

August 7, 2018

Sunnyvale Planning Commission
456 W. Olive Avenue
Sunnyvale, CA 94086

Re: File #2018-7048 669-673 Old San Francisco Road (APN: 209-17-050 and 209-17-051)
Application for Special Development Permit and Vesting Tentative Map for construction of a six-unit residential development on this site

Dear Planning Commissioners:

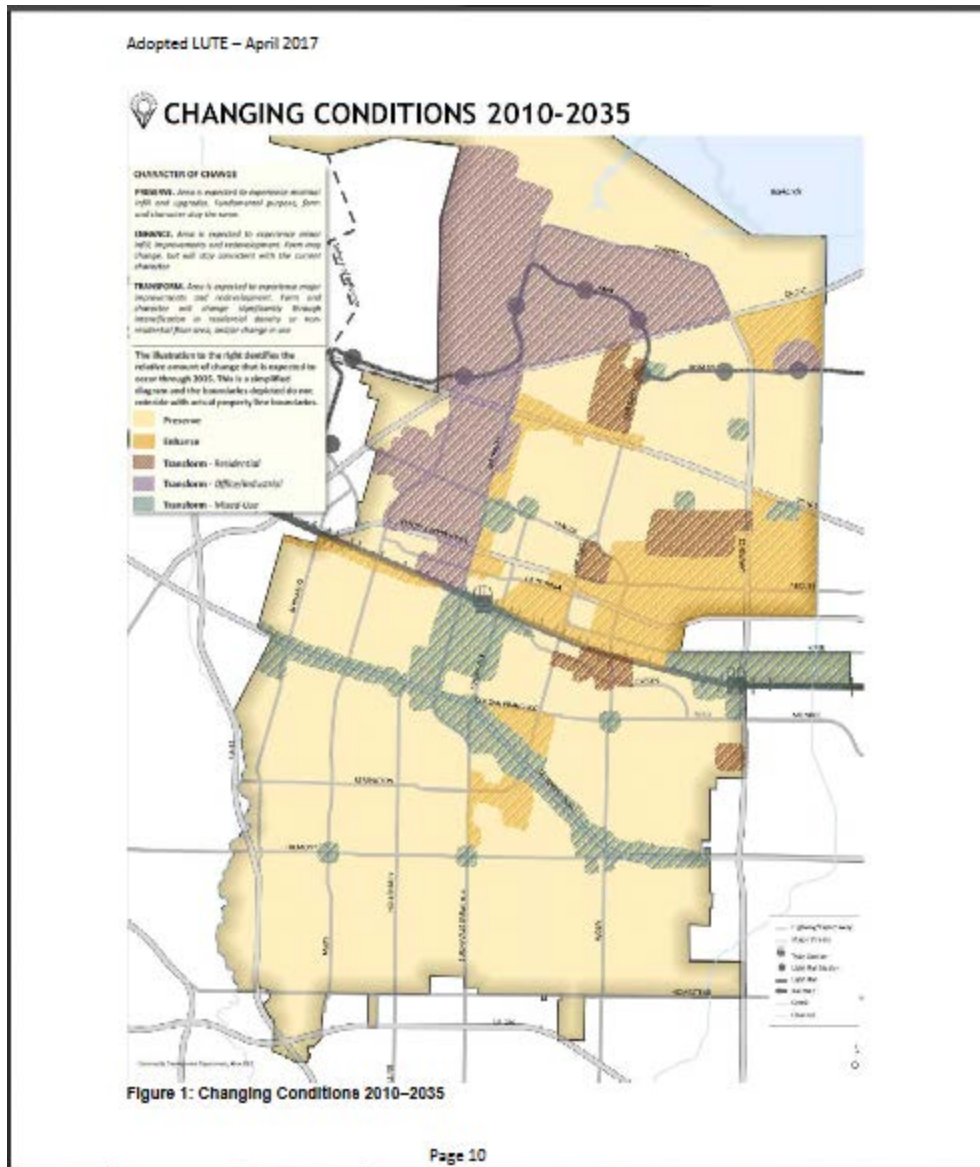
I am not against new housing developments, I just would like new development done properly and thoughtfully with consideration for affordability and input from current neighboring Sunnyvale residents who will be impacted the most by any new development. That being said, I would like to object to the proposed development at 669-673 Old San Francisco Road as it currently stands and ask that the special development permit and vesting tentative map not be granted.

The General Plan under Policy CC-1.3 is intended to ensure that new development is compatible with the character of special districts and residential neighborhoods. Goal CC-3 specifies well-designed sites and buildings, to ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts. The current proposed design of this development is out of character with the surrounding neighborhood. The homes to each side are single-story or two-story with lots of open space on the street side. The proposed development is three stories high with a bulk and mass that is incompatible with this long-standing neighborhood, in particular because it is in the middle of the block and does not fit the character of the block. The proposed development overwhelms all the other homes on the block.

This is reiterated in the Sunnyvale Citywide Design Guidelines, amended April 8, 2014. The very first item is Site Design which states that "new development should adhere to the character of the existing neighborhood and be integrated into the surrounding development. New development should not dominate or interfere with the established character of its neighborhood. Site design of projects should be cohesive both functionally and visually." The established character of the neighborhood of this proposed development is single or two-story buildings with plenty of open space, not three stories crammed on minimal land.

The same is detailed under 1.A1 of the Guidelines which states that projects should be designed to be compatible with their surrounding development in intensity, setbacks, building forms, material, color, and landscaping unless there are specific planning goals to change the character of the area.

There are no plans to change the character of the area and according to the Land Use and Transportation Element (updated April 2017) [LUTE] of the Sunnyvale General Plan, under the Character of Change, as detailed on the Changing Conditions 2017-2035 Map, page 10, the side of Old San Francisco Road on which this development is slated to be built actually appears under the "preserve" section of Sunnyvale. The Character of Change for the "Preserve" areas is defined as an area expected to experience minimal infill and upgrades. Fundamental purpose, form and character stay the same. As it is designed today with its three stories, oversized massing, and general incompatibility with the rest of the neighborhood, the proposed development is in direct opposition to the General Plan and the Sunnyvale Citywide Design Guidelines. (Please see graphic on the next page.)



Policy LT-4.3 of the General Plan states the design review guidelines are to be enforced and zoning standards ensured so that the mass and scale of new structures are compatible with existing structures. LT-4.3c continues that design guidelines should be enforced to respect the character, scale, and context of the surrounding area. In no way does the design of the proposed development respect the character and scale of the surrounding properties. There are single-family homes and two-story condominiums on either side of the proposed development. In order to fit in with the character of the surrounding neighborhood, these proposed townhomes should be no more than two stories. This would also resolve the massing issue of so many units on such a small area.

New development, renovation, and redevelopment are required to be compatible and well-integrated with existing residential neighborhoods per Policy LT-5.3. LT5.3a clarifies further that the adopted Citywide Design Guidelines should be used in order to achieve compatible and complementary architecture and scale for new development. Given the three-story design of the proposed development versus the surrounding neighborhood, this was not adhered to at all.

The Citywide Design Guidelines also stress in 1.B3 that noise and odor generating functions should be located so they do not create a nuisance for the adjacent properties. With the guest parking spots currently slated so close to the property line, all the noise and pollution from those cars will directly impact the neighboring properties. A more thoughtful design would mitigate this – perhaps by designing smaller townhomes and allowing more space between these parking spaces and the adjacent properties.

According to the Guidelines, 1.C1 every project site should be designed for maximum utility of open space for ventilation, sunlight, recreation and views for both new and existing buildings. This is not the case with the proposed development. The design is much more massive than the surrounding buildings with so much massing on such a small site, there is no true open space, let alone room for ventilation, sunlight, recreation or view for either the proposed development or those already in existence. The home owners of the existing buildings bought where they did with a certain expectation that they would continue to enjoy their current views and access to both sunlight and ventilation. This should be considered in the design of the proposed development.

Furthermore, the Guidelines state C.1.4 that private usable open space areas for each unit and common usable open space for all units in attached single and multi-family residential developments should be provided. The design as it stands now for the proposed development has a very small common usable open space for all units. There are four parking spots, a driveway, and an 815 SF paved area considered “open space.” It seems disingenuous to provide such a small common area for a 6-unit multi-family housing development. These Guidelines are in place for a reason, they should be adhered to, in spirit and in deed, particularly since they were amended in April 2014 and can be considered current with contemporary needs. Even the Pebble Creek complex which was built in the early ‘80’s, well before the Sunnyvale Citywide Design Guidelines were even first adopted in 1992, has significant open space. In fact, trespassers consistently use this open space area to exercise their dogs or for other reasons and this will only get worse if there is no common open space of decent size in the proposed development directly next door.

In Guideline 1.C.5 it states that an average of 300 to 500 sq. feet of open space area per unit be provided for every residential project. According to the project Vicinity Map, the yards are either 285 SF or 298 SF with an average size of 289 sq. ft. This is certainly well under the average 300 sq. ft. that is detailed in the Guidelines. I was informed by the planner, that the balconies are approximately 30 square feet and are not considered part of the required usable open space for the project. With the 815 SF paved area added in, the average open space is 425 sq. ft. While the design may be “adhering” to the Guidelines regarding open space, it certainly is not abiding by the spirit in which the Guidelines were intended. Residents want open space, not just a shared paved area to go with a tiny yard, and they need it in order to enjoy quality of life.

In fact, Goal HE-2 refers to enhanced housing conditions and affordability – to maintain and enhance the conditions and affordability of existing housing in Sunnyvale and continues with Policy HE-2.2 which is slated to provide community outreach and comprehensive neighborhood improvements programs within Sunnyvale’s neighborhood enhancement areas to improve housing conditions and the overall quality of life.

