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July 6, 2018

City Council  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

Honorable Mayor and members of City Council:

We are proposing to remove two existing run down homes and several accessory buildings at 1530-1540 Pomeroy Avenue, and replace them with two new attractive buildings with ample landscaping and on-site parking. Our proposal adds 8 new homes to the much needed housing inventory in the City of Santa Clara. This development is close to El Camino Real and within walking distance of shopping and public transportation encouraging the new residents to use the available public transit. Overall, we believe our proposal will be a great enhancement to this neighborhood because:

- 1. Provide a buffer between the high intensive mix uses along El Camino Real and the existing single family homes to the south.** Current mix use designation allows up to four stories high buildings with 30 units per acre residential uses. Often these buildings are located adjacent to single family homes and only 40 to 50 feet away from their common property lines. Commonly, parking and driveways are provided within this 50 foot setback. As the attached pictures show four story buildings often over power the single family homes that are adjacent to them. Our proposed townhomes will provide a buffer between the single family homes to the south and west and the mix use. It pushes the more intensive mix use developments at least 120 feet, the width of our lot, away from the single family homes to the south.



2. **Our project will have a positive impact on the neighborhood.** Once we complete this project, we have invested approximately 8 million dollars in this neighborhood. Eight new homes will increase the property values of the neighbors thus encourage them to upgrade and revitalize the existing older homes.

Presently, there are no storm drain main in this portion of Pomeroy Avenue. As a part of our development, we will install approximately 300 feet of a new storm drain main on Pomeroy Avenue. The new storm drain will benefit the neighborhood as it prevents future flooding of the street during the rainy season. We will also install an additional fire hydrant in front of the proposed project which benefits the immediate neighbors. In addition, we will remove and replace the existing curb, gutter and the monolithic sidewalk along the frontage of our project. The new improvements will have a planter strip between the sidewalk and the street which makes it more pleasing for the residents walking to the commercial uses on the corner of El Camino Real and Pomeroy Avenue. We will also provide underground utilities along the frontage of our project to facilitate future undergrounding the overhead utility lines and poles along Pomeroy Avenue enhancing the Aesthetic quality of Pomeroy Avenue.

3. **Our project will have a positive impact on the City of Santa Clara as a whole.** Our proposal will have a positive fiscal benefits to the City. As part of our project we anticipate to pay approximately \$500,000 in fees which include Park Fee, School Fees, Storm Drain fee, Sewer Connection fees, Building Permit fees, etc. In addition, the future value of these homes collectively are more than the existing ones resulting in significant increase in property taxes. The increase in property taxes benefits the City as well as the school districts.

Finally, our proposed development will add 8 starter homes to the City's housing inventory. The average price of the older homes in this neighborhood is about \$1,500,000. We expect the prices of these townhomes to be well below the average prices of the homes in this neighborhood, thus making them affordable.

4. **Our project will have a minimum impact on the existing traffic.** The Initial Study prepared for this project discusses the potential traffic impact in detail. Section 16 of the study indicates that the proposed project will increase the number of trips per day by 13 and concludes that this increase will be negligible and will not have any negative impacts on the level of service for Pomeroy Avenue and El Camino Real. For more detail please refer to Section XVI (16) of the Initial Study, pages 76-80. In addition, as indicated in the initial study, our proposed eight unit development is within the allowable density.



This project is within walking distance of the existing bus stations on El Camino Real which will encourage the future homeowner to use public transits such as public buses and Cal train. The residents of this project can travel all the way to north Santa Clara locations such as the Levis Stadium, Cal Train Station, employment centers and beyond using the existing public buses on El Camino Real.

The City Codes require 18 spaces for 8 townhomes. We have provided 19 Parking spaces of which 16 are covered in garages and three are uncovered guest parking. Our proposal provides one more parking spaces than the code requires. In order to ensure that all of the parking spaces are available for their intended uses, we will provide the following provisions in the CC&Rs:

- a. All garages shall be kept clear and available for parking of two cars.
- b. All guest parking spaces are designated for guests only. Residents parking are prohibited in the Guest parking spaces.

These provisions will be enforced by the future Homeowner Association for this development.

