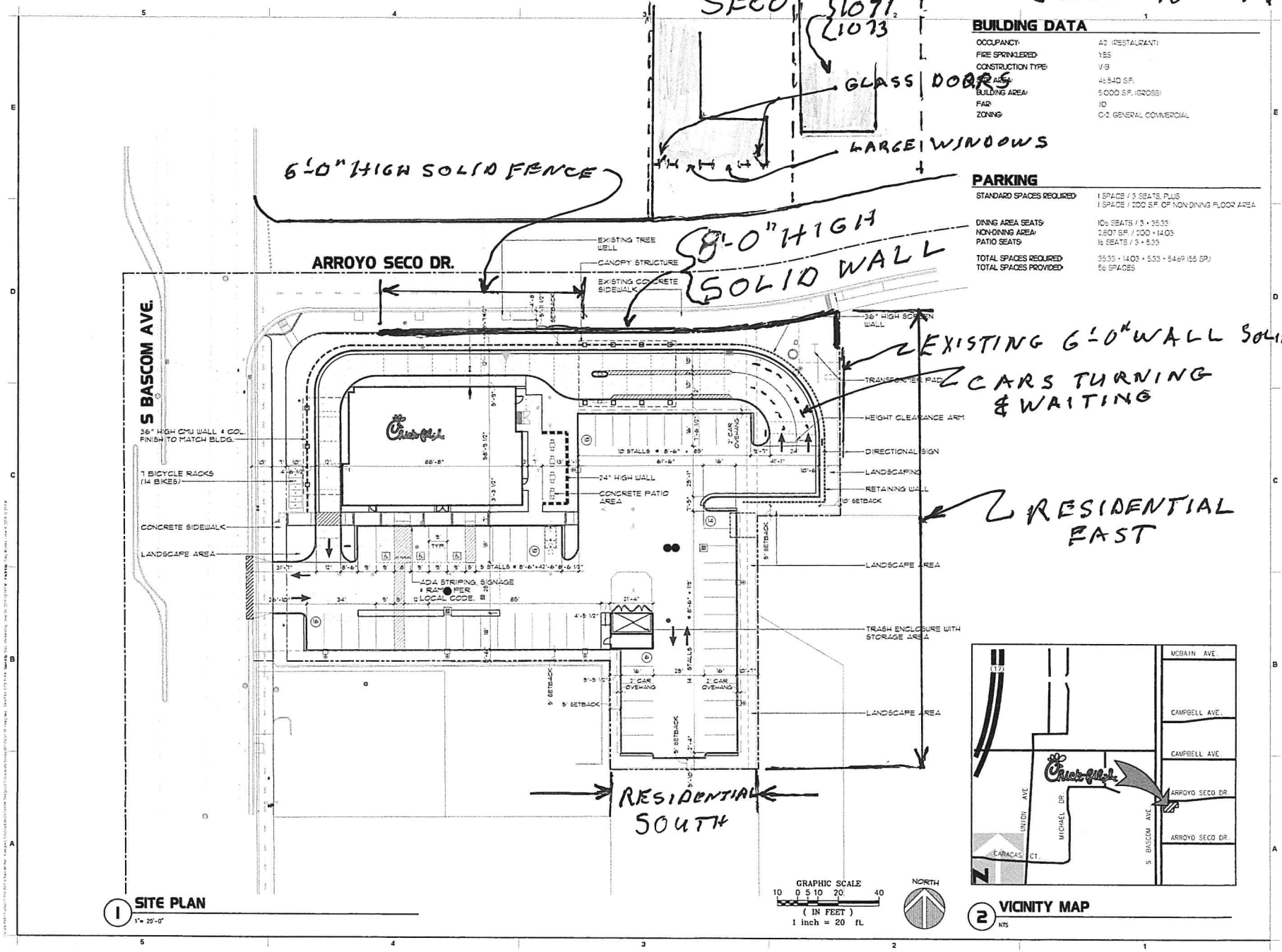
Please deny

Thank you for your consideration.

Attachment: Appeal Letter from Weinman 11-19-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

1059 ARROYO SECO

REVISED { NOV 8TH 19
NOV 18TH 19



BUILDING DATA

OCCUPANCY:	A2 (RESTAURANT)
FIRE SPRINKLERED:	YES
CONSTRUCTION TYPE:	V-B
SITE AREA:	46,540 S.F.
BUILDING AREA:	5,000 S.F. (GROSS)
FAR:	.10
ZONING:	C-2, GENERAL COMMERCIAL

PARKING

STANDARD SPACES REQUIRED:	1 SPACE / 3 SEATS, PLUS 1 SPACE / 200 S.F. OF NON DINING FLOOR AREA
DINING AREA SEATS:	106 SEATS / 3 = 35.33
NON-DINING AREA:	2,807 S.F. / 200 = 14.03
PATIO SEATS:	16 SEATS / 3 = 5.33
TOTAL SPACES REQUIRED:	35.33 + 14.03 + 5.33 = 54.69 (55 SP.)
TOTAL SPACES PROVIDED:	56 SPACES

1 SITE PLAN
1" = 20'-0"

2 VICINITY MAP
NTS

Chick-fil-A
5200 Buffington I
Atlanta, Georg
30349-2998

crh ARCHITEC
195 South C Street, Suite 2
Tustin, CA. 92780
phone 714.832.1834

CHICK-FIL-A
S. BOSCOM & ARROYO SECO

FSR# 42

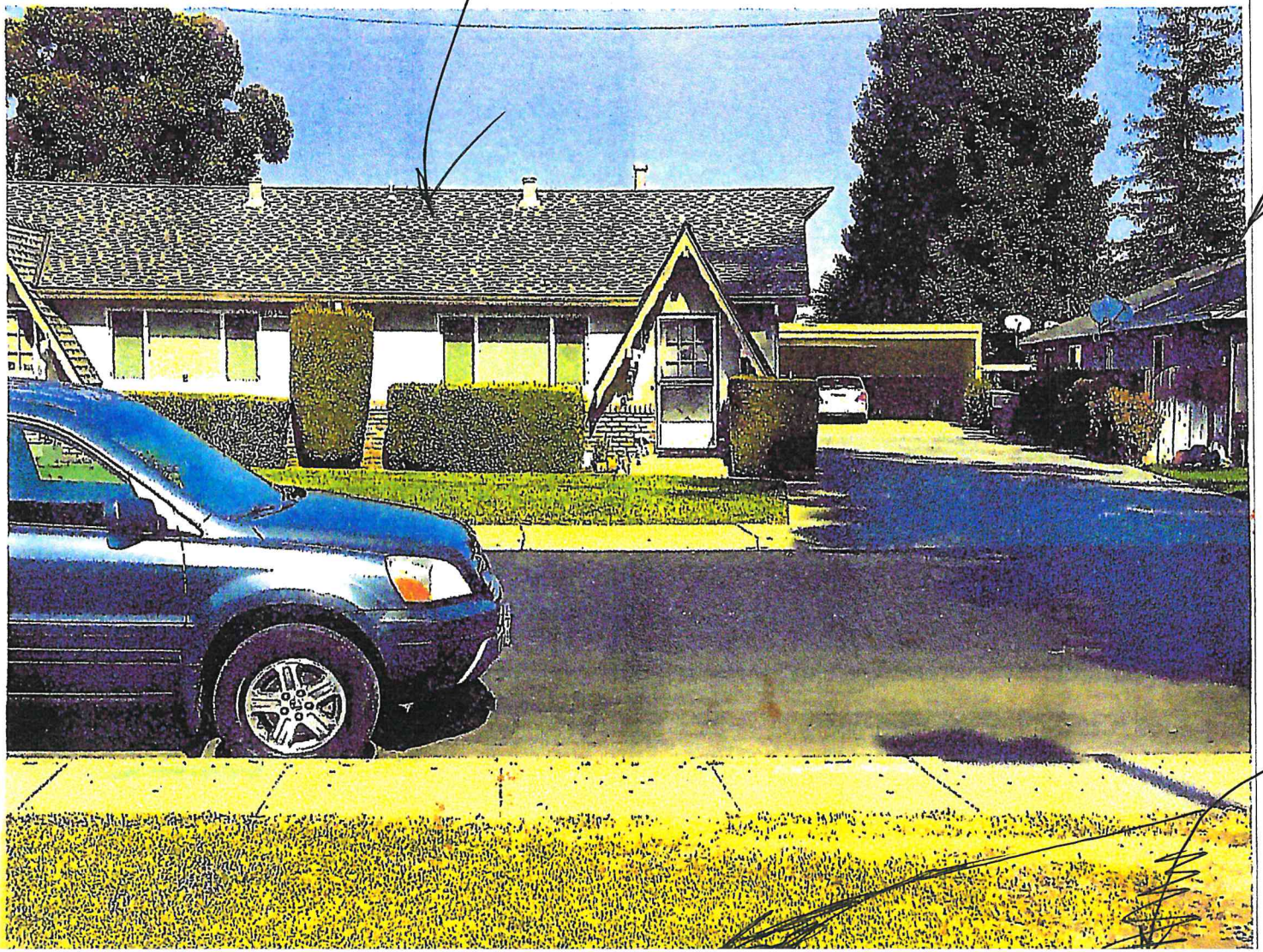
REVISION SCHEDULE
NO. DATE DESCR

ARCHITECTS PROJECT #
PRINTED FOR
DATE
DRAWN BY
SHEET
SITE PLAN

SHEET NUMBER
SP-1

Attachment: Appeal Letter from Weinman 11-19-19 (Appeal of Chick-Fil-A Approval by Planning

1059 A & B ARROYO SECO DR



1071 & 1073
ARROYO SECO DR

STANDING IN
DENNY'S PARKI
LOT WHERE THE
DRIVE-THRU IS

Attachment: Appeal Letter from Weinman 11-19-19 (Appeal of Chick-Fil-A Approval by Planning

NORTHEAST VIEW

Chick-fil-A

PRELIMINARY RENDERINGS
2060 S. Bascom Ave. Campbell, CA

File Name: 17-186 Campbell, CA Color Elevations

2-5-18
Revised: 2-7-18
Revised: 2-13-18

IF THE TOWN COUNCIL APPROVES THE DRIVE-THRU
THIS FENCE (SOUND BARRIER) SHOULD BE 8'-0" HIGH
OR HIGHER FROM THE NORTHEAST CORNER
OF THE PROPERTY TO THE LAST COLUMN
OF THE CANOPY THEN GO TO 6'-0" HIGH
TO BASCOME AV.

crho ARCHITECTS
195 South C Street, Suite 200
Tustin, CA 92780
phone 714.832.1834

Attachment: Appeal Letter from Weinman 11-19-19 (Appeal of Chick-Fil-A Approval by Planning

PA 2F 8

CHICK-FIL-A 9'-6" FENCE
1162 BLOSSOM HILL S.J.

Attachment: Appeal Letter from Weinman 11-19-19 (Appeal of Chick-Fil-A Approval by Planning

PAGE 7

DATE RECEIVED
(City Date Stamp)

RECEIVED
NOV 21 2019
CITY CLERK'S OFFICE

CITY OF CAMPBELL
Community Development Department

PROJECT INTAKE
(City Use Only)

File No(s): _____

_____

Checked in by: _____

APPEAL APPLICATION

This application form is intended to provide guidance on filing an appeal to a decision of the Community Development Director, or the Planning Commission. Please note that appeals must be submitted in writing and filed with the Community Development Department or City Clerk **within 10 calendar days** after the date of the decision. Time limits will extend to the following City Hall working day where the last of the specified number of days falls on a weekend, holiday, or other day when City Hall is officially closed.

For more information on filing an appeal, please refer to Chapter 21.62 of the Campbell Municipal Code.

REQUIRED STATEMENT AND EVIDENCE

In accordance with Section 21.62.40.C. - Required statement and evidence, of the Campbell Municipal Code please provide the following information with your appeal **on a separate letter**:

1. Applications for appeals shall include a statement specifying the basis for the appeal and the specific aspect of the decision being appealed.
2. Appeals shall be based upon an error in fact, dispute of findings, or inadequacy of conditions to mitigate potential project impacts.
3. Appeals shall be accompanied by supporting evidence substantiating the basis for the appeal.

APPEAL INFORMATION

Property address: **2060 S. Bascom Avenue (corner of Arroyo Seco Drive)**

Brief Description: Conditional Use Permit with Site and Architectural Review and Environmental Review

File Number(s): PLN2018-206 (CUP, S&A, CEQA) and PLN2018-207 (TRP)

APPELLANT INFORMATION

The following information will be used to contact you regarding the status of your appeal (e.g. hearing dates).

Name: Catherine Clock **Email:** Catherine@ClockRealtyGroup.com

Address: Arroyo Seco Dr. **City:** Campbell **State/Zip:** Ca. 95008

Phone: (____)____-_____ **Mobile:** _____ **Other:** (____)____-_____

FILING FEE

☐ **$200.00 - Non-Refundable**

Revised 7/5/2019

Attachment: Appeal Letter from Clock and Broxon 11-21-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

November 20, 2019

RECEIVED
NOV 21 2019
CITY CLERK'S OFFICE

Paul Kermoyan, Community Development Director
70 N. First St.
Campbell, CA 95008

cc: Wendy Wood, City Clerk
Cindy McCormick, Senior Planner
Brian Loventhal, City Manager
William Seligman, City Attorney

Appeal of Planning Commission Decision to Approve the Chick fil-A Project

Reference: ..... Chick fil-A Project.
Property address:... 2060 S. Bascom Avenue, Campbell, CA – (corner of Arroyo Seco Drive).
Brief Description:.... Conditional Use Permit with Site and Architectural Review and Environmental Review.
File Number(s): ..... PLN2018-206 (CUP, S&A, CEQA) and PLN2018-207 (TRP).

On behalf of the concerned citizens of the Campbell Pruneyard-Dry Creek neighborhood, and the citizens and residents of Campbell and surrounding communities, we are appealing the decision of the Campbell Planning Commission on November 12, 2019 to approve the Chick fil-A project at 2060 S. Bascom Avenue, Campbell, CA, for the following reasons.

Transportation and Traffic

1. Transportation/Traffic Mitigation Measure TT-2 – SR17 Ramp Expansion Costs

The Minutes of the November 12, 2019 meeting of the Planning Commission indicate that the Hamilton/Salmar at SR17 was removed from the traffic study. We are concerned that it was removed specifically to avoid the Traffic Study errors and problems that were uncovered during the In-N-Out Burger proposal hearings in front of the Planning Commission and City Council. We assert that this intersection should NOT be removed.

Transportation/Traffic Mitigation Measure TT-2 relied on the SR17 southbound ramp addition. The most recent City estimate anticipates a project cost of $1,800,000.00 for the proposed widening of the southbound approach at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp. However, Citizens for Sensible Growth, Adams Broadwell, et al established that projected costs, cost sharing, engineering viability, and timetable have been seriously underestimated by the City. Further, questioning of City staff by Council members during the October 15, 2019 City Council meeting for the In-N-Out project established that ramp expansion project costs would be far higher than reported in the TIS, that funding sources and the amounts available through Measure B and other funding sources were undetermined, and that the timetable for ramp expansion was unknown but likely many years in the future.

Attachment: Appeal Letter from Clock and Broxon 11-21-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

The $1.8 million estimated in TT-2 would actually cover only a small percentage of the cost (153 feet of additional lane). Including lane extension of 50 feet plus a standard 90-foot bay taper transition, the modified freeway exit ramp would be AT LEAST 840 feet long. The Federal Highway Administration maintains a cost/benefit model called "HERS" (Highway Economic Requirements System). Utilizing HERS analysis, the cost for this length of highway lane expansion equates to $9.93 million. Also, the HERS estimates are for large projects. Small projects have higher construction costs, typically at least a 2.0 multiplier. If construction were undertaken today, a conservative cost estimate for the ramp expansion would be $15M - $20M – or more.

Conclusion: Transportation/Traffic Mitigation Measure TT-2 regarding ramp project contains costs and timeline issues that demonstrate a) errors in fact, b) disputed findings, and c) inadequacy of conditions to mitigate potential project impacts.

2. Transportation/Traffic Mitigation Measure TT-2 – Efficacy of Proposed SR17 Ramp Expansion

Transportation/Traffic Mitigation Measure TT-2 is based on CONCEPTUAL Drawings, rather than a full engineering study. The ramp expansion project was proposed in 2004, and the most recent modeling was conducted in approximately 2014 and does not account for current and projected increases in traffic volume on Highway 17, Hamilton and Bascom Avenues, and other area corridors.

A Caltrans meeting memo in 2008 claims that the expansion would not change the LOS F designation. In fact, Caltrans proposed an alternative plan with TWO right turn lanes onto Hamilton. In 2009, City Traffic Engineer Mathew Jue raises additional concerns regarding the expansion.[1] An excerpt from that memo states:

> *"With the proposed alternative conceptual design, all left-turns are concentrated in the No. 2 lane. The proposed design could increase the possibility that if left-turns do not distribute evenly across the three future left turn lanes, queues in the No. 3 left-turn lane could extend back to the gore area before the No. 1 and No. 2 lanes could be filled. The No. 1 and No. 2 lanes could be under-utilized."*

Finally, City staff have acknowledged that the proposed expansion may require a full Environmental Impact Review under CEQA.

Conclusion: Transportation/Traffic Mitigation Measure TT-2 regarding the viability of the SR17 ramp expansion demonstrates an inability to mitigate potential project impacts.

[1] City of Campbell Public Works Department MEMORANDUM), June 12, 2009 | Hamilton Avenue/Highway 17 Southbound Off-ramp Conceptual Layout Potential Traffic Operational problem.

Attachment: Appeal Letter from Clock and Broxon 11-21-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

3. Transportation and Traffic – Failure to Assess Critical Intersections

The TIS evaluates intersections at a) Hamilton Avenue/Salmar Avenue-Highway 17 South off-ramp, b) Hamilton Avenue/Creekside Way, c) South Bascom Avenue/Hamilton Avenue, d) South Bascom Avenue/Campbell Avenue, e) South Bascom Avenue/Arroyo Seco Drive, and f) Bascom Avenue/Apricot Avenue.

The TIS does not, however, evaluate SR17 exits at Camden, or the congested intersections at Camden and White Oaks, and Camden and S. Bascom Ave. These crucial intersections currently experience very high traffic volume, and their exclusion from this study is a serious deficiency.

Conclusion: The failure to include these congested intersections in the TIS leads to the conclusion that TIS traffic volume evaluations are errors in fact and that they are inadequate to adequately assess traffic impacts on major corridors in the area.

4. Transportation and Traffic – Area Development and the Impact on Traffic Volume

The TIS does account for some recent developments within the City of Campbell, but for development in surrounding communities relies on Santa Clara County projections that are not current. Therefore, a number of critical area developments have been excluded in the projections of future traffic. These unconsidered developments include, both within and adjacent to Campbell, but are not limited to some or all of the following:

- Santana Row: New 8 story building, 284,000 sq. ft., 1,400 additional workers.
- Santana Row West: 6 new buildings, as tall as 9 stories.
- The Reserve at Williams: 640 new residences.
- New Safeway at Winchester and Payne.
- North 40: Phase 1, 320 Housing Units plus commercial.
- North 40: Phase 2, 294+ homes.
- Westfield Shopping Center: 3,000 new parking spaces.
- Valley Medical: Six-story, 370,000-sq.ft. expansion.
- Bascom Station: Up to 600 new residences with a 10 story office building.
- Creekside: 1,025 parking spaces.
- New 8x8 HQ (Creekside): 900 employees.
- Pruneyard: 680 new parking spaces.
- Good Samaritan Hospital: New facilities under construction.

Conclusion: The failure to adequately assess the impact of these developments indicates that TIS traffic projections are seriously deficient and are thus errors in fact.

Attachment: Appeal Letter from Clock and Broxon 11-21-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

5. **Transportation and Traffic – Impact of Waze and Other Nav Apps**

The TIS does not consider the use of Waze, Google Maps and other navigation applications and their impact on a) neighborhood traffic circulation, and b) traffic congestion on main arteries and access corridors. TIS analysis of the impact of navigation applications has been inadequately and inappropriately termed "speculative" in the TIS.

Preliminary analysis of impact by community members indicates that some significant volume of traffic will be directed from Leigh Ave. through the Campbell Pruneyard-Dry Creek neighborhood by navigation apps.

The TIS also fails to address the impact of navigation applications on non-local traffic volume directed from major corridors such as SR17, particularly beach traffic to and from Santa Cruz on weekends, holidays, and in heavy summer traffic.

Conclusion: The failure to adequately assess the impact of navigation applications on neighborhood and arterial access traffic is a serious deficiency in the TIS.

6. **Transportation and Traffic – Site Traffic Volumes**

Estimated trip rate calculations for the Chick fil-A proposal are suspect. Table 9 in the TIS notes that the **average** of TIS-surveyed Chick fil-A locations are **3,545 trips per day**, but **estimates only 2,289 trips for the proposed 2060 S. Bascom location – an astounding 1,256 fewer trips per day than ANY of the surveyed locations**. Even applying the 606 estimated trips for the existing Denny's restaurant results is a shortfall of 650 trips per day compared to other surveyed locations.

Conclusion: We dispute the trip rate calculation findings as the TIS significantly underestimates trip volume for the proposed location and thus all site-related traffic estimates are invalid.

Land Use and Transportation – Adherence to the General Plan

We contend that the proposed Chick fil-A conflicts with the intent and provisions of the General Plan, and with, but certainly not limited to, Policies and Strategies listed below.

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

  Conclusion: High volume traffic generated by the Chick fil-A drive-thru restaurant will transit the Pruneyard-Dry Creek neighborhood from Leigh and Hamilton Avenues and thus negatively impact the neighborhood residents' quality of life. The right-turn only configuration from Arroyo Seco Dr. to South Bascom Ave. would require two U-turns on Bascom for patrons transiting the Pruneyard-Dry Creek neighborhood via Arroyo Seco Dr. to access the Chick fil-A site. This leads to two specific concerns: a) a double U-turn by vehicles on Bascom Ave. will increase congestion on Bascom and pose a safety hazard, and b) to avoid the double U-turns on a congested Bascom Ave., many customers will elect to park on Arroyo Seco Dr.

Attachment: Appeal Letter from Clock and Broxon 11-21-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

- Strategy LUT-30: Incompatible land uses may occur where residential homes are adjacent to non-residential uses (such as commercial or industrial) or significantly higher density residential uses. Land uses typically incompatible with residential uses include automobile and truck repair shops, late night and early morning uses, fast food establishments, and entertainment establishments such as nightclubs, bars, dance clubs, video arcades and liquor establishments. Limiting their number, controlling their locations and hours or methods of operation, or otherwise restricting their development or expansion can mitigate the negative effects of incompatible uses.

  Conclusion: A high-volume drive-thru located immediately adjacent to a Campbell Pruneyard-Dry Creek neighborhood is incompatible with LUT-30 as there will be a significant volume increase of traffic and activity beyond the normal business hours of 8:00 A.M. though 6:00 P.M. Residents will be denied their right to quiet and enjoyable use of their property. It should also be noted that all other Chick-fil-A Restaurants in Santa Clara County are open 6:30 A.M. through 10:00 P.M.

  Residents wish to preserve their peaceful and quiet neighborhood and our sense of community. A drive through restaurant will negatively affect the experience of residents, our reputation as a premier neighborhood as well as our property values. If it were not for the year long delay in the General Plan update process, this project would not even receive consideration. Because of its proximity to an R-1 neighborhood, the GPAC has recommended changing this zone from "general commercial" to "neighborhood commercial" in order to protect our neighborhood from just this kind of enterprise.

We submit our appeal on behalf of the residents of Campbell Pruneyard-Dry Creek, the Pruneyard Dry Creek Neighborhood Association and the citizens of Campbell and surrounding communities.

Catherine Clock
Arroyo Seco Drive

Mary ~~Broxton~~ Broxon
Bent Drive

Leah Lombardi

From: Torres, Eddie [redacted]
Sent: Wednesday, December 18, 2019 10:33 AM
To: [redacted]
Cc: Bogue, Kristen
Subject: RE: EXTERNAL: Bascom FSU // Noise Study

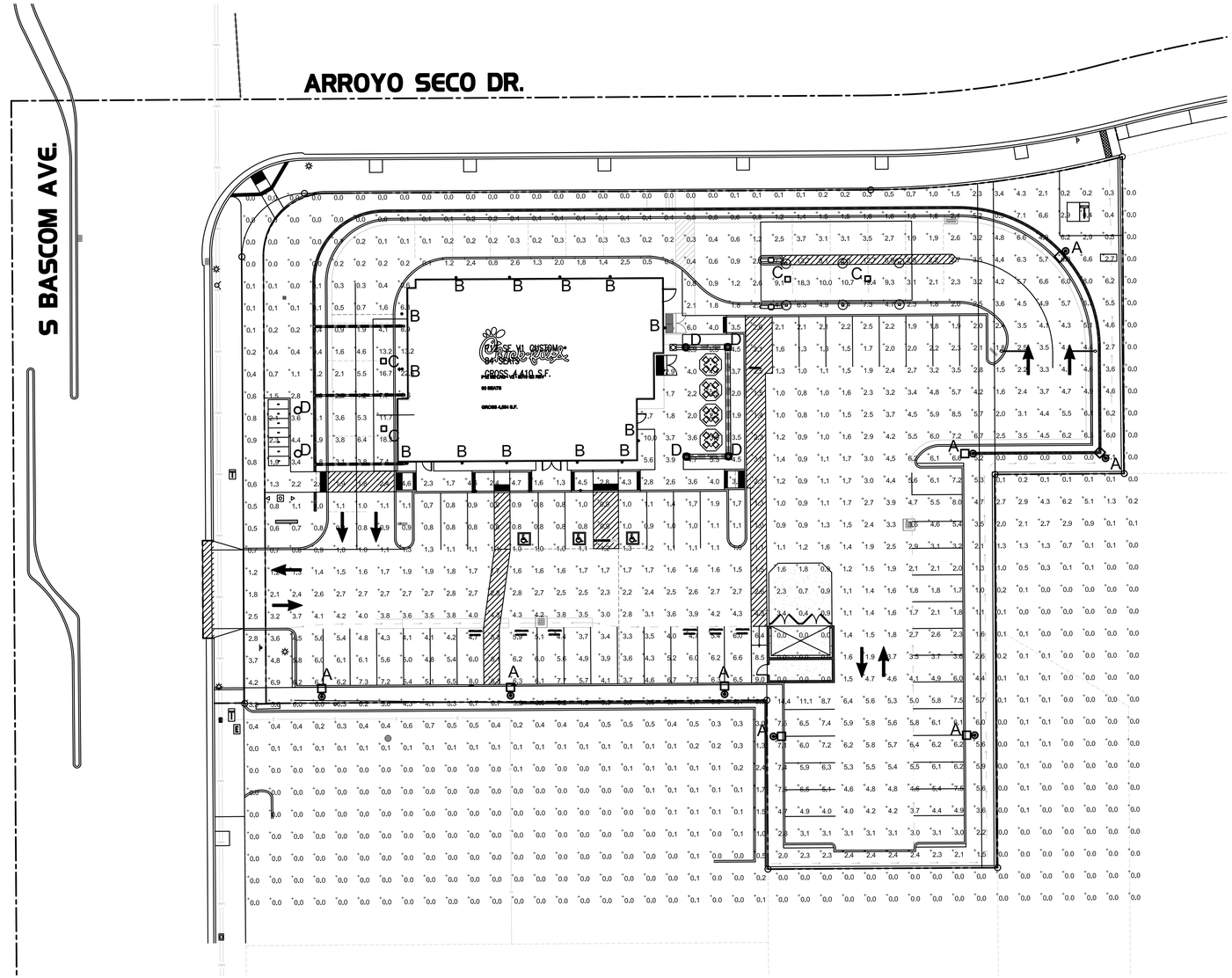
Hi Leah, per the noise study, the drive-through speakerphones would be located on the eastern portion of the building, oriented towards Arroyo Seco Drive. The typical noise level associated with active drive-through operations is 68.2 dBA Leq at a distance of 40 feet. The sensitive receptors north of Arroyo Seco Drive are approximately 120 feet away from the drive through speakerphone. At a distance of 120 feet, the noise levels from the speakerphone would be 58.7 dBA Leq. This is due to the noise being attenuated due to the distance from the noise source. However, as the conditional calls for the noise level to be measured at the property line, this distance is reduced to approximately 85 feet, and the resultant noise level would be 61.7 dBA Leq at the property line to the residences north of Arroyo Seco Drive. With the installation of the proposed 6-foot wall, it would block the line of site from the speakerphone to the property line to the north. When the line of sight between the noise source and receiver is blocked, the noise levels from the source are reduced by approximately 5 dBA, resulting in a noise level of 56.7 dBA. It should also be noted that this resultant noise level would be predominantly masked by the traffic noise levels emanating from Bascom Avenue, which were measured at 70 dBA.

Hope this helps.

Eddie

Schedule

Symbol	Label	QTY	MANUFACTURER	Catalog Number	Description	Lamp	Number Lamps	Lumens per Lamp	LLF	Wattage	Total Wattage
	A	8	EATON LIGHTING	60-D-UNV-T4-D-UNV-T4-BZ-HSS 15'-0" A.F.F.	PREVAIL AREA AND ROADWAY LUMINARIE 70CRI, 4000K LEDGS, HIGH OUTPUT AND TPE IV OPTICS WITH HOUSE SIDE SHIELD	LED	1	17257	.85	163	1304
	B	9	PROGRESS	P5641-3130K 8'-0" A.F.F.	6" DIAMETER 29W LED DOWN-LIGHT CYLINDER WALL SCONCE	1- 3000K LED MODULE	1	865	.95	29.6	266
	C	6	LSI INDUSTRIES, INC	CRUS-SC-LED-LW-50 9'-6" A.F.F.			1	10524	.5	73.5	441
	D	6	LOUIS POLSEN LIGHTING	ALB-MIN-PT_LED_30K	ALBERTSLUND MINI LED 3000K	LED 3000K	1	10524	.75	42	252



PHOTOMETRIC SITE PLAN

1"= 20'-0"

GRAPHIC SCALE
10 0 5 10 20 40
(IN FEET)
1 inch = 20 ft.

NORTH

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia
30349-2998

crho ARCHITECTS
195 South C Street; Suite 200
Tustin, CA. 92780
phone 714.832.1834

CHICK-FIL-A
S. BASCOM & ARROYO SECO
2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
1	08-29-18	AGENCY REV.
2	10-15-18	AGENCY REV.
3	10-24-18	AGENCY REV.
4	10-14-19	AGENCY REV.
5	11-4-19	AGENCY REV.
6	11-27-19	AGENCY REV.
7	12-09-19	AGENCY REV.

ARCHITECT'S PROJECT # 17-186
PRINTED FOR PLANNING
DATE 05-29-18
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SHEET
PHOTOMETRIC SITE PLAN

SHEET NUMBER
PH-1

Attachment: Applicant proposed Photometric Plan 12-09-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Memorandum

Date: January 13, 2020

Project: CMP029

To: Cindy McCormick
Paul Kermoyan
Matthew Jue
City of Campbell

From: Kenny Jeong
kjeong@w-trans.com

Mark Spencer
mspencer@w-trans.com

Subject: 2060 South Bascom Avenue – Chick-fil-A Restaurant Appeal Comment Responses

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The purpose of this memo is to respond to transportation and traffic related comments on the Appeal Application opposing the proposed Chick-fil-A Restaurant located at 2060 South Bascom Avenue in the City of Campbell.

Comment	W-Trans Response
1. Transportation/Traffic Mitigation Measure TT-2 - SR17 Ramp Expansion Costs The Minutes of the November 12, 2019 meeting of the Planning Commission indicate that the Hamilton/Salmar at SR17 was removed from the traffic study. We are concerned that it was removed specifically to avoid the Traffic Study errors and problems that were uncovered during the In-N-Out Burger proposal hearings in front of the Planning Commission and City Council. We assert that this intersection should NOT be removed. Transportation/Traffic Mitigation Measure TT-2 relied on the SR17 southbound ramp addition. The most recent City estimate anticipates a project cost of $1,800,000.00 for the proposed widening of the southbound approach at the intersection of Hamilton Avenue/Salmar Avenue-SR 17 southbound off-ramp. However, Citizens for Sensible Growth, Adams Broadwell, et al established that projected costs, cost sharing, engineering viability, and timetable have been seriously underestimated by the City. Further, questioning of City staff by Council members during the October 15, 2019 City Council meeting for the In-N-Out project established that ramp expansion project costs would be far higher than	The draft Traffic Impact Study (Draft Report Traffic Impact Study for 2060 South Bascom Avenue, prepared by W-Trans, September 25, 2019, prepared for the City of Campbell) contained an error in the level of service (LOS) calculation for the intersection of Hamilton Ave/Salmar Ave-SR17 SB Off-ramp. This error was confirmed on November 12, 2019 (and discussed in a memorandum on the same date) just prior to the Planning Commission meeting on item PLN2018-207 and resulted in overstating the LOS results under various scenarios including the cumulative plus project condition. Consequently, this intersection is no longer considered to have a significant impact during the cumulative plus project condition for the p.m. peak hour, as the change in average critical delay and volume-to-capacity ratio with the addition of project-generated trips would not satisfy the significance thresholds defined by the VTA TIA Guidelines (Section 9.1.1). As this condition would have a less-than-significant traffic impact, Mitigation Measure TT-2 as previously recommended would no longer be required for the proposed project.

Attachment: Traffic Consultant Response Letter 01-13-20 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

reported in the TIS, that funding sources and the amounts available through Measure B and other funding sources were undetermined, and that the timetable for ramp expansion was unknown but likely many years in the future. The $1.8 million estimated in TT-2 would actually cover only a small percentage of the cost (153 feet of additional lane). Including lane extension of 50 feet plus a standard 90-foot bay taper transition, the modified freeway exit ramp would be AT LEAST 840 feet long. The Federal Highway Administration maintains a cost/benefit model called "HERS" (Highway Economic Requirements System). Utilizing HERS analysis, the cost for this length of highway lane expansion equates to $9.93 million. Also, the HERS estimates are for large projects. Small projects have higher construction costs, typically at least a 2.0 multiplier. If construction were undertaken today, a conservative cost estimate for the ramp expansion would be $15M - $20M - or more. Conclusion: Transportation/Traffic Mitigation Measure TT-2 regarding ramp project contains costs and timeline issues that demonstrate a) errors in fact, b) disputed findings, and c) inadequacy of conditions to mitigate potential project impacts.	
2. Transportation/Traffic Mitigation Measure TT-2 - Efficacy of Proposed SR17 Ramp Expansion Transportation/Traffic Mitigation Measure TT-2 is based on CONCEPTUAL Drawings, rather than a full engineering study. The ramp expansion project was proposed in 2004, and the most recent modeling was conducted in approximately 2014 and does not account for current and projected increases in traffic volume on Highway 17, Hamilton and Bascom Avenues, and other area corridors. A Caltrans meeting memo in 2008 claims that the expansion would not change the LOS F designation. In fact, Caltrans proposed an alternative plan with TWO right turn lanes onto Hamilton. In 2009, City Traffic Engineer Mathew Jue raises additional concerns regarding the expansion. An excerpt from that memo states:	See response to comment #1.

Attachment: Traffic Consultant Response Letter 01-13-20 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

"With the proposed alternative conceptual design, all left-turns are concentrated in the No. 2 lane. The proposed design could increase the possibility that if left-turns do not distribute evenly across the three future left turn lanes, queues in the No. 3 left-turn lane could extend back to the gore area before the No. 1 and No. 2 lanes could be filled. The No. 1 and No. 2 lanes could be under-utilized." Finally, City staff have acknowledged that the proposed expansion may require a full Environmental Impact Review under CEQA. Conclusion: Transportation/Traffic Mitigation Measure TI 2 regarding the viability of the SR17 ramp expansion demonstrates an inability to mitigate potential project impacts.	
3. Transportation and Traffic - Failure to Assess Critical Intersections The TIS evaluates intersections at a) Hamilton Avenue/Salmar Avenue-Highway 17 South off-ramp, b) Hamilton Avenue/Creekside Way, c) South Bascom Avenue/Hamilton Avenue, d) South Bascom Avenue/Campbell Avenue, e) South Bascom Avenue/Arroyo Seco Drive, and f) Bascom Avenue/Apricot Avenue. The TIS does not, however, evaluate SR17 exits at Camden, or the congested intersections at Camden and White Oaks, and Camden and S. Bascom Ave. These crucial intersections currently experience very high traffic volume, and their exclusion from this study is a serious deficiency. Conclusion: The failure to include these congested intersections in the TIS leads to the conclusion that TIS traffic volume evaluations are errors in fact and that they are inadequate to adequately assess traffic impacts on major corridors in the area.	The study intersections were chosen based on a combination of projected travel patterns, the trip generation potential for the project and VTA TIA Guidelines (Section 2.2.1) which stipulate that key regional intersections that are part of the Countywide Congestion Management Program (CMP) (such as those located at S. Bascom Ave/Camden Ave, or Camden Ave/White Oaks Rd) that would experience an increase of 10 (or more) peak hour project-generated vehicle trips **per lane** should be analyzed as part of a TIS. According to the estimated trip generation and trip distribution, fewer than 5 project-related vehicle trips **per lane** would be expected to use these intersections during the peak hour (15 trips in three lanes would be 5 trips per lane). Thus, these intersections were excluded from the TIS as 5 project-trips is lower than the 10 vehicle trips **per lane** minimum requirement established by VTA in their TIA Guidelines. While the intersections noted in the comment may experience congested traffic conditions today, they would not receive enough project-generated trips to warrant their inclusion in the TIS.
4. Transportation and Traffic -Area Development and the Impact on Traffic Volume The TIS does account for some recent developments within the City of Campbell, but for development in surrounding communities relies on Santa Clara County projections that are not current. Therefore, a number of critical area developments	Correspondence between W-Trans and representatives from the City of San Jose and Town of Los Gatos confirmed the list of approved and not yet constructed projects (as of the time of this analysis) within each neighboring jurisdiction that would be expected to contribute trips through the study intersections, in the form of Traffic Impact Analysis Reports and Approved Trip Inventory's (ATIs) summary tables. The TIAs and ATIs

Attachment: Traffic Consultant Response Letter 01-13-20 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

have been excluded in the projections of future traffic. These unconsidered developments include, both within and adjacent to Campbell, but are not limited to some or all of the following: • Santana Row: New 8 story building, 284,000 sq. ft., 1,400 additional workers. • Santana Row West: 6 new buildings, as tall as 9 stories. • The Reserve at Williams: 640 new residences. • New Safeway at Winchester and Payne. • North 40: Phase 1, 320 Housing Units plus commercial. • North 40: Phase 2, 294+ homes. • Westfield Shopping Center: 3,000 new parking spaces. • Valley Medical: Six-story, 370,000-sq.ft. expansion. • Bascom Station: Up to 600 new residences with a 10-story office building. • Creekside: 1,025 parking spaces. • New 8x8 HQ (Creekside): 900 employees. • Pruneyard: 680 new parking spaces. • Good Samaritan Hospital: New facilities under construction. Conclusion: The failure to adequately assess the impact of these developments indicates that TIS traffic projections are seriously deficient and are thus errors in fact.	provided by San Jose and Los Gatos consider each of the developments listed by the commenter. Additionally, the Creekside, 8x8 and Pruneyard projects are amongst the list of approved projects included as part of the Background Conditions Analysis as summarized on Page 14 of the TIS. The Background Condition Analysis also included trips from the proposed In-N-Out Burger Restaurant at 499 Hamilton Ave. The analysis is conservative as it includes trips from this recently denied project. A review of the North 40 Specific Plan Traffic Impact Analysis (March 2014), Santana Row West Development Traffic Impact Analysis (June 2016) and Samaritan Medical Campus Development Plan Draft Transportation Impact Analysis (May 2016) transportation studies indicated that each of those projects were expected to add fewer than 13 peak hour vehicle trips through the 2060 Bascom Avenue study area. This nominal number of added vehicles is not expected to materially alter the findings and conclusions of the intersection level of service analysis. Furthermore, the amount of expected vehicle trips through the study area from these projects is less the minimum requirement of 10 vehicle trips **per lane** (or 30 vehicle trips for a three-lane roadway) established in VTA's TIA Guidelines. As the expected number of trips from these projects through the Hamilton Avenue - Bascom Avenue study area would be less than the minimum requirement specified by the VTA for inclusion into a transportation study, these intersections were not analyzed in those respective transportation studies. Cumulative Condition traffic volumes applied within the TIS were developed based on traffic forecasts from the Santa Clara County Travel Demand model. This model, managed by the VTA, includes land use assumptions consistent with current Plan Bay Area 2040 land use projections and the General Plan buildout of each City in Santa Clara County. Additionally, the use of the Santa Clara County Travel Demand model in this manner is consistent with the VTA TIA Guidelines (Section 11) and provides a reasonable growth profile for expected traffic demands for the future year analysis.

Attachment: Traffic Consultant Response Letter 01-13-20 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

5. Transportation and Traffic - Impact of Waze and Other Nav Apps The TIS does not consider the use of Waze, Google Maps and other navigation applications and their impact on a) neighborhood traffic circulation, and b) traffic congestion on main arteries and access corridors. TIS analysis of the impact of navigation applications has been inadequately and inappropriately termed "speculative" in the TIS. Preliminary analysis of impact by community members indicates that some significant volume of traffic will be directed from Leigh Ave. through the Campbell Pruneyard-Dry Creek neighborhood by navigation apps. The TIS also fails to address the impact of navigation applications on non-local traffic volume directed from major corridors such as SR17, particularly beach traffic to and from Santa Cruz on weekends, holidays, and in heavy summer traffic. Conclusion: The failure to adequately assess the impact of navigation applications on neighborhood and arterial access traffic is a serious deficiency in the TIS.	As stated in the TIS (page 34), it is speculative to anticipate the potential recommended routes in the future and how many drivers would use them. There are a number of ways to track their current use but unfortunately there is no reliable and accepted methodology to predict their future use or recommended routing paths. Also, the timing of re-routed trips and purpose of these trips cannot be estimated. As such, the TIS estimated the proposed project's potential impacts based on current analysis guidelines and accepted methods. As summarized in the TIS (Table 18), at least 290 new daily project trips (or about 12 to 13 percent of all project-trips) would need to be added to Arroyo Seco Drive to result in a significant impact along this street segment. The current version of the Santa Clara County Travel Demand Model estimates that approximately 2 percent of all vehicle traffic in the study area has an origin or destination within the area directly east of the proposed project. To provide a conservative analysis, the TIS assumed that 3 percent (or 69 daily vehicle trips) of all project-related vehicle trips would originate from the areas east of the project and thus would also use local streets such as Campbell Avenue, Arroyo Seco Drive and El Solyo Avenue to access the project. The intent of any TIS is to document and analyze typical conditions. As such, conditions during summer peak days, holidays, non-school days, etc. are not included as they do not represent typical traffic conditions. Additionally, W-Trans has reviewed recent traffic counts conducted on Bascom Avenue (between Campbell Ave and Apricot Ave) and has determined that peak hour vehicular travel during the weekend is approximately 40 percent (or 1,000 vehicles per hour) lower than the peak hour on a weekday. This suggests that Bascom Avenue has excess capacity to serve additional traffic on weekends.
6. Transportation and Traffic - Site Traffic Volumes Estimated trip rate calculations for the Chick fil-A proposal are suspect. Table 9 in the TIS notes that the average of TIS-surveyed Chick fil-A locations are 3,545 trips per day, but estimates only 2,289 trips for the proposed 2060 S. Bascom location - an astounding 1,256 fewer trips per day than ANY of the surveyed locations. Even applying the 606	According to Table 9 of the TIS, the project is expected to generate 3,860 daily trips. Subtracting 25 percent for pass-by and estimated trips associated with the existing Denny's Restaurant would result in 2,289 net new daily trips. The application of pass-by trip reductions and subtraction of existing trips is consistent with industry practice and the procedures described in the VTA TIA Guidelines (Section 8.3.2) and the ITE Trip Generation Handbook (3rd Edition, 2017).

Attachment: Traffic Consultant Response Letter 01-13-20 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

estimated trips for the existing Denny's restaurant results is a shortfall of 650 trips per day compared to other surveyed locations. Conclusion: We dispute the trip rate calculation findings as the TIS significantly underestimates trip volume for the proposed location and thus all site-related traffic estimates are invalid.	The projected number of daily trips associated with the project was based on the total square feet of the restaurant and would be 315 daily trips more than the average of the surveyed sites. Additionally, the ITE Trip Generation Handbook recommends that an appropriate pass-by rate for a fast-food establishment with a drive-through window is 49 percent during the a.m. peak hour and 50 percent for the p.m. peak hour. However, a more conservative rate of 25 percent was applied for both peak hours. By applying more trips than the surveyed averages and a lower pass-by rate than what is recommended by the ITE, the trip generation used in the TIS provided a conservative analysis.
Policy LUT-5.3h: Parking and Circulation: Provide adequate parking and encourage circulation patterns to serve commercial districts so as to discourage commercial traffic into adjacent residential zones. Conclusion: High volume traffic generated by the Chick fil-A drive-thru restaurant will transit the Pruneyard-Dry Creek neighborhood from Leigh and Hamilton Avenues and thus negatively impact the neighborhood residents' quality of life. The right-turn only configuration from Arroyo Seco Dr. to South Bascom Ave. would require two Left turns on Bascom for patrons transiting the Pruneyard-Dry Creek neighborhood via Arroyo Seco Dr. to access the Chick fil-A site. This leads to two specific concerns: a) a double U-turn by vehicles on Bascom Ave. will increase congestion on Bascom and pose a safety hazard, and b) to avoid the double Left-turns on a congested Bascom Ave., many customers will elect to park on Arroyo Seco Dr.	The vehicle routing used in the TIS assumed that inbound vehicle trips from the neighborhood east of the project site would use Midway Street, Campbell Avenue and El Solyo Avenue. a) As the project would not have direct driveway access on Arroyo Seco Drive, inbound vehicle trips are not expected to use this street. Outbound trips from the project would use Arroyo Seco Drive by exiting from the driveway on S. Bascom Avenue and then turning onto Arroyo Seco Drive to head east. Double U-turn maneuvers on Bascom Avenue are not necessary to complete any of the routing movements described above. However, as discussed in the trip distribution section (pages 20 - 22) of the TIS, U-turn maneuvers at the S. Bascom Avenue/Campbell Avenue intersection are anticipated to occur and would accommodate all outbound project-related vehicle trips heading south on Bascom Avenue. b) It is anticipated that on-street parking along Arroyo Seco Drive would be monitored and managed via a condition of approval defined and enforced by the City of Campbell Planning Department. The condition includes the development and implementation of a parking management plan if parking on adjacent streets becomes affected. Additionally, the evaluation of likely travel routes using Google Maps (the most popular online navigation tool) suggests that when the address of 2060 South Bascom Avenue is entered as the desired destination from various points of origin within the neighborhood directly east of the project site, none of the inbound routes

Attachment: Traffic Consultant Response Letter 01-13-20 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

	recommended by this tool uses a route that includes the segment of Arroyo Seco Drive between Bascom Avenue and Midway Street. It would appear that Google Maps recognizes that the primary access of this establishment is located on Bascom Avenue and creates appropriate routes based on a combination site access points and the surrounding roadway network. The TIS (Table 10, page 20) estimates that 3 percent of all trips (69 daily, 0 AM and 6 PM) would have an origin or destination from the area directly east of the project. If every single one of these trips uses a navigation tool, then there would be the potential for 69 trips per day using the route described by the commenter. However, as stated previously, apps like Google Maps have a level of sophistication which recognizes site access points and then is able to direct users to appropriate routes that do not involve double U-turn maneuvers. Furthermore, it is estimated that approximately 67 percent of all navigation app users prefer Google Maps (12 percent use Waze, 11 percent use Apple Maps, and 12 percent use "other" per https://www.appleworld.today/blog/2018/7/10/google-maps-has-67-of-the-navigation-app-market-compared-to-apple-maps-11). Based on this estimate 46 out of 69 daily trips would use Google Maps and be directed toward a route that avoids the right turn at Arroyo Seco Drive. Thus, it is possible that approximately 23 vehicle trips per day may use less popular navigation sources or otherwise use this segment of Arroyo Seco Drive. In these infrequent instances, a U-turn maneuver on S. Bascom Avenue may be necessary to access the project driveway. However, as these trips would have a local point of origin, it is also reasonable to assume that these drivers are already familiar with the roadway configuration and would be less likely to use navigation apps at all.