The General Plan consistently refers to quality of life and looks to consider jobs, housing, transportation, and quality of life as inseparable when making planning decisions that affect any of these components. With quality of life one of the basic tenets of Sunnyvale’s General Plan, it is inconceivable that such a densely massed design without sufficient open space per unit as written in the Guidelines, would be deemed acceptable and in congruence with the Sunnyvale General Plan as well as the Citywide Design Guidelines.

The Building Design section of the Guidelines also details that the buildings should enhance the neighborhood and be harmonious in character, style, scale, color and materials with existing buildings in the neighborhood. Guideline 2.B5 specifically states that the upper stories of buildings three stories or taller need to be stepped back from public roads and adjacent lower scale developments, in order to reduce the bulk impact. Again, this project does not fit in with the rest of the neighborhood, not with

regard to the number of stories, scale, or color. It will stand out as an anomaly in the middle of the block in the neighborhood.

There should be respect for adjacent neighbors with any new development avoiding privacy, noise, light, and visual conflicts to the maximum, including mitigating large building volumes immediately adjacent to smaller homes on adjacent parcels, and sensitivity to blocking sun exposure and sky views of adjacent neighbors' windows and private outdoor spaces.

Sunnyvale's General Plan was intended to maintain or improve the quality of life of all its residents, not just a few. The current design of this planned development in no way enhances the lives of the surrounding Sunnyvale residents. If anything, the additional traffic, noise and pollution from more cars as well as proximity to other residences, will negatively impact everyone.

Policy HE-6.1 details that efforts must continue to balance the need for additional housing with other community values, including preserving the character of established neighborhoods, high quality design, and promoting a sense of identity in each neighborhood. This is a fundamental part of the Housing Chapter of the General Plan. However, from what I have seen of the plans for this development, it neither preserves the character of the current neighborhood, nor is it such a high-quality design that it adheres to the intent of the General Plan.

A quality design should not require a special development permit in order to fit into a designated space and detrimentally impact an entire neighborhood. The design should have been created in order to fit the designated space and established neighborhood. Since this was not done with either of the first two iterations of the planned design, I ask that the Planning Commission consider this proposed project for its size, scope, and lack of compatibility with the rest of the area of mostly single-story homes and smaller scale condominiums directly adjacent to this development, and reject the special development permit and vesting tentative map. This design is not sufficient for a sensitive use infill development, nor is there any greater community benefit being provided by the developer in exchange for his requested variances, in terms of the environment or public space.

The current design does not meet the General Plan or Design Guidelines set forth by the City of Sunnyvale. The design variances the developer is asking for are geared more toward his self-interest than providing affordable quality housing for the Sunnyvale community. The design is not appropriate for this space and ruins the scale and character of the entire neighborhood.

I would like to suggest that the number of units is decreased from 6 and/or the size of each unit is reduced to two bedrooms and limited to 2-stories. This would discourage renting and it would allow for more open space and address the massing on the .34 acre site, as well as the inconsistency of 3-story buildings in a neighborhood with single-level homes and two-story condominiums. The privacy of neighbors and quality of life for everyone should be kept in mind as well when a design is created and put forth for consideration.

Everyone knows we have a need for more affordable housing. However we need affordable housing which is compatible with the rest of the neighborhood and which encompasses a thoughtful design. As noted above, the General Plan states a need to balance housing needs with preserving the character of the current neighborhood while also accounting for the quality of life impact. Please encourage the developer to continue working with the surrounding community and the Senior Planner to provide a creative plan design that addresses the need for more affordable housing while also adhering to the intent of the General Plan and the Citywide Design Guidelines, so that Sunnyvale as a whole benefits and continues to be a city with a great quality of life for everyone who lives here.

Sincerely,
Britta Puschendorf

Cc: Ryan Kuchenig

Katherine Hall

From: Katherine Hall
Sent: Thursday, August 09, 2018 11:08 AM
To: Katherine Hall
Subject: FW: RE: File # 2018-7048 Location: 669-673 Old San Francisco Road (APN: 209-17-050 & 209-17-051)
Attachments: Concerns9.pdf

From: Erik Stauffer
Sent: Wednesday, August 08, 2018 7:22 AM
To: PlanningCommission AP <PlanningCommission@sunnyvale.ca.gov>; Ryan Kuchenig <RKuchenig@sunnyvale.ca.gov>
Cc: Erik Stauffer [REDACTED]
Subject: Re: RE: File # 2018-7048 Location: 669-673 Old San Francisco Road (APN: 209-17-050 & 209-17-051)

Hello Ryan and Planing Commission,

Attached are concerns that I have about the project at 669-673 Old San Francisco Road for the August 13th meeting. Please redact my mailing address and email address in any correspondence attached to the public comment section of any report.

thanks,
Erik

August 5, 2018

Planning Commission
456 W Olive Avenue
Sunnyvale, Ca 94088
Subject: File # 2018-7048 Location: 669-673 Old San Francisco Road (APN: 209-17-050 & 209-17-051)

Dear Planning Commission,

Thank you for your services to Sunnyvale. In regard to the proposed project at 669-673 Old San Francisco Road, several improvements have been made to the proposed project, but the project is still too large for the proposed space and out of character for the neighborhood. **Due to the nature of the remaining concerns, this building project should not be approved until the proposal is updated to be smaller and more in line with the character of the neighborhood, as provided by the City of Sunnyvale Citywide Design Guidelines and the General Plan Policy.**

Concerns:

1. The proposed front doors on each of the two front units of the structure face the street and are very undesirable, especially given how high they are above grade. **These doors should be moved to the side of the building to be more fitting with the character of the neighborhood.**

2. **The project should be at most 2 stories tall (including garages).** 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). Since the buildings to the west are two story and the buildings to the east are one story, this project should be at most two stories as well. **This project as proposed is too bulky for the space available, doesn't match with the surrounding structures, changes the character of the neighborhood in a negative way, and overwhelms the neighbors. This is not transitional.**

This follows the recommendations of the City of Sunnyvale Citywide Design Guidelines and the General Plan Policy, as listed below:

City of Sunnyvale, Citywide Design Guidelines:

1.A1 *Design projects to be compatible with their surrounding development in intensity, setbacks, building forms, material, color, and landscaping unless there are specific planning goals to change the character of an area.*

The proposed structure is too large and too tall to fit in with the surrounding buildings.

1.A3 *Develop transition between projects with different uses and intensities to provide a cohesive visual and functional shift. Create transition by using appropriate setbacks, gradual building height, bulk, and landscaping.*

The proposed structure is too large and does not provide for a visual and functional shift. The building mass should be further reduced to allow for this by following the Sunnyvale design guidelines and policy below

2.B2 *Adjacent buildings should be compatible in height and scale*

2.B4 *Maintain similar horizontal and vertical proportions with the adjacent facades to maintain architectural unity.*

2.B5 *Step back upper stories of building three stories or taller from public roads and adjacent low scale development to reduce the bulk impact.*

2.C1 *Maintain diversity and individuality in style but be compatible with the character of the neighborhood.*

City of Sunnyvale, General Plan Policy:

LT -2.1 *Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values.*

LT – 4.1 *Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial. (p. 3-13)*

LT-4.1a *Limit the intrusion of incompatible uses and inappropriate development into city neighborhoods. (p. 3-13)*

LT-4.1c *Use density to transition between land use and to buffer between sensitive uses and less compatible uses. (p. 3-13)*

LT-4.1d *Anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses. (p. 3-13)*

3.It is recommended to decrease the number of units from the proposed 6 and / or to reduce the size of each unit. This will allow the massing of the project to be further reduced and allow it to fit with the neighborhood.

4. At the community outreach meeting, the developer proposed that orange snow fence be setup to illustrate the height and location of the proposed structure. **This visual guide should be installed for review before permitting.**

5.The proposed structure places parking spaces near the rear, adjacent to existing structures. **Parking should be moved further away from the neighboring buildings.**

City of Sunnyvale, Citywide Design Guidelines:

1.B3. *Locate noise and odor generating functions so that they do not create a nuisance for the adjacent properties.*

6.To protect the environment, how will the demolition material be recycled? Which company will do the recycling? Are they certified?

7.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. 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 because electric cars with large batteries parked in this recessed flood-prone area represent a fire and electrocution danger.

8.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.

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 area satisfies the rear setback. If a retaining wall is necessary, then there isn't enough room for these parking spaces.

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

11.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. **It would not be right for these trees to be adversely impacted by the new structure.**



E. Stauffer
Sunnyvale, Ca

cc: Ryan Kuchnenig

August 7, 2018

Via Email:
planningcommission@sunnyvale.ca.gov

Sunnyvale Planning Commission
456 W. Olive Avenue
Sunnyvale, CA 94086

Planning Commission Meeting: Monday, August 13th, 7:00 pm

Re: **File # 2018-7048** 669 - 673 Old San Francisco Road (APNs: 209-17-050 & 051)
Application for Special Development Permit and Vesting Tentative Map to construct a six-unit residential development on the site

Dear Planning Commissioners,

I am writing to express my opposition to the application for development at 669-673 Old San Francisco Road, and in particular the special development permit. I am a neighbor of the development who will be directly and negatively impacted by the applicant's special request for exemptions from applicable city requirements. At the time of this writing, I am unable to review the project data table, except for Attachment A, which was provided to me by Ryan Kuchenig, Senior Planner, as part of the initial submittal of the applicant. A staff report will not be completed until Friday August 10, 2018. The Planning Commission hearing is August 13, 2018.

As currently designed, the proposed development continues to maximize unit size and amenities at the sacrifice of thoughtful design that meets Sunnyvale standards. The inclusion of so many bedrooms and parking spots in each unit results in little room remaining on the .34 acre-site for setbacks, yards, open space, or the four guest parking spaces required under the municipal code. In an effort to cram all of these elements onto the two lots, one building is moved to within the required front setback, and four guest parking spaces are squeezed within the rear setback along the property line shared with my neighbors (Attachment A).