5. **Our project is architecturally compatible with the existing design of the neighborhood.** We have incorporated similar architectural features such as shed roof, stucco and horizontal siding, divided pane windows, composition shingle roof to ensure compatibility with the surrounding neighborhood.
6. **We have made significant changes to the design of our project to address the neighbors' concerns.** We arranged three noticed community meetings with the neighbors. Our original proposal included 8 units in four buildings, two building in the front and two buildings in the rear of the project site. Each building housed two units. There was 10 foot separation between the front and rear buildings. In addition, the rear buildings were 15 feet away from the rear property line (see attached original site plan). Two neighbors attended the first meeting. One neighbor owned the adjoining house and indicated he did not have any concerns. The second neighbor owns the house behind our project and shares two property lines with the project site. He raised a few concerns including the potential loss of privacy from the second floor windows and that the rear building was located too close to his property. To address the neighbor's concerns, we attached the front and rear buildings together and increased the rear setback to 25 feet which is similar to the required setback for single family homes. In addition, we revised the floor plans to minimize the number of bedroom windows facing the rear of the buildings.



Upon revising the plans, we arranged a second community meeting. In order to encourage more attendees, we held the meeting at Machodo Park, which is close to the project site. The neighbor to the rear was the only attendee at this meeting. After reviewing the plans, he provided the following comments:

- a. He objected to locating the parking spaces behind the fence
- b. He also had a concern for us removing "Heritage Trees" such as the persimmon trees on the site.
- c. He had a concern that the construction of the south building might impact his avocado tree that is located on his property close to the property line.

To address the neighbor's concern we revised the plans again to increase the landscaping by eliminate one of the four parking spaces that was located directly behind our common fence. In addition, we hired an arborist to prepare an Arborist report evaluating the existing trees on the site. The arborist found most of the trees on this site have declining health and recommended removal. The report also recommended mitigation measures during construction to minimize any impact on the neighbor's Avocado tree.

We held a third and final community meeting. Several neighbors attended this meeting including the neighbor to the rear of the property who had attended the first two meetings, a neighbor from cross the street and the manager of the apartment complex across from Pomeroy Avenue. A representative from City of Santa Clara Planning Department also attended this meeting. The following issues were raised by the neighbors:

- a. The potential traffic impact
- b. The potential shortage of parking due to the units having four bedrooms
- c. The potential impact on privacy of the neighbor to the rear as the rear windows of the rear unit overlooked his master bedroom.

At the meeting, we explained the existing level of service for Pomeroy Avenue is C and the additional trips per day of 13 cars will not have any impact on the existing traffic. We also pointed out that we are providing one more parking space than is required by the code. After the meeting, we revised the floor plans reducing the number of bedrooms from four to three in the rear four units to address the parking shortage concern and the privacy issue. The end unit that faces the rear property line has only one bedroom window on the side of the building. In addition, all of the windows in rear of the buildings were raised so there will be no visibility to the rear yard of the neighbor.

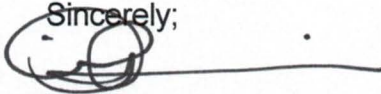
In Conclusion, we believe that our proposed townhome development will be a compliment to the neighborhood. The new homes will increase the desirability of the neighborhood and will act as a buffer between the future mix use

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development along El Camino Real and the single family homes to the south and the west. Due to its proximity to the commercial uses and public transit stations on El Camino real, our project will provide an opportunity for the future residents to use public transit or walk to the stores. Thus minimizing the need to drive their cars. Finally, this development will add much needed housing at the starter level prices to the housing inventory of the City. We urge the council to approve our project.

If you have any questions, please feel free to call me at 408-666-6556.

