



City of Campbell

Community Development and Public Works Departments

# SAN TOMAS AREA NEIGHBORHOOD PLAN

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Adopted by Resolution No. 8574  
Effective December 16, 1993  
Amended by Resolution No. 9633  
Effective January 18, 2000

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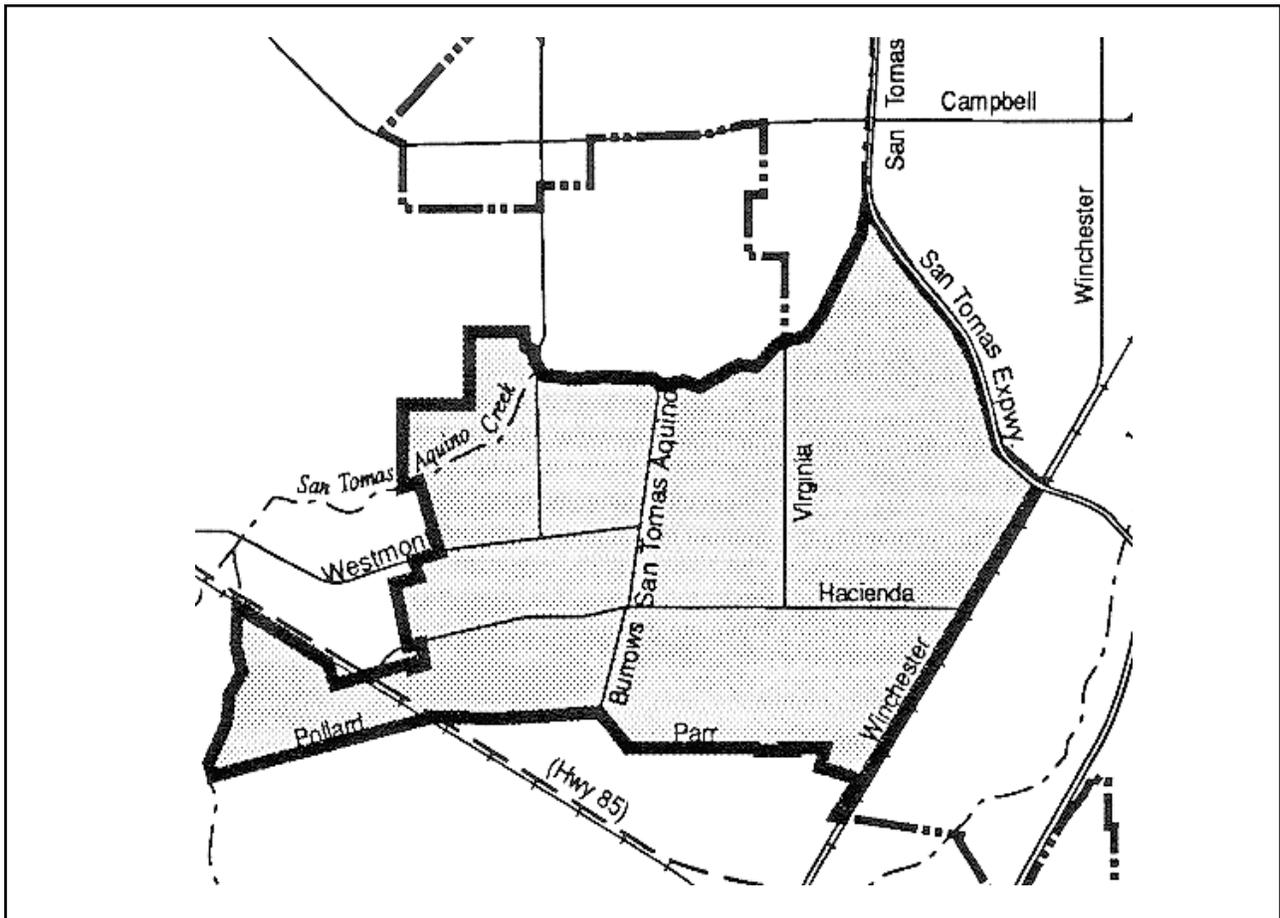
# San Tomas Area Neighborhood Plan

## INTRODUCTION

The purpose of the San Tomas Area Neighborhood Plan is to provide a coherent framework for development in the San Tomas Area. This document establishes land use and transportation policies for use in the San Tomas Area. The Plan serves several purposes. Most importantly it establishes specific policies to preserve the unique character of the San Tomas Area and enhance the quality of life for its residents. In addition, the Plan serves as an educational resource to guide building or remodeling in the San Tomas Area.

The San Tomas Area is a residential neighborhood equaling approximately 1-1/2 square miles located in the southwest portion of the City. The area is unique in that it retains a more informal character than other parts of Campbell, in part due to the large, often irregular lots and to the lack of standard curbs, gutters and sidewalks along its streets.

### San Tomas Neighborhood



## San Tomas Area Neighborhood Plan

Since 1980, the City recognized the San Tomas Area as unique in terms of its rural character and has maintained a policy of:

1. Maintaining the area as low-density residential
2. Encouraging larger-than-minimum lot sizes
3. Encouraging the planting of trees, shrubs, greenery and other landscaping materials in new developments.
4. Preserving existing trees and shrubs
5. Considering alternate street improvements in appropriate areas

In 1991, the Campbell City Council authorized the San Tomas Study to review land use and transportation policies for the San Tomas Area. The Study responded to concerns raised by residents of the San Tomas Area over recent projects considered out of character with the area and concerns about increasing traffic in the neighborhood. The San Tomas Area Neighborhood Plan is the result of the San Tomas Study.

The Plan was developed after extensive public participation. Approximately 30 meetings were held in the nine month period between January 1993 and September 1993. The land use and transportation policies contained in the Plan were developed by residents of the San Tomas Area and City representatives through a series of neighborhood workshops.

The San Tomas Study began in January 1993 with a kick-off meeting which all residents and property owners of the San Tomas Area were invited to attend. At the kick-off meeting, the San Tomas Area was divided into four neighborhoods. Residents in each area selected seven representatives to serve on a neighborhood work group.

Work group members represented their neighborhood in meetings with staff to develop goals and suggested policies for their neighborhood. Meetings were held with residents in each neighborhood to allow them an opportunity to comment on the recommendations made by their neighborhood work group.

The goals developed by each neighborhood work group were then forwarded to the San Tomas Study Task Force which reconciled the various neighborhood policies and drafted the San Tomas Neighborhood Plan. The Task Force was comprised of the following representatives:

- Two members from each neighborhood work group
- Two members of the City Council
- Two members of the Planning Commission
- The City's Architectural Advisor

## San Tomas Area Neighborhood Plan

Upon completion of the draft plan, the San Tomas Task Force held an area-wide meeting where the plan was presented and discussed. Based on input from the area-wide meeting, the plan was modified and sent to the Planning Commission and City Council for public hearings.

In addition to extensive public participation, the Plan is noteworthy because it is Campbell's first neighborhood plan. The Plan recognizes the unique qualities of the San Tomas Area and serves as a blueprint for the concrete steps to be taken to preserve the neighborhood. As such, the San Tomas Area Neighborhood Plan may serve as model for other areas of the City.

