Planning Commission
REGULAR MEETING AGENDA
Tuesday, May 26, 2026 | 7:00 PM
City Hall Council Chamber – 70 N. First Street

CALL TO ORDER / ROLL CALL

This Planning Commission meeting will be conducted in person and virtually via video teleconferencing (Zoom) in compliance with the provisions of the Brown Act. A quorum of the Planning Commission will be in attendance at the city of Campbell City Hall. Members of the public may attend this meeting in person at Campbell City Hall or virtually via Zoom at https://campbellca.gov/PCSignup. The meeting will also be live streamed on Channel 26, the City's website, and on YouTube at https://www.youtube.com/@CityofCampbell.

Written correspondence will be accepted via email at planning@campbellca.gov until 12:00 PM on the day of the meeting, and thereafter may be delivered in-person at the public hearing. Written correspondence will be posted to the City's website and distributed to the Planning Commission. If you choose to email your comments, please indicate in the subject line "FOR PUBLIC COMMENT" and indicate the item number.

Members of the public may be allotted up to two (2) minutes to comment on any public hearing or study session 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 Planning Commission's consent at the meeting.

APPROVAL OF MINUTES

1. **Approval of Minutes of May 12, 2026** *(Roll Call Vote)*

   Recommended Action: That the Planning Commission approve the regular meeting minutes of May 12, 2026.

COMMUNICATIONS

AGENDA MODIFICATIONS OR POSTPONEMENTS

ORAL COMMUNICATIONS

This portion of the meeting is reserved for individuals wishing to address the Planning Commission on matters of community concern that are not listed on the agenda. In the interest of time, the Chair may limit speakers to five minutes. Please be aware that State law prohibits the Commission from acting on non-agendized items, however, the Chair may refer matters to staff for follow-up.

PUBLIC HEARING

2. **2027-2031 Capital Improvement Plan (CIP)** *(Resolution/Roll Call Vote)*

   Public Hearing to consider the **City of Campbell 2027-2031 Capital Improvement Plan (CIP)** for citywide projects for consistency with the Campbell 2040 General Plan. File No.: PLN-2026-59. Staff is recommending that the project be deemed exempt under CEQA. *Project Planner: Daniel Fama, Senior Planner*.

   Recommended Action: Adopt a Resolution, finding that the proposed Capital Improvement Plan (CIP) is consistent with the Campbell General Plan.

NEW BUSINESS

3. **Overview of Park Impact Fees**

   Staff presentation of the City's park impact fee program. *Staff Presenter: Natasha Bissell, Recreation and Community Services Director*

4. **East Campbell Avenue Plan Line Project**

   Staff presentation on the draft East Campbell Avenue Plan Line Project. *Staff Presenter: Roger Storz, Senior Civil Engineer*

STAFF AND COMMITTEE REPORTS

5. **Planning Commissioner / Subcommittee Reports**

   Housing Permits Streamlining Ad Hoc Subcommittee – *Commissioners Buchbinder and Kamkar*

   - This subcommittee will interview developers and other stakeholders to identify production, bottlenecks and propose policies

   Permitting Process for Streamlining to Benefit Economic Development Ad Hoc Subcommittee – *Commissioners Zisser and Aquilina*

   - This Subcommittee is researching permit streamlining actions the City could enact to support economic and business development, focusing on Conditional Use Permits

6. **Report of the Community Development Director**

ADJOURNMENT

Adjourn to the Planning Commission meeting of **June 23, 2026**, at 7:00 PM, in the City Hall Council Chambers, 70 North First Street, Campbell, California and via telecommunication. Please note that the regularly scheduled June 9, 2026, Planning Commission meeting has been canceled.

Americans with Disabilities Act (ADA)

In compliance with the Americans with Disabilities Act, listening assistance devices are available for meetings held in the Council Chambers. If you require accommodation to participate in the meeting, please contact the City Clerk's Office at ClerksOffice@campbellca.gov or 408-866-2117 in advance of the meeting.

PLANNING COMMISSION
REGULAR MEETING MINUTES
Tuesday, May 12, 2026 I 7:00pm
City Hall Council Chamber

CALL TO ORDER

The Regular Planning Commission meeting of May 12, 2026, was called to order at 7:00 pm by Chair Fields, and the following proceedings were followed

ROLL CALL

Planning Commissioners Present:
Davis Fields, Chair
Gary Aquilina, Vice Chair
Matt Kamkar
Adam Buchbinder
Alan Zisser

Planning Commissioners Absent:
Phil Alne (unable to participate due to absence of 72 hour agenda posting for remote attendance)

Staff Present:
Victoria Thompson, City Attorney's Office
Rob Eastwood, Director
Daniel Fama, Senior Planner

COMMUNICATIONS

None.

AGENDA MODIFICATIONS OR POSTPONEMENTS

None.

ORAL COMMUNICATIONS

This portion of the meeting is reserved for individuals wishing to address the Planning Commission on matters of community concern that are not listed on the agenda. In the interest of time, the Chair may limit speakers to five minutes. Please be aware that State law prohibits the

Commission from acting on non-agendized items, however, the Chair may refer matters to staff for follow-up.

Susan Landry provided comments related to perceived bias and potential conflict of interest of Planning Commissioners

Aiden, a college student provided comments regarding studying transit oriented development in Campbell.

APPROVAL OF MINUTES

1. **Approval of Minutes of April 28, 2026** *(Roll Call Vote)*

   Recommended Action: That the Planning Commission approve the regular meeting minutes of April 28, 2026. Public comment was provided by Susan Landry

   Motion: **Upon motion by Commissioner Buchbinder, seconded by Commissioner Zisser, the Planning Commission motioned to approve the regular meeting minutes of April 28, 2026, with corrections outlined, by the following roll call**

   AYES: **Zisser, Buchbinder, Fields, Kamkar, Aquilina**
   NOES: **None**
   ABSTAIN: **None**
   ABSENT: **Alne**

COMMUNICATIONS

No new communications as reported by Community Development Director Eastwood

AGENDA MODIFICATIONS OR POSTPONEMENTS

No agenda modifications or postponements as reported by Community Development Director Eastwood

ORAL COMMUNICATIONS

This portion of the meeting is reserved for individuals wishing to address the Planning Commission on matters of community concern that are not listed on the agenda. In the interest of time, the Chair may limit speakers to five minutes. Please be aware that State law prohibits the Commission from acting on non-agendized items, however, the Chair may refer matters to staff for follow-up.

PUBLIC HEARING

2. **2060 S Bascom Ave. – Site and Architectural Review Permit and Tree Removal Permit** (Resolution/Roll Call Vote)

   Public Hearing to consider the application of Colliers Engineering & Design to allow construction of an approximately 3,600 square-foot bank and financial services building (Chase Bank), along with associated site, lighting, parking, refuse management, and

landscaping improvements, and the removal of one 23-inch (DBH) California fan palm tree, on property located at **2060 S. Bascom Avenue**. The applications under consideration include a Site and Architectural Review Permit and a Tree Removal Permit. File No.: PLN-2025-157. Staff recommends that this item be deemed categorically exempt from CEQA. Planning Commission action is final unless appealed in writing to the City Clerk within 10 calendar days. Project Planner: Daniel Fama, Senior Planner.

Recommended Action: Adopt a Resolution, approving a Conditional Use Permit

The Planning Commission is considering an application for a site and architectural review permit and tree removal permit for a property located at 2060 South Bascom Avenue, which is the site of the former Denny's restaurant, currently vacant.

Senior planner, Daniel Flama, recommends the Planning Commission adopt a resolution approving the site and architectural review permit, subject to conditions of approval, as the application is consistent with the zoning code, general plan, and adopted area plans.

A representative from Kier's Engineering Design, Hunter Decker, speaks on behalf of JP Morgan Chase, explaining that they have worked closely with the city to develop a harmonious design for the proposed Chase Bank project.

A letter was received from a property owner expressing concern about potential disruption to sewer lines during construction, which will be investigated further.

A resident, Patrick Murphy, raised concerns about the cleanout in the parking lot and suggested a barrier to prevent traffic cut-through.

The bank's representative addressed concerns about landscaping, surveillance, and lighting in the bio retention area, including plans for low-maintenance vegetation and 24-hour surveillance.

Planning Commission discussion indicated support from the commissioners.

Motion: **Upon motion by Commissioner Zisser, seconded by Commissioner Kamkar, the Planning Commission motioned to approve a Site and Architectural Review Permit and Tree Removal Permit to allow construction of an approximately 3,600 square-foot Bank and Financial services building, along with associated site, lighting, parking, refuse management, and landscaping improvements, and the removal of one 23-inch (DBH) California Palm Tree, on property located at 2060 S. Bascom Avenue, by the following roll call:**

AYES: **Zisser, Buchbinder, Aquilina, Fields, Kamkar**
NOES: **None**
ABSTAIN: **None**

ABSENT: **Alne**

NEW BUSINESS

3. **Planning Commissioner / Subcommittee Reports**

Housing Permits Streamlining Ad Hoc Subcommittee – *Commissioners Buchbinder and Kamkar*

- This subcommittee will interview developers and other stakeholders to identify production, bottlenecks and propose policies
  - Commissioner Buchbinder provided an update and asked about meeting with City Council to discuss their proposals and avoid potential rejection. Commissioner Zisser requested that the proposals be reviewed by the Planning Commission before they are presented or forwarded to City Council.

Permitting Process for Streamlining to Benefit Economic Development Ad Hoc Subcommittee – *Commissioners Zisser and Aquilina*

- This Subcommittee is researching permit streamlining actions the City could enact to support economic and business development, focusing on Conditional Use Permits

Susan Landry provided public comments identifying concerns about the transparency of the Housing subcommittee and requested more information about the work being done and who was consulted, with suggestions on topics to study.
Commissioners communicated that subcommittees were vetted by Department Staff and encouraged members to submit concerns explicitly in writing and submit them to the City or appropriate party.

4. **Report of the Community Development Director**

Director Eastwood provided the following updates:

- Over 100 applicants applied to the Associate and Assistant Planner recruitment
- Currently recruiting to hire an Unhoused Specialist.

ADJOURNMENT

Adjourn at 8:13pm to the Planning Commission meeting of **May 26, 2026**, at 7:00 PM, in the City Hall Council Chambers, 70 North First Street, Campbell, California and via telecommunication

Americans with Disabilities Act (ADA)

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PREPARED BY: _____
Ken Ramirez, Administrative Analyst

APPROVED: _____
Davis Fields, Chair

ATTEST: _____
Rob Eastwood, Secretary

CITY OF CAMPBELL · PLANNING COMMISSION
Staff Report · May 26, 2026

CIP - General Plan Consistency

Public Hearing to consider the **City of Campbell 2027-2031 Capital Improvement Plan (CIP)** for citywide projects for consistency with the Campbell 2040 General Plan. File No.: PLN-2026-59.

STAFF RECOMMENDATION

That the Planning Commission take the following action:

1. **Adopt a Resolution** (reference **Attachment A**), finding that the proposed 2027-2031 Capital Improvement Plan (CIP) is consistent with the 2040 Campbell General Plan.

