

File #: 2015-8059 Location: 669-673 Old San Francisco Road (APN: 209-17-050 & 051)

The owner of two adjacent single family homes (669 – 673 Old San Francisco Road) wants to demolish two homes, rezone the property from R-0 to R-3/PD and build six 3-story, 4 bedroom townhomes with a height of just under 30'. If the architectural, landscaping and civil engineering plans are approved, the proposed development will involve a below-grade excavation to allow for a driveway leading to six two-car garages, and four uncovered guest parking spaces at the end of the driveway. The guest parking spaces would be within feet of the common boundary of the adjacent two-story condominium complex built in 1983 located at 578 Ironwood Terrace, which is part of the Pebble Creek HOA. The entire development is being built in a flood zone, guaranteeing problems to surrounding residences due in large part to the subterranean displacement of soil. The FAR of the proposed development is 75%.

The two lots proposed to be developed are adjacent to a one-story carport to the west, a low medium density residential two-story condominium complex to the north (at the rear), and a one-story house to the east. To the north, and behind the proposed development, barely visible from the street through the trees, is a low-medium density residential two-story condominium complex. Absent any architectural changes to the existing condominium development or surrounding one-story homes, the proposed 3-story, nearly 30' development will eclipse neighboring condominiums and homes. No building on either side of the proposed development from the street view is over one-story tall. The entire streetscape from Ironwood Terrace to Gail Avenue on Old San Francisco Road is one-story homes. No building within miles is in a flood zone with a subterranean driveway.

The proposed development's height of nearly 30' will encroach on the privacy and quiet enjoyment of adjacent dwelling units, one of which is a privately run daycare facility (Little Sheep Daycare at 721 Old San Francisco Road). This is the one-story home to the east.

I am opposed to the proposed development. I do not believe it is in the public interest. The vast majority of neighbors I have spoken with have the same concern. The design of the proposed development does not respect the scale, bulk and character of homes in the neighborhood or the neighborhood itself. Zoning and design comments below do not reflect support for the proposed development moving forward. The benefits of the proposed development are (1) additional market-rate housing in Sunnyvale for the few who can afford it, and (2) personal economic gain for the developer and owner. The adverse impacts include, but certainly are not limited to the following:

1. Architecture and design.

The project as planned does not reflect well-conceived and implemented architecture and design features which contribute to community character. The greater building density of the 3-story design is not compatible with neighboring design. The building planned is too tall (nearly 30'), dwarfing neighboring one-story homes and carports along the streetscape, resulting in a negative visual impact. The proposed land use will cover well over 50% of the site, which will contrast greatly against the homes and condominiums currently surrounding the property, resulting in low neighborhood compatibility.

Specifically, because of the proposed development's design, at least eight condominiums behind the project and adjacent to the property line will be permanently affected by increased noise and exhaust pollution with the condominiums' backyard/balcony areas facing toward the six garages and four uncovered guest parking spaces of the proposed development. First floor condominiums will suffer from loss of natural light because the nearly 30' height of the proposed development will eclipse the sun in each 1) late fall, 2) winter and 3) early spring.

Because of the scale and scope of the proposed development, privacy and natural light will be diminished due to overlooking and overshadowing caused by the 30' height, large windows on the third floor, and low regard for tree conservation currently bordering the premises.

The windows at the back of the complex on the third floor above the guest parking are bigger than the windows of the adjacent condominiums, and due to overlooking, are a privacy concern. Those windows need to be (1) smaller and higher – toward the roofline, or (2) distorted clear or opaque. For a lower streetscape profile, equally smaller windows are necessary in the front of the complex as well. The complex, including the large windows, is incongruent with the current streetscape.

Visual, bulk and mass impact: The project, because of its size (which triples the number of dwelling units on two lots), does not complement the City image and community character which is currently "low profile with a less intensive development intensity." (<http://sunnyvale.ca.gov/Portals/0/Sunnyvale/CodesAndPolicies/1.01.13.pdf>) (Council Policy Manual, Category III, Site Design and Architecture, Review Criteria M, p. 4) The visual, bulk and mass impact of the development will greatly encroach on the privacy and quiet enjoyment of at least two-thirds of the condominium residents located at 578 Ironwood Terrace (units 3 – 6 and 9 – 12).

2. Solar input.

There will be permanent shading on lower floor units of the condominiums to the north, which have had access to solar input for 33 years. Solar input to those first floor condominiums will be nearly eclipsed in late fall, winter and early spring by the proposed 30' townhomes to the south (even with the standard 20' rear setback).

3. Air pollution.

The proposed development will create up to a 16x increase in vehicle emissions, subjecting neighboring residents to exhaust exposure, specifically contributed to by the six 2-car garages, four uncovered guest parking spaces, and driveway leading directly to eight condominiums' backyard/balcony areas (578 Ironwood Terrace, units 3 - 6 and 9 – 12). This development will not maximize the preservation and enhancement of the environment.

Newer multiple family projects in nearby neighborhoods have additional parking either in front, near Old San Francisco Road, set apart from residential units, or covered entirely (Encinal Place - 604 South Fair Oaks Avenue, Blackwood Terrace, and 585 Old San Francisco Road, respectively).

4. Noise pollution due to proximity of project to neighboring structures.

Permanent noise pollution will be caused by a nearly 5x increase in vehicles on the property with no proposed sound or visual barrier to mitigate effects of noise pollution, other than possibly a few short trees as shown in the current architectural rendering.

Too many impervious, as opposed to pervious, surfaces exist in common areas at the rear of the development. These common areas may encourage noise and even a smoking area which as of September 23, 2016, violates Sunnyvale's Ordinance No. 3072-16, unless it is a designated smoking area. Even if it is a designated smoking area, the ordinance will be violated if any neighboring residence is affected.

All of these concerns must be taken into consideration regarding scope of the project, especially considering that the project (proposed R-3/PD), if approved, will be adjacent to a single family home to the east (currently R-0) and, at the rear, eight condominiums (currently zoned R-3, although when built in 1983, appear to be more within the specifications of R-2).