Attachment: Traffic Consultant Response Letter 01-13-20 [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Fast Food Restaurant Annual Sales Revenue

Ranked by 2018 U.S. Sales

Rank	Chain	2018 U.S. Sales $USD	Total Restaurants in chain in 2018	Average Sales per Restaurant $USD	Annual Sales Tax Revenue at 1.25% $USD
1	McDonald's	$38,524,000,000	13,914	2.8 million	34,600
2	Chick fil-A	10,180,000,000	2,370	4.3 million	53,700
3	Burger King	9,939,000,000	7,330	1.4 million	16,900
4	Wendy's	9,405,000,000	5,810	1.6 million	20,200
5	Sonic	4,447,000,000	3,606	1.2 million	15,400
6	KFC	4,433,000,000	4,074	1.1 million	13,600
7	Carl's Jr./Hardee's	3,535,000,000	3,023	1.2 million	14,600
8	Jack in the Box	3,466,000,000	2,237	1.5 million	19,400
9	Whataburger	2,416,000,000	825	2.9 million	36,600
10	Five Guys	1,615,000,000	1,358	1.2 million	14,900
11	Steak n Shake	1,034,000,000	594	1.7 million	21,800
12	In n Out	926,000,000	339	2.7 million	34,100

Source: Restaurant Business Online.com

Avg. sales per restaurant in millions ($USD) – Low: $1.1 Middle: $1.6 High: $4.3

Casual Dining Restaurants

Ranked by 2018 U.S. Sales

Rank	Chain	2018 U.S. Sales $USD	Total Restaurants in chain in 2018	Average Sales per Restaurant $USD	Annual Sales Tax Revenue at 1.25% $USD
1	Applebee's	4,211,000,000	1,693	2.5 million	31,100
2	Olive Garden	4,082,000,000	855	4.7 million	59,700
3	Buffalo Wild Wings	3,795,000,000	1,208	3.1 million	39,300
4	Chili's Bar & Grill	3,500,000,000	1,251	2.8 million	35,000
5	Outback Steakhouse	2,611,000,000	733	3.6 million	44,500
6	Red Lobster	2,405,000,000	678	3.5 million	44,300
7	Cheesecake Factory	2,127,000,000	201	10.6 million	132,300
8	Red Robin	1,506,000,000	555	2.7 million	33,900
9	TGI Friday's	1,183,000,000	424	2.8 million	34,900
10	BJ's Restaurant & Brewhouse	1,116,000,000	202	5.5 million	69,000
17	Yard House	571,000,000	72	7.9 million	99,100

Source: Restaurant Business Online.com

Avg. sales per restaurant in millions ($USD) - Low: $2.5 Middle: $3.5 High: $

Attachment: Sales Tax Comparison, 9-05-19 (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: [redacted]
[redacted] 05 PM
To: Cindy McCormick
Subject: Chick-fil-A

Good Afternoon Cindy,

Please add my email to all future neighborhood communications list regarding the proposed Chick-fil-A restaurant [redacted]

My husband and three sons have lived on El Solyo Avenue for almost twenty years. We are vehemently opposed to the proposed restaurant moving in as it will impact the neighborhood in such a negative way. Several of my neighbors and I attended the planning meeting in April to express our concerns. I understand that the City has to continue with the application process, but hope they will consider the concerns of the neighbors directly impacted by the traffic, pollution, noise, garbage and crime that this kind of volume-type restaurant will bring to our streets.
I honestly have never been comfortable with having Denny's so close to our house because it's open 24 hours. I know our neighborhood has been negatively impacted by crime such as car and house break ins late at night/early morning due to Denny's hours. I am seriously concerned about the traffic and volume of cars that will cut through our neighborhood if the application is approved.

I appreciate the informative webpage detailing the approval process, but I truly hope you will consider our input and decline the approval for the Chick-fil-A application.

Best Regards,

--

Colleen Elliott
Kirk W. Elliott
[redacted]

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: don harris [redacted]
[redacted] October 3, 2018 10:07 AM
To: Cindy McCormick; Paul Resnikoff; Rich Waterman; Liz Gibbons; Susan M. Landry
Subject: Resident on Ridgeley Drive - Chick-Fil-A - Does not represent the long term high value creation for the City of Campbell

WARNING: This email originated from an external sender!

Rich, Cindy, Paul, Liz and Susan,

I'm a 13 year returning resident of Campbell. I was born and raised in Campbell and have had the opportunity to return after living in San Luis Obispo, Los Gatos, San Francisco and Menlo Park. I, along with my wife and kids feel very fortunate and proud to say that we live in Campbell.

I have not been actively engaged on political and policy related matters. This topic is VERY close to home for me. I will be brief. We will not feel fortunate to live in Campbell if a Chick-Fil-A is built within the Campbell City limits.

Check-Fil-A is not representative of a business that represents short term value, long term value creation or representative values for the City of Campbell and our residents. When Cities such as Chicago, Boston and San Francisco refuse to allow Chick-Fil-A to build within City limits, allowing chick-Fil-A to build within Campbell will make an identity statement about Campbell and the City leadership values that would not be well aligned to the culture, values and long term increased value creation in the City of Campbell.

Chick-Fil-A locations on the outside corridors of Santa Clara County cities provide choice for Santa Clara County local residents and visitors to enjoy a Chick-Fil-A restrurant. Establishing such a restrurant within City limits builds brand association with the city and related location references. After incredible and beautiful progress on the continued development of Campbell, Campbell should not entertain having this brand association to misrepresent the core values, charter and long term value creation of the City of Campbell.

- Don Harris

Cindy McCormick

From: Taylor Hoefler [redacted]
Sent: Thursday, August 16, 2018 10:21 AM
To: Cindy McCormick; Paul Resnikoff; Rich Waterman; Liz Gibbons; Jeffrey Cristina; Susan M. Landry; Planning Division
Subject: Urgent Concerns Regarding Chick-fil-A Development Proposal
Attachments: Letter of Concern Regarding Campbell Chick-fil-A Development.pdf

Dear Senior Planner Ms. Cindy McCormick and Honorable City of Campbell Council Members Mr. Paul Resnikoff, Mr. Rich Waterman, Mr. Jeffrey Cristina, Ms. Susan Landry, and Ms. Liz Gibbons,

I hope this email finds you all well. Please find attached a letter concerning the proposed development of a Chick-fil-A drive-through at 2060 S. Bascom Ave. I also kindly ask for this letter to be included in the packet of community input that will be posted before the public hearing.

Thank you for your time and attention to this matter.

Sincerely,
Taylor

--
Taylor Hoefler
University of Chicago '15
[redacted]

[redacted]

[redacted]

Sent: Sunday, October 28, 2018 4:37 PM
To: Cindy McCormick
Subject: chick-fil-A

WARNING: This email originated from an external sender!

Taylor Hoefler
, Pruneyard Dry Creek

Chick-fil-A development: Why we should care

Hi neighbors! My name is Taylor and I'm a 25-year-old resident of this neighborhood. I've lived here for my entire life (apart from college and time working abroad). I love Campbell, and our neighborhood, and I want to see the best evolution of both in the long term. For this reason, I have written a strong letter of concern to the Campbell City Council about their proposed Chick-fil-A development on Bascom and Arroyo Seco. If you wish to read the letter in its entirety, please see the attached photos below, or find it in the "Documents" section of Nextdoor. For those of us who like to skim, I would like to share some of my main points of concern with you here, for your consideration. I believe that this proposed Chick-fil-A has the potential to damage our neighborhood, our community, and ourselves in unpredictable ways. I hope that you might consider the impact that that this development could have on yourself and our community, and if you feel compelled, to send your thoughts to the City Council (their emails are listed below). Don't let a powerful corporation influence our representatives to the detriment of our neighborhood. Let our representatives know that we don't want to be another San Jose with development at any cost model. Feel free to use any of my points below or even my entire letter itself as a template. Thanks and best wishes! Taylor Summary of Concerns (For further detail please see my full letter) This Chick-fil-A would put our property values at risk • Fast food restaurants are not associated with neighborhood prestige. Many of us hold the majority of our financial security in our homes, which is why this is something that needs to be protected. • Studies show that fast-food restaurants are associated with neighborhood-level economic hardship. • Long term studies show little to no economic benefits from these types of low-paying establishments to a community. In fact, the opposite holds true. The minimum-wage jobs created by fast food establishments are shown to have negative effects on the surrounding economy. • High neighborhood walkability plays a huge role in favorable property values. Installing a fast-food drive-through franchise on the edge of our neighborhood decreases our walkability and safety, and is quite honestly, backwards-thinking. This Chick-fil-A will have a damaging health impact on our community • At all operating hours of the Chick-fil-A, there will be a line of idling cars releasing harmful chemicals into the air we breathe. It does not matter how effective Chick-fil-A is at "keeping the line moving" or combating traffic congestion. More idling cars means more dangerous carbon monoxide and particulate matter in the air we breathe. • Studies show increased health risks from living close to high-traffic areas. Living close to heavy traffic increases risk for serious conditions such as dementia, hypertension, asthma, and obesity, just to name a few. • The production of fast food releases pollutants into the air including known carcinogens. The faster the cars move through the line, the more fast food carcinogens are released into our neighborhood. This Chick-fil-A is a violation of Campbell's promises to residents • The clearance of this Chick-fil-A to the Pruneyard Dry Creek single family neighborhood in

Campbell is 0 feet. This is, to my knowledge, absolutely unprecedented. • Restaurants like this Chick-fil-A do not fall into an already permitted category for our zoning area—an exception to established building standards would have to be made. • The City of Campbell has made a promise to its residents to “preserve and enhance the predominately low density, high quality residential character of the city,” to “ensure that existing residential neighborhoods, and any remaining vacant lands, are developed in a manner that preserves and enhances neighborhood character”, to “strive to attract quality development”, and to “minimize traffic congestion.” • I believe that constructing this Chick-fil-A would be in dramatic opposition to all these promises the City has made to us. This Chick-fil-A will create fast-food traffic in a family neighborhood. • The construction of this Chick-fil-A will not only increase traffic but force it down other corridors into the neighborhood in unexpected ways. (Don’t think that it may not affect you if you are not on Arroyo Seco). • Logistically, Arroyo Seco Drive is a well-established entry corridor into the neighborhood. If this street were to become the point of entry and exit to and from a busy drive-through it would cause an additional burden to homeowners in the neighborhood. • To be clear, this would affect not only the homeowners around the proposed Chick-fil-A but all homeowners in the neighborhood. As Arroyo Seco Drive becomes a bottle neck, or a nuisance, residents will choose other streets to get to their homes. This Chick-fil-A is not reflective of Silicon Valley’s culture of inclusivity • Chick-fil-A is a highly controversial franchise. Although it has engaged in an extensive public relations makeover since the death of its founder S. Truett Cathy, the company has still championed divisive anti-inclusive causes and organizations that do not keep with the inclusive values of Campbell and Silicon Valley. • Because of Chick-fil-A’s history with discrimination, the cities of San Francisco, Boston, and Chicago continue to refuse the construction of any Chick-fil-A within city borders. Here are the names and email addresses of our representatives if you wish to reach out: Campbell Senior Planner

[redacted]

Cindy McCormick

From: Mark Jones [redacted]
Sent: Friday, June 22, 2018 5:51 PM
To: Cindy McCormick; Campbell City Managers Office; Paul Resnikoff
Subject: Click fil a

We do not want these racist bigots in a our City.

Cindy McCormick

From: moryt milo [redacted] >
Sent: Saturday, July 14, 2018 2:44 PM
To: Liz Gibbons
Cc: Elizabeth Gibbons-Offsite; Cindy McCormick
Subject: Chic-fil-A

Hello Liz,

I know it's been a while since we chatted. I am reaching out because I notice plans have been submitted to the City for a Chick-fil-A to replace the Denny's at the corner of Bascom Ave and Arroyo Seco Drive.

I understand it has to go before the planning commission first, which is why I am copying Cindy on my email. I would appreciate it if my comments were provided to the Commissioners as well.

Looking at the plans, I wasn't clear exactly were the drive -thru entrance is designed. It looks like it's off of Arroyo Seco Drive.

I know a traffic study is being prepared but there has never been a traffic study that really understands the ebb and low of traffic in a neighborhood. You need to live on Arroyo Seco (which I do) to understand the complexities of this scenario.

The cut in the median on the south side of Bascom is the U-turn everyone uses to get to E. Campbell Ave. when coming from W. Campbell Ave. It also provides a commuter cut through for the neighborhood and those who live in other communities like Cambrian and Willow Glen.

Arroyo Seco is also a cut through street to Bascom Ave from the west off of Leigh going North or South on Bascom.

The heaviest traffic occurs on Arroyo Seco between Midway and Arroyo Seco with commute traffic going East and West on a daily basis.

Cars speed through morning and evening. This problem developed after the city put a median strip up Bascom blocking other direct routes out of the neighborhood, forcing neighborhood traffic on to Arroyo Seco to go North on Bascom or to make a U-turn at the light (Campbell Ave/ Bascom) to go South on Bascom.

The confluence of cars coming out of Arroyo Seco onto Bascom, people making U-turns at the Bascom median break next to Arroyo Seco and at the Campbell Ave/Bascom Ave light, plus a proposal to add a drive-thru eatery entrance off Arroyo Seco and Bascom is going to generate major traffic issues and become a difficult scenario for residents living in this area.

I have no doubt the median break at Bascom and Arroyo Seco will jam up traffic going South and cause congestion and potential accidents going North since it is next to the Bascom Ave/ Campbell Ave. intersection. This will create a dangerous situation.

I am sure we have other locations not bordering an already busy intersection that would be more suitable for this project.

Thank you for your time. I am happy to discuss this further.

Best,

Moryt Milo

Cindy McCormick

From: Sean Olson [redacted]
Sent: Monday, July 16, 2018 8:20 AM
To: Cindy McCormick
Subject: Chick-fil-A at current Denny's Location on Bascom

Good morning,

I'm writing you to state my opposition to allowing a Chick-fil-A at this location. The additional traffic generated by The Habit and Mod Pizza have already overwhelmed this intersection. There would be no easy way to pull into the current Denny's parking lot without backing up traffic to the Bascom intersection. I have already witnessed several "near miss" accidents a week from people pulling out of the Denny's parking lot while people are making a U-turn to get on Arroyo Seco. Surely there must be a parcel closer to either the Meridian Hamilton intersection or the Hamilton corridor near Home Depot? At least there are 3 lanes and multiple locations for ingress/egress in those areas.

Please let me know when the public hearing will be taking place as I would like to attend as well! Thank you for your time and for your efforts in serving the City of Campbell.

Regards,

Sean Olson
[redacted]
Campbell, CA
[redacted]

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....( )/ ( )

Cindy McCormick

From: devika sagar <[redacted]
Sent: Thursday, July 12, 2018 6:01 PM
To: Cindy McCormick
Cc: Mom
Subject: 2060 South Bascom Avenue

Hello Cindy,

Hope all is well. This email is in regards to the letter we received at Dennys in Campbell regarding the Chik-Fil-A application. I want to formally object to the building of Chik-Fil-A. Dennys has been an integral part of the Campbell community for decades and it would be a disgrace to see it removed from the community. Dennys has given back to the community and has been involved in many fundraisers throughout the years. Dennys is the epitome of family dining, allowing a safe, comfortable dining option for people of all ages. Throughout the years Dennys has serviced many community groups regularly and has served as a meeting place for many community members. Please let me know how to formally object to Chik Fil A.

Devika Sagar
[redacted]

Cindy McCormick

From: Buff's Email [redacted] >
Sent: Friday, May 31, 2019 6:50 PM
To: Planning Division
Subject: Re: Chick-Fil-A

WARNING: This email originated from an external sender!

Hi,
Please consider the impact a Chick-Fil-A on Bascom at Arroyo Seco would have on the traffic flow and quality of life for Campbell residences.
There is a new Chick-Fil-A on Blossom Hill by Whole Foods I happened to see today. What a nightmare, mess that is for the parking lot and Blossom Hill. Lines of cars, pedestrians walking all over and employees directing traffic. After I saw that giant congested mess I just thought what a disaster that would be for Campbell. Please go by this new restaurant location, at lunch time, and see if this is really the congestion, idling car pollution we need in our area.

Thank you,
Buff and Terry Smith

Sent from my iPhone

Cindy McCormick

From: Steven Stein [redacted] >
Sent: Thursday, June 21, 2018 2:12 PM
To: Cindy McCormick
Subject: Chick-fil-A

Hi Cindy,

Please add me to your distribution list of neighbors interested in the proposal for a Chick-fil-A on Bascom and Arroyo Seco.

FYI, I am ***heartily against*** this proposal for our neighborhood.

Thank you,

Steven Stein
[redacted]
Campbell CA. 95008

Cindy McCormick

From: Anh Tran [redacted]
Sent: Thursday, June 21, 2018 12:54 PM
To: Cindy McCormick
Subject: Re: Chick-fil-A

Dear Cindy,

My opinion stands that Chick Fil A will increase traffic and downgrade my home value. NO to any place that has a drive through station or high turnover of customers (fast food joints). It's very upsetting this is happening to my neighborhood. A place like Chick Fil A is better suited on Camden where Beverly's was (across from Target).

Anh Tran

On Thu, Jun 21, 2018 at 9:53 AM, Cindy McCormick <cindym@cityofcampbell.com> wrote:

> Dear Neighbors –
>
> You are receiving this email because you previously sent me correspondence on the preliminary plans for a Chick-fil-A restaurant at the corner of Bascom Avenue and Arroyo Seco Drive.
>
> Formal plans were submitted this week for the restaurant. A courtesy notice (attached) will also be sent to all homeowners within 300 feet of the property where the restaurant is proposed.
>
> I have also created a webpage with more information: http://www.cityofcampbell.com/938/Chick-fil-A
>
> *Feel free to pass this email along to any of your neighbors.*
>
> Please let me know if you have any questions or comments.

Cindy McCormick, AICP

Senior Planner
City of Campbell | Community Development Department

70 N. First Street | Campbell, CA 95008

www.cityofcampbell.com | 408.871.5103

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: Coleen Wagner [redacted]
Sent: Monday, October 1, 2018 9:25 AM
To: Cindy McCormick; Paul Resnikoff; Rich Waterman; Liz Gibbons; Jeffrey Cristina; Susan M. Landry
Subject: Chick-fil-A

WARNING: This email originated from an external sender!

I hope that you might consider the impact that that this development could have on our community. Don't let a powerful corporation influence development to the detriment of our neighborhood. I am here to let my representatives know that we don't want to be another San Jose with a development at any cost model.

This Chick-fil-A would **put our property values at risk** • Fast food restaurants are not associated with neighborhood prestige. Many of us hold the majority of our financial security in our homes, which is why this is something that needs to be protected. • Studies show that fast-food restaurants are associated with neighborhood-level economic hardship. • Long term studies show little to no economic benefits from these types of low-paying establishments to a community. In fact, the opposite holds true. The minimum-wage jobs created by fast food establishments are shown to have negative effects on the surrounding economy. • High neighborhood walkability plays a huge role in favorable property values. **Installing a fast-food drive-through franchise on the edge of our neighborhood decreases our walkability and safety**, and is quite honestly, backwards-thinking. This Chick-fil-A will have a damaging health impact on our community • At all operating hours of the Chick-fil-A, there will be a line of idling cars releasing harmful chemicals into the air we breathe. It does not matter how effective Chick-fil-A is at "keeping the line moving" or combating traffic congestion. More idling cars means more dangerous carbon monoxide and particulate matter in the air we breathe. • Studies show increased health risks from living close to high-traffic areas. **Living close to heavy traffic increases risk for serious conditions such as dementia, hypertension, asthma, and obesity, just to name a few.** • The production of fast food releases pollutants into the air including known carcinogens. The faster the cars move through the line, the more fast food carcinogens are released into our neighborhood. This Chick-fil-A is a violation of Campbell's promises to residents • The clearance of this Chick-fil-A to the Pruneyard Dry Creek single family neighborhood in Campbell is 0 feet. This is, to my knowledge, absolutely unprecedented. • Restaurants like this Chick-fil-A do not fall into an already permitted category for our zoning area—an exception to established building standards would have to be made. • The City of Campbell has made a promise to its residents to "preserve and enhance the predominately low density, high quality residential character of the city," to "ensure that existing residential neighborhoods, and **any remaining vacant lands, are developed in a manner that preserves and enhances neighborhood character",** to "strive to attract quality development", and to "minimize traffic congestion." • I believe that constructing this Chick-fil-A would be in dramatic opposition to all these promises the City has made to us. This Chick-fil-A will create fast-food traffic in a family neighborhood. • The construction of this Chick-fil-A will not only increase traffic but force it down other corridors into the neighborhood in unexpected ways. (Don't think that it may not affect you if you are not on Arroyo Seco). • Logistically, Arroyo Seco Drive is a well-established entry corridor into the neighborhood. If this street were to become the point of entry and exit to and from a busy drive-through it would cause an additional burden to homeowners in the neighborhood. • To be clear, **this would affect not only the homeowners around the proposed Chick-fil-A but all homeowners in the neighborhood.** As Arroyo Seco Drive becomes a bottle neck, or a nuisance, residents will choose other streets to get to their homes. This Chick-fil-A is not reflective of Silicon Valley's culture of inclusivity • Chick-fil-A is a highly controversial franchise. Although it has engaged in an extensive public relations makeover since the death of its founder S.

Truett Cathy, the company **has still championed divisive anti-inclusive causes and organizations that do not keep with the inclusive values of Campbell and Silicon Valley**. • Because of Chick-fil-A's history with discrimination, the cities of San Francisco, Boston, and Chicago continue to refuse the construction of any Chick-fil-A within city borders.
I hope you will take these comments into consideration during your deliberations.

Coleen and Joe Wagner

Cindy McCormick

From: Mary Certa [redacted]
Sent: Tuesday, October 2, 2018 8:12 PM
To: Cindy McCormick
Subject: Chick fill a

WARNING: This email originated from an external sender!

We do not want to see this in Campbe

Sent from my iPhone

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: Jeorge Montanez [redacted] >
Sent: Monday, October 28, 2019 7:07 PM
To: Cindy McCormick
Subject: Chix-A-HATE

WARNING: This email originated from an external sender!

Dear city planner,

I hope ur aware of the hate, Chix-fil-A has towards a certain group.
You two or more several churches that are part of your city.

And you have acting racist president, sotting on the white house.

Does Campbell need a chicken sandwich, w a taste of hate?

A concern patriant,
-jeo

Cindy McCormick

From: Mark A Nakamura [redacted] >
Sent: Monday, October 28, 2019 11:47 AM
To: Cindy McCormick
Subject: Comment on Chick Fil A Project

WARNING: This email originated from an external sender!

Hi Cindy,

I have read parts of the traffic study and while I am not well versed in analyzing traffic studies, I am a little skeptical of its findings.

Knowing how popular Chick Fil A's are, I feel there's a good chance in the evening that traffic could backup onto Bascom. I am concerned about this because I regularly cross Bascom at Apricot and have frequently noticed drivers speeding through yellow lights or even running red lights. Those drivers who dangerously run this light may not see the traffic backed up onto Bascom from this Chick Fil A location and cold create some risky situations where they may swerve to avoid cars backed up on the road. In addition, there will be more drivers making a u-turn onto south Bascom to go to the restaurant. It just does not seem like a safe and ideal place for a business that's going to generate a lot of car trips throughout the majority of the day.

The only other place where I have seen cars backed up onto the roadway is at the car wash on Hamilton and Bascom. Even though this is not ideal, the backup is more visible from multiple vantage points and I believe drivers have the proper amount of time to assess how to get around the cars on the roadway in a safe manner.

I also feel that more cars will definitely travel through the adjacent neighborhood, despite what the traffic study has projected. In the last year, the Campbell and Midway intersection has become more treacherous. There are often long streams of cars with some drivers eager to drive through without fully evaluating the intersection for other cars and pedestrians.

For those drivers who do not want to use the u-turn onto Bascom, the other intersection that will probably see a spike in traffic is Midway and El Solyo. This interesection is not as well designed for lots of cars to pass through.

Since the majority of customers will go through the Chick Fil A drive thru, my other concern is trash degrading the quality in our neighborhood. I don't know if the planning committee has assessed this but in neighborhoods near drive thru businesses, there's an increase in trash since people eat their food in while parked on a neighborhood street. Instead of disposing of their trash properly, they dump it on the street. The nice thing about the Midway neighborhood is that the streets are not packed full with cars. Unfortunately this will become prime space for people to eat in their cars and dump their trash.

Overall the Midway neighborhood is a pleasant neighborhood. It's not designed for a lot of traffic and I feel this project will degrade the neighborhood in terms of the amount of traffic it will receive with the negative impacts such as trash.

Does Campbell really need a fast food business? There are plenty of other options in nearby San Jose. I would recommend that Campbell take the lead in choosing businesses that are good for its community and not approve this project.

Thank you.

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

Mark Nakamura
[redacted]

-----Original Message-----
From: Vikki Essert
Sent: Tuesday, November 5, 2019 10:55 AM
To: Paul Kermoyan <paulk@campbellca.gov>
Subject: Chick Fil A proposal

Hi Paul,

Please pass this email to the Planning Commissioners. Thanks!

Dear Planning Commission,

I am resident of the Pruneyard Dry Creek neighborhood and on the GPAC.
I am writing to ask you to consider requesting some changes to the proposed Chick Fil A on the corner of Bascom Ave and Arroyo Seco based on recommendations the GPAC has made for the upcoming General Plan:

1) The GPAC is recommending that new drive thrus be banned from the city of Campbell

2) The commercial area from Rasputins to Dry Creek is to be changed from "General Commercial" to "Neighborhood Commercial"

These changes mean that the project as proposed will no longer be compliant with the General Plan in 6 months. I understand that you can't hold Chick Fil A to rules that are not yet adopted, but it would be wise to consider these changes. I would also like to point out that the traffic report does not mention the Bascom Ave complete street plan, which will change the nature of the bike/pedestrian path along Bascom from level II to level I, in my opinion making the cross traffic there more problematic than the report indicates.

Access for people who can't or don't want to get out of their cars could be mitigated by an app for curbside service. More parking and an outdoor seating area along Arroyo Seco would also benefit the neighborhood more that drive thru driveways.

Vikki Essert

Fax Cover Page

Fax No: 1-408 374 6889

From: Herb Weinman

[redacted]

To: CITY OF CAMPBELL
PLANNING COMMISSION

RE 2060 BASCOMB

ATT: CINDY

Number of Pages following: 5

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

November 4, 2019
Planning commission City of Campbell November 12, 2019 7:30 pm public hearing regarding Chick-fil-A 2060 S Bascom Av. Act 70 N. 1st St., Campbell, CA.

I own the property 1059 Arroyo Seco Drive which is across the street from this project.

I am very concerned that the two tenants in the front units will lose their quiet enjoyment of the premises on the basis that the 36 inch screen high wall in the area where the vehicles coming around the building and the vehicle being perpendicular to Arroyo Seco Drive, will have their vehicle headlights shining into the glass doors and large windows of both units 1059 A and 1059B, along with the Chick-fil-A customers while waiting and moving in their vehicles will be Visually staring directly into The windows of both of these units. Not To forget all the noise generated by these vehicles starting and stopping, sound speakers, people taking orders Etc. With some noise reverberating off the canopy

I have a Ford ½ ton standard pick up and the headlights are 3'8" high above the ground. When I sit in the truck my eyes are 5'6" high above the ground and and I am only 5 foot 10 so, with larger or lifted trucks or vehicles the light pattern and visual will be even higher going into the 1059 windows and doors. The proposed screen wall being only 36 inches high Will be completely inadequate.

The 3 foot screen wall needs to be a solid 6 feet high covering the area to the end column of the canopy. As shown on the enclosed Chick-fil-A rendering NORTHEAST VIEW. On page 3 of Site plan I illustrate two places where the fence could be 6 foot high

If you look around the existing Denny's property you will see there was originally a 6 foot high fence, Which has been raised to over 8 feet high over the years due to noise and light etc. and Denny's Is a low use facility with very little traffic.

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

The fence between 1059 Arroyo Seco and the corner Bascom Avenue strip stores adjacent to 1059 had a 6 foot cement block original fence which had to be raised to 8 feet, years ago , for privacy, noise, light and security.

I know Campbell as well as most other cities allow 6 foot high fencing against the street on the side street of a property.

Chick-fil-A having a landscaped 5 foot set back from the sidewalk to a 6'0" screen solid wall will still offer a very aesthetic look. Again on the northeast view rendering, submitted.

Herb Weinman 14475 Shannon Rd., Los Gatos, CA 95032

[redacted]

Herb Weinman

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

ARROYO SECO

GLASS DOORS

LARGE GLASS WINDOWS

PAGE 3 OF 5

BUILDING DATA

OCCUPANCY	[illegible]
FIRE SPRINKLERED	YES
CONSTRUCTION TYPE	[illegible]
SITE AREA	[illegible]
BUILDING AREA	[illegible]
FAR	[illegible]
ZONING	[illegible]

PARKING

STANDARD SPACES REQUIRED	[illegible]
DINING AREA SEATS	[illegible]
NON-DINING AREA	[illegible]
PATIO SEATS	[illegible]
TOTAL SPACES REQUIRED	[illegible]
TOTAL SPACES PROVIDED	[illegible] SPACES

6'0" HIGH OR 6'0" HIGH

CARS TURNING

ARROYO SECO DR.

S BASCOM AVE.

EXISTING TREE WELL

CANOPY STRUCTURE

EXISTING CONCRETE SIDEWALK

36" HIGH SCREEN WALL

TRANSFORMER PAD

HEIGHT CLEARANCE ARM

DIRECTIONAL SIGN

LANDSCAPING

RETAINING WALL

CONCRETE PATIO AREA

36" HIGH CMU WALL W/ CONC. FINISH TO MATCH BLDG.

7 BICYCLE RACKS (14 SPACES)

CONCRETE SIDEWALK

LANDSCAPE AREA

ADA STRIPING, SIGNAGE & RAMPS PER LOCAL CODE

TRASH ENCLOSURE WITH STORAGE AREA

LANDSCAPE AREA

LANDSCAPE AREA

GRAPHIC SCALE (IN FEET) 1 inch = 20 ft.

NORTH

1 SITE PLAN

2 VICINITY MAP

Chick-fil-A
6200 Burlington Road
Atlanta, Georgia
30349-3998

crho ARCHITECTS

CHICK-FIL-A
S. BOSCOM & ARROYO SECO
2060 S. BOSCOM AVE. CAMPBELL, CA

FSR# 4247

SP-1

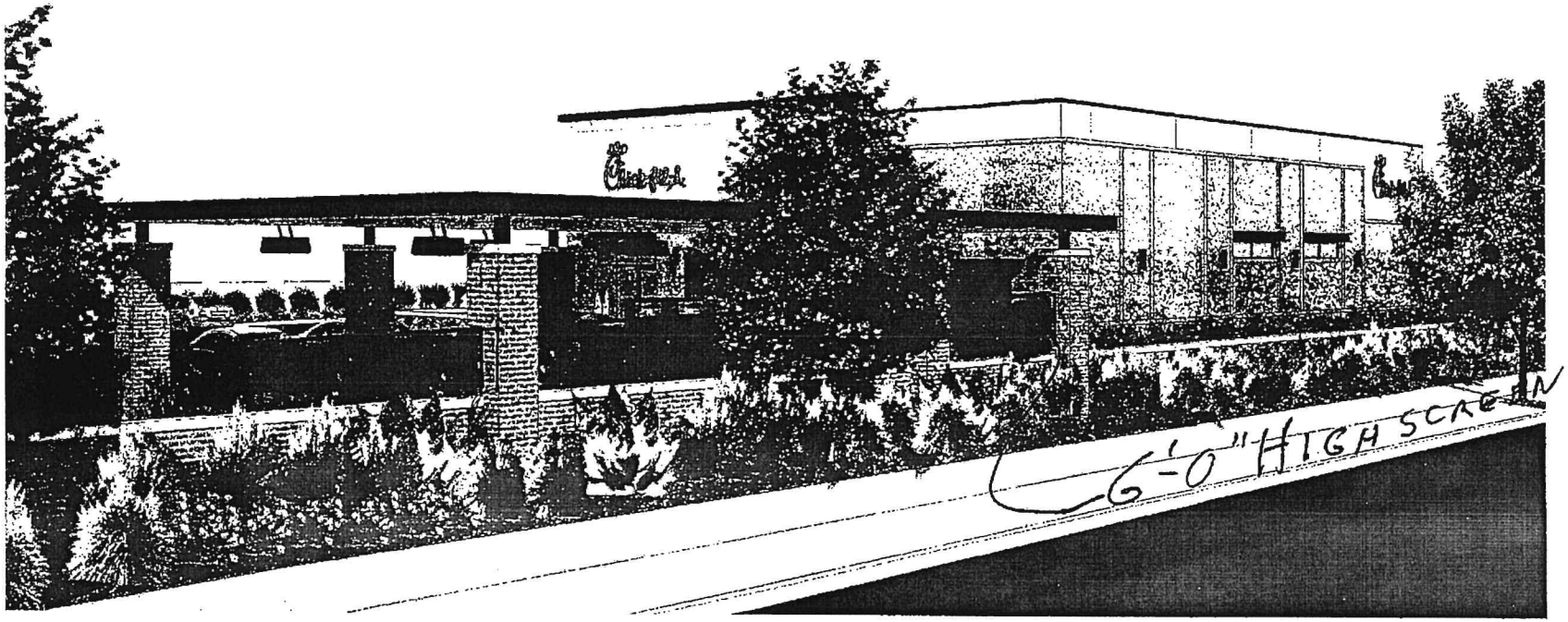
1059 ARROYO SECO DR.
DIRECTLY ACROSS
FROM CHICK-FIL-A

PICTURE TAKEN 11-5-19
STANDING ON DENNEYS
EXISTING PARKING LOT

CAMERA AT 4' HIGH
CHICK-FIL-A 3' HIGH
SCREEN WALL VERY
INADEQUATE STOPPING
THE WAITING VEHICLES
OCCUPANTS FROM STARING
INTO BOTH UNITS ALONG
WITH HEAD LITES.

THE FENCE SHOULD BE
6'-0" HIGH

PAGE 6 OF 5



NORTHEAST VIEW

Chick-fil-A

PRELIMINARY RENDERINGS
2060 S. Bascom Ave. Campbell, CA

2-5-18
Revised: 2-7-18
Revised: 2-13-18
Revised: 4-30-18

crho ARCHITECTS

Cindy McCormick

From: Buff's Email [redacted]
Sent: Monday, November 11, 2019 8:43 AM
To: Planning Division
Subject: Chick-fil-A

WARNING: This email originated from an external sender!

Good morning!
I live on Arroyo Seco Dr. and I'm disappointed about the new Chick-fil-A coming to our neighborhood. I have seen the traffic and drive thru backups at these restaurants. Not exactly a good thing for a nice neighborhood. There will be more traffic on our street, trash, air pollution from idling cars. The traffic on Bascom is already awful, this is going to make even more of a mess at the corner of Bascom and Campbell Ave.
Since, unfortunately, this seems to be a done deal, would be great if they could at least comply with the new ruling for "no drive through restaurants in Campbell"!
Campbell is such a nice town tucked in the San Jose craziness, please don't let it get out of hand!!
Thank you,
Buff Smith

Sent from my iPhone

Cindy McCormick

From: Ross Liebman [redacted]
Sent: Monday, November 11, 2019 11:41 AM
To: Cindy McCormick
Subject: Re: Chick-fl-A

WARNING: This email originated from an external sender!

Cindy,

I'm not sure if the below two items were addressed in the reports but just wanted to bring it to your attention:

1. There is a turn/u-turn lane at Bascom and Arroyo Seco Drive. Many people use the lane to get into Denny's and other's (like myself) use it for a U-turn to get to Arroyo Seco Drive. It is not uncommon for this lane to be "full" during rush hour traffic. I could just imagine what it will be like with Chick-fil-A.

2. I think the health risks of idling cars (in the drive-thru-lane) to those living around the site can't be under-stated. I'm curious how these risks are "Mitigated."

Thank you for your time.

Ross Liebman, MD

On Mon, Nov 11, 2019 at 9:19 AM Cindy McCormick <cindym@campbellca.gov> wrote:

> Dear neighbors and interested individuals –
>
> The *Chick-fil-A* Agenda and Staff Report for Tuesday night's Planning Commission is now available online.
>
> Agenda and Staff Report: https://www.ci.campbell.ca.us/AgendaCenter/ViewFile/Agenda/_11122019-1999
>
> This item is **item #3** on the Agenda. The meeting starts at 7:30pm and this item will be heard after the first two items.
>
> For more Information on the project, including the environmental review: https://www.ci.campbell.ca.us/938/Chick-fil-A
>
> Have a great day and please let me know if you have **any questions or comments**.

Cindy McCormick

From: SUSAN MCDONNELL [redacted] >
Sent: Thursday, November 14, 2019 7:12 PM
To: Planning Division
Subject: Chick Fil

WARNING: This email originated from an external sender!

Greetings planning department
I am a Restaurant Designer and live in the area that Chick Fil is requesting occupancy. As a designer I believe and support in restaurant growth. However I strongly feel that the proposed fast food- drive-thru business would greatly impact the traffic in hour area in a very negative way, similar to In N out .
If I had my options on what style of food service in the old Denny's location it would be a Fast Casual, with a bar and outdoor seating.
Even El Burro would work.
thank you for community support.
Susan McDonnell
CID, Fe3

Cindy McCormick

From: Morici, Marty [redacted] >
Sent: Thursday, December 19, 2019 9:57 AM
To: Cindy McCormick
Subject: I am opposed to chick filet

WARNING: This email originated from an external sender!

At the Denny's site on bascom
Large traffic increase for the neighborhood .
Marty Morici

Sent from my iPhone

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: soussan behbahani [redacted]
Sent: Tuesday, December 31, 2019 3:19 PM
To: Cindy McCormick
Cc: soussan behbahani
Subject: Chick-fil-A restaurant. Mail# 1
Attachments: 20191229_194802.jpg

WARNING: This email originated from an external sender!

Cindy McCormick,

Re 2060 S. Bascom Ave (Chick-fil-A restaurant)

I own the properties 1041 and 1051 El Solyo Ave, Campbell. My Backyard is adjacent to the parking lot of the proposed Chick-fil-A restaurant.

Currently, The fence between my properties and the proposed chick-fil-a, parking lot is too short. Tall cars, SUV's, trucks, lifted trucks, food delivery vehicles, etc, can look through the fence, and see my house and backyard. Also it would be easy for the customers to throw their food containers, etc, right into my backyard.

With Denny's restaurant which is a low traffic facility, and hardly any cars was parked near my fence, we had this problem with people looking and or throwing things in to my backyards.

With this new restaurant, which is a high traffic facility the above problems will increase a lot.

This fence needs to be raised to the maximum allowed by the city, even higher with the city's approval for an exception (Since my properties are in lower elevation than Chick-fil-A restaurant).

Regards,
Soussan Behbahani

Cindy McCormick

From: soussan behbahani [redacted] >
Sent: Tuesday, December 31, 2019 3:23 PM
To: Cindy McCormick
Cc: soussan behbahani
Subject: Chick-fil-A restaurant. Mail # 2
Attachments: 20191229_194802.jpg

WARNING: This email originated from an external sender!

Cindy McCormick,

Good Afternoon Cindy,

I am strongly against this project (Chick-fil-A Restaurant) at this location.

My properties are located at 1041 and 1051 El Solyo Ave, Campbell.

My rental properties are adjacent to the chick-fil-A restaurant (only a fence separates my properties and Chick-fil A Restaurant).

With approval of Chick-fil-a Restaurant, My tenants will lose their quiet and peaceful surroundings. Increase of noise and exhaust of the cars, ordering sounds, the amount of garbage created and increase in pest problems (we already have a problem with pests in this area).

I am Against any fast food establishments (with drive through for this location). It increases traffic, congestion and idling car pollution.

It will have a negative effect on my property values. Also it may cause LOSE OF INCOME for my family. Who wants to rent a place next to a fast food drive through restaurant?

There are much better and suitable locations on Bascom Ave for this type of Restaurant than this place (Locations not with residential area just next to the restaurant).

Please Let me know how to formally object to Chick-fil-a restaurant at this location.

Regards,
Soussan Behbahani

On Mon, Dec 30, 2019 at 4:48 PM soussan behbahani [redacted] wrote:

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: Andrea Sanders
Sent: Thursday, January 2, 2020 4:21 PM
To: Cindy McCormick
Cc: Wendy Wood; Paul Kermoyan
Subject: FW: Chick-fil-A

Hi Cindy,

Below is correspondence related to the Chick-fil-A appeal.

Thanks,

Andrea Sanders
Deputy City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2117

[redacted]

Begin forwarded message:

> **From:** Maria Matteis [redacted]
> **Date:** December 30, 2019 at 11:21:42 PM EST
> **To:** lizg@campbellca.gov
> **Subject: Chick-fil-A**
>
> Hello Council Member Gibbons
>
> I am a resident of Campbell and am very concerned about the possibility of a Chick-fil-A restaurant replacing the Denny's on Bascom Avenue.
>
> Chick-fil-A drive through restaurants are notorious for long lines of cars which snarl traffic on city streets. This would be a huge burden for the families and neighbors who live in and around the

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

proposed site on the corner of Bascom and Arroyo Seco. This is already a highly congested area with close proximity to the Pruneyard.

It is highly probable that customers would park in near by neighborhoods and walk into the restaurant to avoid long drive through lines. It is also not fair to the restaurant and businesses that are already established along this block of Bascom Ave. because there will be a constant line of cars in front of their establishments making it impossible for their customers to enter and exit.

I have always felt that Campbell is a city of compassion and doesn't have room for a business whose corporate philosophy is not accepting of personal differences.

Everyone has a place in Campbell and everyone should feel welcome when they walk through our city.

I am imploring you to deny
Chick-fil-A's proposal to establish a presence in our city.

Thank you for your consideration.
Maria Matteis
[redacted]
Campbell 95008
[redacted]

Cindy McCormick

From: Andrea Sanders
Sent: Thursday, January 2, 2020 11:58 AM
To: Paul Kermoyan; Cindy McCormick
Cc: Wendy Wood
Subject: FW: Chic-Fil-A

Hello,

Please see email below as an FYI.

Thank you,

Andrea Sanders
Deputy City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2117

[redacted]

[redacted] Dec 15, 2019, at 6:32 PM, Joelle Lambert <[redacted] wrote:
>
> Hello, Liz. I am a resident living on El Solyo Ave (my husband and I actually had a small dinner gathering with you at the Teeters home maybe two years ago). I am writing out of concern upcoming vote on approval of a Chic-Fil-A restaurant at Arroyo Seco and Campbell Ave. My concerns relate to the increased volume of traffic I anticipate will be brought to our quiet neighborhood. The traffic study does not reflect the use of Waze and other apps that will bring cars through the neighborhood during peak hours when traffic on Bascom is busiest. Specifically Campbell, Arroyo Seco, part of Peter, Midway and El Solyo will likely bear the brunt of the increase in traffic, increased emissions and other traffic related problems. I am personally concerned that the queues for the drive through will spill out onto Bascom and the increased traffic will create back ups toward El Solyo which will make egress for residents more difficult. I am concerned that there will be backups at the southbound Bascom U-turn that accesses the proposed restaurant site and that entry of residents into the neighborhood will be impacted negatively. I also think that cars avoiding the traffic and the queue to the entry to the drive-thru will end up parking on Arroyo Seco and walking over to the restaurant. Initially,

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

drivers coming from Leigh will go down Arroyo Seco, not realizing there is no entry to the restaurant from Arroyo Seco, and will end up making U turns or parking.
>
> And why on earth, when the proposed changes in the General Plan of the City include banning drive-throughs, do we want to put a high volume, high traffic producing, emission producing business in a town that values pedestrian traffic and a small town feeling? This is inconsistent with that plan, the character of our community and appears like a last minute attempt to get a high revenue business built under our noses at the 11th hour. The City Hall Meeting was moved from Feb 4 to January 21 abruptly, giving us less time to prepare our argument against the business. On so many levels this is wrong. I appeal to you vote against the final approval of this project for the benefit of our neighborhood and community.
>
> Thank you for listening.
>
> Sincerely,
>
> Joelle Lambert
>[redacted]

Cindy McCormick

From: Andrea Sanders
Sent: Tuesday, January 7, 2020 3:09 PM
To: Cindy McCormick; Paul Kermoyan
Cc: Wendy Wood
Subject: FW: Opposition to Chick-Fil-A on Bascom

FYI

Andrea Sanders
Deputy City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2117

From: Judy & Stacia [redacted]>
Sent: Tuesday, January 7, 2020 12:57 PM
To: Susan M. Landry <susanl@campbellca.gov>; Liz Gibbons <lizg@campbellca.gov>; Anne Bybee <anneb@campbellca.gov>; pault@cityofcampbell.com; Rich Waterman <RichW@campbellca.gov>
Cc: Web Distribution City Clerk <WebDistributionCityClerk@campbellca.gov>
Subject: Opposition to Chick-Fil-A on Bascom

WARNING: This email originated from an external sender!

Dear City Council Members,

I have lived in my home for over 20 years and love the small town feel of Campbell.

Please do NOT vote for the Chick-Fil-A. The traffic congestion through our streets is horrible as it is with drivers trying to find short cuts to Leigh Avenue and Dry Creek Road. I live on Moneta which dead ends on Arnot. It is amazing the number of driver who do not understand "Not a Through Street".

A few months ago a man had a stand off with the wonderful Campbell Police at the Denny's site. Our streets were jammed with crazy drivers racing through the neighborhood searching for an outlet.

We have many small children who play in our streets and elders who walk, of whom I am one. We do not have sidewalks on many of our streets.

I will attend the meeting on the 21st along with many of my neighbors. Please consider those of us who pay property taxes and vote NO!

Sincerely,

Stacia M. Lumley
[redacted]
Campbell, CA 9508-3619

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: Andrea Sanders
Sent: Tuesday, January 7, 2020 3:16 PM
To: Cindy McCormick; Paul Kermoyan
Cc: Wendy Wood
Subject: FW: Consider a better option for Chick-fil-A

FYI

Andrea Sanders
Deputy City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2117

From: Stephanie Morris [redacted]>
Sent: Monday, January 6, 2020 10:23 PM
To: Susan M. Landry <susanl@campbellca.gov>; Liz Gibbons <lizg@campbellca.gov>; Anne Bybee <anneb@campbellca.gov>; Paul Resnikoff <paulr@campbellca.gov>; Rich Waterman <RichW@campbellca.gov>
Cc: Web Distribution City Clerk <WebDistributionCityClerk@campbellca.gov>
Subject: Consider a better option for Chick-fil-A

WARNING: This email originated from an external sender!

Dear Council members,
I'm writing to oppose the plan for the Chick-fil-A restaurant on Bascom Avenue. I'm a neighbor who lives on Fewtrell Drive. I'd like to urge you to consider a sit-down type restaurant instead of a drive through for three reasons.
1) Residents and Council members should work together to promote locally-owned businesses with high quality food in Campbell, not fast food chains. There are plenty of burger/chicken fast food options in the nearby vicinity including the Habit, Burger Bar, etc. Notable good examples of locally-owned businesses with high quality food in the area include the new Masa Sushi. This has become a lovely neighborhood gathering place with very friendly service.
2) This project will negatively impact the nearby streets by increasing drive-through traffic. On Fewtrell Drive, we've seen a significant increase in traffic due to recent conversion of a building on our corner to a much higher-volume use. I don't oppose the new business, since it is a quality business, but the traffic and parked cars have been significant. The City needs to know that changes in business use have real everyday effects on homeowners such as trouble backing out of driveways safely due to parked cars and increased traffic, increased litter, and lack of parking for guests.
3) This site should be converted to a similar type use as the existing building - a sit-down restaurant with adequate parking. This will keep the use stable for the property.

Thank you for your service to our community and thank you for the ability to contribute my viewpoint on this property.

Stephanie Morris
Fewtrell Drive, Campbell
[redacted]

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: Wendy Wood
Sent: Tuesday, January 7, 2020 9:34 AM
To: Cindy McCormick; Paul Kermoyan
Cc: Andrea Sanders
Subject: FW: chick-fil-a

FYI

Wendy Wood
City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2116

-----Original Message-----
From: [redacted]
Sent: Monday, January 6, 2020 6:36 PM
To: Web Distribution City Clerk <WebDistributionCityClerk@campbellca.gov>
Subject: chick-fil-a

WARNING: This email originated from an external sender!
_____

Dear Windy Wood
I am a homeowner in Campbell and I am also a restaurant designer and instructor. I have many years of experience in food service locations and requirements.
This fast food concept in this location would be a traffic nightmare that would impact the residential neighborhood and Bascom Ave. A drive-thru business always impacts traffic. A dine in restaurant is more appropriate for traffic flow and would fit the neighborhood needs.
In my opinion Fast Food establishments are a negative to this type of commercial area with our mixed use. The people that want this QCR are people not from our community and they do not care about the negative impact on our Wonderful Campbell Residential areas.
Thank you for your hard work and dedication.
Susan McDonnell CID,Fe3

Cindy McCormick

From: Wendy Wood
Sent: Wednesday, January 8, 2020 9:51 AM
To: Paul Kermoyan; Cindy McCormick
Cc: Andrea Sanders
Subject: FW: No Chick Fil A in PDC

FYI

Wendy Wood
City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2116

From: Liz Gibbons <lizg@campbellca.gov>
Sent: Wednesday, January 8, 2020 8:45 AM
To: Brian Loventhal <brianl@campbellca.gov>; Wendy Wood <wendyw@campbellca.gov>
Cc: Andrea Sanders <asanders@campbellca.gov>
Subject: Fwd: No Chick Fil A in PDC

FYI

Elizabeth "Liz" Gibbons, AIA, LEED AP
Vice Mayor, City of Campbell
Past AIA Strategic Counselor, At-Large

Sent from my iPhone

Begin forwarded message:

> **From:** Vikki Essert <[redacted]
> **Date:** January 7, 2020 at 10:35:38 AM PST
> **To:** Liz Gibbons <lizg@cityofcampbell.com>
> **Subject: No Chick Fil A in PDC**
>
> Dear Counmcil Member Gibbons,
> I am asking you to deny a Conditional Use Permit to Chick Fil A at 2060 S Bascom Ave. This project conflicts with Campbell City values and vision and the goals of the General Plan in several ways.
>
> First, the traffic increase in, through and around an existing residential neighborhood is incompatible with the stated goals of the Land Use and Transportation (LUT) element:
> LUT -1
> "The goals, strategies and policies encourage well-landscaped, attractive and functional development, connected through a network of transportation alternatives that tie the community together, ideally resulting in an overall **reduction of automobile traffic, carbon emissions and land use conflicts**....**and that traffic resulting from commercial and industrial development does not adversely infringe upon residential neighborhoods"**

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

The Traffic Impact Report (TIR) predicts the visits to this location will go from 606 (Denny's current) to 3,860 (Chick Fil A proposed) per day, with the heaviest times being 11-3 and 5-8(based on the data shown by google for the comparison locations). The report states that an electronic sign directing traffic to the signal at Apricot for a u turn will mitigate any queuing on Southbound Bascom, but it will not take long for drivers to figure out that they can turn left on E Campbell Ave, cut through the neighborhood on Midway to either Arroyo Seco or El Solyo to access the restaurant, greatly increasing the cut through traffic in PDC. The City did a traffic study in May of last year in order to assess the impact of the pork chops and turn lanes at E Campbell and Leigh Aves. Based on the study, E Campbell Ave already qualifies for a traffic calming project in 2020 with 2700 cars per day counted between Midway and Leigh. Any increase, even a small one is untenable for the residents here. Arroyo Seco is the only street for which data exists between Bascom Ave and Midway, which is twice that of the Leigh end. It is likely that these higher traffic counts hold true on that section of all the through streets in PDC. Even the TIR acknowledges that the low cut through traffic estimates of 23 cars a day per street may be inaccurate:
TIR pg34
"It should be noted that the use of popular mobile navigation applications by drivers may alter these trip estimates slightly as conditions change from day-to-day or even hour-to-hour. Since these mobile navigation applications are constantly updating road conditions and adapting travel routes based on new information, it is speculative to anticipate their potential recommended routes in the future and how many drivers would use them."