Sincerely;

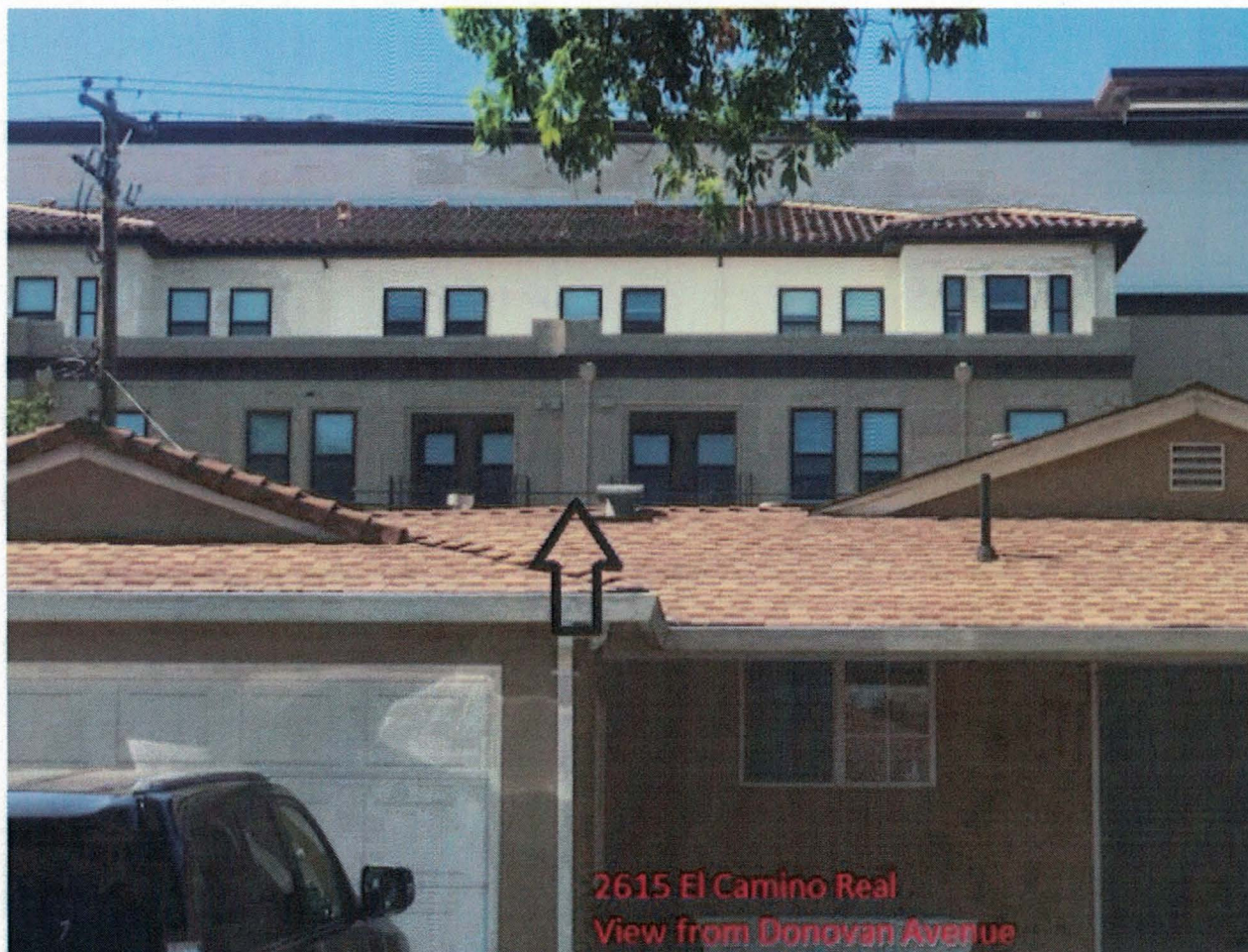
A handwritten signature in black ink, appearing to be "Omid Shakeri", with a horizontal line extending to the right.

Omid Shakeri

Attachments:

- Pictures of the recently completed mix uses
- The original site plan
- Second revised site plan
- Third revised site plan
- Final revised floor plan
- Final revised landscape plan