ENVIRONMENTAL DETERMINATION

Staff recommends that the Planning Commission accept the determination that the adoption of the Capital Improvement Plan (CIP) is exempt from the provisions of the California Environmental Quality Act (CEQA) in that the CIP is not a "project" as defined by Public Resources Code §21065. CEQA specifically excludes organizational or administrative activities of government that will not result in direct or indirect physical change in the environment pursuant to CEQA Guidelines §15378. However, individual projects contained within the CIP will be subject to environmental review under CEQA prior to final approval by the City Council.

DISCUSSION

Capital Improvement Plan: Each year, the City prepares a rolling 5-year Capital Improvement Plan (CIP) for physical and operational infrastructure improvements, including public facilities such as roadways, public parks, and Civic Center and Community Center facilities. The City uses the CIP to project future capital needs, determine financial resources, and to schedule implementation. Expenditures of $25,000 or more must be included in the CIP, while expenditures under that amount are included in annual departmental operating budgets. The first year of the 5-year CIP is incorporated into the City's annual budget.

Scope of Review: Government Code Sections 65103(c) and 65403(c) require the City's "planning agency" to annually review its Capital Improvement Program (CIP) for its consistency with the Campbell General Plan and any applicable specific plans prior to its adoption. Accordingly, the Planning Commission's role is limited to evaluating consistency with the General Plan and applicable specific plans, rather than the individual merits, prioritization, or funding of particular capital projects.

New CIP Projects: The proposed 2027-2031 CIP totals $75,020,892 and would fund 77 projects, nine of which are new (or annually recurring). The remaining projects have been previously approved and/or are proposed to have their appropriations revised or their funding period modified, as listed in **Attachment B**. The following table lists the ***new*** CIP projects and their funding source, which may include the Capital Improvement Plan Reserve (CIPR), Parkland Dedication Fund, grants, private funds, development impact fees, construction tax revenue, environmental services fee revenue, and bond issuance (debt obligation). New projects are further described in the Project Summary Sheets, including in **Attachment C**.

New Capital Projects	Total Budget	Funding Period	Source of Funds
Accessibility Ramps - FY31	$50,000	FY2031	Construction Tax
ADA Transition Plan - FY31	$50,000	FY2031	CIPR
Annual Street Maintenance - FY31	$2,612,000	FY2031	CIPR/SB1/Grants/VIF
Bike/Ped & Traffic Safety Impr - FY31	$65,000	FY2031	Construction Tax/Grants
City Hall Honeywell HVAC Controls Installation	$300,000	FY2027	CIPR
Hamilton Ave/Hwy 17 Bicycle Overcrossing Project (PID)	$500,000	FY2027	VIF/Grants
ITS Mobility and Safety Improvements Phase 1	$500,000	FY2027	Grants
Misc Storm Drain Improvements - FY31	$50,000	FY2031	Environmental Services
Annual Sidewalk, Curb & Gutter Impr - FY31	$75,000	FY2031	CIPR
Sub-Total	**$ 4,202,000**		

Consistency with the General Plan: Staff has reviewed the proposed ***new*** capital projects and identified the applicable General Plan goals, policies, and actions relevant to each project, as summarized in the table below. Based on this review, staff recommends that the Planning Commission find the proposed 2027–2031 Capital Improvement Program consistent with the Campbell General Plan. For reference, excerpts of the applicable General Plan goals, policies, and actions are available online here.

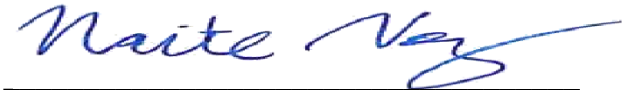
CIP Project Name	Project Summary	General Plan Goals, Policies, and Actions
Accessibility Ramps - FY31	This project will install accessibility curb ramps in compliance with Americans with Disabilities Act (ADA) standards and is consistent with the City's ADA Transition Plan.	**Goal T-1:** Create a Complete Streets network that accommodates all users. **Goal T-4**: Implement Best Transportation Practices in New Developments.
ADA Transition Plan - FY31	Consistent with the City's Americans with Disabilities Act (ADA) Transition Plan, this project continues to implement identified improvements at the Community Center, Service Center, City Hall, and other City facilities. Scope of work includes modifications to doors, bathroom fixtures, and public counters.	**Goal T-1:** Create a Complete Streets network that accommodates all users. **Goal COS-1**: Maintain a robust network of open space, parks, trails, and recreation facilities that are attractive, well-maintained, safe, and accessible to the community.
Annual Street Maintenance - FY31	This project is for annual street maintenance per the City's Pavement Management Program. In addition to the Capital Improvement Program Reserve (CIPR), other anticipated funding sources are the City's Vehicle Impact Fee (separate allocations from construction and solid waste collection vehicles), Santa Clara County Vehicle Registration Fee (VRF), State SB1 - Road Maintenance and Rehabilitation Account (RMRA), Santa Clara County Measure B, and one-time grants (One Bay Area and CalRecycle). A maintenance of effort is required for cities to receive Measure B and RMRA funds which for the City of Campbell equals to an annual expenditure of $917,000 in general fund monies, satisfied through the use of CIPR and Vehicle Impact Fees.	**Goal T-6**: Provide well-maintained and safe streets. **Goal ED-4**: Strengthen the economic base of the city through the installation of needed capital improvements that help make Campbell a competitive business location.
Bike/Ped & Traffic Safety Impr - FY31	This annual project provides minor improvements to streets and signals to increase safety as deemed necessary by the City's Traffic Engineer and City Engineer. This project also constructs Class II bike lanes,	**Goal T-1:** Create a Complete Streets network that accommodates all users.

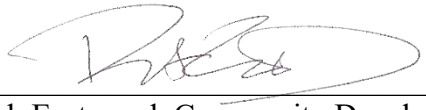
CIP Project Name	Project Summary	General Plan Goals, Policies, and Actions
	sidewalks, paths, and other improvements to enhance pedestrian and bicyclist safety on City streets. The Transportation Development Act (TDA) funds represent the majority of the project funding. Currently estimated at $40,000 annually, the amount can vary; annual adjustments may be necessary.	**Goal T-6**: Provide well-maintained and safe streets. **Goal CD-4**: Enhance the quality and character of Campbell's public spaces to provide safe, comfortable, and enjoyable passive and active recreation opportunities for all users. **Goal CHW-5**: Inspire Campbell residents to lead an active lifestyle by creating convenient and safe opportunities to incorporate physical activity into their everyday lives. **Goal CHW-6**: Protect the diversity, safety, and beauty of the city's neighborhoods.
City Hall Honeywell HVAC Controls Installation	The project will provide a new HVAC control system software in City Hall with Honeywell HVAC Controls & Specifications to allow City-controlled monitoring and network protection. Similar systems have been installed in Community Center wings and buildings, as well as in the renovated Library and new PD Operations Building. The current and outdated Alerton HVAC controls associated with City Hall continue to have persistent failures that are costing the City expensive service repairs and higher energy costs. Working with IT, staff also needs to replace the system because the current controls are operating on outdated software which is a potential security threat to the City's IT network. Further, the new Honeywell HVAC controls will allow more efficient and effective heating and cooling within the spaces, reducing energy use and increasing utility cost savings.	**Goal CSF-1**: Provide effective, high-quality, and cost-effective community services and facilities for residents, businesses, institutions, and visitors in Campbell.
Hamilton Ave/Hwy 17 Bicycle Overcrossing Project (PID)	The Hamilton Avenue/State Route 17 Bicycle Overcrossing Project Initiation Document (PID) Project will engage Caltrans regarding the purpose and need for the Hamilton Avenue/State Route 17 Bicycle Overcrossing Project. The PID will identify the project scope, estimated costs, potential impacts, schedule, and feasibility for funding.	**Goal LU-6**: Promote effective coordination with regional and local agencies on planning issues. **Goal LU-9**: Facilitate the transition of the Hamilton Avenue area into a vibrant, transit-oriented, mixed use district with safe and convenient multi-modal connectivity. **Goal T-1**: Create a Complete Streets network that accommodates all users.
ITS Mobility and Safety Improvements Phase 1	Funded by a Vehicle Registration Fee (VRF) grant, this project will upgrade traffic signal controllers at six intersections, retime East Hamilton Avenue signals (9 intersections), replace existing pedestrian push buttons with accessible pedestrian signal (APS) buttons (33 intersections), replace countdown pedestrian signals (40 intersections), and purchase Synchro/SimTraffic software.	**Goal T-1**: Create a Complete Streets network that accommodates all users.

CIP Project Name	Project Summary	General Plan Goals, Policies, and Actions
Misc Storm Drain Improvements - FY31	This biennial maintenance project provides minor drainage improvements to streets to increase safety and decrease pavement deterioration. Environmental Services Funds support this project.	**Goal CSF-5**: Design and maintain attractive, efficient, and environmentally sound storm drain systems to accommodate runoff from existing and projected development and prevent property damage due to flooding.
Annual Sidewalk, Curb & Gutter Improvements - FY31	This annual project proposes to replace newly damaged sidewalks that are identified for replacement or grinding. The City uses concrete and no longer uses asphalt as sidewalk replacement material when removing sections of sidewalk. Sidewalk grinds are performed on raised sidewalks where the sidewalk deflection is less than 1 and 1/2 inches. Curb and gutters are replaced in kind when the damaged or raised curb and gutter prohibits safe pedestrian access to travel ways. These locations are typically at intersections or in front of crosswalks. Curb and gutter water flow issues are not criteria for replacement under this ongoing maintenance project proposal.	**Goal T-1:** Create a Complete Streets network that accommodates all users. **Goal T-6**: Provide well-maintained and safe streets. **Goal CD-4**: Enhance the quality and character of Campbell's public spaces to provide safe, comfortable, and enjoyable passive and active recreation opportunities for all users. **Goal CHW-5**: Inspire Campbell residents to lead an active lifestyle by creating convenient and safe opportunities to incorporate physical activity into their everyday lives.

Attachment:
A. Draft Resolution
B. Draft FY2027-2031 CIP
C. Project Summary Sheets

Prepared by: 
Daniel Fama, Senior Planner

Prepared by: 
Norite Vong, Assistant Finance Director

Approved by: 
Rob Eastwood, Community Development Director

RESOLUTION NO. 2025-xx

BEING A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CAMPBELL DETERMINING THAT THE CITY OF CAMPBELL **2027-2031 CAPITAL IMPROVEMENT PLAN (CIP)** IS CONSISTENT WITH THE CAMPBELL 2040 GENERAL PLAN.

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 Planning Commission finds as follows with regards to the City of Campbell 2027-2031 Capital Improvement Plan (CIP):

Environmental Finding

1. Adoption of the Capital Improvement Plan is exempt from the provisions of the California Environmental Quality Act (CEQA) in that the CIP is not a “project” as defined by Public Resources Code § 21065. CEQA also specifically excludes organizational or administrative activities of government that will not result in direct or indirect physical change in the environment pursuant to CEQA Guidelines §15378.

Evidentiary Findings

1. Government Code Section 65103(c) and 65403(c) requires the City’s "planning agency" to annually review its Capital Improvement Plan (CIP) for its consistency with the City’s General Plan and any applicable specific plans.