5. Traffic impact.

The demolition of two existing houses and construction of six proposed townhouses in their place could increase by up to 5x the traffic to and from the proposed site location. This will lead to increased traffic volume on Old San Francisco Road ("OSFR") between Wolfe Road and Fair Oaks Avenue. Traffic will be impacted during construction as well, due to potential lane closures. At the April 11th study session last year, Commissioner Weiss brought up her concern that the traffic impact needed to be lessened. The developer ignored her concerns and added one more bedroom to each of the six units, bringing the total number of bedrooms in each unit to four. That is potentially 24 more trips to and from the new development. The number of units has been reduced from 7 to 6, but the developer increased the amount of bedrooms in each unit from 3 to 4.

A traffic analysis needs to be undertaken because of the guaranteed gridlock effect resulting from the impact of increased use and congestion of the middle turn lane. This lane is between the proposed development and the Renaissance Apartments across the street to the south. This gridlock effect will prevent residents from:

- the Renaissance Apartments across the street entering their complex driveway from westbound OSFR and exiting the driveway to eastbound OSFR; and
- the Pebble Creek condominiums on Ironwood Terrace from entering the complex driveway(s) from eastbound OSFR and exiting the driveway to westbound OSFR.

The gridlock effect will be exacerbated each weekday morning and evening due to the fact that Little Sheep Daycare operates next door to the development at 721 Old San Francisco Road. There are 10 children who attend the daycare. They are dropped off in the morning and picked up each evening Monday through Friday.

The impact of the proposed development on traffic and pedestrian safety as well as privacy (specifically, overlooking) of the children at the daycare facility, needs to be taken into consideration. If no traffic study is to be undertaken, the guaranteed gridlock effect, described above, of the development on the middle turning lane on OSFR between Fair Oaks Avenue and Gail Avenue, must be taken into consideration.

Parking demand off-site (on OSFR) will be lessened by adding to the proposed development's CCRs that garages are to be used for vehicles only.

6. Trees.

At the April 11, 2016 study session, planning commissioners brought up concerns that

- native trees needed to be incorporated into the design, as opposed to non-native trees because of the drought (Commissioner David Simons)
- more trees needed to be added into the design to eliminate the impact of impermeable surfaces "trees not pavement" (Commissioner Ken Rheume)
- fewer mature trees should be requested to be removed by the developer because mature trees and the benefits they provide take years to grow (Commissioner Ken Olevson)

At the north boundary of the development at the end of the driveway, the plans show an artistic rendering of subterranean displacement of soil of at least 3 feet. More trees are needed near the guest parking spaces due to privacy, pollution and noise concerns created by the proposed development. Previously suggested trees included the Crape Myrtle (Natchez).^{*} However, because of the below-grade driveway and common area, taller trees (up to 35') are needed, such as the Catalina Fernleaf Ironwood. No trees are desired which will have a "wall" effect (Italian Cypress). The wall effect would block natural light which is a great concern to residents who will now be overlooking a driveway and cars instead of back yards with lawns and trees.

^{*}When working with the planner and city arborist earlier in the project, it was not clear there would be an up to 96" below-grade difference from where the trees would be planted. This makes the crape myrtle (Natchez) previously agreed upon with the senior planner and developer no longer viable because it will be too short.

If the project moves forward, a friendly amendment is requested that if, at the end of construction, (a) there are any obvious privacy issues determined by staff, landscaping be modified to meet privacy requirements, and (b) if any onsite trees fail due to construction, they are to be replaced.

7. Flood zone.

The proposed development is in a flood zone. This is a negative impact which will require mitigation. To propose that new townhomes with below-grade parking replace two homes in a flood zone gives credibility to the notion that this development is a rushed, purely for-profit project which is not in the public interest.

8. Zoning.

The rezoning proposal is without consideration of the residential character or land use compatibility of the neighborhood, trades compatibility for profit, and is inconsistent with current land use. The project is near a dissimilar zoning district. It is adjacent to a large area of R-0 zoned single family homes and a condominium development color coded as zoned R-2 on city maps brought to the outreach meeting April 6, 2016 and on the City of Sunnyvale's website, although per Ryan Kuchenig and the Assessor's Office, zoned R-3. Having a R-3/PD development between a single family home and a low medium density residential zone is spot zoning. (Zoning Map, Southeast Corner, updated March 2013). Update: Planning Commission aware of the incorrect color coding and is in the process of mitigating (4/7/2016). See Attachment 1 attached.

Many neighbors and I were surprised that the developer for this project steamrolled ahead with a project at 75% FAR (floor to area ratio) when no adjacent properties are near that FAR. Although 508 – 598 Ironwood Terrace is currently, and in the General Plan, zoned R3, the maps online and made available at the Community Outreach Meeting on April 6, 2016 were incorrect, showing the property color coded as R2, Low Medium Density Residential. This may have misled neighbors and residents of the Pebble Creek HOA (508– 598 Ironwood Terrace) that their property was currently zoned R2. The Pebble Creek HOA is built out to Low Medium Density Residential with a Planned Development overlay (R2/PD) specifications, with no plans in the near or foreseeable future to be bought out by any developer who would convert the development to one within the parameters of the size and scope of R3.

In another proposed development project, specifically **838 Azure Street (APN 211-18-030 File No. 2016-7078)**, City Council directed staff to study changing the General Plan designation for properties within the Sunnyside HOA “in conjunction with a forthcoming private development application at the nearby property at 838 Azure Street” from “Residential High Density” to a more consistent zoning designation of R2/PD (letter to residents from G. Schroder dated July 20, 2016). The developer in the 838 Azure Street project wanted to tear down two single family homes and build “up to four units” on the site, currently zoned R0. Instead of steamrolling ahead, the developer first proposed a rezone.

