



CAMPBELL VILLAGE NEIGHBORHOOD PLAN

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November 7, 2017

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I. INTRODUCTION

The Campbell Village Neighborhood Plan is a collaborative effort between the City of Campbell and community members to provide a coherent framework for future development in the Campbell Village Neighborhood. The Plan establishes land use policies, transportation policies, and development standards affecting both land use and transportation to further the residents' vision of the neighborhood's future. This Plan is intended to preserve the unique character of the neighborhood and help maintain a desired quality of life.

The focus of the Campbell Village Neighborhood Plan is to apply development standards and design expectations to properties zoned residential. Properties zoned commercial, located on Camden Avenue and at the corner of Union and Bascom Avenues, will rely on the existing zoning provisions outlined in the Campbell Municipal Code.

II. BACKGROUND

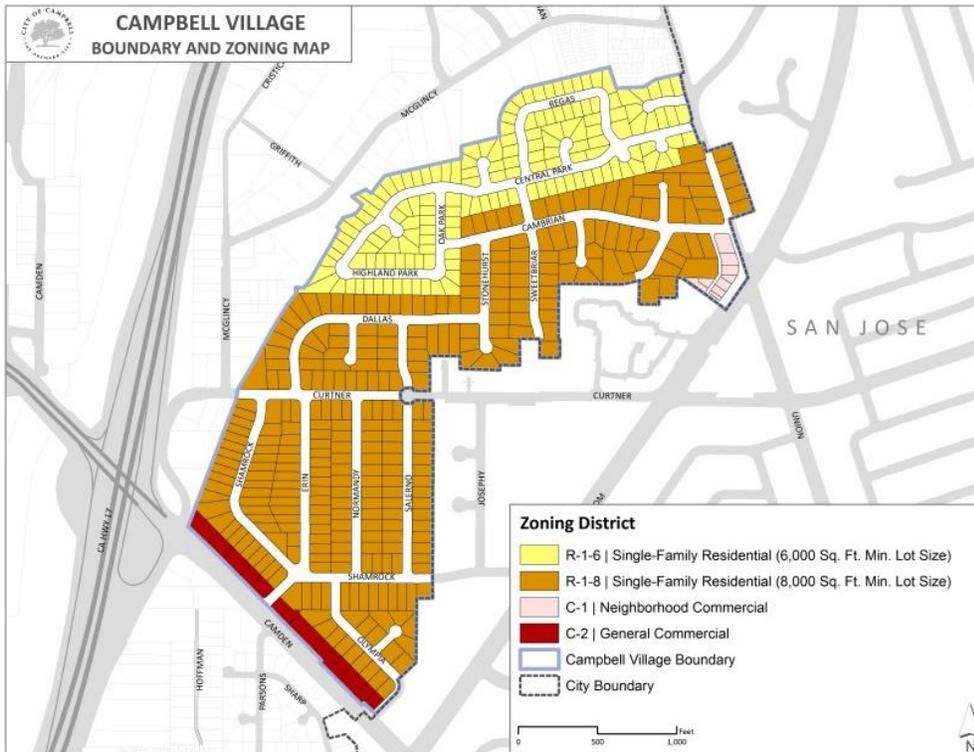
The Campbell Village Neighborhood consists of approximately 485 parcels covering an area of approximately 135 acres. The majority of these parcels are zoned residential with R-1-6 zoning in the Central Park “sliver” and R-1-8 within the Cambrian Village area. Approximately 23 parcels front Camden, Bascom and Union Avenues which are zoned Neighborhood Commercial (C-1) and General Commercial (C-2).

The Campbell Village Neighborhood was developed in several phases over time beginning in the 1940’s through the 1980’s. Within the Cambrian Village portion of the neighborhood, development occurred on County unincorporated land as well as on land previously annexed by the City of San Jose. This pattern of development yielded a diverse and often less formal character within the street system network. Many streets have large irregular lots which lack standard curbs, gutters and sidewalks giving the streets a more rural feel. Conversely, the Central Park neighborhood was developed with street curbs which could have contributed to the fact that this area was once located in the City of San Jose and the properties were developed much later than homes in the Cambrian Village area.