The TIR also shows that the intersection of S Bascom Ave and Hamilton is already functioning at an E-F level, and the impact of the two nearby very large residential and mixed use projects (Dick's Center and Apts at Southwest Expwy) already in San Jose's pipeline have not been added to the equation.
LUT-30
"Incompatibility can occur when noise, traffic, parking, fumes or mechanical vibration disturbs adjacent uses. Incompatible land uses may occur where residential homes are adjacent to non-residential uses (such as commercial or industrial) or significantly higher density residential uses. Land uses typically incompatible with residential uses include, automobile and truck repair shops, late night and early morning uses, **fast food establishments**.."

Second, this project is incompatible with the Complete Streets Act and The Bascom Avenue Complete Streets Plan (BACS). There is no metion of the BACS plan in the TIR, yet as it is implemented, the section of Bascom Ave at 2060 will change from a level 3 Bike Route to a level 2 Bike Lane. BACS also calls for more crosswalks and tree lined walkways along Bascom. 3,800 cars per day making right turns, left turns, u turns and going into and out of the driveway at this location makes it both dangerous and difficult for bikes and pedestrians.

LUT-12
"The Complete Streets Act of 2008 requires cities to accommodate safe and convenient travel for all users including bicyclists, pedestrians, transit users, and people of all ages and abilities to reduce automobile traffic congestion and greenhouse gas emissions, while enhancing recreational and healthier alternatives for travel...**State and regional land use policy has emphasized the need to stress alternative modes of transportation in its efforts to alleviate traffic congestion and improve air quality."**
LUT-14
"Bike Lanes are lanes on the outside edge of roadways reserved for the **exclusive use of bicycles**, so designated with special signing and pavement markings. (Class II)"
LUT-15
"The City is committed to developing a comprehensive bicycle transportation network linking existing and planned regional networks in order to expand the breadth of opportunities for bicycle users."

BACS link: https://www.vta.org/projects/bascom-corridor-complete-streets-study

Attachment: Public Correspondence in Opposition (Appeal of Chick-Fil-A Approval by Planning Commission)

Third, this project is incompatible with the General Plan's stated goal of preserving the integrity of neighborhoods.
LUT-20
"Campbell's Land Use and Transportation Plan control the intensity of development, based on the capacity of the street network to carry traffic, incorporating measures that **protect the heart of the community and residential areas from through traffic"**

LUT-25
"Neighborhoods are the building blocks of the community. Thus, neighborhood integrity is the heart of community character...Neighborhoods should also be bicycle and pedestrian friendly. Walkable, bikable, and accessible neighborhoods are tree lined, safe, have pedestrian and bicycle connections with surrounding neighborhoods and nearby shopping facilities and offer a comfortable walking and bicycling environment with ready access to public transportation. **Issues that affect neighborhood integrity include the proximity of residential and nonresidential uses** (incompatible land use), loss of connectivity to other neighborhoods, poor site design, lack of adequate public facilities and lack of identity."

Fourth, this project is incompatible with the directive given to the current GPAC through the July 2017 Community Survey in the Envision Campbell portal. According to the Survey:

71% want to "Retain the community's small town character"; a large corporation that retains ownership and control remotely is absolutely NOT "small town". Unlike most other franchises, Chick Fil A restaurants are not locally owned and operated. The Corporation hires an "Operator" who is paid based on the revenue, but the local operator does not own the business

68% say it is important or very important to "protect the character of existing neighborhoods"; much of the discussion at the Land Use workshops last Spring was about how Campbell can create buffers to protect existing neighborhoods from encroachment by large and busy projects. This project is surrounded on three sides by R-1 residential housing. A business generating over 3800 (almost 2300 **new**) car trips a day, most of which remain running, will have a huge negative impact on nearby neighbors.

68% say it is important or very important to "encourage alternatives to driving" and 75% say it is important or very important to "provide more bike paths" This project includes right turns, left turns, U turns and cut through traffic, none of which is conducive to pedestrians or bikes.

This is one of those situations where your decision will have long and far reaching impacts for many years to come. If this project is allowed to proceed and traffic issues arise, you will not be able to undo this. The additional 2300 car trips added to S Bascom Ave each day by this project is not in line with the core values both stated and implied by the City's documents and actions. Campbell prides itself on the City's efforts to become more sustainable through joining the Silicon Valley Clean Energy program, increasing the number of charging stations, creating ever safer bike and pedestrian ways and continuously looking for ways to have cleaner air and water as well as conserving resources. Please uphold Campbell's vision of our Orchard City moving into the future sustainably and deny a Conditional Use Permit to this extremely problematic project.

Vikki Essert
Pres PDCNA, GPAC member

Cindy McCormick

From: Wendy Wood
Sent: Wednesday, January 8, 2020 9:50 AM
To: Paul Kermoyan; Cindy McCormick
Cc: Andrea Sanders
Subject: FW: Oppose Chick-fil-A

FYI

Wendy Wood
City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2116

From: Sharon Teeter [redacted]
Sent: Wednesday, January 8, 2020 7:57 AM
To: Susan M. Landry <susanl@campbellca.gov>; Liz Gibbons <lizg@campbellca.gov>; Anne Bybee <anneb@campbellca.gov>; Paul Resnikoff <paulr@campbellca.gov>; Rich Waterman <RichW@campbellca.gov>
Cc: Wendy Wood <wendyw@campbellca.gov>; Brian Loventhal <brianl@campbellca.gov>
Subject: Oppose Chick-fil-A

WARNING: This email originated from an external sender!

Dear Campbell Council Persons: I have been a resident of Campbell for over 37 years and worked for the City of Campbell for over 25 years. I love our city, but let's face it, we have several very busy roads running through our community. Bascom Avenue is of course one of them.

I live on E. Campbell Avenue, one block from Bascom. Not only do we get daily traffic of cars passing through Campbell, but we get extra traffic from Habit Burger and Mod Pizza. Plus, we also get lots of traffic and cars parked on our street from Philz Coffee all day long!

Currently, a fast food restaurant, Chick-Fil-A, is being proposed for the Denny's site, one block south of where we live. The traffic study indicates an increase of 2,300 more cars in my neighborhood. We do not need nor do we want a fast food restaurant on the Denny's site.

In fact, it is my understanding that the GPAC will be proposing no more fast foods anywhere in Campbell City limits. I respectfully ask that you support the GPAC, our City, and, our neighborhood in opposing Chick-fil-A.

Thank you for your time and thoughtful consideration.

Sharon Teeter
[redacted]
Campbell, 95008

Cindy McCormick

From: Alex Bristol [redacted]
Sent: Thursday, October 18, 2018 6:13 PM
To: Cindy McCormick
Subject: Chick-Fil-A Campbell

WARNING: This email originated from an external sender!

Good evening !

I would like to express my support, as a campbell resident, for chick Fil A to come to campbell. I believe that the location does not interfere with road conditions or traffic . I also believe that the restsraunt coming to our city enhances the quality of life for residents as we have more options to eat with our families. I also firmly believe this will bring business to campbell as nearby diners can stop by the pruneyard and shop - boasting local economies

Sincerely ,
Alex Bristol at 392 Harrison avenue , Campbell

Cindy McCormick

From: Alex Bristol <[redacted]>
Sent: Thursday, November 7, 2019 3:39 PM
To: Planning Division; Cindy McCormick
Subject: Chick-fil-A Campbell

WARNING: This email originated from an external sender!

To whom it may concern:

My name is Alex Bristol and I have been a resident of campbell for the past 18 years. As campbell has grown, so has our responsibility to the residents who call it home. I firmly support Chick-fil-A coming to the city of campbell for many reasons.

For one, I can see Chick-fil-A bringing people from all around our city to dine. This, in turn, can result in these diners going across the street or downtown to shop. This can pump new money into our local economy and help small business owners thrive.

Secondly, I think the area is perfect. There is very little to no traffic on that side of Bascom avenue.

I am a proud member of the LGBTQ community and I support them coming into our community. Everyone has the right to exercise freedom of speech as outlined in our constitution. The minute that we restrict business from operating and serving our community on the basis that some opinions may have upset others, we infringe on this constitutional right. Campbell has been a melting pot of ideas, culture, and people. All of which may offend others but all contribute to a vibrant community. This can be an opportunity for varying ideas to coexist but also respect each other's views and life.

There has never been a time that a Chick-fil-A did not serve or hire a member of the LGBTQ community. Even in states that their stores reserve the right to do such, they have not exercised these actions.

Thank you for your time,
Alex Bristol

Cindy McCormick

From: Cheri Bruce [redacted]
Sent: Sunday, October 21, 2018 7:41 PM
To: Cindy McCormick
Subject: Chick-Fil-A

WARNING: This email originated from an external sender!

Hello,
Counting down the days to a Chick-Fil-A in Campbell. What a great addition it will be for the city. I never miss going to a Chick-Fil-A when I visit my son who lives in Campbell. Now we won't have to leave town.
Thank you,
Cheri Bruce

Cindy McCormick

From: J C [redacted]
[redacted]
To: Cindy McCormick
Subject: Chick fil A

As a lifetime resident of Campbell, I am very happy the Chik Fil A is coming to the Denny's spot down the street from me which as of now I do not frequent. As a CPA in Campbell I know I speak for many clients and neighbors

Please do not let the hateful fringe folks derail this plan

Thank you

Joe Conte

Cindy McCormick

From: Valerie Cregan [redacted]
Sent: Tuesday, July 31, 2018 9:34 PM
To: Cindy McCormick
Subject: Chick-fil-a

Hello,

I want to add my voice to the chorus of chick fil a fans that need this business in Campbell!! A wise and tasty choice for the city.

Sincerely,

Valerie Cregan

Cindy McCormick

From: Justin Crick [redacted]
Sent: Wednesday, August 1, 2018 7:36 AM
To: Cindy McCormick
Cc: chickfilacampbell@gmail.com
Subject: Fw: Proposed Campbell Chick-fil-A

Hello Cindy,

This is exciting news. I am definitely ready to eat more chikin'. Are conceptual architectural drawings available at this time? Where is the precise location of the project?

Justin

On Tuesday, July 31, 2018 3:42 PM, Chick-fil-A Campbell wrote:

Thank you for your support and enthusiasm for Chick-fil-A coming to Campbell! The project is currently being reviewed by City Staff and will likely be considered by the Planning Commission and City Council in the coming months.

If you are interested in expressing your support of Chick-fil-A to City Staff, please contact Cindy McCormick at cindym@cityofcampbell.com.

We are so grateful to have supporters like you and we are excited about joining the Campbell community. We'll be back in touch as things progress!

--
Chick-fil-A Community Outreach Team
chickfilacampbell@gmail.com
408.861.5218

Cindy McCormick

From: Patrice Dawkins-Jackson [redacted]
Sent: Thursday, July 26, 2018 5:38 PM
To: Cindy McCormick
Subject: Please bring Chick Fil-A to Campbell!

Good evening:

I am writing in support of Chick Fil-A coming to Campbell. I called Atlanta home for 13 years and know first hand of how they contribute to their surrounding communities. I believe that them being a part of the Campbell community would be an asset.

Thanks.

Patrice Dawkins-Jackson
Carnegie Foundation for the Advancement of Teaching
Networked Improvement Science Fellow
ASCD Class of 2016 Emerging Leader
2012/2014 U.S. DoED Teaching Ambassador Fellow

"I am learning all the time. My tombstone will be my diploma."-Eartha Kitt

Cindy McCormick

From: Mich Myers [redacted]
Sent: Tuesday, July 31, 2018 5:52 PM
To: Cindy McCormick
Subject: Re: RE: Chick-fil-A

Michelle Myers Nelson
1138 Valley Quail Circle
San Jose CA 95120
[redacted]
former resident of Campbell (11 yrs.)
and frequent shopper in the area

On Tuesday, July 31, 2018, 5:42:47 PM PDT, Cindy McCormick wrote:

Thank you for your comment

Please provide a home address for the public record.

Thank you!

Cindy McCormick, AICP

Senior Planner
City of Campbell | Community Development Department

70 N. First Street | Campbell, CA 95008

www.cityofcampbell.com | 408.871.5103

From: Mich Myers [redacted]]
Sent: Tuesday, July 31, 2018 4:03 PM
To: Cindy McCormick
Subject: Chick-fil-A

Hi Cindy,

I would like to express my support in having a Chick-fil-A in Campbell!!!

I think it would bring great business to Campbell and would be well received

by the community. Please consider Chick-fil-A as a wonderful new business

in Campbell.

Thank you in advance,

Michelle Myers Nelson

Cindy McCormick

From: Mavis Naler [redacted]
Sent: Thursday, August 2, 2018 1:17 PM
To: Cindy McCormick
Subject: Chick-Fil-A!!!

Yes, It would be GREAT to have a Chick-fil-A in Campbell!!

I would like to suggest bringing back the carrot salad to your menu! We in CA like to eat healthy and would like to have this option for a side!!!! I have been asking since you came to CA!!! Please! I am from TX and I am used to this amazing carrot salad. I went to eat at Chick-fil-A just to have this salad!!!! And many of my friends did too!

Thank you and PLEASE say, “It is my pleasure”, in response to the carrot salad!!! :))

Blessings rain down on you in CA, as well as in TX!!!

Mavis Katheryn Naler

Cindy McCormick

From: [redacted] on behalf of Jae Young Park [redacted]
Sent: Wednesday, October 17, 2018 4:41 PM
To: Cindy McCormick
Subject: Regarding Chick-fil-A @Campbell

WARNING: This email originated from an external sender!

Dear Cindy,
I would like to express my support of the proposed Campbell Chick-fil-A.
I personally believe Chick-fil-A is one of the cleanest fast food restaurant around bay area and I would be very happy if we could have one restaurant near my home in Campbell.
Thank you, Jae

Jae Y Park, PhD | Apple Inc. | Image Quality Engineer | [redacted]

Attachment: Public Correspondence in Support (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: Robert Stillwell [redacted]
Sent: Tuesday, July 31, 2018 3:48 PM
To: Cindy McCormick
Subject: Chic-fil-a

Hi Cindy,

Hope you'll give every consideration to the opening of a Chic-fil-a in Campbell. Would be amazing to have one!

Thank you,
Robert

Cindy McCormick

From: MY DO [redacted]
Sent: Sunday, October 21, 2018 6:25 PM
To: Cindy McCormick
Subject: Chic-fil-A

WARNING: This email originated from an external sender!

Hi Ms. McCormick;

I am writing to express my support and enthusiasm for the possibility of Chick-fil-A coming to the city of Campbell. The ideal location would be somewhere along Bascom Ave., and not Hamilton Ave. or Westgate area. We hope your planning team can expedite this as soon as possible because right now it is a pain to trek to Sunnyvale or Milpitas to eat at the nearest Chi-fil-A.

Thank you,
My T. Do (Campbell resident since 2014)

Cindy McCormick

From: Johnny C <[redacted]>
Sent: Thursday, November 7, 2019 2:54 PM
To: Planning Division; Cindy McCormick
Subject: Fwd: Proposed Chick-fil-A Update

WARNING: This email originated from an external sender!

Hello Campbell Planning Commissioners and Planning Staff,

I support the opening of the Chick-fil-A proposal and project to open in Campbell. I would very much like to see more options for healthy and delicious food from restaurants such as Chick-fil-A around. Please kindly consider approving the project.

Sincerely,
Johnny

---------- Forwarded message ---------
From: **Chick-fil-A Campbell** <chickfilacampbell@gmail.com>
Date: Thu, Nov 7, 2019 at 2:40 PM
Subject: Proposed Chick-fil-A Update
To: Chick-fil-A Campbell <chickfilacampbell@gmail.com>

Hi there,

Thank you so much for supporting Chick-fil-A's proposal in Campbell! As you may know, the Planning Commission will be voting on the project next week. We would very much appreciate your support!

If you are able to come and speak at the hearing, it will be at 7:30pm on Tuesday, November 12 at City Hall.

If you are unable to attend, please consider sending an email of support to the Planning Commissioners at planning@cityofcampbell.com You can also copy Campbell planning staff at cindym@campbellca.gov.

We are so grateful to have supporters like you and we look forward to joining the Campbell community.

Thank you!

--
Chick-fil-A Community Outreach Team
chickfilacampbell@gmail.com
408.861.5218

Cindy McCormick

From: Lillian Wong [redacted]
Sent: Friday, June 22, 2018 4:14 PM
To: Cindy McCormick
Subject: 2060 S. Bascom Avenue - Chick- Fil-A Proposal

Hello Cindy,

My name is Lillian Wong. I am the current owner and resident of 1057 El Solyo Ave.

My property (back yard) is directly adjacent to the Denny's parking lot.

First, I want to express that I am full support of the new business take-over and the removal of trees suggested in your letter.

However, I would like to also propose the following:

-Ensure that the tree (w/ purple flowers) that encroaches over the wall of my backyard *is also removed* please. This wall is located to the east of the subject commercial building. The
sap from this tree is damaging the floor space of my backyard.
-Relocate the commercial trash dumpsters *away* from that same wall, and instead move them adjacent to the new Chick-Fil-A building. The odors of the trash can be quite offensive. So
I'm suggesting this also on behalf of my other residential neighhbors as well. In addition, these trash dumpsters attract various pests (ants, cockroaches, mice, etc.) which have also
invaded my back yard area.
-I also propose that some new plantation (tall shrubs/bushes for example) be planted where the dumpsters are now....along that same wall. I think this would be an aesthetic
improvement for the new commercial tenant/owner. In addition, it would greatly reduce noise levels from the parking lot and improve privacy, for all residences that share that same
wall.

Before receiving the letter regarding the new commercial occupancy, I was in process of writing a petition to Denny's on the issues mentioned. However, now given that the commercial space is in transition, I'd like to take this opportunity to offer my suggestions here.

Please let me know, if my proposals can be accomdated.

Thank you very much in advance, and I appreciate your assistance.

Lillian Wong
[redacted]

Cindy McCormick

From: Alex Bristol [redacted]
Sent: Thursday, November 7, 2019 3:39 PM
To: Planning Division; Cindy McCormick
Subject: Chick-fil-A Campbell

WARNING: This email originated from an external sender!

To whom it may concern:

My name is Alex Bristol and I have been a resident of campbell for the past 18 years. As campbell has grown, so has our responsibility to the residents who call it home. I firmly support Chick-fil-A coming to the city of campbell for many reasons.

For one, I can see Chick-fil-A bringing people from all around our city to dine. This, in turn, can result in these diners going across the street or downtown to shop. This can pump new money into our local economy and help small business owners thrive.

Secondly, I think the area is perfect. There is very little to no traffic on that side of Bascom avenue.

I am a proud member of the LGBTQ community and I support them coming into our community. Everyone has the right to exercise freedom of speech as outlined in our constitution. The minute that we restrict business from operating and serving our community on the basis that some opinions may have upset others, we infringe on this constitutional right. Campbell has been a melting pot of ideas, culture, and people. All of which may offend others but all contribute to a vibrant community. This can be an opportunity for varying ideas to coexist but also respect each other's views and life.

There has never been a time that a Chick-fil-A did not serve or hire a member of the LGBTQ community. Even in states that their stores reserve the right to do such, they have not exercised these actions.

Thank you for your time,
Alex Bristol

Cindy McCormick

From: Cheri Bruce [redacted]
Sent: Tuesday, November 12, 2019 3:13 PM
To: Cindy McCormick
Cc: Chick-fil-A Campbell
Subject: Chick-Fil-A

WARNING: This email originated from an external sender!

Hello Cindy,

The Bruce family is unable to attend tonight's meeting but please add our 100% support for bringing Chik-Fil-A to Campbell. We currently travel to the San Jose location and would like to have a closer location and to keep our dollars in Campbell. Chick-Fil-A hires a diverse staff including seniors and the handicapped. We are proud to support them.

Thank you,

The Bruce Family

441 April Way

Campbell, Ca

Get Outlook for iOS

Cindy McCormick

From: Lorraine Ronca [redacted]
Sent: Tuesday, November 12, 2019 1:11 PM
To: Planning Division
Cc: Cindy McCormick
Subject: Re: Chick-Fil-A

WARNING: This email originated from an external sender!

To Whom It May Concern,

I am writing to you to voice my support for the proposed Campbell Chick-Fil-A restaurant. I live in the vicinity of the proposed location and welcome a healthy fast food option for my family. I appreciate the friendly and helpful staff, clean restaurant and overall hospitality of the restaurant whenever I visit a Chick-Fil-A. Their goal is to serve the community in a positive and helpful way and the many years that I have visited their restaurant in California and all over the country, that goal has remained the same. Therefore, I feel that It would be a nice addition to our city.

Sincerely,
Lorraine Ronca

RESOLUTION NO. 3570

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL APPROVING A CONDITIONAL USE PERMIT (PLN2004-42) TO ALLOW 24-HOUR RESTAURANT OPERATION WITHIN AN EXISTING RESTAURANT ON PROPERTY OWNED BY DENNY'S LOCATED AT **2060 S. BASCOM AVENUE** IN A C-2-S (GENERAL COMMERCIAL) ZONING DISTRICT. APPLICATION OF MR. AMRIT BENEPAL, ON BEHALF OF DENNY'S #7416. FILE NO.: PLN2004-42.

After notification and public hearing, as specified by law, and after presentation by the Community Development Director, proponents and opponents, the hearing was closed.

After due consideration of all evidence presented, the Planning Commission did find as follows with respect to application PLN2004-42:

1. The proposed late night operations is consistent with the General Plan land use designation of General Commercial and the C-2-S (General Commercial) Zoning District.

2. The project site consists of a 46,609 square foot lot, developed with 5,955 square feet of building area, 6,500 square feet of landscaping, and 34,154 square feet of paving.

3. The existing 149 parking spaces will adequately address the parking needs of the subject site and proposed use.

4. The project site is located on the southeast corner South Bascom Avenue and Arroyo Seco Drive and is surrounded by commercial uses on the north, south and west sides and single-family residences to the east.

5. The proposed project is consistent with other developments and uses in the surrounding area.

6. The Police Department has not expressed a concern with the proposed project.

7. Business hours shall be restricted to 24 hrs. daily.

8. The project qualifies as a Categorically Exempt project per Section 15301, Class 1 (Existing Facilities) of the California Environmental Quality Act (CEQA).

Based upon the foregoing findings of fact, the Planning Commission further finds and concludes that:

1. The proposed project is consistent with the General Plan and Zoning Ordinance.

2. The establishment, maintenance, or operation of the use will not be detrimental to the public health, safety, peace, morals, comfort or general welfare of persons residing or working in the neighborhood of such proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City.

3. The proposed use is compatible with the uses in the area.

4. The subject site is adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping and other development features required in order to integrate said use with uses in the surrounding area.

5. The subject site is adequately served by streets of sufficient capacity to carry the kind and quantity of traffic such uses would generate.

6. The proposed project will aid in the enhancement and the harmonious development of the immediate area.

7. No substantial evidence has been presented which shows that the project, as currently presented and subject to the required conditions of approval, will have a significant adverse impact on the environment.

8. There is a reasonable relationship and a rough proportionality between the conditions of approval and the impacts of the project.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission approves a Conditional Use Permit (PLN2004-42) to allow 24-hour restaurant operation within an existing restaurant on property owned by Denny's located at **2060 S. Bascom Avenue,** in a C-2-S (General Commercial) Zoning District, subject to the following conditions.

Where approval by the Director of Community Development, City Engineer, Public Works Director, City Attorney or Fire Department is required, that review shall be for compliance with all applicable conditions of approval, adopted policies and guidelines, ordinances, laws and regulations and accepted engineering practices for the item under review. Additionally, the applicant is hereby notified that he/she is required to comply with all applicable Codes or Ordinances of the City of Campbell and the State of California that pertain to this development and are not herein specified.

COMMUNITY DEVELOPMENT DEPARTMENT

Planning Division:

1. Approved Project: Approval is granted for a Conditional Use Permit (PLN2004-42) to allow late night operational hours (24 hours) for an existing restaurant on property located at 2060 S. Bascom Avenue. The project shall substantially conform to the plans received by the Planning Division on April 5, 2004, except as may be modified by the conditions of approval contained herein.

2. Conditional Use Permit Approval Expiration: The Conditional Use Permit approval shall be valid for one year from the date of final approval. Within this one-year period the use must be established on the property and the conditions of approval satisfied. Failure to meet this deadline will result in the Conditional Use Permit being void.

Attachment: PC Resolution No. 3570, 2060 S. Bascom CUP, 06-08-04 (Appeal of Chick-Fil-A Approval by Planning Commission)

3. Revocation of Permit: Operation of the use in violation of the Conditional Use Permit or any standards, codes, or ordinances of the City of Campbell shall be grounds for consideration of revocation of the Conditional Use Permit by the Planning Commission.

4. Property Maintenance: The owner/operator of the subject property shall maintain all exterior areas of the business free from graffiti, trash, rubbish, posters and stickers placed on the property.

5. Landscape Plan: The applicant shall submit four sets of a landscape and irrigation plan indicate refurbishment of existing planting areas to the Planning Division, within 45 days of Conditional Use Permit Approval, for review and approval by the Community Development Director. The landscape and irrigation plan shall substantially conform with the approved conceptual landscape plan and the City's Water Efficient Landscaping Standards (WELS), installation of landscaping shall be completed within 30 days of approval of the landscape plan and shall include the following:

   a. Provide a combination of screening shrubs, trees and vines along the street and around the parking area.

   b. All shrubs shall be a minimum five-gallon size plant material and all trees shall be a minimum 24-inch boxed container.

   c. In the event that the landscape requirements and deadlines are not met as established by this Condition, the Community Development Director may immediately modify the hours of operation and/or limit the extended hours of operation, subject to the project being brought back to the Planning Commission for review.

6. Outdoor Storage: No outdoor storage is permitted on the subject property. No equipment, materials or business vehicles shall be parked and/or stored outside the building or within the parking lot.

7. Noise:

   a. Noise Standard: Any noises, sounds and/or voices, including but not limited to amplified sounds, loud speakers, sounds from audio sound systems, music, and/or public address system, generated by the subject use shall not be audible to a person of normal hearing capacity from any residential property.

   b. Noise Management: In the event complaints are received by the City regarding noise, the Community Development Director may immediately modify the hours of operation and/or limit the extended hours of operation, subject to the project being brought back to the Planning Commission for review.

8. Operational Hours: The operational hours shall be limited to 24 hours daily.

9. Parking and Driveways: All parking and driveway areas shall be maintained in compliance with the standards in Chapter 21.50 of the Campbell Municipal Code.

Attachment: PC Resolution No. 3570, 2060 S. Bascom CUP, 06-08-04 (Appeal of Chick-Fil-A Approval by Planning Commission)

10. On-Site Lighting: Any proposed on-site lighting shall be shielded away from adjacent properties and directed on site. The design and type of lighting fixtures and lighting intensity of any exterior lighting shall be reviewed and approved by the Community Development Director, prior to issuance of a building permit. Lighting fixtures shall be of a decorative design to be compatible with the development and shall incorporate energy saving features.

11. Signs: No signage is permitted as part of the development application approved herein. New signage shall not be installed prior to approval of a sign permit as required by Chapter 21.53 of the Campbell Municipal Code.

PASSED AND ADOPTED this 8th day of June, 2004, by the following roll call vote:

AYES:	Commissioners:	Doorley, Francois, Gibbons, Hernandez, Rocha and Roseberry
NOES:	Commissioners:	None
ABSENT:	Commissioners:	Alderete
ABSTAIN:	Commissioners:	None

APPROVED: _____
George Doorley, Chair

ATTEST: _____
Sharon Fierro, Secretary

Attachment: PC Resolution No. 3570, 2060 S. Bascom CUP, 06-08-04 (Appeal of Chick-Fil-A Approval by Planning Commission)

Item No. 1

CITY OF CAMPBELL · PLANNING COMMISSION

Staff Report · June 8, 2004

PLN2004-42
Benepal, A.

Public Hearing to consider the application of Mr. Amrit Benepal, on behalf of Denny's, for a Conditional Use Permit (PLN2004-42) to allow late night operational hours (24 hr restaurant) for an existing restaurant on property owned by Denny's located at **2060 S. Bascom Avenue** in the C-2-S (General Commercial) Zoning District.

STAFF RECOMMENDATION

That the Planning Commission take the following action:

1. **Adopt a Resolution**, incorporating the attached findings, approving a Conditional Use Permit (PLN2004-42) to allow late night operations hours (twenty-four hours) for an existing restaurant (Denny's), subject to the attached conditions of approval.

ENVIRONMENTAL DETERMINATION

Staff recommends that the Planning Commission find that this project is Categorically Exempt under Section 15301, Class 1 of the California Environmental Quality Act (CEQA), pertaining to minor alterations to existing private structures.

PROJECT DATA

Net Lot Area:	46,609 square feet (1.07 acres)
Site Utilization:	
Building Coverage:	5,955 square feet (13 %)
Landscape Coverage:	6,500 square feet (14 %)
Paving Coverage:	34,154 square feet (73 %)
Floor Area Ratio:	.13
Seating:	149 Seats
Parking Provided:	74 spaces (70 standard, 4 disabled) or 2.4 seats per parking space
Operational Hours:	24 hrs., daily
Surrounding Uses:	North: Commercial
	South: Commercial
	East: Single-Family Residential
	West: Commercial

Attachment: PC Resolution No. 3570, 2060 S. Bascom CUP, 06-08-04 (Appeal of Chick-Fil-A Approval by Planning Commission)

DISCUSSION

Applicant's Proposal: The applicant is requesting approval of a Conditional Use Permit to allow late night operations for an existing restaurant (Denny's) located at 2060 S. Bascom Avenue.

Background: On April 3, 2001 the City Council adopted Ordinance No. 2002, which is intended to eliminate non-permitted late night uses. The ordinance requires businesses in the City's commercial zoning districts to obtain a Conditional Use Permit to operate between 11:00 p.m. and 6:00 a.m. Even businesses that were previously "grand fathered" are required to comply with the standard hours of operation or obtain a Conditional Use Permit from the Planning Commission for late night operations.

The subject property is currently developed with a single-story restaurant constructed in 1975 under a Site and Architectural Review Permit (S 75-29). The building has been used as a restaurant since its construction. Denny's has been operating for 24 hours for numerous years based upon the current manager's information and is now requesting approval of late night operations, pursuant to the requirements of Ordinance No. 2002.

Project Location: The project site is located on the southeast corner South Bascom Avenue and Arroyo Seco Drive and is surrounded by commercial uses on the north and west sides, residences and commercial uses to the south and single-family residences to the east.

ANALYSIS

General Plan Designation: The General Plan land use designation for the project site is General Commercial. The proposed late night operational hours in conjunction with the existing retail store is consistent with this land use designation.

Zoning Designation: The zoning designation for the project site is C-2-S (General Commercial). The C-2-S Zoning District allows late night uses occurring between 11:00 p.m. and 6:00 a.m. with approval of a Conditional Use Permit. The proposed project will be consistent with the Zoning Ordinance with approval of a Conditional Use Permit.

Late Night Operations: The applicant is requesting approval to maintain the twenty-four hour operation of the restaurant. The existing business currently operates on a twenty-four hour basis and the owner has indicated in the attached business description (Attachment #3) that these hours are required as part of their franchise agreement. Other commercial businesses such as Safeway grocery store and the drive-up window at Walgreen's Drugstore provide twenty-four hour services.

A condition of approval has been added that allows for review of the Conditional Use Permit by the Planning Commission if verified complaints are received by the City. If staff is unable to immediately resolve the matter with the business owner/operator, the Community Development Director may immediately modify the hours of operation and/or limit the extended hours of operation, subject to the project being brought back to the Planning Commission for review.

Parking: Pursuant to the Campbell Parking and Loading Ordinance, one parking space is required for each 3 seats for a restaurant use. The applicant has indicated the provision of one space for each 2.4 seats, thus exceeding the parking requirement.

Landscaping: Approximately 13 percent of the project site is approved for landscaping. These areas have not been maintained in accordance with the approved landscape plans. Staff is recommending a condition of approval that the landscaping areas associated with this restaurant be refurbished with trees, shrubs and ground cover to provide an attractive landscaping concept consistent with the original landscape plan approval.

Exterior Modifications: No exterior modifications to the building or project site are proposed in conjunction with the late night operations request.

Police Department Review: The Campbell Police Department has reviewed the application and has no concerns or objections to the late night operations requested at this location.

Site and Architectural Review Committee: The Site and Architectural Review Committee did not review this application, as there are no changes proposed to the exterior of the building or site configuration.

Attachments:
1. Findings for Approval of File No. PLN2004-42
2. Conditions of Approval for File No. PLN2004-42
3. Letter of Description
4. Exhibits
5. Location Map

Prepared by: Tim J. Haley

Tim J. Haley, Associate Planner

Approved by: Geoff I. Bradley

Geoff I. Bradley, Senior Planner

Attachment: PC Resolution No. 3570, 2060 S. Bascom CUP, 06-08-04 (Appeal of Chick-Fil-A Approval by Planning Commission)

January 8, 2020

City of Campbell, CA
Cindy McCormick
Senior Planner
70 N. First Street
Campbell, CA 95008

RE: 2060 Bascom Avenue Chick-fil-A Responses to Weinman Appeal Comments – November 19, 2019
19-0220

Cindy,
The below are responses to the appeal letter filed by Herb Weinman on November 19, 2019. A response will not be provided to the appeal letter filed by Catherine Clock & Mary Broxon, as those comments are addressed by separate communication from the City-contracted traffic consultant, w-Trans.

Blossom Hill Traffic Comments on Pages 1 & 2:
CFA Response:
The San Jose Blossom Hill Chick-Fil-A differs from the proposed project for following reasons: 1) it is located on a smaller parcel without surrounding walls; 2) it is located within a shopping center with multiple access points and a smaller stack; and 3) the shopping center is located at the intersection of two major arterial/expressways.

Additionally please note that the wall along Blossom Hill Rd. is not a wall, but a screening device with large cut-outs to look like windows. It is not meant to block sound, but to give the appearance that the building is located at the street. The wall proposed at the Bascom location will provide a sound and visual barrier to the surrounding properties.

Noise comments on Page 2:
CFA Response:
A 6' tall wall has been provided with landscaping to provide a sight & noise barrier for the residences to the north. Regarding the sound, the acoustical engineer gave a comment via separate letter which is on file at the City. In short, the noise from the restaurant at 56.7dBA would be predominantly masked by the ambient noise from Arroyo Seco, which is at 70dBA. Please also note that Chick-fil-A's menu boards are acoustically variable.

Hours of Operations comments on Page 2:
CFA Response:
Proposed hours of operation have been reduced from 6am-11pm to 6:30am-10:00pm, Monday-Saturday. Team members will access the site before & after to open & close the restaurant.

Need for Fencing comments & Pedestrian access on Page 3:
CFA Response:
The wall has been proposed at 6' tall. This is tall enough to block headlights and to provide a noise barrier for the residences to the north. If the wall is any taller, the site will appear barricaded. There is no 4'0" entryway at the northeast corner of the property, but there is a 6' pedestrian access along Arroyo Seco, after the cars have turned fully away from the northern residences.

Site-Specific Traffic Circulation Comments on Page 3:
CFA Response:
Both issues of southbound left turn lane queueing into the project site and the inbound project-generated trips from the east have been addressed in the TIA.

Attachment: Applicant's submittals received after report uploaded (through 01-13-2020) (Appeal of Chick-Fil-A Approval by Planning

A vehicle queuing analysis was conducted for the southbound left turn lane into the project site for the future traffic conditions with the proposed project.

The vehicle routing used in the TIA assumed that inbound vehicle trips from the neighborhood east of the project site would use Midway Street, Campbell Avenue and El Solyo Avenue.

Therefore, additional northbound U-turns at Bascom Avenue/Campbell Avenue are not anticipated for project-generated trips travelling to the site from the east. Nevertheless, this movement is currently permitted and can be performed without posing a safety hazard.

The bike lane and project driveway are both existing facilities. Since the bike lane on S. Bascom Avenue has the right-of-way, vehicles entering and exiting the project driveway will be required to yield to bicyclists in accordance with State law.

San Jose Monterey Rd. Queuing concern Comments on Pages 3 & 4:
CFA Response:
The drive through queue analysis in the TIA concluded that the drive through operations would not result in excess circulation since there is anticipated to be a surplus of on-site parking during peak drive through demand.

The project TIA includes a parking analysis beginning on page 38. The proposed project provides more parking spaces than required by the City of Campbell Municipal Code off-street parking requirements.

Closing Comments regarding Location on Page 5:
CFA Response:
The proposed project is consistent with the existing zoning designation for the project site. Project site access, both ingress and egress, have been evaluated in the TIA and determined to be adequate. Site-specific changes have been made to benefit the surrounding community.

Based on the traffic impact analysis, which accounts for the additional trips generated by the proposed Chick-Fil-A compared to the existing Denny's restaurant, the project has been adequately assessed and measures have been identified to ensure project-related traffic impacts are less than significant.

Sincerely,

Steve Schwartz
Principal Development Lead
Chick-fil-A

Attachment: Applicant's submittals received after report uploaded (through 01-13-2020) (Appeal of Chick-Fil-A Approval by Planning

ganddini

transportation ▪ noise ▪ air quality | **GANDDINI GROUP**

MEMORANDUM

TO: Kenny Jeong, Mark Spencer | W-TRANS

FROM: Giancarlo Ganddini | GANDDINI GROUP, INC.

DATE: January 8, 2020

SUBJECT: 2060 South Bascom Avenue Chick-Fil-A Appeal Comments
19-0220

Ganddini Group has reviewed the December 10, 2019 memorandum from W-Trans to City of Campbell regarding responses to appeal comments opposing the 2060 South Bascom Avenue Chick-Fil-A project. We find the responses to be thorough in terms of addressing the issues raised. In an effort to further support the responses and adequacy of the City-sponsored traffic impact analysis, we offer the following information for your consideration in response to Comment #5 regarding the impact of Waze and other navigational applications.

While it is true that there is no reliable and accepted methodology to predict their future use or recommended routing paths, it is worth noting that the effect of navigation applications on existing traffic patterns is captured in the traffic counts obtained for the analysis. As such, any re-routed existing traffic observed by community members is accounted for in the TIA.

Additionally, based on the noted 69 daily project-generated trips to/from the east, navigational applications would have to increase the project-generated trips travelling to/from the easterly residential neighborhood by more than four times the normal condition to result in a significant impact. Since many customers are attracted to fast food uses for their quick service and convenience, it is highly unlikely that navigational applications would re-route enough project-generated trips to cause a project-related impact on neighborhood circulation.

Finally, the issue of navigation applications re-routing SR-17 beach traffic to and from Santa Cruz is not a project-related issue. The effect of existing re-routing is captured in the existing traffic counts and the potential future re-routing of arterial traffic would occur with or without the proposed project.

2100 Geng Road, Suite 210, Palo Alto, California 94303
(650) 683-8086 | www.ganddini.com

Attachment: Applicant's submittals received after report uploaded (through 01-13-2020) (Appeal of Chick-Fil-A Approval by Planning

Casper Development Resources
5360 Jackson Drive, Suite 114 | La Mesa, California | 91942

January 9, 2020

Leah Lombardi
4G Development & Consulting Inc.
PO Box 270571
San Diego, CA 92198

Re: Accessibility Review of Site Plan
2060 Bascom Ave, Campbell CA

Dear Ms. Lombardi:

I have reviewed the site plan dated 12-9-19 for the proposed Chick-fil-A restaurant for compliance with Americans with Disabilities Act and disabled-access related requirements of the California Building Code.

In my opinion the proposed site layout is in compliance with all construction-related accessibility standards.

The pedestrian path crossing the drive though lane in no way violates any requirement of the ADA or CBC. Neither standard prohibits pedestrian routes from adjoining or crossing vehicular routes.

Thank you for allowing me to be of assistance. I can be reached via email at ncasper@casperdevelopment.com or by phone at (619) 741-1080 with any questions.

Sincerely,

Neal Casper

Neal Casper
Certified Access Specialist (CASp-020)

Attachment: Applicant's submttals received after report uploaded (through 01-13-2020) (Appeal of Chick-Fil-A Approval by Planning

Cindy McCormick

From: Wendy Wood
Sent: Friday, January 10, 2020 2:49 PM
To: Cindy McCormick; Paul Kermoyan
Cc: Andrea Sanders
Subject: FW: Chick-fil-a feedback

FYI

Wendy Wood
City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2116

From: Cathy Conk [redacted]
Sent: Friday, January 10, 2020 11:08 AM
To: Wendy Wood <wendyw@campbellca.gov>
Subject: Chick-fil-a feedback

WARNING: This email originated from an external sender!

Hello Wendy,

I wanted to write with my support for the planned Chick-fil-A restaurant on Bascom. I've been discouraged that our city is opposed to progress and continues to block new business such as when they blocked the building of the In-and-Out. We should be glad to have more businesses coming to our city and bringing more people who may check out our downtown or Pruneyard and patronize other businesses in the area. Let's continue to support the future of Campbell by encouraging business to move here and keeping a vibrant life here.

Thank you,
Cathy Conk
[redacted]
Campbell

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: Wendy Wood
Sent: Tuesday, January 14, 2020 8:24 AM
To: Paul Kermoyan; Cindy McCormick
Cc: Andrea Sanders
Subject: FW: Proposed Drive Thru at Chick-Fil-A Campbell
Attachments: Chick-Fil-A - Drive Thru - 1-13-20.pdf; Chick-Fil-A Sunnyvale Traffic - video - 1-13-20.mp4

FYI

Wendy Wood
City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2116

From: Keith Applegate[redacted]
Sent: Monday, January 13, 2020 9:51 PM
To: Susan M. Landry <susanl@campbellca.gov>; Liz Gibbons <lizg@campbellca.gov>; Rich Waterman <RichW@campbellca.gov>; Anne Bybee <anneb@campbellca.gov>; Paul Resnikoff <paulr@campbellca.gov>; Web Distribution City Clerk <WebDistributionCityClerk@campbellca.gov>; Andrea Sanders <asanders@campbellca.gov>
Subject: Proposed Drive Thru at Chick-Fil-A Campbell

WARNING: This email originated from an external sender!

Dear City Counsel members,

Attached is information in a video and pdf on why you should vote NO on the drive thru at the proposed chick-fil-a Campbell.
- Video is the traffic congestion at the chick-fil-a Sunnyvale

Once you have a chance to review please feel free to contact me anytime with any questions.

Please include in the public record.

Regards

Howard K Applegate
[redacted]

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Oppose the Drive Thru at the proposed Chick-Fil-A

2060 South Bascom Ave Campbell Ca.

I, Howard K Applegate, a resident of Campbell for greater than 35 years, raising two boys both graduating from Branham High School and currently attending college, appreciate your dedication to the City of Campbell, taking on the roll as elected City council members.

It's a challenging job to balance the financial requirements of the City and the quality of life for the residents. Current and past council members have done a great job - thank you

I have seen and experienced many changes in Campbell (Revitalization of downtown, Pruneyard and the weekly farmers market).

Though not without a cost traffic through Campbell has increased. What previously took a few minutes now takes many minutes. IE: going to/from highway 17 to my home. Specifically the intersections along Bascom (Campbell Ave & Bascom), (Campsi & Bascom) & (Hamilton Ave & Bascom) and Campbell Ave through downtown Campbell.

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Residential/City Impact

Other considerations:

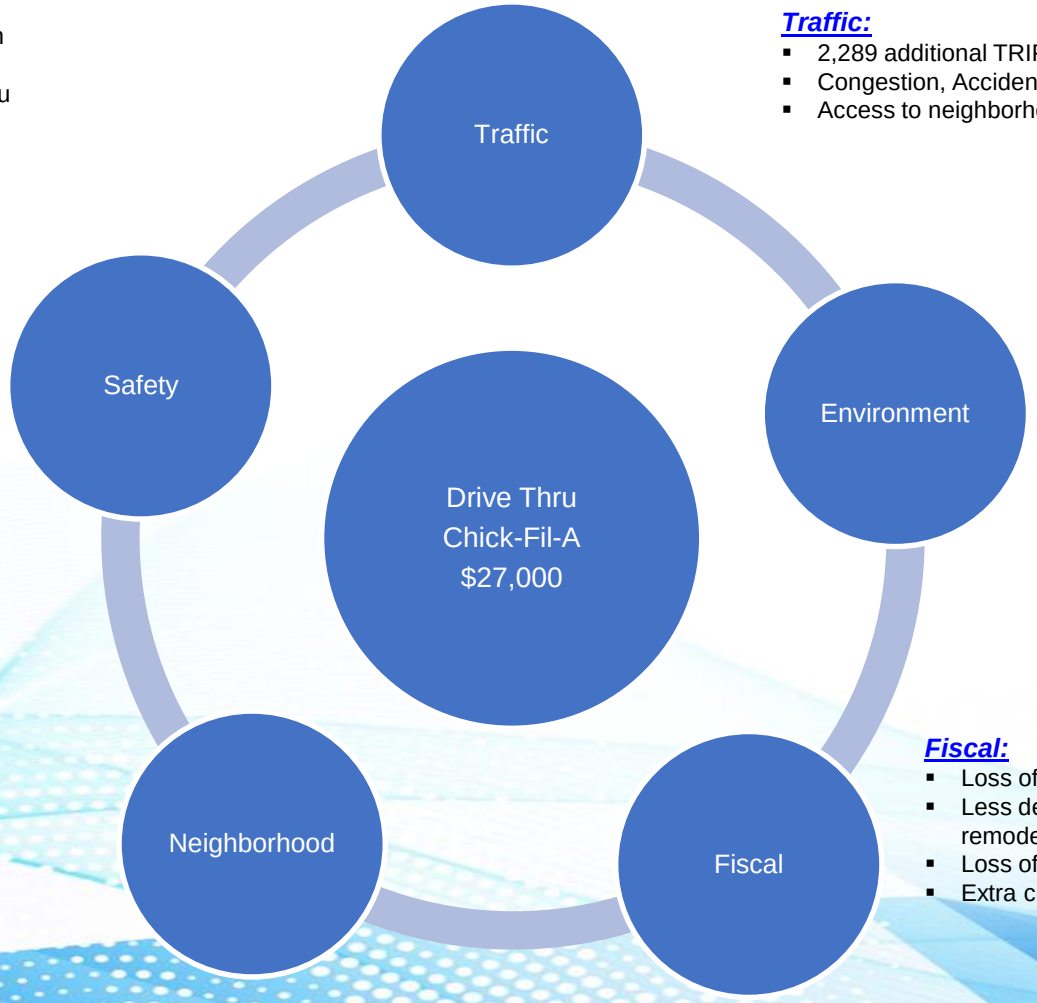
- The prevailing wind is from West North West to East South East meaning the smell and grease particulates will carry directly into the neighborhood 15.5 hours daily Monday thru Saturday.

Safety:

- Pedestrian – Especially Children & Elder
- Bicycles
- Police, Fire & Ambulance access to neighborhood
- Crime

Neighborhood:

- Walkable neighborhood
- Small town feel
- Increase traffic congestion in neighborhood streets



Traffic:

- 2,289 additional TRIPs (per city traffic est.)
- Congestion, Accidents
- Access to neighborhood and surrounding businesses

Environment:

- Increase Green house emissions (Cars)
- Smell
- Grease
- Litter

Fiscal:

- Loss of Property Value
- Less desirable neighborhood resulting is less remodeling
- Loss of neighboring business revenue
- Extra city manpower to monitor and control traffic

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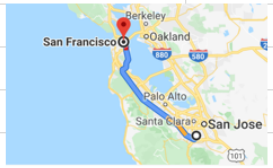
The distance (miles) of the number of cars back to back equals the number of cars that will go thru the proposed Chick-Fil-A.