The developer of the 669-673 Old San Francisco Road proposed development needs to build, if at all, more in alignment with adjacent properties which are single family homes and condominiums built to the scale and scope of R-0 and R2/PD, rather than R3. R3 is incompatible in size, scale and scope with any existing adjacent property. As mentioned by City Planner George Schroeder with regard to the Azure Street development, changing the zoning designation in the current plan and General Plan to R2/PD, the change “would have no immediate impact in the physical development of the HOA and would only affect future development proposals, where the allowable density and unit count would remain substantially the same.”

The zoning sliver of the Pebble Creek HOA is adjacent to no other similarly zoned properties (Attachment 1). The closest are across the street to the south and across a flood canal to the west. This partial triangle of zoning leaves the Pebble Creek HOA on Ironwood Terrace in a zoning island. I would like to see the Pebble Creek HOA property rezoned to R2/PD in both the General Plan and current zoning maps. 669-673 should stay zoned R-0 because the current zoning of Pebble Creek is inconsistent with R3. An R-3/PD development between a single family home and a low medium density residential development is spot zoning. .

Because the proposed development does not respect and preserve the existing character of surrounding residential neighborhood, I believe the following solution is in the public interest:

- 1) Pebble Creek HOA (508 – 598 Ironwood Terrace): Change the zoning for to R2/PD in both the current and General Plan; and
- 2) 669-673 Old San Francisco Road: Keep the single family home zoning the same at R0.

9. Conclusion.

Previously, neighbors of the proposed development who reside in the Pebble Creek condominiums on Ironwood Terrace had nothing but the backyards of two houses on the other side of the fence. If the plan as proposed is passed, this will change from a quiet, private area, to a noisy, exhaust-filled semi-public area shared by six townhomes. The privacy, quiet enjoyment and security of the nearby condominium residents will be compromised with four uncovered parking spaces next to the fence on the north side of the development, and a driveway leading to six two car garages. This will subject residents' bedrooms and living rooms to the noise and pollution of 16 additional vehicles.

Moving toward the City of Sunnyvale's responsible, balanced, moderate growth objective in alignment with the General Plan, requires the following:

- Decrease the size of the development more to scale with neighborhood compatibility to mitigate the current design's incompatible land use.
- Ensure tree preservation of all trees surrounding the property to the extent reasonably possible.
- Block the path of noise from the garages and uncovered parking spaces of the proposed townhomes to the eight Ironwood Terrace condominiums at the end of the driveway.
- Have the Bicycle and Pedestrian Advisory Commission review the proposed development's impact on pedestrian and bicyclist safety.
- Conduct a traffic study with the many additional cars entering and exiting the proposed development.

The current proposal raises serious concerns regarding the violation of certain provisions enumerated by Sunnyvale Municipal Code and highlighted on Attachment 2.

I acknowledge the fact that Sunnyvale needs more housing. However, the infrastructure of the city needs to catch up to be fully functional. The proposed development constitutes a fraction of the surrounding one-story homes. To develop a three-story six-unit townhome will compromise the neighborhood's aesthetic integrity. The surrounding homes are not single story Eichlers, but the single-story homes contribute to a distinct neighborhood style which needs to be maintained. Sunnyvale has multiple R-3/PD developments which will serve its growing demand for housing for years to come.

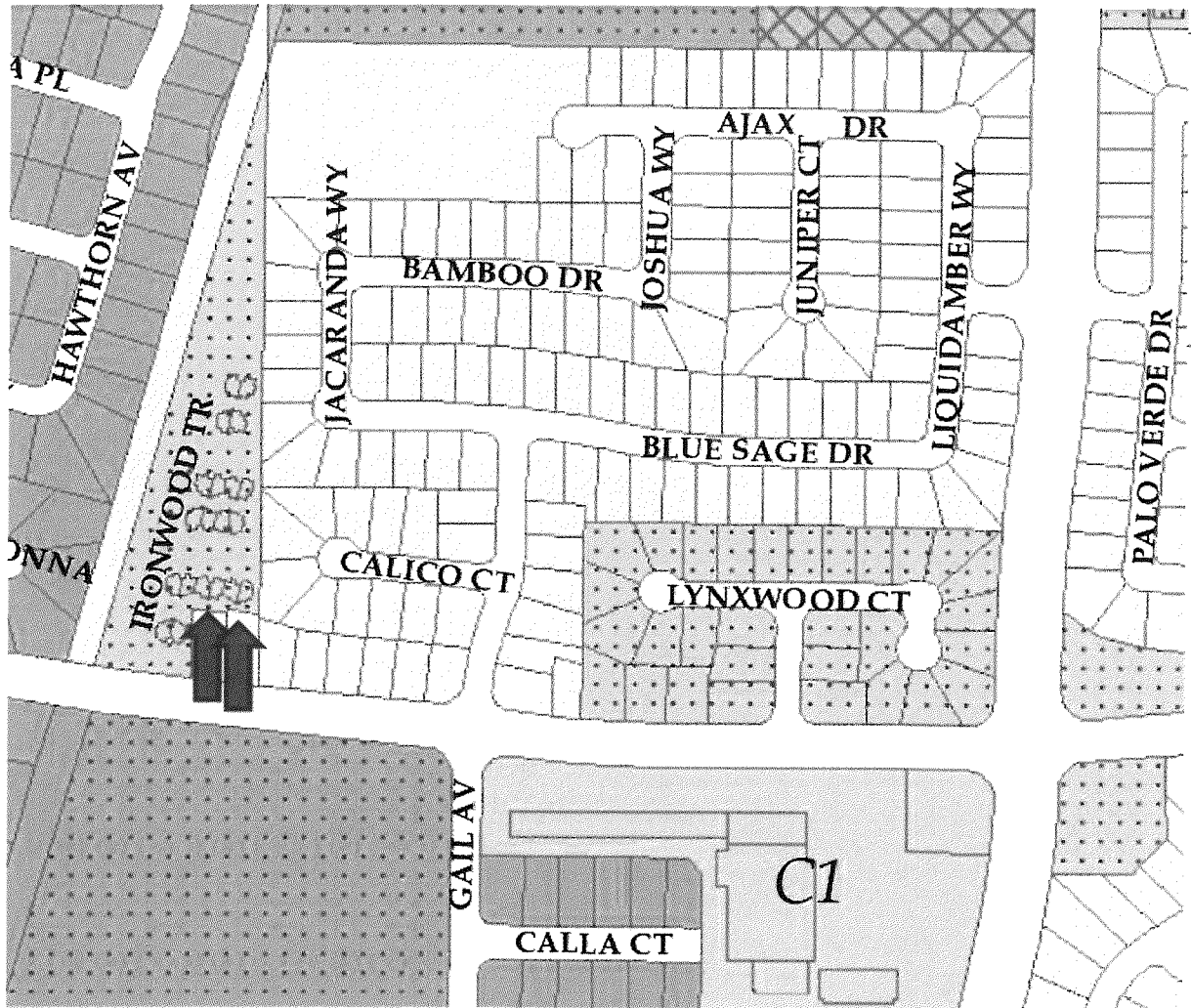
The design of the proposed development does not fit into this neighborhood. Our neighborhood has individual characteristics. The Pebble Creek Condominiums and surrounding one and two story houses have nothing in common with the proposed three-story six unit townhome development with its privacy-encroaching and natural light blocking three-stories. To rezone two small R-0 parcels adjacent to R-0 one-story, single family homes and a low density two-story multiple family planned development is essentially spot zoning.