III. LAND USE STANDARDS

A. GOAL STATEMENT

The Land Use Standards are intended to achieve a balance between a private property owners’ ability to develop property while preserving the unique qualities of the Campbell Village Neighborhood. The residents of the Campbell Village Association helped develop these standards in an attempt to ensure that the neighborhood remains low-density single-family residential, as envisioned in the year 2013 reorganization/annexation into the City of Campbell.



B. OBJECTIVES

In order to implement this Neighborhood Plan, the following objectives should be referenced as key factors that helped create the development standards and design guidelines.

- i. Ensure that the home size is in proportion to lot size.
- ii. Ensure that the home size is in proportion to the average home sizes in the immediate neighborhood so as to minimize a perception of “mansionization.”
- iii. Additions to existing homes should be designed so they are well integrated into the home in an effort to appear like it was the original construction.
- iv. Use landscaping to enhance the characteristics of the area.
- v. New homes and additions to existing homes should respect the adjacent properties’ ability to receive light and air, and privacy.

C. RELATIONSHIP TO MUNICIPAL CODE

Development standards stated in Title 21 of the Campbell Municipal Code, which are not specified in the Campbell Village Neighborhood Plan, shall remain applicable. In the case of a conflict between the Campbell Village Neighborhood Plan and Title 21 of the Campbell Municipal Code, the standards contained herein shall prevail.

C-1. TWO-UNIT HOUSING DEVELOPMENTS AND URBAN LOT SPLITS

Two-Unit Housing Developments and Urban Lot Splits shall be permitted in accordance with Chapter 21.25 and Chapter 20.14 of the Campbell Municipal Code, respectively, which shall prevail over any provision to the contrary contained within the Campbell Village Neighborhood Plan.

D. RESIDENTIAL DEVELOPMENT STANDARDS

1. Lot Size

The minimum lot size permitted in the R-1-6 and R-1-8 zoning districts shall be 6,000 and 8,000 net square feet respectively. Existing lots that do not conform to these minimum standards shall be viewed as existing non-conforming. The net lot size excludes private streets, common areas and the stem of a flag/rear lot.

2. Lot Width

The minimum lot width permitted in the R-1-6 and R-1-8 zoning districts shall be 60 and 70 feet respectively.

3. Subdivisions/Lot Line Adjustments

Subdivisions and lot line adjustments shall not result in a flag/rear lot configuration.

4. Building Heights for Primary Dwelling Units

The maximum primary dwelling unit height permitted in the R-1-8 zoning district shall be 28 feet, as measured from natural (existing) grade and in no event may exceed more than 2 stories. The maximum primary dwelling unit height in the R-1-6 zoning district shall be 35-feet, as measured from finished grade and in no event may exceed more than 2½ stories.

5. Setbacks for Primary Dwelling Units

Primary dwelling units, including interior and attached accessory dwelling units, shall maintain the following building setbacks as identified in Table 1:

| Table 1 | | |
|--------------|---|---|
| | R-1-6 | R-1-8 |
| Front | 20 ft. | |
| Rear | A minimum of five feet or one-half the height of the building wall adjacent to the rear property line (whichever is greater). | The lesser of 20 ft. or 15% of the lot depth. |
| Side | A minimum of 5 ft. or one-half the height of the building wall adjacent to the side | |

| | |
|-------------------------|---------------------------------------|
| | property line (whichever is greater). |
| Street Side | 12 ft. |
| Vehicular Access | 25 ft. to any public right-of-way |

6. Setbacks for Detached Accessory Structures

Accessory structures shall be permitted in accordance with Section 21.36.020 of the Campbell Municipal Code, except that the rear setback shall be limited to the greater of five feet or one half the height of the building wall. Accessory dwelling units shall be permitted in accordance with Chapter 21.23 of the Campbell Municipal Code.