In 1998, the City Council authorized a limited review of the San Tomas Plan focusing on street standards and minor additions to existing single family homes. Staff held several community meetings and surveyed residents regarding the two issues. The amendments were then scheduled for public hearings before the Planning Commission and City Council in late 1999 and early 2000.

## LAND USE ISSUES

### Goal Statement

These policies are intended to preserve the unique qualities of the San Tomas Area. New development and additions should respect and enhance the best aspects of the area. The San Tomas Area will remain a primarily low-density single family residential area.

### Objectives

1. Ensure that the size of homes are in proportion to lot size.
2. New developments and additions to existing homes should be integrated with homes in the surrounding area.
3. Ensure that projects in planned developments zones are compatible with the surrounding area.
4. Use landscaping to enhance the rural characteristics of the area.
5. Establish criteria to determine larger than minimum lot size.

### Land Use Policies

#### A. Relationship to Municipal Code

Development standards stated in Title 21 of the Campbell Municipal Code that are not specified in this section shall remain applicable. In the case of conflict between the San Tomas Neighborhood Plan and Title 21 of the Campbell Municipal Code, the standards contained herein shall prevail.

#### B. Setbacks

##### 1. Front Yard Setbacks

The minimum front yard setback shall be shown on Page 5.

Exceptions:

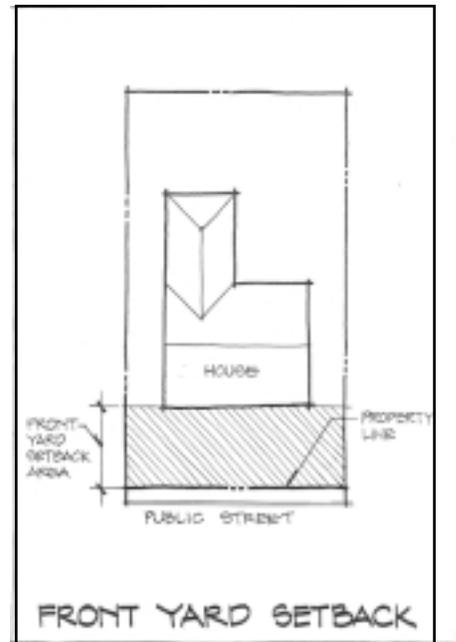
- a. The entrance to a garage or carport shall be no closer than 25' to any public right-of-way.
- b. A minimum street side yard setback of 12' shall be provided on corner lots.

**San Tomas Area  
Neighborhood Plan**

Zoning District

Setback

R-1-6	20'
R-1-8	20'
R-1-9	20'
R-1-10	25'
R-1-16	25'



2. Side Yard Setbacks

Zoning District

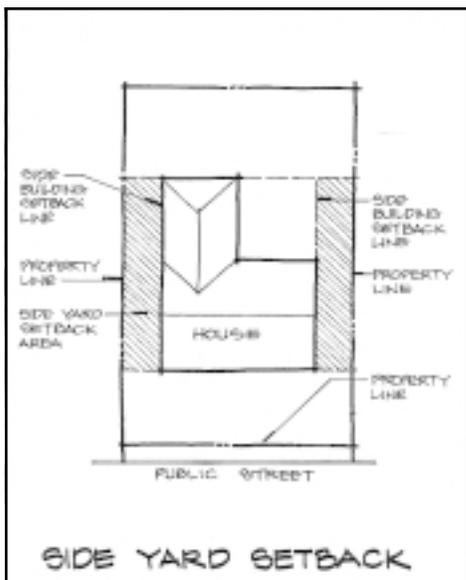
Setback

R-1-6

The greater of five feet, or one-half the height of the building wall adjacent to the property line.

R-1-8,9,10,16

- a. At least one side yard shall be the greater of 10' or sixty percent of the height of the building wall adjacent to the property line.
- b. The other side yard shall be the greater of eight feet or sixty percent of the height of the building wall adjacent to the property line.
- c. The side yard setbacks for legally created lots with a lot width less than 60' shall be the greater of five feet or one-half the height of the building wall adjacent to the property line.



3. Rear Yard Setbacks

Zoning District

Setback

R-1-6

- a. 20'
- b. 10' where the useable rear yard area = 20 x Lot width. (For the purposes of this section, the useable rear yard area shall be defined as that area bounded by the rear building lines extended to the side lot lines and rear property line.)

R-1-8

20'

R-1-9

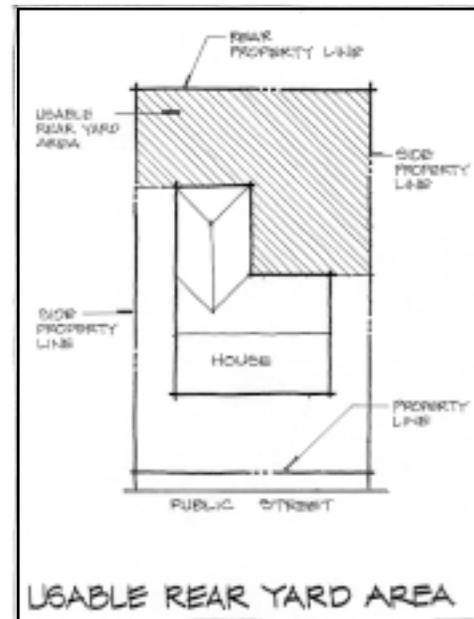
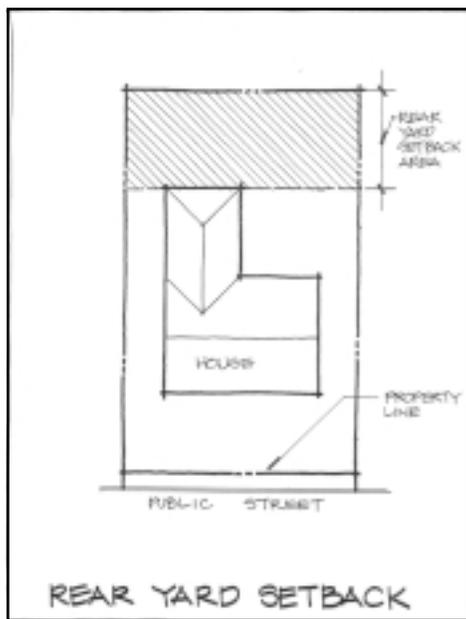
25'

R-1-10

25'

R-1-16

25'

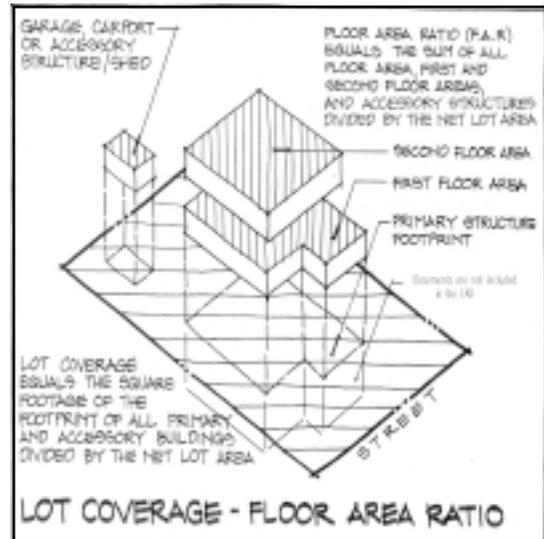


**C. Building Coverage/Floor Area Ratio (FAR)**

The maximum building coverage and FAR for a residential building with all its accessory buildings including private garages and carports shall be as shown below. The floor area contained within a basement with a ceiling height less than 2- feet above existing natural grade, is exempt from the FAR requirement.