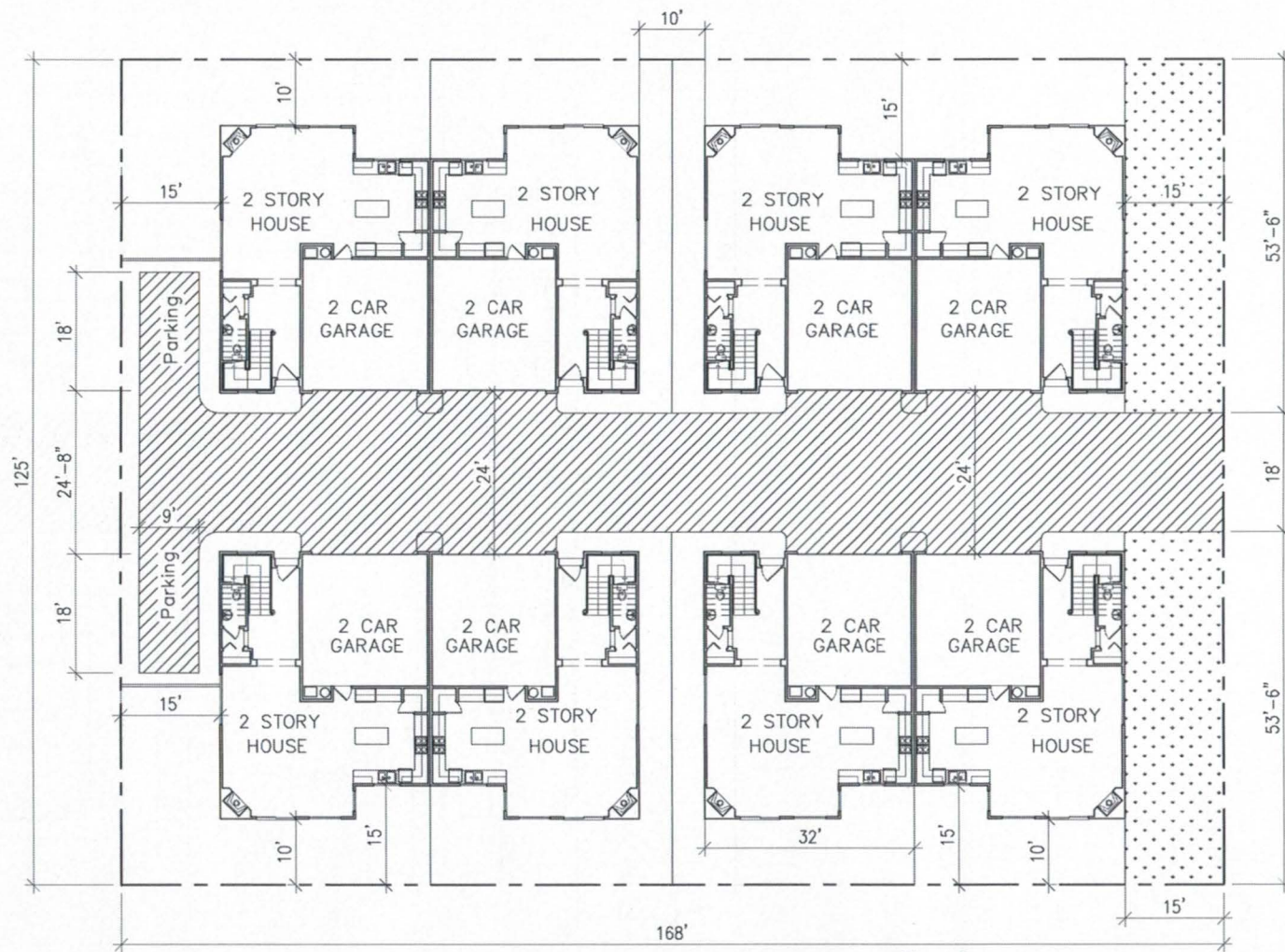
2615 El Camino Real  
View from Donovan Avenue





2615 El Camino Real  
View from Donovan Avenue





*ORIGINAL SITE PLAN*

SITE AREA: 21,000 SQ.FT.

SITE COVERAGE: 40%

LANDSCAPE AREA: 9,048 SQ. FT. - 44%

DRIVEWAY & PARKING : 3,400 SQ. FT. - 16%

PROPOSED 8 RESIDENCES WITH 2 CAR GARAGE EACH  
AVERAGE AREA FOR EACH RESIDENCE: +/- 1,880 SQ. FT.