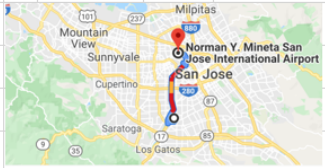
	Cars	Miles	
Yearly	714,000	2,704.55	To Washington DC
Monthly	59,500	225.38	To Lake Tahoe
Weekly	13,731	52.01	To San Francisco
Daily	2,288	8.67	To SJ Airport
Hourly	148	0.56	To Downtown Campbell

42 h (2,852.2 mi) via I-80 E

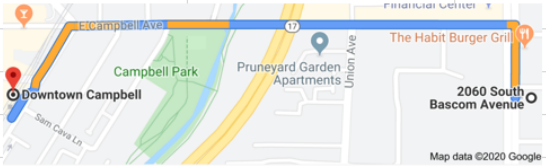
(234.8 mi) via I-80 E



(54.3 mi) via I-280 N



(9.1 mi) via CA-17 N and I-880 N



3 min (0.8 mi) via E Campbell Ave

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Quotes from people I've discussed this with

- Sierra Club
  - "It's the wrong land use for the area because of the climate emergency, transportation's huge component of green house gases, and the dangerous air quality of the south bay"
- Sunnyvale City "Traffic Mgr"
  - "We are not happy with what we see. Its safe to say the traffic is much greater than expected"
  - "The City of Sunnyvale emphatically denied chick-fil-a's request for another drive thru to be built in the city of Sunnyvale siting traffic concerns"
- Sunnyvale City "Police officer"
  - "The traffic at the Sunnyvale Chick-Fil-A is horrendous".
  - "The City Manager asked the police what can be done about the traffic. Our answer was nothing – as the City had already passed it".
  - "Increase in traffic accidents on El Camino between Matilda and Hollenbeck.
- Chick-Fil-A Executive Director
  - "The traffic congestion is much worse then we planned for and are working with local business to mitigate it.
  - "The outside smell from cooking the Chicken is constant"

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Oppose the Drive Thru at the proposed Chick-Fil-A

2060 South Bascom Ave Campbell Ca.

Thank You for your consideration:

Please vote ***NO*** on the drive thru chick-fil-a.

Howard K Applegate

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of

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www.northstar.solutions

COMING
SOON

Cindy McCormick

From: Wendy Wood
Sent: Monday, January 13, 2020 10:01 AM
To: Cindy McCormick; Paul Kermoyan
Subject: FW: Denny's in Campbell --- NO to Chick Fil A

FYI

Wendy Wood
City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2116

From: Devika Sagar [redacted]
Sent: Saturday, January 11, 2020 12:00 PM
To: Rich Waterman <RichW@campbellca.gov>
Cc: Web Distribution City Clerk <WebDistributionCityClerk@campbellca.gov>
Subject: Denny's in Campbell --- NO to Chick Fil A

WARNING: This email originated from an external sender!

Dear Council Member Waterman,

I am the current franchisee operating the Denny's on Bascom in Campbell. We are thoroughly disappointed that Chick Fil A has been approved to take over our current location despite lease negotiation beginning almost 3 years ago, in 2017. Unfortunately during the negotiation period, the landlords became unresponsive to our messages and began sending another company to survey the site, without even as to notify us, the existing tenant. At that point, negotiations became extremely difficult for us.

As you know, Denny's has been operating at this location for over 50 years and has become a local favorite and landmark. Denny's is also the only 24 hour restaurant available to the community and taking this option away for thousands of locals would be a great disservice. We will continue operating Denny's at this location and serving the local community 24/7 given the Chick Fil A proposal is denied.

Denny's in Campbell is home to many regular customers, as well as many local groups. Lions, AA, Fireman's Veteran Club, Kiwanis, Le Tip, Vietnam Veterans, Toastmaster, Campbell Leads group, AA Veterans Group, and Del Mar Band are a few of the local organizations that meet regularly at Denny's in Campbell. As you can see, Denny's provides a safe (and delicious!) meeting space for many Veteran groups as well as local groups. We are a home not only to our employees, but also to each and every guest that walks through our doors. Approving Chick Fil A will have a devastating impact on this groups as well as the locals.

Our plans for this Denny's are to remodel the interior and exterior of the building to keep up with the modern design of Bascom Avenue. The entire interior of the restaurant will be upgraded to create a more modern, inviting feel for our customers. The exterior of the building as well as the landscaping will also be completely remodeled to uplift the look and feel of our community.

We hope to look forward to continuing to serve the Campbell community and appreciate you listening to our concerns and desire to continue Denny's operations.

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Please let me know if you have any further questions, I'd be more than happy to discuss.

Best,

Devika Sagar

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: Wendy Wood
Sent: Friday, January 10, 2020 1:46 PM
To: Cindy McCormick; Paul Kermoyan
Cc: Andrea Sanders
Subject: FW: Appeal of Chick filA

FYI

Wendy Wood
City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2116

From: Kyla Bell [redacted]
Sent: Friday, January 10, 2020 11:04 AM
To: Wendy Wood <wendyw@campbellca.gov>
Subject: Appeal of Chick filA

WARNING: This email originated from an external sender!

Dear Ms. Wood,

I would like to place my comment to the planning commission to reconsider having a bigoted franchise in our wonderful city.

Instead, can we look at businesses that give back to our communities; such as Shake Shack (not to be confused with steak n shake). Shake Shack has quality food with a message of inclusion and working with communities. They have philanthropic interests in the communities and have really good food.

Thank you for your time and consideration.

Sincerely,
Kyla

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: Laura Fletcher [redacted]
Sent: Monday, January 13, 2020 10:32 AM
To: Cindy McCormick
Subject: Chick-Fil-a proposal

WARNING: This email originated from an external sender!

Dear Ms. McCormick and Planning Commission,

We are a family of four adults who live in Campbell, and would like our opinions counted IN **FAVOR** of Chick-fil-a doing business at the corner of Bascom and Arroyo Seco. We have reviewed the proposed Site Plan, etc, and believe it would be a good fit on a wide, busy road; and would impact the city favorably. It's also a plus that there's no driveway onto Arroyo Seco...we travel on that road to get to and from our home (on Leigh) often.

Respectfully Submitted,
Ed, Laura, Amanda and Audrey Fletcher

*Feel free to contact us if you need more info.

Sent from my iPhone

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Cindy McCormick

From: L Thompson <linthompson94@yahoo.com>
Sent: Wednesday, January 8, 2020 12:54 PM
To: Cindy McCormick
Subject: Chick Fil-A Restaurant in Campbell

WARNING: This email originated from an external sender!

Dear Ms. McCormick,

My name is Lindsay, and I just moved into an apartment complex located on Bascom Ave a couple months ago.

I have fallen in love with the city of Campbell, and the ability to walk right into the heart of downtown to see all the unique shops, bars, and restaurants that this city has to offer.

The one downside that I have experienced is the amount of traffic during rush hours (which of course, is very common in the Bay Area).

When I heard about the application to replace the Denny's on Bascom Ave, I was disappointed. I looked at the plans, and how much traffic Chic Fil-A usually generates, and I am concerned about how much more traffic the new restaurant will bring.

With it being such a popular drive through restaurant that is open from 6am to 11pm, this will cause an excess of traffic all throughout the day every day except Sundays.

I really hope this decision is reconsidered, and I thank you for taking the time to read my message.

Sincerely,
Lindsay Thompson

January 13, 2019

Susan M. Landry, Mayor
Liz Gibbons, Vice Mayor
Paul Resnikoff, Council Member
Anne Bybee, Council Member
Rich Waterman, Council Member

CC: Wendy Wood, City Clerk

Dear Mayor Landry, Vice Mayor Gibbons and Council Members:

My name is Maria Smith. I have lived in Pruneyard/Dry Creek since 1996. I have served on the Pruneyard/Dry Creek Neighborhood Association Board for five years, including one term as President.

My motivation for serving was to connect with neighbors in order to create community and preserve the quality of our neighborhood through these connections.

It is with this motivation in mind that I am in opposition to the proposed Chick-Fil-A project. My concerns for this project are two-fold: (1) The project will lead to increased traffic and safety issues and (2) the proposed business is inappropriate for the proposed site.

Our current General Plan provides strong guidelines to allow you to deny this project.

Policy LUT-5.1 Page LUT-48: Neighborhood Integrity: Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods.

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

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Safety/Traffic:

Our neighborhood consists of approximately 1000 homes. As the cities around us become more crowded, we have seen an increase in traffic, speeding, and stop sign ignorance through our neighborhood. We are currently working with Todd Capurso at Public Works to mitigate these problems. The proposed project would only hinder our efforts made toward safety and traffic concerns in this community.

Families bicycle along Bascom Avenue and through our neighborhood to access the Los Gatos Creek Trail. People walk to downtown for events, to The Pruneyard for weekly shopping or to see a movie. Kids ride their skateboards and play ball in front of their homes and on the street. We place safety cones in the street to keep drivers aware. These are the things we love about this community. The increased traffic that will come from this project puts our children and our neighbors at risk. This project makes safety an even greater concern in an area which the Bascom Complete Streets project has called "in need of a road diet" and a "hot spot" for cycling collisions. (see attached **FINAL-Bascom Corridor Complete Streets Study Existing Data Review: Traffic Environment p 20)**

Additionally, the section of Bascom where the project is proposed has the lowest class rating for cyclists, a bike *route* as opposed to a bike lane. The proposed project does nothing to mitigate the number of cars that will line up in the bike route trying to access the property. The U-turn pocket would be hazardous as cyclists jockey around vehicles to pass through.

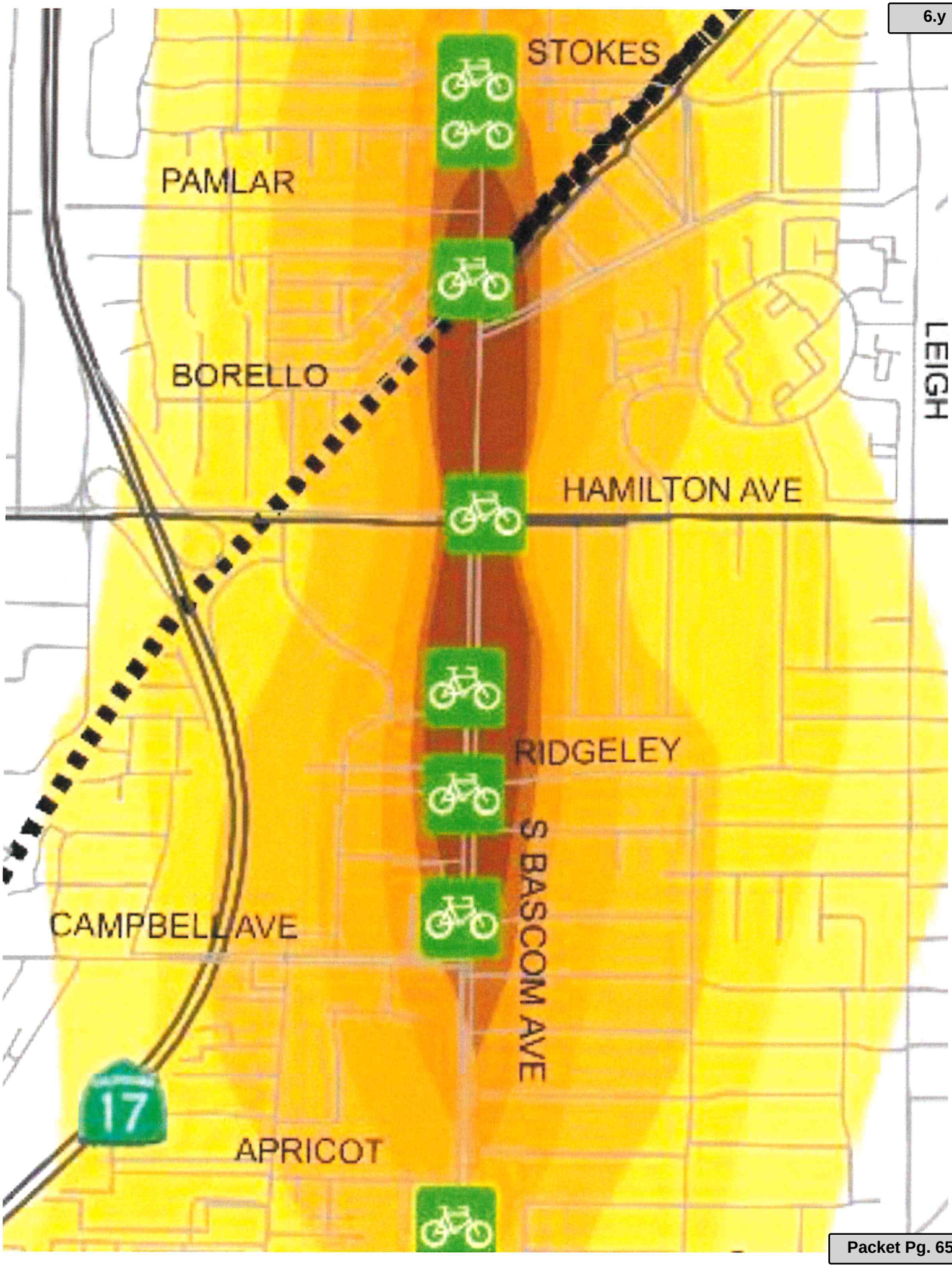

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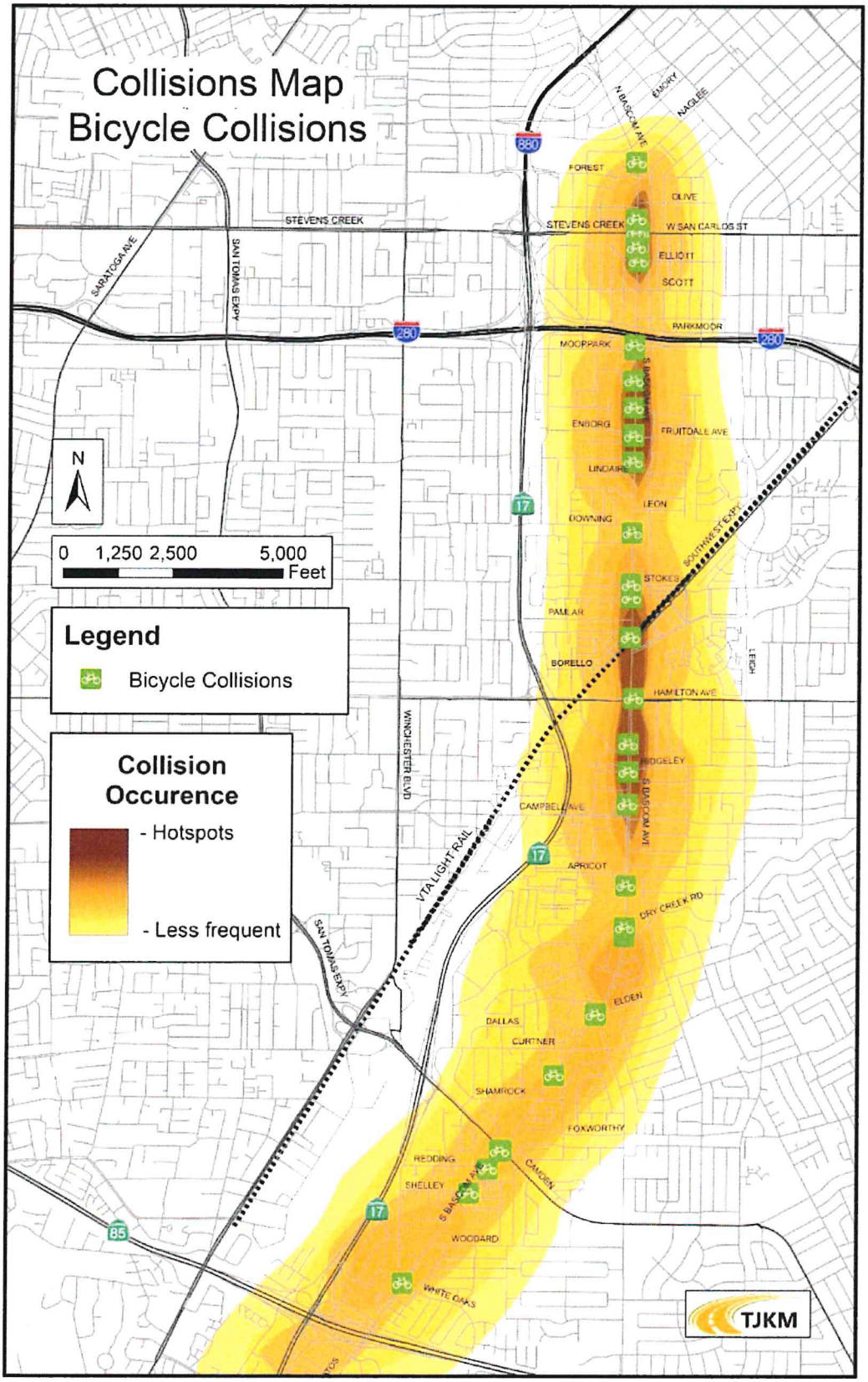
Figure 11. Bicycle Collisions



Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

The Traffic Impact Study relied upon for this project is incomplete and inaccurate. In fact, it appears to be cut and pasted from a prior study. The Traffic Impact Study does not consider the streets and intersections that surround the proposed project—an area that would suffer a tremendous increase in traffic -something that our great neighborhood has tirelessly worked to mitigate.

As you know, from a prior email (see attached), the City of Santa Barbara regrets having approved a Chick-Fil-A project as they struggle with ongoing traffic issues. The project was approved in 2013 on the cusp of their General Plan Update which would ban drive-thru restaurants. Santa Barbara continues to struggle with traffic in 2019. I recently communicated with the Santa Barbara Mayor who confirmed that traffic is an ongoing problem and indicated that he regrets having approved this project. An online review of the business' Yelp page shows that the business operator is constantly replying to traffic complaints. The future unnamed business operator for this proposed Campbell site will continuously struggle with these traffic complaints as well, and likely on a larger scale.

The Santa Barbara site is 1.1 acres with separate entrance and exit onto State Street. It abuts the San Roque Creek. The neighborhood streets provide limited access to the site via navigation apps. The proposed Campbell site is smaller at 1.07 acres, with one driveway for entering and exiting. It has multi point access from neighborhood streets and limited site circulation. If the Santa Barbara site is struggling with traffic, the proposed Campbell site is sure to struggle as well. (see attached Google satellite images for both properties.)

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Santa Barbara

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Campbell

In evaluating potential traffic and safety concerns, we must also consider Chick-Fil-A's reputation for long lines and slow service. *QSR*, an industry periodical for fast-food business, named Chick-fil-A as the slowest for speed of service in the industry in 2019. The same publication, in another 2019 article, cited Chick-fil-A as having the most cars in queue for a drive-thru operation and that it is "reigning in drive-thru popularity". In June of 2019, *Nation's Restaurant News*, puts it at the third largest restaurant drive-thru in the country (behind McDonald's and Starbucks), and espouses its "cult" following.

The proposed project also offers one entrance/exit and limited parking on the site. Folks wanting to dine in, Door Dash, and employees arriving and departing are sure to create overwhelming parking difficulties. To avoid an influx of cars in the parking lot to the drive through line, patrons are going to park on our streets or in neighboring business lots. The site plan is too small to accommodate these users and would negatively affect our neighborhood.

In the Traffic Impact Study, it is noted that the U-turn pocket at the entrance to the project is too short to accommodate anticipated vehicles. To mitigate this, it is proposed that a sign will be placed directing drivers to go the Apricot light to make their U-turn. The *reality* is that an obscure sign like this will not be heeded. Drivers in the U-turn pocket will not see it. We know that the specific signs at HWY 17 and Hamilton are ignored, why would it be any different here? Also, in *reality*, daily, the U-turn pocket at Apricot is already insufficient because it is too short and regularly blocked by thru traffic. This sign is a thoughtless concept and will ultimately not work in practice.

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

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Loud Commercialism:

In addition to the traffic and safety concerns plaguing this proposed project, the project also poses serious concerns of "loud commercialism" and is incompatible with the neighborhood. The imposing architecture and purpose for the site, including the wall along Arroyo Seco, are inappropriate for the location. This wall is problematic for two reasons. First, it would become a graffiti target, and over the years various shades of painted over graffiti would denigrate the entrance to our neighborhood. The wall would also create "negative space" where people would congregate out of sight after the business is closed. Both graffiti and congregation after hours already occur at other businesses that abut our neighborhood.

The Chick-fil-A practice of maximizing profit over quality combined with the purpose of the site, are not compatible with the tranquility that we are trying to preserve, it does not protect or enhance the character of our neighborhood.

Based on the language in the current General Plan, Council can and *should* reject this project. Policy LUT 5-1 discusses Neighborhood Integrity. This language is intended for projects such as the one that you are considering:

Policy LUT-5.1 (Page LUT-45):

Neighborhood Integrity: Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values, while protecting the integrity of the city's neighborhoods.

Here is another citing from the current General Plan that should give pause to the lack of feasibility of this project:

General Plan Land Use Element (Page LUT-30) acknowledges that: *Incompatible land uses may occur where residential homes are adjacent to nonresidential uses (such as commercial or industrial) or significantly higher density residential uses. Land uses typically incompatible with residential uses*

include, automobile and truck repair shops, late night and early morning uses, fast food establishments, and entertainment establishments such as nightclubs, bars, dance clubs, video arcade and liquor establishments. Limiting their number, controlling their locations and hours or methods of operation, or otherwise restricting their development or expansion can mitigate the negative effects of incompatible uses.

The General Plan goes on to state that *"incompatibility can occur when noise, traffic, parking, fumes or mechanical vibration disturbs adjacent uses."*

Furthermore, this project flies in the face of major planning changes that are underway, namely the General Plan Update and the Bascom Complete Streets project. As a taxpayer and resident, I am asking that you allow the findings and recommendations of these projects to come to fruition before rubber stamping a project like the one being proposed.

The project contradicts the General Plan Update recommendations in many instances. Notably, it cites "fast food establishments" as an "incompatible land use." That is exactly what this proposed project is.

This project does not preserve the character of our neighborhood, complement the context of the community, enhance connectivity to the City and most importantly, it does not include "all users", specifically cyclists, pedestrians, and those with limited ability wanting to navigate Bascom Avenue. The site is too small for the size and architecture of the structure. The proposed project does not create streetscape cohesion-a project here should blend, look, and act like it is part of the community. This project is glaring and imposing and makes no effort to synthesize as done by other major retailers in the area such as Marshall's and Habit Burger. Its function is disruptive.

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Hindsight is 20/20, I ask you to learn from the City of Santa Barbara's mistake. This is not the right project for the space. It poses a serious safety threat to our community—cyclists, pedestrians, and the like, in an already overcrowded and highly trafficked area and will only increase traffic. Lastly, this proposed project of a fast food establishment is an incompatible land use for the neighborhood that directly contradicts our General Plan Policy LUT 5.1.

I ask that you decline the project based on the current General Plan. *Together* we will ultimately find the right project for this property, one that is compatible with our neighborhood and one that does not pose serious safety and traffic concerns for the community. This project fails to do that.

Sincerely,

Maria Claire Smith

Maria Claire Smith
1083 Shady Dale Avenue

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

From: Maria Smith <tirgoddess@aol.com>
To: susanl <susanl@campbellca.gov>; lizg <lizg@campbellca.gov>; anneb <anneb@cityofcampbell.com>; paulr <paulr@cityofcampbell.com>; richw <richw@campbellca.gov>
Cc: cityclerk <cityclerk@cityofcampbell.com>
Subject: City of Santa Barbara and Chick-fil-A
Date: Sun, Jan 12, 2020 4:21 pm

Dear Mayor, Vice Mayor, and Council members~

I have been studying the impact that the Chick-fil-A project would have on Pruneyard/Dry Creek neighborhood. In 2013, Santa Barbara was in a similar place as Campbell when they approved a Chick-fil-A at an existing, vacated drive-thru restaurant. I will be sending a packet with information that directly relates to our City and current land use.

I found a 2019 article that really resonated with me and I hope that it does for each of you as well. In the article, the Council member states: Complete Article Here

Congestion was an issue from the very beginning, with city staff saying they hoped the traffic backups would go away within a few weeks of the opening.

City Councilman Eric Friedman agreed with Dayton that the problem isn't likely to go away.

"We are in an unfortunate predicament because it is a legal nonconforming use," Friedman said. "If it were permitted today we wouldn't have permitted a drive-thru. We're trying to come up with solutions that will address the problem. We're trying all the options that are on the table."

A search on Yelp for this business comes up with the following negative comments about slow service and cars lining up in the street to access the property:

9/14/2019

The food is good, I get it but their lines are like in and out. Except on a busy street all I wanted to do was go in to eat I had to wait 15 minutes just for that on the busy street as people honked at me.
We recognize that there are some traffic concerns at our restaurant, and we have been working diligently to manage traffic around the site.

8/31/2019

This is second time we have almost got in accident because of customers blocking main road to get in
They need to fix their parking issue before someone gets hurt. I will never go back.
Comment from Carol R. of Chick-fil-A
Business Owner

9/7/2019Amethyst, thank you so much for your review. We recognize that there are some traffic concerns at our restaurant, and we have been working diligently to manage traffic around the site.

12/23/2019 **Updated review**

I like this place. On the downside, the car service line is often backed up into the street.

12/20/2019

PRO TIP: Use the mobile app to place your order as much as possible! It can be used for drive thru, curbside, carry out, and dine in. You earn points toward free items FAST and you can make SURE you get your order right every time. Perhaps most important, it can SERIOUSLY speed up the drive thru line because it completely eliminates the need to look at the menu and tell the order taker what you want. This is huge for this location since it has such a small drive thru!

11/11/2019

I love this place so much! It usually is a long wait for lunch, but is well worth it.

11/2/2018

The parking lot is small and there have been a few times where I've been stopped on State street trying to turn in, but have been unable to because the line is so long. This is of no fault of the CFA management, just poor planning for Santa Barbara.

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

I am asking each of you to seriously consider the negative impact that this business will have on our neighborhood and on Bascom Avenue. This is not the right location for this type of business. Your consideration is appreciated, thank you.

~Maria Smith
Shady Dale Avenue

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Andrea Sanders

From: Debbie [redacted]
Sent: Monday, January 6, 2020 2:41 PM
To: Susan M. Landry; Liz Gibbons; Anne Bybee; Paul Resnikoff; Rich Waterman
Cc: Web Distribution City Clerk
Subject: Chick-Fil-A

WARNING: This email originated from an external sender!

Dear Counsel Members for the City of Campbell,

As I have been made aware the company "Chick-fil-A" has requested permission to build on the site where Denny's is now located.

- I am vehemently opposed to such an idea due to the traffic impact it will have on my neighborhood. The traffic is already too impacted and just getting on to Bascom Avenue is a pain in the ass.
  Another 2,300 cars would create gridlock and pandemonium!
- It creates a safety issue and concern for emergency vehicles entering our neighborhood is a real concern as well.
- And lastly and should also be considered as well; this company has a known track record for being one that discriminates. THIS IS NOT THE TYPE OF COMPANY THAT MAKES CAMPBELL, CAMPBELL.
- I look forward to the meeting on the 21st. See you there.

Debra Maxwell
Rocket Representatives
Cell: [redacted] Email: debramaxwell@rocketmail.com
Specializing in Wire, Cable, routing, protection, and identification
General Cable TECHFLEX DUNBAR AEROSUSA
www.generalcable.com/na/us-can www.techflex.com www.hstubing.com www.aerosusa.com

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Andrea Sanders

From: Peggy Bryan [redacted]
Sent: Wednesday, January 8, 2020 11:50 AM
To: Rich Waterman
Cc: Web Distribution City Clerk
Subject: No on Chick-fil-A

WARNING: This email originated from an external sender!

We've lived on Arroyo Seco Drive since 1983. Our street is already a cut-through for cars speeding between Bascom and Leigh, the morning and evening commute is thick and aggressive, we've actually been passed on our short block between Peter and Midway.

The added traffic from Chick-fil-A is bad enough but the anti-LGBTQ stance by the corporation is untenable and unacceptable. Cathy and I are happily and legally married and loath the prospect of an outspoken enemy being welcomed into our city and our street. We recently made a post to this effect on NextDoor and were sarcastically and vehemently criticized by (mostly) residents of San Jose who were nastily outspoken in their taste for Chick-fil-A food and going on record they would be going to the establishment frequently, "*get over it.*" Interesting that San Jose residents are looking to Campbell for support given that San Jose city officials announced they would not renew the chain's lease at the airport.

Please, don't do this to us.

Peggy Bryan & Cathy Holley
[redacted]

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

Andrea Sanders

To: Liz Gibbons
Subject: RE: Request to bring Chick Fil A To Campbell

From: Julie Dang
Date: January 14, 2020 at 10:04:06 PM PST
To: richw@cityofcampbell.com, susanl@cityofcampbell.com, paulr@cityofcampbell.com, lizg@cityofcampbell.com, anneb@cityofcampbell.com, paulk@campbellca.gov
Cc: Chick-fil-A Campbell <chickfilacampbell@gmail.com>
Subject: Request to bring Chick Fil A To Campbell

Hi City of Campbell Officials:

The purpose of this email is to show my support in favor of bringing Chick Fil A to Campbell. Please consider doing so. Chick Fil A would be a great place to dine for the Campbell community. My family and I love eating Chick Fil A but hate that we have to drive at least 20 mins to get to the nearest Chick Fil A.

I've been living in Campbell for over 17 years now and I firmly believe Chick Fil A would only make Campbell better place to live.

Best Regards,
Julie

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

RECEIVED
JAN 14 2020
CITY CLERK'S OFFICE

Citizens For Sensible Growth

Oppose the Drive Thru at the Proposed Chick-Fil-A

Located at 2060 S Bascom, Campbell, CA, 95008 (Currently Dennys)

To Campbell City Council Members:
Susan M. Landry (Mayor), Liz Gibbons (Vice Mayor), Paul Resnikoff (Council Member), Anne Bybee (Council Member), and Rich Waterman (Council Member)

Name	Address	Comments
Michael Applegate	Campbell	This drive thru will cause too much traffic
William Teasley	El Solyo Ave Campbell	drive thru will cause serious congestion on Campbell and side streets, parking to eat and more littering
Deborah Teasley	El Solyo Ave Campbell CA	Continuous traffic would be disasterous!
Jane Applegate	El Solyo Ave Campbell	Traffic will be much increased and is not conducive to a good neighborhood environment
Matthew Applegate	El Solyo Ave Campbell	It would increase the traffic in the area and cause congestion
Howard K. Applegate	El Solyo Ave Campbell	TRAFFIC & ENVIROMENT CONCERN Along BASCOM & neighborhood

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A

Citizens for Sensible Growth

Oppose the Drive Thru at the Proposed Chick-Fil-A

(Campbell Ca.)

To Campbell City Council Members:

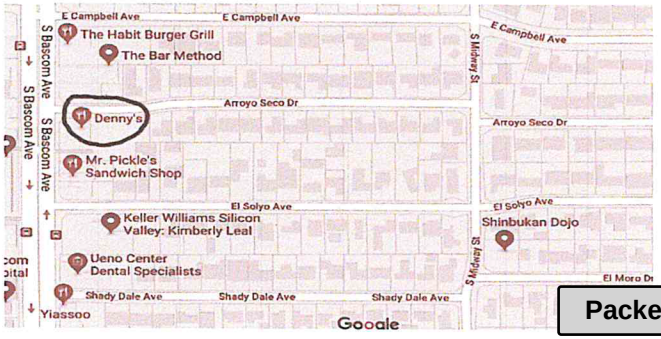
Susan M. Landry (Mayor), Liz Gibbons (Vice Mayor), Paul Resnikoff (Council Member), Anne Bybee (Council Member), and Rich Waterman (Council Member)

I Bonnie Meyer @ [redacted] Campbell oppose the Drive Thru at the proposed Chick-Fil-A located at 2060 S Bascom, Campbell, CA, 95008 (Currently a Dennys)

Comments

I'm against Chick-a fil coming to our neighborhood. Everyone in my area is against it!!

Signature Bonnie Meyer



Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A

Citizens for Sensible Growth
Oppose the Drive Thru at the Proposed Chick-Fil-A
(Campbell Ca.)

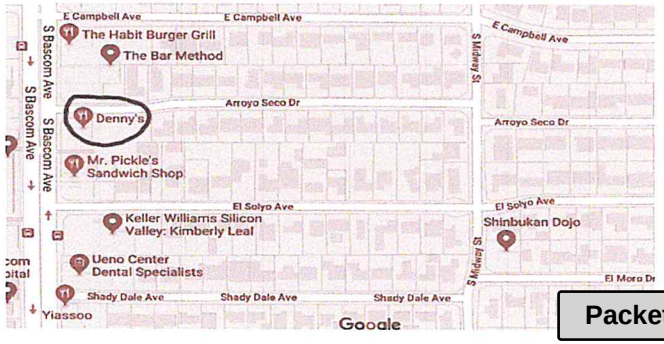
To Campbell City Council Members:

Susan M. Landry (Mayor), Liz Gibbons (Vice Mayor), Paul Resnikoff (Council Member), Anne Bybee (Council Member), and Rich Waterman (Council Member)

I Olga Penickova @ Campbell oppose the Drive Thru at the proposed Chick-Fil-A located at 2060 S Bascom, Campbell, CA, 95008 (Currently a Dennys)

Comments

Signature



Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A

Citizens for Sensible Growth
Oppose the Drive Thru at the Proposed Chick-Fil-A
(Campbell Ca.)

To Campbell City Council Members:

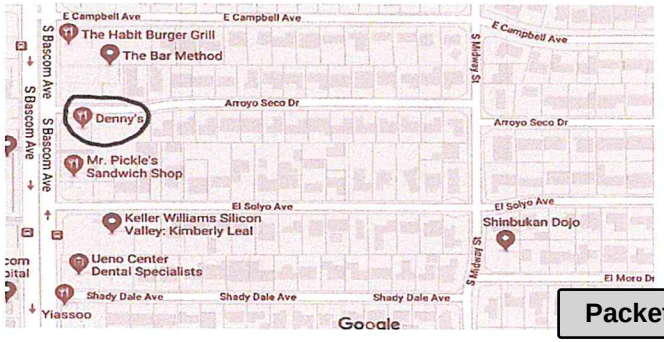
Susan M. Landry (Mayor), Liz Gibbons (Vice Mayor), Paul Resnikoff (Council Member), Anne Bybee (Council Member), and Rich Waterman (Council Member)

I Thao Huynh @ _____ oppose the Drive Thru at the proposed Chick-Fil-A located at 2060 S Bascom, Campbell, CA, 95008 (Currently a Dennys)

Comments

Natural & Organic Nail

Signature Thao Huynh



Andrea Sanders

From: Wendy Wood
Sent: Wednesday, January 15, 2020 4:11 PM
To: Paul Kermoyan
Cc: Andrea Sanders
Subject: FW: I welcome Chick-Fil-A to Campbell

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Wendy Wood
City Clerk
City of Campbell | City Clerk's Office
70 N. First Street | Campbell, CA 95008
www.cityofcampbell.com | 408.866.2116

From: Laurie dArmien [redacted]
Sent: Wednesday, January 15, 2020 2:47 PM
To: Wendy Wood <wendyw@campbellca.gov>
Subject: I welcome Chick-Fil-A to Campbell

WARNING: This email originated from an external sender!

Dear Ms. Wendy,

In case I am not able to attend the appeal meeting, please accept and present my sentiments on the presence of Chick-Fil-A in Campbell.

I welcome their presence. Let us preserve and promote diversity in our community by engaging with businesses that bring jobs to EVERYONE and who serve EVERYONE. We should want to practice principles before personalities. Chick-Fil-A practices the principles of good business and good stewardship. We have multiple churches that teach diverse ideas and so should we host businesses that represent diverse ideas. It's about free speech.

Thank you.

Laur dArmien, [redacted]
Campbell 95008

Attachment: Public Comments received after report uploaded [Revision 1] (Appeal of Chick-Fil-A Approval by Planning Commission)

City Council Report

Item: 7
Category: NEW BUSINESS
Meeting Date: January 21, 2020

TITLE: **2020 City Council Meeting Schedule (Resolution/Roll Call Vote)**

RECOMMENDED ACTION

That the City Council adopt a resolution approving the 2020 City Council meeting schedule.

BACKGROUND

Pursuant to Campbell Municipal Code Section 2.04.020, meetings of the City Council are regularly held on the first and third Tuesday of each month. Typically, the first Council meeting of each year staff presents a proposed meeting schedule, noting any conflicts that may exist with regularly scheduled meeting dates for the City Council's review and approval.

DISCUSSION

Council has in the past cancelled one meeting in July or August for summer recess, and the second meeting in December. The summer date has varied to accommodate individual vacation schedules. Prior to 2013, the second meeting in August was cancelled. In 2013, 2016, and 2017 the first meeting in July was cancelled. In 2014, the second July meeting was cancelled. In 2015, the first meeting in August was cancelled. In 2018 and 2019, the Council requested that the first Tuesday in August be cancelled in observance of the "National Night Out." Also, in 2018 and 2019, the Council held a second meeting in December and cancelled the first meeting in January of the following year. The proposed schedule reflects the August cancellation for the National Night Out, two meetings in December and the cancelation of the first January meeting to be consistent with 2018 and 2019 adopted schedules. This item is agendized to provide an opportunity for Council to discuss the proposed schedule and recommend changes as appropriate.

Some or all Councilmembers may attend the following conferences, the dates of which do not conflict with any regular Council meeting.

March 8-11	National League Congressional City Conference, Washington, DC

October 7-9	League of California Cities Annual Conference, Long Beach
November 18-21	National League City Summit (formerly Congress of Cities) Tampa, Florida

FISCAL IMPACT

There is no fiscal impact associated with this action.

Prepared by: Wendy Wood, City Clerk

Approved by: Brian Loventhal, City Manager

Attachment:

a. RESOLUTION
b. Exhibit A - 2020 CITY COUNCIL MEETING DATES

RESOLUTION NO._____
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CAMPBELL APPROVING THE 2020 CITY COUNCIL MEETING SCHEDULE

WHEREAS, Pursuant to Campbell Municipal Code Section 2.04.020, meetings of the City Council are regularly held on the first and third Tuesday of each month; and

WHEREAS, the City Council cancels one meeting in July or August for a summer recess; and

WHEREAS, the City Council cancels one meeting in December or January for a winter recess; and

WHEREAS, the adoption of the City Council meeting schedule (Exhibit A) sets the dates for the 2020 regular meetings; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Campbell approves the 2020 City Council meeting schedule (Exhibit A).

PASSED AND ADOPTED this _____ day of _____, by the following roll call vote:

AYES: Councilmembers

NOES: Councilmembers

ABSENT: Councilmembers

APPROVED:

_____
Susan M. Landry, Mayor

ATTEST:

_____
Wendy Wood, City Clerk

2020 CITY COUNCIL MEETING DATES

January 7 – meeting canceled
January 21

February 4
February 5 (Wednesday) – Council Strategic Workshop
February 18

March 3
March 17

April 7
April 23

May 5
May 19

June 2
June 16

July 7
July 21

August 4 - Meeting cancelled to observe “National Night Out”
August 18

September 1
September 15

October 6
October 20

November 3 – Election Day
November 17

December 1
December 15

January 5, 2021 – Meeting cancelled

City Council Report

Item: 8
Category: COUNCIL COMMITTEE REPORTS
Meeting Date: January 21, 2020

TITLE: **Council Committee Reports**

RECOMMENDED ACTION

Report on committee assignments and general comments.

DISCUSSION

This is the section of the City Council Agenda that allows the City Councilmembers to report on items of interest and the work of City Council Committees.

MAYOR LANDRY:
City Atty. Performance/Comp. Subcommittee
City Clerk Performance/Comp. Subcommittee
City Mgr. Performance/Comp. Subcommittee
Economic Development Subcommittee
Recycling and Waste Reduction Commission of SCC**
Santa Clara Valley Water District: County Water Commission
State Route (SR) 85 Corridor Policy Advisory Board
West Valley Mayors and Managers

Cities Association of Santa Clara County Representative, (Alt.)
Cities Association Selection Committee & Legislative Action Committee (Alt.)
Friends of the Heritage Theater Liaison (Alt.)
SCC CDBG Program Committee** (Alt.)
Silicon Valley Clean Energy JPA (Alt.)
Valley Transportation Authority Policy Advisory Committee (Alt.)
West Valley Clean Water JPA (Alt.)
West Valley Sanitation District Board (Alt.)
West Valley Solid Waste Authority JPA (Alt.)

VICE MAYOR GIBBONS:
Association of Bay Area Governments
Association of Bay Area Governments Executive Committee**
Campbell Historical Museum & Ainsley House Foundation Liaison
Cities Association Selection Committee & Legislative Action Committee
Comprehensive County Expressway Planning Study Policy Advisory Board**
Education Subcommittee

Legislative Subcommittee
Silicon Valley Clean Energy JPA (SVCEC)
SVCEC Executive Committee**
SVCEC Finance and Audit Subcommittee**
SCC CDBG Program Committee**

County Library District JPA Board of Directors (Alt.)
SCC Emergency Operations Commission (Alt.)**
West Valley Mayors and Managers (Alt.)

COUNCILMEMBER BYBEE
City Atty. Performance/Comp. Subcommittee
City Clerk Performance/Comp. Subcommittee
City Mgr. Performance/Comp. Subcommittee
Downtown Subcommittee
Finance Subcommittee
Friends of the Heritage Theater Liaison
Legislative Subcommittee
Valley Transportation Authority Policy Advisory Committee

Association of Bay Area Governments (Alt.)
Campbell Historical Museum & Ainsley House Foundation Liaison (Alt.)
Comprehensive County Expressway Planning Study Policy Advisory Board**(Alt.)
Santa Clara Valley Water District: County Water Commission (Alt.)
State Route (SR) 85 Corridor Policy Advisory (Alt.)

COUNCILMEMBER RESNIKOFF
Advisory Commissioner Appointment Interview Subcommittee
Cities Association of Santa Clara County Representative,
Education Subcommittee
West Valley Clean Water JPA
West Valley Sanitation District
West Valley Solid Waste Authority JPA

Downtown Subcommittee (Alt.)
Recycling and Waste Reduction Commission of SCC** (Alt.)
Silicon Valley Animal Control Authority Board (SVACA)(Alt.)

COUNCILMEMBER WATERMAN:
Advisory Commissioner Appointment Interview Subcommittee
County Library District JPA Board of Directors
Economic Development Subcommittee
Finance Subcommittee
Silicon Valley Animal Control Authority Board (SVACA)

****appointed by other agencies**

Prepared by: Wendy Wood

Wendy Wood, City Clerk

MEMORANDUM

City of Campbell

City Clerk's Office

To: Honorable Mayor and City Council

Date: January 16, 2020

From: Andrea Sanders, Deputy City Clerk

Via: Brian Loventhal, City Manager

Subject: **Desk Item 6 – Correspondence from C. Clock and M. Broxton**

The City Clerk's office received the attached correspondence from Chick-Fil-A appellants Catherine Clock and Mary Broxon.

DATE: JANUARY 16, 2020

TO: Mayor Landry
Vice Mayor Gibbons,
Councilmember Resnikoff
Councilmember Bybee
Councilmember Waterman

FROM: APPELLANT'S - CATHERINE CLOCK AND MARY BROXON ON BEHALF OF CONCERNED CITIZENS AND PRUNEYARD DRY CREEK NEIGHBORHOOD ASSOCIATION

We appreciate your time and thoughtful consideration of our appeal for the proposed Chick-fil-A at Bascom and Arroyo Seco. It is important to know that we support sensible growth and are pro-business. We appreciate the developments that have changed the face of Campbell over the last four decades. We welcome new businesses in our community that fit with the long term plan for Campbell. We have tremendous support from the community garnering over 650 signatures and counting. Proposals that would fit more closely with the vision of our City would be mix-use developments, dine-in restaurants, housing, retail, office space and other small business. Our concerns come from a place of pride in the City of Campbell.

Respectfully submitted,

Catherine Clock
catherine@clockrealtygroup.com

Mary Broxon
mary.Broxon@gmail.com

No on Chick-fil-A

at Bascom Avenue and Arroyo Seco Drive

The Conditional Use Permit request for a Chick-fil-A Project drive-through restaurant at 2060 Bascom Avenue (the "Project") should be denied. It will make Campbell less safe, less navigable, and less attractive. We're a grassroots neighborhood group that formed because we believe that Chick-fil-A is a uniquely bad option for Campbell. We have never opposed development in the past and support the thoughtful growth that has made Campbell a unique and vibrant city. We concur with the multiple doubts and concerns, questions and issues raised by the Planning Commission[1], but arrive at a different conclusion that this project never should have passed.

Other communities have "buyers' remorse" for having approved similar Chick-fil-A projects. Santa Barbara approved a Chick-fil-A in 2013. Today, Rob Dayton, the Santa Barbara, California transportation and planning director has publicly declared that the traffic backup is "***a congestion and safety issue. There isn't much we can do....it's been a long standing issue***." Santa Barbara City Councilman Eric Friedman added "we are in an unfortunate predicament . . . ***If it were today we wouldn't have permitted a drive through***."[2] Santa Barbara underestimated the negative impact Chick-fil-A would impose on their community.[3]

There is no dire need to replace the existing Denny's dine-in restaurant. The current restaurant intends to keep operating, serving Campbell, and improve its physical establishment. Numerous local groups use Denny's as a regular meeting place, which will be lost if it is allowed to be replaced with a drive-through-focused fast food establishment.

Campbell is a beloved jewel of the Silicon Valley region. This Council should protect and preserve its qualities for its citizens. Do not make the same bad gamble as Santa Barbara.

* * * * *

[1] See Exhibit D for details.

[2] https://www.noozhawk.com/article/chick_fil_a_traffic_problem_flares_up_on_state_street_santa_barbara

[3] As a result, Santa Barbara no longer permits drive-through restaurants.

The Campbell Planning Commission's approval of the Project is based on invalid assumptions and non-critical attention to the facts. Moreover, even if the Planning Commission's analysis supporting approval is taken at face value, it is a big bet on issues with razor thin margins for error; issues that are central to planning for Campbell such parking, traffic, safety, property values, character, and resident's general ability to enjoy their homes and community.

As shown below:

1. The proposed site is too small to accommodate the necessary parking and drive-through queue. This will result is blocked parking and entryways, spillover into moving traffic, and intrusions into the immediately adjoined residential area. Notably, the proposed site is uniquely inadequate compared to other Chick-fil-A sites studied. The proposed site would have only a single ingress/egress point. (All other sites have multiple.) This substantially exacerbates the inadequacy of the site.

2. The traffic issues that the Project would create at the Bascom Ave Southbound left turn lane, which nobody contests would be significant, will be unmitigated and in conflict with the Bascom Avenue Complete Streets Plan. The likely traffic simply cannot be safely and adequately served by the streets at this location.

3. Residents of the adjoining neighborhood will face serious detrimental challenges. Traffic and parking on residential streets will increase dramatically. Many of these streets have high pedestrian traffic and are unlit, posing serious safety concerns. In addition, the increased noise, trash, odor, inconvenience, and difficulty of access will be borne by the residents of the Pruneyard/Dry Creek neighborhood.

4. The Project is in conflict with the current General Plan in regard to traffic goals and aesthetic compatibility with residential areas. (Note that no existing Chick-fil-A sites studied are surrounded on three sides by residential properties.)

5. The Project will significantly hurt other local businesses, harming the character, quality, and attractiveness of Campbell as a place to live.

6. Broader area traffic will be impacted, compounded by inaccuracies in the traffic study.

* * * * *

The City Council has full discretion review the requested Conditional Use Permit for the proposed Chick-fil-A Project ("Project"). The Council may consider "any issue involving or related to" the CFA Project and owes no deference to the decision of the Planning Commission. Campbell Municipal Code § 21.62.50.

Under Campbell's Municipal Code § 21.46.040, the Project "may be approved, with or without conditions, *only if* [the Council] finds that . . .

A. The proposed use . . . complies with all other applicable provisions of this Zoning Code and the Campbell Municipal Code;

B. The proposed use is consistent with the General Plan;

C. The proposed site is adequate in terms of size and shape to accommodate the fences and walls, landscaping, parking and loading facilities, yards, and other development features required in order to integrate the use with uses in the surrounding area;

D. The proposed site is adequately served by streets of sufficient capacity to carry the kind and quantity of traffic the use would be expected to generate;

E. The design, location, size, and operating characteristics of the proposed use are compatible with the existing and future land uses on-site and in the vicinity of the subject property; and

F. The establishment, maintenance, or operation of the proposed use at the location proposed will not be detrimental to the comfort, health, morals, peace, safety, or general welfare of persons residing or working in the neighborhood of the proposed use, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city."