Building coverage and FAR calculations shall be of the net lot area, excluding private streets, common areas or the stem of flag lots:

<u>Zoning District</u>	<u>Building Coverage Ratio</u>	<u>Floor Area</u>
R-1-6	40%	.45
R-1-8	35%	.45
R-1-9	35%	.45
R-1-10	35%	.45
R-1-16	35%	.45



Additions in excess of .45 FAR may be added to existing single family homes when the following criteria are met:

1. The total building area does not exceed a .50 FAR
2. The home has been finaled for occupancy for at least one year
3. The property owner applies for site and architectural approval
4. The Planning Commission provides notice in accordance with the Municipal Code
5. The Planning Commission makes the following findings and approves the addition:
  - a. the addition is a simple extension along existing building lines
  - b. it complies with the STANP design guidelines
  - c. it is compatible with the architecture of the existing home and the adjacent neighborhood
6. The lot area is less than 8,000 square feet.
7. A property with a net lot area of 8,000 to 8,999 square feet may add to an existing home, as long as the sum of all floor area of the home does not exceed 4,000 square feet regardless of the FAR.

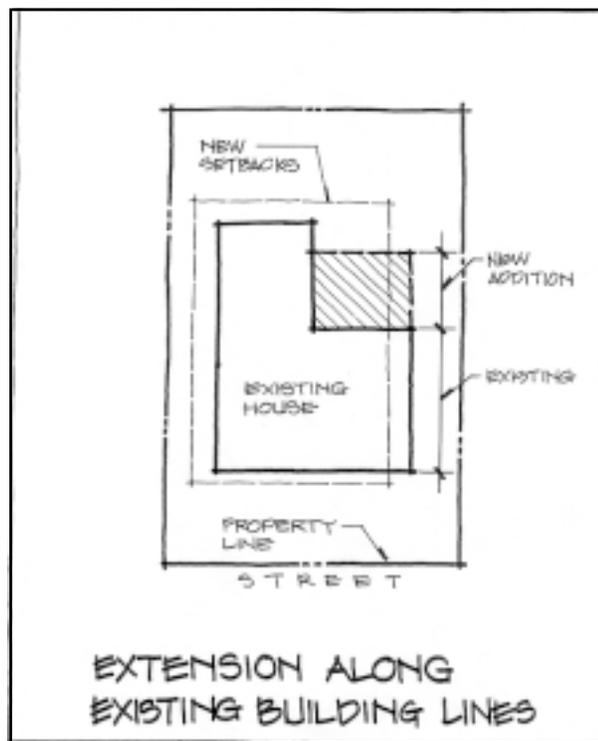
**D. Exceptions for Legal Non-Conforming Lots**

1. The property owner of a legally created lot that does not meet the minimum lot size requirement for the district in which it is located (e.g. a 6,000 square foot lot located in an R-1-10 zoning district) is permitted an exception, as provided below, to the side and rear setbacks and lot coverage requirements.
2. The side and rear setbacks and lot coverage requirements for legal nonconforming lots shall be based on the standards of the zoning district in which the lot would be conforming (e.g. the setback and lot coverage requirement for a 6,000 square foot lot in an R-1-10 zoning district would be based on the standards for the R-1-6 zoning district.)

**E. Extension Along Existing Building Lines**

Additions to legally existing structures may be extended along the first floor of existing building lines even when the existing first floor setbacks do not meet the setback requirements for the San Tomas Area.

1. Extensions only apply to first story additions that are not detrimental to the public health, safety or general welfare of persons residing or working in the neighborhood (e.g. an addition in the front yard area along an existing building wall may not be placed in a manner that impairs pedestrian or vehicular safety.)
2. The extension may maintain existing setbacks but shall not further encroach into any required setback area.
3. All second story additions must comply with the standards for the San Tomas Area.



**F. Maximum Building Height**

The maximum height of a building shall be 28 and shall not exceed 2-1/2 stories measured from the adjacent natural grade.

**G. Minimum Lot Width**

- The minimum width of all newly created parcels, except parcels on cul-de-sac bulbs, shall be as follows:

<u>Zoning District</u>	<u>Minimum Lot Width</u>
R-1-6	60'
R-1-8	70'
R-1-9	70'
R-1-10	80'
R-1-16	80'

- The minimum lot width for all newly created parcels on the bulb of a cul-de-sac shall be 60 feet.

**H. Front Yard Paving**

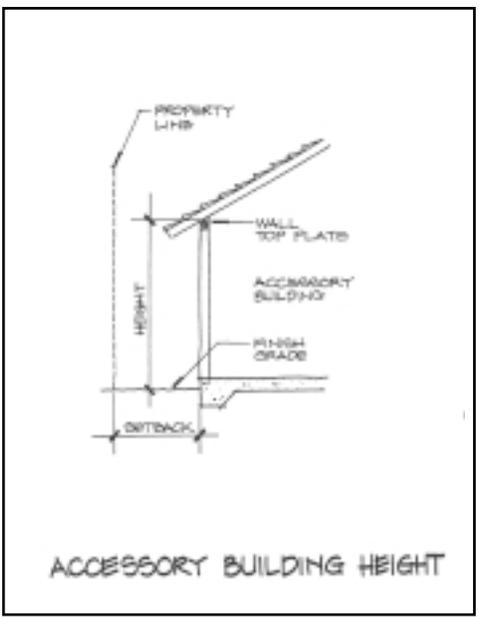
A minimum of 50% of the required front yard setback area must remain unpaved. Increases in the amount of allowable paving may be approved by the Community Development Director if necessary to provide safe ingress and egress from the site.

**I. Accessory Buildings**

Accessory buildings and detached private garages and carports, not exceeding one story nor 14 feet in height may be allowed as follows:

- Setbacks for accessory buildings, including private garages and carports shall be five feet for buildings with a wall height of eight feet or less. The height may be increased by one foot for each additional 1-1/2 feet of setback up to a minimum of 14', as described in the table below.

<u>Wall Height</u>	<u>Setback</u>
8' to 9'	5.0'
9' to 10'	6.5'
10' to 11'	8.0'
11' to 12'	9.5'
12' to 13'	11.0'
13' to 14'	12.5'
14'	14.0'



2. Other than the standards specified in this Section, accessory buildings shall be developed in accordance with the requirements specified in Section 21.08.020.D of the Campbell Municipal Code.

**J. Landscaping**

1. All new developments shall be required to provide a minimum of one tree per 2,000 square feet of net lot area. Existing trees within the net lot area shall be included in the total. All new trees shall be planted within the net lot area.
2. All new development shall comply with the Water Efficient Landscape Guidelines, as adopted by the City Council, for retention of existing plant materials.