7. Exceptions to Rear Setbacks

The community development director may approve a minimum rear setback of five feet or ½ the building wall height on all corner lots or when the parcel is determined to be oddly configured rendering the lot depth substandard in length, for:

- Primary dwelling units
- Accessory structures

Irrespective of the above, the community development director may also approve a minimum rear setback of five feet or ½ the building wall height for a building located on a property which abuts a C-1 or C-2 zoned property.

The permit process required for exceptions shall be through an administrative site and architectural review permit in accordance with CMC 21.42.050, when the following findings can be made:

- a) The rear setback would not be detrimental to the health, safety, peace, comfort or general welfare of persons in the neighborhood, or the city as a whole; and
- b) The rear setback would not unreasonably interfere with the ability of adjoining property owners to enjoy access to air, privacy, sunlight, and the quiet enjoyment of the owner’s property.

8. Building Heights for Accessory Structures

The maximum building height for an accessory structure in the R-1-6 or R-1-8 zoning district shall be 14-feet.

9. Floor Area Ratio

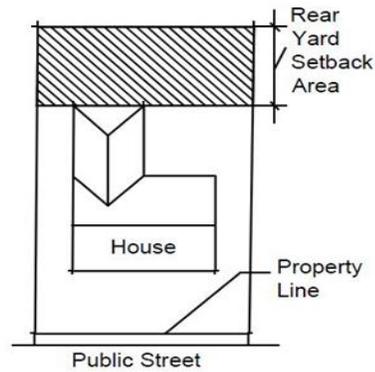
The maximum gross floor area permitted for all R-1-8 and R-1-6 zoned properties shall be 45% of the parcel’s net lot area, excluding any stems of flag/rear lots or street rights-of-way.

10. Lot Coverage

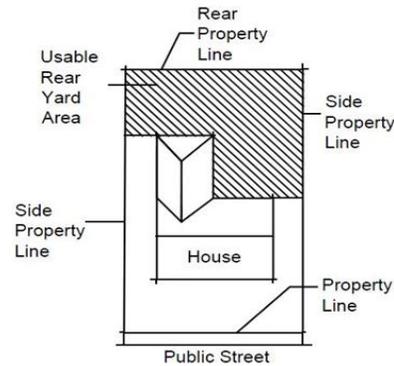
The maximum lot coverage permitted for all R-1-8 zoned properties shall be 45%. The maximum lot coverage permitted for all R-1-6 zoned properties shall be 40%.

11. Usable Open Space

The minimum amount of useable open space shall be 750 square feet. The area shall be in addition to the required front setback between the structure and any street property line. The recreational area may be occupied by facilities such as a swimming pool, playground equipment, and a patio, porch, or deck provided it is open on at least two sides and not covered by a roof or canopy. No dimension of an area to be counted as open space shall be less than 10 feet.



Rear Yard Setback



Usable Rear Yard Area

12. Extensions Along Existing Non-Conforming Building Walls

Additions to legally existing structures may be extended along the first floor of existing building lines even when the first floor setbacks do not meet the setback requirements for the Campbell Village Area Neighborhood Plan through the approval of an Administrative Site and Architectural Review Permit in accordance with Chapter 21.42 (Site and Architectural Review) of Title 21 (Zoning) of the Campbell Municipal Code when also found consistent with the following:

- i. The building was built with approved Building Permits, as substantiated by the property owner;
- ii. The extension is limited to the first story;
- iii. The extension does not exceed 50% the length of the existing non-conforming building wall. For example, if an existing non-conforming building wall is 20 feet in length, an addition can be no longer than 10 feet; and
- iv. The extension does not further encroach into any required setback area.