2. Campbell Municipal Code Section 21.54.020 specifies that the Planning Commission, amongst other organs of the City, constitutes the City’s "planning agency," as defined by Government Code Section 65100.

3. The City of Campbell does not have any adopted specific plans as defined by California Government Code Sec. 65451.

4. The Planning Commission has reviewed the identified projects and appropriations that constitute the proposed 2027-2031 Capital Improvement Plan, as contained within the administrative record.

5. The Planning Commission found that the new projects and appropriations identified in the proposed 2027-2031 Capital Improvement Plan further and/or are supported by the following 2040 General Plan Goals:

    - **CSF-1**: Provide effective, high-quality, and cost-effective community services and facilities for residents, businesses, institutions, and visitors in Campbell.

    - **Goal CD-4**: Enhance the quality and character of Campbell’s public spaces to provide safe, comfortable, and enjoyable passive and active recreation opportunities for all users.

    - **Goal CHW-5**: Inspire Campbell residents to lead an active lifestyle by creating convenient and safe opportunities to incorporate physical activity into their everyday lives.

    - **Goal CHW-6**: Protect the diversity, safety, and beauty of the city’s neighborhoods.

- **Goal COS-1**: Maintain a robust network of open space, parks, trails, and recreation facilities that are attractive, well-maintained, safe, and accessible to the community.
- **Goal COS-7**: Protect and maintain animal and plant species, city trees, waterways, and other supporting biological habitats within Campbell.
- **Goal COS-8**: Conserve energy and other natural resources through consumption reduction programs and the maximum use of renewable resources.
- **Goal CSF-1**: Provide effective, high-quality, and cost-effective community services and facilities for residents, businesses, institutions, and visitors in Campbell.
- **Goal CSF-5**: Design and maintain attractive, efficient, and environmentally sound storm drain systems to accommodate runoff from existing and projected development and prevent property damage due to flooding.
- **Goal CSF-8**: Enhance the quality of life of all city residents through exceptional cultural, social, and other community resources and facilities.
- **Goal ED-4**: Strengthen the economic base of the city through the installation of needed capital improvements that help make Campbell a competitive business location.
- **Goal ED-4**: Strengthen the economic base of the city through the installation of needed capital improvements that help make Campbell a competitive business location.
- **Goal T-1:** Create a Complete Streets network that accommodates all users.
- **Goal T-4**: Implement Best Transportation Practices in New Developments.
- **Goal T-6**: Provide well-maintained and safe streets.

THEREFORE, BE IT RESOLVED based on the foregoing findings of fact, and in accordance with Sections 65103(c) and 65403(c) of the California Government Code, the Planning Commission further finds and concludes, in light of the whole record before it, including but not limited to the Community Development Director's report and all documents incorporated by reference therein, that the proposed 2027-2031 Campbell Improvement Plan as a whole is consistent with the Campbell 2040 General Plan.

PASSED AND ADOPTED this 26th day of May, 2026, by the following roll call vote:

AYES: Commissioners:
NOES: Commissioners:
ABSENT: Commissioners:
ABSTAIN: Commissioners:

APPROVED: _____
Davis Fields, Chair

ATTEST: _____
Rob Eastwood, Secretary

Capital Improvement Plan
FY 2027 Through FY 2031

New Capital Projects	Total Budget	Funding Period	Source of Funds
Accessibility Ramps - FY31	$ 50,000	FY2031	Construction Tax
ADA Transition Plan - FY31	50,000	FY2031	CIPR
Annual Street Maintenance - FY31	2,612,000	FY2031	CIPR/SB1/Grants/VIF
Bike/Ped & Traffic Safety Impr - FY31	65,000	FY2031	Construction Tax/Grants
City Hall Honeywell HVAC Controls Installation	300,000	FY2027	CIPR
Hamilton Ave/Hwy 17 Bicycle Overcrossing Project (PID)	500,000	FY2027	VIF/Grants
ITS Mobility and Safety Improvements Phase 1	500,000	FY2027	Grants
Misc Storm Drain Improvements - FY31	50,000	FY2031	Environmental Services
Sidewalk, Curb & Gutter Impr - FY31	75,000	FY2031	CIPR
Sub-Total	**$ 4,202,000**		

Increase in Appropriations	Total Budget	Funding Period	Source of Funds
City Facilities Roof Replacement (increased by $1,344,300)	$ 3,185,450	FY2027 - FY2032	Carryover - CIPR/ARPA
Civic Center Impr - Shared Costs (increaed by $116,728)	1,088,632	FY2027	Carryover - Grants/Bond Proceeds/ARPA
Community Center Pool Replacement (increased by $100,000)	12,100,000	FY2027 - FY2028	Carryover - Park Fees/Debt
Comprehensive Traffic Safety Action Plan (increased by $25,000)	150,000	FY2027	Carryover - VIF/Grants
Expansion of Transit Signal Priority (TSP) (increased by $109,119)	1,059,119	FY2027	Carryover - Grants
Hamilton Ave Hwy 17 Southbound Offramp (increased by $37,000)	3,044,000	FY2027 & FY2029	Carryover - CIPR/Developer Fees
Renovate E-Wing and Relocate Adult Center (increased by $944,307)	2,007,054	FY2027	Carryover - Park Fees
Sub-Total	**$ 22,634,255**		

Change to Funding Period	Total Budget	Funding Period	Source of Funds
2nd Street Parking Garage Fire Alarm Panel (advanced from FY2028)	$ 175,000	FY2027	CIPR
CCC Parking Lot Overkote Seal and Striping (deferred to FY2027)	150,000	FY2028 - FY2029	CIPR
Sub-Total	**$ 325,000**		

Existing Projects	Total Budget	Funding Period	Source of Funds
Accessibility Ramps - FY24	$ 46,110		Carryover - Construction Tax
Accessibility Ramps - FY25	50,000		Carryover - Construction Tax
Accessibility Ramps - FY27	50,000	FY2027	Construction Tax
Accessibility Ramps - FY28	50,000	FY2028	Construction Tax
Accessibility Ramps - FY29	50,000	FY2029	Construction Tax
Accessibility Ramps - FY30	50,000	FY2030	Construction Tax
Accessible Pedestrian Signals	130,000	FY2029 - FY2030	CIPR
ADA Transition Plan - FY26	50,000		Carryover - CIPR
ADA Transition Plan - FY27	50,000	FY2027	CIPR
ADA Transition Plan - FY28	50,000	FY2028	CIPR
ADA Transition Plan - FY29	50,000	FY2029	CIPR
ADA Transition Plan - FY30	50,000	FY2030	CIPR
Annual Street Maintenance - FY23 thru FY26	14,859,261		Carryover - CIPR/SB1/Grants/VIF
Annual Street Maintenance - FY27	2,965,000	FY2027	CIPR/SB1/Grants/VIF
Annual Street Maintenance - FY28	2,612,000	FY2028	CIPR/SB1/Grants/VIF
Annual Street Maintenance - FY29	2,612,000	FY2029	CIPR/SB1/Grants/VIF
Annual Street Maintenance - FY30	2,612,000	FY2030	CIPR/SB1/Grants/VIF
Armored Rescue Vehicle	129,984		Carryover - CIPR
Bike/Ped & Traffic Safety Impr - FY24	15,615		Carryover - Construction Tax/Grants
Bike/Ped & Traffic Safety Impr - FY25	55,000		Carryover - Construction Tax/Grants
Bike/Ped & Traffic Safety Impr - FY26	55,000		Carryover - Construction Tax/Grants
Bike/Ped & Traffic Safety Impr - FY27	65,000	FY2027	Construction Tax/Grants
Bike/Ped & Traffic Safety Impr - FY28	65,000	FY2028	Construction Tax/Grants
Bike/Ped & Traffic Safety Impr - FY29	65,000	FY2029	Construction Tax/Grants
Bike/Ped & Traffic Safety Impr - FY30	65,000	FY2030	Construction Tax/Grants
Bridge Conditions Assessment	60,000		Carryover - VIF
Campbell Avenue and Page Street Traffic Sig	332,000		Carryover - Developer Fees
Campbell Water Tower Light Replacement	200,000	FY2027	Carryover - CIPR
City Hall Public Counters and Accessibility Impr	638,929		Carryover - Grants/ARPA
Civic Center Impr - Library Renovation	2,681,606		Carryover - Grants/Bond Proceeds/ARPA
Civic Center Impr - Police FF&E	1,159,848		Carryover - Grants
Civic Center Impr - Police Operations Bldg	10,690,436		Carryover - Grants/Bond Proceeds/ARPA
Comm Center Bathroom Upgrade	64,530		Carryover - CIPR
Council Chambers Cablecast Equip Upgrade	6,017		Carryover - CIPR
East Campbell Ave Plan Line	249,467		Carryover - CIPR
Hamilton/SR 17 Bike OC Planning Study	239,166		Carryover - Grants/ARPA

Capital Improvement Plan
FY 2027 Through FY 2031

JDM Improvements - Rincon	150,000		Carryover - Park Fees
JDM Restrooms Improvement - Budd	1,642,860		Carryover - Park Fees
Measure B Bike/Ped Educ & Enco - FY22 thru FY23	65,491		Carryover - Grants
Measure B Bike/Ped Educ & Enco - FY24 thru FY25	80,000		Carryover - Grants
Measure B Bike/Ped Educ & Enco - FY26 thru FY27	80,000	FY2027	Carryover - Grants
Measure B Bike/Ped Educ & Enco - FY28 thru FY29	80,000	FY2028 - FY2029	Grants
Measure B Bike/Ped Educ & Enco - FY30 thru FY31	80,000	FY2030 - FY2031	Grants
Misc Storm Drain Improvements - FY25	50,000		Carryover - Environmental Services
Misc Storm Drain Improvements - FY27	50,000	FY2027	Environmental Services
Misc Storm Drain Improvements - FY29	50,000	FY2029	Environmental Services
Parking Guidance System	230,000		Carryover - Developer Fees
Police Mobile Data Computer Replacement	75,890	FY2027	Carryover - CIPR
Pruneyard Creek Trail Extension	549,015		Carryover - Developer Fees/Grants
Service Pistol Replacement	7,542		Carryover - CIPR
Sidewalk, Curb & Gutter Impr - FY27	75,000	FY2027	CIPR
Sidewalk, Curb & Gutter Impr - FY28	75,000	FY2028	CIPR
Sidewalk, Curb & Gutter Impr - FY29	75,000	FY2029	CIPR
Sidewalk, Curb & Gutter Impr - FY30	75,000	FY2030	CIPR
Silicon Valley Radio Communications System	23,657		Carryover - IPR
SR 17/San Tomas/Camden/White Oaks Impr	1,007,500	FY2028	Grants
Traffic Calming Improvements - FY23	3,713		Carryover - CIPR
Traffic Calming Improvements - FY26	50,000		Carryover - CIPR
Virginia Park Landscape Improvements	110,000		Carryover - Park Fees
Sub-Total	**$ 47,859,637**		

Total 5-Year Capital Projects	**$ 75,020,892**

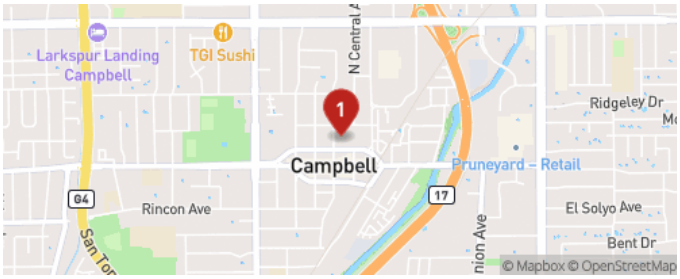
Annual Accessibility Ramps - FY31

Overview

Request Owner	Amy Olay, Public Works Director
Department	Public Works
Type	Capital Improvement
Project Number	31-FF
Estimated Start Date	07/1/2030
Estimated Completion Date	06/30/2031

Project Location

Campbell City Hall



Description

This project will install accessibility curb ramps in compliance with Americans with Disability Act (ADA) standards and is consistent with the City's ADA Transition Plan.