**K. Site and Architectural Review**

1. Construction of a building or structure on an undeveloped lot in an R-1-8, R-1-9, R-1-10 and R-1-16 Zoning District shall be permitted only after the project receives site and architectural approval by the Planning Commission. The requirements for site and architectural approval are set forth in Chapter 21.42 of the Campbell Municipal Code.
2. Construction of a building or structure on an undeveloped lot in an R-1-6 Zoning District and additions to existing structures in all single family residential zoning districts shall be permitted only after the project receives site and architectural approval by the Community Development Director, except additions to single family homes that exceed .45 FAR. Additions to single family homes in excess of a .45 FAR but are less than a .50 FAR require Site and Architectural approval by the Planning Commission.
3. All applications for new development shall include photographs of the subject site and properties on both sides of the street.
4. The following design criteria shall be used by applicants, City staff, the Planning Commission and the City Council to evaluate proposed new developments and additions to existing developments in the San Tomas Area.

Intent

The San Tomas Area has a distinct character from the rest of Campbell. The criteria contained in this section have been developed to protect and reinforce the desirable characteristics of

this area. The criteria are intended to provide guidance to applicants and consistency in design review.

The criteria apply basic design principles which are general in nature and reflect the major concerns of neighborhood compatibility and site planning, including the relationship of a home to its neighbors. In an existing neighborhood, such as the San Tomas Area, new development and additions to existing homes should have their own design integrity while incorporating some design elements and materials found in the neighborhood. These criteria are not intended to prescribe a specific style or design.

### Compatibility

1. New homes and additions to existing homes should incorporate representative architectural features of homes in the San Tomas Area such as, shape, form, roof pitch, and materials. Architectural design features historically found in the San Tomas Area are described below. New projects should avoid abrupt changes that result from introducing radically different designs or sizes of structures.

Some projects have utilized design features that are not commonly found in the area and are out of scale with surrounding homes. Special care must be used when introducing design features not commonly found in the area to ensure they are architecturally compatible with the surrounding neighborhood.

#### Architectural features historically found in the San Tomas Area include the following:

- Simple rectangular shaped forms
- Simple rooflines: gabled or hipped
- Shallow window fenestration
- Visually light roof materials (composition, shingles)
- Wood siding or stucco exteriors
- One or two car garages (detached and attached)

#### Features not commonly found in the area include:

- Complex shapes
- Complex rooflines
- Tall two story entry ways or heavy columns
- Complex window fenestration
- Stucco with heavy moldings

2. Use exterior materials compatible with homes in the San Tomas Area.
3. New homes and additions to existing homes should not be “walled-off” from adjacent homes as viewed from the street.
4. Front yard landscape similar to the adjacent home is encouraged.

Scale & Mass

Building scale refers to the proportional relationship of a structure in relation to objects next to it, such as other buildings or people. Building mass is the size of a structure.

1. The perceived scale and mass of new homes should be compatible with homes in the surrounding area. Minimize the use of design features that accentuates the size of new houses so that they do not appear significantly larger than the adjacent homes. This can be accomplished by minimizing the use of two story vertical design elements such as turrets and two story entry ways, where possible, use one and a half story designs with dormers or partial two story designs.



Not Desirable



Desirable

2. The perceived scale and mass of a proposed addition to an existing home should be of a similar shape and form as those in the original house. The perceived scale and mass should also be compatible with homes in the surrounding area.
3. Architectural elements within the design of new homes and additions to existing homes should be in proportion to the overall home design.

Surface Articulation (Changes within wall and roof planes)

1. The amount of wall and roof plane articulation should be similar to adjacent homes. Most of the homes in the area have simple geometric shapes and forms. The homes are usually comprised either of one or more rectangular shapes with gable or hipped roofs or with intersecting pitched roofs.
2. Design of homes should avoid long unarticulated wall and roof planes especially, on two story elevations.
  - a. Changes within the wall and roof planes can be accomplished when one of the forms is setback several feet or when a gable end fronts the street, and through the use of porches that run across the front of the house.
  - b. Changes within the wall and roof planes can also be accomplished through the textural use of materials. This is seen in the use of horizontal wood lap siding, wood trim around windows and doors and shingle textures on the roofs.



Long Unarticulated Massing



Articulated Massing

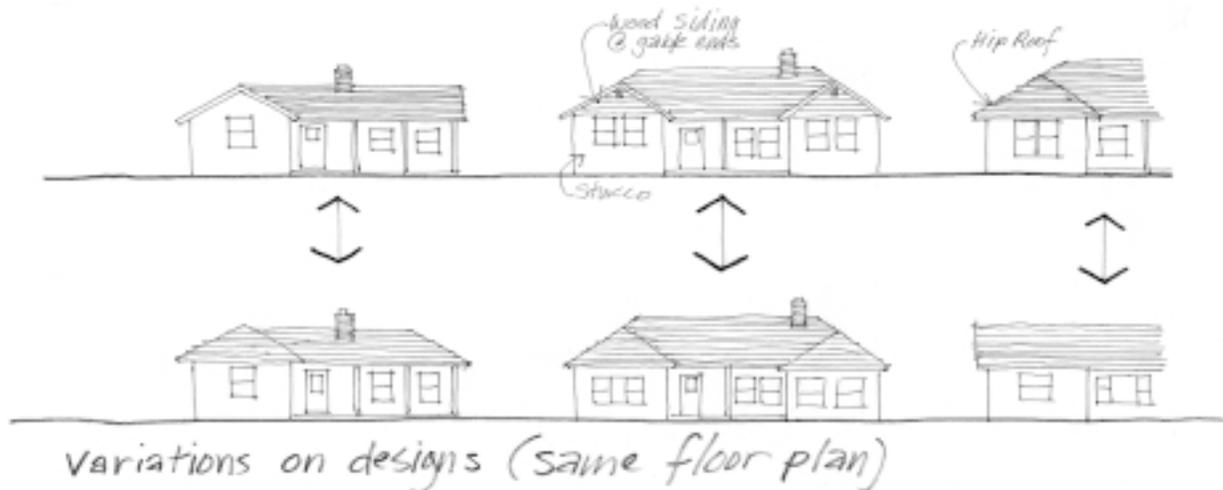
### Building Orientation

1. New homes and additions to existing homes should be located on the lot in a similar manner as adjacent homes within the current setback requirements.
2. Garages should not dominate the front facade. To limit the prominence of garages, projects shall incorporate at least one of the measures below. This section shall apply to new garages and additions to existing garages.
  - a. Garages placed in front of the house should not exceed 50% of the linear front elevation with the remainder of the elevation devoted to living area or porch.
  - b. Garages exceeding 50% of the linear front elevation shall either:
    - (1) Recess the garage from the front wall of the house a minimum of five feet.
    - (2) Provide an entry porch or trellis extending the front of the face of the garage.
  - c. Orient the entry to the garage away from the street.
  - d. Other similar features as approved by the Community Development Director.

### Exterior Design Variation

1. Exterior elevations should be significantly varied with a project. To accomplish this:
  - a. No two identical elevations should be adjacent to one another nor directly across the street from one another, including mirror image elevations.
  - b. No more than 25% of the homes on a block should have the same elevation.

2. Significant varied exterior elevations means substantial changes in the shape, mass, roofline, front entry treatment, window usage and materials that can be seen in the designs.



### Grading

Most of the homes in the San Tomas Area have pad heights close to natural grade. To avoid accentuating the height of buildings and to ensure the privacy of existing adjacent homes, grading should be limited to the minimum amount necessary to provide adequate drainage.