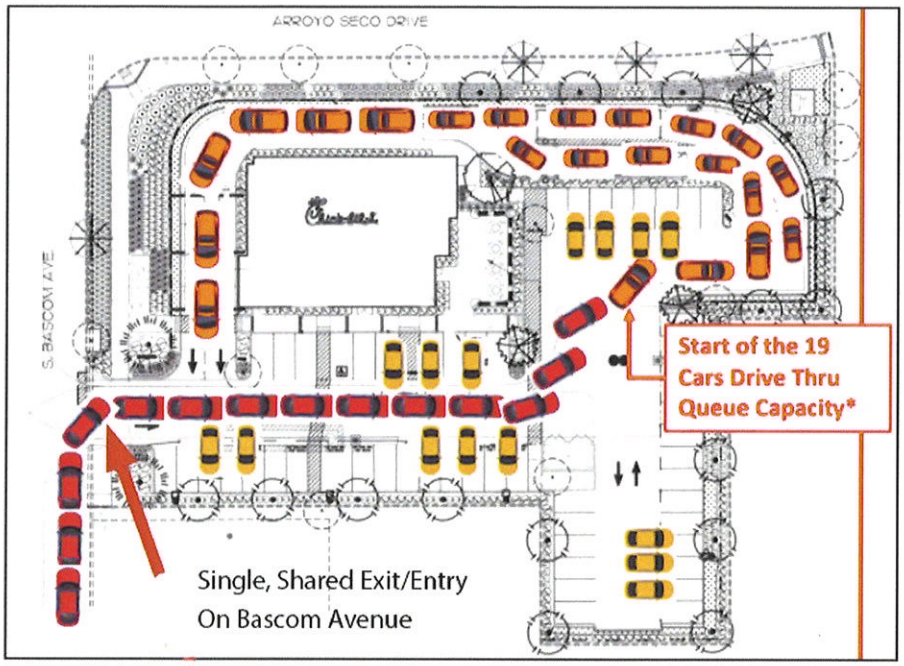
Each finding is necessary. If the Council cannot make even one of these findings, the Conditional Use Permit must be denied. Campbell Municipal Code § 21.46.040.

Under the current circumstances, the Council cannot make *any* of the necessary findings.

* * * * *

A. Site Issues

The proposed site is too small to accommodate necessary parking and queuing space



1. The Traffic Impact Study ("**TIS**") maximum queue numbers[4] are misleading and mask the insufficient space on site. The data choices, assumptions and calculations lead to skewed estimates.
    a. Too few data points were used to estimate a realistic expectation for Campbell - only 5 of the local sites were considered.
    b. Lowest performing site, on Auto Mall Pkwy, is significantly lower than any other site surveyed and the numbers were used twice in the calculation, compounding its over-representation.
    c. Using data from these 5 sites, TIS calculated a maximum queue average of 21.3 cars, and used that figure as the estimated maximum queue for Campbell.
    d. Using the TIS numbers without the outlier low performing Auto Mall Pkwy site, the average maximum queue is 25 cars, still likely too low for this site.
    e. Campbell is more likely to perform like the highest performing CFA site, El Camino, in Sunnyvale, with a maximum queue of 34 cars.
        i. Campbell is the densest city in Santa Clara County.[5]
        ii. CFA must be expecting a high-performing site, not one comparable to their lowest performing area location.
    f. Whether the number is closer to 25 or 34, the maximum queue will violate the Campbell Municipal Code, Chapter 21.28.080 which states "that the drive through lanes should have an adequate length to serve the demand of the use and prevent the blocking of drive isles and traffic lanes".[6]

[4] TIS page 32
[5] using 2018 data
[6] TIS page 32

2. Misleading parking data used in the TIS further masks the full extent of insufficient access to parking space.
    a. There is no room on the site for any spillover from queueing into parking spaces.
    b. The TIS presumed the overflow from the maximum queue of 21 cars would result in "a temporary blocking" of 4 spaces nearest to the entrance to the drive through lane" barely satisfying the City Code.
    c. A 25-car queue would create a 5-car overflow, which would block 10 parking spaces. This is in violation of the Municipal Code.
    d. If the Campbell site performs like the El Camino store with a 34-car queue, the resultant 14 car overflow would impact 100% of the site parking, with cars also extending onto Bascom Avenue, blocking entrance to neighboring properties and commercial businesses, such as Mr. Pickle's.
    e. The TIS[7] finds that the site's proposed 56 parking spaces meet the City Code minimum requirement of 56 spaces, but it recognizes "the potential for parking intrusion to adjacent facilities may occur during peak demand periods".
    f. Chick-fil-A sites cited in the TIS[8] survey reported an average 95.7% occupancy during peak hours, confirming there is no room for a car queue that blocks parking.
    g. Maximum capacity parking and over capacity queuing will combine to have an exponential impact on traffic flow in and around the site.
    h. All overflow customer parking is going to occur on residential streets.
    i. There is no indication of a plan for employee parking. Other CFAs rent space from other businesses for their employees. Where will Campbell CFA employees park?
    j. Parking at the Pruneyard is already at capacity.
    k. Increased CFA-related street parking will have significant impact on safety and quality of life in the neighborhood.

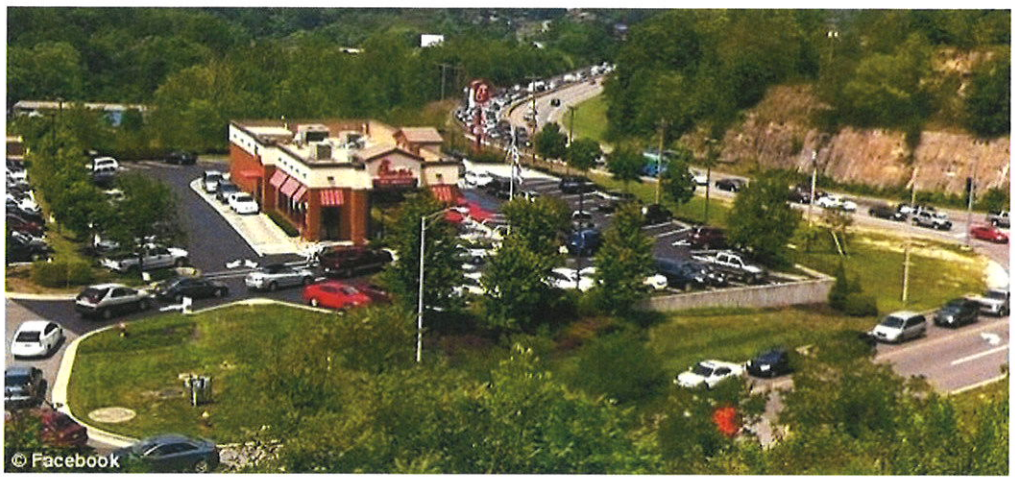
3. Inadequate ingress/egress
    a. There is one single combined entry/exit in the proposed plan.
    b. All seven other fast food drive-thrus in the immediate area have multiple access points.
    c. All other Chick-fil-As cited in the TIS have multiple access points.
    d. This is a poor site design choice that is generally avoided by fast food operators and discouraged or prohibited by many cities.

4. No bailout lane for cars that need/want to leave queue.
    a. This impacts vehicle and pedestrian safety.
    b. It contributes to site congestion.
    c. It limits emergency vehicle access.

[7] TIS page 39
[8] TIS page 38

B. Bascom Avenue
The left turn lane on Bascom cannot accommodate the expected traffic_

1. **Significant Impact.** From the TIS[9]: "The project would result in a significant impact at the south bound Bascom Avenue left-turn lane at the project driveway under the Background plus Project Conditions. The vehicle queuing is anticipated to be 150 feet during the p.m. peak hour. This is 20 feet longer than the 130 feet currently available."



2. The proposed mitigation is inadequate and unreasonable to address this significant impact.
    a. The first proposed mitigation[10] is to "fund and install a regulatory sign" prohibiting blocking the through lane and sending overflow traffic to Apricot. This is not a reasonable mitigation as patrons would be unlikely to honor this. More likely, cars will try to make the turn first blocking traffic on southbound Bascom, and, after turning, facing the option to block traffic on northbound Bascom or proceed into the neighborhood down Arroyo Seco to either park and walk in or drive through the neighborhood to El Solyo to get into the queue on Bascom. All bad options.

    b. The second proposed mitigation is to reduce the building square footage by 300 feet. It is not logical to presume that fewer customers will show up if the building is 300 feet smaller. There is a discrepancy in the TIS[11], which states "***...there is no direct relationship between the size of a restaurant and its drive-through lane operations...***" This proposed mitigation is a misdirected solution. It won't reduce the number of customers, but will, conveniently reduce the number of required parking spaces, squeaking the plan into compliance with building codes.

[9] TIS page 41
[10] TIS page 28, 42
[11] TIS page 31

3. Emergency vehicles use Bascom Avenue to transport patients to both Valley Medical and Good Samaritan Hospitals, making this a huge safety concern for the whole community.

Valley Medical Hospital

Good Samaritan Hospital

4. Putting a Chick-fil-A at this site conflicts with the goals of the Bascom Avenue Complete Streets Plan (BACS)[12], which is already being implemented along Bascom Ave. BACS calls for more crosswalks and tree lined walkways along Bascom. The amount of traffic crossing and blocking the bike lane at this location makes it both dangerous and difficult for bikes and pedestrians. This is also out of sync other stated goals for Campbell:

    a. LUT-12, which states "The Complete Streets Act of 2008 requires cities to accommodate safe and convenient travel for all users including bicyclists, pedestrians, transit users, **and people of all ages and abilities to reduce automobile traffic congestion and greenhouse gas emissions, while enhancing recreational and healthier alternatives for travel...State and regional land use policy has emphasized the need to stress alternative modes of transportation in its efforts to alleviate traffic congestion and improve air quality."**

    b. LUT-15 "The City is committed to developing a comprehensive bicycle transportation network linking existing and planned regional networks in order to expand the breadth of opportunities for bicycle users."

[12] see https://www.vta.org/projects/bascom-corridor-complete-streets-study

C. Residential Impact and Traffic

1. None of the other CFAs sited in the TIS abutted neighborhoods on three sides, as Campbell's proposed location does.

2. All of the other CFAs cited in the TIS had shorter operating hours than the proposed Campbell location - 7:00 am -10:30 pm vs. 6:00 am -11:00 pm.

3. Increased CFA-related street parking will have significant impact on safety and quality of life in the neighborhood.

4. Smog emissions, trash, noise, and odors will all have an impact on the neighborhood and are not adequately addressed in the TIS. An environmental impact study should have been conducted to give a clearer understanding of how great the impact will be.

5. The TIS report bases the analyses on faulty assumptions about the routes drivers will take to access this project. The TIS shows cars coming from the East only using Hamilton to get to Bascom and then entering the site from the turn lane or U turn at Apricot Avenue. It does not analyze those coming from the South and East of Leigh or offer any information on how those patrons might get to the project location.

6. Neighborhood access for residents who use the U-turn lane near the site or the one at Apricot Avenue will be impaired. The CFA traffic will monopolize all U-turn opportunities along this stretch of Bascom Avenue.

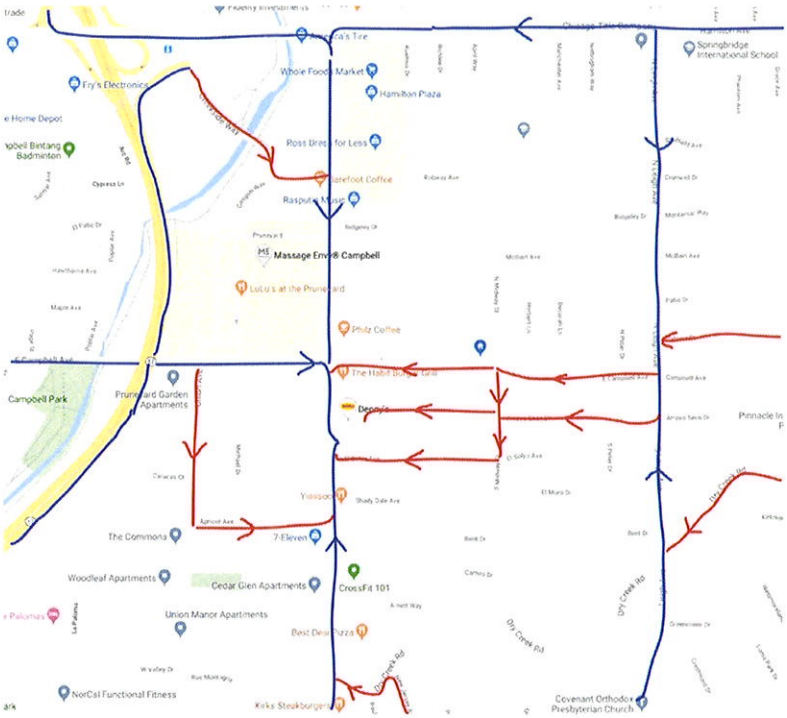
7. All residents will see increased neighborhood traffic, including cars cutting through the neighborhood to El Solyo to queue up to enter the CFA parking lot on Bascom.

8. Navigational apps, which are used by a majority of drivers, will compound the problem by directing CFA patrons through residential streets to access Chick-fil-A. Details are revealed in the Navigation App Analysis attached as Exhibit E, which shows these apps already routing traffic through residential streets to access the proposed Campbell CFA location.

    a. This is not adequately addressed in the TIS, which instead includes this disclaimer[13]: "*It should be noted that the use of popular mobile navigation applications by drivers may alter these trip estimates slightly as conditions change from day-to-day or even hour-to-hour. Since these mobile navigation applications are constantly updating road conditions and adapting travel routes based on new information, it is speculative to anticipate their potential recommended routes in the future and how many drivers would use them*".

    b. Because the recommended trips by these applications do change dynamically with conditions is precisely why they are relevant. It can be shown today with a sampling of real trip data, that the 3 most popular applications will route traffic through small neighborhood streets to reach the site in question. The maps in the navigation analysis show how typical trips from multiple directions route traffic onto many residential streets including Midway, Arroyo Seco, Peter, El Solyo, Patio, and more.[14]

    c. The Pruneyard/Dry Creek neighborhood already feels the effect of navigational apps. Due to traffic cutting through the neighborhood, both Ridgeley and E Campbell Aves have qualified for traffic calming projects in 2020.



[13] TIS page 34

[14] Tested using several local area schools as suggested starting points. See Navigation App Analysis - Exhibit E

9. The Project is incompatible with the General Plan's stated goals of reducing automobile traffic, protecting residential areas, and preserving the integrity of neighborhoods. Further, the Project is placed directly along an existing "hotspot" for bicycle collisions. And it is inevitable that the traffic impact will substantially increase the odds of serious safety risks along this hotspot. This is in direct conflict with the General Plan.

    a. LUT-1: "The goals, strategies and policies encourage well-landscaped, attractive and functional development, connected through a network of transportation alternatives that tie the community together, ideally resulting in an overall reduction of automobile traffic, carbon emissions and land use conflicts....and that traffic resulting from commercial and industrial development does not adversely infringe upon residential neighborhoods."

    b. LUT-20: "Campbell's Land Use and Transportation Plan control the intensity of development, based on the capacity of the street network to carry traffic, incorporating measures that protect the heart of the community and residential areas from through traffic."

    c. LUT-25: "Neighborhoods are the building blocks of the community. Thus, neighborhood integrity is the heart of community character...Neighborhoods should also be bicycle and pedestrian friendly. Walkable, bikeable, and accessible neighborhoods are tree lined, safe, have pedestrian and bicycle connections with surrounding neighborhoods and nearby shopping facilities and offer a comfortable walking and bicycling environment with ready access to public transportation. Issues that affect neighborhood integrity include the proximity of residential and nonresidential uses (incompatible land use), loss of connectivity to other neighborhoods, poor site design, lack of adequate public facilities and lack of identity."

10. The standard CFA logo building design does not fit with the general plan goals and strategies for new development and remodels.

    a. LUT-30 Regulation of land use is intended to promote land use compatibility. Land use incompatibility will result if development standards adequately address conflicts between different land use types. "Incompatibility can occur when noise, traffic, parking, fumes or mechanical vibration disturbs adjacent uses. Incompatible land uses may occur where residential homes are adjacent to non-residential uses (such as commercial or industrial) or significantly higher density residential uses. Land uses typically incompatible with residential uses include, automobile and truck repair shops, late night and early morning use, fast food establishments."

    b. LUT-32: "Franchise establishments sometimes employ a generic 'corporate architecture' that is garish and repetitive. Corporate architecture is more difficult to blend with existing development, does not accommodate other commercial land uses easily and becomes dated quickly. Therefore, corporate architecture is discouraged. The General Plan encourages high quality building designs that are architecturally attractive and are compatible with or enhance the surrounding development."

c. Policy LUT-9.3: "Design and Planning Compatibility: Promote high quality, creative design and site planning that is compatible with surrounding development, public spaces and natural resources

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

D. Impact on Campbell Character and Business Community

1. A Campbell Chick-fil-A would have a significant negative impact on locally owned and operated dining establishments. Nearby Campbell favorites like Mr. Pickles, Spread, Brown Chicken Brown Cow, Taco Bravo, Bagel Bar, Yiassoo, Thai Bodia, Massa, Erik's Deli Cafe, Kirk's and others could be devastated and forced to close. Adding a CFA will likely lead to a number of empty eateries along Bascom, at the Pruneyard, and downtown Campbell. A similar outcome appears to have occurred near the El Camino location.

2. Chick-fil-A is the highest grossing fast food operator in America, more than $4.1 million per outlet, nearly 50% higher than either In-N-Out or McDonalds when adjusted for a 7 day operating schedule[15]. And unlike most fast food operators, 100% of CFA outlets are corporate owned, meaning 100% of profits will not be invested back into the local community but rather directed to Atlanta Georgia.

3. Denny's has informed the ownership that they would like to stay, renew their lease, and remodel inside and out with new landscaping. The text from a letter from the current Denny's franchisee is attached as Exhibit A. .

4. Losing Denny's would mean the loss of a popular meeting place for community groups including Lions, AA, Fireman's Veteran Club, Kiwanis, and the Del Mar High School Band.

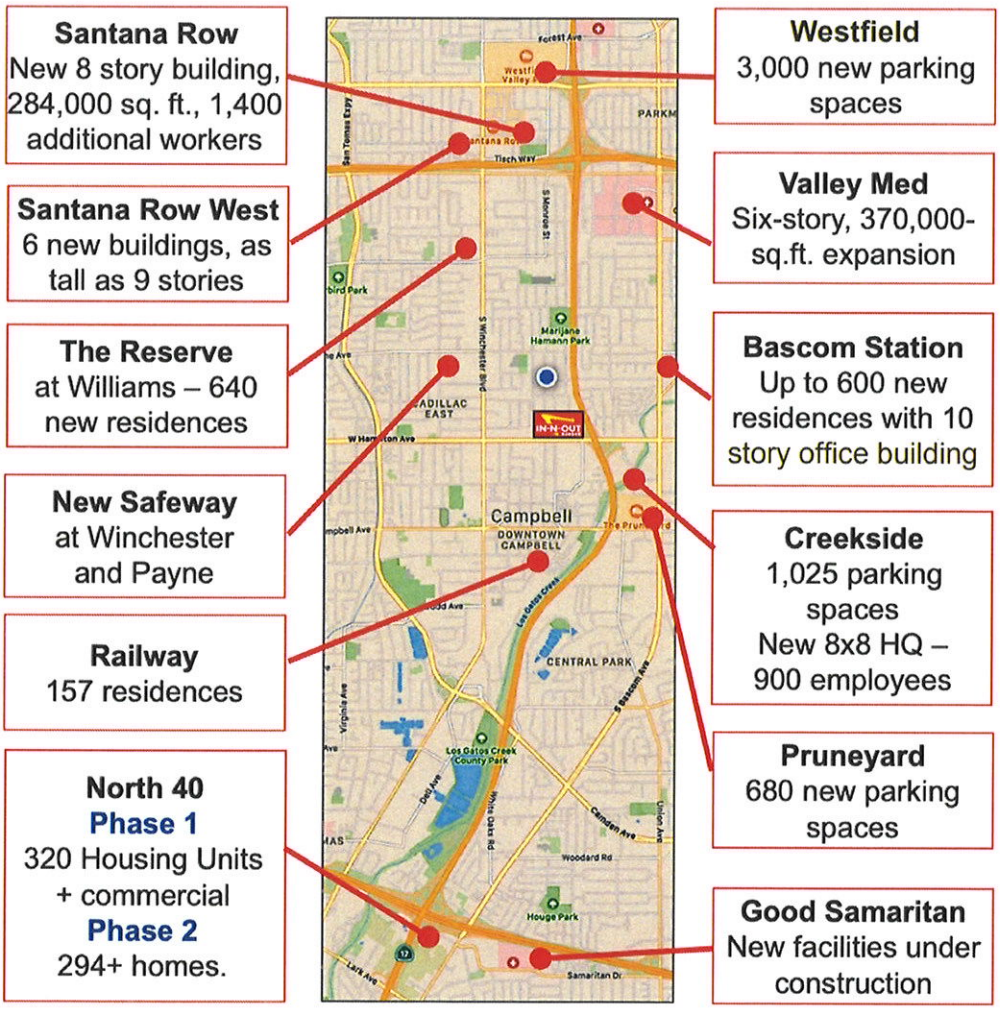
5. Decades of thoughtful leadership and decision-making, without a reliance on large national corporations, has created the character of Campbell and made it a model city. All of that can be undone by allowing Chick-fil-A into our community.[16]

[15] QSR Magazine, 12/19/19

[16] For more see letter from Dave Pogue attached as Exhibit B.

E. Broader Area Traffic and Congestion

1. Numerous new developments are not listed or taken into consideration. Bascom Ave Urban Village program being implemented by San Jose will have significant impact on the traffic in Campbell. The already approved "Bascom Station" at 1410 S Bascom Ave in the Dick's Center will add 590 new multifamily units and 200,000-300,000 sq ft of retail. The planned "Southwest Plaza" on Southwest Expressway adds another 710 residential units and 12,500 sq ft of retail space. And the project proposal for the Del Grande property on E Campbell Ave between Gilman and Dillon has 59 condos and 6,000-8,000sq ft of retail. With the partnership between Ellis Partners and Oakhill, the fourth tower at the Pruneyard, which is already approved, must also be considered. It is a 5 story office tower of 100,000 sq ft. All of these will increase the traffic at multiple intersections, in turn leading navigation apps to send ever more cars into neighborhoods. This project greatly exacerbates an already growing problem. Just a few of these new developments are shown in the graphic below.



2. The September 24, 2019 Traffic Study (TIS) for the proposed Chick fil-A at 2060 South Bascom projected LOS F for Salmar/Hamilton, and the mitigation was the addition of a southbound ramp on Hwy. 17 – the same as for the In-N-Out proposal. However, the LOS F "problem" was eliminated and the SR17 ramp addition mitigation requirement was removed based on inaccurate information. The minutes of the November 12, 2019 Planning Commission meeting reflect that "Planner Cindy McCormick...advised that a financial contribution to mitigate impacts at Hamilton/Salmar are no long(er) necessary with the corrections to the data on the traffic analysis report and the fact the applicant reduced their building size by approximately 400 square feet." There is no mention in the meeting minutes of the reasoning supporting this conclusion. For additional analysis and impact see Exhibit D.

* * * * *

For all of the above reasons, the Council cannot make *any* of the necessary findings to approve the Project's Conditional Use Permit.

The Site Is Inadequately Sized, Shaped, and Developed (§21.46.040(C))

- A careful review of the TIS shows that during peak queue hours, the drive through lanes are too short causing blocking parking spaces, drive isles and traffic lanes.
- During peak hours, the car queue is likely to block 10 parking spaces, and realistically block 100% of site parking.

The Site Is Inadequately Served by Streets of Sufficient Capacity (§21.46.040(D))

- During peak hours, the car queue will block Southbound traffic on Bascom Avenue because of inadequate space for the car queue.
- During peak hours, as a result of a significant traffic impact conceded in the TIS, Northbound traffic on Bascom Avenue will be blocked because of overflow from the left turning bay.

Failure to Comply with the Municipal Code (§21.46.040(A))

- A careful review of the TIS shows that during peak queue hours, the drive through lanes will not have adequate length to prevent blocking parking spaces, drive isles and traffic lanes in violation of Campbell Municipal Code, § 21.28.080.

The Proposal Is Detrimental And Injurious to the Adjoined Neighborhood, Its Residents, and The General Welfare of Campbell (§21.46.040(F))

- Spillover parking into the adjoining residential areas will create congested, unsafe, and nuisance conditions for residents. This will be amplified by cars routed through the neighborhood by popular navigation apps due to overloaded usage on Bascom, and the fact that many streets of the Pruneyard/Dry Creek neighborhood are unlit.
- The traffic impact will exacerbate a hotspot for biking collisions with potentially serious consequences.
- Local businesses will be harmed, and an entire neighborhood's ability to safely and reliably access the Pruneyard, Downtown, Library, and Community Center will be severely degraded.
- The adjoining neighborhood will bear the cost of the increased trash, noise, and odor.

Inconsistency with the General Plan (§21.46.040(B))

- The Project is inconsistent with the General Plan with regard to protecting pedestrian and bicycle usage, and the appropriate aesthetics regarding fast-food chains logos and visibility.

The Proposal Is Inconsistent with Existing and Future Land Uses of the Site and Neighboring Property (§21.46.040(E))

- The Project is inconsistent with an updated General Plan that could be adopted within months. The Council should deny the Project until it can determine that it is consistent with future land uses of the site.
- The Project will substantially degrade access to the Pruneyard and Downtown commercial centers.
- The inadequacy of the site and parking issues during peak hours will severely harm nearby residential usage of streets as large numbers of cars use residential streets for short term parking at the Project.

Exhibit A
Denny's Letter

I am the current franchisee operating the Denny's on Bascom in Campbell. We are thoroughly disappointed that Chick Fil A has been approved to take over our current location despite lease negotiation beginning almost 3 years ago, in 2017. Unfortunately during the negotiation period, the landlords became unresponsive to our messages and began sending another company to survey the site, without even as to notify us, the existing tenant. At that point, negotiations became extremely difficult for us.

As you know, Denny's has been operating at this location for over 50 years and has become a local favorite and landmark. Denny's is also the only 24 hour restaurant available to the community and taking this option away for thousands of locals would be a great disservice. We will continue operating Denny's at this location and serving the local community 24/7 given the Chick Fil A proposal is denied.

Denny's in Campbell is home to many regular customers, as well as many local groups. Lions, AA, Fireman's Veteran Club, Kiwanis, Le Tip, Vietnam Veterans, Toastmaster, Campbell Leads group, AA Veterans Group, and Del Mar Band are a few of the local organizations that meet regularly at Denny's in Campbell. As you can see, Denny's provides a safe (and delicious!) meeting space for many Veteran groups as well as local groups. We are a home not only to our employees, but also to each and every guest that walks through our doors. Approving Chick Fil A will have a devastating impact on this groups as well as the locals.

Our plans for this Denny's are to remodel the interior and exterior of the building to keep up with the modern design of Bascom Avenue. The entire interior of the restaurant will be upgraded to create a more modern, inviting feel for our customers. The exterior of the building as well as the landscaping will also be completely remodeled to uplift the look and feel of our community.

We hope to look forward to continuing to serve the Campbell community and appreciate you listening to our concerns and desire to continue Denny's operations.

Please let me know if you have any further questions, I'd be more than happy to discuss.

Exhibit B
Dave Pogue's Letter

Members of the Campbell City Council
Jan. 15,2020

What do you want to be known for?

In 1980 the City of Campbell was faced with a decision. Campbell High School was closing. This same situation was occurring throughout many Bay Area cities which took the opportunity to rezone these school sites to higher and better purposes, most often dense residential tracts supported by strip center retail.

The City of Campbell had a better idea and a stronger vision. Encouraged by wise community advocates, City leaders chose to purchase the site to create what has become the Campbell Community Center, the heartbeat of the city. The wide range of social, recreational, religious, and educational services provided are in continual use by people of all ages and for many purposes. This facility was further enhanced by the vision, hard work and dogged fund raising needed to restore the Heritage Theater. Again, coordinated and led by a wide range of City leaders, local volunteers and the business community, Campbell chose to retain this irreplaceable facility, which reopened in 2005.

Similar vision and leadership were shown regarding the downtown. Many other local cities were faced with the same issues of declining support for local retail as large enclosed malls filled the marketplace. The development of Valley Fair in the early 1980's put special pressure on neighboring cities. Santa Clara had already demolished their downtown for the development of the Franklin Mall. Sunnyvale soon followed with the destruction of theirs and the development of Sunnyvale Town Center, anchored by retail stars of the moment, Macy's, Penny's and Wards. We all now know how those turned out and each of these cities has never recovered from these decisions.

During this same period, downtown Campbell was faced with similar issues. However, the vision, and the decision of Campbell leadership was different. And how different the outcome has been. Slowly but thoughtfully, small, local merchants and restauranteurs began to discover the unique qualities of Campbell, and their customers began to discover them. The City ably assisted with the timely development and construction of the Second Street Garage. The staging of regular community events such as Bogie on the Bayou, Oktoberfest, wine walks and the Easter Bunnies and Bonnets Parade have all created a small-town Campbell aura. This is further demonstrated every Sunday with the Campbell Farmers Market, widely acknowledged as the best in the South Bay. None of this would have happened without a consistently applied community vision. And notably, excepting Starbucks, this success has come without ANY national chain outlets.

A short distance from the downtown is the entrance to the Campbell Park and Los Gatos Creek trail. Over the decades the City of Campbell has built and maintained a full range of facilities at the park and regularly sponsors runs and other activities. The basketball courts are in constant use. This has also all been part of a City vision to create and maintain a healthy, active community experience.

And within walking distance from all is the Pruneyard, an iconic retail center. By 1980 this center was also beginning to experience the impact of retail's transition to enclosed regional malls. Many locations

within the center had never been occupied since the original development and this new retail reality caused a great deal of tenant turnover in the property with many unique and interesting merchants leaving the center. After years of decline, the center found new ownership who began to reimagine the center and bring new vitality. Ownership has changed again over the years and each new owner has continued to improve on the past. They have kept the center relevant while maintaining the unique Spanish style architecture and open-air concept, in great demand again. It features some of the area's finest restaurants, including the eagerly anticipated Be. Steak. A. And like downtown, this success has been accomplished by primarily local operators with minimal national chain outlets.
From the Community Center at Winchester to the Pruneyard at Bascom is a comfortable and interesting mile long walk that courses past scores of unique shopping and dining experiences. That walk has been enhanced and encouraged by the design and completion of the bike and walk portals under highway 17, created again through the partnership of Campbell public leadership and community involvement. This is a "people scale- people paced" antidote to the typical car oriented, fast paced lives we all endure.

But, this 40-year vision, carefully and thoughtfully designed, promoted and implemented by generations of public leaders and a multitude of community advocates is now at risk. The addition of a Chick-Fil-A would present considerable traffic, noise, litter, and direct neighborhood disruption. This fast food shark has the capacity to overwhelm many of their smaller, locally owned and operated restaurant rivals, forever changing the business dynamic of the community. And I strongly believe the traffic and parking expectations are optimistic at best.

But the real issue for me is the question I posed at the opening. What do you want to be known for?

We are known for being a City that has resisted the trend of the time and saved a high school from development to create a community center that is the pride of the city that we all use and enjoy. We are known as a city that resisted the trend of the time and saved a downtown which has become the envy of all. We are known for our public places and our vibrant neighborhoods. We are known as a city that resisted the "car is king" trend and created recreational spaces and bike/walk lanes under freeways that encourage a different and healthier way to move and also thoughtfully connect the Pruneyard to the heart of the city. And we've done it all with a community first, small-town approach that didn't depend on large, national operators to succeed.

To now introduce a rapacious, disruptive, chaotic fast food operator at the terminus of this thoughtfully planned and implemented "miracle mile", more than 40 years in the making, belies all that has preceded it. We know what we want to be known for. And it is not this.

I respectfully ask that you reject this application.

David Pogue

(on behalf of this neighborhood group)

Exhibit C
Planning Commission Comments

p. 20-21

Commissioner Krey:

- Said that Hamilton/Bascom intersection will be impacted by Chick-Fil-A at this Bascom location.
- Opined that it would generate more new traffic than In-N-Out Burger would have generated had it gone it at Hamilton/Hwy. 17.

p. 25-26

Commissioner Ching:

- Stated that although he hears the social issues raised by several speakers this evening, this Commission is appointed by the City Council to make its decisions based on consistency with the rules outlined via the General Plan and Zoning Code and that's how he will pursue his decision-making process.
- Admitted that he doesn't like drive-thru restaurants but right now allowing one here is consistent with the General Plan. While that may potentially change soon, it's what we must work with right now.
- Disclosed that he had a short phone conversation with the project applicant on Friday (November 8th) and the discussion centered on the issues of public safety, traffic and air quality.
- Pointed out that per the traffic report, traffic is going to be manageable on Bascom but will be an issue on the side roads
- Agreed that the issue of where employees will park is a concern. Public safety is a concern as he fears cars at a high speed being a risk both to pedestrians and cyclists as they go into the Bascom entrance to this proposed Chick-Fil-A.
- Admitted that he'd like to think of how best to mitigate that concern.
- Said that Chick-Fil-A is working with planning issues.
- Added that they are a better employer than some others.
- Said that headlights beaming into the duplex across the street should be adequately addressed.
- Stated that he is not in favor of an eight to ten-foot high wall along the Arroyo Seco side as a solution to screen headlights from across the street. That would look like a prison.
- Agreed that the proposed architecture can still be improved.

p. 26

Commissioner Hines:

- Admitted that he struggles with the messages received from the community and is torn socially by the issues they raise.
- Agreed that the Commission must review this request against the General Plan. Added that the question remains, "Can we make this work?"
- Continued by asking if it might be possible for this Chick-Fil-A location be one without a drive-thru. Is that even possible as far as Chick-Fil-A is concerned?

- Stated another consideration is the anticipation that the new General Plan might well go with a no drive-thru restaurant policy.
- Said that perhaps either a "no left turn" or "right turn only" option might help manage traffic coming to this site.
- Declared that there is not a clear and/or easy answer to these questions.

p. 26

Commissioner Buchbinder:

- Stated that he is skeptical about using a "neighborhood character" argument but rather wants to see it as a City-wide argument.
- Advised that he is committed to pluralism. One cannot think about this restaurant coming here without remembering the ownership's financial support for gay conversion therapy occurring elsewhere.
- Admitted that the applicant has gone to great lengths to make their application appealing.
- Reported that Chick-Fil-A averages $4.4 million per location.
- Stated that he doesn't like drive-thru restaurants but right now they are allowed.
- Stressed the need to ensure that headlights from the drive-thru lane(s) do not shine into their neighbors' home(s).
- Said that this application looks reasonable as per zoning with modifications, but he can't approve this knowing that there's a direct link from running the business to funding conversion therapy.

p. 26-27

Commissioner Ostrowski:

- Thanked all speakers for their comments.
- Admitted that this is not an easy topic and comes with a lot of important aspects.
- Said that she specifically wants to mention traffic.
- Stated that she does not have much confidence in the traffic report and data provided.
- Added that while even though the General Plan currently still allows drive-thru restaurants it also calls for a higher-level scrutiny for restaurants with a drive-thru by requiring a Use Permit.
- Said that for walkable communities lighting is important.
- Added that lighting from this site could have significant impacts on adjacent residences.
- Pointed out that another General Plan goal is regarding neighborhood values.

p. 27

Commissioner Krey (again):

- Said he too echoes comments already made by others.
- Stated that the social issue is a good one and questioned if there might not be some way to ensure that the local owner of this Campbell Chick-Fil-A not donate to antiLGBTQ organizations and gay conversion therapy practices. He added that he's not sure there is a way.
- Admitted that he is not sure about the traffic numbers provided. There are a lot of problems there. The info provided indicates that this use would create less of an impact than would In-N-Out.

- Advised that he voted for In-N-Out but is in favor of banning drive-thru restaurants on Hamilton Avenue.
- Added that there is going to be more development along Bascom Avenue and with that there's going to be more traffic there as well.
- Reported that per SARC review, the design was fine; it was preferred with a lighter paint color and use of a double drive-thru queue.
- Agreed that there remains a lot of concerns here as traffic gets worse for all of us.

p. 27

Chair Rivlin:

- Said he has similar thoughts as articulated by the other Commissioners.
- Said this proposal is not particularly pedestrian-friendly and requires protected pedestrian access path to get customers into the restaurant itself without crossing a drive-thru queue.
- Stated that the question remains, "should this site have a drive-thru?" It may end up being the last one in Campbell if the General Plan changes as is being considered by GPAC. It this is allowed here, we will live with it for the next 60 years.
- Opined that a drive-thru is not the best thing going forward.
- Reminded that there are 54 parking spaces provided where 51 are required. He asked if that parking provision counts for employee parking as well.

Exhibit D
Salmar/Hamilton LOS F

Further consequences of TIS

The September 24, 2019 Traffic Study (TIS) for the proposed Chick fil-A at 2060 South Bascom projected LOS F for Salmar/Hamilton, and the mitigation was the addition of a southbound ramp on Hwy. 17 – the same as for the In-N-Out proposal.

However, the minutes of the November 12, 2019 Planning Commission meeting reflect that "Planner Cindy McCormick...advised that a financial contribution to mitigate impacts at Hamilton/Salmar are no long(er) necessary with the corrections to the data on the traffic analysis report and the fact the applicant reduced their building size by approximately 400 square feet." However, there is no mention in the meeting minutes of the reasoning for this conclusion. The LOS F "problem" was eliminated AND the SR17 ramp addition mitigation requirement was removed.

City Development Director Paul Kermoyan attempted to further distance the Chick fil-A proposal from the SR17 Hamilton/Salmar LOS "F" barriers by stating that the proposed Chick fil-A site was closer to Hwy 85 than SR17.

This statement is inaccurate. Using data from Google Earth Pro, verified by odometer, the distance from the Chick fil-A site to:

- SR17 at Hamilton (and Salmar) is only 5,156 feet
- SR17 at Camden is10,400 feet, and
- Hwy 85 at Bascom is 12,988 feet – more than twice the distance from Hamilton/Salmar.

The City's position that SR17 Hamilton/Salmar should be not considered is factually incorrect. We believe that this Hamilton exit would be significantly impacted.

The Chick-fil-A business model depends significantly upon high traffic volume. Their reported average volume is 64% higher than the ITE Trip Generation Handbook traffic volumes for other drive-thru restaurants. This is another example of CFA benefiting from the use of industry averages to compute their impact. They are a much more successful operator and the standards against which they should be measured should reflect that.

Table 9 (page 19) of the TIS lists existing Denny's trips as 606 per day, but information directly provided by the Denny's franchisee shows an average of 408 checks paid per day. Since each check paid represents one inbound and one outbound trip, and using a 1.67 person per vehicle rate (Per 2017 National Household Travel Survey (NHTS) by the Federal Highway Administration (FHWA), the number of existing daily trips is then calculated at 408 x 2/1.67 = 481. That translates to total NEW trips to the proposed Chick-fil-A of 2,414 – a daily increase of 125 vehicles, or 38,875 new trips per year (based on a Chick fil-A work year of 311 days).

Page 34 of the TIS states: "According to Santa Clara County Transportation Authority (VTA) TIA guidelines (2014), a freeway mainline segment shall be included in the analysis if it meets any one of the following conditions:

- The proposed development project is expected to add traffic equal to or greater than one-percent of the freeway segment's capacity;
- The proposed development project is adjacent to one of the freeway segment's access or egress points; or
- Based on engineering judgment, Lead Agency staff determines that the freeway segment should be included in the analysis."

The SR 17 freeway has a capacity of 6,900 vehicles per hour (vph) in each direction. Page 20 of the TIS states: "The proposed project is expected to generate an average of 3,860 trips per day, including 108 during the a.m. peak hour and 371 during the p.m. peak hour."

One-percent of SR 17 freeway capacity is 69 vehicles per hour, or 18.6 percent of the 371 peak hour project trips. Page 34 of the TIS finds that "According to trip distribution estimates, 14 percent of all project trips are expected to use SR 17 north of Hamilton Avenue...Since 20 peak hour trips is less than one-percent of the freeway mainline segment's capacity of 6,900 vph, the analysis of freeway mainline segments is not required per VTA TIA Guidelines."

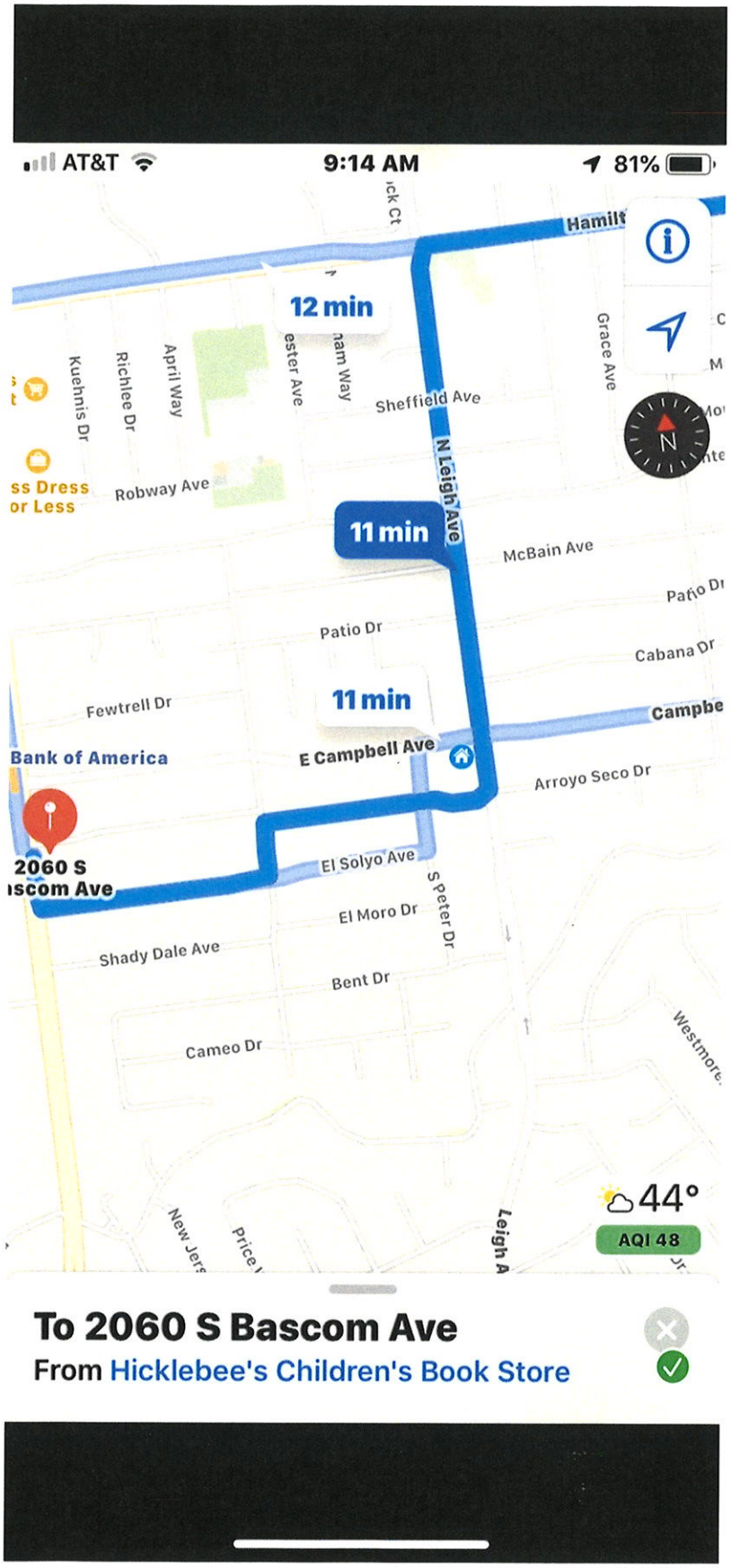
We believe that the TIS estimate of 14 percent is low, and so close to the 18.6 percent required threshold that due diligence requires the Planning Commission engineering staff to follow the VTA Guideline that "Based on engineering judgment, Lead Agency staff determines that the freeway segment should be included in the analysis."

And, page 20 of the TIS shows estimated trip distributions from 11 areas to the project location. If those distribution estimates are off by half a percent each, the 18.6 percent threshold for including the SR 17 north freeway segment would be exceeded.

The Cumulative Level of Service rating of F, with 145.9 second average traffic delay is further reason to include the SR 17 north freeway segment in the traffic analysis. The existing TIS does not provide the necessary engineering judgment and analysis required to comply with all provisions of the VTA Guideline. This project made it to the Final Approval stage without an Environmental Impact Report. The Planning Commission approved a Traffic Impact Study without fully addressing the VTA Guideline.

Exhibit E
Navigational App Analysis

See attached.



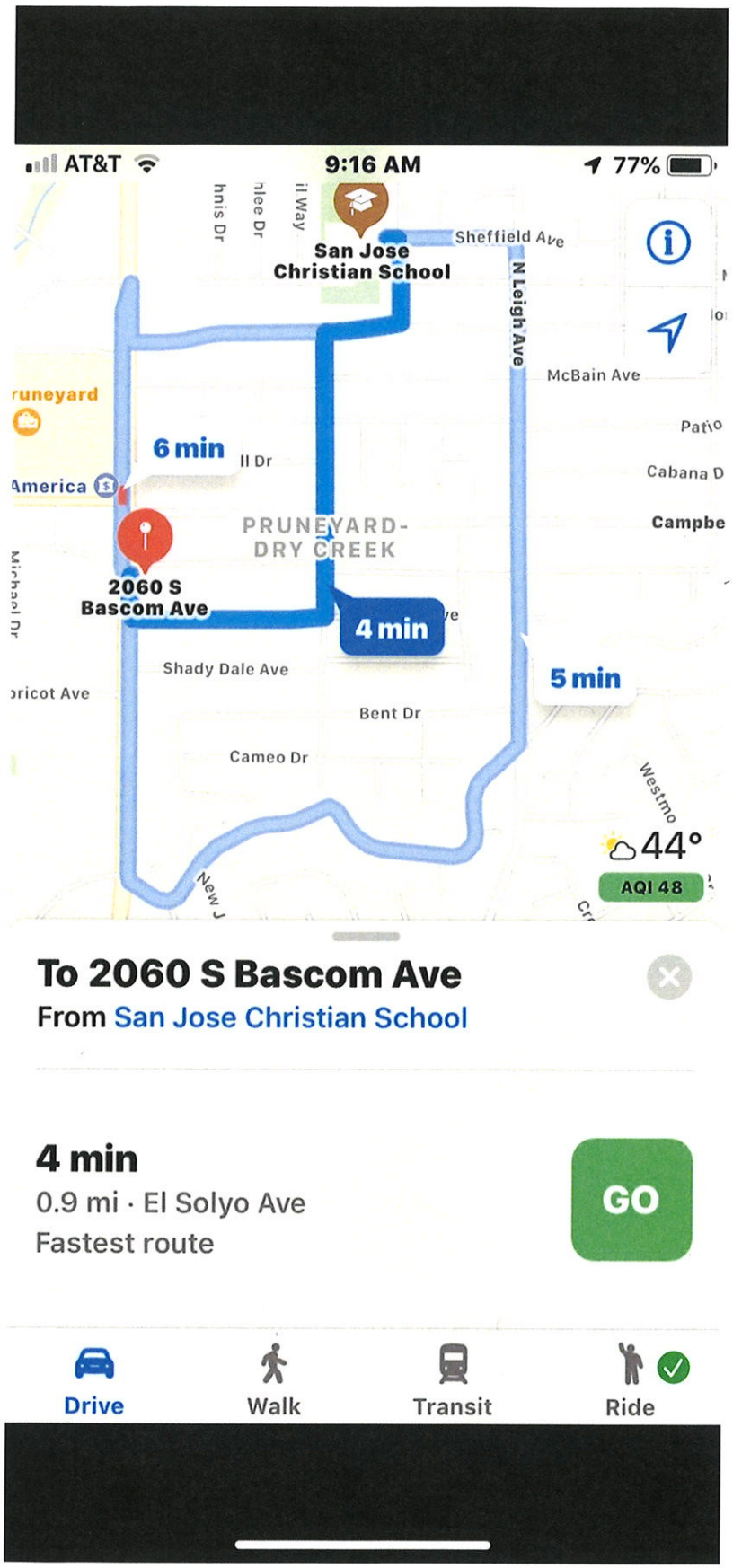
NAVIGATIONAL DIRECTION FROM DOWNTOWN WILLOW GLEN TO DENNY'S RESTAURANT –

FASTEST ROUTE: COMING FROM LEIGH AVENUE DIRECTS THE TRAFFIC THROUGH ARROYO SECO TO MIDWAY TO EL SOLYO TO BASCOM

SECOND ROUTE: CAMPBELL AVENUE TO S. PETER TO ARROYO SECO TO MIDWAY TO EL SOLYO.

IMPORTANT NOTE: TIS DID NOT TAKE INTO CONSIDERATION **ANY** TRAFFIC DIRECTED BY NAVIGATION APPS.

THIS WOULD HAVE A SIGNIFICANT AFFECT ON NEIGHBORHOOD TRAFFIC.