My email (Attachment B) to Ryan as of July 31, 2018 enumerates my additional concerns after meeting with Ryan and the City Arborist to discuss the plans on May 22, 2018, and further analyzing Citywide Design Guidelines (updated 2013, as amended). All comments regarding the proposed development were filtered through Ryan due to the fact that the owner, G. Nejat, repeatedly showed the community disregard for, and a lack of understanding of, their concerns at both the community meeting on March 29, 2018 as well as the study session on May 14, 2018. Because of Ryan's involvement, several of my requests have been addressed with the notable exception of:

(1) **Parking.** Uncovered guest parking remains too close to the living room and bedroom areas of four condominiums (particularly 578 Ironwood Terrace units 5, 6, 11 and 12) on the north side of the proposed development. The landscape buffer at that location is less than 4', contrary to the architectural rendering in Attachment A. Some guest parking would be less than 20' from those units. Additionally, ten of 12 units at 578 Ironwood Terrace would be subjected to the negative impact of exponentially increased daily exposure to carbon emissions, particulate matter and noise from a total of 16 vehicles coming and going from the site due to the current placement of the driveway and location of uncovered guest parking at the proposed development.

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As designed, parking behind the proposed development and adjacent to the condominium property line fence is too close to adjacent residential living areas and bedroom windows. The condominium complex adjacent to the proposed development was built in 1983. That development utilized high quality design which ensured no bedroom or living room areas were adjacent to parking, and avoided placing any uncovered parking area adjacent to any neighboring properties, including 669 and 673 Old San Francisco Road. All uncovered parking was situated in areas which would neither affect, nor be adjacent to, any adjacent R-0 homes.

Design improvements must be made to mitigate the negative impact of four uncovered parking spaces at the end of the driveway of the proposed development. The quality of life impact is a legal impact, affecting air quality, privacy and quiet enjoyment currently accessible to adjacent neighbors. The quality of life of adjacent neighbors should not be sacrificed due to the current cramped design of the proposed development.

(2) **Massing.** In accordance with the goals of the General Plan, particularly, **LUTE** (Land Use and Transportation Element of the General Plan) **Policy 55 (Executive Summary LT-5.3)** and **LUTE Policy 57 (Executive Summary LT-6.2)** (bold and italics added), decreased massing is needed on the third floor to be in compliance with **Citywide Design Guideline 2.B5** (discussed further below) to allow for compatibility within the established neighborhood on the north side of Old San Francisco Road, and to minimize shading and privacy impacts on the adjacent property at 578 Ironwood Terrace, in particular:

Policy 55

Require new development, renovation, and development to be compatible and well integrated with existing residential neighborhoods.

Action 1: Utilize adopted *City [sic] design guidelines* to achieve compatible and complementary architecture and scale for new development, renovation, and redevelopment.

Policy 57

Limit the intrusion of incompatible uses and inappropriate development in and near residential neighborhoods, but allow transition areas at the edges of neighborhoods.

Action 1: Where appropriate, use higher-density residential and higher-intensity uses as buffers between neighborhood commercial centers and transportation and rail corridors.

The proposed development does not follow the policies above. Further, with regard to Citywide Design Guidelines (updated 2013):

- The 18 du/acre proposed development is adjacent to a 14.22 du/acre condominium complex to the north and west, and a 3 du/acre parcel to the east.
- The 14.22 du/acre condominium complex is only .22 du/acres above the range for **R-2** Low-Medium Density Residential zoning (7-14 du/ac), and .78 du/acres below the range for **R-3** Medium Density Residential zoning (15-24 du/ac) (Sunnyvale General Plan, Land Use and Transportation, page 71).
- The proposed infill (sensitive use) R-3/PD development, at 18 du/ac, must incorporate decreased massing and bulk in its design in order to comply with **Citywide Design Guidelines 1.A3** and **2.B5**:

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1.A3. Develop transition between projects with different uses and intensities to provide a cohesive visual and functional shift. Create transition by using appropriate setbacks, gradual building height, bulk and landscaping.

2.B5. Step back upper stories of building [sic] three stories or taller from public roads and adjacent low scale development to reduce the bulk impact.

The north side of the third floor of the planned development does not step back sufficiently as required by **Citywide Design Guideline 2.B5**, as mandated to be adhered to by the General Plan. This is required to minimize the shading (4 of 12 units will no longer have sunlight on their decks or patios on and around winter solstice according to the shading/shadow analysis), and bulk impact on the adjacent low scale development. At 14.22 du/acre, 578 Ironwood Terrace is low scale (R-2) development.

The massing of the entire project must be further reduced by way of design to allow for transition between uses in compliance with **Citywide Design Guideline 1.A3**, or it will visually and literally be spot zoning between an R-2 scale condominium development (578 and 598 Ironwood Terrace at 14.22 du/acre) and an R-0 single family home development (717 Old San Francisco Road at 3 du/acre).

As designed, the proposed development's mass, scale and scope disregard Sunnyvale's General Plan to "preserve" the area in question. The .34 acre proposed development site is located on the General Plan map in an area designated as "PRESERVE" in the **LUTE** (p. 11, Figure 1). The definition of "PRESERVE" is as follows:

Area is expected to experience minimal infill and upgrades. Fundamental purpose, form and character stay the same.

If the proposed development moves forward without any corresponding decrease in mass, scale and scope as required by the General Plan, it will be in direct violation of the General Plan of Sunnyvale **LUTE** (Land Use and Transportation Element of the General Plan) **Policy 55**, and **LT-5.3** of the **Executive Summary**. The location of the proposed development is located in an area designated "preserve" in the General Plan of Sunnyvale. This means minimal change to, and preservation of, the area, not upheaval.

Sensitive uses include infill developments. The proposed infill development site is adjacent to condominiums built in 1983 and a single story home built in 1970. As designed, the proposed development has the greatest massing of any residence on the north side of Old San Francisco Road between Ironwood Terrace and Gail Avenue, rendering it incompatible in size, scale and scope with adjacent properties.

Rather than rewarding a developer with special treatment for the inadequate design of a sensitive use (infill) development, it is my hope that the Planning Commission carefully evaluates the requests for a special development permit and a tentative map, and encourages the developer to further work with the Senior Planner and community to submit a well-designed project that either provides community benefit, or does not seek variances and is compatible with adjacent residences along the streetscape of the north side of Old San Francisco Road. This can be accomplished by adhering to, utilizing and complying with established and readily available Citywide Design Guidelines, as mandated by the General Plan (Chapter 3, Policy 55, Action 1 and Executive Summary LT-5.3).

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Special Development Permit

The applicant for this development has requested a special development permit because the development cannot meet the generally applicable rules for development in Sunnyvale. Essentially, the applicant is using the special development permit to request variances from those applicable requirements without providing any offsetting community benefits. The applicant claims it needs these variances, but in fact only desires them to accommodate an overly massive and incompatible project on the north side of Old San Francisco Road between Gail Avenue and Ironwood Terrace. A sensitive use design that would make better planning sense in alignment with the General Plan would further decrease the massing of the planned development, particularly on the third floor, or reduce the massing and create eight units with one or two bedrooms and a one car garage each. At the community meeting of March 29, 2018, the architect basically stated, "You're lucky we're designing this because the next developer might put in eight units." We would welcome eight units. That would allow one unit to be made available for affordable housing. Sunnyvale needs more affordable housing. This development avoided that requirement by reducing the number of units from eight to six.

Sunnyvale Municipal Code Section 19.26.020 states that the purpose of a planned development district is to "achieve superior community design, environmental preservation and public benefit." The proposed development will not achieve these goals. To the contrary, the overly crammed design will increase the likelihood of general conflict in the community, for example, as guests and residents attempt to park their vehicles in the four guest parking spaces at the end of the driveway. The noise and fumes from these conflicts will be located right outside the living areas of residents of 578 Ironwood Terrace, replacing what used to be the backyards of two single-family homes.

Here, the proposed development seeks a special development permit, but fails to contribute to the neighborhood in terms of public space, environmental protection or superior materials and design (not superior materials or design); at least one of which is required for a special development permit. There is no public space being provided, and no environmental protection is being offered. Unless this applicant commits to design changes that more respectfully consider the negative impacts on (1) all adjacent residences (including, but not limited to, substantially increased exposure to noise and particulate matter, and decreased privacy) and (2) the neighborhood (increased pollution, traffic and car trips, resulting in pedestrian safety concerns along Old San Francisco Road), or directly provides community benefits in tandem with the requested variances, a special development permit for this development should not be granted. Special development permits are provided to projects that improve neighborhoods through creative development, not to projects that prioritize profits over safe and thoughtful parking conditions, setbacks and neighborhood impacts.

Vesting Tentative Map

The negative impacts described above make it clear that (1) the design of the proposed subdivision is not consistent with the General Plan, (2) the site is not physically suitable for the proposed density of the development, and (3) the map fails to meet requirements imposed by Municipal Code (specifically, Sunnyvale Municipal Code Section 19.26.020).

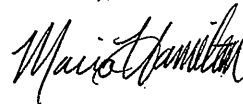
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Conclusion

It is important to balance property rights and development opportunities with quality of life impacts and concerns of existing residents. I respectfully request that the Planning Commission deny this application, and in particular deny the special development permit application. As a community, we care about our neighborhood as well as Sunnyvale design techniques and development guidelines that are in place to protect the public interest. If the special development permit is granted without any correlating community benefit, and deviations are allowed, good faith measures must be taken to protect adjacent neighbors, such as:

- Further decreasing the size of the units at the back (north) end of the lot, especially the third floors, to reduce shading and privacy impacts to neighboring residences.
- Decreasing the size of other units to more appropriately accommodate guest parking, open space and setback requirements.
- Relocating the guest parking outside of the rear setback.