Details

Program (Budget Unit): 730

Priority: Medium (Get to it when you can)

Useful Life: 20 years

Type of Project: Improvement

Funding Type: New

Projected Carryover: N/A

Relationship to Strategic Goals and Objectives

This project will support:

- Strategic Plan Objective 3.3 - Streets that safely and comfortably accommodate pedestrians and bicycles;
- Strategic Plan Objective 3.4 - Streets that are safe, clean, and well maintained;
- General Plan Goal T-1 - Create a Complete Streets network that accommodates all users; and
- General Plan Goal T-4 - Implement Best Transportation Practices in New Developments.

Possible Alternative Solutions

1. Reduce or increase the number of ramps for installation each year.

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$50K**	**$50K**

Detailed Breakdown

Category	FY2031 *Requested*
Construction	**$45,000**
Staff Personnel Costs	**$5,000**
Total	**$50,000**

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$50K**	**$50K**

Detailed Breakdown

Category	FY2031 *Requested*
Construction Tax	**$50,000**
Total	**$50,000**

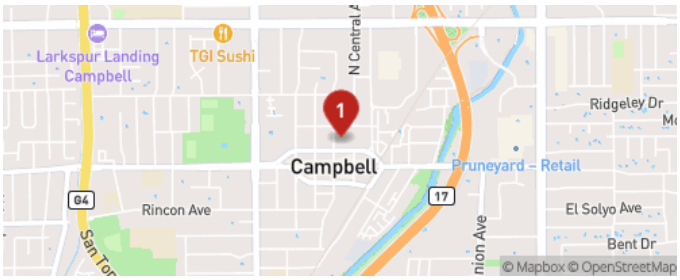
Annual ADA Transition Plan Improvements - FY31

Overview

Request Owner	Amy Olay, Public Works Director
Department	Public Works
Type	Capital Improvement
Project Number	31-HH
Estimated Start Date	07/1/2030
Estimated Completion Date	06/30/2031

Project Location

Campbell City Hall



Description

Consistent with the City's Americans with Disability Act (ADA) Transition Plan, this project continues to implement identified improvements at the Community Center, Service Center, City Hall, and other City facilities. Scope of work includes modifications to doors, bathroom fixtures, and public counters.

Details

Program (Budget Unit): 730

Priority: High (Can function without it, but not very well)

Useful Life: 20 years

Type of Project: Improvement

Funding Type: New

Projected Carryover: N/A

Relationship to Strategic Goals and Objectives

This project will support:

- Strategic Plan Objective 5.3 - Safe, attractive, and efficient parks and buildings that operate for maximum community use, benefit, and enjoyment;
- General Plan Goal T-1 - Create a Complete Streets network that accommodates all users; and
- General Plan Goal COS-1 - Maintain a robust network of open space, parks, trails, and recreation facilities that are attractive, well-maintained, safe, and accessible to the community.

Possible Alternative Solutions

1. Phase improvements and revise funding levels.

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$50K**	**$50K**

Detailed Breakdown

Category	FY2031 *Requested*
Construction	**$50,000**
Total	**$50,000**

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$50K**	**$50K**

Detailed Breakdown

Category	FY2031 *Requested*
CIPR	**$50,000**
Total	**$50,000**

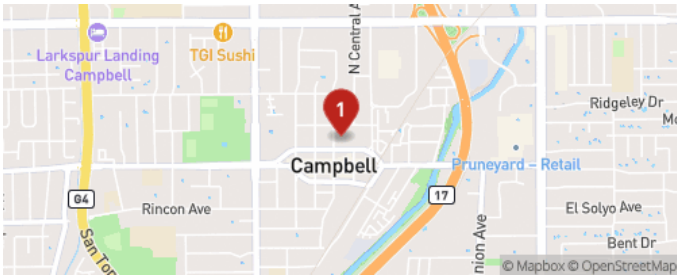
Annual Street Maintenance - FY31

Overview

Request Owner	Amy Olay, Public Works Director
Department	Public Works
Type	Capital Improvement
Project Number	31-BB
Estimated Start Date	07/1/2030
Estimated Completion Date	12/31/2031

Project Location

Campbell City Hall



Description

This project is for annual street maintenance per the City's Pavement Management Program. In addition to the Capital Improvement Program Reserve (CIPR), other anticipated funding sources are the City's Vehicle Impact Fee (separate allocations from construction and solid waste collection vehicles), Santa Clara County Vehicle Registration Fee (VRF), State SB1 - Road Maintenance and Rehabilitation Account (RMRA), Santa Clara County Measure B, and one-time grants (One Bay Area and CalRecycle). A maintenance of effort is required for cities to receive Measure B and RMRA funds which for the City of Campbell equals to an annual expenditure of $917,000 in general fund monies, satisfied through the use of CIPR and Vehicle Impact Fees.

Details

Program (Budget Unit): 730

Priority: High (Can function without it, but not very well)

Useful Life: 20 years

Type of Project: Resurface Current Street, Road or Sidewalk

Funding Type: New

Projected Carryover: N/A

Relationship to Strategic Goals and Objectives

This project will support:

- Strategic Plan Objective 3.4 - Streets that are safe, clean, and well-maintained;
- General Plan Goal T-6 - Provide well-maintained and safe streets; and
- General Plan Goal ED-4 - Strengthen the economic base of the city through the installation of needed capital improvements that help make Campbell a competitive business location.

Possible Alternative Solutions

1. Only pursue stop-gap maintenance.
2. Reduce the project limits resulting in decreased Pavement Condition Index (PCI).

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$2.61M**	**$2.61M**

Detailed Breakdown

Category	FY2031 *Requested*
Construction	**$2,187,000**
Professional Services	**$75,000**
Staff Personnel Costs	**$350,000**
Total	**$2,612,000**

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$2.61M**	**$2.61M**

Detailed Breakdown

Category	FY2031 *Requested*
CIPR	**$200,000**
Measure B	**$797,000**
SB1	**$1,100,000**
VIF (Building)	**$300,000**
VRF	**$215,000**
Total	**$2,612,000**

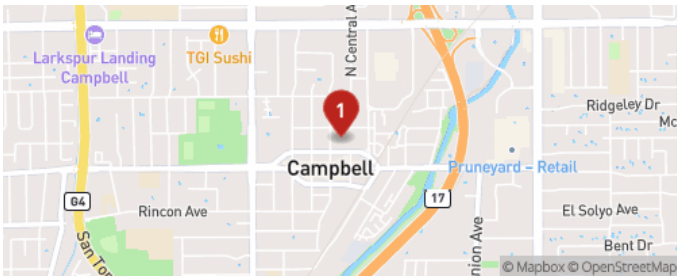
Annual Bike/Pedestrian and Traffic Safety Improvements - FY31

Overview

Request Owner	Matthew Jue, Traffic Engineer
Department	Public Works
Type	Capital Improvement
Project Number	31-JJ
Estimated Start Date	07/1/2030
Estimated Completion Date	06/30/2033

Project Location

70 North First Street



Description

This annual project provides minor improvements to streets and signals to increase safety as deemed necessary by the City's Traffic Engineer and City Engineer. This project also constructs Class II bike lanes, sidewalks, paths, and other improvements to enhance pedestrian and bicyclist safety on City streets. The Transportation Development Act (TDA) funds represent the majority of the project funding. Currently estimated at $40,000 annually, the amount can vary; annual adjustments may be necessary.

Details

Program (Budget Unit): 720

Priority: Medium (Get to it when you can)

Useful Life: 20 years

Type of Project: Improvement

Funding Type: New

Projected Carryover: N/A

Relationship to Strategic Goals and Objectives

This project will support:

- Strategic Objective 3.3 - Streets that safely and comfortably accommodate pedestrians and bicycles;
- General Plan Goal T-1 - Create a Complete Streets network that accommodates all users;
- General Plan Goal T-6 - Provide well-maintained and safe streets;
- General Plan Goal CD-4 - Enhance the quality and character of Campbell's public spaces to provide safe, comfortable, and enjoyable passive and active recreation opportunities for all users;
- General Plan Goal CHW-5 - Inspire Campbell residents to lead an active lifestyle by creating convenient and safe opportunities to incorporate physical activity into their everyday lives; and
- General Plan Goal CHW-6 - Protect the diversity, safety, and beauty of the city's neighborhoods.

Possible Alternative Solutions

1. Allow the current conditions to remain.
2. Submit each minor project/improvement to the City Council for approval.

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$65K**	**$65K**

Detailed Breakdown

Category	FY2031 *Requested*
Construction	**$60,000**
Staff Personnel Costs	**$5,000**
Total	**$65,000**

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$65K**	**$65K**

Detailed Breakdown

Category	FY2031 *Requested*
Construction Tax	**$25,000**
TDA	**$40,000**
Total	**$65,000**

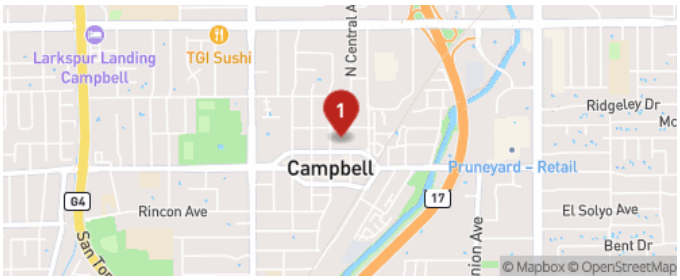
Campbell City Hall Honeywell HVAC Controls Installation

Overview

Request Owner	Dave Fanucchi, Building Maintenance Supervisor
Department	Building Maintenance
Type	Capital Improvement
Project Number	27-CC
Estimated Start Date	07/6/2026
Estimated Completion Date	06/30/2027

Project Location

70 North First Street



Description

The project will provide a new HVAC control system software in City Hall with Honeywell HVAC Controls & Specifications to allow City-controlled monitoring and network protection. Similar systems have been installed in Community Center wings and buildings, as well in the renovated Library and new PD Operations Building.

The current and outdated Alerton HVAC controls associated with City Hall continue to have persistent failures that are costing the City expensive service repairs and higher energy costs. Working with IT, staff also needs to replace the system because the current controls are operating on outdated software which is a potential security threat to the City's IT network. Further, the new Honeywell HVAC controls will allow more efficient and effective heating and cooling within the spaces, reducing energy use and increasing utility cost savings.