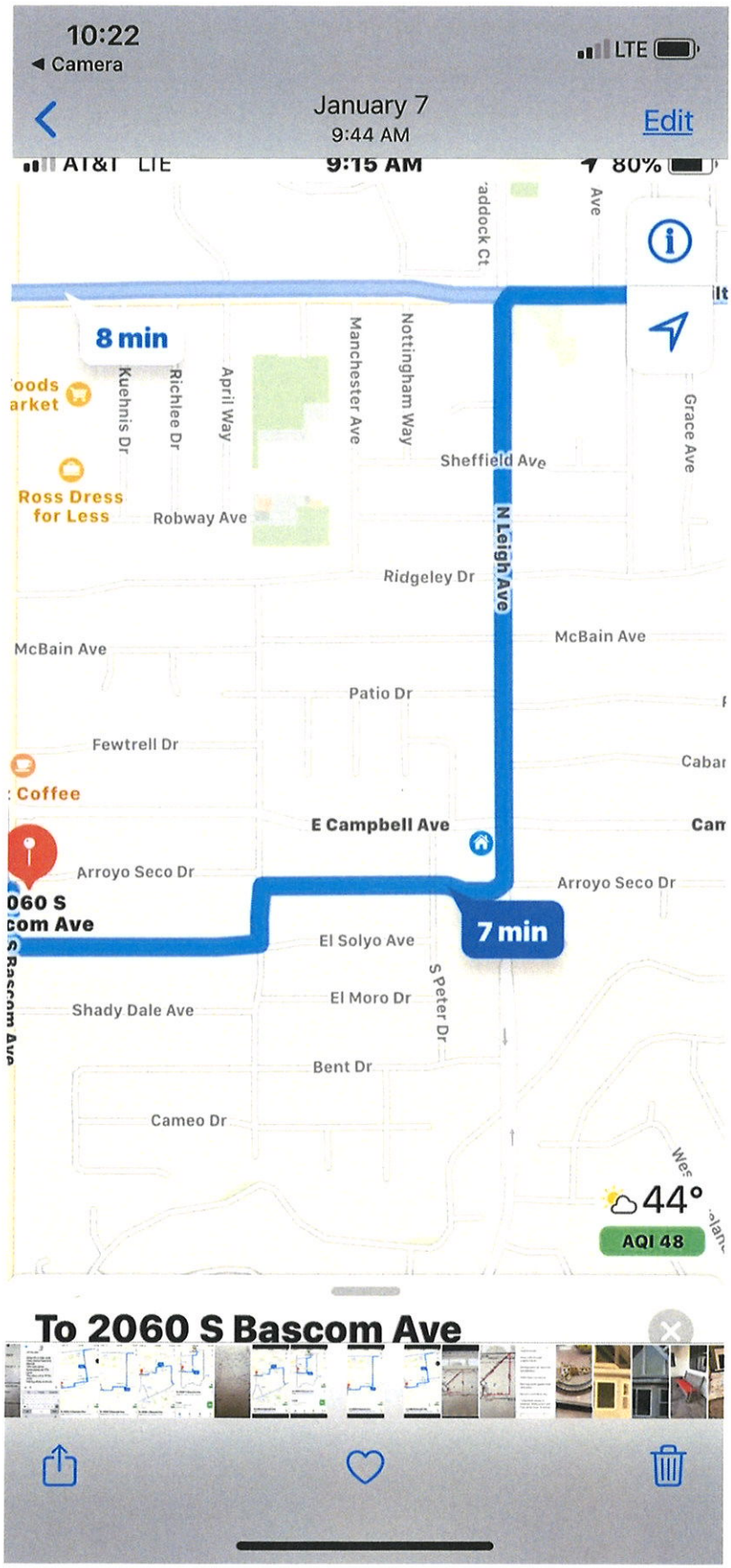
NAVIGATIONAL DIRECTION FROM SAN JOSE CHRISTIAN SCHOOL TO DENNY'S RESTAURANT –

FASTEST ROUTE: MANCHESTER TO RIDGELEY TO EL SOLYO TO BASCOM.

SECOND ROUTE: MANCHESTER TO RIDGELEY TO BASCOM.

IMPORTANT NOTE: TIS DID NOT TAKE INTO CONSIDERATION ANY TRAFFIC DIRECTED BY NAVIGATIONAL APPS.

THIS WOULD HAVE A SIGNIFICANT AFFECT ON NEIGHBORHOOD TRAFFIC.



NAVIGATIONAL DIRECTION FROM PINE AVENUE AND JUANITA IN WILLOW GLEN TO DENNY'S RESTAURANT –

FASTEST ROUTE: COMING FROM LEIGH AVENUE TO ARROYO SECO TO MIDWAY TO EL SOLYO.

SECOND ROUTE: THROUGH MAIN STREETS HAMILTON TO BASCOM.

IMPORTANT NOTE: TIS DID NOT TAKE INTO CONSIDERATION ANY TRAFFIC DIRECTED BY NAVIGATION APPS.

THIS WOULD HAVE A SIGNIFICANT AFFECT ON NEIGHBORHOOD TRAFFIC.

An analysis of the effects of popular navigation apps on neighborhood cut-through traffic

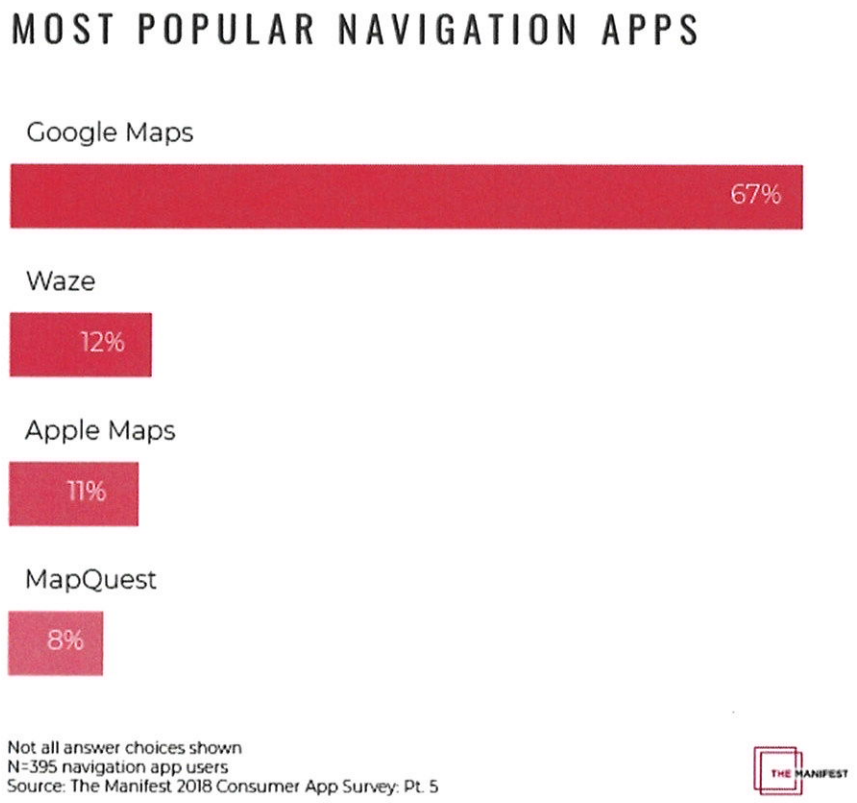
V1.2
January 15, 2020
Mark Anenberg

Popularity

Navigation apps have become an essential and common place method for drivers to get from one destination to another.

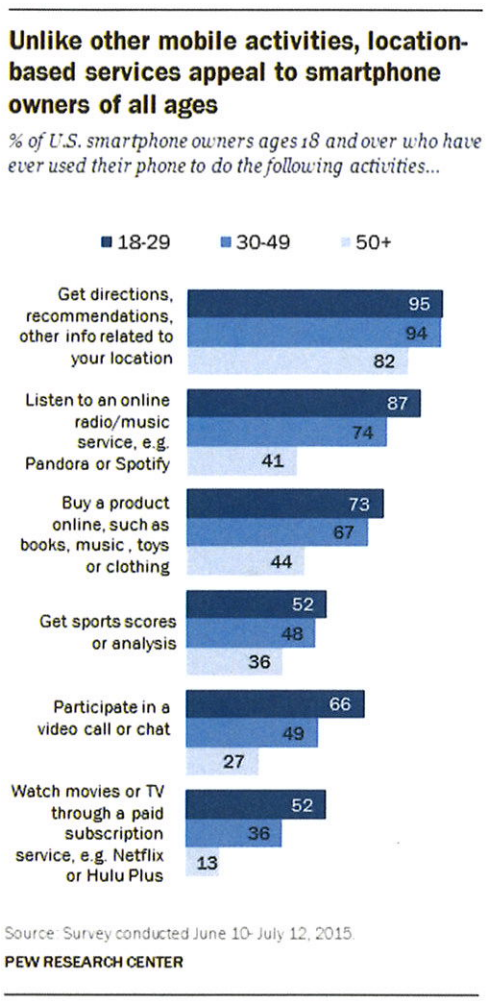
- ***77% of drivers regularly use navigational app***s to get around (Manifest Consumer App Survey, 2018)
- ***Two-thirds*** of US smartphone owners will use map and navigation maps at least once per month this year (EMarketer, July 2018)
- 232 million unique monthly users of mapping apps were estimated in April 2018 (J Clement, Nov 2019)

The most popular navigation apps by platform are **Google Maps, Waze and Apple Map**s (Manifest Consumer App Survey 2018)



Navigational app usage is pervasive irrespective of age. ***82-95% of smartphone users have used navigation apps*** to get directions.

Unlike other mobile activities, location-based services appeal to smartphone owners of all ages



Background

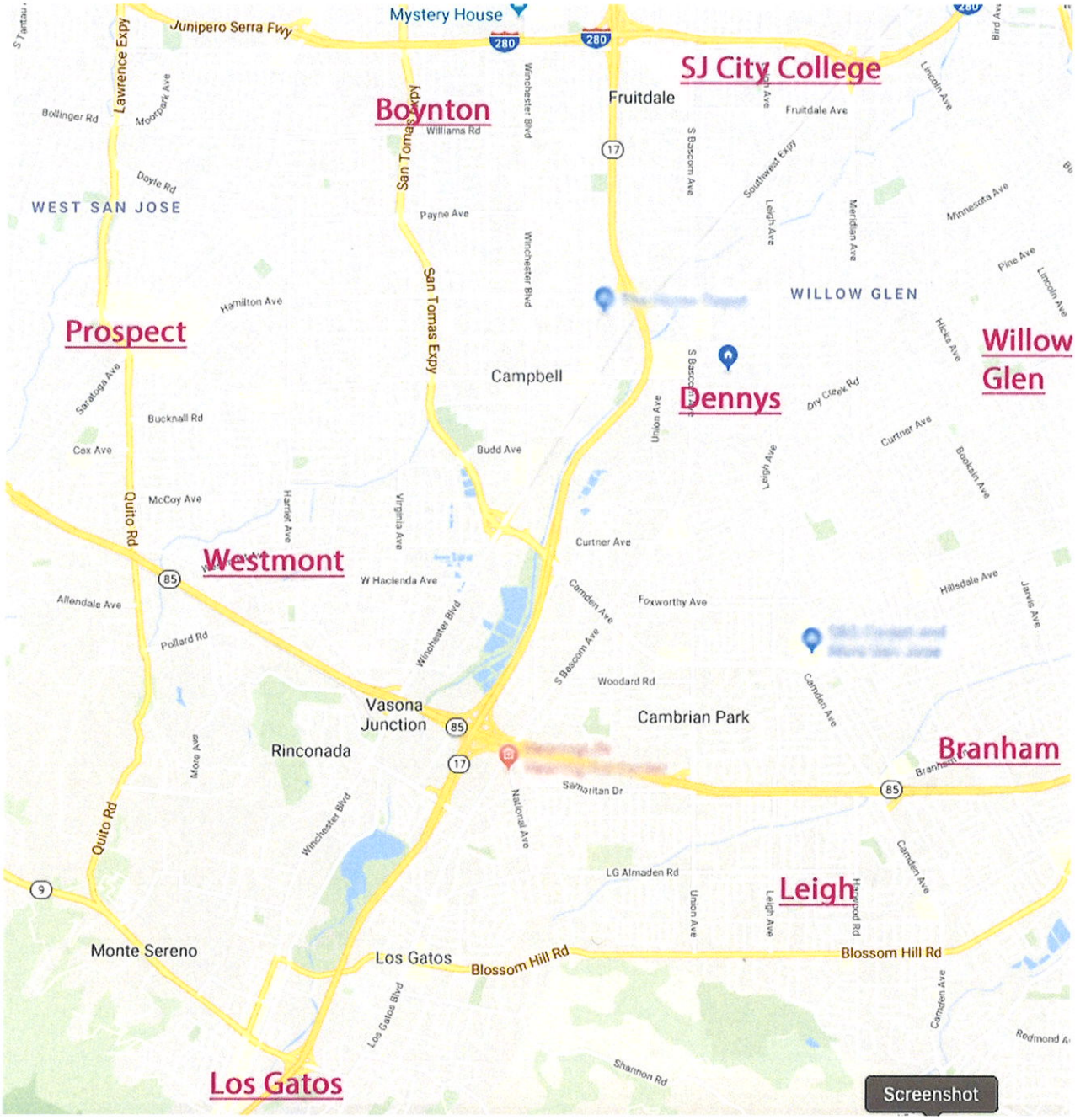
In Campbell, CA , there are project plans with the City (Jan 2020) to replace an existing Denny's restaurant at 2060 S Bascom Ave with a Chick-fil-A restaurant. In order to better visualize the impact on neighborhood cut-through traffic that navigation apps would have, the following methodology was used:

- Define a user segment: In this case the set of lunch time trips coming from 8 local high schools and colleges. This is a very likely scenario to represent the lunch time segment of people getting in their cars and using navigation to get to the destination restaurant. A few additional starting points are included.
- The starting points selected conveniently provide trip start locations that represent uniformly distributed locations. In this way, suggested routes can be shown to come from alll possible directions to the destination restaurant.
- Data collected represents noon time one way trips from a school site to the existing Denny's restaurant at 2060 S Bascom Ave.
- The parking lot at this site has two entrances, one on S Bascom, which would be preserved in the proposed project and another on Arroyo Seco Dr, which would not exist in the new project. This is relevant because the Apps are smart enough to direct traffic to driveways.
- Google Maps, Waze and Apple Map trip data was sourced since those are the most popular platforms.

Observations

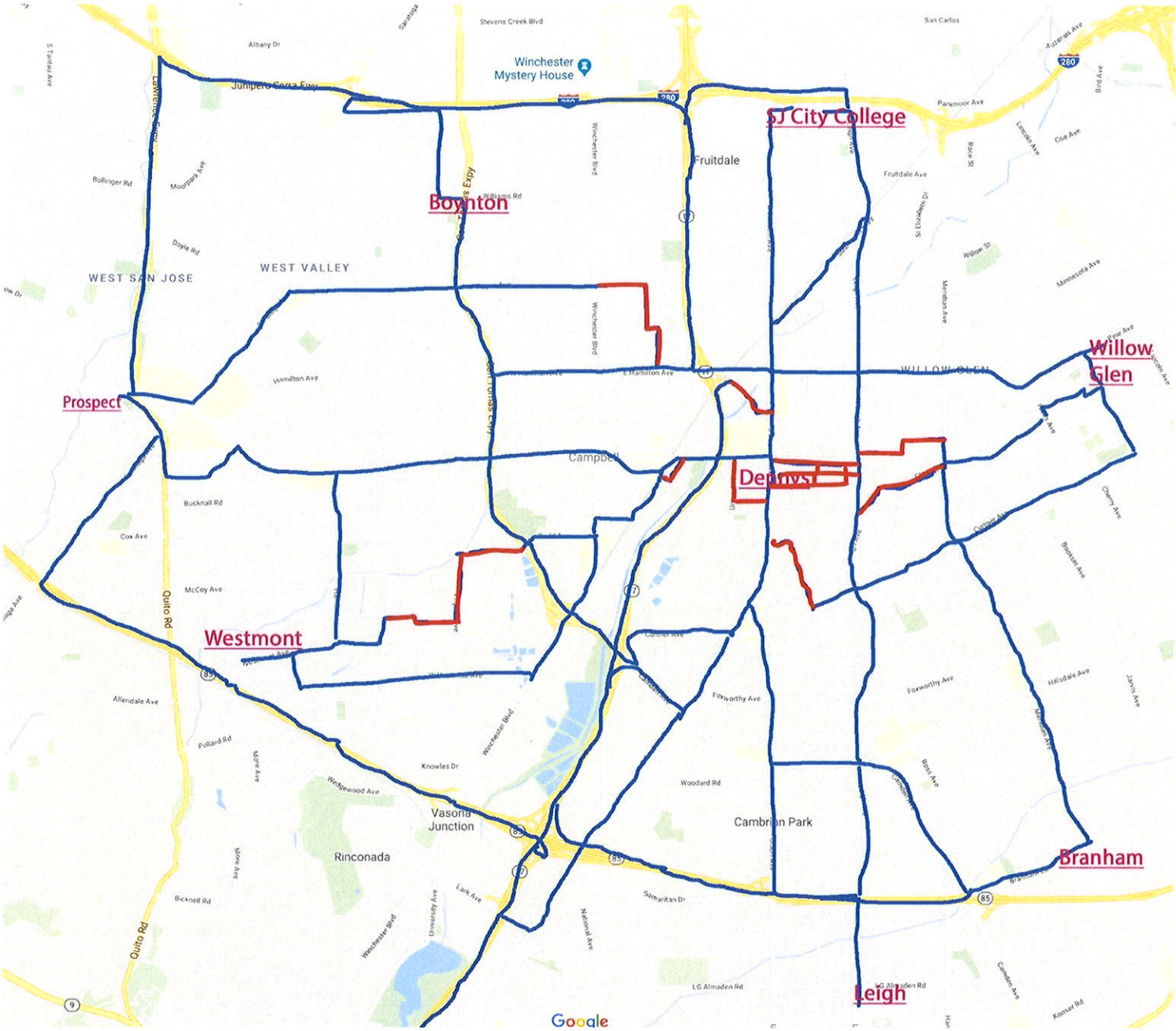
- During the noon hour use, each of the Apps suggested on average 3 different routes.
- The suggested routes only differed by 1-2 minutes travel time, so it is likely that the primary highlighted (suggested) route could change dynamically based on traffic conditions.
- Each of the Apps recommended routes that would cut through smaller neighborhood streets depending on starting location.
- The following in-neighborhood street segments were recommended from the collected data
    a. Arroyo Seco Dr (Westbound from Leigh)
    b. Arroy Seco Dr (Westbound from Midway)
    c. Midway St (Southbound from E Campbell)
    d. Midway St (Southbound from Arroyo Seco)
    e. El Solyo (Westbound from Peter Dr)
    f. El Solyo (Westbound from Midway)
    g. E Campbell Ave to Midway St (Westbound from Leigh)
    h. E Campbell Ave to Bascom Ave (Westbound from Leigh)
    i. Peter Dr (Southbound from Campbell to El Solyo)
    j. Dry creek Rd (Westbound from New Jersey Ave)
    k. New Jersey Ave (Northbound from Curtner Ave)
    l. Dry Creek Rd (Westbound from Meridian to Leigh)
    m. Creekside Way – Hwy 17 NB exit (Southeast via Campisi Way to Bascom)
    n. Cabana Dr (Westbound from Hurst to Leigh)
    o. Union Ave (Southbound from E Campbell to Apricot Ave)
    p. Apricot Ave (Eastbound to Bascom from Union)
    q. Patio Dr (Westbound from Meridian to Leigh)
    r. Patio Dr (Westbound from Meridian to Hurst Ave)
    s. Hurst Ave (Southbound to Cabana)
    t. Sam Cava Ln (SouthEast bound from Railway Ave)
    u. Gilman Ave (Northwest from Sam Cava Ln)
    v. Payne Ave (Eastbound from Winchester to Monica Ln)
    w. Monica Ln (Southbound to Dave Ave)
    x. Dave Ave (Eastbound to N Central Ave)
    y. N Central Ave (Southbound to Hamilton Ave)

b.

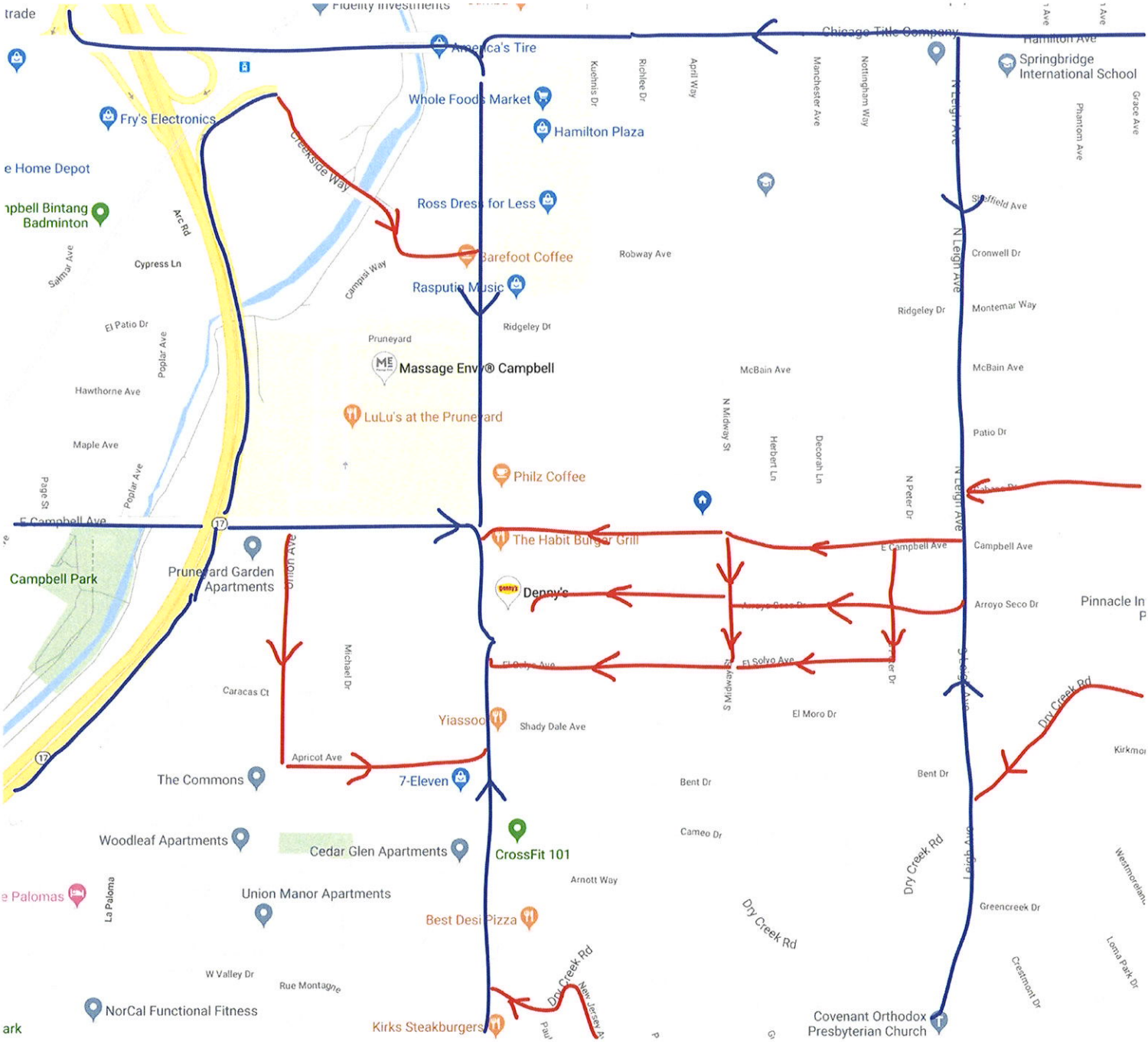


8 main Sites selected for trip starting points

Combined recommend routes with hilighted cut-throughs



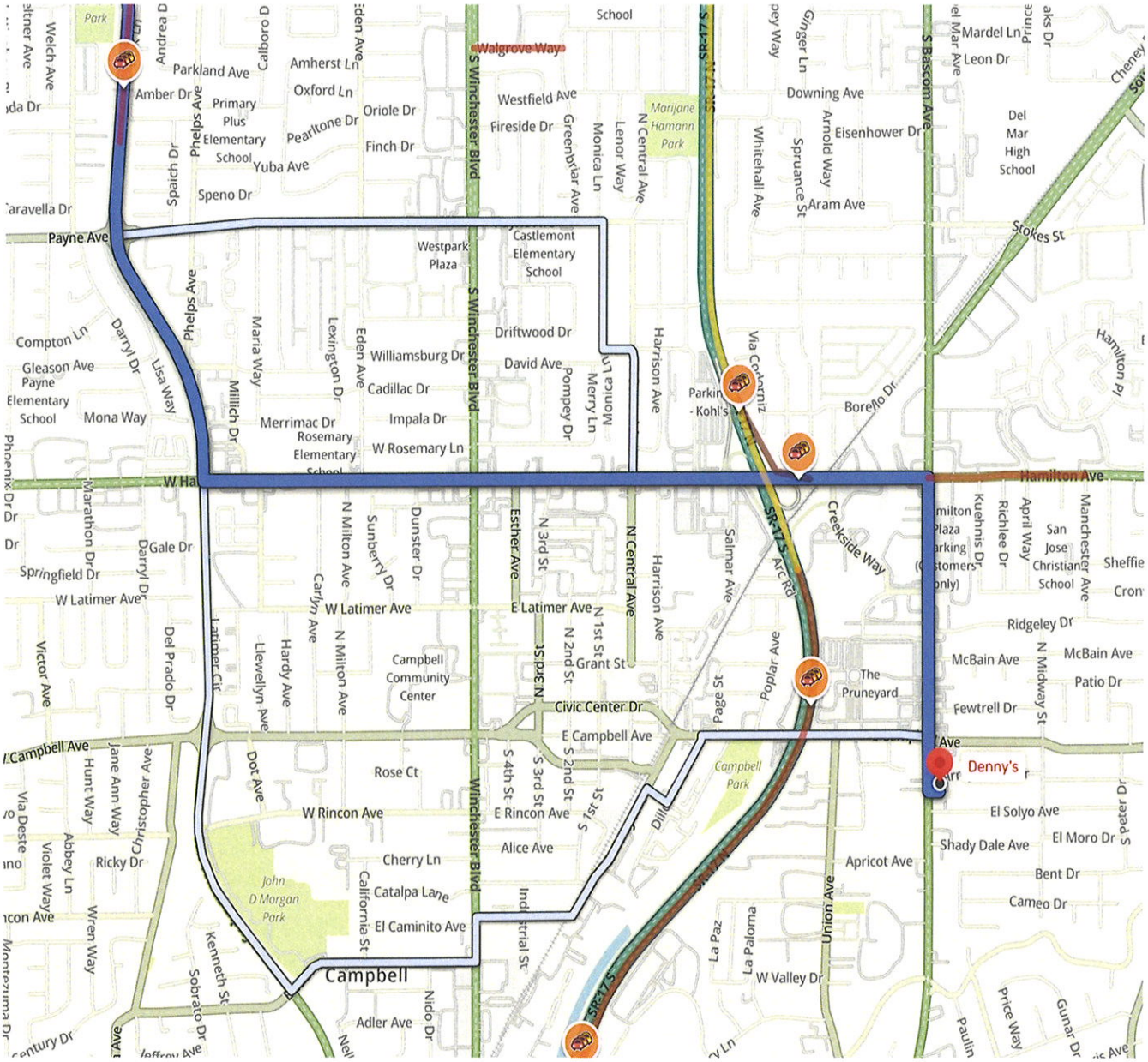
Zoom of recommended cut-through routes



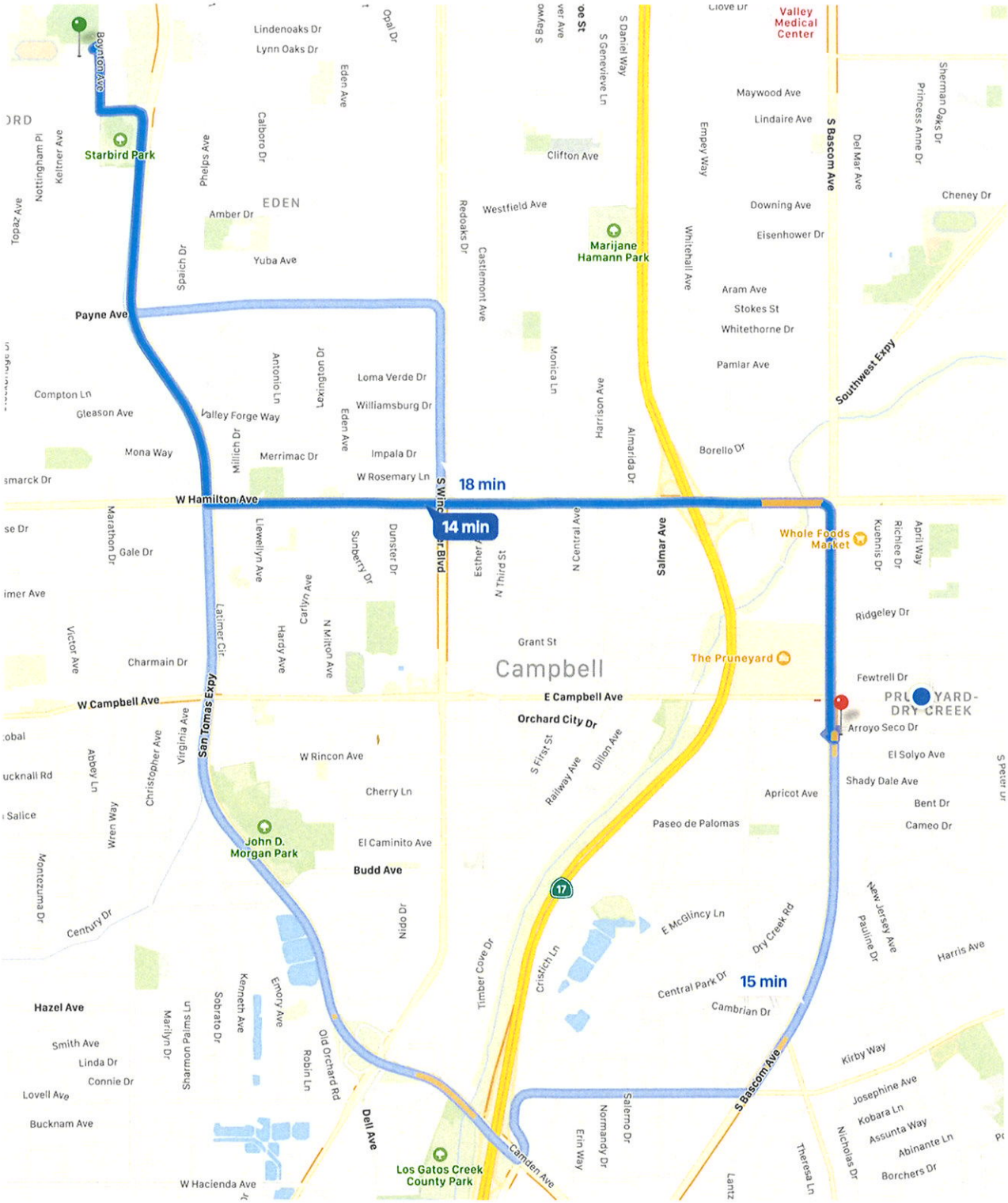
Recommended routes for each starting point generated by the three navigation apps

Boynton High School (Google)

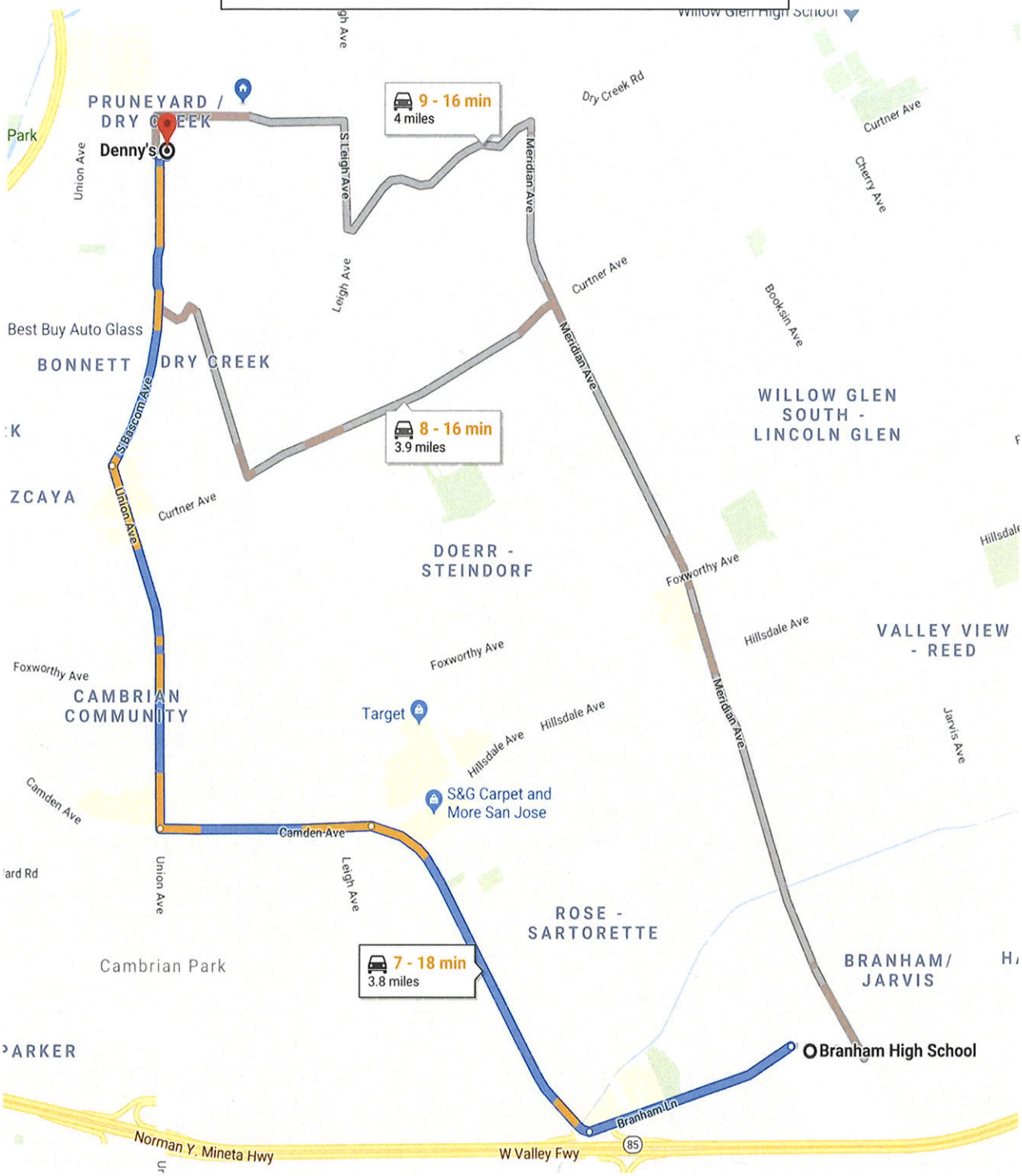
Boynton High School (Waze)



Boynton High School (Apple)

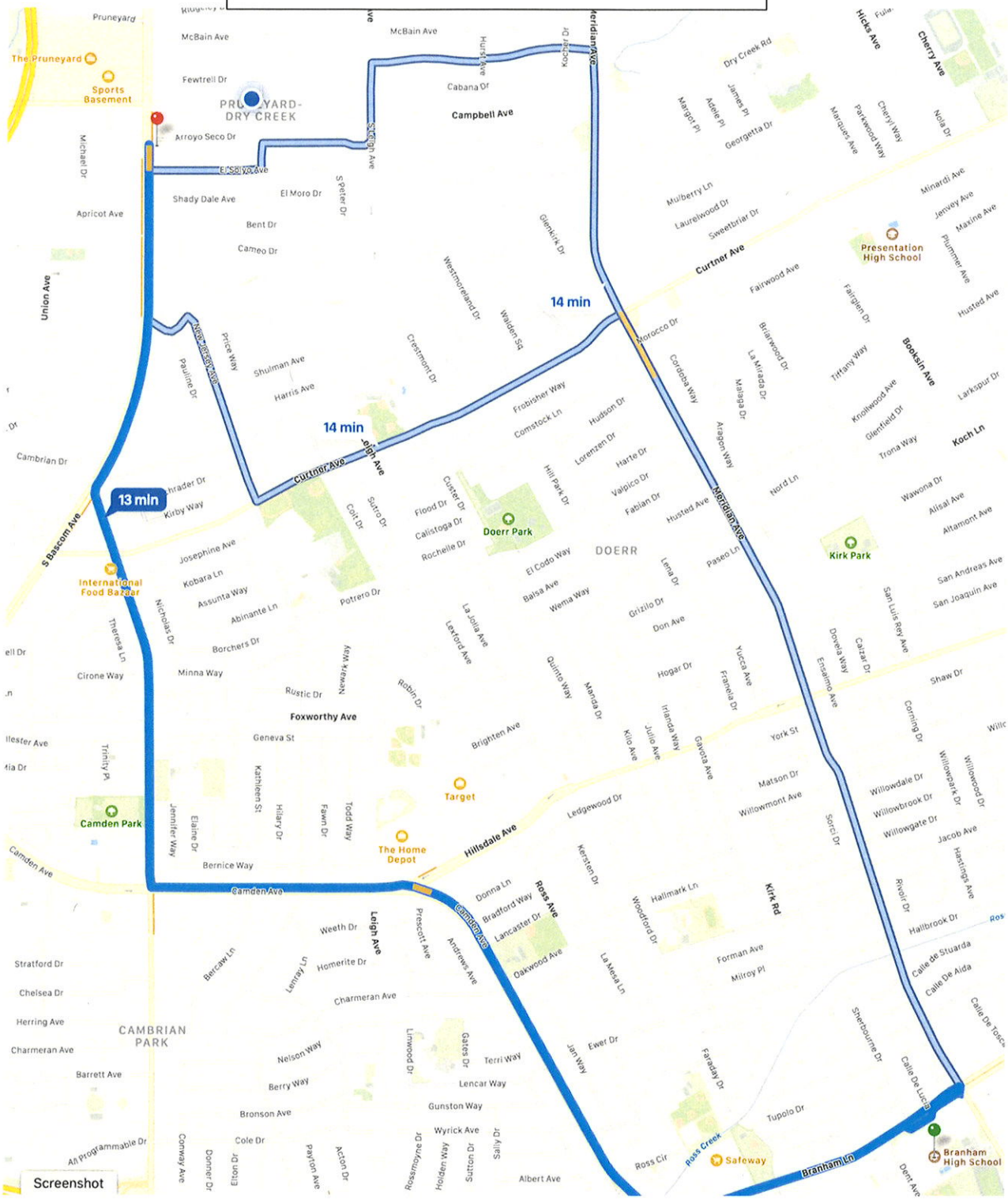


Branham High School (Google)

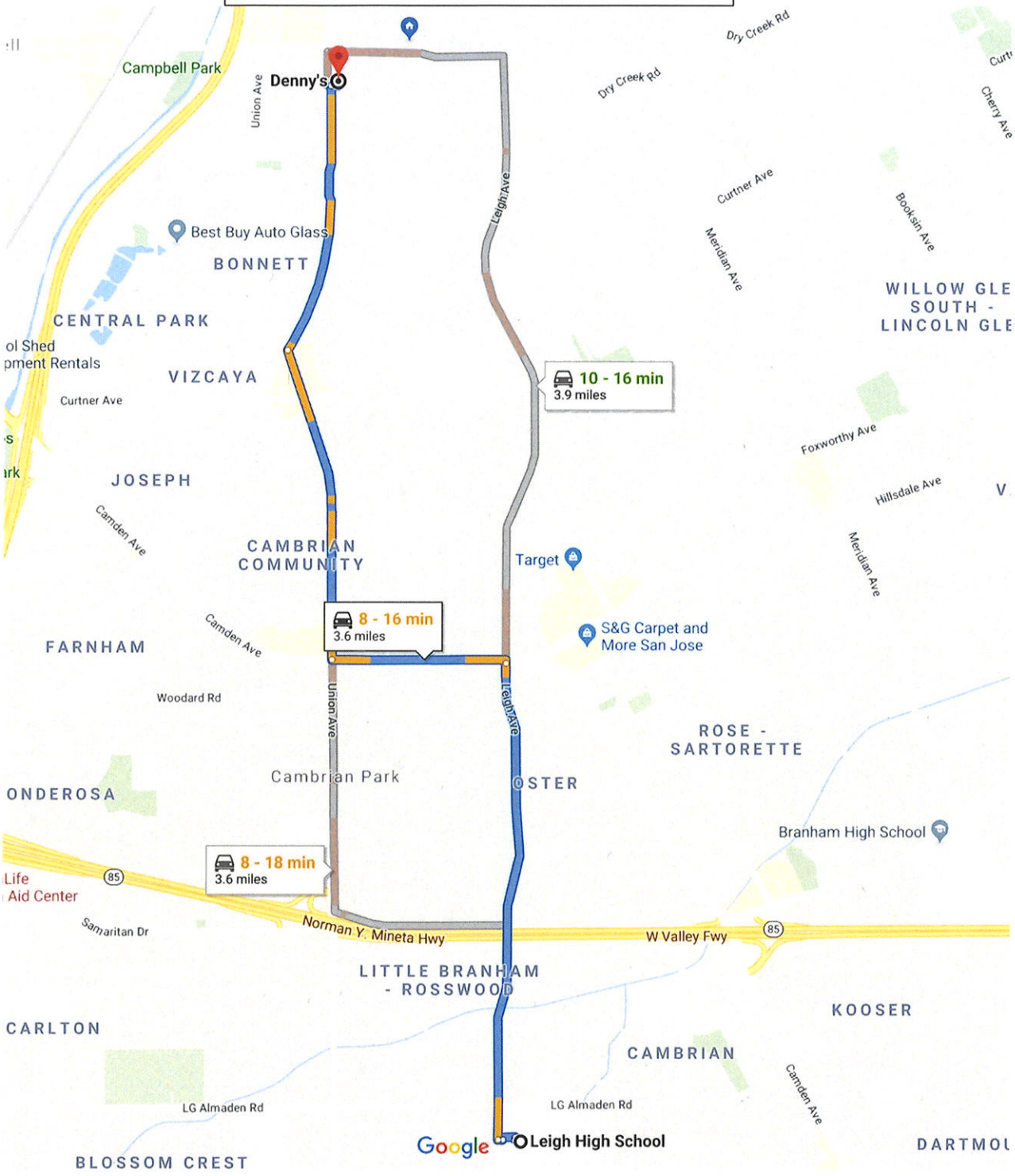


Branham High School (Waze)

Branham High School (Apple)

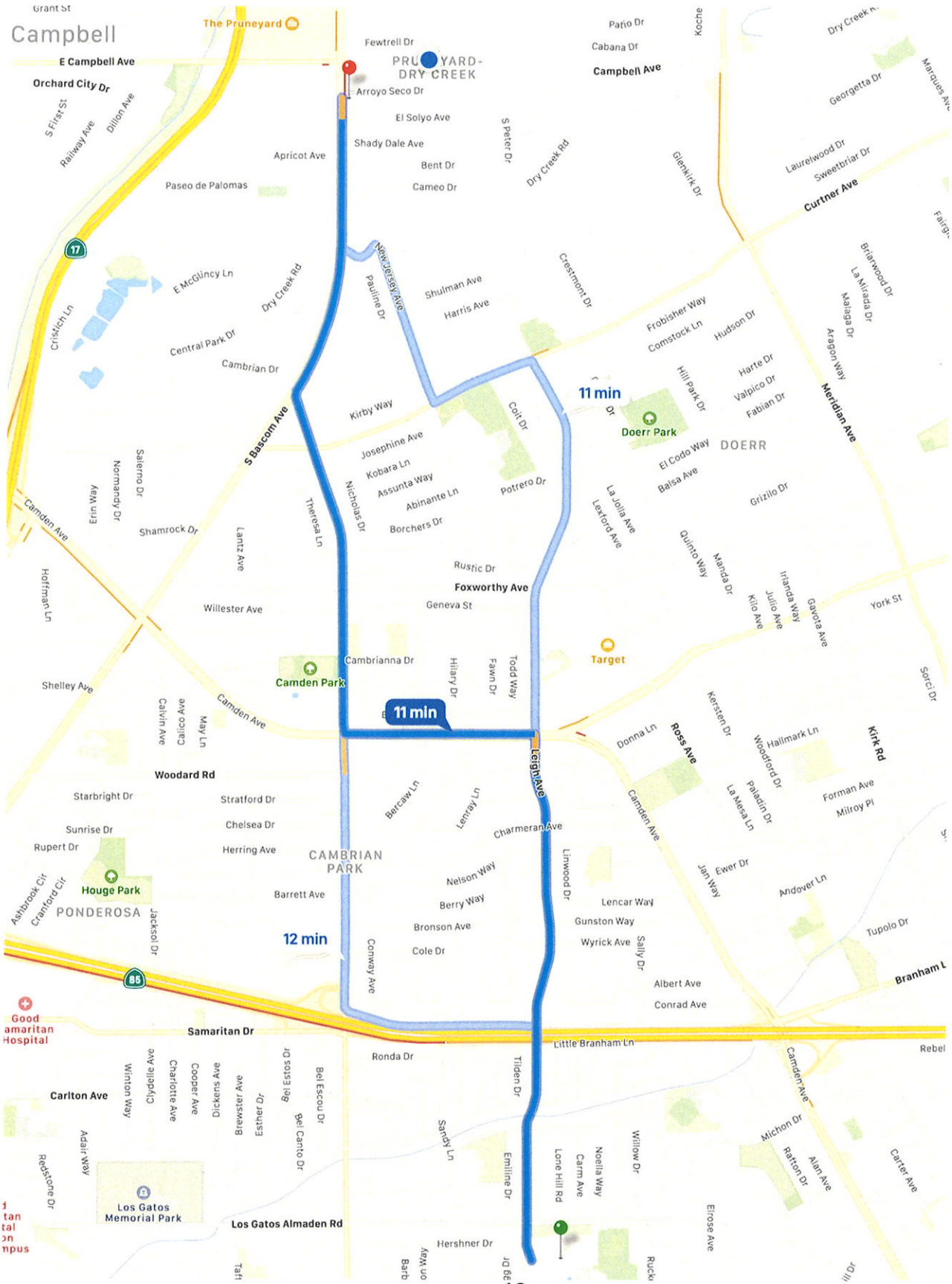


Leigh High School (Google)

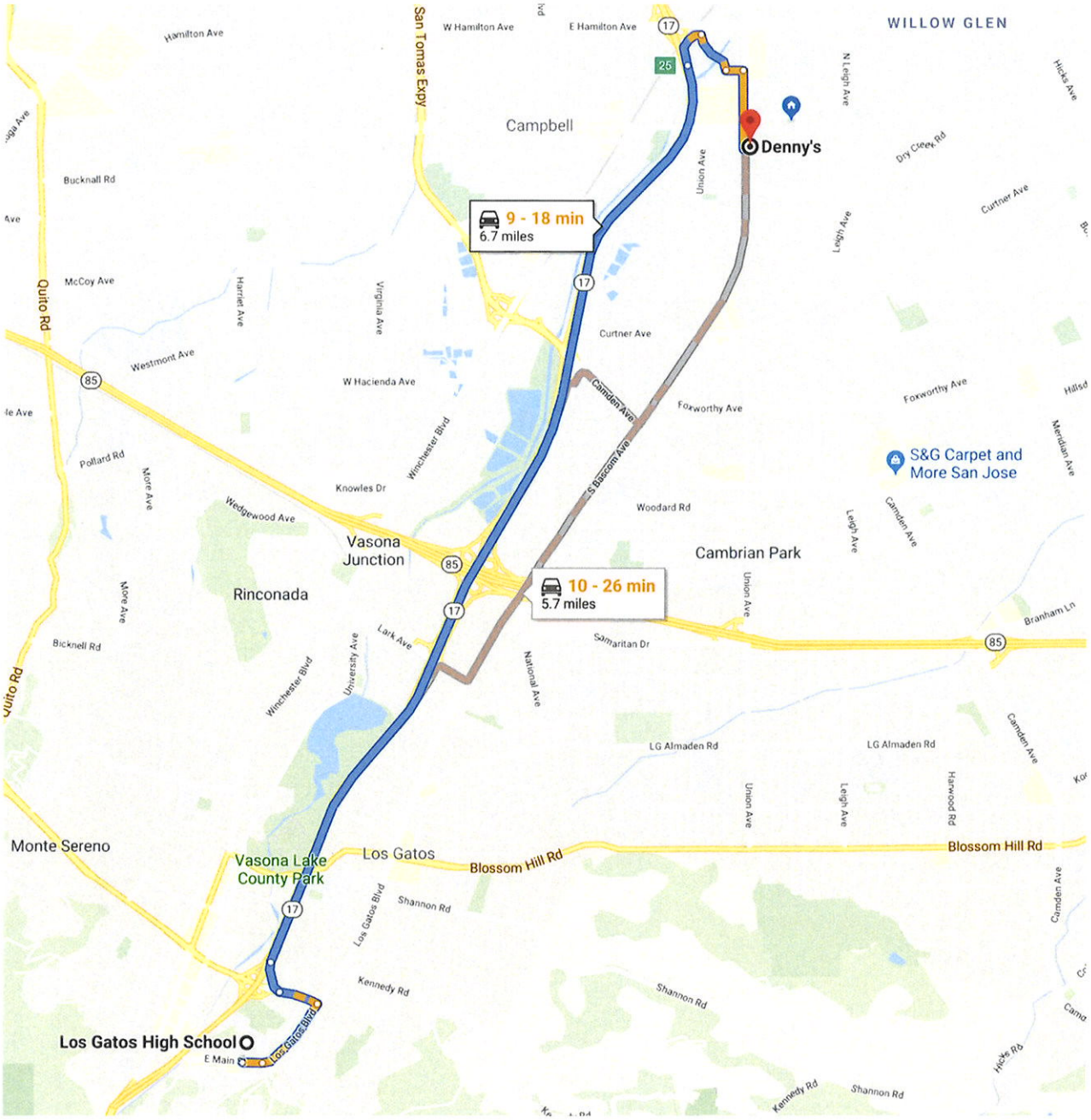


Leigh High School (Waze)