### Privacy Impacts

1. Most privacy impacts are due to the number, placement and size of second floor windows. To minimize adverse impacts on neighboring properties, carefully place windows (by studying sightlines) to avoid privacy impacts on neighboring backyards. Methods to accomplish this include, but are not limited to, the following:
  - a. Use smaller windows to help minimize the perception of privacy invasion.
  - b. Place sills up as high as possible in conformance with building codes.
2. If large windows are desired, plant non-deciduous trees in the sightline corridor to obscure views.

3. Second floor decks oriented toward the side and rear yards can be a source of privacy invasion to the backyards of adjacent homes. To avoid this:
  - a. Minimize the size of decks.
  - b. Use a solid wall instead of an open railing (especially towards the sideyards).

#### Integration of Additions with the Existing Home

1. Exterior materials of a proposed addition should match the existing home, unless the entire exterior is being replaced to match the new addition.
2. Integrate second story additions into the overall design of the house in order to avoid a “tacked on” appearance.
3. The design of the addition should be consistent with the original home. This means that materials and architectural elements are used in a consistent manner. The design of the home should also be visually compatible with the adjacent design.
4. The rooflines of the addition including roof slope should be consistent with the existing house, unless a steeper slope is needed to accommodate a one and a half story design.
5. New windows should either match the style, material and color of the original windows or the original windows should be replaced to match the ones used on the addition.
6. New window treatments should also be in keeping with the styles found in the adjacent homes.

#### **L. General Plan/Zoning Amendments**

The criteria below should be applied to amendments to change the General Plan and/or the Zoning Designation of parcel(s) in the San Tomas Area.

1. The proposed general plan and/or zoning designation should be at least equal to the predominate general plan and/or zoning designation of parcels contiguous to, or directly across a public right-of-way from the subject site.

## San Tomas Area Neighborhood Plan

2. Notwithstanding the above, existing parcels that are designated for single family residential development which are contiguous to other parcels designated for single family residential must remain designated for single family residential.
3. With the exception of parcels directly abutting Winchester Boulevard, no General Plan Amendment in the San Tomas Area should exceed the low-medium density classification of 6-13 units per acre.
4. In situations where no general plan and/or zoning designation is predominant, the Planning Commission and City Council shall determine the appropriate general plan and/or zoning designation based upon land use factors specific to the subject site. The factors to be considered include, but are not limited to, the following:
  - Compatibility with adjoining land uses
  - Privacy Impacts
  - Traffic
  - Noise
5. Notice of a public hearing for a General Plan and/or Zoning Amendment shall be as specified in Chapter 21.78 of the Campbell Municipal Code. In addition, a notice containing the time, place and general purpose of the hearing shall be placed at the project site at least 10 days prior to the meeting.

### **M. Planned Development Zones**

The standards below shall apply to Planned Development (PD) projects in the San Tomas Area:

#### Low Density Residential Projects (less than six units per acre)

1. Low density residential projects in PD zones shall conform with the standards for single family development contained with this document and the Campbell Municipal Code, except that private local access streets shall be permitted when there is a home owner's association established to maintain them.
2. In addition to the parking requirements for single family homes specified in Section 21.50.50 of Campbell Municipal Code, low density residential PD projects shall provide shared guest parking totaling two spaces per unit. Spaces located in the driveways of the units shall not be included as guest parking.

3. The minimum lot size for low density residential projects in PD zones shall be at least equal to the predominant minimum lot size requirement of parcels contiguous to, or directly across a public right-of-way from the subject site.
  - a. In situations where no minimum lot size requirement is predominant, the Planning Commission and City Council shall determine the appropriate minimum lot size based upon land use factors specific to the subject site.
  - b. The minimum lot size shall not include the private local access street, common areas or open space areas.
  - c. Common areas and open space areas are exempt from the minimum lot size requirements.

Low-Medium Density Projects (6-13 units per acre)

1. Low-Medium density developments in PD zones shall be compatible with the existing neighborhood. To integrate new projects with the neighborhood, low-medium density developments should conform to the following criteria:
  - a. To the extent possible, the public street elevation of any unit or building group shall foster the appearance of single family residential design. The width of the individual units should be expressed architecturally on the exterior elevation.
  - b. Building design shall contain traditional single family architectural elements. These elements may include, but are not limited to, defined entries, porches, projecting eaves and overhangs. The intent of this criteria is to provide a single-family residential scale and help reduce building mass.
  - c. The entry way of units adjacent to a public street shall be oriented to the public street and should not be walled-off or inward oriented. The backs of units and privacy fences should not face public streets.
  - d. The appearance of attached garages shall be minimized by incorporating the measures listed below, or other similar measures as approved by the Community Development Director:
    - (1) Limit garage doors to no more than 50% of the linear front elevation of a unit or building group, with the remainder of the elevation devoted to living area or porch.
    - (2) Garages which exceed 50% of the front elevation shall either:
      - Provide an entry porch with a porch roof or trellis extending in front of the face of the garage.
      - Recess the garage from the front wall of the house a minimum of five feet.

San Tomas Area  
Neighborhood Plan

2. The maximum height for a low-medium density development shall be 28 feet and not exceed 2-1/2 stories.
3. Buildings shall be setback 15' from the property line of adjacent parcels and the public right-of-way, except that garages or carports shall be 25' from any public right-of-way.

## **TRANSPORTATION ISSUES**

### **Goal Statement**

The City should manage and develop the transportation system in the area to retain the rural character while providing for adequate traffic, pedestrian and bicycle circulation and safety. For local streets it is undesirable to introduce urban street standards in those neighborhoods that have remained rural.

### **Objectives**

1. Maintain the rural appearance of the local streets in the San Tomas Area.
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. Match the actual use of streets with their functional classification and also provide for a more uniform physical appearance along all streets.
4. Traffic through the area should be discouraged and routed via Winchester Boulevard, Pollard Road, Quito Road and Campbell Avenue.

### **Transportation Policies**

#### **A. Truck Routes**

Truck routes in the San Tomas Area should be restricted to arterial routes and only those collectors where the predominant abutting land uses are commercial and industrial. This means that only Pollard Road and Winchester Boulevard are truck routes within the San Tomas Area and the Campbell Municipal Code should be changed accordingly.

#### **B. Street Design Standard Implementation Policies**

##### 1. New Streets

All newly created streets shall be designed and built according to the San Tomas Public Improvement Plan and the corresponding City Standard details. New streets shall be improved with rolled curbs for improved drainage.

2. Existing Streets

Existing streets are required to be improved consistent with the San Tomas Street Improvement Plan (attached).

- 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 the predominant street width, install curb, gutters, sidewalks and street lights, as necessary.

3. Deferred Improvement Agreements

Deferred improvement agreements may be taken in lieu of installation of street improvements in the San Tomas Area, as determined by the City Engineer.

4. Removal of Existing Improvements

Property owners may apply for an encroachment permit to remove existing improvements that are not required under the San Tomas Street Improvement Plan. The property owner shall remove these improvements at their cost.

5. Return of Excess Right-of-Way

Property owners may request that any right-of-way no longer necessary under this policy be reverted to the property owner. The City's current procedures for vacation of excess right-of-way will apply.