13. Front Yard Paving

A main goal of the Neighborhood Plan is to preserve the unimproved nature of the area. The public realm that helps define this desirable aesthetic includes both the public rights-of-way and private front yard areas. To realize this objective, paving shall not amount to more than forty percent (40%) of the required front yard setback area. Increases in the amount of allowable paving may be approved by the community development director if necessary to provide safe ingress and egress for the site.

14. Landscaping

All new development projects, regardless of size or permit process, shall maintain the following landscaping:

- i. A minimum of sixty percent (60%) of the front yard setback area shall be landscaped.
- ii. There is no minimum amount of landscaping required for a rear yard so long as the land is kept free from wind born dust creation.
- iii. Artificial turf may be used in the landscaping.
- iv. All new landscaping must conform to Chapter 21.26 (Landscaping Requirements) of the City of Campbell Municipal Code and the Water Efficient Landscape Guidelines as applicable.

15. Fencing

All proposed fencing shall satisfy the development standards contained in Title 21 of the Campbell Municipal Code, except that fences shall be permitted up to 7-feet tall, with or without lattice, when built on a common property line with both property owners in agreement, where a six-foot tall fence would otherwise be permitted.

E. COMMERCIAL DEVELOPMENT STANDARDS

1. General Standards

Properties located within the C-1 and C-2 zoning districts shall conform to the development standards contained in Title 21 of the Campbell Municipal Code.

2. Relationship to Adjacent Residential

All uses proposed within the C-1 and C-2 zoning districts shall operate so as not to conflict with the peace and enjoyment of the adjacent residential neighborhoods.

3. Existing Zoning

The current zoning of C-1 and C-2 should remain in place. Commercial development should be limited to Camden Avenue, Union Avenue and Curtner Avenue between Camden Avenue and McGlincy Lane.

F. ZONING MAP AMENDMENTS

1. Spot Zoning

Spot zoning is not allowed other than in the creation of a park.

2. Zone Changes

Planned Development zoning is not permitted within the Campbell Village Neighborhood boundary.

G. DESIGN CRITERIA (RESIDENTIAL)

1. General Requirements

The design criteria are intended to protect and reinforce the architectural features of homes that have helped define the neighborhood character. For projects in the Campbell Village Area these shall serve as mandatory criteria.

2. Additions

Additions to an existing single-family dwelling in the R-1-8 zoning district subject to Site and Architectural Review or Administrative Site and Architectural Review (pursuant to CMC 21.42.020) shall comply with the City's adopted Design Guidelines for [Additions to Single Family Homes](#) incorporated herein by reference.

3. New Homes

The construction of a new single-family residence in the R-1-8 zoning district shall comply with the City's adopted [Design Guidelines for Single Family Homes](#) incorporated herein by reference.

4. Maximum Garage Width

Garages shall not dominate the front façade since that is not an existing characteristic for the built environment. Garage width should be no greater than 40% of the linear width of the front building elevation. Garages exceeding 40% of the linear width of the front building elevation shall be required to incorporate at least one of the measures below:

- i. Recess the garage from the front wall of the house a minimum of five feet.
- ii. Provide an entry porch or trellis extending the front of the face of the garage.
- iii. Orient the entry of the garage away from the street.
- iv. Incorporate similar features or methods intended at diminishing the prominence of the garage as approved by the Community Development Director.

This section shall apply to new garages and additions to existing garages.

5. Privacy Preservation

To help minimize the perception of privacy impacts to neighboring properties, projects shall:

- i. Place second-story window sills five feet from the finished floor (or as high as permitted by the building code for emergency escape and rescue openings and obscure the glass up to five feet from finished floor) when located closer than 10-feet to a side or rear property line;
- ii. Locate low use rooms (such as bathrooms, hallways, and staircases) along property lines that have the greatest privacy impact potential;

- iii. Use a solid wall (instead of an open railing) for the sides of second-floor balconies/decks; and
- iv. Prohibit balconies on the side of homes adjoining a residential property or within 20-feet of a rear property line.