Leigh High School (Apple)

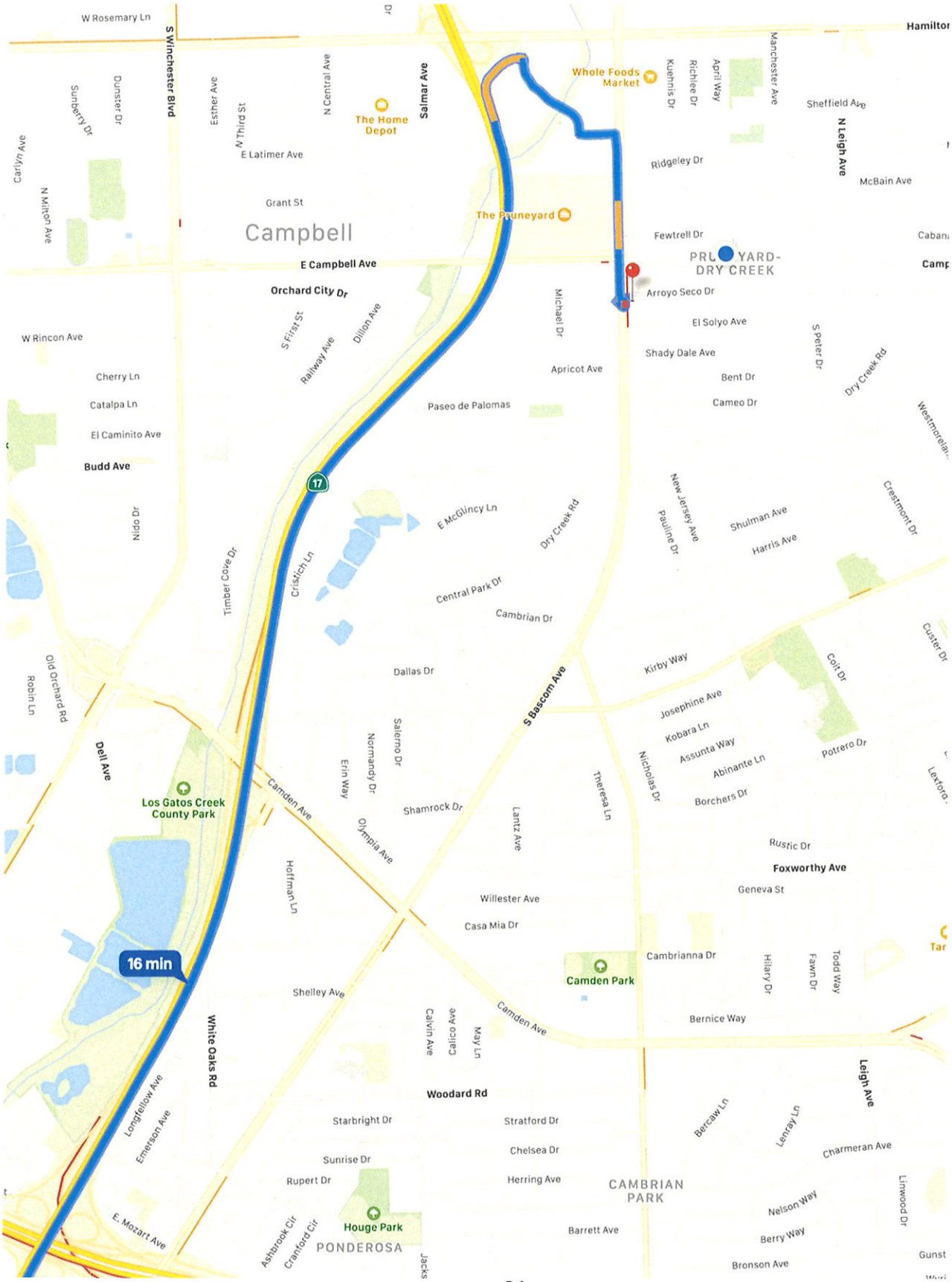


Los Gatos High School (Google)

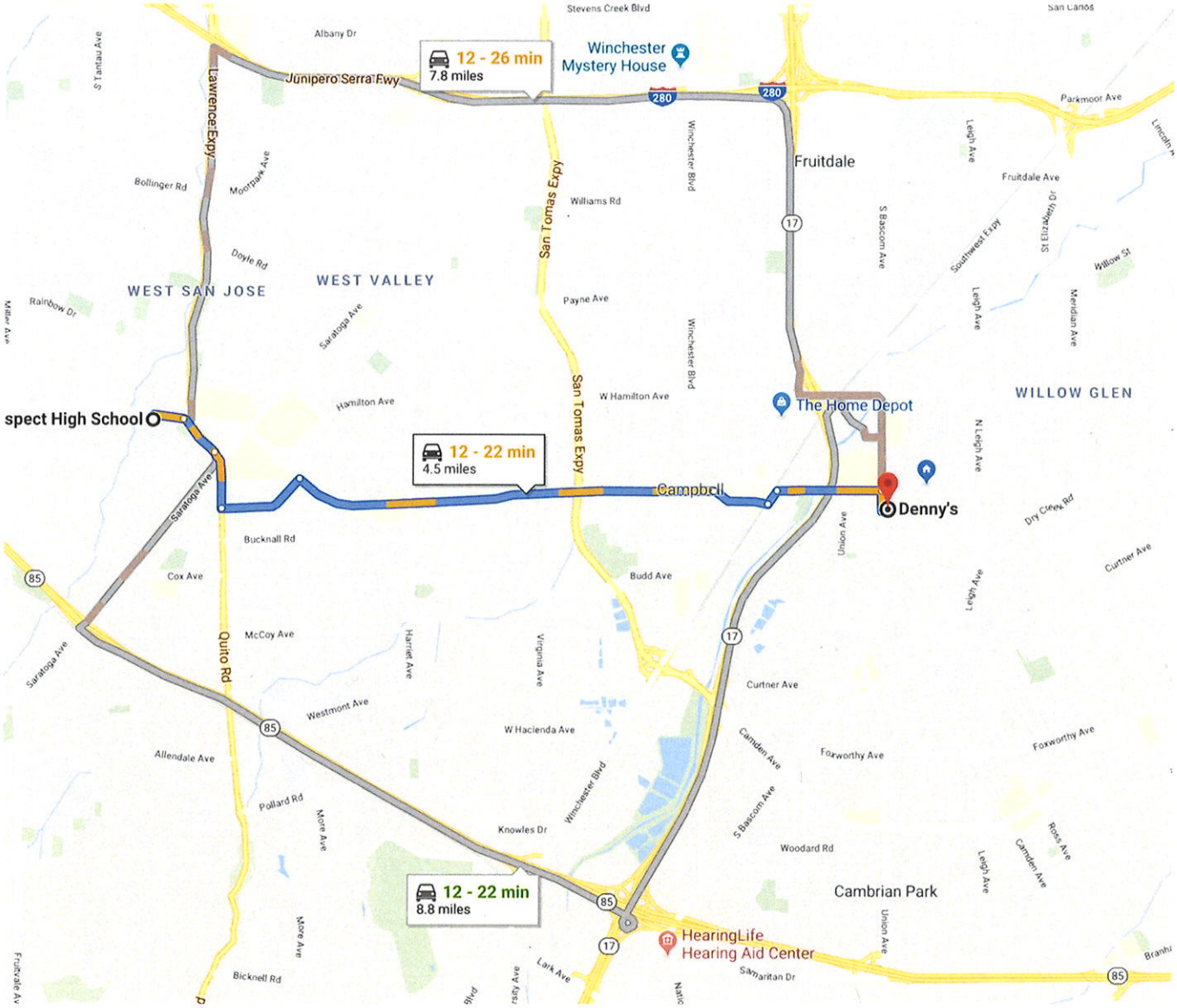


Los Gatos High School (Waze)

Los Gatos High School (Apple)



Prospect High School (Google)



Prospect High School (Waze)

MEMORANDUM

City of Campbell

City Clerk's Office

To: Honorable Mayor and City Council

Date: January 17, 2020

From: Andrea Sanders, Deputy City Clerk

Via: Brian Loventhal, City Manager

Subject: **Desk Item 6 – Correspondence from V. Essert**

The City Clerk's office received the attached email from Vikki Essert regarding Chick-Fil-A

Andrea Sanders

Subject: FW: Rebuttal to Updated Staff Report

From: Vikki Essert
Sent: Friday, January 17, 2020 11:52 AM
To: Susan M. Landry <susanl@campbellca.gov>; Elizabeth Gibbons; Paul Resnikoff Anne Bybee <anneb@campbellca.gov>; Rich Waterman <RichW@campbellca.gov>; Web Distribution City Clerk <WebDistributionCityClerk@campbellca.gov>
Subject: Rebuttal to Updated Staff Report

WARNING: This email originated from an external sender!

There are several issues misrepresented in the staff report released Thurs 1/16/2020. First, and most glaring is that the only traffic mitigating activity in the revised mitigation report is the reduction in square footage. **The TIS (pg 30) analysis itself clearly states:"Since there is no direct relationship between the size of a restaurant and its drive-through lane operations, the methodology to estimate the queue length for the project is based on observed queue lengths from recent surveys at nearby locations"**, which means that the proposed mitigation will have no effect whatsoever on the queue. And, I will point out that only two of the five restaurants in the study are "nearby". The other three are in Fremont and Santa Rosa. A more accurate study for this location would be the restaurants in Santa Clara and others in San Jose.

Another glaring omission is any attempt to analyze the impact of navigation apps on cut through traffic. With the widespread use of these apps, it is no longer possible to accurately predict traffic patterns without taking them into consideration. This project will absolutely add cut through traffic to surrounding neighborhoods. The Staff response that, because the address of his project is on Bascom, the street access is adequate, masks the fact that many if not most cars will approach it through the adjacent neighborhoods and not from the main arterials. Staff posits that since the apps already direct cars through the neighborhoods, it is acceptable to add a business that could potentially add hundreds more. This is not consistent with the concept that residents should be protected from excessive impact from commercial establishments.

In addressing the noise issue : "The Project shall include “keep quiet” signage in the parking lot " REALLY??!

To assure nighttime safety in the parking lot, the staff has included 15' light poles:

Strategy LUT-9.3p:Site Lighting Guidelines: Ensure that lighting does not create glare and overflow on adjacent properties by developing standards and guidelines that are incorporated into the Zoning Ordinance.

The staff report also attempts to make the case that since the specific mention of fast food restaurants as an incompatible use adjacent to residential neighborhoods is in the introductory pages of the LUT element and not a specific policy or strategy, that it is invalid. Those introductory paragraphs describe the overarching intent and objectives of the entire element. The policies and strategies are created to support the stated intent, and should not to be considered in isolation of each other. The fact that this project requires a conditional use permit means that it has issues that must be mitigated before it can be considered appropriate for the location. This project's impacts of traffic on Bascom Ave, in and around surrounding neighborhoods, the blocking of residents' access and the flow of pedestrians and bicycles on Bascom Ave. have not been sufficiently studied, nor are the proposed mitigations adequate. This project does NOT minimize land use conflicts.

This project does not support the neighborhood concept or protect the integrity of Campbell's neighborhoods!

Goal LUT-5: Preservation and enhancement of the quality character and land use patterns that **support the neighborhood concept.**

Policy LUT-5.1: Neighborhood Integrity: Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own **individual character**; and allow change consistent with reinforcing positive neighborhood values, while **protecting the integrity of the city's neighborhoods.**

Policy LUT-5.2: Residential Neighborhoods: **Maintain safe, attractive, pedestrian friendly residential neighborhoods** with identifiable centers and consistent development patterns and a range of public and private services.

Strategy LUT-5.3a: Commercial Design Guidelines: Establish commercial and mixed-use design guidelines to ensure attractive and functional buildings and site design, and to **ensure compatibility with adjacent land uses.**

Strategy LUT-5.3d: Commercial Centers: Review the design, use and upgrading of commercial centers via the discretionary permit process, and ensure that conditions of approval are adopted that require businesses to be well kept and operated **in a way that limit impacts to adjacent uses**

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

In the original staff report, and it's mentioned again in the current one, there is extensive discussion of "automobile oriented" business. Much information is given about what it is and how it works. "Automobile Oriented" projects are a complete antithesis to what Campbell strives to be as a community. In many places throughout publications and on the City website, Campbell uses words like "walkable", "bike friendly", "small town", "sustainable" and "family oriented" to describe itself. This project is none of those. While some may say it is family oriented because it provides fast, affordable food that is free of hormones and antibiotics, this food is also high in sodium and fat and lacking a variety of vegetables, which actually makes it an unhealthy option for kids. Campbell has been aggressive in providing the community with opportunities to access fresh, local and healthy food through the weekly farmer's market and also by returning the school lunch program to fresh, locally prepared meals. The City has encouraged many local farm to table and organic restaurants around town,

some of which may be put at risk by this over sized project.So many other projects would be welcomed by the community here:

A remodeled Denny's or other sit down restaurant, mixed use with retail and housing, three story apartments or condos, office buildings, a hotel are all example of appropriate use of this space.

Vikki Essert

PDCNA Pres, GPAC member

MEMORANDUM

City of Campbell

City Clerk's Office

To: Honorable Mayor and City Council

Date: January 17, 2020

From: Andrea Sanders, Deputy City Clerk

Via: Brian Loventhal, City Manager

Subject: **Desk Item 6 – Correspondence from STACC**

The City Clerk's office received the attached correspondence from Audrey Kiehtreiber president of San Tomas Area Community Coalition (STACC) regarding Chick-Fil-A.

San Tomas Area Community Coalition

1509 Walnut Dr.
Campbell, CA 95008

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

City of Campbell
70 N. First Street
Campbell CA 95008

January 17, 2020

Attn: Brian Loventhal, City Manager
City Council Members

Subj: Letter regarding (PLN2018-206), (PLN2018-207), (PLN2018-206), for construction of a Chick fil-A Fast-Food Restaurant on Property Located at 2060 S. Bascom Avenue

Dear City Council Members and Staff:

STACC board members have reviewed the proposed Chick fil-A fast food restaurant on Bascom Avenue, replacing the existing Dennys Restaurant and we oppose this project. We believe that the traffic, noise pollution and reduced air quality this particular business would generate is a hardship on the neighborhood.

STACC has nothing against fast food restaurants. They provide an opportunity for residents to get a quick, filling meal at a reasonable price. We believe that it is critical that this type of business be placed in an appropriate commercial location. By keeping it in the commercial environment it will accommodate both the sheer volume of traffic and late night operation without disturbing nearby residents.

I went to the new Chick fil-A on Blossom Hill Road in San Jose to perform market research (I was hungry, nice grilled chicken salad). What I noticed was that the restaurant was in the parking lot in FRONT of the Whole Foods store. Parking and drive through traffic was directed into and *through* the parking lot, not into side streets. This type of setup is ideal for this business model.

Our position is that this proposed Chick fil-A backs into a residential area. The traffic and disruption to the neighborhood makes this restaurant undesirable in this location. We suggest that Chick fil-A find a different commercial site within Campbell, replicating their success with their other restaurant locations.

I urge you to listen the residents before you tonight and deny this project.

Best regards,

Audrey Kiehtreiber

Audrey Kiehtreiber, President

MEMORANDUM

City of Campbell

City Clerk's Office

To: Honorable Mayor and City Council

Date: January 21, 2020

From: Andrea Sanders, Deputy City Clerk

Via: Brian Loventhal, City Manager

Subject: **Desk Item 6 – Chick-Fil-A Correspondence**

The City Clerk's office received the attached correspondence relating to Chick-Fil-A.

Andrea Sanders

From: Lee, Kevin <kevin.lee@BOS.SCCGOV.ORG>
Sent: Tuesday, January 21, 2020 11:22 AM
To: Clerks Office
Cc: Rocha, Donald
Subject: Attachment for Item 6 - 1/21/2020 Campbell City Council Meeting
Attachments: Letter to Campbell City Council - Proposed Development of Chick-Fil-A on Bascom Ave and Arroyo Seco Drive.pdf

WARNING: This email originated from an external sender!

Hello,

Attached with this e-mail is a correspondence from Supervisor Cortese regarding item 6 on today's city council meeting agenda that we would like reflected for public record.

Your assistance in ensuring that the Mayor and the council members all receive a copy before the meeting would be most appreciated.

Thank you.

Best,
Kevin

Kevin Lee | Policy Aide
Office of Supervisor Dave Cortese
District 3, Board of Supervisors
County of Santa Clara
70 W. Hedding Street, Floor 10 – East Wing
San Jose, CA 95110
(408) 299-5030
kevin.lee@bos.sccgov.org
www.supervisorcortese.org
Like Dave on Facebook
Follow Dave on Twitter

DAVE CORTESE
COUNTY OF SANTA CLARA SUPERVISOR, DISTRICT THREE

COUNTY GOVERNMENT CENTER, EAST WING
70 WEST HEDDING STREET, 10TH FLOOR
SAN JOSE, CALIFORNIA 95110
TEL: (408) 299-5030 • FAX: (408) 298-6637
dave.cortese@bos.sccgov.org • www.supervisorcortese.org

January 17, 2020

Mayor and Council Members of the Campbell City Council
70 N. First Street
Campbell, CA 95008

RE: Proposed Development of Chick-Fil-A on Bascom Avenue and Arroyo Seco Drive

Dear Mayor Landry and City Council Members:

I am writing to request that you consider opposing the proposed development of a Chick-Fil-A restaurant on Bascom Avenue and Arroyo Seco Drive. In my role as the County of Santa Clara's delegated appointee of the Metropolitan Transportation Commission (MTC) and the Santa Clara Valley Transportation Authority (VTA), constituents have expressed their concerns around the potential of adversely impacting safety and traffic within the area.

It has been relayed to me that the building of this establishment will result in an estimated net total of 2,289 new trips along the area. Per the California Environmental Quality Act (CEQA) initial study prepared by your planning staff regarding the building of this Chick-Fil-A restaurant, this project would have significant impacts due to vehicle queuing. The document states, "The project would result in a significant impact at the southbound Bascom Avenue left-turn lane at the project driveway under the Background plus Project Conditions," and proceeds to explain that the vehicle queuing is anticipated to be 150 feet during the p.m. peak hour, which is 20 feet longer than the 130 feet that is currently available. Although the document attempts to provide remedies by suggesting that the City could either reduce the size of the proposed project by 300 square feet or inform motorists to use Apricot Avenue as an alternative route, it is ultimately applying a temporary adjustment to a traffic backup that could be averted altogether. The potential traffic impacts to the surrounding communities and their quality of life being adversely affected stemming from this project is of concern.

For these reasons, I ask for your consideration to oppose the proposed development of a Chick-Fil-A restaurant on Bascom Avenue and Arroyo Seco Drive. Your leadership can help bring peace of mind to our commuters and residents that live within the area.

Thank you for your consideration and please let me know if my office or the County of Santa Clara can be of any assistance.

Sincerely,

Dave Cortese
Board of Supervisor

Andrea Sanders

Subject: FW: Chick fil a

-----Original Message-----
From: Angie Jaggars
Sent: Tuesday, January 21, 2020 9:30 AM
To: Web Distribution City Clerk <WebDistributionCityClerk@campbellca.gov>
Subject: Chick fil a

WARNING: This email originated from an external sender!

NOT in our neighborhood

Sent from my iPad

Andrea Sanders

To: Paul Kermoyan
Subject: RE: Chick-fil-A, 2060 South Bascom Avenue Agenda Item

-----Original Message-----
From: Terry Corbet
Sent: Tuesday, January 21, 2020 8:22 AM
To: Campbell City Managers Office <cmoffice@campbellca.gov>
Cc: Wendy Wood <wendyw@campbellca.gov>; Paul Kermoyan <paulk@campbellca.gov>
Subject: Chick-fil-A, 2060 South Bascom Avenue Agenda Item

I have spent a couple of hours attempting to gain as much understanding of the "Traffic Impact Study" [W-Trans, November 26, 2019] document as I am able to, and since I have previously submitted proposed development comments critical of what I believed to have shown an inadequate level of concern for traffic issues, I would like to state that, in this instance, I think an outstanding job has been done. My specific comments are:

A. The set of standards which are considered as being applicable to the proposed development demonstrate that we, the citizens of Campbell, are being well served by our various governmental agencies:

1. The Level of Service [LOS} metrics from the Santa Clara Valley Transportation Authority.

2. The Congestion Management Program [CMP] criteria from the Santa Clara Valley Transportation Authority.

3. The Vehicle Miles Traveled [VMT] from the State of California.

4. The City of Campbell guidelines concerning LOS.

B. The consultant's additional reference to the Traffic Infusion on Residential Environment [TIRE} methodology shows an abundance of professional concern for matters not specifically subject to any present governmental guideline.

C. The scope of the analysis of traffic, from present conditions to future forecasts as far out as 2040 demonstrates a planning horizon which is comforting to me, and should, I think, be comforting to all. This is not a short-sighted study/evaluation. The very fact that the analysis resulted in the identification of the most significant traffic impacts as taking place some 3/4ths of a mile away [Hamilton/Bascom Intersection] and more than a mile away [Hamilton/Salamar Intersection] is the most outstanding aspect of the professional work done by W-Trans for your consideration. I would very much like to see the same sort of analysis for traffic impact on any study concerning proposed development in the Dell Avenue Area Plan [DAAP].

That is the primary message which I wish to communicate to you as you proceed to make a determination; what follows are additional comments which some may find worthwhile:

D. The baseline of traffic measurements considered in November, included "Pending Projects" as such a study should. Since, however, the In-N-Out Burger Restaurant at 499 Hamilton was then active, and since that proposed project will not go forward, and since I would be rather certain that the anticipated traffic flows associated with that now-dead-letter were significant, it seems like a quick recalculation ought to be made, It is possible that, in addition to the two mitigating proposals covered [a reduction in floor space for Chick-fil-A, and a sign encouraging U-Turn entrance to the Chick-fil-A facility at Apricot Avenue when it backs up on South Bascom], the LOS at the two Hamilton intersection may not broach "F" territory after all.

E. As noted on Page 30, "as there is no direct relationship between the size of a restaurant and its drive through lane operations," surveys were made of nearby Chick-fil-A locations. Maybe it was just because of timing, but I found it strange that the studies went as far away as Fremont but did not consider the restaurant at 1162 Blossom Hill Road which would seem to have been approved under very similar conditions to those found on South Bascom.

F. I found the Parking analysis on Page 38 and the corresponding recommendation of a slightly reduced floor-space for the facility to be inconsistent. If there is no published information concerning the relationship between restaurant size and drive thru lane operations, it would certainly be expected that if a restaurant has an attractive menu, but limited seating capacity, the only recourse will be to a drive-thru to obtain the desired product. Yes, there would be fewer patrons wanting to park, but more patrons in the queue, which pretty much defines the Chick-fil-A operations around the country.

G. At the end of day, I think the replacement of a no-longer attractive Denny's to a now-attractive Chick-fil-A would be good for our community.

Terry Corbet

Andrea Sanders

To: Wendy Wood
Subject: RE: Liz, I am against Chick fil A

From: Joann Johnson
Date: January 19, 2020 at 14:25:02 PST
To: mailto:lizg@campbellca.gov
Subject: I am against Chick fil A
Liz,

I am a concerned neighbor who lives in the Dry Creek Ranch neighborhood.

We do not need idling cars polluting the neighborhood.

Be sensible and find a solution for a restaurant that does not have a drive through component.

Thank you,

Joann
Sent from my iPad

Andrea Sanders

To: Wendy Wood
Subject: RE: Proposed Chick-Fil-A Drive Thru (Campbell Ca.)

From: Paula Patty
Sent: Monday, January 20, 2020 4:16 PM
To: Susan M. Landry <susanl@campbellca.gov>; Liz Gibbons <lizg@campbellca.gov>; Rich Waterman <RichW@campbellca.gov>; Anne Bybee <anneb@campbellca.gov>; Paul Resnikoff <paulr@campbellca.gov>; Web Distribution City Clerk <WebDistributionCityClerk@campbellca.gov>; Andrea Sanders <asanders@campbellca.gov>
Subject: Proposed Chick-Fil-A Drive Thru (Campbell Ca.)

WARNING: This email originated from an external sender!

Good afternoon City of Campbell Counsel Members,

Attached you will find my concerns and objections to the proposed Chick Fil A at the end of my street. 2060 S Bascom Avenue.

Regards

Paula Patty

I, Paula Patty, a resident of Campbell, Oppose the Chick-Fil-A Drive Thru

2060 South Bascom Ave Campbell Ca.

Campbell City Council Members;

Campbell is a great place to live and raise a family. "Small town feel"

Both Downtown and the Pruneyard are walking distance from my home on Arroyo Seco Drive. I routinely walk to both.

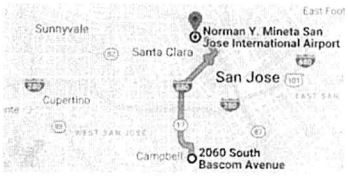
I routinely eat at the many sit-down restaurants at the Pruneyard and Downtown Campbell. The employees greet me by name. We chat about family, our experiences, etc.... This never happens at a drive thru establishment like Chick-Fil-A. Their business model is to get you your food quickly and send you on your way.

- I don't see this as the vision of Campbell.

Using the city numbers of 2,280 additional car trips per day will greatly increase the traffic on Bascom Ave, especially during the peak operating hours at the proposed Chick-Fil-A (Lunch 11am – 3pm & Dinner 5pm – 9pm).

Per Chick-Fil-A 80% of their revenue comes from the Lunch and Dinner hours. When calculated (80% of 2,280 = 1,824) additional cars will be on Bascom Ave during the 4 hours for Lunch & 4 hours for Dinner.

Eighteen hundred and twenty-four cars equal 6.91 miles of back to back cars. This is the distance between the proposed Chick-Fil-A site and San Jose Airport. Every day during the lunch and dinner hours. (3.45 miles Lunch, 3.45 miles Dinner) This represents two cars per minute must go thru the Chick-Fil-A to prevent any backup onto Bascom Ave. The Nationwide average number of cars going thru a Chick-Fil-A is one per minute. Conclusion: there will be major overflow of cars onto Bascom Ave.



(7.1 mi) via I-880 N

Though I'm opposed to all increased traffic, the Dinner hours will have the most impact on city residents and existing local businesses.

Ninety-Five percent of the greater than 120 Chick-Fil-As in California operate between the hours of 6:30am and 10pm. Why is the City of Campbell considering 6:30am to 11pm?

Of the greater than 120 Chick-Fil-A's in California the vast majority of them are located in light industrial, shopping centers, and on the exit of major highways, not in a location where neighbors are on three sides and it has direct access to residential streets.

A Drive Thru contradicts the goal of Campbell to get people out of their cars and into Mass transit "VTA", Bicycling, HOA (car pool), high density housing near jobs and the goal to improve bicycle, pedestrian safety and reduction of greenhouse gases.

I, Paula Patty, a resident of Campbell,
Oppose the Chick-Fil-A Drive Thru

2060 South Bascom Ave Campbell Ca.

Local cities use a generally accepted formula for calculating what a specific size lot and building size would generate in car visits.

This is a general assessment not to a specific business. Chick-Fil-A business model has proven the generally accepted formulas do not apply. They generate 80% of their revenue in eight hours (four hours at Lunch and four hours at Dinner – Traffic is a nightmare

I encourage each of you to take a moment to view the many different Chick-fil-As within California to show where they are located "not in a residential neighborhood". To view, click the links in the attached excel file.

Please Vote NO for the proposed Chick-Fil-A Drive Thru.

Regards

Paula Patty

Santa Clara County

Monterey Road & Tully Road

2280 Monterey Hwy

San Jose, CA 95112

(408) 975-6102

https://www.google.com/maps/place/Chick-fil-A/@37.3028749,-121.8620572,545m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xea4c5d0356fcbe68!8m2!3d37.3028749!4d-121.8598685

Sunnyvale

550 W El Camino Real

Sunnyvale, CA 94087

(408) 830-9940

https://www.google.com/maps/place/Chick-fil-A/@37.3691555,-122.0406025,544m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x727cf4bfbb11b4f5!8m2!3d37.3691555!4d-122.0384138

San Jose International Airport - Terminal B

1701 Airport Blvd
Terminal B

San Jose, CA 95110

(408) 652-7404

https://www.google.com/maps/place/Chick-fil-A/@37.364996,-121.9249134,544m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x1cd003329e8bf5b2!8m2!3d37.364996!4d-121.9227247

Blossom Hill & Almaden Expy

1162 Blossom Hill Rd

San Jose, CA 95118

(408) 978-7705

https://www.google.com/maps/place/1162+Blossom+Hill+Rd,+San+Jose,+CA+95118/@37.2499586,-121.8800012,545m/data=!3m2!1e3!4b1!4m5!3m4!1s0x808e33de3dd9dd81:0x5cc66f3a6b20230b!8m2!3d37.2499586!4d-121.8778125

El Camino Real at Scott

1950 El Camino Real

Santa Clara, CA 95050

(408) 551-0201

https://www.google.com/maps/place/Chick-fil-A/@37.3520387,-121.9607125,544m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x79a30813c7376d36!8m2!3d37.3520387!4d-121.9585238

First Street

Bay Area

Vallejo

1191 Admiral Callaghan Ln

Vallejo, CA 94591

(707) 648-7001

https://www.google.com/maps/place/Chick-fil-A/@38.1360824,-122.216626,539m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x21f6739f3d22456c!8m2!3d38.1360824!4d-122.2144373

Mowry Avenue

5245 Mowry Ave

Fremont, CA 94538

(510) 608-5771

https://www.google.com/maps/place/Chick-fil-A/@37.5346683,-122.0024415,543m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x457791676b00af6b!8m2!3d37.5346683!4d-122.0002528

Auto Mall Parkway

5539 Auto Mall Pkwy

Fremont, CA 94538

(510) 353-1678

https://www.google.com/maps/place/5539+Auto+Mall+Pkwy,+Fremont,+CA+94538/@37.5052666,-121.9756716,543m/data=!3m2!1e3!4b1!4m5!3m4!1s0x808fc76a664cf66d:0x46d97afae76a4677!8m2!3d37.5052666!4d-121.9734829

Hopyard Road & 580

5785 Johnson Dr

Pleasanton, CA 94588

(925) 331-8384

https://www.google.com/maps/place/Chick-fil-A/@37.6999077,-121.9080324,542m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x7d0054088ea2da8b!8m2!3d37.6999077!4d-121.9058437

Novato

35 Rowland Way

Novato, CA 94945

(415) 897-7710

https://www.google.com/maps/place/Chick-fil-A/@38.0940794,-122.5596819,539m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xfcc663df54f2b5f7!8m2!3d38.0940794!4d-122.5574932

Walnut Creek

Northern California

March Lane at I-5

2628 W March Ln

Stockton, CA 95207

(209) 477-5936

https://www.google.com/maps/place/2628+W+March+Ln,+Stockton,+CA+95207/@37.9841187,-121.3432172,540m/data=!3m2!1e3!4b1!4m5!3m4!1s0x809000c32ec30517:0x7ea3350dafb357dc!8m2!3d37.9841187!4d-121.3410255

Granite Bay

4040 Douglas Blvd

Granite Bay, CA 95746

(916) 773-0737

https://www.google.com/maps/place/Chick-fil-A/@38.7435401,-121.2278032,534m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xce9577f319860c1!8m2!3d38.7435401!4d-121.225615

Mendocino Avenue

1452 Mendocino Ave

Santa Rosa, CA 95401

(707) 542-0456

https://www.google.com/maps/place/Chick-fil-A/@38.454177,-122.7193647,536m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x513f66f526114bbf!8m2!3d38.454177!4d-122.717176

California Polytechnic State University

1 Grand Ave

San Luis Obispo, CA 93407

(805) 756-5952

https://www.google.com/maps/place/Chick-fil-A/@35.2995064,-120.6609014,362m/data=!3m1!1e3!4m5!3m4!1s0x0:0x9b2143d91a66f850!8m2!3d35.2995049!4d-120.6594153

Vacaville Commons

2061 Harbison Dr

Vacaville, CA 95687

(707) 447-1269

https://www.google.com/maps/place/Chick-fil-A/@38.3613162,-121.9674747,537m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xedf91d33c433476c!8m2!3d38.3613162!4d-121.965286

Pleasant Grove

912 Pleasant Grove Blvd

Roseville, CA 95678

(916) 773-5558

https://www.google.com/maps/place/Chick-fil-A/@38.7250669,-121.2882514,534m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x6eda70c32a4b79a!8m2!3d38.7250669!4d-121.2860527

Rivergate Cordova

2354 Sunrise Blvd

Rancho Cordova, CA 95670

(916) 853-9100

https://www.google.com/maps/place/Chick-fil-A/@38.6163398,-121.2714013,535m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xd86ab3485ec8d116!8m2!3d38.6163398!4d-121.2692126

Madison Avenue Sacramento

4644 Madison Ave

Sacramento, CA 95841

(916) 344-0100

https://www.google.com/maps/place/Chick-fil-A/@38.6605364,-121.3578519,535m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xc8f5919fd9758c95!8m2!3d38.6605364!4d-121.3556932

Blackstone

8040 N Blackstone Ave

Fresno, CA 93720

(559) 432-3622

https://www.google.com/maps/place/Chick-fil-A/@36.8525685,-119.7912675,400m/data=!3m1!1e3!4m5!3m4!1s0x0:0x3c43b8bf1ed32f07!8m2!3d36.8528261!4d-119.7904856

Folsom

2679 E Bidwell St

Folsom, CA 95630

(916) 817-2697

https://www.google.com/maps/place/Chick-fil-A/@38.6565374,-121.1291824,535m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x5e5b99093f70b737!8m2!3d38.6565374!4d-121.1269937

Fairfield In-Line DT

Elk Grove Marketplace

53 Headquarters Dr

San Jose, CA 95134

(408) 526-0600

https://www.google.com/maps/place/Chick-fil-A/@37.4157946,-121.9552482,458m/data=!3m1!1e3!4m5!3m4!1s0x0:0x615acd0d4bba622a!8m2!3d37.4157438!4d-121.9535188

2750 N Main St

Walnut Creek, CA 94597

(925) 295-0780

https://www.google.com/maps/place/Chick-fil-A/@37.9241313,-122.064969,540m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x15dde0b5dfdcc944!8m2!3d37.9241313!4d-122.0627803

1750 Travis Blvd

Fairfield, CA 94533

(707) 421-9831

https://www.google.com/maps/place/Chick-fil-A/@38.2588498,-122.0620557,538m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x28bcd2f0433559c3!8m2!3d38.2588498!4d-122.0598862

8430 Bond Rd

Elk Grove, CA 95624

(916) 714-0744

https://www.google.com/maps/place/Chick-fil-A/@38.4234343,-121.3962655,536m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xdcf0553f31fec84!8m2!3d38.4234343!4d-121.3930766

Rohnert Park

5080 Redwood Dr

Rohnert Park, CA 94928

(707) 585-7462

https://www.google.com/maps/place/5080+Redwood+Dr,+Rohnert+Park,+CA+94928/@38.3623448,-122.7179554,772m/data=!3m1!1e3!4m5!3m4!1s0x80844a01e83bbcfb:0x4c0146a56ce592a5!8m2!3d38.3627074!4d-122.713858

Fashion Fair

765 E Shaw Ave

Fresno, CA 93710

(559) 226-1967

https://www.google.com/maps/place/Chick-fil-A/@36.8051941,-119.7758111,548m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x3e57252b28ee1e08!8m2!3d36.8051941!4d-119.7735622

Auburn Gold Rush

2755 Grass Valley Hwy

Auburn, CA 95603

(530) 887-8302

https://www.google.com/maps/place/Chick-fil-A/@38.9304939,-121.0990321,538m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xe19aba3e0732a067!8m2!3d38.9304939!4d-121.0968434

Arden Fair

2101 Alta Arden Expy

Sacramento, CA 95825

(916) 922-2814

https://www.google.com/maps/place/Chick-fil-A/@38.5987832,-121.4196793,535m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xd257c6a241cc5bb6!8m2!3d38.5987832!4d-121.4174906

Delta Shores

8104 Delta Shores Cir S

Sacramento, CA 95832

(916) 865-2481

https://www.google.com/maps/place/Chick-fil-A/@38.4662448,-121.4933774,273m/data=!3m1!1e3!4m5!3m4!1s0x0:0x262ea703b219389!8m2!3d38.4662254!4d-121.4922881

Western & Sierra Vista

1011 N Western Ave

Los Angeles, CA 90029

[illegible]11+N+Western+Ave,+Los+Angeles,+CA+90029/@34.0890627,-118.3116937,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80c2b8adbdb087c9:0x4f7b3b9c536a9d51!8m2!3d34.0890627!4d-118.309505

Vincent & Lake

200 S Vincent Ave

West Covina, CA 91790

https://www.google.com/maps/place/Chick-fil-A/@34.0694416,-117.9283766,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x4ee8734df3ad3b72!8m2!3d34.0694416!4d-117.9261879

The District

2589 Park Ave

Tustin, CA 92782

(714) 258-1400

https://www.google.com/maps/place/Chick-fil-A/@33.695005,-117.828658,570m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x4f9a923eb938c9df!8m2!3d33.695005!4d-117.826463

Rancho Santa Margarita Towne Center

[illegible] Santa Margarita Pkwy

Rancho Santa Marg, CA [illegible]

NO URL

Monterey Park Market Place

5000 Market [illegible]

Monterey Park, [illegible] 91755

[illegible]

[illegible]

Westfield Century City

10250 Santa Monica Blvd Ste FC4

Los Angeles, CA 90067

(310) 557-9661

https://www.google.com/maps/place/Chick-fil-A/@34.059013,-118.4211827,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x5f2f9e6513abce99!8m2!3d34.059013!4d-118.418994

Victory & Fallbrook

6400 Fallbrook Ave

West Hills, CA 91307

(747) 226-3434

https://www.google.com/maps/place/Chick-fil-A/@34.1868068,-118.6251929,566m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xde08a1c81d21cf32!8m2!3d34.1868068!4d-118.6230042

San Marcos

587 Grand Ave

San Marcos, CA 92078

(760) 736-8105

https://www.google.com/maps/place/Chick-fil-A/@33.1369323,-117.1799923,573m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x4753629594857cd8!8m2!3d33.1369323!4d-117.1778036

Redondo Beach

1949 Artesia Blvd

Redondo Beach, CA 90278

https://www.google.com/maps/place/1949+Artesia+Blvd,+Redondo+Beach,+CA+90278/@33.8731[illegible]

[illegible]

Mile of Cars Way

400 Mile of Cars Way

National City, CA 91950

(619) 505-9100

[illegible]

UCLA In-Line

900 Westwood Blvd

Los Angeles, CA 90024

(310) 443-8900

https://www.google.com/maps/place/Chick-fil-A/@34.0635092,-118.4473323,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xc4ae11890bed1927!8m2!3d34.0635092!4d-118.4451436

Puente Hills

1542 S Azusa Ave

City Of Industry, CA 91748

(626) 581-9788

https://www.google.com/maps/place/Chick-fil-A/@33.995556,-117.9329309,563m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x3355c8b8ae691b8!8m2!3d33.995556!4d-117.9307422

Temecula

40531 Margarita Rd

Temecula, CA 92591

(951) 296-6467

https://www.google.com/maps/place/Chick-fil-A/@33.5265451,-117.1516815,571m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x6cdd399d0f2d8cdb!8m2!3d33.5265451!4d-117.1494933

Olive & Alameda In-Line

4113 W Olive Ave

Burbank, CA 91505

(818) 841-1368

https://www.google.com/maps/place/Chick-fil-A/@34.1556655,-118.3371219,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xed842601b8601d5!8m2!3d34.1556655!4d-118.3349832

La Habra Marketplace

1901 W Imperial [illegible]

La Habra, CA [illegible]

(562) 398-41[illegible]

https://www.google.com/maps/place/Chick-fil-A/@[illegible]

USC In-Line

3758 S Figueroa St

Los Angeles, CA 90007

(213) 747-8721

https://www.google.com/maps/place/Chick-fil-A/@34.0166329,-118.284764,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xb3872dcf0a4b2877!8m2!3d34.0166329!4d-118.2825753

Quarry Creek

3475 Marron Rd

Oceanside, CA 92056

(760) 576-3128

https://www.google.com/maps/place/Chick-fil-A/@33.178046,-117.2989667,573m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xb6392f57602a9fe3!8m2!3d33.178046!4d-117.294778

Sycamore Square

2460 Sycamore Dr

Simi Valley, CA 93065

(805) 297-3252

https://www.google.com/maps/place/2460+Sycamore+Dr,+Simi+Valley,+CA+93065/@34.2801957,-119.7454427,566m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80e6293d5f045c07:0x9572a44338d3ca31!8m2!3d34.2801957!4d-119.7432559

Ontario Mills Parkway

4366 Ontario Mills Pkwy

Ontario, CA 91764

(909) 481-[illegible]

https://www.google.com/maps/place/Chick-fil-A/@34.0[illegible]

Laguna Niguel

26201 Crown Valley Pkwy

Laguna Niguel, CA 92677

(949) 442-[illegible]

https://www.google.com/maps/place/Chick-fil-A/@[illegible]

Los Angeles International Airport

1 World Way

Terminal 1

Los Angeles, CA 90045

https://www.google.com/maps/place/Chick-fil-A/@33.9463085,-118.4032804,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x5c1b37636a749939!8m2!3d33.9463085!4d-118.4010917

Rancho Cucamonga

12190 Foothill Blvd

Rancho Cucamonga, CA 91739

(909) 899-4707

https://www.google.com/maps/place/Chick-fil-A/@34.1067571,-117.5416837,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xa9f50b3e3938acef!8m2!3d34.1067571!4d-117.5395

Valencia Town Center

24180 Magic Mountain Pkwy

Santa Clarita, CA 91355

(661) 799-3663

https://www.google.com/maps/place/Chick-fil-A/@34.4179519,-118.5600442,565m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x7cd30b5f1ba498f4!8m2!3d34.4179519!4d-118.5578555

Oxnard

2040 N Rose Ave

Oxnard, CA 93036

(805) 985-[illegible]

https://www.google.com/maps/place/Chick-fil-A/@34.2[illegible]

Fashion Island Shopping Center

401 Newport Center Dr Ste A102

Newport Beach, CA 92660

(949) 719-0[illegible]

https://www.google.com/maps/place/Chick-fil-A/@[illegible]

I-10 & La Cienega

Topanga & Roscoe

Northridge

North Orange

Grossmont

Southern California

Foothill Ranch

26792 Portola Pkwy

Foothill Ranch, CA 92610

(949) 699-3881

https://www.google.com/maps/place/Chick-fil-A/@33.6784559,-117.665767,570m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x81086b633cf818bd!8m2!3d33.6784559!4d-117.6635783

Lakewood

4895 Candlewood St

Lakewood, CA 90712

(562) 408-2543

https://www.google.com/maps/place/Chick-fil-A/@33.8541288,-118.1383766,569m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x6b5843e2804f2d07!8m2!3d33.8541288!4d-118.1361829

Long Beach Traffic Circle

4401 E Pacific Coast Hwy

Long Beach, CA 90804

(562) 494-7310

https://www.google.com/maps/place/Chick-fil-A/@33.7397392,-118.183335,569m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x24e3d65e39051282!8m2!3d33.7397392!4d-118.1411463

Sports Arena

3570 Sports Arena Blvd

San Diego, CA 92110

(619) 293-1115

https://www.google.com/maps/place/Chick-fil-A/@32.7246097,-117.2140144,570m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x2057834d4a4444d!8m2!3d32.7246097!4d-117.2113279

The Market Place

13490 Jamboree Rd

Irvine, CA 92602

(714) 730-9120

https://www.google.com/maps/place/Chick-fil-A/@33.6566447,-117.7918352,814m/data=!3m1!1e3!4m5!3m4!1s0x0:0x9f4ca6ab6c8ef2e7!8m2!3d33.6566447!4d-117.7896221

Fullerton

151 E Orangethorpe Ave

Fullerton, CA 92832

(714) 278-9888

https://www.google.com/maps/place/Chick-fil-A/@33.8597657,-117.9246161,569m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x886f9b7e46c09273!8m2!3d33.8597657!4d-117.9224274

Lincoln & Pacific Drive-Thru Only

2207 Lincoln Blvd

Santa Monica, CA 90405

(310) 392-0160

https://www.google.com/maps/place/Chick-fil-A/@34.0102209,-118.4822679,17z/data=!3m1!4b1!4m5!3m4!1s0x0:0xafec09d682bd27db!8m2!3d34.0102209!4d-118.4800792

Hidden Valley Parkway

450 Hidden Valley Pkwy

Corona, CA 92879

(951) 279-4555

https://www.google.com/maps/place/Chick-fil-A/@33.8992331,-117.5601542,569m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x1e22f222f2c40dc!8m2!3d33.8992331!4d-117.5579655

Sorrento Valley

9570 Scripps Rd

San Diego, CA 92121

(858) 450-4417

https://www.google.com/maps/place/Chick-fil-A/@32.8921562,-117.2041294,569m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x6e266eade643d[illegible]!8m2!3d32.8921562!4d-117.2019867

University Center Irvine

4137 Campus Dr

Irvine, CA 92612

(949) 725-0230

https://www.google.com/maps/place/Chick-fil-A/@33.6496647,-117.8410965,570m/data=!3m1!1e3!4b1!4m5!3m4!1s0x0:0x[illegible]!8m2!3d33.6496647!4d-117.8389[illegible]

Glendora Commons In-Line DT

1247 S Lone Hill Ave

Glendora, CA 91740

(909) 394-3000

https://www.google.com/maps/place/1247+S+Lone+Hill+Ave,+San+Dimas,+CA+91773/@34.1162973,-117.8326446,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80c32f4d2f5111af:0x1b34130da1bbf250!8m2!3d34.1162978!4d-117.8304559

Lincoln at Washington Drive Thru Only

4050 Lincoln Blvd

Venice, CA 90292

(310) 301-3330

https://www.google.com/maps/place/4050+Lincoln+Blvd,+Venice,+CA+90292/@33.989389,-118.4436409,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80c2ba8eda2b3869:0x772ea126f005a75c!8m2!3d33.989389!4d-118.4464518

Central Ave. & Riverside Plaza

3640 Central Ave

Riverside, CA 92506

(951) 300-3029

https://www.google.com/maps/place/Chick-fil-A/@33.953285,-117.3944802,569m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x4da1d08e3d1fadf8!8m2!3d33.953285!4d-117.3922712

Mira Mesa

10750 Camino Ruiz

San Diego, CA 92126

(858) 99[illegible]-7800

https://www.google.com/maps/place/Chick-fil-A/@32.9141152,-117.1464615,570m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x[illegible]!8m2!3d32.9141152!4d-117.1442723

Irvine Spectrum Mall

670 Spectrum Center Dr

Irvine, CA 92618

(800) 232-[illegible]

NO URL

Escondido

1290 Auto Park Way

Escondido, CA 92029

(760) 736-9200

https://www.google.com/maps/place/Chick-fil-A/@33.1145705,-117.1019143,574m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x5ab42fbd51b8a10f!8m2!3d33.1145705!4d-117.0997256

E. Colorado Blvd

1700 E Colorado Blvd

Pasadena, CA 91106

(626) 793-7636

https://www.google.com/maps/place/1700+E+Colorado+Blvd,+Pasadena,+CA+91106/@34.1456957,-118.1175198,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80c2c3547e609f8f:0x24596708c5b56ab1!8m2!3d34.1456957!4d-118.1153311

Cerritos

18605 Gridley Rd

Cerritos, CA 90703

(562) 924-9408

https://www.google.com/maps/place/Chick-fil-A/@33.8622397,-118.0936298,569m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xb29aa257f10ee2a0!8m2!3d33.8622397!4d-118.0914903

Mission Center Road

5320 Mission Center Rd

San Diego, CA 92108

(619) 291-4105

223 Fashion Valley Center Rd, +San+Diego,+CA+92108/@32.7710639,-117.1565992,570m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80d95c5c15344dfd:0x[illegible]!8m2!3d32.7710639!4d-117.1543205

Woodbury Town Center

6428 Irvine Blvd

Irvine, CA 92620

(949) 551-4[illegible]

https://www.google.com/maps/place/Chick-fil-A/@33.6391[illegible],-117.7424115,570m/data=!3m1!1e3!4b1!4m5!3m4!1s0x0:0x[illegible]!8m2!3d33.6391[illegible]!4d-117.7406[illegible]

Hwy 210 & Ayala Drive

1150 West Renaissance Parkway

Rialto, CA 92376

(909) 301-4715

https://www.google.com/maps/place/Chick-fil-A/@34.1345514,-117.3953317,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x7a965fc336b4cd43!8m2!3d34.1345514!4d-117.393643

Eastlake Terraces

2089 Olympic Pkwy

Chula Vista, CA 91915

(619) 482-6719

https://www.google.com/maps/place/2089+Olympic+Pkwy,+Chula+Vista,+CA+91915/@32.6292412,-116.9693331,577m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80d9459eac6a0df1:0x20a1912c7445b3bf!8m2!3d32.6292412!4d-116.9671444