It's important to moderate development creep, which comes about through spot zoning and piecemeal development. When analyzing the merits of new developments in Sunnyvale, focusing only on housing and jobs is insufficient. Doing so leaves transportation and quality of life issues unexamined. I'd like to encourage more discussion of these issues in the future, giving them the equal consideration they deserve and, according to the Council Policy Manual, Policy 1.1.5, require.

Maria Hamilton
Sunnyvale, CA
March 8, 2017







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Attachment 1



= Location: 669-673 Old San Francisco Road (APN: 209-17-050 & 051)

Zoning Districts

-  R1 - Low Density Residential
-  R0 - Low Density Residential
-  R1.5 - Low Medium Density Residential
-  R1.7 - Low Medium Density Residential
-  R2 - Low Medium Density Residential
-  R3 - Medium Density Residential

Update April 7, 2016. – Planning Commission was notified and action is being taken: The zoning for Ironwood Terrace is clearly a different color than R-3. It most resembles R2. If this is incorrect, the website and maps, including the maps printed out for the Community Outreach Meeting of April 6, 2016, were incorrect. These screenshots were taken from the City of Sunnyvale zoning map, as of April 7, 2016, located here:

<http://sunnyvale.ca.gov/Portals/0/Sunnyvale/CDD/Maps/Zoning%20Southeast%20Corner%20for%20web.pdf>

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Attachment 2

Sunnyvale Municipal Code
Charter of the City of Sunnyvale
Title 19 Zoning
Article 1. General Provisions
Chapter 19.02 Adoption and Purpose
19.02.030. Purpose.

It is the purpose of the provisions of this title:

- (a) To protect and promote the public health, safety, peace, comfort and general welfare;
- (b) To establish the procedure for adoption of the general plan for the physical development of the city of Sunnyvale and land outside its corporate limits which may be included within the city of Sunnyvale at a future time, and adoption of specific plans, precise plans, including precise zoning plans, and amendments thereof;
- (c) To create zoning districts and regulations applicable thereto, and to:
 - (1) Classify, regulate, restrict and segregate the uses of land and buildings,
 - (2) Regulate and restrict the location, height and bulk of buildings, [the height and bulk of the proposed development will be taller and bulkier than any adjacent development.]
 - (3) Regulate the dimensions and areas of yards and other open spaces, and the density of population, and of commercial and industrial activities,
 - (4) Conserve the values of property, and protect the character and stability of residential, commercial and industrial areas, and promote the orderly and beneficial development of such areas,
 - (5) Provide adequate light, air, privacy and convenience of access to property, and lessen or avoid congestion in the public streets and highways,
 - (6) Divide the entire city of Sunnyvale into zoning districts of such number, shape, area, and of such different classes, according to the use of land and building and the intensity of such use as may be deemed best suited to carry out the purpose of this code,
 - (7) Prohibit uses, buildings or structures incompatible with the character of such zoning districts,
 - (8) Prevent additions to and alterations or remodeling of existing buildings or structures in such a manner as to avoid the restrictions and limitations lawfully imposed hereunder,
 - (9) Protect against fire, noxious fumes and other hazards in the interest of public health, safety, peace, comfort and general welfare,
 - (10) Provide for the elimination of incompatible and nonconforming uses of land, buildings and structures which are adversely affecting the character and value of desirable development in each zoning district, and
 - (11) Define the powers and duties of the administrative officers and bodies as provided herein. (Ord. 2623-99 § 1; prior zoning code § 19.02.030).

Sunnyvale Municipal Code
Charter of the City of Sunnyvale
Title 18 Subdivisions
Chapter 18.12 Design Standards
18.12.110. Grading.

- (a) Flattening of grade and removal of top soil shall be held to the minimum required to properly develop a subdivision.
- (b) No cut or fill slopes shall encroach on any street right-of-way within the subdivision.
- (c) No existing slope or proposed cut slope shall be steeper than one and one-half horizontal to one vertical, except as hereinafter provided.
- (d) No fill slopes, existing or proposed, shall be steeper than two horizontal to one vertical, except as hereinafter provided.
- (e) When it is determined by the director of public works or director of community development that the actual or proposed grading for the subdivision will create a nuisance or hazard to other properties, public way, or public facilities due to erosion from storm runoff or rainfall no grading shall commence or continue without specific consent in writing from the director of public works or the director of community development.
- (f) Grading shall be done so as to protect any trees or vegetation required to remain on the property being graded. (Ord. 2194-86 § 1).

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Several improvements have been made to the proposed project, including a reduction in the number of units, the rear and side setbacks are now satisfied, and the front steps have been removed from the exterior of the building. These are improvements, but there are still several important concerns with the project.