Details

Program (Budget Unit): 780

Priority: Critical (Can't do without it)

Useful Life: 30

Type of Project: Replacement

Funding Type: New

Relationship to Strategic Goals and Objectives

This project will support:

- Strategic Plan Objectives 5.3 - Safe, attractive, and efficient parks and buildings that operate for maximum community use, benefit, and enjoyment; and
- General Plan Goal CSF-1 - Provide effective, high-quality, and cost-effective community services and facilities for residents, businesses, institutions, and visitors in Campbell.

Possible Alternative Solutions

1. Continue to repair the outdated Alerton system until no longer plausible or system parts become obsolete. As of March 2026, it is no longer plausible to repair a system that is continually failing with outdated unsupported software and

hardware. The recommendation is to install the Honeywell controls system that will bring back the balance of HVAC operations.

Other Cost Savings (If Applicable)

Cost savings is estimated to be over $400,000. That is the cost to continue to repair the existing system which has been proven to be unreliable.

Supplemental Attachments

Quote for Replacement

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
$300K	**$300K**	**$300K**

Detailed Breakdown

Category	FY2027 *Requested*
Construction	**$300,000**
Total	**$300,000**

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
$300K	**$300K**	**$300K**

Detailed Breakdown

Category	FY2027 *Requested*
CIPR	**$300,000**
Total	**$300,000**

Cost Savings

FY2027 Budget
$50K

Total Budget (all years)
$320K

Project Total
$320K

Detailed Breakdown

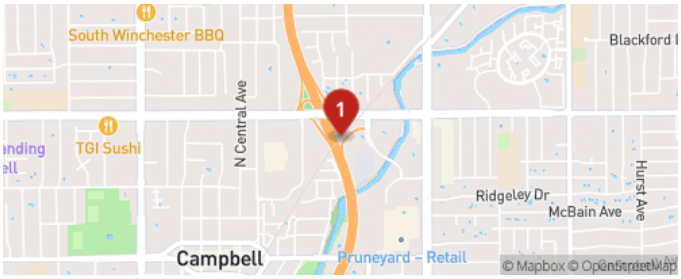
Category	FY2027 *Requested*	FY2028 *Requested*	FY2029 *Requested*	FY2030 *Requested*	FY2031 *Requested*	Total
Maintenance	$50,000	$50,000	$75,000	$125,000	$20,000	**$320,000**
Total	**$50,000**	**$50,000**	**$75,000**	**$125,000**	**$20,000**	**$320,000**

Hamilton Avenue/Highway 17 Bicycle Overcrossing Project Initiation Document (PID)

Overview

Request Owner	Matthew Jue, Traffic Engineer
Department	Public Works
Type	Capital Improvement
Project Number	27-LL
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2028

Project Location



Description

The Hamilton Avenue/State Route 17 Bicycle Overcrossing Project Initiation Document (PID) Project will engage Caltrans regarding the purpose and need for the Hamilton Avenue/State Route 17 Bicycle Overcrossing Project. The PID will identify the project scope, estimated costs, potential impacts, schedule, and feasibility for funding.

Details

Program (Budget Unit): 720

Priority: Medium (Get to it when you can)

Useful Life: 10 years

Type of Project: Improvement

Funding Type: New

Projected Carryover: N/A

Relationship to Strategic Goals and Objectives

This project will support:

- Strategic Plan Objectives 3.3 - Streets that safely and comfortably accommodate pedestrians and bicycles;
- General Plan Goal LU-6 - Promote effective coordination with regional and local agencies on planning issues;
- General Plan Goal LU-9 - Facilitate the transition of the Hamilton Avenue area into a vibrant, transit-oriented, mixed use district with safe and convenient multi-modal connectivity; and
- General Plan Goal T-1 - Create a Complete Streets network that accommodates all users.

Possible Alternative Solutions

1. Pursue improvements on the existing Hamilton Avenue bridge and at the Hamilton Avenue/State Route 17 interchange ramps.

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
$500K	**$500K**	**$500K**

Detailed Breakdown

Category	FY2027 *Requested*
Professional Services	**$430,000**
Staff Personnel Costs	**$70,000**
Total	**$500,000**

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
$500K	**$500K**	**$500K**

Detailed Breakdown

Category	FY2027 *Requested*
Measure B	**$350,000**
VIF (Building)	**$150,000**
Total	**$500,000**

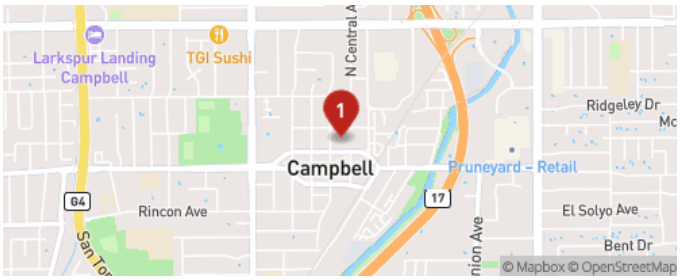
ITS Mobility and Safety Improvements Phase 1

Overview

Request Owner	Matthew Jue, Traffic Engineer
Department	Public Works
Type	Capital Improvement
Project Number	27-AA
Estimated Start Date	07/1/2026
Estimated Completion Date	06/30/2028

Project Location

70 North First Street



Description

Funded by a Vehicle Registration Fee (VRF) grant, this project will upgrade traffic signal controllers at six intersections, retime East Hamilton Avenue signals (9 intersections), replace existing pedestrian push buttons with accessible pedestrian signal (APS) buttons (33 intersections), replace countdown pedestrian signals (40 intersections), and purchase Synchro/SimTraffic software.

Images



ITS equipment.jpg

Details

Program (Budget Unit): 720

Priority: Medium (Get to it when you can)

Useful Life: 20 years

Type of Project: Replacement

Funding Type: New

Projected Carryover: N/A

Relationship to Strategic Goals and Objectives

This project will support:

- Strategic Plan Objective 3.3 - Streets that safely and comfortably accommodate pedestrians and bicycles;
- Strategic Plan Objective 3.7 - Streetes that operate efficiently and effectively; and
- General Plan Goal T-1 - Create a Complete Streets network that accommodates all users.

Possible Alternative Solutions

1. Do nothing.

2. Install APS as part of CIP projects and/or private development projects.

Other Funding Sources (If Applicable)

Note that the funding source is VTA's VRF-ITS Program, which is different from the VRF funds used for paving.

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
$500K	**$500K**	**$500K**

Detailed Breakdown

Category	FY2027 *Requested*
Construction	**$440,000**
Design	**$20,000**
Professional Services	**$40,000**
Total	**$500,000**

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
$500K	**$500K**	**$500K**

Detailed Breakdown

Category	FY2027 *Requested*
VRF	**$500,000**
Total	**$500,000**

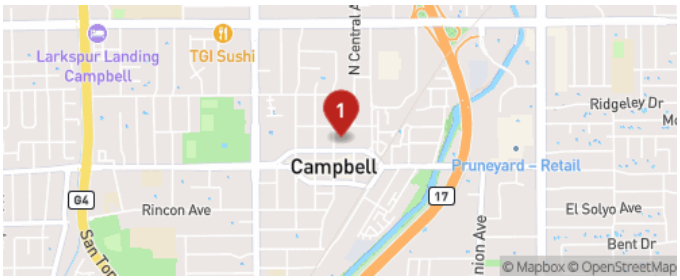
Miscellaneous Storm Drainage Improvements - FY31

Overview

Request Owner	Amy Olay, Public Works Director
Department	Public Works
Type	Capital Improvement
Project Number	31-EE
Estimated Start Date	07/1/2030
Estimated Completion Date	06/30/2031

Project Location

Campbell City Hall



Description

This biennial maintenance project provides minor drainage improvements to streets to increase safety and decrease pavement deterioration. Environmental Services Funds support this project.

Details

Program (Budget Unit): 730

Priority: Medium (Get to it when you can)

Useful Life: 20 years

Type of Project: Improvement

Funding Type: New

Projected Carryover: N/A

Relationship to Strategic Goals and Objectives

This project will support:

- Strategic Plan Objective 3.4 - Streets that are safe, clean, and well-maintained;
- Strategic Plan Objective 3.6 - Streets that serve the needs of adjacent land uses; and
- General Plan Goal CSF-5 - Design and maintain attractive, efficient, and environmentally sound storm drain systems to accommodate runoff from existing and projected development and prevent property damage due to flooding.

Possible Alternative Solutions

1. Allow the current conditions to remain and continue stop gap maintenance efforts.
2. Submit each individual location/project site and improvement to the City Council for approval.

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$50K**	**$50K**

Detailed Breakdown

Category	FY2031 *Requested*
Construction	**$43,000**
Staff Personnel Costs	**$7,000**
Total	**$50,000**

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$50K**	**$50K**

Detailed Breakdown

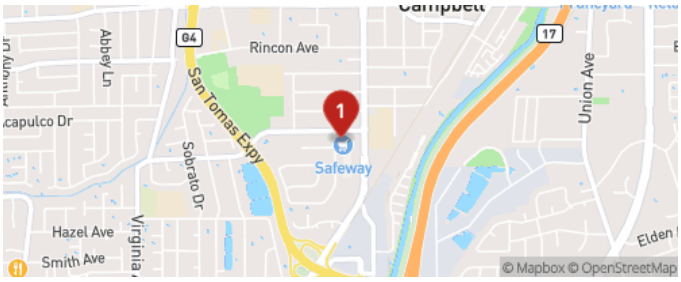
Category	FY2031 *Requested*
Environmental Services	**$50,000**
Total	**$50,000**

Annual Sidewalk, Curb, & Gutter Improvements - FY31

Overview

Request Owner	Ron Taormina, PW Superintendent
Department	Public Works
Type	Capital Improvement
Project Number	31-GG
Estimated Start Date	07/1/2030
Estimated Completion Date	06/30/2031

Project Location



Description

This annual project proposes to replace newly damaged sidewalks that are identified for replacement or grinding. The City uses concrete and no longer uses asphalt as sidewalk replacement material when removing sections of sidewalk. Sidewalk grinds are performed on raised sidewalks where the sidewalk deflection is less than 1 and 1/2 inches. Curb and gutters are replaced in kind when the damaged or raised curb and gutter prohibits safe pedestrian access to travel ways. These locations are typically at intersections or in front of crosswalks. Curb and gutter water flow issues are not criteria for replacement under this ongoing maintenance project proposal.

Details

Program (Budget Unit): 760

Priority: High (Can function without it, but not very well)

Useful Life: 20

Type of Project: Improvement

Funding Type: New

Projected Carryover: N/A

Relationship to Strategic Goals and Objectives

This project will support:

- Strategic Plan Objective 3.1 - Safe residential neighborhoods;
- Strategic Plan Objective 3.3 - Streets that safely and comfortably accommodate pedestrians and bicycles;
- General Plan Goal T-1 - Create a Complete Streets network that accommodates all users;
- General Plan Goal T-6 - Provide well maintained and safe streets;
- General Plan Goal CD-4 - Enhance the quality and character of Campbell's public spaces to provide safe, comfortable, and enjoyable passive and active recreation opportunities for all users; and
- General Plan Goal CHW-5 - Inspire Campbell residents to lead an active lifestyle by creating convenient and safe opportunities to incorporate physical activity into their everyday lives.