6. Existing Deferred Street Improvement Agreements

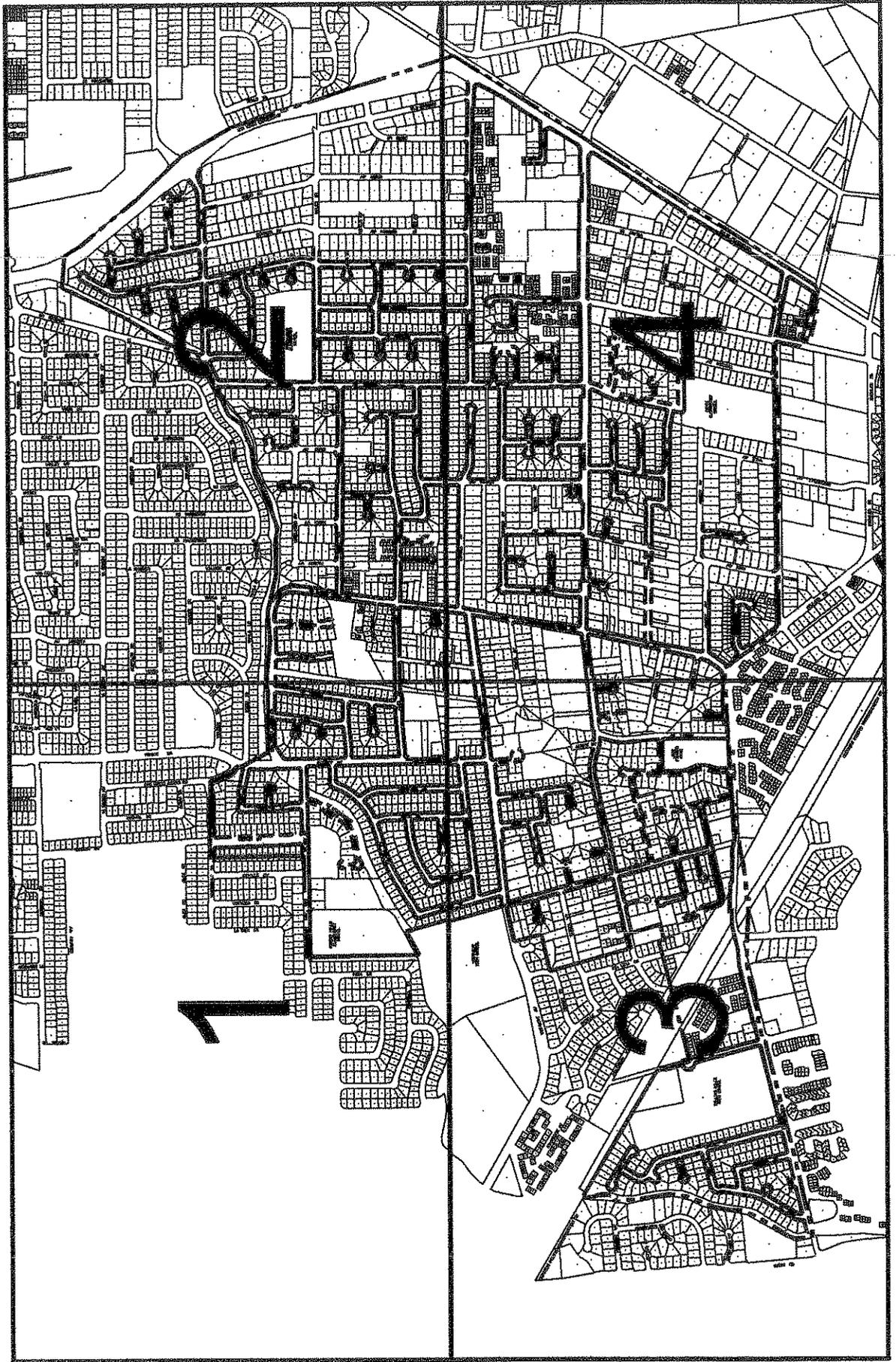
Previous practice has created a number of secured improvement agreements for properties which under the current San Tomas Policy will no longer be required. A notice of fulfillment of the agreement will be recorded and the securities returned.

7. Exceptions

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

**Appendix A**  
**San Tomas Public Improvement Plan**

SAN TOMAS PUBLIC IMPROVEMENT PLAN INDEX



# SAN TOMAS PUBLIC IMPROVEMENT PLAN



Scale: 1" = 650'

**Legend:**

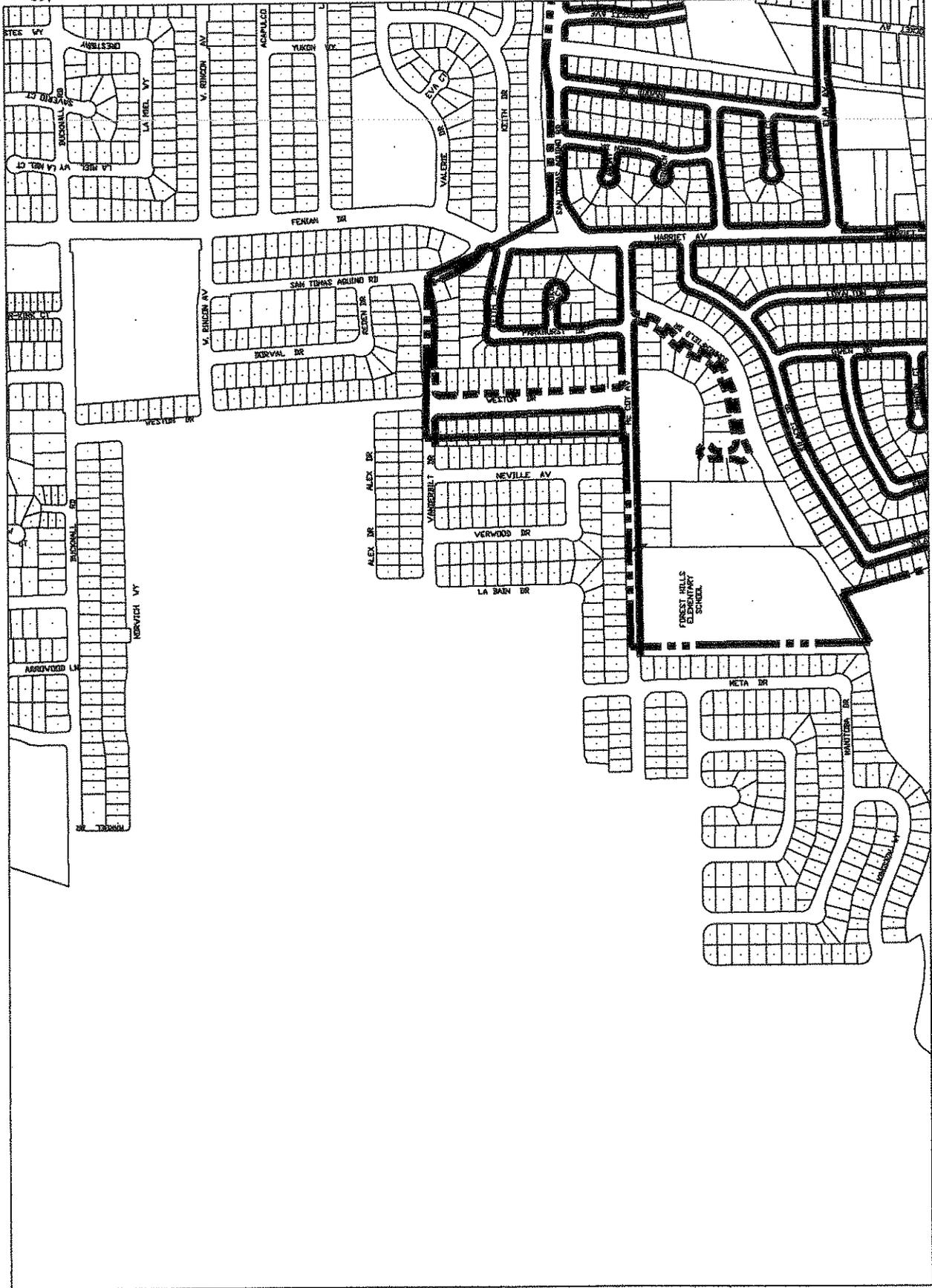
Curb, Gutter,  
Sidewalk, and  
Lighting