Due nature of the remaining concerns, it is requested that this project not go to a City Council Hearing until these concerns can be addressed.

Concerns:

1. Proposed front setback places the structure close to the sidewalk to the west. This is not compatible with existing neighboring structure configurations. This proposal should apply the regular setbacks.
2. The proposed structure is not compatible with surrounding structure heights. All of the adjacent buildings are at most two stories tall. The proposed structure is three stories, which is much higher. (Other locations where three stories are adjacent to two stories are not working well)
3. The proposed spacing between the two buildings requests a deviation to allow the buildings to be closer together. This building spacing deviation should not be approved.
4. It is recommended to decrease the number of units from the proposed 6. The proposal is having difficulty fitting the proposed 6 units into the available space without requiring variances on the setbacks. The number of units should be reduced to allow for regular setbacks.
5. The proposed R3 rezoning is not compatible with the adjacent properties. R3 is too dense, as is clear from the proposed request for setback deviations (see item 1, 3, and 4). Rezoning for R3 should not be approved, as R3 is not compatible with the available project space and surrounding properties.
6. The proposed development is located in a flood area. How will the risks of flooding be mitigated? Recessing the structure below grade will allow the parking area to flood with water. Increasing the height of the structure is also not recommended since this will make the structure much taller than surrounding buildings. (See item 2, above). Fire danger due to utilities in the garage, such as electric car chargers, risk the safety of existing surrounding structures and residents. There is also a safety concern since electric cars with large batteries parked in this recessed flood prone area represent a fire and electrocution danger.

7. Parking is a concern in that the proposed development will add to the parking demand on Old San Francisco Road. This should be remedied by reducing the number of units and increasing on site parking.

8. The plan for the garbage storage and collection is still not clear. The concern is that the trash collection pads will stand out as viewed from the street. Additionally, there is a concern that the trash bins will be in the front yard all week. In other locations, such as across the street, the trash is enclosed within a shelter that satisfied property setbacks. Additionally, in the graphic renderings, the location of the garbage bins has not been shown with or without the bins. This graphic should be updated to include this detail.

9. The proposed rear parking area is recessed with a retaining wall and close to the rear property boundary. This recessed parking structure is closer to the property boundary than the rear setbacks of the property allow. The parking should be reconfigured so that a retaining wall for the parking structure satisfies the rear setback.

10. Emergency Access: Due to the tight spacing between the buildings, the limited parking, and the limited maneuverability there is a concern for emergency vehicle access. This represents a concern for the safety of inhabitants of the property and surrounding properties. Additionally, since this is a flood zone, the recessed parking area will fill with water before surrounding areas and prohibit any emergency vehicle access to these buildings.

11. The recessed parking structure in the rear of the property presents a safety concern, as the only accessible way out of the area is up the driveway.

12. The rear parking area is too small to allow for 4 parking spaces, as there is no room for parked cars to turn around. Cars parked in this area may be required to back out onto Old San Francisco up the proposed ramp. This represents a safety concern for pedestrians on the sidewalk as well as a traffic safety concern.

13. The side staircases of the structure have 9 steps down to the private yards. This is a lot of steps down for the size of the yard. Either the size of the yards should be increased, or the number of steps should be reduced to make the property compatible with the neighborhood.

14. Several tall beautiful trees exist on the western property boundary (as shown below), but are not shown in the site plans. These trees appear to overlap with the planned building, and there is a concern for the preservation of these trees.



Ryan Kuchenig

From: Carolyn James
Sent: Tuesday, March 07, 2017 8:02 PM
To: Ryan Kuchenig
Subject: Old San Francisco Concerns

Hello Mr. Kuchenig,

I am a resident of 578 Ironwood Terrace in Sunnyvale. I purchased my beautiful condo three years ago and love the quiet, peaceful neighborhood that I live in. I am fortunate to look out my back porch and bedroom window to a large tree that separates my home from the house that is across the way (669 Old San Francisco Road). The house has a large backyard which provides ample privacy for me and my neighbors. I am against the development of the townhouse complex for a variety of reasons.

Building a complex will take away the tranquility of my backyard as the open space will be converted into a building where I will see and hear the residents. The complexes requesting to be built closer to my home than the house is, and with the building being multi story I will lose my view and privacy. In the mornings and evenings I hear birds and squirrels, not neighbors or cars when I leave my windows open, and I would like it to stay that way. If this proposal goes through, please reconsider lengthening the space between the properties. The last thing I want to hear from my bedroom window is cars unlocking, locking, and starting because they will be closer than the zone is planned for.

Additionally, I do not think this area can handle more people. The streets are currently very crowded and back up during the morning and afternoon. The commute is a mess at both the Fair Oaks and Wolf intersections. There are so many multi family units in this area already, that adding in more people and cars to these streets will just create more gridlock and aggressive driving. I am an avid runner and many cars speed down the local streets trying to get around traffic. It is dangerous as cars go quickly in and out of driveways without looking both ways for pedestrians. If you plan to move forward with this proposal what is Sunnyvale planning to do to alleviate traffic on this street?

As a resident of Sunnyvale, I can share that I do not want this new complex as it will ruin the peacefulness of my home and contribute to the already terrible traffic in the area. I plan to attend the meeting on Monday and can share my concerns then. Please let me know if there is anything else I can do.

Thank you,
Carolyn James

Remarks about the Pebble Creek Condominium Community

I will start with the two broad concepts I learned about when I heard Amory Lovins speak at NASA in 2009. These are the concepts of Natural Capital and Whole Systems Design.

What I take away is that there is a value of natural open space to the human psyche. We can envision the beautiful Yosemite Valley – which would have extremely high value. Then picture Yosemite with High-rise modern hotels such as the Marriott in the valley floor. The impact of that incongruous, unnatural building would lower the natural capital.

Lake Tahoe in pristine condition = high value. Lake Tahoe polluted: low value.

Natural Capital considers ecological economics, sustainable prosperity, improving human well-being, and social equity. There may be a change in values from quantity to quality. Natural capital refers to earth's natural resources and the ecological systems that provide vital life support services to society and all living things.