SITE PLAN

1/8" = 1'-0"

REVISIONS	BY



**BASSAL**  
**Planning**  
**& Design**  
916.435.0605  
408.674.8077  
4918 BRIDGEMORE PL.  
ROCKLAND, CA 95765

SITE PLAN

RESIDENTIAL PROJECT AT:  
1530 / 1540 POMEROY AVE.  
SANTA CLARA, CA

DATE: 08-13-2014  
SCALE: NOTED  
DRAWN: CB  
JOB NO: -

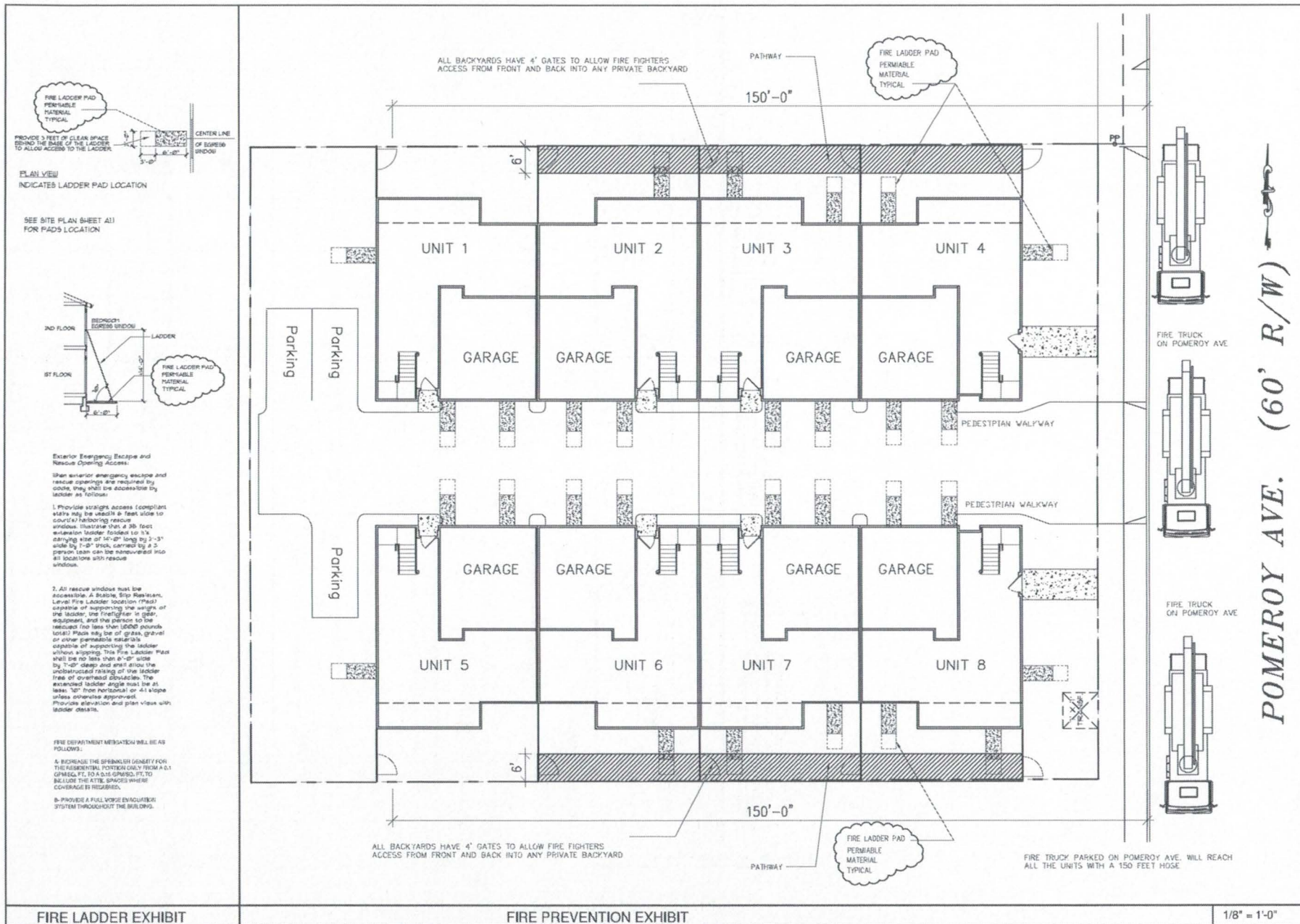
SHEET NO:  
**A**

OF SHEETS









FIRE LADDER EXHIBIT

FIRE PREVENTION EXHIBIT

1/8" = 1'-0"