Chino Hills

3640 Grand Ave

Chino Hills, CA 91709

(909) 628-4000

https://www.google.com/maps/place/3640+Grand+Ave,+Chino+Hills,+CA+91709/@33.0022045,-117.7299504,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80c332a51b254543:0xe7882452b5a7562!8m2!3d33.0022045!4d-117.7277617

Del Sur Town Center

17115 Camino Del Sur

San Diego, CA 92127

(858) 759-1465

https://www.google.com/maps/place/17115+Camino+Del+Sur,+San+Diego,+CA+92127/@33.0213401,-117.1281153,574m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80d9c6f3a1542963:0xadde2ba43d1f9491!8m2!3d33.0213401!4d-117.1261306

City of Industry

21550 Valley Blvd

City Of Industry, CA 91789

(909) 598-6[illegible]

https://www.google.com/maps/place/Chick-fil-A/@34.0260625,-117.8383535,568m/data=!3m1!1e3!4b1!4m5!3m4!1s0x0:0x[illegible]!8m2!3d34.0260625!4d-117.8361639

I-5 & Firestone

Devonshire & Reseda

Citrus Plaza

Bristol & MacArthur

Claremont

Crossings at South Corona

3555 Grand Oaks

Corona, CA 92881

(951) 898-0608

https://www.google.com/maps/place/Chick-fil-A/@33.8239191,-117.5160724,17z/data=!3m1!4b1!4m5!3m4!1s0x0:0x6a6d4cee6d3c4c6a!8m2!3d33.8239191!4d-117.5138837

Carmel Mountain

11670 Carmel Mountain Rd
San Diego, CA 92128
(858) 613-0573

s/place/Chick-fil-A/@32.9798106,-117.0827604,574m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xab0ecbde619aab6a!8m2!3d32.9798106!4d-117.0805717

Yorba Linda

22450 Old Canal Rd

Yorba Linda, CA 92887

(714) 685-9400

https://www.google.com/maps/place/Chick-fil-A/@33.8730043,-117.7470807,569m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x86b0c43035ea4d!8m2!3d33.8730043!4d-117.7443493

Day Street

2885 Canyon Springs Pkwy

Riverside, CA 92507

(951) 656-6503

https://www.google.com/maps/place/Chick-fil-A/@33.9393071,-117.2821612,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x33d67306bba904e6!8m2!3d33.9393071!4d-117.2799725

101 & Telephone

1321 Eastman Ave

Ventura, CA 93003

(805) 339-0977

s/place/1321+Eastman+Ave,+Ventura,+CA+93003/@34.2611158,-119.2330639,566m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80e84d55e9151f41:0x1b5cddb504eda5c!8m2!3d34.2611158!4d-119.2308752

Whittwood

15600 Whittier Blvd

Whittier, CA 90603

(562) 902-1550

https://www.google.com/maps/place/Chick-fil-A/@33.9443449,-117.9965743,814m/data=!3m1!1e3!4b1!4m5!3m4!1s0x0:0x65e9f293e09d176!8m2!3d33.9443449!4d-117.9942611

Del Amo In-Line

21821 Hawthorne Blvd

Torrance, CA 90503

(310) 542-4636

https://www.google.com/maps/place/Chick-fil-A/@33.8297587,-118.3551763,569m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x88eb6af26d561ed6!8m2!3d33.8297587!4d-118.3529876

405 & Atlantic LB

3290 Atlantic Blvd

Long Beach, CA 90802

NO URL

Moorpark Road

449 N Moorpark Rd

Thousand Oaks, CA 91360
(805) 379-1611

https://www.google.com/maps/place/Chick-fil-A/@34.1844065,-118.8780933,566m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x13d94f285e24ad0f!8m2!3d34.1844065!4d-118.8759046

Bakersfield

5260 Stockdale Hwy

Bakersfield, CA 93309

(661) 327-5260

https://www.google.com/maps/place/Chick-fil-A/@35.3546561,-119.062693,558m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x5cb5eb964229a22c!8m2!3d35.3546561!4d-119.0605043

405 at Jefferson (Los Angeles)

11750 Jefferson Blvd
Los Angeles, CA 90230
(310) 391-8364

s/place/Chick-fil-A/@33.9862666,-118.4029502,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xebad2236935d15fd!8m2!3d33.9862666!4d-118.4007615

Westlake Village Drive-Thru Only

3771 E Thousand Oaks Blvd
Westlake Village, CA 91362
(805) 379-0760

https://www.google.com/maps/place/Chick-fil-A/@34.1642449,-118.8302857,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x8e813ec425bcc6e!8m2!3d34.1642449!4d-118.828097

Beach Boulevard

16388 Beach Blvd

Westminster, CA 92683

(714) 847-3847

https://www.google.com/maps/place/Chick-fil-A/@33.7260145,-117.9909239,570m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x3dce96235baf1d75!8m2!3d33.7260145!4d-117.9887352

7th & Fig In-Line

660 S Figueroa St, Suite #100
Los Angeles, CA 90017
(213) 624-2000

s/place/660+S+Figueroa+St+%23100,+Los+Angeles,+CA+90017/@34.049342,-118.2615686,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80c2c7b145a603f5:0x1a31be0f0c011b36!8m2!3d34.049342!4d-118.2593799

White Oak & Ventura

17660 Ventura Blvd

Encino, CA 91316

(818) 881-8207

https://www.google.com/maps/place/Chick-fil-A/@34.1620596,-118.5206562,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xd5a0ca7a0a4ed994!8m2!3d34.1620596!4d-118.5183733

Azusa

Aliso Viejo In-Line DT

Whittier Blvd & Rosemead

2310 S La Cienega Blvd

Los Angeles, CA 90034

(310) 845-7020

https://www.google.com/maps/place/Chick-fil-A/@34.0375311,-118.3793001,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x5c10c37f63bb00eb!8m2!3d34.0375311!4d-118.3771114

8300 Topanga Canyon Blvd

Canoga Park, CA 91304

https://www.google.com/maps/place/Chick-fil-A/@34.2198165,-118.6079823,566m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x1f92a0f0365761a2!8m2!3d34.2198165!4d-118.6057936

8875 Tampa Ave

Northridge, CA 91324

(818) 882-3106

https://www.google.com/maps/place/Chick-fil-A/@34.2321585,-118.5583473,566m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xd8929156e35ace3!8m2!3d34.2321585!4d-118.5561586

[illegible] N Tustin St

Orange, CA 92865

(714) 685-1767

https://www.google.com/maps/place/Chick-fil-A/@33.8[illegible]

8200 Parkway Dr

La Mesa, CA 92[illegible]

(619) 465-4[illegible]

place/[illegible]

Melrose Delivery

615 N Western Ave

Los Angeles, CA 90004

NO URL

Westfield Santa Anita

400 S Baldwin Ave

Arcadia, CA 91007

https://www.google.com/maps/place/Chick-fil-A/@34.1346923,-118.0537733,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x2fe137c8a3197c4f!8m2!3d34.1346923!4d-118.0515896

South Bay

18200 Hawthorne Blvd

Torrance, CA 90504

(310) 371-7320

https://www.google.com/maps/place/Chick-fil-A/@33.8651372,-118.3541021,566m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x[illegible]!8m2!3d33.8651372!4d-118.3522134

Palmdale

732 W Rancho Vista Blvd

Palmdale, CA 93551

(661) 947-[illegible]

https://www.google.com/maps/place/Chick-fil-A+Rancho+Vista+Blvd,+Palmdale,+CA+93551/@34.[illegible]

Harbor Blvd

3181 Harbor Blvd

Costa Mesa, CA 92626

(714) 435-0141

place/3181+Harbor+Blvd,+Costa+Mesa,+CA+92626/[illegible]

Santee

9418 Mission Gorge Rd

Santee, CA 92071

(619) 562-0774

https://www.google.com/maps/place/Chick-fil-A/@32.8390779,-116.9952576,575m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xbf5b17fae09ce13a!8m2!3d32.8390779!4d-116.9930689

Shops at Rossmoor

12101 Seal Beach Blvd

Seal Beach, CA 90740

(562) 430-3060

https://www.google.com/maps/place/Chick-fil-A/@33.7868534,-118.0733135,192m/data=!3m1!1e3!4m5!3m4!1s0x0:0xfc320c7fcfefdb66!8m2!3d33.7867955!4d-118.0724952

Hollywood Drive-Thru Only

6750 W Sunset Blvd

Los Angeles, CA 90028

(323) 464-2455

https://www.google.com/maps/place/6750+Sunset+Blvd,+Los+Angeles,+CA+90028/@34.[illegible]555,-118.3404709,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x[illegible]!8m2!3d34.[illegible]!4d-118.3382332

Madison Avenue

24754 Madison Ave

Murrieta, CA 92562

(951) 677-5173

https://www.google.com/maps/place/[illegible]

El Toro Road

24011 El Toro Rd

Laguna Hills, CA 92653

(949) 458-9534

place/Chick-fil-A/@[illegible]

14303 Firestone Blvd

La Mirada, CA 90638

(714) 521-5400

https://www.google.com/maps/place/14303+Firestone+Blvd,+La+Mirada,+CA+90638/@33.6839253,-118.0293474,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80dd2c84e153800d:0x590fa290ef9fd7f2!8m2!3d33.8839253!4d-118.0271587

18521 Devonshire St

Northridge, CA 91324

(818) 741-1234

https://www.google.com/maps/place/Chick-fil-A/@34.2575613,-118.5395864,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x1fbdae807cdfd055!8m2!3d34.2575613!4d-118.5373977

27620 W Lugonia Ave

Redlands, CA 92374

(909) 307-8719

https://www.google.com/maps/place/Chick-fil-A/@34.0205652,-117.2059369,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xff09b954f2b21afe!8m2!3d34.0205652!4d-117.2037432

3401 S Bristol St

Santa Ana, CA 92704

(714) 540-0020

https://www.google.com/maps/place/Chick-fil-A/@33.7[illegible]
117.8323838,570m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x[illegible]!8m2!3d[illegible]!4d-117.8380501

5955 Balboa Ave

San Diego, CA 92111

(858) 277-[illegible]

https://www.google.com/maps/place/Chick-fil-A/@32.8[illegible]
-117.1791256,570m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x[illegible]!8m2!3d[illegible]!4d-117.1[illegible]

Imperial & Bloomfield Norwalk

12555 Imperial Hwy

Norwalk, CA 90650

(562) 466-0000

https://www.google.com/maps/place/12555+Imperial+Hwy,+Norwalk,+CA+90650/@33.9175703,-118.0664899,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80c2d327e1f2defb:0x5131aecc2748b1df!8m2!3d33.9175703!4d-118.0543012

Dexter Avenue

18601 Dexter Ave

Lake Elsinore, CA 92532

(951) 471-1123

https://www.google.com/maps/place/Chick-fil-A/@33.6911831,-117.3373552,570m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x40788ab486d7fa9e!8m2!3d33.6911831!4d-117.3351665

Enos Ranch

605 E Betteravia Rd

Santa Maria, CA 93454

(805) 347-1044

https://www.google.com/maps/place/605+Betteravia+Rd,+Santa+Maria,+CA+93454/@34.9241294,-120.4273966,561m/data=!3m2!1e3!4b1!4m5!3m4!1s0x20ec6ca55b127bfd:0xefa33e[illegible]!8m2!3d34.9241294!4d-120.4252079

Buena Park

8181 La Palma Ave

Buena Park, CA 90620

(714) 941-2142

https://www.google.com/maps/place/Chick-fil-A/@33.8[illegible]
117.9980838,570m/data=!3m2!1e3!4b1!4m5!3m4!1s0x[illegible]!8m2!3d33.[illegible]!4d-117.9980391

Colonies Crossroads

1949 N Ca[illegible] Ave

Upland, CA 9[illegible]

(909) 931-71[illegible]

https://www.google.com/maps/place/Chick-fil-A/@34.1327451,-117.6[illegible]

Encinitas In-Line DT

194 N El Camino Real

Encinitas, CA 92024

(760) 436-2622

https://www.google.com/maps/place/Chick-fil-A/@33.0483723,-117.2623255,574m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x7b970a85858e03d!8m2!3d33.0483723!4d-117.2601363

Downey

8613 Firestone Blvd

Downey, CA 90241

(562) 923-6866

https://www.google.com/maps/place/8613+Firestone+Blvd,+Downey,+CA+90241/@33.9375445,-118.129132,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x80c2cd9c7d9a1a8f:0x81db363578ec9d7f!8m2!3d33.9375445!4d-118.1269433

Santa Barbara

3707 State St

Santa Barbara, CA 93105

(805) 687-0450

https://www.google.com/maps/place/Chick-fil-A/@34.4402305,-119.7448443,505m/data=!3m1!1e3!4m5!3m4!1s0x0:0x5c0302f3b4d445c8!8m2!3d34.4401606!4d-119.7429561

California Baptist University

5432 Magnolia Ave

Riverside, CA 92504

(951) 552-8079

https://www.google.com/maps/place/Chick-fil-A/@33.9292787,-117.4270254,565m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x[illegible]!8m2!3d33.9292787!4d-117.4270053

Poway Road & Community

13454 Poway Rd

Poway, CA 9[illegible]

https://www.google.com/maps/place/[illegible],+CA+92064/@33.[illegible]
117.0290394

900 E Alosta Ave

Azusa, CA 91702

(626) 334-7600

https://www.google.com/maps/place/Chick-fil-A/@34.1285124,-117.8918507,567m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x776393379ccdac2!8m2!3d34.1285124!4d-117.889662

26861 Aliso Creek Rd
Aliso Viejo, CA 92656

(949) 425-1685

https://www.google.com/maps/place/Chick-fil-A/@33.5719333,-117.7261507,571m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0xcbad45b5551a4f0!8m2!3d33.5719333!4d-117.723962

9001 Whittier Blvd

Pico Rivera, CA 90660

(562) 239-2445

https://www.google.com/maps/place/9001+Whittier+Blvd,+Pico+Rivera,+CA+90660/@34.0016691,-118.0838237,153m/data=!3m1!1e3!4m5!3m4!1s0x80c2d19421b685e5:0xda9ede0948dc553d!8m2!3d34.0014762!4d-118.0832791

Long Beach

7681 Carson Blvd

Long Beach, CA 90808

(562) 425-4232

https://www.google.com/maps/place/Chick-fil-A/@33.8310118,-118.0875951,569m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x34dd8f61a9796e5!8m2!3d33.8310118!4d-118.0854064

PCH & Maple

740 N Pacific Coast Hwy
El Segundo, CA 90245

(866) 232-2040

https://www.google.com/maps/place/Chick-fil-A/@33.926437,-118.3979637,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x4559385141 5b5688!8m2!3d33.926437!4d-118.395775

PCH & Maple

740 N Pacific Coast Hwy

El Segundo, CA 90245

https://www.google.com/maps/place/Chick-fil-A/@33.926437,-118.3979637,568m/data=!3m2!1e3!4b1!4m5!3m4!1s0x0:0x4559385141 5b5688!8m2!3d33.926437!4d-118.395775

Andrea Sanders

To: Wendy Wood
Subject: RE: Chic filet

From: Mark Ellak
Sent: Saturday, January 18, 2020 4:07 PM
To: Wendy Wood <wendyw@campbellca.gov>
Subject: Chic filet

WARNING: This email originated from an external sender!

I support the new restaurant. I hope the city approves it.
Mark ellak

Andrea Sanders

To: Wendy Wood
Subject: RE: Please Support Your Neighbors and Vote No on Chick-fil-A

Sent: Monday, January 20, 2020 11:44 AM
To: Rich Waterman <RichW@campbellca.gov>
Cc: Web Distribution City Clerk <WebDistributionCityClerk@campbellca.gov>
Subject: Please Support Your Neighbors and Vote No on Chick-fil-A

WARNING: This email originated from an external sender!

January 20, 2020

Dear Councilman Waterman:

My wife and I are invested Campbell residents and have owned our home here for over 20 years. We raised our three boys in Campbell and really enjoy the charm of the area. We are not opposed to responsible growth or progress, but must urge you to vote NO on the proposed Chick-fil-A coming to our neighborhood for several reasons:

1. The traffic impact on our streets from people driving to Chick-fil-A will be caused by people using traffic apps, such as Ways. The traffic apps will take many potential customers directly down our streets and bringing unnecessary traffic through our neighborhood. Children that live and play on our streets, neighbors walking their dogs and bicycle riders should be able to enjoy the neighborhood safely without the danger of unnecessary traffic speeding and cutting through our neighborhood.

2. The Chick-fil-A drive thru traffic will impede resident's ability to easily access their street(s) from Bascom. It will also limit residents' ability to access other local businesses located in the vicinity of the site.

3. Chick-fil-A's fast food drive thru will negatively affect our property values and degrade our neighborhood.

4. The restaurant chain does not align with the cities' mission statement of a clean, safe and healthy community.

5. Along with traffic, there are also other concerns such as litter, emissions from idling cars, and strong fried food odors.

We are extremely frustrated that some of the members of the Planning Commission voted yes on this proposal, even though the majority of residents are against it! How would you like to live next door to this fast food drive thru, or across the street? It is not the right location for such a large chain drive thru. The City Council voted against the proposed In-N-Out for the same reasons yet approved this even bigger volume drive thru restaurant. You are pushing it through for final vote, even though it will be located much closer to single-family residents and have equal or larger traffic impacts than the previously opposed In-N-Out would have. As residents who pay property taxes in this City/County, we are aggravated that Campbell is spending so much time and so many resources to approve a large volume, fast food drive thru that most residents do not want.

We will see you at the City Council Meeting tomorrow evening and encourage you to take this letter into consideration when casting your vote.

Regards,

Kirk and Colleen Elliott

Attorney/Teacher/El Solyo Avenue Residents

Andrea Sanders

To: Wendy Wood
Subject: RE: in support of Chick-Fil-A

From: Paul Park
Date: January 18, 2020 at 10:47:24 PM PST
To: "richw@cityofcampbell.com" <richw@cityofcampbell.com>, "susanl@cityofcampbell.com" <susanl@cityofcampbell.com>, "paulr@cityofcampbell.com" <paulr@cityofcampbell.com>, "lizg@cityofcampbell.com" <lizg@cityofcampbell.com>, "anneb@cityofcampbell.com" <anneb@cityofcampbell.com>, "paulk@campbellca.gov" <paulk@campbellca.gov>
Subject: in support of Chick-Fil-A

Hello,

I'd like to add my voice in support of the proposed Chick-Fil-A on Bascom Ave in Campbell. As a local resident, I've been following the discussions via Nextdoor and other local media, and it's unfortunate that a lot of misinformation and hostility toward the company has inflamed emotions of the opposition camp. Given that the Denny's is closing regardless of what happens with Chick-Fil-A, I'd much rather have an excellent food option like Chick-Fil-A come in as opposed to having a vacant lot or a mediocre restaurant. Like many of our neighbors, my family is on a tight budget due to the ever increasing cost of living in our area. And as a father of two young children, I'm always in search of good dining out options at an affordable price. I believe that the addition of a Chick-Fil-A in that location will benefit many families like mine as well as individuals looking for a clean, friendly, and affordable dining option.

Thank you for your consideration,

Paul Park

Andrea Sanders

To: Wendy Wood
Subject: RE: WE OPPOSE CHIK-FIL-A

From: Margaret Mori
Sent: Tuesday, January 21, 2020 2:29 AM
To: Susan M. Landry <susanl@campbellca.gov>
Cc: Liz Gibbons <lizg@campbellca.gov>; Anne Bybee <anneb@campbellca.gov>; Paul Resnikoff <paulr@campbellca.gov>; Rich Waterman <RichW@campbellca.gov>
Subject: WE OPPOSE CHIK-FIL-A

WARNING: This email originated from an external sender!

Please enter this into the public record.
(A). Gender-profiling and human rights' violations, through funding. *Many cities and universities have said "no" to Chik-Fil-A.
*Many Chik-Fil-A locations have closed, within six years, because of protests and boycotts.
*Chik-Fil-A is associated with gender-profiling and undermining human rights.
*California banned conversion therapy. It is against the law.
*Chik-Fil-A funds conversion therapy.
*California banned discrimination against LGBT.
*Chik-Fil-A funds discrimination of LGBT and supports groups who work to undermine human rights.
*Campbell wouldn't allow a business known to fund illegal activities to set up shop here.
Chik-Fil-A has a history of funding activities that California and other states have deemed illegal.
As residents, voters, taxpayers, home-owners in Campbell for 32 years---as educators--- we do NOT support our city agreeing to have Chik-Fil-A set up shop here.
Whatever this drive-through puts into our city's coffers is not worth losing sight of the vision and goal of tolerance.
(B). TRAFFIC:
*2,000 plus vehicles driving in and out of two driveways; vehicles backed-up waiting in line to cross traffic to enter as well as exit onto busy Bascom Avenue and Campbell Avenue, will cause unnecessary frustration, driving time, and impede residents' and emergency vehicles' need to get to multiple, well-established medical centers.
*Campbell is encouraging pedestrians, families, singles, bicyclists; is encouraging beer and wine walks; is encouraging summer festivals and a widely-attended farmers' market. But pedestrian flow from downtown businesses and festivals spreads along Campbell Avenue to Bascom Avenue, where such an increase in vehicular traffic will be dangerous.
*People protesting will stand near two busy driveways (and the adjoining driveway) or along sidewalk strips. They must be counted into probable traffic hazards.
Ergo, we oppose the increased traffic congestion and hazards at a major intersection leading to downtown Campbell when a more suitable, less traffic-havoc-causing restaurant could locate there.
(C). VISION:
Moderately-priced restaurants have closed in favor of "up-scale."
Chik-Fil-A is not upscale.

Sincerely,
Margaret and Arthur Mori and family
Campbell, California 95008

Andrea Sanders

Subject: FW: Campbell Chik Fil A

From: David Tian
Date: January 20, 2020 at 7:38:34 PM PST
To: cindym@cityofcampbell.com, paulk@campbellca.gov, susanl@campbellca.gov, lizg@campbellca.gov, paulr@cityofcampbell.com, richw@campbellca.gov, anneb@cityofcampbell.com
Subject: Campbell Chik Fil A

Dear All,

I am writing in opposition to the proposed Chik Fil A on Bascom Ave. A high-volume, drive through restaurant like Chik Fil A is not compatible with the surrounding residential neighborhood. I urge you to vote no to preserve the quality of life that we presently enjoy (such as being able to take walks with my 1-year old baby and visit the Pruneyard on foot or on bike).

The proposed drive through Chik Fil A is directly next to a residential neighborhood and the traffic it would generate would no doubt be detrimental to the peace, comfort, safety, and general welfare of our community. Due to the traffic and volume of business the Chik Fil A would attract, our neighborhood will no longer be a pleasant and peaceful place to walk or bike. This runs directly contrary to the spirit of the Campbell Municipal Code and General Plan.

Sincerely,

David Tian and family

Andrea Sanders

Subject: FW: No on Chick-fil-A Update

Sent: Sunday, January 19, 2020 9:51 PM
To: Susan M. Landry <susanl@campbellca.gov>; Liz Gibbons <lizg@campbellca.gov>; Liz Gibbons <lizg@campbellca.gov>; Paul Resnikoff <paulr@campbellca.gov>; Rich Waterman <RichW@campbellca.gov>
Cc: Web Distribution City Clerk <WebDistributionCityClerk@campbellca.gov>; olyarcher3@aol.com; olyarcher1@aol.com
Subject: Fwd: No on Chick-fil-A Update

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Dear Mayor, Vice Mayor and Council members,

I am unable to attend the Council meeting on Jan 21 2020, but wanted to express my concern for the proposed Chick-fil-A restaurant on Bascom Avenue.

I feel this type of restaurant (drive-thru with 20+ capacity for cars) creates a "traffic nightmare" for the local residents. I grew up in the house (+1955) we currently live in on El Solyo and dread the idea of this type of restaurant and the traffic problems it creates.

Please reconsider accepting this type of establishment and consider one that will have less impact on the home owners...maybe one without a drive-thru. (Patrons will spend more time in the restaurant, creating less traffic and most likely spending more money in our wonderful town.)

Thank you for your consideration!
Sincerely,

Julie Nelson
Campbell, CA 95008

-----Original Message-----
From: Rose Beebe To: Julie Nelson
Sent: Mon, Jan 6, 2020 4:44 pm
Subject: Fw: No on Chick-fil-A Update

----- Forwarded Message -----
From: Oppose Chick-fil-A <outreach@trafficimpact.org>
To: Rosario Beebe
Sent: Monday, January 6, 2020, 02:12:05 PM PST
Subject: No on Chick-fil-A Update

Thank you for signing our petition and we appreciate your support. We are

working vigorously to defeat this project which will be disastrous to our neighborhood and surrounding areas.

How can you help?

1) **Most Important:** Attend the Campbell City Council meeting on Jan. 21st at 7:30pm. A strong presence at this meeting is our best way to show the city council that the residents of this great community do not want this drive-thru in our town. This is our last opportunity. The city council vote will be final!

RSVP to the meeting here: I will Attend

2) Email your city council members. Tell them how you feel and why you don't want the drive-thru. Tell them an additional 2,300 cars per day in this already congested area, won't work! To make it easy for you the addresses are below. Please copy the city clerk (email also below) so your feedback becomes part of the public record opposing the project.

- Mayor Susan Landry - susanl@campbellca.gov
- Vice Mayor Liz Gibbons - lizg@campbellca.gov
- Council Member Anne Bybee - lizg@campbellca.gov
- Council Member Paul Resnikoff - paulr@cityofcampbell.com
- Council Member Rich Waterman - richw@campbellca.gov
- cc: Wendy Wood - cityclerk@cityofcampbell.com

3) Get other neighbors and residents to sign the petition here: Petition
4) If you want to door knock your area we will provide flyers - Just email us at: outreach@trafficimpact.org
5) Please forward this email to anyone who might be interested
Thank you again for your support.
Citizens For Sensible Growth - No on CFA
Oppose Chick-fil-A
http://www.trafficimpact.org/

-=-=-
No on Chic-Fil-A drive-thru in Campbell · CA 95008, United States
This email was sent to rosebeebe@sbcglobal.net. To stop receiving emails, click here.
-=-=-

Created with NationBuilder, software for leaders.

Andrea Sanders

Subject: FW: Campbell Chick-fil-A | Declaration of Support

From: Scott Garfield
Date: January 17, 2020 at 3:48:15 PM PST
To: richw@cityofcampbell.com, susanl@cityofcampbell.com, paulr@cityofcampbell.com, lizg@cityofcampbell.com, anneb@cityofcampbell.com, paulk@campbellca.gov
Subject: Campbell Chick-fil-A | Declaration of Support

Hello,

I am a nearly-lifelong resident of Campbell and I support the Campbell Chick-fil-A project. I am looking forward to having Chick-fil-A in our community and I am excited for the impact on the community they will have. I believe that Chick-fil-A has a demonstrated ability to provide healthy food paired with excellent service that rivals and exceeds other chain restaurants in our community. I believe that Chick-fil-A's presence will encourage other businesses in our community to provide competitive food offerings and customer service.

Thank you for taking the time to read my declaration of support for the Campbell Chick-fil-A project.

-Scott Garfield

Dear Campbell City Council Members,

Under the California Environmental Quality Act ("CEQA"), the Campbell City Council cannot approve the Conditional Use Permit request to build a drive-through Chick-fil-A restaurant at 2060 Bascom Avenue ("CFA Project") without first conducting an Environmental Impact Report ("EIR"). Not only is an EIR required under the law, the Council would be careless to approve the CFA Project without one.

An EIR is mandatory where there is substantial evidence that a project "*may* have a significant effect on the environment." 14 Cal. Code Regs §§ 15070-75 (CEQA Guidelines) (emphasis added). When the entire record is considered, there is more than adequate evidence that the CFA Project may have a significant effect.

Chick-fil-A, the Applicant, has been working to obtain a permit for this project for well over two years. It could have voluntarily conducted an EIR. Yet it chose not to.

The purpose of an EIR to create a strong factual analysis that would allow for an adequate judgment about the impact of projects like the one at issue. Cal. Pub. Resources Code § 21061 ("The purpose of an environmental impact report is to provide public agencies and the public in general with detailed information about the effect which a proposed project is likely to have on the environment; to list the ways in which the significant effects of such a project might be minimized; and to indicate alternatives to such a project."). Absent the strong factual basis needed for clear judgment, approving the CFA Project would be an uninformed gamble as to the potential negative environmental consequences. An EIR should be required in any "doubtful" case so that decision-making agencies, like the Council here, can conduct a thorough and detailed study before committing to a project. *No Oil, Inc. v. City of Los Angeles*, 13 Cal. 3d 68, 84 (1974).

Under no circumstances should the Council approve the CFA Project at this time.

CEQA's Standard For Requiring An EIR

Under CEQA, an EIR is required whenever there is "substantial evidence" supporting a "fair argument" that a project could potentially result in a significant negative impact. This is a very low bar. It only requires facts that could reasonably support a potential unmitigated significant impact. ***Even if the facts could also support the conclusion that there is not an unmitigated negative impact, an EIR is still required.*** Furthermore, the failure to gather relevant data does not excuse the obligation to obtain an EIR. *Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296, 311 (1st Dist. 1988). Without an EIR, Mitigated Negative Declarations ("MND") rarely withstand judicial review. *See* Michael H. Remy, et al., *Guide to CEQA*, 256 (11th Ed. 2008).

It's worth noting that the CFA Project has repeatedly been compared to the In N Out project previously rejected by the Council. An EIR was conducted for the In N Out project. Here, the bar to approve the CFA Project is substantially higher because of the lack of an EIR.

Issuing a MND under CEQA is a lightweight process that sits below an EIR. An MND and accompanying Initial Study are, as the name suggests, only an *initial* assessment to evaluate whether a potentially significant impact could occur. They are not determinative. Nor are they deep and complete reviews. For that, an EIR must be done.

The Record is Already Replete With Substantial Evidence Of Potentially Significant And Unmitigated Negative Impacts

1. **Traffic, Transportation, and Safety**

   a. **Left turn lane on Southbound Bascom Ave & Highway 17**

As described in the attached detailed letter, "Exhibit 1," the Traffic Impact Study ("TIS") concedes that the CFA Project will result in a "significant impact" at Southbound Bascom Avenue due to the left turn into the proposed project driveway. Exhibit 1 at 7. A careful review the evidence presented in the TIS reveals that the impact will actually be even worse than the report concludes due to (i) improper accounting for the increase in the number of new car trips and queueing, and (ii) dubious assumptions about the amount of spillover and blockage on the proposed project site due to the inadequate length of the drive-through. Exhibit 1 at 5-6.

The proposed mitigations do nothing to address this and none of the MND, the TIS, or anything else in the record explain how they logically mitigate an identified and undisputed significant impact. First, the proposed MND concludes that reducing the project building's by 300 square feet will mitigate the significant impact. There is no explanation as to how this mitigates the impact. The left turn queue will primarily be a result of increased traffic and queueing from Northbound Bascom Ave. Contradicting the MND, the TIS explicitly states "there is no direct relationship between the size of a restaurant and its drive-through lane operations." TIS at 31.

Second, the Highway 17 mitigation that would require the Applicant to fund a portion of the Hamilton/Highway 17 rehabilitation project is being removed because of an obscure update to the modeling used for theTraffic Study.[1] The update has not been critically considered by any City agency and it conveniently changes the traffic (LOS) rating *just enough* to for the study to recommend that no potentially significant impact requiring mitigation exists. However, it fails to

[1] This alteration also requires a substantial revision to the MND and thereby obliging the Council to undertake the "recirculation" process under the CEQA Guidelines. 14 Cal. Code Regs §§ 15073.5. This change, which is used as the basis for altering conclusions in the MND, was not public until the Planning Commission hearing on November 12, 2019, and later reflected in an updated TIS submitted on November 26, 2019.

consider the underestimation of trip counts in the TIS. The imprecision, confusion, and lack of public visibility on this issue are illustrative of why the more complete EIR process is needed.

If the Highway 17 issue had been critically and properly evaluated, and a potentially significant impact were found based on degraded traffic ratings, the issue would not be adequately mitigated by a small financial contribution. The Highway 17 project will be undertaken independent of the CFA Project. Regardless of when and whether efforts to rehabilitate the 17/Hamilton traffic are undertaken, it does not remove the potentially significant incremental environmental impact of the CFA Project. There is no explanation for how it logically serves to mitigate the impact, and only if the Highway 17 project can be shown to be materially improved as a result of the CFA Project can the Council find that substantial evidence of no impact exists.

Third, the TIS recommends a mitigation of installing a sign directing cars not to block traffic and to overflow to a different U-Turn at Apricot Ave. TIS at 28,42. Ironically, this mitigation is not adopted by the MND, which severely undercuts the MND's conclusion that, with mitigation, a potentially significant impact will not occur. Even if the sign were required under the MND, it would be inadequate for the detailed factual reasons described in Exhibit 1. Exhibit 1 at 7-8.

b. Northbound Bascom Ave Traffic

As described in detail in Exhibit 1, the TIS severely underestimates the number of cars queueing during peak hours, the number of parking spaces that will be blocked, and the amount of spillover that will block driveways and traffic on Northbound Bascom Ave (and exacerbate the significant left turn issues). Exhibit 1 at 5-6. The Commission and proposed MND fail to consider this substantial evidence.

The CFA Project also fails to comply with local zoning requirements regarding drive-through queues. Exhibit 1 at 5-6 (explaining how a different analysis of the facts in the ITS reveals a likely violation of Campbell Municipal Code § 21.28.080). Violation of local zoning is a *per se* potentially significant impact under CEQA. *Endangered Habitats League v. County of Orange*, 131 Cal. App. 4h 777 (2005). The proposed MND and Commission failed to consider this violation because they assumed, uncritically, that numerous assumptions and interpretations of the TIS are completely valid. However, as shown in Exhibit 1, they are not valid and in fact are deeply flawed. As just a few salient examples that are outlined in the record: (a) The proposed project site contains only a single driveway for shared ingress and egress, and is the only project site in the comparable analysis with this structure. (b) The drive-through lane contains no bailout. (c) At least two Chick-fil-A locations compared in the study have peak line queues that exceed what is allowable under the Campbell Municipal Code, yet there is no analysis in the MND or Initial Study as to why the Campbell location may or may not be more like those locations. In fact, the public has provided compelling analysis that

Campbell is likely to be more like the busiest existing Chick-fil-A locations, a much busier that the TIS's conclusions further illustrates the desperate need for an EIR.

c. Neighborhood traffic

One of the more glaring failures of the Initial Study, TIS, and MND, it is the failure to consider the impact of modern navigation apps on neighborhood traffic, and by extension safety. The impact of ubiquitous navigation apps is a reasonably foreseeable impact that must be addressed in an EIR. 14 Cal. Code Regs §§ 15064(d). Instead of delving into whether this will result in a potentially significant impact on the directly adjoined neighborhood, the TIS (a) assumes that virtually all generated traffic will take major non-residential roads, such as Hamilton to Bascom from the East, and (b) punts the issue of apps that route drivers to cut through neighborhoods[2] by concluding "Since these mobile navigation applications are constantly updating road conditions and adapting travel routes based on new information, it is speculative to anticipate their potential recommended routes . . . and how many drivers would use them."

Saying the impact is "speculative" does not make it speculative. In fact, on its face, the Initial Study and MND concede that the impact is foreseeable. Rather that study and analyze this critical issue, they merely point out that it is difficult to assess what the impact will be and fail to pursue it.

As it turns out that the TIS's conclusion is just wrong. In Exhibit 1, and its attached Exhibit E, a clear study of the possible cut-through routes is conducted and provided to the Council. That study establishes substantial evidence that neighborhood cut through routes will be a substantial source of traffic to the CFA Project and that studies of the potential aggregate impact are feasible. Exhibit 1 at 9, Exhibit E. Again, the failure to gather relevant data cannot excuse the need to conduct a fulsome EIR under CEQA.

d. Bike and Pedestrian Safety

The CFA Project is in the center of an existing bicycle accident hotspot. Exhibit 2 (Map from the Bascom Corridor Complete Streets Study).[3] The Initial Study does not reference this fact, nor does the MND even mention the word "bicycle." The TIS only discusses bicycle traffic only in trying to evaluate whether the CFA Project would provide adequate facilities for patrons seeking to ride bikes to the restaurant.

To date, the following substantial evidence of a significant impact on bike and pedestrian safety has been ignored:

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[2] This is particularly true during peak hours as non-residential roads become overloaded and comparatively slower.

[3] Publicly available at https://www.vta.org/projects/bascom-corridor-complete-streets-study.

- Campbell's current General Plan[4] recognizes and encourages development that is safe and enhances the safe useability of streets and walkways by pedestrians and bikes. The CFA Project is inconsistent with those goals.

- The General Plan and recent studies and the community profile recognize the Pruneyard, Downtown, Community Center and Library as critical destinations and services for the community.[5] Pedestrian and bike access for areas East of Bascom, including the Pruneyard/Dry Creek neighborhood will be required to cross the increasingly congested and unsafe Bascom corridor.

- As described above, the CFA Project is likely to have a significant negative impact on traffic cutting through Campbell neighborhoods. The General Plan, community profile, and other documentation available on the Campbell Envision site[6] recognize that residential neighborhoods are hubs for pedestrian traffic. The safety and nuisance issues that may result are unaddressed by the MND and have been inadequately studied despite their foreseeability and the fact that they can readily be analyzed.[7]

Inconsistency if the goals of the General Plan is substantial evidence of potentially significant impact.

2. Light Pollution's Effect on Surrounding Residences

On-site lighting was raised as a concern during the Planning Commission review, where it was noted that lighting from this site could have significant impacts on adjacent residences. As a condition for approval, it was recommended that all on-site exterior light poles shall have a maximum height of 10-feet from grade. In response, Chick-fil-A expressed concerns that the lower light poles would result in inadequate lighting, causing a safety concern for restaurant patrons and employees, and suggested an amended recommendation that all on-site exterior light poles have a maximum height of 15-feet from grade, a 50% increase from the original recommendation. The requirement of lower lights is substantial evidence of a significant impact to nearby residents. Yet this was not analyzed in the initial study, nor was the material change to the original recommendation adequately reviewed. Whether the site can accommodate the potentially mutually exclusive objectives of preventing a significant impact on residences while providing safe lighting for the parking lot has yet to be fully explored or understood.

3. Air pollution

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[4] Publicly available at http://www.ci.campbell.ca.us/DocumentCenter/View/2664/General-Plan-2015.
[5] Publicly available online at https://static1.squarespace.com/static/5727860527d4bd23efdf96db/t/591f73fc1e5b6ca6060332a2/1495233542128/FinalDraft_ERC_Summary042717_Web.pdf.
[6] Publicly available online at https://campbell.generalplan.org/.
[7] (See, for example, Exhibit 1's attached Exhibit E.)

A full EIR is needed because the MND and Initial Study do not address the substantial evidence of potential air quality impact from the operations of the CFA drive-through. The idle times for the drive-through queue are unexplained. And the Initial Study's analysis on car emissions from operations are premised on unsustainably optimistic numbers about the number of new trips and the number of cars queuering. Accordingly, Emissions from the indefinite operation of the nation's busiest drive-through chain is nowhere to be found in the MND. The MND only addresses the polluting emissions from vehicles in the context of mandating construction best practices and ignores the operational impact. Despite substantial evidence that the assumptions underpinning the Initial Study's conclusion that the CFA Project with comply with operational emissions benchmarks, no EIR has been conducted to provide a more clear and complete picture. With matters of public health, compliance with CEQA is critical.

Although the queues will be much longer based on a close reading of the data, even the lower numbers espoused in the Initial Study and TIS could not possibly result in mere 3-5 minute idle times. Once again, the Initial Study's conclusory and non-critical analysis has led to a failure to provide a full investigation on the impact is lacking.

4. Odor

The Initial Study concludes, in summary fashion, that there is no potentially significant impact of odor because the BAAQMD typically does not include odor from food preparation in its list of land uses that lead to odor complaints. The BAAQMD's focus is on air quality for preserving health (a worthy mission). It does not however, definitively mean that odors that interfere with nearby residents quiet enjoyment of their (very expensive) property should not be addressed as part of this environmental review.

Although the MND oddly finds a "less than significant impact" regarding air quality, it recognizes the potential significant impact of the odors that will be generated by requiring a mitigation of a filter (a "Pollution Control Unit"). As described in the Initial Study and MDN, the *best case scenario* is 70% mitigation of odor. There is no objective measure and no attempt to quantify the unmitigatable 30% of odor emissions. Absent such an investigation through an EIR, there is no evaluation as to whether the mitigation is enough to avoid nuisance levels to the residents with immediately adjoining properties, or the broader neighborhood attached to the proposed project site.

5. Aesthetics

The Initial Study indicates that no aesthetic factors would potentially be affected. However, the Initial Study incorrectly concludes that the CFA Project is consistent with the General Plan because the drive-through will not be immediately visible to the public. Such a conclusion is in direct conflict with the numerous site drawing and renditions include the record. These drawings are substantial evidence that CFA project will look and be recognizable as a drive-through.

In addition, as described in Exhibit 1, the CFA logo and design do not fit with the General Plans policies. Exhibit 1 at 11-12. Inconsistency with the guidance in the General Plan is itself substantial evidence of a potentially significant impact, thereby requiring an EIR.

6. Noise

Campbell's General Plan recognizes that traffic noise is a significant consideration and source of noise issues for residential areas. The failure of the Initial Study and MND to fully evaluate and address the increased traffic on *residential* streets, in addition to major thoroughfares, is a glaring omission. The credible issues raised in the record regarding the impact of traffic also mean that issues of noise and the quiet enjoyment of residential streets (especially in the late evening and morning hours, because the CFA Project is proposed to open at 6am and not close until 11pm).

7. Immaterial compensating economic or social benefits.

The City only expects $50,000 per year in tax revenue from the CFA Project. This is a tiny sum and pales in comparison to the likely negative environmental impact. There is no analysis on whether and how this would compensate for the decrease in safety, enjoyment, and property values in the surrounding area. There is also no analysis as to whether revenue from the CFA Project would represent net new dollars brought into Campbell, versus consumer dollars being redirected from currently existing Campbell businesses, which would decrease the cities tax revenue from other sources. There is no analysis as to how the significant impact on Bascom Avenue traffic would affect other Campbell businesses, especially at the Pruneyard and in the historic downtown There is also no analysis to suggest that this small sum would cover the economic cost to the City and private citizens of the incremental safety and auto collision risk incumbent with this project.

8. Cumulative Effect

The MND fails to adequately assess the cumulative impact. *See* 14 Cal. Code Regs § 15064(h). As described in this letter, its attachments, and resources incorporated by reference herein, the CFA Project has no margin for error on multiple issues. An MND is insufficient under CEQA, and common sense, when numerous red flags. Each red flag doesn't need to independently give rise to a significant impact. They warrant deeper consideration via an EIR when added incrementally to an already challenging circumstance.

Even if all the discrete conclusions drawn by the MND, Planning Commission, and TIS were the only reasonable conclusions (which they are not, and therefore the legal standard to proceed under a mere MND is not satisfied), there is no consideration in the record of the cumulative environmental impact. The Commission, MND, and January 16, 2020 Staff Report and Recommendation have lost the proverbial forest for the trees. This project pushes the Pruneyard/Dry Creek neighborhood and Campbell to limit on nearly every possible issue.

Cumulatively, the whole record clearly supports a broad and significant negative impact to the environment.

Additionally, Exhibit 1 identifies numerous new developments in Campbell that will exaggerate and increase the issues addressed in the Initial Study and MND. Exhibit 1 at 14. No consideration to these amplifying cumulative effects has yet been made. As an example, the impact on public safety due to Bascom Ave as a critical transport corridor for emergency vehicles for Good Samaritan Hospital and Valley Medical Hospital is not considered in the Initial Study, TIS, and critically the MND.

Conclusion

The record is replete with substantial evidence of unmitigated potentially significant environmental impacts. The bar for triggering a mandatory EIR under CEQA is very low. On the other hand, the bar is very high for proceeding purely with a MND on a project that is as significant and heavily disputed as the CFA Project. It would would not only be a violation of CEQA, it would be irresponsible.

Bryson Santaguida
Campbell Resident, Pruneyard/Dry Creek neighborhood

1/13/2020

To: Wendy or Traffic dept.

I have lived on Peter Court in Campbell for about 53 years. As the years go by the traffic in this area gets more & more difficult to deal with! The Bascom & Campbell ave. are more & more crowded.

I am very much against the plan to bring the Chick-fil-A restaurant driveway pickup fast food

OVER

business in the proposed
area of Bascom & Campbell.

Please, have all the persons
who will be deciding
on this plan consider
how they would feel
if this were put into
their residential area.

Sincerely,

Elizabeth (Betty) Spicher

MEMORANDUM

City of Campbell

City Clerk's Office

To: Honorable Mayor and City Council

Date: January 21, 2020

From: Andrea Sanders, Deputy City Clerk

Via: Brian Loventhal, City Manager

Subject: **Desk Item 6 – Chick-Fil-A Correspondence**

The City Clerk's office received the attached correspondence this afternoon relating to Chick-Fil-A.

Andrea Sanders

Subject: FW: Chick-Fil-A proposal - say no to drive-throughs

From: Karen Gauss
Sent: Tuesday, January 21, 2020 2:28 PM
To: Wendy Wood <wendyw@campbellca.gov>
Subject: Fwd: Chick-Fil-A proposal - say no to drive-throughs

WARNING: This email originated from an external sender!

Hello City of Campbell Planning,

Please record my comment with the Chick-Fil-A project that is up for public hearing tonight. I am against the project because I believe that drive-through restaurants and ample free parking encourage driving and will further contribute to Green House Gas emissions, which is something I think every city needs to actively reduce. I hope the City of Campbell sets a vehicle miles traveled (VMT) reduction goal. When you review a project, please look at the ecological and climate change impacts, not only the financial impacts. The current Denny's location on Bascom Avenue is served by two frequent VTA bus routes, the 26 and the 61. Both routes run every 15 minutes or better. With the proximity to the Pruneyard, downtown Campbell, the Los Gatos Creek Trail, and VTA light rail, this is a great area for walking and bicycling. This area is also part of the Bascom Complete Streets Corridor Study area, which plans to make biking, walking and access to transit safer. This lot should be built up with a minimum amount of parking, and a mix of uses several stories high. We are also in the midst of a housing and homelessness crisis, and this lot could accommodate apartments. Please don't approve a 1-story fast food restaurant with a drive-through window.

Thank you,
Karen Gauss and Eamonn Gormley
homeowners
Campbell, CA 95008

Andrea Sanders

Subject: FW: Chick-fil A in Campbell

Date: January 21, 2020 at 1:57:47 PM PST
To: <susanl@cityofcampbell.com>, <paulr@cityofcampbell.com>, <lizg@cityofcampbell.com>, <anneb@cityofcampbell.com>, <paulk@campbellca.gov>
Subject: Chick-fil A in Campbell

Hello,

Sorry I am unable to attend tonight's City Council meeting but wanted to say that I am in favor of a Chick-fil-A restaurant in Campbell. Campbell is in need of a high-quality fast food restaurant besides increasing jobs and revenue for the City. I have lived in Campbell for 30 year.

Thank you,

Bob Kong

Andrea Sanders

Subject: FW: Chick Fil A - Campbell

From: greg bruce
Date: January 21, 2020 at 1:12:46 PM PST
To: "lizg@cityofcampbell.com" <lizg@cityofcampbell.com>, "susanl@cityofcampbell.com" <susanl@cityofcampbell.com>, "paulr@cityofcampbell.com" <paulr@cityofcampbell.com>, "anneb@cityofcampbell.com" <anneb@cityofcampbell.com>, "richw@cityofcampbell.com" <richw@cityofcampbell.com>

Subject: Chick Fil A - Campbell

Dear City Council members,

I'm writing you today to express with absolute pleasure how excited I am for Chick Fil A to be coming to the great town of Campbell, CA; a town I have called home for the past six and a half years.

I have long explained to my friends and family the huge "CFA hole" that I live in and that I have four CFAs to choose from but they are all over a 20 minute drive from my house. This new location couldn't be better as it fills in a giant gap for loyal CFA customers or just anyone who wants to experience the greatest chicken sandwich on earth. The proposed location may also help revitalize the "Bascom business unit" as I like to call it that is currently struggling to fill in lost tenants and also drive traffic further south than The Habit. Just north of the proposed location sits a handful of empty storefronts at Campbell's largest retailer (the Prune Yard) as well just north of that where Whole Foods now anchors a large but nearly empty commercial retail site.

One other very important thing worth noting is the opposition to CFA due to the traffic lines it creates. CFA has obviously been around a very long time but they have just recently expanded in the California area the past few years. I travel to Albuquerque, NM every other month and I grab CFA for lunch at least once every trip. The restaurant is always well attended but nothing like you currently see in California... but that's for one simple reason. Albuquerque has a population of 500,000 people and they have 7 CFA restaurants. The South Bay has a population in the realm of 2,000,000 people and only 5 CFA restaurants to choose from... simply put, the demand for Chick Fil A far exceeds the supply of Chick Fil A in the South Bay. This is a momentary problem and will mostly go away once the appropriate number of locations is opened... something that could be accomplished if city governments allowed it to take place.

Once again, I thank you for considering this and allowing a great company like Chick Fil A come to the city of Campbell. I look very forward to the store opening and I can't help but think my son's first job may very well be there as he looks to earn some spending money while in High School... Let alone all of the other jobs it'll provide in the meantime.

Thank you very much