When Pebble Creek condominiums were planned in 1983 the whole system design balanced the number and placement of buildings carefully. The alignment of buildings was adjusted so that bedroom windows, for instance, were not directly opposite each other. The trade-offs for some homes in the second row back from Old San Francisco Road were that even if the view from kitchen and dining room windows was not that great, their bedrooms, living rooms and back yards had open space as a buffer between the single family homes and the traffic on Old San Francisco Road.

The planned 30-foot high development that would replace two single-family homes will disrupt this entire system design. And I must mention that we are not an apartment complex that is owned by some remote, un-interested corporation.

Sixteen of our forty homes border the planned 30-foot high structures. I'll take 6 homes out of the equation because they lie to the west side of the new build. Of the remaining ten homes, eight are negatively affected by any structure that will be higher than 1 story. Please refer to the spreadsheet "Resident Demographics" when you have time.

I predict there will be negative ripple affects throughout the entire Pebble Creek community. About the Natural Capital impact, these 8 homes will have altered views at their back yards, decks and living spaces. The owners of the first floor homes # 4 and #6 will have extreme difficulty selling – there is no view out of their front windows; the owners of second-floor residences # 9, #10, #11 and #12 will have difficulty selling.

If these owners sell to investors, then the homes are rented to a population that is more transient than owners. It will be more difficult to conduct homeowner business. Only 23 of 40 owners voted in our Annual Election last week. We anticipate we may need to invest in a gate, parking passes for owners and guests, and the administrative support to issue the gate controllers and passes. It may be impossible to install a fence and gate because large garbage trucks need weekly access. Then, our liability insurance costs will rise if people are injured on our property.

The bottom line is there is extreme economic hardship to the 8 families nearest to the planned 30-foot-high structures. This will cause a ripple effect to all 40 homeowners, and a disruption to the whole system.

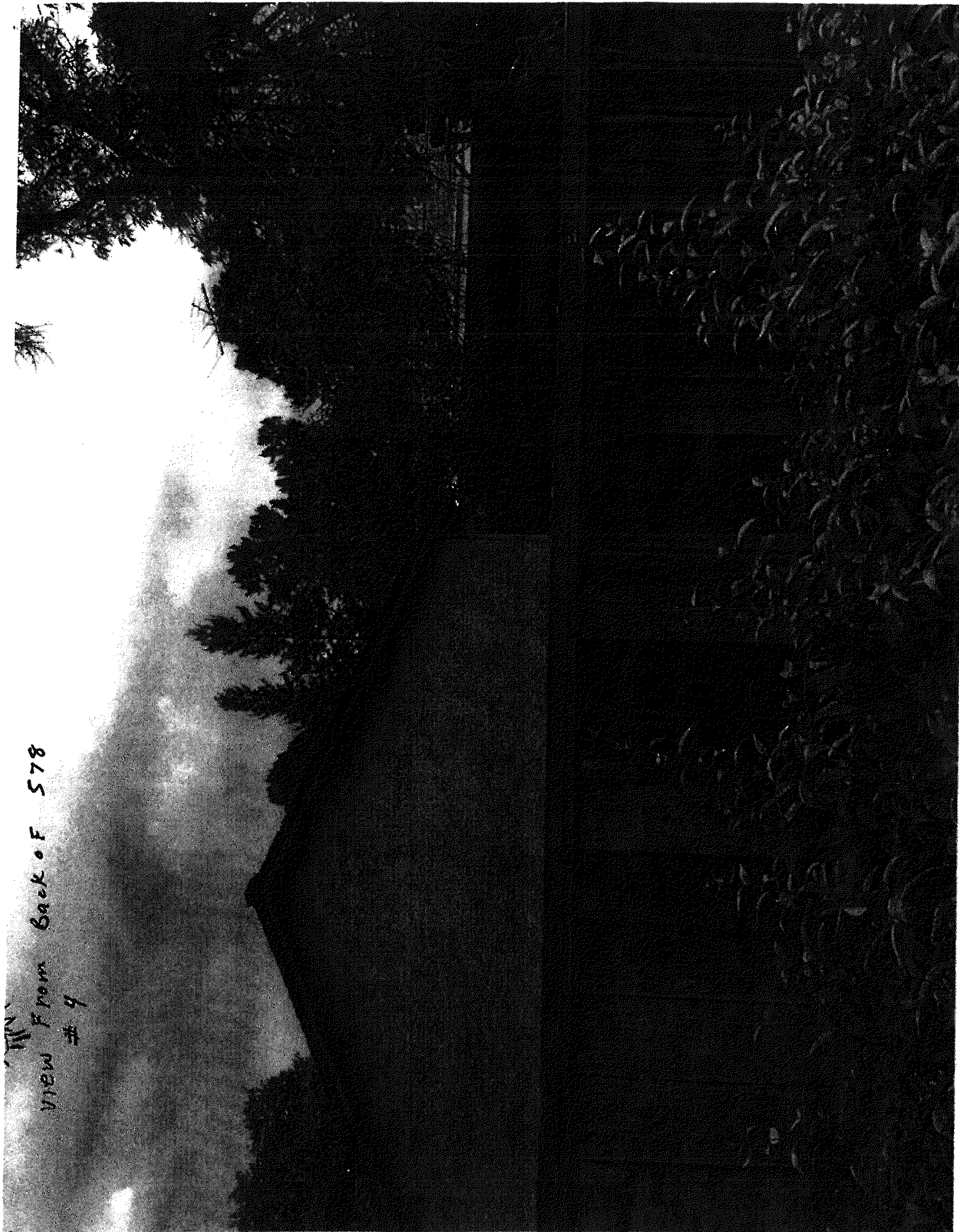
The "newly wealthy" people who can acquire a home parallel to Wolfe Road (east row) get to see the snow on the distant mountains. The newly wealthy who will live in the row parallel to Fair Oaks (west row) get to enjoy filtered setting sunlight through our treetops.