FINAL REVISED SITE PLAN

REVISIONS	BY
01-18-2019	

**CB**

**BASSAL Architecture**  
916.435.0605  
408.674.8077  
4115 BROADFORD PL.  
ROCKLIN, CA 95765

**FIRE PREVENTION EXHIBIT**

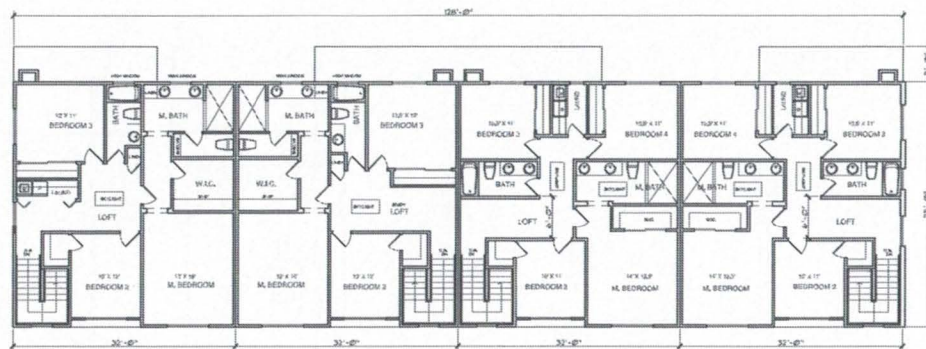
RESIDENTIAL PROJECT AT:  
1530 / 1540 POMEROY AVE  
SANTA CLARA, CA

DATE: 1-18-2019  
SCALE: 1/8" = 1'-0"  
DRAWN: CCB  
JOB NO: -  
SHEET NO: **A14**  
OF SHEETS



REAR

FRONT



UNIT 1  
3 BEDROOMS

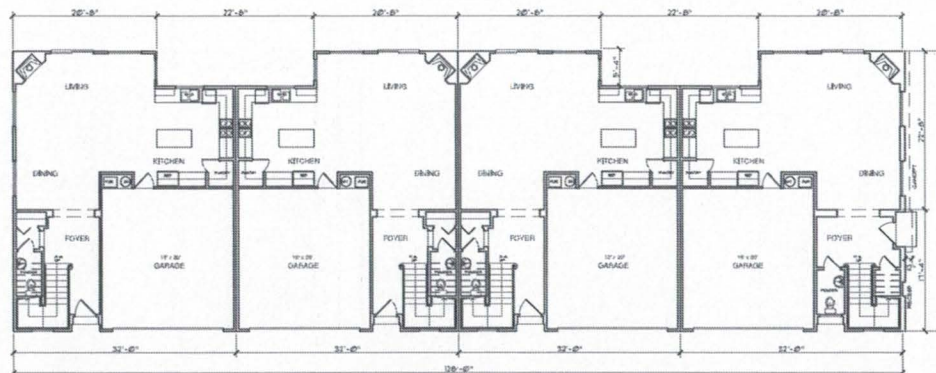
UNIT 2  
3 BEDROOMS

UNIT 3  
4 BEDROOMS

UNIT 4  
4 BEDROOMS

REAR

FRONT



UNIT 1

UNIT 2

UNIT 3

UNIT 4

First Floor

REVISION	BY



**BASSAL**  
**Architecture**  
916.435.0605  
408.674.8077  
4112 BROADFORD PL.  
ROCKLIN, CA 95765

FLOOR PLANS

RESIDENTIAL PROJECT AT:  
1530 / 1540 POMEROY AVE  
SANTA CLARA, CA

DATE: 3-18-2017  
SCALE: 1/8"=1'-0"  
DRAWN: CB  
JOB NO: 1

SHEET NO:  
**A2.1**

OF SHEETS

FLOOR PLANS

1/8"=1'-0"