Possible Alternative Solutions

1. Continue to replace damaged sidewalk with asphalt.
2. Do not replace any curb and gutter.

Capital Cost

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$75K**	**$75K**

Detailed Breakdown

Category	FY2031 *Requested*
Construction	**$75,000**
Total	**$75,000**

Funding Sources

FY2027 Budget	Total Budget (all years)	Project Total
$0	**$75K**	**$75K**

Detailed Breakdown

Category	FY2031 *Requested*
CIPR	**$75,000**
Total	**$75,000**

MEMORANDUM

Public Works Department
Engineering Division

To: Chair Fields and Planning Commissioners **Date**: May 20, 2026

From: Amy Olay, Public Works Director

Subject: East Campbell Avenue Plan Line Project

PURPOSE

The purpose of this item is to share the efforts to date of the East Campbell Avenue Plan Line Project (25-CC) and request the Planning Commission's feedback before it is scheduled for City Council approval.

BACKGROUND

Campbell Avenue is one of three major east-west corridors that traverse the full width of the City of Campbell. These three east-west corridors all cross State Route 17 and connect the east and west halves of the city. East Campbell Avenue connects Downtown Campbell with the Pruneyard and has over the years been a major focus of City studies and analysis.

In May 2007, City Council approved the East Campbell Avenue Master Plan (Master Plan) which establishes guidelines and policies for public improvements and private development for East Campbell Avenue between Railway Avenue and Union Avenue. The goal of the Master Plan was to tie historic Downtown Campbell to the Pruneyard office and shopping center, creating a more connected and attractive gateway to Downtown.

The Master Plan identified street and frontage improvements, intersection and pedestrian crossing improvements, as well as recommendations for improvements to the Campbell Avenue Bridge and Highway 17 Overpass (Portals). East Campbell Avenue was envisioned as four travel lanes, with curbside parking and wide sidewalks on both sides of the street, lined with street trees and streetlights. Intersection and pedestrian crossing improvements included curb bulb-outs with ADA-compliant curb ramps at intersections, mid-block bulb-outs, new crosswalks, and a new traffic signal at the intersection of Campbell Avenue and Page Street. Many of these improvements have been completed, including the intersection and signal modification at Railway Avenue and East Campbell Avenue, sidewalk and bulb-out installations along East Campbell Avenue, the widening of the Campbell Avenue Bridge over Los Gatos Creek, and most recently the East Campbell Avenue Portals under Highway 17.

On September 2, 2025, City Council approved an agreement with HMH Engineers (HMH) of San Jose to prepare the East Campbell Avenue Plan Line.

DISCUSSION

A plan line project typically follows master plan work to achieve the stated vision and to ensure it is safe and accessible by all roadway users. Plan lines are utilized to help determine factors including but not limited to: number and types of lanes of traffic, width and type of sidewalk, street furniture/tree/lighting placement, width of bike lanes, and whether there will be parking/no parking.

Plan lines are not detailed engineering drawings but rather planned cross sections throughout the corridor.

The East Campbell Avenue Plan Line project has two primary goals: 1) Update the street sections shown in the previously adopted East Campbell Avenue Master Plan to show how it can functionally operate as a multimodal corridor for all users; and 2) provide the necessary detail to meet the objective standards requirement mandated by State Law for new housing development projects within the study area. The State of California passed several key pieces of legislation including the Housing Crisis Act in 2019, which requires objective standards be established for new housing projects. This requires that the City provides publicly available information allowing housing developers to determine in advance of a Planning application any additional right-of-way and street frontage improvements that will be required of their development. The East Campbell Avenue Plan Line project will establish the objective right-of-way standards for this corridor that housing developers can reference, and that the City can utilize to quickly condition the right-of-way dedication and street improvements required of these new developments.

The scope of the plan line study extends beyond the limits of the original Master Plan to leverage and complement other key efforts completed or underway to achieve a cohesive multimodal network, including the Bascom Corridor Complete Streets Study completed in 2020 by the Santa Clara Valley Transportation Authority (VTA). (The Bascom Corridor Complete Streets Study identified improvements required to transform Bascom Avenue between Interstate 880 and State Route 85 from a vehicle focused arterial to a complete street multimodal corridor, and introduced conceptual changes to the intersection of East Campbell Avenue and Bascom Avenue.) The Master Plan's limits are from Railway Avenue to Union Avenue. The plan line takes into consideration approved, pending, and potential land development projects, and identifies specific improvements required to achieve a multimodal (complete street) corridor including bike lanes within the existing right-of-way.

The project has progressed through two rounds of stakeholder input and review by staff, the Bicycle and Pedestrian Advisory Commission (BPAC), adjacent property owners, and the community at large.

Staff and HMH will be presenting the latest version of the draft plan lines at tonight's meeting for review and input by the Planning Commission.

Improving Housing Production in Campbell

A subcommittee report by Planning Commissioners Adam Buchbinder and Matt Kamkar

Executive Summary

Campbell is on track to underperform our current eight-year housing goal significantly, only meeting about a quarter of our target[1]. We are held back by budget and law. In our situation, the most effective ways to build more are:

1. Ministerially approve by-right housing. (“Express Lane”.)
2. Reduce Inclusionary Zoning percentages.
3. Streamline at lower densities than the state mandates.
4. Pause impact fees.

Defining the Problem

Campbell has a market rate housing shortage, and an affordable housing shortage. In line with our state obligations, Campbell’s Plan for Housing is an attempt to turn the tide, produce enough housing for our goals, and stop our slide into exclusionary unaffordability. We want to make Campbell a great place to live for even more new neighbors while avoiding state preemption and retaining local control.

We’ve fallen short so far. We’ve relied on a small number of high-density sites. In the 2018 era of cheap capital and very low interest rates, this may have worked, but unfortunately the current economic situation–higher interest rates, an unpredictable stock market, foreign policy, AI transforming employment–means that these strategies are now killing projects. Local conditions such as the presence of a popular pickleball court at the former Fry’s site are hard to predict. We’ve put a lot of our eggs into a small number of baskets.

A Note on The Broader Situation

We provide subsidized housing assigned by lottery (commonly referred to, confusingly, as “affordable housing”) by obliging developers to essentially donate a portion of the units they build. We pay for city improvements, though to a lesser extent than some nearby cities do, by

[1] City of Campbell (2026, March 3). 2025 General Plan and Housing Element Annual Progress Report (APR). https://pub-campbell.escribemeetings.com/FileStream.ashx?DocumentId=876

levying fees on new construction. Unfortunately, the city is fiscally constrained, which creates pressure to continue to tax new development.

Summary

Express Lane

Many developments that come before the Planning Commission and City Council are not actually discretionary. Delaying, denying, or conditioning approval exposes the city to legal risk. This wastes everyone's time and misleads and frustrates the public, who understandably wonder why they're commenting on something their city government can't address.

Implementing a deterministic yes-or-no process will provide certainty, reduce risks, costs, and delays, and most crucially, would not involve the city losing any of its discretion. We've seen the benefits of this kind of process in Los Angeles and San Diego.

In conversations with both market-rate and below market rate developers, they've consistently described such a policy as "amazing", "very important", and "transformative". They expressed skepticism that the city could actually turn around permits within sixty days, but if we could, it would be tremendously impactful.

Inclusionary Zoning

Inclusionary Zoning is a policy by which a proportion of a developer's project must be rented or sold below market rate. The intent behind such policies was that development was so profitable that developers could easily absorb the cost. In practice, especially now, this is not the case, to the point where our requirements make projects entirely infeasible, leading to a net reduction in *below-market* homes as well. It was an understandable mistake, but we know more now, and we should respond appropriately.

Additionally, most people don't live in subsidized housing; they're subject to the market cost of housing, and the best way to reduce that is by building a lot of it.

Other governments, from San Jose to San Francisco to Oregon, have come to the same conclusions, and have either abolished or significantly reduced their inclusionary zoning requirements.

Market rate developers have described this as similarly transformative, saying that projects are currently on the cusp of infeasibility, and these policies are not having the desired effect of producing more subsidized homes. Below market-rate developers have had no objections, as they focus on entirely-below market rate projects.

Lower Density Streamlining

Previously, Campbell's SB 1123 implementation, which allowed for concurrent demolition and construction, was our most successful production strategy, permitting over a hundred unsubsidized homes in less than a year. However, community feedback has led the City Council to rescind this approach and make it more difficult to produce these projects.

The community's voice is clear: they value Campbell's small-town scale. The state's mandate and the community's needs are also clear: Campbell needs more housing.

The compromise here is that the state mandates come with caveats; by allowing production without those caveats, we can use local control to encourage production at a gentler scale, in areas we prefer.

City-wide, we'll streamline two-way lot splits, or starter homes up to five homes. In areas already allowing four to seven stories under SB 79, we'll streamline up to ten starter homes per parcel. In every case, we'll encourage more housing production, but at a density of our choosing.

Market-rate developers agreed that the owner-occupancy requirement for SB 9 projects is the primary reason they're not being used, as it prevents regular financing structures. Previously, this didn't matter because we were streamlining SHRA projects, but that has not ended. Below market-rate developers focus on projects much larger than any of these both because that's how the funding works, and because the wrap-around services they provide don't scale well to small projects.

Fees

Building fees are mostly levied by the city. (Fees levied by the state, county, and special districts are relatively small.) The largest of these fees by far is the Parks fee. While this is a vital source of revenue for the Parks department, it generally doesn't go toward new parks (the stated justification for taxing new housing), and at the very least, we should skip the parks fee for a certain number of houses in priority zones, similar to what San Jose has been doing. It's the most straightforward policy on offer here.

Market-rate and below market-rate developers brought up the park fees on their own on several instances. It was suggested that they should be scaled per-square foot rather than per-unit, which discourages building smaller homes.

Detailed Notes

The below sections contain the details and research used to come to the conclusions above.

Express Lane

A number of developments have greatly curtailed Campbell's discretion to modify or deny housing project applications. These include the Housing Crisis Act[2], the Housing Accountability Act, and the *Bankers Hill 150* decision[3] in combination with state density bonus law. Repeatedly, staff informs the Planning Commission that while they may make suggestions to the developer, the city is obliged by law to approve the project as-is.

Sending these projects, which are not actually discretionary, through a months-long set of hearings, is wasteful of the applicants' time, of the public's time, and of staff's time. It produces expensive rubber-stamp hearings and uncertainty for developers. And at a time when financing is tight and delays can destroy a project, streamlining is a positive-sum approach.

There are already a successful model for this: Los Angeles' ED1, in 2022, established ministerial approval processes for 100% subsidized projects, tripling its rate of production[4]; it was an unexpected success in that market-rate projects could rent at subsidized rates, and the process was extremely appealing[5] to developers. Los Angeles has since gradually walked back the process[6], but they demonstrated that it *can* be done. Similarly, San Diego's 2024 Complete Communities program, which targets a 30-day approval timeline, led to a significant increase in projects at a time when production was slowing elsewhere[7].