Sincerely,



Maria Hamilton
Sunnyvale, CA

cc: R. Kuchenig

Living areas indicated by //////////////.

Attachment B

Hamilton, Maria

From: Hamilton, Maria
Sent: Tuesday, July 31, 2018 12:33 PM
To: 'Ryan Kuchenig'
Subject: 2018-7048 Residential Design Techniques
Attachments: Palo Alto Sample 2.jpg; Palo Alto Sample.jpg; Design Techniques Basic Design Principles; 8_13_2018 Handout Ryan Email

Ryan,

The owner of the homes at the proposed site development location has shown very little regard for adjacent properties. This leads me to question whether he was advised of residential design guidelines for the City of Sunnyvale by the Project Review Committee.

Design Techniques for single family homes in Sunnyvale were published in 2003. Yet Page 9 (attached to this email) refers to design principles under the Chapter "Community Expectations" which should "be respected in all residential projects." This is further discussed in the attached file "8_13_2018 Handout Ryan Email."

I handed out the bulk of the information in the "Handout" attachment at the Planning Commission Meeting of July 9, 2018, which enumerates my remaining concerns. I've revised it only slightly. I also attached some extraordinarily well-designed upscale residential architecture I've seen in Palo Alto. The first development is two units. The second is a single family home. Uncovered parking is in the front, detached garages are in the back at the end of a short driveway.

The colors and exterior design for both residences in Palo Alto are what I would like to see more of with this proposed project. These are examples of superior materials and design. The City should put a well-designed residential complex in this location, not a hastily assembled generic rendering that fits into the specifications of the two lots.

Thank you,

Maria

Palo Alto Sample



Palo Alto Sample 2



2.2 BASIC DESIGN PRINCIPLES

These design principles should be respected in all residential projects. They are the touchstones upon which all of the following design techniques are based, and, since design guidelines cannot anticipate every condition that might occur, they will be used in addressing conditions not specifically covered in the more detailed sections that follow.

1. REINFORCE PREVAILING NEIGHBORHOOD HOME ORIENTATION AND ENTRY PATTERNS

Maintain a sense of neighborhood by facing residences and home entries to primary public or private streets, providing convenient pedestrian access from the street, and including front windows, where common, to provide “eyes on the street” in order to enhance neighborhood safety.

2. RESPECT THE SCALE, BULK AND CHARACTER OF HOMES IN THE ADJACENT NEIGHBORHOOD

Buildings should be sympathetic to the predominant building forms and scale of their neighborhoods, including but not limited to, height, bulk, character, building form, roof form and orientation, window treatments, materials, and colors. Architectural styles, elements, and shapes need not necessarily be the same as those on adjacent and nearby homes, but improvements should avoid unnecessary visual conflicts.

3. DESIGN HOMES TO RESPECT THEIR IMMEDIATE NEIGHBORS

Every project should be respectful of adjacent homes and neighbors. New development should avoid privacy, noise, light and visual conflicts with adjacent uses to the maximum degree possible. Special care should be given to avoid tall blank walls and building volumes immediately adjacent to one story forms on adjacent parcels, and to the placement and treatment of windows and site landscaping to minimize views into neighboring homes’ windows and private outdoor spaces.

4. MINIMIZE THE VISUAL IMPACTS OF PARKING

Wherever possible, garages and their paved access drives should be subordinate to, rather than dominating, the entry and architecture of the house. In cases where garages are a major part of the street front in a neighborhood, existing patterns may be followed, but steps should be taken to soften the visual impact of the garage fronts. Visual elements might include landscape divider strips in the paving between garage entries, dividing double garage faces into individual doors, adding landscape trellises and lattices to soften garage fronts with landscaping and taking steps to provide special emphasis on the front entry.

5. RESPECT THE PREDOMINANT MATERIALS AND CHARACTER OF FRONT YARD LANDSCAPING

In neighborhoods where there is a discernible landscape character along street fronts, new home landscaping should take that into consideration. Where front landscape areas are primarily composed of living plant materials, that pattern should be repeated.

6. USE HIGH QUALITY MATERIALS and CRAFTSMANSHIP

Quality materials require less maintenance to remain attractive over time, and they convey a sense of pride in one’s home.

7. PRESERVE MATURE LANDSCAPING.

Wherever possible, mature trees should be protected during construction and integrated into new landscape plans.

EXCEPTIONS

Design guidelines cannot address every possible condition for every type of neighborhood or architectural style in the City. Although the principles set forth on this page and the guidelines contained in the following sections will be applicable for most cases, there may be unique characteristics of individual neighborhoods or specific sites. Where conflicts between the principles and guidelines in this document are in conflict with the specific characteristics of a neighborhood, reviews and approvals will be based on the most appropriate methods of fitting new construction into the context of existing neighborhoods.

Conditions of Approval excluded in staff report:

1. Exterior Design – Massing and Exterior Paint Color

“This LUTE is based on the following guiding principles, which include important concepts for land use and transportation in Sunnyvale:

- **Attractive Design.** Protect the design and feel of buildings and spaces to ensure an attractive community for residents and businesses.”

(Sunnyvale General Plan, Chapter 3, Land Use and Transportation, Page 13)

An improved design would decrease massing by at least one foot on the third floor, and add higher-end upscale colors like greens, grays and whites – the city needs to add more range other than beige and brown – to the exterior of this proposed development. Lighter, softer colors are needed, particularly to replace the brown color on the proposed development. Color, in addition to design, can also give the appearance of decreased bulk, especially along the streetscape.

Benefits of Decreased Massing:

- Increased affordability
- Better integration and compatibility with the neighborhood
- Adherence to Citywide Design Guidelines* 2.C1, 2.C2 and 2.C4

Solution: Decrease massing by at least 1’ around the entire perimeter of the third floor; replace the proposed brown exterior color with Benjamin Moore OC-151 White, 243 Baffin Island or 1498 Forest Floor.

2. Parking

Ignoring Citywide Design Guidelines* disregards the “quality of life” portion of the General Plan, as well as the Attractive Design portion of the LUTE. “The City Council considers these four components – jobs, housing, transportation, quality of life – as inseparable when seeking solutions” (Council Policy Manual, Policy 1.1.5, page 1). A design where uncovered parking is placed below multiple bedroom and living areas only feet from a fence that borders an uncovered parking area for four vehicles impacts adjacent residents’ quality of life audibly, visually and health-wise. I have observed that design implementation in Sunnyvale often places more emphasis on the streetscape aesthetic than the quality of life of adjacent residents, despite the Design Principles enumerated below.*

Four uncovered parking spaces only a few feet away from the living areas of neighboring residents will contribute to a decrease in air quality due to carbon emissions and particulate matter from vehicles, impacting the existing uses of the condominiums located at 578 Ironwood Terrace. It will also affect residents’ quality of life and adversely affect the quiet enjoyment of their own homes due to the noise of 16 cars coming and going from the proposed development only feet from the living areas of the majority of condominiums located at 578 Ironwood Terrace. A decrease in the amount of guest parking, relocation of guest parking, a design to allow for covered parking with a modified carport, or Installation of a trellis roof over uncovered parking that is less than 50% solid is needed.

Parking Lot Landscaping

3.C1. Adequately landscape all parking areas to reduce the effects of heat and glare from paving, and for visual relief.

Residential Parking

3.F2. A trellis roof qualifies as covered parking if it is more than 50 percent solid.

(Source: Citywide Design Guidelines*)

Solution: Install a trellis roof over uncovered parking that is less than 50% solid.

3. Landscaping

With only 1-foot below-grade level parking adjacent to ten of the 12 condominiums located at 578 Ironwood Terrace, additional small bushes need to be planted between the Crape Myrtle trees at the end of the driveway and along the guest parking spaces. These bushes will serve as a buffer in order to help absorb particulate matter and noise from the four vehicles that will be parked in the proposed uncovered guest parking area next to the fence adjacent to 578 Ironwood Terrace if the development moves forward.

Solution: If not already planned, mandate that additional small bushes be planted between the Crape Myrtle trees along the fence from one end of the guest parking area to the other.

4. Smoking Area

Common areas at the end of the driveway and adjacent to condominiums located at 578 Ironwood Terrace (units 2–6 and 8–12) may encourage a smoking area. Smoking areas on multi-family properties, as of September 23, 2016, violate Sunnyvale’s Ordinance No. 3072-16, even if they are designated smoking areas. The ordinance will be violated if any neighboring residence is affected by any smoking area. No area exists on the property where a person smoking would be farther than 20’ from the proposed development or the adjacent condominiums located at 598 Ironwood Terrace or 578 Ironwood Terrace. Therefore, any smoking on the premises will violate Sunnyvale Ordinance No. 3072-16.

Solution: Mandate that CC&Rs include a provision that smoking is prohibited anywhere on the premises in accordance with Sunnyvale City Ordinance 3072-16.

5. Construction Hours

It is requested that due to the residential location of the proposed development and its proximity to other residential properties, including a day care facility (Little Sheep Daycare at 721 Old San Francisco Road), construction hours be limited to begin at 8am Monday–Friday and at 9am Saturday. The quality of life in Sunnyvale can be improved by shortened construction hours. Palo Alto, San Carlos, Campbell, and San Francisco both regularly mandate construction hours begin at 8am M-F and 9am on Saturdays. Redwood City’s noise ordinance (section 24.30) prohibits construction noise between the hours of 8:00 PM to 7:00 AM weekdays, or at any time on Saturdays, Sundays, or holidays.