H. PERMIT PROCESS

Properties located within the Campbell Village Neighborhood with a Zoning District designation of C-1, C-2, R-1-6, & R-1-8 shall be processed in accordance with Article 4 (Land Use/Development Standards) of Title 21 (Zoning) of the Campbell Municipal Code. Extensions along non-conforming building walls and exceptions to side setbacks shall be processed through an Administrative Site and Architectural Review Permit in accordance with Chapter 21.42 (Site and Architectural Review) of Title 21 (Zoning) of the Campbell Municipal Code.

I. FINDINGS FOR DISCRETIONARY APPLICATIONS

1. Required Findings

In addition to the applicable findings contained in the Campbell Municipal Code, all discretionary applications for residential projects shall also comply with the following:

- i. The project complies with the Design Criteria of the Campbell Village Neighborhood Plan.

IV. TRANSPORTATION STANDARDS

A. GOAL STATEMENT

The Campbell Village Neighborhood should be an area that is safe and inviting to bicyclists and pedestrians. The City should manage and develop transportation systems in the area that retain its more rural nature.

B. OBJECTIVES

1. Maintain the more rural appearance of local streets in the Campbell Village neighborhood.
2. Take the minimum amount of right-of-way and provide only the minimum street widths necessary to maintain appropriate traffic function and safety.
3. Through traffic should only be encouraged on Curtner Avenue and where possible, traffic should be routed via Camden Avenue, Bascom Avenue and Union Avenue.
4. Be consistent with the City's Neighborhood Traffic Management Program (NTMP).
5. Traffic calming improvements will be considered and installed consistent with the City's Traffic Calming Policy (Council approval pending).

C. TRANSPORTATION POLICIES

1. Truck Routes

Truck routes in the Campbell Village area should be limited to arterial routes and only those collectors where the predominant abutting land uses are commercial and industrial. Therefore, only Camden Avenue, Union Avenue and Curtner Avenue from Camden Avenue to South McGlincy Lane are truck routes within the Plan Area.

2. Street Design Standard Implementation Policies

i. New Streets

The Campbell Village Neighborhood is a fully developed area. In the event that major changes occur requiring the development of new streets, they shall be designed according to existing City standards and will be improved with street lights and appropriate curbs for improved drainage.

ii. Existing Streets

Existing streets are required to be improved consistent with the Campbell Village Public Improvement Plan (Appendix A.).

- a. Any proposed new development located on those streets identified for street improvements would be required to dedicate right-of-way to the predominant dimension and construct the street to predominant width, install curb, gutter, sidewalks and street lights as necessary.
- iii. **Deferred Street Improvement Agreements**

Deferred Street Improvement Agreements may be taken in lieu of installation of street improvements in the Campbell Village area as detailed in section 11.24.050 of the Campbell Municipal Code.
- iv. **Removal of Existing Improvements**

Property owners may apply for an encroachment permit to remove existing improvements that are not required under the Campbell Village Street Improvement Plan.
- v. **Existing Deferred Street Improvement Agreements**

Previous practice may have created Deferred Street Improvement Agreements for properties which under the current Campbell Village Neighborhood Plan will no longer be required. A notice of fulfillment of the agreement will be recorded.
- vi. **Exceptions**

All exceptions to the policies contained in this document shall be subject to review and approval by the City Council.