Rolled Curb

San Tomas  
Area Boundary

\* Map represents  
type of improve-  
ments only -  
(actual location  
of improvements  
not accurately  
shown)

Adopted By  
City Council  
Jan. 18, 2000



# SAN TOMAS PUBLIC IMPROVEMENT PLAN



Scale: 1" = 650'

**Legend:**

Curb, Gutter,  
Sidewalk, and  
Lighting



Rolled Curb



San Tomas  
Area Boundary



\* Map represents  
type of improve-  
ments only -  
(actual location  
of improvements  
not accurately  
shown)

Adopted By  
City Council  
Jan. 18, 2000



# SAN TOMAS PUBLIC IMPROVEMENT PLAN



Scale: 1" = 650'

**Legend:**

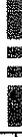
Curb, Gutter, Sidewalk, and Lighting



Rolled Curb

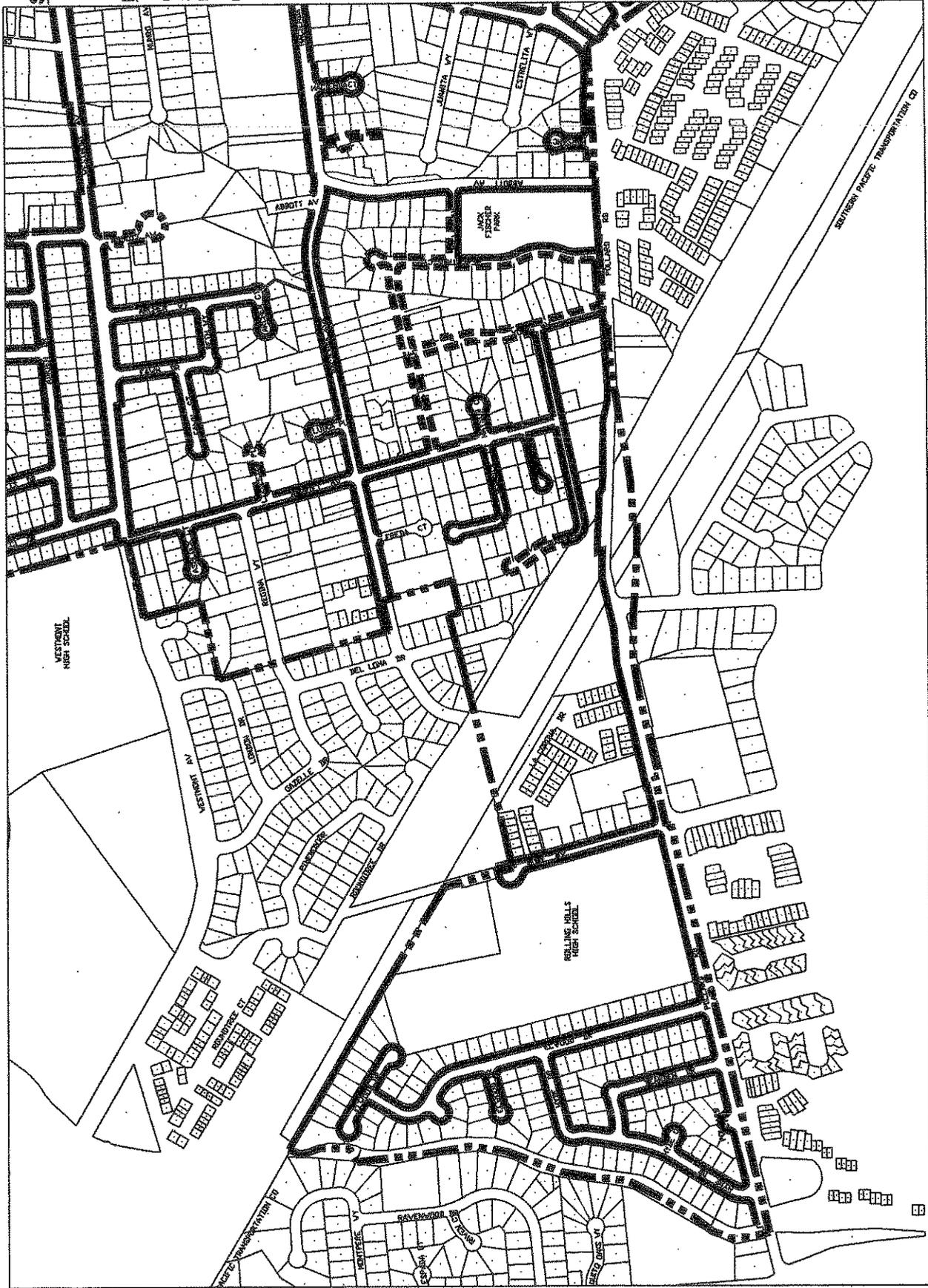


San Tomas Area Boundary



\* Map represents type of improvements only - (actual location of improvements not accurately shown)

Adopted By  
City Council  
Jan. 18, 2000





**Appendix B**  
**Streets Listed by Type of Improvements**

## Streets Listed by Type of Improvements - Adopted by City Council Resolution 1/18/2000

(A) Streets or street segments that are fully or substantially improved with curb, gutter and/or sidewalk improvements; or with rolled curbs (infill lots will continue to require full improvements)