We propose that any project that is *de facto* ministerial, e.g., a Housing Development Project under the HAA, which complies with Campbell's objective standards (where the use of State Density Bonus Law can allow for waivers and concessions to modify those standards), be placed into a ministerial process with a 60-day "shot clock" as used in ED1.

This "Express Lane" would involve creating an "Administrative Housing Permit", where the Community Development Director is the decision-making authority. The process would be as follows.

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[2] Murphy, A., & Luh, A. (2021, September 20). *Court Upholds California Law Limiting Local Governments' Ability to Deny Housing Development Applications*. Perkins Cole. https://perkinscoie.com/insights/update/court-upholds-california-law-limiting-local-governments-ability-deny-housing

[3] *Density Bonus Law Does Not Allow Lead Agencies To Play Architect*. (2022, February 22). Cox Castle. https://www.coxcastle.com/publication-density-bonus-law-does-not-allow-lead-agencies-to-play-architect

[4] Schneider, B. (2024, February 8). *Has LA cracked the code for building affordable housing?* Substack.com; The Urban Condition. https://benjaminschneider.substack.com/p/has-la-cracked-the-code-for-building

[5] Luca Gattoni-Celli. (2024, February 13). *Be Less Surprised And More Excited By LA's "Affordable Housing" Miracle*. Substack.com; Cornerstone. https://lucagattonicelli.substack.com/p/be-less-surprised-and-more-excited

[6] Rodriguez, S. (2024, August 8). *LA mayor slowly dismantles her successful housing plan*. Pacific Research Institute. https://www.pacificresearch.org/la-mayor-slowly-dismantles-her-successful-housing-plan/

[7] City of San Diego. (2025, September 9). *City of San Diego permits nearly 8,800 new homes in 2024, marking two-year surge in housing production*. Inside San Diego. https://www.insidesandiego.org/city-san-diego-permits-nearly-8800-new-homes-2024-marking-two-year-surge-housing-production

The developer submits planning and building applications simultaneously. The Planning Department deem plans complete within 30 days, and the Building Department completes the plan check by day 60. This would involve a unified intake, greater coordination between Planning and Building, and development of a master checklist (things like driveway widths required by the Fire Department) such that a compliant application will be approved by those agencies. Most importantly, a project would be *deemed approved* after sixty days if the city hasn't made a declaration either way.

This would be a sea change in the way Campbell does business with developers, but crucially, it's not actually a policy change. The city would not be giving up discretion; it does not have that discretion in the first place.

Inclusionary Zoning

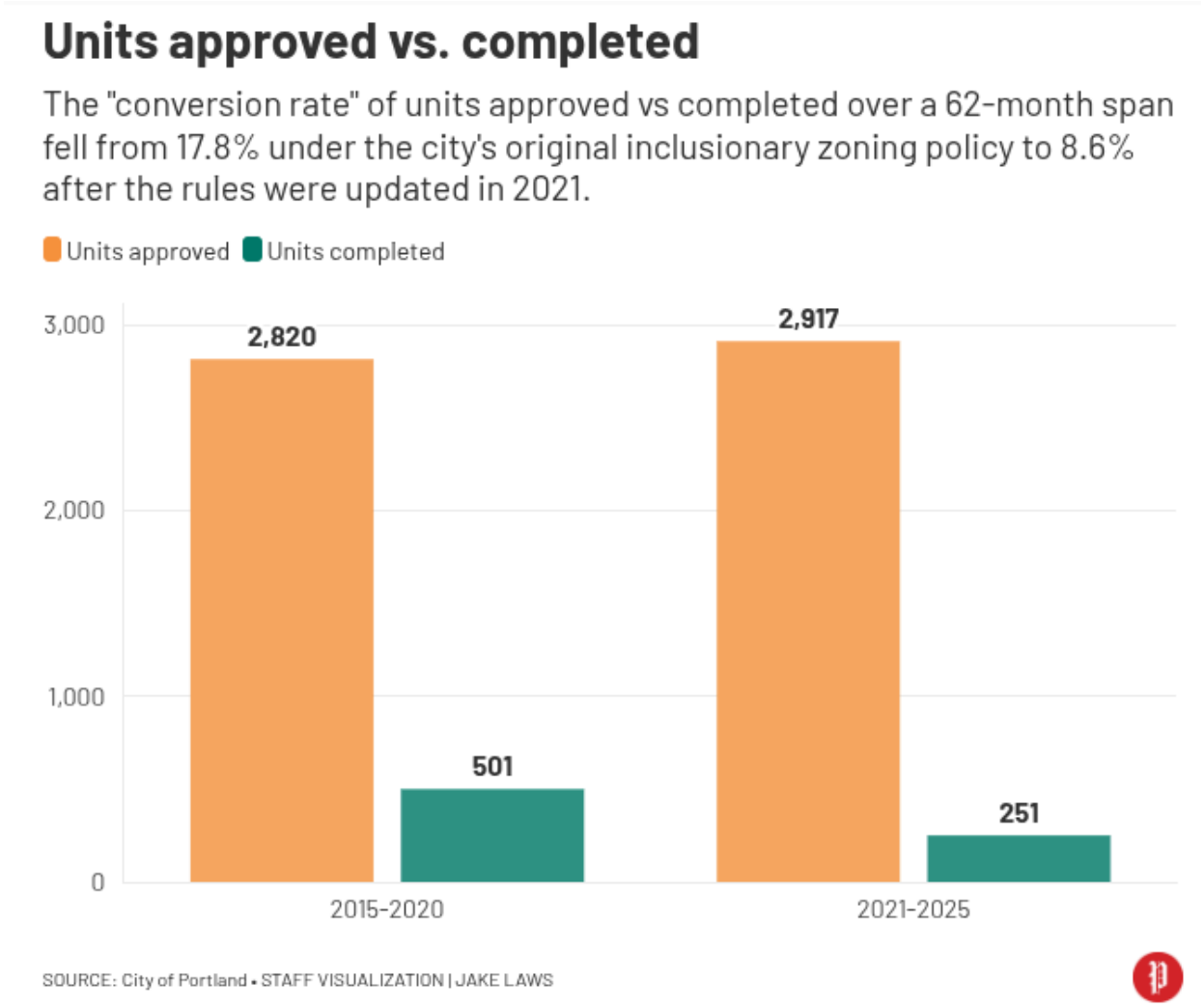
Unsubsidized Inclusionary Zoning is a politically appealing, economically disastrous policy. It's a concession to practicality in that it costs the city nothing and asks nothing of existing residents, in the hope that we can cross-subsidize our way out of our deficit. The consequences are that a much smaller number of lottery units are gained at the cost of many ordinary ("market-rate") homes never being built.

We have worked examples in Portland and San Francisco:

Portland mandated unfunded exclusionary zoning on buildings twenty units and larger from 2017-2024, the result being that many more 19-unit buildings were constructed, and total permit numbers fell *forty percent*, with development fleeing to just outside city limits. When the city decided to fund the IZ requirements, developers started building subsidized units again.[8] The state is currently in the process of outlawing unfunded IZ mandates via SB 1521. (Graph from *Portland Press Herald* analysis[9].)

[8] Andersen, M. (2026, February 24). *Portland's inclusionary zoning program is finally performing, new data suggests.* Sightline Institute. https://www.sightline.org/2025/11/25/portlands-inclusionary-zoning-program-is-finally-performing-new-data-suggests/

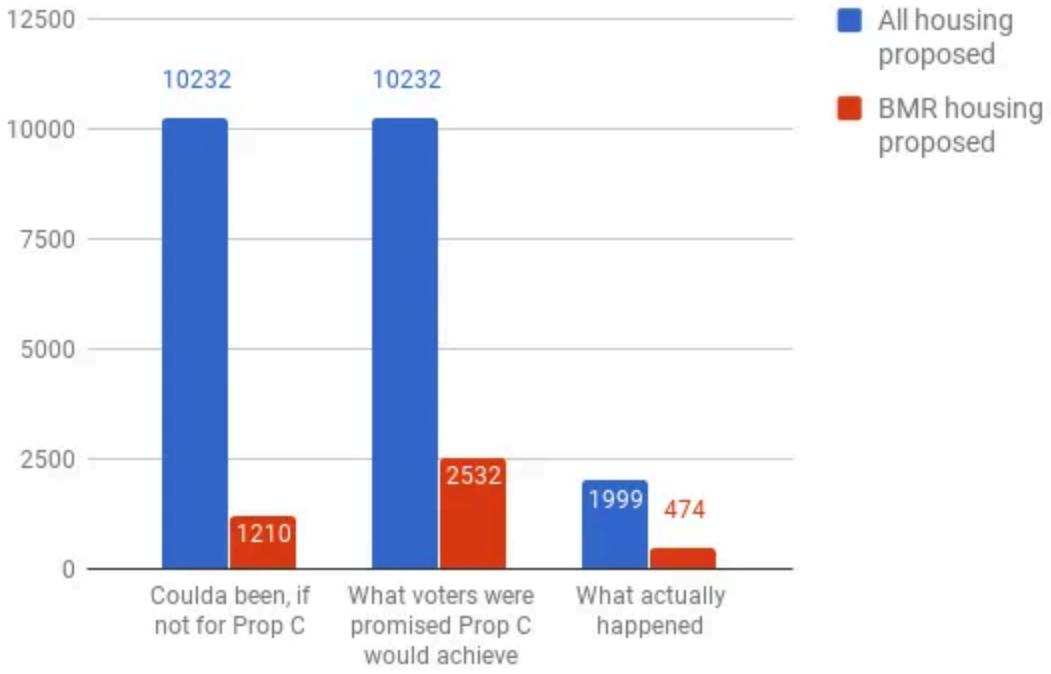
[9] LaClaire, H., & Rice, A. (2026, May 13). Is a Portland rule requiring affordable units slowing down real housing growth? *The Portland Press Herald*. https://www.pressherald.com/2026/05/08/has-portlands-inclusionary-zoning-housing-ordinance-gone-too-far/



San Francisco raised its inclusionary rate to over 20% with Proposition C, and wound not only cratering their total production, but producing fewer lottery units as well. As a result, the city cut their rates roughly in half in 2023 to increase production.[10] (Graph from independent analysis[11].)