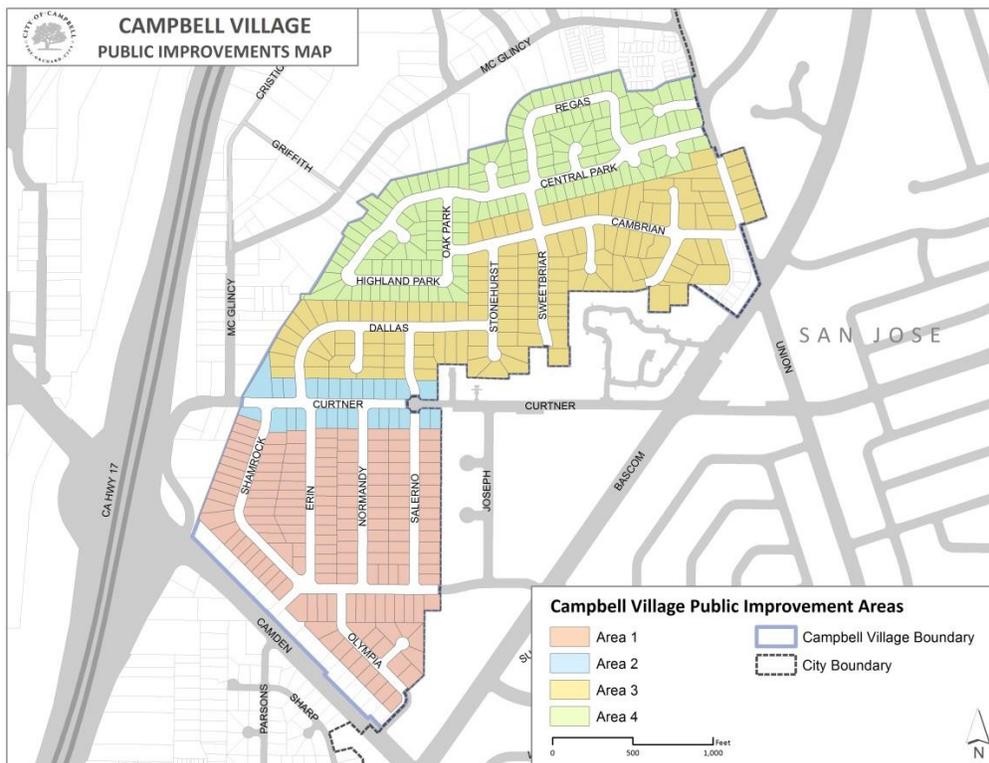
APPENDICES

A. CAMPBELL VILLAGE PUBLIC IMPROVEMENT PLAN

INTRODUCTION

The following plan contains proposed improvements to the Campbell Village Neighborhood developed through a public involvement process led by the Campbell Village Neighborhood Association. The proposed improvements are subject to City Council approval and may require additional evaluation with regard to funding and coordination with other City planning and public works initiatives.

The neighborhood can be broken into four general areas organized by the similarity of their existing public improvements (Map A.):



Map A: Public Improvement Areas

1. Area 1 – This area consists of approximately 151 residential parcels located south of Curtner Avenue. Streets located within Area 1 include: Olympia Avenue, Lois Way, Shamrock Drive, Erin Way, Normandy Drive, and Salerno Drive. Area 1 is currently zoned R-1-8 (8,000 sq. ft. minimum lot size).
2. Area 2 – This area consists of approximately 27 residential parcels located on Curtner Ave between McGlincy Lane and Salerno Drive. Area 2 is currently zoned R-1-8 (8,000 sq. ft. minimum lot size).
3. Area 3 – This area consists of approximately 132 residential parcels located north of Curtner Avenue. Streets located within Area 3 include: Dallas Drive, Norin Court, Salerno Drive, Stonehurst Drive, Sweetbriar Drive, Sydnor Drive, Briarwood Way and Cambrian Drive. Area 3 is currently zoned R-1-8 (8,000 sq. ft. minimum lot size).
4. Area 4 – The area formerly known as the “Sliver” consists of approximately 152 residential parcels. Streets located in Area 4 include: Central Park Drive, Oak Park Lane, Highland Park Lane, Regas Drive, Stanfield Drive, Park Drive and Dry Creek Court. This area is a mature development with sidewalks, vertical curbs, gutters, street lighting and street trees. Area 4 is currently zoned R-1-6 (6,000 sq. ft. minimum lot size).