We face limited views, and feelings of being restricted in our environments. "Spaciousness" at the rear of these 8 homes is no longer an option as a trade-off. When other condominiums are selling, many people will look here, but how much longer will it take to find a buyer, and what are the chances the new owners will themselves occupy their new purchase? As with Feng Shui, many will leave the property with a feeling that "something is 'off,' and not realize what that is. Well, what is "off" is the two rows of 30-foot high structures that stand as obstructions between them and the natural world.

I urge the Planning Commission members and members of the City Council to please reject the proposed 30', 7-unit development and consider one-story structures as the best alternative.

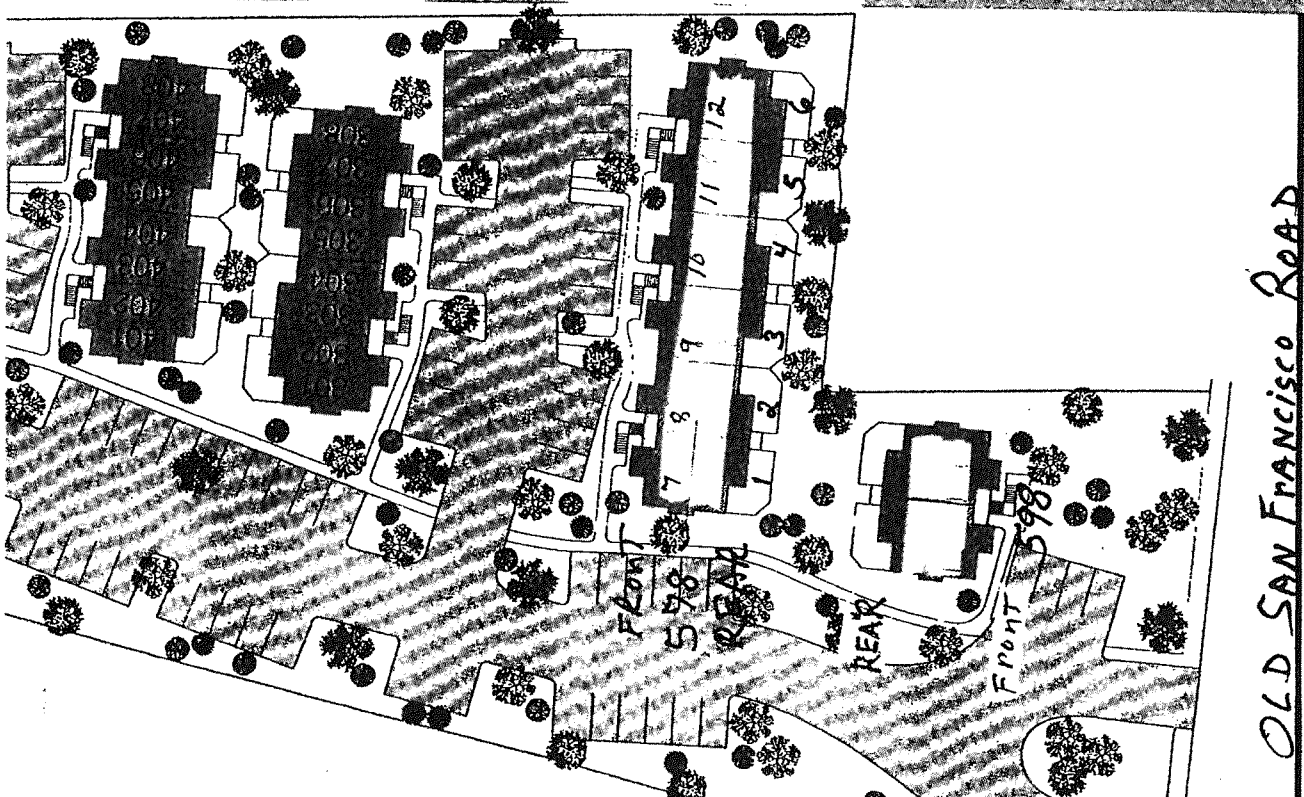
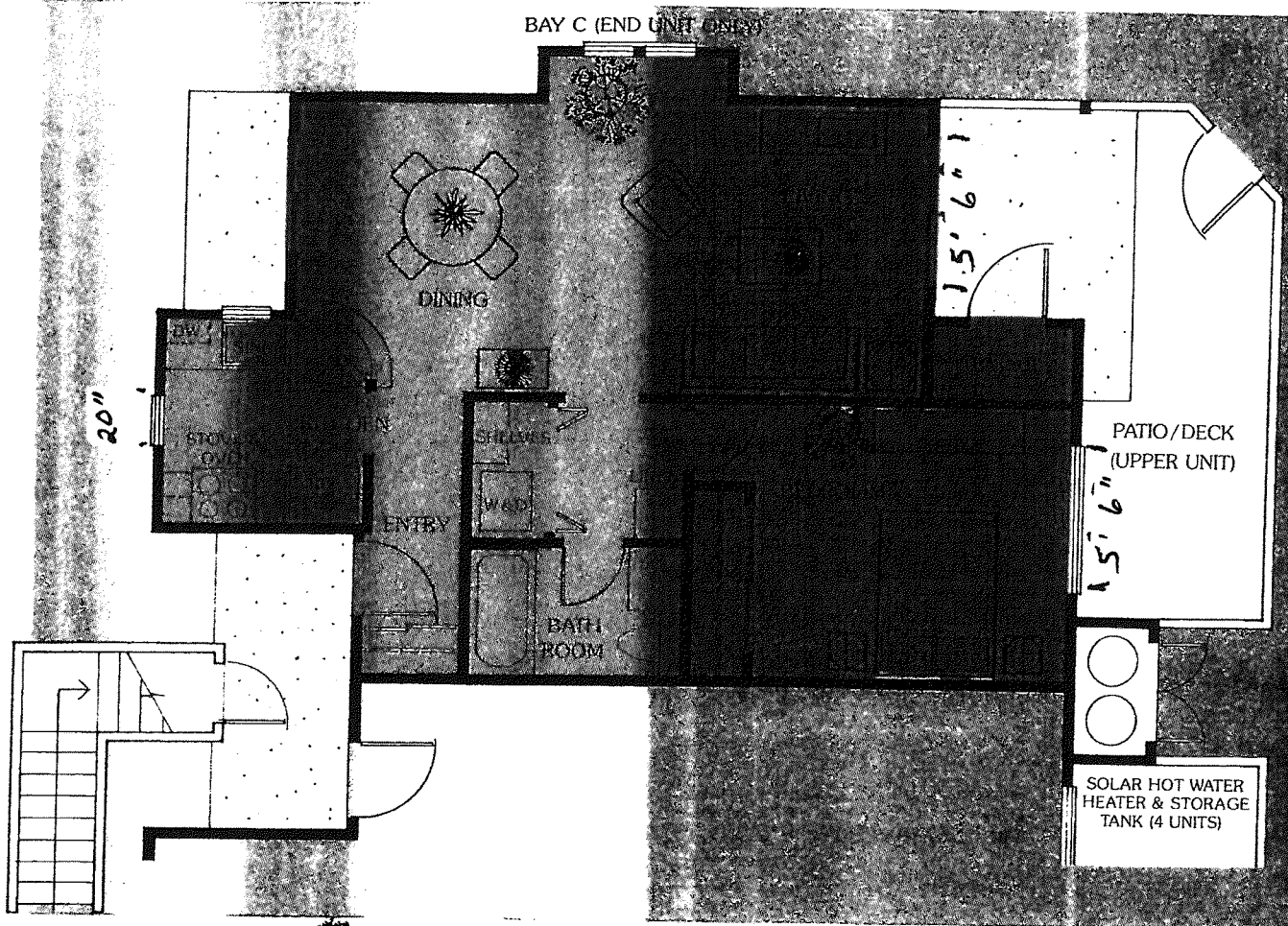
Respectfully submitted,