Solution: Add to Conditions of Approval, Construction Hours:

8am – 6pm Monday—Friday

9am – 5pm Saturday

6. Summary

The following Design Principles have not been adhered to (massing, design and compatibility) within the immediate neighborhood and streetscape of the proposed project. Although Sunnyvale Single Family Home Design Techniques - Community Expectations refers to single family homes, on page 9, it is specifically stated that “These design principles should be respected in all residential projects. They are the touchstones upon which [the City’s] design techniques are based, and, since design guidelines cannot anticipate every condition that might occur, they must be used in addressing conditions not specifically covered” within the design guideline documents.

- 2.2.1 REINFORCE PREVAILING NEIGHBORHOOD HOME ORIENTATION AND ENTRY PATTERNS
- 2.2.2 **RESPECT THE SCALE, BULK AND CHARACTER OF HOMES IN THE NEIGHBORHOOD**
- 2.2.3 DESIGN HOMES TO RESPECT THEIR IMMEDIATE NEIGHBORS
- 2.2.4 **MINIMIZE THE VISUAL IMPACTS OF PARKING**
- 2.2.5 RESPECT THE PREDOMINANT MATERIALS AND CHARACTER OF FRONT YARD LANDSCAPING
- 2.2.6 USE HIGH QUALITY MATERIALS AND CRAFTSMANSHIP
- 2.2.7 PRESERVE MATURE LANDSCAPING

***Citywide Design Guidelines (Updated 2013)**

1. Site Design

1.A1.

Design projects to be compatible with their surrounding development in intensity, setbacks, building forms, material, color, and landscaping unless there are specific planning goals to change the character of an area.

1.B3.

Locate noise and odor generating functions so that they do not create a nuisance for the adjacent properties.

1.C1.

Design every project site for maximum utility of open space for ventilation, sunlight, recreation and views for both new and existing buildings.

2. Building Design

Buildings should enhance the neighborhood and be harmonious in character, style, scale, color and materials with existing buildings in the neighborhood.

Scale and Character

2.B2.

Adjacent buildings should be compatible in height and scale.

2.B5.

Step back upper stories of building three stories or taller from public roads and adjacent low scale development to reduce the bulk impact.

2.B6.

Maintain the dominant existing scale of an area. Second story additions in a predominantly one story residential neighborhood should appear as one story.

2.B7.

Placement of windows and openings on second story additions should not create a direct line of sight into the living space or the back yard of adjacent properties to maintain privacy.

Architecture and Design

2.C1.

Maintain diversity and individuality in style but be compatible with the character of the neighborhood.

2.C2.

In areas where no prevailing architectural style exists, maintain the general neighborhood character by the use of similar scale, forms, and materials providing that it enhances the neighborhood.

2.C4.

"Corporate architecture" and generic designs are not recommended. Design each project specifically with respect to its own surrounding environment.

2.C7.

Utilize landscaping around the perimeter of new buildings to enhance buildings, not to cover an unacceptable design.

2.D4.

Vary roof levels and forms on a large building to create diversity and to decrease the apparent scale of the building.

2.E6.

Coordinate exterior colors of adjacent structures on the same or adjacent sites.

Ref: File#: Project 2018-7048

6 August 2018

TO: Sunnyvale Planning Commission

We continue to be concerned about the project reference 2018-7048. We drive by and/or walk by this property many times a day; we live around the corner on Gail Avenue. Our main concerns are listed below.

1. **The proposed development has the most massing of any residential development on the north side of Old San Francisco Road between Gail Avenue and Ironwood Terrace.**

We want to protect the integrity of our neighborhood. This project has a minimal setback and much higher massing compared to all adjacent properties. It changes the character of the neighborhood. It is recommended to decrease the number of units from the proposed 6 and/or reduce the size of each unit to allow the massing of the project to be more compatible with the neighborhood. See photo below.



Please note it does not meet with our understanding of Sunnyvale's Land Use and Transportation (LT) goals:

- a) LT-4.3: *Enforce design review guidelines and zoning standards that ensure the mass and scale of new structures are compatible with adjacent structures...*
- The massing on the proposed 6 unit property far exceeds the massing of the Ironwood Terrace development to the west and the single family homes to the east

Ref: File#: Project 2018-7048

- b) LT-5.3: *Require new development, renovation, and redevelopment to be compatible and well integrated with existing residential neighborhoods.*
 - There are no buildings between Gail Ave and Ironwood Terrace that compare in size and architecture with the proposed development; therefore no integrated compatibility!
- c) LT-6.1: *Improve and preserve the character and cohesiveness of existing residential neighborhoods.*
 - The Ironwood Terrace development has a large setback and many mature trees – one hardly notices the buildings from the street.
 - The single family dwellings to the east are all one level with driveways for parking and good setbacks.
 - The proposed development doesn't come close to being of similar character to these buildings and would definitely not be cohesive with these buildings.

Please note it does not meet with our understanding of the Sunnyvale's goals in the Citywide Design Guidelines:

- a) 1.A1. *Design projects to be compatible with their surrounding development in intensity, setbacks, building forms, material, color, and landscaping unless there are specific planning goals to change the character of an area.*
 - We know of no specific planning goal to change the character of this area, and the proposed development clearly would not be compatible with the surrounding development.
- b) 1.A3. *Develop transition between projects with different uses and intensities to provide a cohesive visual and functional shift. Create transition by using appropriate setbacks, gradual building height, bulk, and landscaping.*
 - Considering the large setback and many mature trees of the Ironwood Terrace development and the single level single family homes to the east, there would be no cohesive visual and functional shift from east to west through the proposed development property.
- c) 2 (Building Design): *Buildings should enhance the neighborhood and be harmonious in character, style, scale, color and materials with existing buildings in the neighborhood.*
 - The proposed development is totally different than the existing neighborhood.
- d) 2.B5. *Step back upper stories of building three stories or taller from public roads and adjacent low scale development to reduce the bulk impact.*

Ref: File#: Project 2018-7048

- There is no setback of the upper stories of the proposed development to reduce the bulk impact. In fact, the style makes the development look huge.

2. On-street parking and traffic have become dangerous and unsightly.

- a. With the increase in traffic to avoid the extremely busy El Camino Real, Old San Francisco Road has become a very busy street. Adding a driveway with many additional cars entering and exiting, and with limited visibility due to street parked cars, this would further increase traffic safety problems.
- b. With the influx of multiple families living in over-crowded single family housing, the street parking has become unsightly and congested and dangerous. Further, many families use their garages for storage or additional living area rather than car parking. Considering the proposed development and the limited proposed parking available, we expect a major impact to the street parking problem and a push of parked cars to adjacent streets to further add to safety concerns. A design improvement to have open parking in place of the proposed garages would help reduce the impact of additional parked cars.

Thank you for considering our concerns.

Gene and Debbie Hoyle
582 Gail Ave
Sunnyvale, CA

cc: Ryan Kuchenig

Katherine Hall

From: Katherine Hall
Sent: Tuesday, August 07, 2018 12:42 PM
To: Katherine Hall
Subject: FW: Project 2018-7048 Updated Concerns for August 13 Planning Commission Meeting

From: Laverne Martin
Sent: Tuesday, August 07, 2018 11:34 AM
To: Debbie & Gene Hoyle; Erik Stauffer; Tina Goulart
Cc: PlanningCommission AP <PlanningCommission@sunnyvale.ca.gov>; Ryan Kuchenig <RKuchenig@sunnyvale.ca.gov>
Subject: Re: Project 2018-7048 Updated Concerns for August 13 Planning Commission Meeting

Dear Mr. Rkuchenig,
I am writing on behalf of myself and my neighbors... I live at 574 Gail my neighbors being Mr and Mrs. Gene Hoyle and Erik and Katie Jo Stafford. They are very opposed to this new development as am I along with our other neighbors who are NOT happy about this new development...
Mr. Hoyle and Mr. Stafford have submitted an e-mail to you so I will not repeat what they have said except to say that I support everything they have said.
The proposals they have submitted mirror my own feelings about the development being considered on Old San Francisco...
I have lived here 47 years and have seen many changes. This would not be an improvement but a eye sore for all to see....

Respectively LaVerne Martin

On Mon, Aug 6, 2018 at 7:25 PM, Debbie & Gene Hoyle wrote:

Please see attached updated concern letter regarding subject project. Thank you for your consideration.

Sincerely,

Gene and Debbie Hoyle

Ryan Kuchenig

From: Carolyn James
Sent: Thursday, July 05, 2018 1:54 AM
To: Ryan Kuchenig; PlanningCommission AP
Subject: Fwd: Project 2018-7048

Sent from my iPhone

Begin forwarded message:

From: Carolyn James <
Date: June 29, 2018 at 2:12:21 PM GMT+2
To: rkuchnenig@sunnyvale.ca.gov
Subject: Project 2018-7048

Hi Ryan,

I am a Sunnyvale resident who lives near this proposed development and I am very against it. I am concerned with the number of units and bedrooms the developer wants to put in. This development is going to extremely increase parking issues in my neighborhood, which are already a problem. This development is simply not including enough parking spaces in their plan for the number of potential tenants. Instead people will be parking on the street and so slowing down and making u turns to look for parking spots. Old San Francisco has recently already turned into a mini highway, this is going to be a safety concern if people are disrupting traffic patterns to look for parking on this busy street.

In addition, a three story building is too high for our neighborhood. No other property on this side of the street is three stories and I do not want my neighborhood turned into a high rise row. It's already multi story across the street. Please do not let us become a street of high rises. Doing this would go against the city plan of preserving neighborhoods.

I attended all of the meetings in regards to this proposed development last year to share my same concerns. The developer has not addressed the three story or parking concerns so I still do not think this should be approved. I unfortunately cannot attend the meeting on July 9th as I will be out of the country, but I do hope my comments are included in the packet for the board to consider.