- 1 Adrien Drive
- 2 Albert Way
- 3 Allen Way
- 4 Alpha Court
- 5 Archer Court
- 6 Archer Way
- 7 Ashlock Court
- 8 Audrey Avenue (south side-from east of Oburn to Burrows)
- 9 Bearden Drive
- 10 Bedal Lane
- 11 Beta Court
- 12 Beth Way
- 13 Bracebridge Court
- 14 Bucknam Avenue (Peggy to Shadle and Sonuca to Virginia)
- 15 Bucknam Court
- 16 Budd Avenue
- 17 Budd Court
- 18 Buddlawn Way
- 19 Capri Drive (north of Hacienda)
- 20 Capri Drive (West Parr to Division)
- 21 Chapman Drive (south side from Capri School to Virginia)
- 22 Cobblestone (Private street)
- 23 Connie Drive
- 24 Cora Court
- 25 Corliss Way
- 26 Crockett Avenue (South of San Tomas Aquino Road)
- 27 Cullen Court
- 28 De Carli Court
- 29 Del Loma
- 30 Division
- 31 Ebbets Drive
- 32 Ecker Court
- 33 Elwood Drive
- 34 Fairland Court
- 35 Fairlands Avenue
- 36 Fawn Court
- 37 Fawn Drive
- 38 Gamma Court
- 39 Gay Avenue
- 40 Ginden Court
- 41 Ginden Drive
- 42 Glenblair Way
- 43 Gwen Drive
- 44 Hacienda Court
- 45 Hacienda Avenue (west of Harriett)
- 46 Harriet Avenue (North of Westmont)
- 47 Harriet Court
- 48 Hazel Court (Private)
- 49 Hyde Court
- 50 Hyde Drive
- 51 Inskip Drive
- 52 Inwood Drive
- 53 Inwood Court
- 54 Jeffery Avenue
- 55 Jonathan Court
- 56 Jones Way
- 57 Kara Way (private)
- 58 Keith Drive (west of San Tomas Aquino Road)
- 59 Kenneth Avenue (north of Budd Avenue)
- 60 La Corona Drive (private)
- 61 La Plata Plaza
- 62 Lamont Court
- 63 Lana Court
- 64 Laura Court
- 65 Laura Drive

**(A) Streets or street segments that are fully or substantially improved with curb, gutter and/or sidewalk improvements; or with rolled curbs (infill lots will continue to require full improvements) -- continued**

- 66 Linda Drive
- 67 Littleton Place)
- 68 Louise Court
- 69 Lovell Avenue-north side (between San Tomas Aquino and Sonuca)
- 70 Lovell Avenue (east of Sonuca)
- 71 Loyalton Drive
- 72 Luika Place
- 73 Maggio Court
- 74 Manton Court
- 75 Margaret Lane
- 76 Marilyn Drive
- 77 Marsan Court
- 78 Mary Court
- 79 Maysun Court
- 80 McCoy Avenue
- 81 Millbrook Court
- 82 Miller Avenue
- 83 More Avenue
- 84 Oburn Court
- 85 Parkhurst Drive
- 86 Patricia Court
- 87 Peachtree Court
- 88 Peggy Avenue (west side-north of Hacienda)
- 89 Peggy Court
- 90 Pollard Court
- 91 Robnick Court
- 92 Saffle Court (private)
- 93 Scott Court
- 94 Shadle Avenue
- 95 Sharmon Palms Lane
- 96 Sharon Court
- 97 Sheila Court
- 98 Silacci Drive
- 99 Smith Avenue
- 100 Smokey Court
- 101 Sobrato Court
- 102 Sobrato Lane
- 103 Sobrato Way
- 104 Sobrato Drive
- 105 Sonuca Ave (east side between Hacienda and Lovell)
- 106 Sonuca Court
- 107 Steinway Avenue (from 300 feet east of Peggy to Virginia)
- 108 Summerfield Drive
- 109 Sunnyarbor Court
- 110 Sunnyoaks Avenue
- 111 Sunnypark Court
- 112 Theresa Avenue (from 600 feet east of Virginia to West Parr Avenue)
- 113 Torero Plaza
- 114 Vanderbilt Drive (San Tomas Aquino to Weston)
- 115 Van Dusen Drive
- 116 Via Rancho
- 117 Virginia Avenue (south of Hacienda)
- 118 Virginia Court
- 119 Waldo Road (west of Sobrato)
- 120 Wellington Place
- 121 Weston Drive (west side of street)
- 122 York Avenue (unimproved portion)

**(B) Streets to remain with no curb, gutter and sidewalks\***

- 1 Abbott (east side, south of Hacienda)
- 2 Abbott (between Westmont and Hacienda)
- 3 Audrey (unimproved portion from Hack to Capri School)
- 4 Audrey (unimproved portion northside between Hack and Burrows)
- 5 Bucknam (Peggy to Sonuca)
- 6 Capri Drive (Hacienda to West Parr)
- 7 Chapman Drive (between Winchester and Capri; and Capri to Theresa)

**(B) Streets to remain with no curb, gutter and sidewalks\* -- continued**

- 8 Chapman Drive (from Theresa west to existing curb)
- 9 Craig Avenue (South of Hazelwood)
- 10 Craig Court (North of Hazelwood)
- 11 Crockett Avenue
- 12 Emory Avenue
- 13 Estrelita Way
- 14 Filbert Way
- 15 Freda Court
- 16 Glenn Avenue (off Kenneth)
- 17 Hack Avenue
- 18 Hazelwood (Adjacent to Filbert and Pecan)
- 19 Hazelwood (south and north side between Ecker and Virginia)
- 20 Juanita Way
- 21 Kenneth Avenue (Budd to Sunnoaks)
- 22 Lovell Avenue (south side between San Tomas Aquino and Sonuca)
- 23 Lucot Way
- 24 Munro Avenue
- 25 Old Orchard Road
- 26 Pecan Way
- 27 Peggy Avenue-(east side north of Hacienda)
- 28 Peggy Avenue (south of Hacienda)
- 29 Regina Way
- 30 Robin Lane
- 31 Ronald Avenue (off Kenneth)
- 32 Sonuca Ave-(west side between Hacienda and Lovell)
- 33 Stevens Court
- 34 Sunnybrook Drive
- 35 Theresa Avenue (from 600 feet east of Virginia to West Parr Avenue)
- 36 Vale Avenue
- 37 Waldo Road (east of Sobrato)
- 38 Walnut Drive
- 39 Wekiva Way
- 40 Wendell Drive

**(C) Higher Volume Streets that require full Curb, Gutter and Sidewalk improvements**

- 1 Burrows Road
- 2 Elam Avenue
- 3 Hacienda Avenue (east of Harriett)
- 4 Hazel Avenue
- 5 Pollard Road
- 6 San Tomas Aquino Road
- 7 Virginia Avenue (north of Hacienda)
- 8 Westmont Avenue (between Westmont High School and San Tomas Aquino Road)
- 9 West Parr Drive
- 10 Winchester Boulevard

**(D) Streets with Partial Improvements that require Curb, Gutter and Sidewalks to Provide More Consistent Improvements**

- 1 Harriet Avenue (Between Westmont and Van Dusen)
- 2 Sonuca Avenue (between Lovell and Linda)
- 3 Steinway Avenue from Peggy Avenue to 300 feet east of Peggy
- 4 Weston Drive

**(E) Streets that require rolled curbs for drainage purposes**

- 1 Steinway Avenue from Burrows to Peggy
- 2 Walters Avenue
- 3 York Avenue (unimproved portion)

**(F) Streets to be improved to provide safe pedestrian access to schools or parks**

- 1 Abbott Avenue - west side, south of Hacienda (add sidewalks to existing rolled curb)
- 2 Chapman Drive-south side (from Theresa to Capri School) (add curb, gutter, sidewalks)

**(G) New streets planned to serve possible future development**

- 1 Abbott Extension (north of Hacienda)
- 2 Rollinghills Center
- 3 Elam and Harriet
- 4 Hacienda near Harriet

Notes \* Some of these streets have intermittent improvements in front of some parcels. These owners would be given the option to remove these improvements at their own cost.