Resident Demographics of 598 and 578 Pebble Creek

598:

598 has 4 units, side views of 598 - 2 and 598 - 4 (on the East side of the building) will be negatively impacted by any structure that is higher than one story.

598 #2 downstairs - Family of one

598 #4 - upstairs - Family of one

Three homes are owner occupied and one is owned by parents who "rent" to their adult child.

578:

578 has 12 units. It is *assumed* that three-story structures will not limit the views from 578 # 1 and #2, or #7 and #8.

First floor homes:

578 #4 has no view from the front sliding doors/kitchen window.

578 #6 has no view from the front sliding doors/kitchen window.

Second floor homes:

All front views are of carport roofs and similar two-story buildings.

All rear views will be of front doors, first and second story windows on new construction

578 #3: Long time resident, family of one

578 #4: Rented to a family of three

578 #5: Long time residents, family of two and a dog

578 #6: Long time residents, family of two

578 #9: New owner, family of two

578 # 10: Long time residents, family of two

578 # 11: Long time resident, family of one

578 # 12: Rented to a family of one



Ryan Kuchenig <rkuchenig@sunnyvale.ca.gov>

Issues & Concerns: 669-673 Old San Francisco Road Re-zone

1 message

Gene & Debbie Hoyle <

Sat, Apr 9, 2016 at 5:16 PM

To: rkuchenig@sunnyvale.ca.gov

Cc:

Maria

, La Verne & Ollie Martin

Dear Mr. Kuchenig

First of all, thank you for facilitating the community meeting on April 6. It was very informative and the proposed change is of considerable concern.

We received an email indicating a Planning Committee study session to be held on Monday April 11 where concerned neighbors could present their concerns. Unfortunately we will not be able to attend, so herein we are sending you our concerns about this issue. Thank you for including our concerns in your evaluation.

Sincerely,

Gene and Debbie Hoyle

582 Gail Ave, Sunnyvale CA

Issues & Concerns: 669-673 Old San Francisco Road Re-zone

1. All property zoning on the north side of Old San Francisco Road between Wolfe and Fair Oaks are either R0 or R2, except for the commercial properties at Wolfe. An R3 property zone for the property in question would be an outlier, and the proposed 3 level buildings with minimal setback would be unsightly and not consistent with the current street landscape.
2. If this zoning change to R3 is granted, it seems likely that a precedent would be established and the rest of the single family houses on Old San Francisco (currently zoned R0) would be ripe for a developer to also request zone changes to R3 so they could also build similar multiple unit housing. This zoning creep would be very detrimental to the community in so many ways and very irresponsible for the city to allow since all would be adjacent to single family dwellings.
3. These properties were purchased 17 months ago (September 2014). The current property value is approximately 15% more than the purchase price (no hardship here!). Since the developer stated that he has been working on a design for 18 months, this indicates that he fully intended to build multi-unit dwellings when he made the purchases. Also, one of his renters says that he

was told when he rented the home 12 months ago that the owner planned to tear the house down in the near future.

4. Old San Francisco has become a very busy road and the street is usually lined with parked cars. This is in part the result of many properties housing several families rather than one, which results in more than the usual two cars per dwelling. The proposed development of seven three bedroom units could likely house fifteen or more families, compared to the current two families. This would add substantially to the traffic and parking problems that Old San Francisco currently experience. Further, it is not understood why a traffic impact report was not prepared.

Ryan Kuchenig

From: David Stephenson <
Sent: Wednesday, March 08, 2017 8:21 PM
To: Ryan Kuchenig
Subject: File # 2015-8059 Rezone Request

I am writing to request that the rezone not be granted. I am at 727 Bamboo Drive and I am seeing increased density on all sides. The surroundings have been low density which lends a pleasant suburban ambiance. The three-story buildings as requested increase the density, the infrastructure demands, decreases privacy and makes the environment busier. Overall it would be just more city like, which to myself and my neighbors is less pleasant. It will also decrease the property values of the remaining low density homeowners.

Again, please do not grant the special development permit.

Respectfully,

David Stephenson