Thank you,
Carolyn James

Sent from my iPhone

July 2, 2018

Planning Commission
456 W Olive Avenue
Sunnyvale, Ca 94088

Subject: File # 2018-7048 Location: 669-673 Old San Francisco Road (APN: 209-17-050 & 209-17-051)

Dear Planning Commission,

Thank you for your services to Sunnyvale. In regard to the proposed project at 669-673 Old San Francisco Road, several improvements have been made to the proposed project, but the project is still too large for the proposed space and out of character for the neighborhood. **Due nature of the remaining concerns, this building project should not be approved until the proposal is updated to be smaller and more in line with the character of the neighborhood.**

Concerns:

1. The proposed two doors on each of the front units of the structure face the street and are very undesirable, given how high they are above grade. **These doors should be moved to the side of the building to be more fitting with the character of the neighborhood.**

2. **The project should be at most 2 stories tall.** 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). Since the buildings to the west are two story and the buildings to the east are one story, this project should be at most two stories as well.

This follows the recommendations of the general plan policy listed below:

General Plan Policy:

LT -2.1 Recognize that the City is composed of residential, industrial and commercial neighborhoods, each with its own individual character; and allow change consistent with reinforcing positive neighborhood values. □

LT – 4.1 Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial. (p. 3-13)

LT-4.1a Limit the intrusion of incompatible uses and inappropriate development into city neighborhoods. (p. 3-13)

LT-4.1c Use density to transition between land use and to buffer between sensitive uses and less compatible uses. (p. 3-13)

LT-4.1d Anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses. (p. 3-13)

3. It is recommended to decrease the number of units from the proposed 6 and / or to reduce the size of each unit. This will allow the massing of the project to be further reduced and allow it to fit with the neighborhood.

4.To protect the environment, how will the demolition material be recycled? Which company will do the recycling? Are they certified?

5.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. 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 because electric cars with large batteries parked in this recessed flood-prone area represent a fire and electrocution danger.

6.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.

7.The plan for the garbage storage and collection is still not clear. Garbage cans should not be placed on Old San Francisco road for collection and should not be visible from the street during the rest of the week.

8.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. If a retaining wall is necessary, then there isn't enough room for these parking spaces.

9. 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.

10.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.



E. Stauffer
Sunnyvale, Ca

cc: Ryan Kuchnenig

Ref: File#: Project 2018-7048

2 July 2018

TO: Sunnyvale Planning Commission/Ryan Kuchenig

We continue to be concerned about the project reference 2018-7048. As previously stated, our main concerns are as follow:

We understand the rezoning for this project has been approved. However, the new development should be consistent with, and architecturally compatible with the neighborhood. We want to preserve our single-family dwelling neighborhood! This higher-density model is not the flavor our neighborhood! We have lived here over 45 years and are witnessing changes that are not what we bought into. We are concerned this sets a precedent going forward.

The massing of the project is NOT COMPATIBLE with the neighborhood. This development would have the highest massing of any residential development on the north side of Old San Francisco Road between Gail Avenue and Ironwood Terrace if approved. The nicest development that would model an acceptable development massing is the Pebble Creek development at 508-598 Old San Francisco Road. **See photo below.**



We are concerned with the additional traffic and encroachment on single family, once quiet neighborhoods. With more and more development we have seen an incredible traffic increase on Old San Francisco Road (not to mention elsewhere) and the street parking has become unsightly. It has become a dangerous situation.

Ref: File#: Project 2018-7048

To summarize our concerns:

1. **The proposed development has the most massing of any residential development on the north side of Old San Francisco Road between Gail Avenue and Ironwood Terrace.**
 - a. We want to protect the integrity of our neighborhood. That is the goal in Sunnyvale's General Plan Policies. Why isn't this happening? The General Plan says to maintain lower density residential development areas where feasible (LT-3.3). It also states to promote and preserve single-family detached housing where appropriate and in existing single-family neighborhoods (LT-3.3b). Additionally, it states to locate lower-density housing in proximity to existing lower density housing (LT-3.4b).
2. **On-street parking and traffic has become a dangerous and unsightly situation**
 - a. With the increase in traffic to avoid the extremely busy El Camino Real, Old San Francisco Road has become a very busy street. Adding driveways with many additional cars entering and exiting would further increase traffic safety problems.
 - b. With the influx of multiple families living in over-crowded single family housing, the street parking has become unsightly and congested. Further, many families use their garages for storage or additional living area, rather than car parking. It is anticipated that this situation would result in this development and the limited proposed parking contributing to impact the street parking problem and further add to safety concerns.
 - c. This has affected the quality of our neighborhood in a way we believe was not meant to be in the Goal LT-4 section of the Sunnyvale General Plan.

Thank you for considering our concerns.

Gene & Debbie Hoyle
Old San Francisco Road
Sunnyvale, CA

cc: Maria
LaVerne Martin
Joe & Tina Goulart
Neil & Victoria Jain
Erik & Katie Jo Stauffer

July 3, 2018

Sunnyvale Planning Commission
456 W. Olive Avenue
Sunnyvale, CA 94086

Re: File #2018-7048 669-673 Old San Francisco Road (APN: 209-17-050 and 209-17-051)
Application for Special Development Permit and Vesting Tentative Map for construction of a six-unit residential development on this site

Dear Planning Commissioners:

As someone who was raised in Sunnyvale, attended local schools, and now is also a home owner for almost twenty years, the development that has been happening within Sunnyvale's borders is concerning. Aside from the number of hotels going in all over the city, single-family homes are being torn down to put in multi-unit residential developments. Many of these multi-unit developments, while potentially addressing some of the housing need, though usually not affordable for the general population, are certainly not in keeping with Sunnyvale's General Plan, at least according to my understanding.

The development, in particular, to which I am expressing my opposition, is the six-unit development at 669-673 Old San Francisco Road, which is before the Planning Commission on July 9, 2018, with an application for a special development permit and tentative map. As a resident of a neighboring property, I feel our properties will be directly and adversely impacted by this development as the design currently stands. The massing of the planned development is too much and the design is not compatible with the rest of the neighborhood, particularly on that side of Old San Francisco Road.

In reading the Sunnyvale General Plan, the chapter on Community Character, Policy CC-1.3 specifically refers to ensuring that new development is compatible with the character of special districts and residential neighborhoods. Given the three-story design and that six units are being squeezed onto a .34-acre site, which is in direct contrast to the spaciousness of the design of the Pebble Creek complex or the other single-story homes along that side of Old San Francisco Road, it seems this development is not complying with the General Plan requirement that new development be compatible with the rest of the residential neighborhood.

Goal CC-2 of the General Plan calls for an attractive street environment, complimenting private and public properties and being comfortable for residents and visitors. Since the other residences surrounding this planned development at 669-673 Old San Francisco Road are considerably more spacious with regard to the land surrounding the actual abodes, allowing this level of density on a much smaller piece of land seems counterintuitive to Goal CC-2. More people vying for less space means less comfort for everyone.

In fact with 3 or 4 bedrooms in each of the planned six townhomes, there would potentially be at least 3 to 4 people per unit, and each unit has 2 garages, plus the 4 guest parking spots, meaning at a minimum an additional 16 cars would be in and out of this planned development on a daily basis. Attempting to exit Ironwood Terrace onto Old San Francisco Road currently is challenging enough. Another 16+ cars attempting to do the same thing on a daily basis may make it well-nigh impossible. This on top of trying to get down either Fair Oaks Avenue or Wolfe Road during peak transit hours in order to get home, invoke an even greater traffic nightmare.

Goal CC-3 designates well-designed sites and building in order to ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts. Site design, compatibility with the built environment, integration with the roadway, and building design are all an integral part of this goal. How exactly does putting multi-residential housing of this density on such a small site comply with this goal? Particularly when other residential housing on this street is not as dense or as massive? With the current design everything is being crammed onto a .34-

acre site leaving barely any space for required setbacks, the necessary guest parking crammed into the back of the lots, let alone any community space or yards.

Policy HE 2.2 of the General Plan is to provide community outreach and comprehensive neighborhood improvement programs within Sunnyvale's neighborhood enhancement areas to improve housing conditions and the overall quality of life. It seems to me, Sunnyvale's General Plan was initiated to improve the quality of life of all its residents, not simply a select few, such as the developer. The current design of this planned development in no way enhances the lives of the surrounding Sunnyvale residents. If anything, the additional traffic, noise and pollution from more cars as well as proximity to other residences, will negatively impact everyone. In fact, the limited parking available for a multi-family housing development will surely cause issues as people vie for limited parking spaces. The other outcome is that more cars will be parked on the street, or worse, try to park in the Pebble Creek complex impacting residents there even further.

Policy HE-6.1 details that efforts must continue to balance the need for additional housing with other community values, including preserving the character of established neighborhoods, high quality design, and promoting a sense of identity in each neighborhood. This seems to be a fundamental part of the Housing Chapter of the General Plan. However, from what I have seen of the plans for this development, it neither preserves the character of the current neighborhood, nor does it seem to be such a high-quality design that it adheres to the intent of the General Plan.

In addition, Policy HE-6.2 requires that neighborhood vitality be promoted by providing adequate community facilities, infrastructure, landscaping and open space, parking, and public health and safety within new and existing neighborhoods. So far, the plans looks to have the minimum required parking, no real open space, and the landscaping could use some work as well. The guest parking is so close to the lot line, the cars here will have an adverse impact on the Pebble Creek community, both from an emissions standpoint, as well as a noise-level perspective, impacting public health and safety in our community.

As part of the Land Use and Transportation Element (updated April 2017) [LUTE] of the Sunnyvale General Plan, under the Character of Change, as detailed on the Changing Conditions 2017-2035 Map, page 11, the side of Old San Francisco Road on which this development is slated to be built actually appears under the "preserve" section of Sunnyvale. The Character of Change for the "Preserve" areas is defined as an area expected to experience minimal infill and upgrades. Fundamental purpose, form and character stay the same. This part of the General Plan is in direct opposition to the planned development as it is designed today with its three stories, oversized massing, and general incompatibility with the rest of the neighborhood.