GENERAL STREET IMPROVEMENTS

Campbell Village has been developed in several phases over time. As a result, streets, curbs gutters, lighting and other improvements vary widely. This in part contributes to the overall character of the neighborhood and should generally be preserved. Table A describes the street improvement type that is the dominant feature and should be used when considering future street improvements, unless superseded by special street improvements called out in this plan.

| Area | Curb Type | Sidewalk | Street |
|---------------|------------------------|----------|---|
| Area 1 | None | No | Shamrock Dr, Olympia Dr, Lois Way |
| | Rolled Curb & Gutter | No | Erin Way, Normandy Dr |
| | Rolled Curb & Gutter | Yes | Salerno Dr |
| | Vertical Curb & Gutter | Yes | Camden Ave |
| Area 2 | Rolled Curb & Gutter | Yes | Curtner Ave |
| Area 3 | Rolled Curb & Gutter | No | Dallas Dr, Norin Ct, Salerno Dr |
| | None | No | Cambrian Dr, Stonehurst Dr, Sweetbriar Dr, Briarwood Way, Sydnor Dr |
| Area 4 | Vertical Curb & Gutter | Yes | Regas Dr, Parkdale Dr., Stanfield Dr, Central Park Dr, Oak Park Dr, Highland Park Ln, Union Ave |

Table A: Existing Public Improvements

STREETS TO REMAIN WITHOUT SIDEWALK

The majority of the streets within the Campbell Village do not have sidewalk improvements, and the plan proposes to leave it this way. All of the residential streets within the Campbell Village Area have an existing right-of-way width of 60 feet, with the center 40 feet being used for vehicular pavement and on-street parking, and 10 feet on each side reserved for future sidewalk if none are currently present. For the streets identified to remain without sidewalk, this leaves a ten foot strip of right-of-way along each property's frontage that shall be subject to further City requirements depending on if curb and gutter exists on that street.

If per Table A the street has existing curb and gutter, the ten foot strip of right-of-way shall remain pervious, other than driveway and walkway connections between the existing pavement and the corresponding on-site improvements.

If per Table A the street does not have curb and gutter, the ten foot strip of right-of-way shall be improved consistent with the intent of Green Infrastructure -- improvements across the property's frontage that assist with stormwater drainage and treatment through the use of detention and infiltration methods. This area shall not be paved in any manner to allow for the parking of vehicles. For frontages improved per these requirements, parking shall be limited to the center 40 feet of right-of-way designated for vehicular traffic and on-street parking.

SPECIAL STREET IMPROVEMENTS

A. Curtner Avenue

Develop street improvements that facilitate reduced traffic speeds, aid pedestrians and bicyclists and unify the street's appearance. This includes development of a uniform system of curb, gutter and detached sidewalks on both sides of the street, a consistent street width, improved speed signage and markings, and appropriate street lighting. Consider the use of street trees, bulb-outs or other devices to enhance pedestrian and bicycle safety, consistent with other neighborhood improvements. It is anticipated that Curtner Avenue will most likely be improved as a City project.

B. Salerno Drive (South of Curtner Avenue)

Develop a uniform system of curb, gutter and sidewalks. The predominant street configuration on Salerno Drive south of Curtner Avenue is rolled curb & gutter with attached sidewalks. The missing sections of curb, gutter and sidewalk shall be completed by the adjacent property owners as they make improvements to their homes that trigger the requirements of Campbell Municipal Code Section 11.24.



Figure 1: Salerno Drive Sidewalk

C. Erin Way

Develop an improved traffic barrier at the interface of Erin Way and Camden Avenue. Consider a cul-de-sac treatment on Erin Way that incorporates landscaping and provides pedestrian and bicycle passage. Consider installing curbs and gutters to improve drainage. Consider a redesign of the intersection of Shamrock Drive and Erin Way that incorporates these changes with other traffic calming measures described below.

D. Union Avenue

Complete a uniform system of curb, gutter and sidewalks on Union Avenue between Cambrian Way and Bascom Avenue.