[10] Brinklow, A., & Brinklow, A. (2024, October 16). *SF's Unique Way of Funding Affordable Homes Is Under Attack, From All Sides.* The Frisc. https://thefrisc.com/sfs-unique-way-of-funding-affordable-homes-is-under-attack-from-all-sides-a01f5c6781c5/

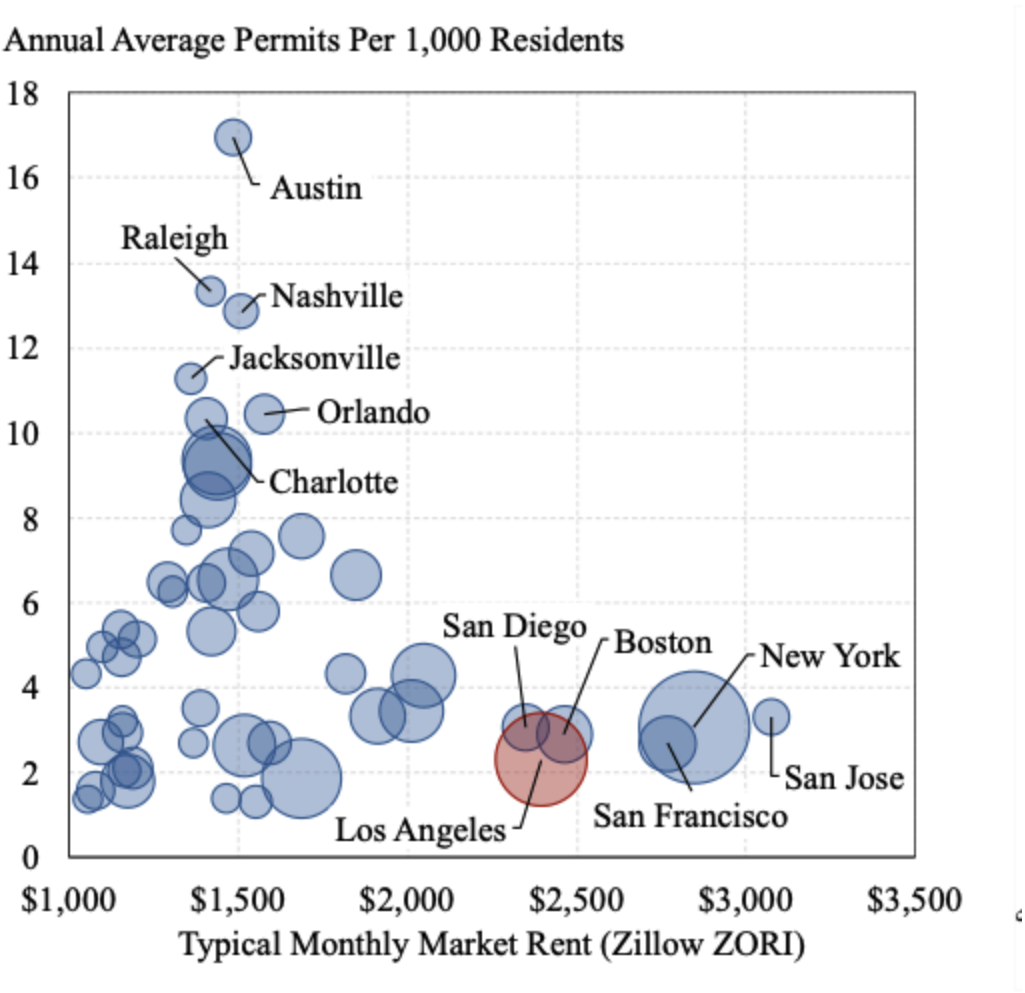
[11] YIMBY Dispatches (2017, June 11). "The 25% inclusionary rate is killing affordable housing". https://medium.com/yimby/the-25-inclusionary-rate-is-killing-affordable-housing-db143c4abd31



Since then, the city's Inclusionary Zoning Technical Advisory Committee has written: "In the final TAC meeting, Controller's Office staff noted that, based on the consultants' analysis, the maximum economically-feasible inclusionary requirement was 0%."[12]

Ultimately, there is a well-known and demonstrated way to produce housing affordability: build more housing. *No jurisdiction which builds a lot of housing has high rents*.[13]

[12] Office of the Controller (2026, April 30). "Inclusionary Housing: Triennial Review of Economic Feasibility, 2026".
https://media.api.sf.gov/documents/Triennial_Economic_Feasibilty_Report_2026.final.pdf
[13] Soltas, Evan, Gruber, Jonathan. (2026, February). "How Costly Is Permitting in Housing Development?"
https://evansoltas.com/papers/Permitting_SoltasGruber2026.pdf



We cannot subsidize our way to affordability because we cannot raise the funds. We cannot require developers to subsidize our way to affordability because they will be unable to build at all. The only way out is to enable the construction of enough market rate housing that we move to the upper left quadrant of that graph.

The status quo is a vicious cycle, where the price of housing goes up, so more people can't afford it, so we need more lottery housing, so the subsidized percentage goes up, so we produce less, so the price of housing goes up, and we end up here.

The Effect of Market-Rate Housing on Housing Affordability

There are two complementary approaches which can be used to improve housing affordability: explicitly producing subsidized housing, and producing enough housing to reduce the market rate. In the absence of a tremendous infusion of money, the latter is remarkably effective.[14]

> *In one case, two of the article's co-authors, Justin Tyndall and Limin Fang, told me, a unit at the Central was purchased by a woman leaving an apartment built in the 1960s in a low-income neighborhood. That unit was subsequently occupied by someone moving from a transitional-housing facility for the formerly homeless, presumably freeing up a bed for someone living on the street. Put succinctly:* ***The sale of an apartment costing more than half a million dollars seems to have created a vacancy at a homeless shelter.*** (Henry Grabar)

The question has been asked in New York City[15], in San Francisco[16], in Helsinki[17], in Germany[18], in a variety of places[19], most recently in Honolulu[20]; new market-rate housing in a constrained market reduces nearby rents. A lack of new market-rate housing prevents existing housing from becoming affordable over time[21]. The evidence on this front is strong[22].

> *I combine the address histories with a simulation model to estimate that* ***building 100 new market-rate units leads 45-70 and 17-39 people to move out of below-median and bottom-quintile income tracts****, respectively, with almost all of the effect occurring within five years.*[23] (Evan Mast)

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[14] Grabar, H. (2026, February 23). High-End construction really does help everyone. *The Atlantic.* https://www.theatlantic.com/ideas/2026/02/housing-crisis-rich-poor-building/686086/

[15] Li, X. (2021). Do new housing units in your backyard raise your rents? *Journal of Economic Geography*, 22(6), 1309–1352. https://doi.org/10.1093/jeg/lbab034

[16] Pennington, Kate, Does Building New Housing Cause Displacement?: The Supply and Demand Effects of Construction in San Francisco (June 15, 2021). Available at SSRN: https://ssrn.com/abstract=3867764 or http://dx.doi.org/10.2139/ssrn.3867764

[17] Bratu, C., Harjunen, O., & Saarimaa, T. (2023). JUE insight: City-wide effects of new housing supply: Evidence from moving chains. *Journal of Urban Economics*, 103528. https://doi.org/10.1016/j.jue.2022.103528

[18] Mense, A. (2025). The impact of new housing supply on the distribution of rents. *Journal of Political Economy Macroeconomics*, *3*(1), 1–42. https://doi.org/10.1086/733977

[19] Asquith, Brian J., Evan Mast, and Davin Reed. 2019. "Supply Shock Versus Demand Shock: The Local Effects of New Housing in Low-Income Areas." Upjohn Institute Working Paper 19-316. Kalamazoo, MI: W.E. Upjohn Institute for Employment Research. https://doi.org/10.17848/wp19-316

[20] Fang, Limin and Kim, Emi and Tyndall, Justin. (March 27, 2026), The Downmarket Impact of New Multifamily Housing: Evidence from a Honolulu Condo Tower. Available at SSRN: https://ssrn.com/abstract=5780364 or http://dx.doi.org/10.2139/ssrn.5780364

[21] Spader, J. (2024). Has housing filtering stalled? heterogeneous outcomes in the American Housing Survey, 1985–2021. *Housing Policy Debate*, *35*(1), 3–25. https://doi.org/10.1080/10511482.2023.2298256

[22] Been, V., Ellen, I. G., & O'Regan, K. (2024). Supply skepticism revisited. *Housing Policy Debate*, *35*(1), 96–113. https://doi.org/10.1080/10511482.2024.2418044

[23] Mast, Evan. 2019. "The Effect of New Market-Rate Housing Construction on the Low-Income Housing Market." Upjohn Institute Working Paper 19-307. Kalamazoo, MI: W.E. Upjohn Institute for Employment Research. https://doi.org/10.17848/wp19-307

Lower Density Streamlining

The proposal consists of three options: two-way lot splits, and in non-SB 79 areas, starter homes up to a count of five. In SB 79 areas, up to ten starter homes per parcel.

In comparison to SHRA, SB 9, which allows lot splits and duplexes on single-family parcels, has been far less used, on the order of less than ten units per year, in contrast to a hundred in less than a year. The primary barrier to this is owner-occupancy requirements[24], which only apply to the lot-split provisions. But for these projects to secure standard construction financing, the homes must be individually sellable.

Campbell will create a local lot-split ordinance which does not contain owner-occupancy requirements, but only allows up to two primary units, rather than four, across the newly split parcels. These homes can be full-sized rather than small starter homes.

Streamlining for SHRA (SB 1123) projects will consist of allowing concurrent demolition and construction permitting, using the city's administrative authority to determine the sequencing of permits. We'll allow streamlining up to five homes citywide, but in areas already subject to SB 79 upzoning, we'll streamline the full ten. In the latter case, the alternatives are not "stasis or change", but rather "four-to-seven story buildings or townhomes", and this allows us to choose the latter.

Fees

We levy fees on new housing; in some cases, jurisdictions tax new housing to pay for new housing, but we tax new housing to pay for parks, which should clearly be paid for by everyone, since everyone uses parks. (Notably, these fees (Fund 295) have not paid for new parks, but rather for projects like playground improvements (projects 18PP and 20PP) and parking lot expansions (23DD) at John D. Morgan, track resurfacing at the Community Center (21PP), and bike path improvements at Campbell Park (21KK).)

Impact fees discourage housing production.[25] As with unsubsidized inclusionary zoning, fees are not an efficient way of raising funds, but it is politically palatable to charge fees on people who do not live here yet and so cannot complain. It feels like free money, but it is not. The city should raise funds for capital projects via parcel taxes, bonds, or grants.

However, this is currently the sole source of capital for the parks department. In view of that, it would be better to place a pause on parks funding, for example, exempting the next five hundred new units on Housing Element opportunity sites. This is similar to San Jose's

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[24] Metcalf, B., Garcia, D., & Carlton, I. (2021). Will allowing duplexes and lot splits on parcels zoned for single-family create new homes? *Terner Center for Housing Innovation*. https://ternercenter.berkeley.edu/wp-content/uploads/2021/07/SB-9-Brief-July-2021-Final.pdf

[25] California YIMBY. (2024, June 13). *The Impact of Fees: Rethinking local revenues for more multifamily housing*. https://cayimby.org/reports/the-impact-of-fees/

approach. Alternatively, the city could encourage smaller, more inherently affordable homes by charging an equivalent per-square-foot fee for parks rather than a per-unit fee.

Sources

We spoke with:

- Mark Robson (market-rate developer)
- Kelly Snider (SJSU professor)
- Flaherty Ward and Karl Lauff, Santa Clara County Housing Authority (BMR developer)
- Sergio Lopez (councilmember)
- Rob Eastwood (staff)
- Pete Beritzhoff, Bay West Development (market-rate developer)
- Stephanie Yi, Jia Li, Tomas Tran, AlphaX RE Capital (market-rate developer)