Two of the guiding principles for the LUTE as part of the Plan Structure, are "attractive design – protect the design and feel of buildings and spaces to ensure an attractive community for residents and businesses" and "neighborhood preservation – ensure that all residential areas and business districts retain the desired character and are enhanced through urban design and compatible mixes of activities (page 13). Neither one of these Plan Structure principles appears to be adhered to, nor does this planned development appear to be in keeping with the General Plan. This development is a complete anomaly within this neighborhood.

Policy 34 of the LUTE speaks to supporting neighborhood traffic calming and parking policies that protect internal residential areas from city-wide and regional traffic, consistent with engineering criteria, operating parameters, and resident preferences. With the current level of additional cars and the minimal number of guest parking spaces, how does the current design comply with the General Plan? There would be no traffic calming, if anything traffic would be worse and resident preferences, let alone concerns, are certainly not addressed with this number of planned units and accompanying garage space.

LUTE Policy 40 on page 31 is geared toward providing safe access to city streets for all modes of transportation. Since it is already challenging to exit onto Old San Francisco Road from Ironwood Terrace, and often a problem to enter Ironwood Terrace due to the entrance/exit to the apartments almost

directly across the street from the Pebble Creek entrance/exit, how will adding another entrance/exit along almost the exact same pathway, enhance anyone's safe access to city streets?

Policy 51 of the LUTE seeks to enforce design review guidelines and zoning standards that ensure the mass and scale of new structures are compatible with adjacent structures with actions requiring that the City's zoning, building, and subdivision standards are reviewed to ensure they support and contribute to the urban design principles set forth in the General Plan policies (page 35). Additionally, Policy 51 is in place to safeguard that local guidelines are enforced, ensuring that buildings respect the character, scale and context of the surrounding area, while also using the development review and permitting processes to promote high-quality architecture and site design. Again, this does not seem to be the case with the current design of this planned development.

A quality design should not require a special development permit in order to fit into a designated space and thus impacting an entire neighborhood to its detriment. The design should have been created in order to suit the needs of the planned land. Since this was not done with either of the first two iterations of the planned design, I ask that the Planning Commission consider this planned project for its size, scope, and lack of compatibility with the rest of the neighborhood of mostly single-story homes and smaller scale condominiums directly adjacent to this development, and reject the special development permit. This design is not sufficient for a sensitive use infill development, nor is there any greater community benefit being provided by the developer in exchange for his requested variances, in terms of the environment or public space.

The current plan does not meet the general development guidelines set forth by the City of Sunnyvale. The developer only wants these design variances to be accepted as he is more interested in his personal profit than the well-being of Sunnyvale residents. It is of no concern to him since he does not live in the neighborhood, or even in Sunnyvale. What's good for the developer should also be good for Sunnyvale, and by extension, its residents.

No one is arguing the need for more housing. What we need is housing that is compatible with the rest of the neighborhood, with a thoughtful design. Some suggestions in this regard are smaller units, and perhaps fewer levels, along with prioritizing neighbors' privacy, as well as noise reduction and emission relief from cars, especially from guest parking. As noted above, the General Plan deems a need to balance housing needs with preserving the character of the current neighborhood while also accounting for the quality of life impact. Please encourage the developer to continue working with the surrounding community and the Senior Planner to provide a creative plan design that addresses the need for more housing while also adhering to the intent of the General Plan, so that Sunnyvale continues to be a city with a great quality of life and enjoyment for all.

Sincerely,

Britta Puschendorf

Cc: Ryan Kuchenig

Ryan Kuchenig

From: David Stephenson <>
Sent: Sunday, June 17, 2018 7:16 PM
To: Ryan Kuchenig
Subject: Public Hearing on 669 & 673 Old San Francisco Rd.

I am writing to challenge the issuing of a special development permit.

The region is designated for low density single family dwellings. The development of three-story six-unit townhouse development will negatively affect the surroundings in several ways.

- * it will adversely affect the value of the single family homes in the vicinity.
- * it will affect the degree of traffic in the area which is already approaching gridlock.
- * the increased population will place additional demands on the already strained infrastructure.

At some point we need to stop adding in people and let industry move to other locations. Better to stop the addition of housing and industry now, rather than when its too late. The ambiance and environment that people came here for is disappearing.

Sincerely,

David Stephenson

June 27, 2018

Sunnyvale Planning Commission
456 W. Olive Avenue
Sunnyvale, CA 94086

Regular Planning Commission Meeting: Monday, July 9th, 7:00 pm

Re: **File # 2018-7048** 669 - 673 Old San Francisco Road (APNs: 209-17-050 & 051)
Application for Special Development Permit and Vesting Tentative Map to construct a six-unit residential development on the site

Dear Planning Commissioners,

I am writing to express my opposition to the application for development at 669-673 Old San Francisco Road, and in particular the special development permit. I am a neighbor of the development who will be directly and negatively impacted by the applicant's special request for exemptions from applicable city requirements. At the time of this writing, I am unable to review the project data table, except for Attachment A, which was provided to me by Ryan Kuchenig, Senior Planner, as part of the initial submittal of the applicant. Per Ryan, a staff report will not be completed until Friday July 6, 2018. The Planning Commission hearing is July 9, 2018. In order to have my comments included in the packet distributed to the Planning Commission, the deadline is Tuesday July 3rd, with July 4th being a holiday.

As currently designed, the proposed development continues to maximize unit size and amenities at the sacrifice of thoughtful design that meets Sunnyvale standards. The inclusion of so many bedrooms and parking spots in each unit results in little room remaining on the .34 acre-site for setbacks, yards, or the four guest parking spaces required under the municipal code. In an effort to cram all of these elements onto the two lots, one building is moved to within the required front setback, and four guest parking spaces are squeezed within the rear setback along the property line shared with my neighbors (Attachment A).

My email with comments on the development to Ryan as of June 15, 2018 is attached as Attachment B. That email enumerates my additional concerns after meeting with Ryan and the City Arborist to discuss the plans on May 22, 2018. All comments regarding the development were filtered through Ryan due to the fact that the owner, G. Nejat, repeatedly showed the community disregard for and a lack of understanding of their concerns at both the community meeting on March 29, 2018 as well as the study session on May 14, 2018. Because of Ryan's involvement, most of my requests have been met with the exception of:

- (1) **Parking.** Parking remains too close to the living room and bedroom areas of four condominiums (particularly units 5, 6, 11 and 12) on the north side of the proposed development at 578 Ironwood Terrace. Guest parking at the rear of the proposed development would be less than 20' from residents there, subjecting them to increased daily exposure to carbon emissions, particulate matter and noise pollution from a total of 16 vehicles coming and going from the site.

Sunnyvale Planning Commission
June 27, 2018
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(2) **Massing.** In accordance with goals of the General Plan, particularly, **Goals LT-4.1c and LT-3.4b** (bold and italics added below), decreased massing is needed on the third floor to allow for compatibility within the established neighborhood, and to minimize shading and privacy impacts on the adjacent property at 578 Ironwood Terrace in particular.

GOAL LT - 4

QUALITY NEIGHBORHOODS AND DISTRICTS

Preserve and enhance the quality character of Sunnyvale's industrial, commercial and residential neighborhoods by promoting land use patterns and related transportation opportunities that are supportive of the neighborhood concept. (p. 3-13)

LT - 4.1 Protect the integrity of the City's neighborhoods; whether residential, industrial or commercial. (p. 3-13)

LT-4.1a Limit the intrusion of incompatible uses and inappropriate development into city neighborhoods. (p. 3-13)

LT-4.1c Use density to transition between land use and to buffer between sensitive uses and less compatible uses. (p. 3-13)

LT-4.1d Anticipate and avoid whenever practical the incompatibility that can arise between dissimilar uses. (p. 3-13)

and

LT-3.4b Locate lower-density housing in proximity to existing lower density housing. (p. 3-13)

Source: www.Generalplaninsunnyvale.com (consolidated 2011)
City of Sunnyvale general Plan – July 2011

Sensitive uses include infill developments. This proposed infill development is adjacent to condominiums built in 1983 and a 1-story single family home built in 1970. As designed, the proposed development has the greatest massing of any residence on the north side of Old San Francisco Road between Ironwood Terrace and Gail Avenue, rendering it incompatible in size, scale and scope with adjacent properties. Rather than rewarding a developer with special treatment for the inadequate design of a sensitive use (infill) development, it is my hope that the Planning Commission carefully evaluates the requests for a special development permit and tentative map, and encourages the developer to further work with the Senior Planner and community to submit a well-designed project that either provides community benefit, or does not seek variances and is compatible with adjacent residences on the north side of Old San Francisco Road.

Special Development Permit

The applicant for this development has requested a special development permit because the development cannot meet the generally applicable rules for development in Sunnyvale. Essentially, the applicant is using the special development permit to request variances from those applicable requirements without providing any offsetting community benefits. The applicant claims it needs these variances, but in fact only desires them to accommodate an overly massive and incompatible project on the north side of Old San Francisco Road between Gail Avenue and Ironwood Terrace. A sensitive use design that would make better planning sense would be to further decrease the massing of the planned development, particularly on the third floor.

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Sunnyvale Municipal Code Section 19.26.020 states that the purpose of a planned development district is to "achieve superior community design, environmental preservation and public benefit." The proposed development will not achieve these goals. To the contrary, the overly cramped design will increase the likelihood of general conflict, for example, as guests and residents attempt to park their vehicles in the four guest parking spaces at the end of the driveway. The noise and fumes from these conflicts will be located right outside the living areas of residents of 578 Ironwood Terrace, replacing what used to be the backyards of two single-family homes.