E. Camden Avenue

Complete a uniform system of curb, gutter and sidewalks on Camden Avenue between Bascom Avenue and Curtner Avenue.

F. Curbs & Gutters

Repair or replace curbs and gutters in areas where trees have caused damage or curbs and gutters have experienced other types of damage. Special attention should be given to streets in Area 4, including Regas Drive, Central Park Drive and Highland Park Lane.

G. Street Lighting

In keeping with the Community's desire to retain the existing character of the neighborhood streets, street lighting will be maintained at existing levels with the following exceptions:

1. Investigate adding additional street lighting on Erin Way in the vicinity of the road closure.
2. The improvement of Curtner Avenue will most likely require upgraded street lighting.



Figure 2: Erin Way Barrier



Figure 3: Regas Drive Curb & Gutter

TRAFFIC IMPROVEMENTS

The following list of proposed improvements is intended to reduce through traffic, ensure pedestrian and bicycle safety and retain the generally more rural character of the Campbell Village Neighborhood. This list is based on extensive feedback from the community regarding areas of concern. However, the underlying traffic concerns should be addressed through the City's pending Traffic Calming Policy. This may result in the construction of alternative improvements from the initial suggestions listed below.

A. Traffic Circles

Investigate the feasibility of installing traffic circles at the intersection of Cambrian Drive and Briarwood Way, and at the intersection of Shamrock Drive and Erin Way, and construct as funding becomes available.

B. Stop Signs

Evaluate existing conditions at the intersection of Cambrian Drive and Stonehurst Way, and install stop signs as warranted.

C. Enhanced Signage

Add painted "Keep Clear" pavement markings at Union Avenue and Central Park Drive. Add additional speed limit signage along Curtner Avenue. Add painted edge line on Shamrock Drive to better define the street edge and allow for improved pedestrian and bicycle safety.

D. Electronic Signage

Add radar speed feedback sign on Curtner Avenue between Salerno Drive and South McGlincy Lane.

BIKEWAYS AND PEDESTRIAN PATHS

Integrate the Campbell Village neighborhood into future planning efforts conducted through the Bicycle & Pedestrian Advisory Committee and the Envision Campbell update to the City's General Plan

(<http://www.ci.campbell.ca.us/643/Envision-Campbell>).

A. In particular, investigate the feasibility of:

❖ Expanded Bike Routes

Investigate connecting existing bike routes along Camden Ave with the proposed bike route on Union Ave. Possible expansion may include a bike route on Curtner Avenue.

❖ Improved Access to Los Gatos Creek Trail

Investigate feasibility of improved bike and pedestrian access to the Los Gatos Creek trail. This may include new bike and pedestrian facilities along Camden Ave/San Tomas Expressway or it may include construction of a bicycle/pedestrian overcrossing of State Route 17.

BEAUTIFICATION

A. Street Trees

- * Installation of street trees should be encouraged within the plan area. In general, wide canopy trees with a mature height and width appropriate to the street should be selected to create a unified canopy.
- * In Areas 1 and 3, street trees should be installed where appropriate to the street improvements discussed elsewhere in this plan. Trees should be selected from the approved list as determined by the Public Works Director.
- * Within Area 2, street trees should be included where appropriate to street improvements discussed elsewhere in this plan. Trees should be selected from the approved list as determined by the Public Works Director.
- * Within Area 4, existing street tree should be retained. As the existing Camphor trees (*Cinnamomum camphora*) reach the end of life, trees from the approved list should be selected to replace them.

B. Neighborhood Monument

Install a monument or appropriate signage designating the area “Campbell Village”. Possible locations may include neighborhood entrances at Cambrian Drive and Union Avenue, Curtner Avenue, Central Park Drive or Olympia Avenue.

C. Utility Box Beautification

Include City owned utility boxes within the plan area in the City of Campbell “Art Outside the Box” Utility Box Art Program

(<https://www.facebook.com/CampbellCAArtOutsidetheBox>).