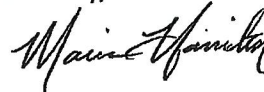
Here, the proposed development seeks a special development permit, but fails to contribute to the neighborhood in terms of public space, environmental protection or superior materials and design (not superior materials or design); at least one of which is required for a special development permit. Unless this applicant commits to design changes that more respectfully consider the negative community impacts (increased car trips resulting in increased particulate matter, noise pollution and traffic, for example) or directly provides community benefits in tandem with the requested variances, a special development permit for this development should not be granted. Special development permits are provided to projects that improve neighborhoods through creative development, not to projects that prioritize profits over safe and thoughtful parking conditions and setbacks.

Conclusion

It is important to balance property rights and development opportunities with quality of life impacts and concerns of existing residents. I respectfully request that the Planning Commission deny this application, and in particular deny the special development permit application. If the special development permit is granted without any correlating community benefit, and deviations are allowed, good faith measures must be taken to protect adjacent neighbors, such as:

- Further decreasing the size of the units at the back (north) end of the lot, especially the third floors, to reduce shading and privacy impacts to neighboring residences.
- Decreasing the size of other units to more appropriately accommodate guest parking and setback requirements.
- Including a carport or some variation of a carport or privacy screen to block the path of the noise and reduce visible impacts from guest parking spaces.
- Relocating the guest parking outside of the rear setback.

Sincerely,



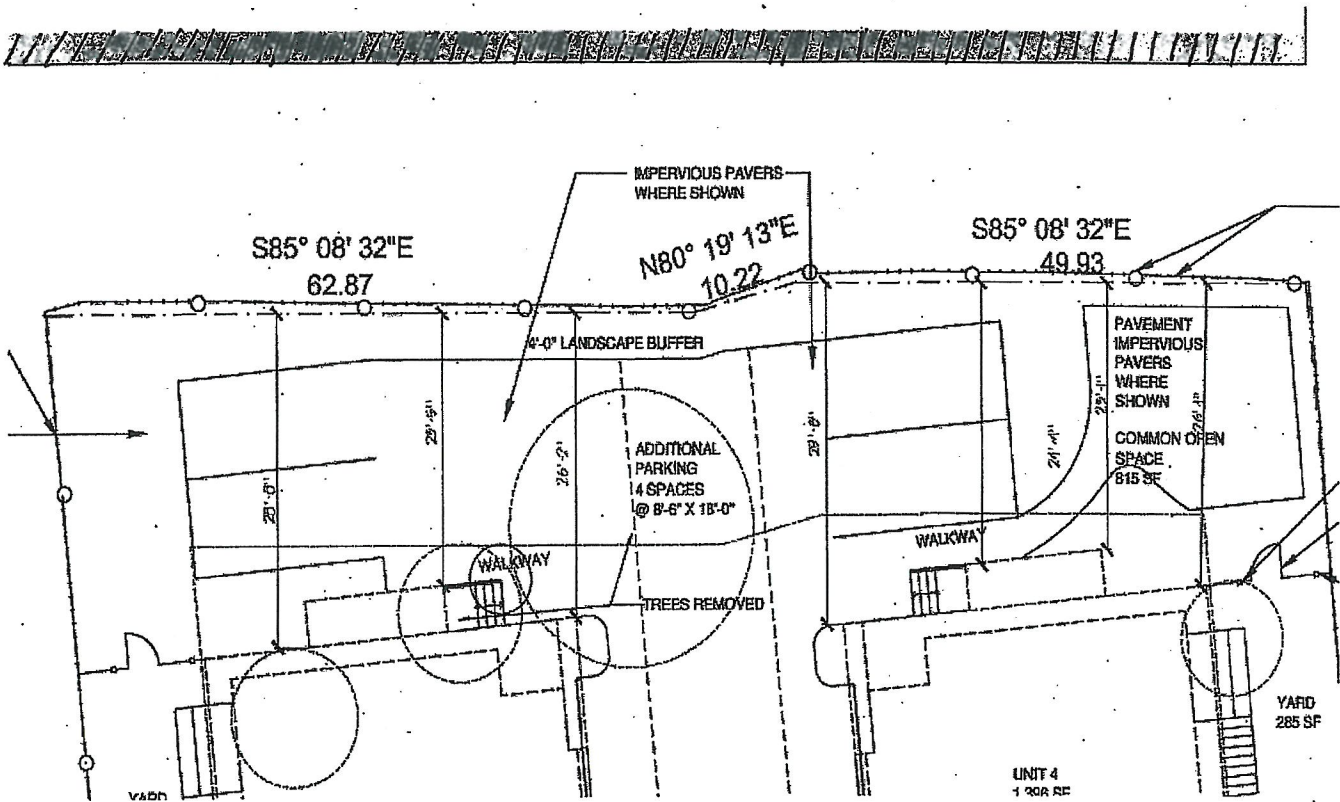
Maria Hamilton
Sunnyvale, CA

cc: R. Kuchenig
City Clerk

Attachment A

Attachment A

Condominiums



Living areas indicated by ////.

Attachment B

From: Hamilton, Maria
Sent: Friday, June 15, 2018 5:17 PM
To: 'Ryan Kuchenig'
Subject: 2018-7048 Conditions of Approval (Pending Issues)

Ryan,

When you are able, please email me a detail of the shade analysis based on the now revised decreased massing of the third (top) floor of the proposed development with regard to its impact on 578 Ironwood Terrace, to the north of the proposed development.

Pending issues since our meeting on May [22nd] include the following.

1. Parking

A design where uncovered parking is placed feet from a fence that borders property underneath multiple bedroom and living areas does not reflect high quality design, and impacts adjacent residents' quality of life both audibly and visually. There are multi-family dwellings with carports in Sunnyvale that cover two cars but have a support structure in the middle. In these cases, poles or beams support the center of the structure, not at the corners which produces a box-like effect. The actual implementation of design in Sunnyvale seems to put more emphasis on the streetscape aesthetic than the quality of life of the adjacent residents, despite the Design Principles (below). This also violates the General Plan. "The City Council considers these four components – jobs, housing, transportation, quality of life – as inseparable when seeking solutions" (Council Policy Manual, Policy 1.1.5, page 1).

Four uncovered parking spaces just feet away from the living areas of neighboring residents will contribute to a decrease in air quality due to carbon emissions and particulate matter from vehicles. It will also affect residents' quality of life and adversely affect the quiet enjoyment of their own homes due to the noise of 16 cars coming and going from the proposed development only feet from the living areas of the majority of condominiums located at 578 Ironwood Terrace. A decrease in the amount of guest parking, relocation of guest parking, or a special development permit to allow for covered parking with a carport or something similar is needed. Please refer to the design of 585 Old San Francisco Road for an example of a parking design which mitigated the problem of parking adjacent to a neighboring multi-family residence.

The following Design Principles have not been adhered to because of the massing, architectural design and compatibility within the immediate neighborhood and streetscape of the proposed project. These principles should be respected in all residential projects. They are the touchstones upon which the City's design techniques are based, and, since design guidelines cannot anticipate every condition that might occur, they must be used in addressing conditions not specifically covered within the design guideline documents.

- | | | |
|---------|---|-----------|
| • 2.2.1 | REINFORCE PREVAILING NEIGHBORHOOD HOME ORIENTATION AND ENTRY PATTERNS | No |
| • 2.2.2 | RESPECT THE SCALE, BULK AND CHARACTER OF HOMES IN THE NEIGHBORHOOD | No |
| • 2.2.3 | DESIGN HOMES TO RESPECT THEIR IMMEDIATE NEIGHBORS | No |
| • 2.2.4 | MINIMIZE THE VISUAL IMPACTS OF PARKING | No |
| • 2.2.5 | RESPECT THE PREDOMINANT MATERIALS AND CHARACTER OF FRONT YARD LANDSCAPING | No |
| • 2.2.6 | USE HIGH QUALITY MATERIALS AND CRAFTSMANSHIP | No |
| • 2.2.7 | PRESERVE MATURE LANDSCAPING | No |

2. Landscaping

With only a 1-foot below-grade level parking area adjacent to ten of the 12 condominiums located at 578 Ironwood Terrace, additional small bushes need to be planted at the end of the driveway between the Crape Myrtle trees. These bushes will serve as a buffer in order to help absorb particulate matter and noise from the four vehicles that will be parked in the uncovered guest parking area next to the fence adjacent to 578 Ironwood Terrace if the development moves forward.

3. Smoking Area

Common areas at the end of the driveway and adjacent to condominiums located at 578 Ironwood Terrace (#s 2–6 and #8–12) may encourage a smoking area. Smoking areas on multi-family properties, as of September 23, 2016, violate Sunnyvale's Ordinance No. 3072-16, even if they are designated smoking area. Why? The ordinance will be violated if any neighboring residence is affected by any smoking area. No area exists on the property where a person smoking would be farther than 20' from the proposed development or the adjacent condominiums located at 558 Ironwood Terrace or 578 Ironwood Terrace. Therefore, any smoking on the premises will violate Sunnyvale Ordinance No. 3072-16.

4. Construction Hours

It is requested that due to the residential location of the proposed development and its proximity to other residential properties, including a day care facility (Little Sheep Daycare at 721 Old San Francisco Road), that construction hours be limited to begin at 8am Monday–Friday and at 9am Saturday. The quality of life in Sunnyvale [can] be improved by shortened construction hours. Palo Alto, San Carlos, Campbell, and San Francisco both regularly mandate construction hours begin at 8am M-F and 9am on Saturdays. Redwood City's noise ordinance (section 24.30) prohibits construction noise between the hours of 8:00 PM to 7:00 AM weekdays, or at any time on Saturdays, Sundays, or holidays.

Thank you,

Maria Hamilton