

**RE: 16717 Chirco Drive – Cover Letter for Letter of Justification**

Applicant: Deepak Gupta  
Prepared by: Bay Area Project Pro  
To: Town of Los Gatos Planning Division

Date: July 2, 2025

Dear Planning Division,

On behalf of the applicant, Deepak Gupta, we respectfully submit this Letter of Justification in response to the Town's comments and requests regarding the Minor Residential Application at 16717 Chirco Drive. The document addresses specific concerns raised in the First Comment Letter, including driveway and garage configuration, building height, total floor area, and consistency with the Residential Design Guidelines (RDG).

We understand the importance of preserving neighborhood character, ensuring visual balance, and minimizing mass and bulk. In this submission, we have outlined in detail the thoughtful and deliberate revisions made to the project, which reflect our sincere efforts to work collaboratively with Town staff. These revisions include significant reductions to second-story square footage, refinements to the garage configuration, major adjustments to the roof design, facade and landscaping, and sensitivity to height and privacy impacts.

We believe the proposed design is contextually appropriate, functionally necessary, and aligned with both the intent and spirit of the RDG. Furthermore, the project reflects a long-term investment in the community and a commitment to responsible development.

We appreciate your continued review and consideration of this application. Please do not hesitate to contact us should you require any further clarification or documentation.

Sincerely,

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| <b>APPLICANT'S RESPONSES TO GARAGE AND DRIVEWAY DESIGN</b> |
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**Response:** The following section addresses all instances in the Residential Design Guidelines (RDG) **related to garage and driveway design**. For clarity and completeness, each instance mentioning garages or driveways in the RDG is listed below, followed by our corresponding response. Our goal throughout has been to carefully and thoughtfully incorporate the RDG's intent, while also accounting for the unique characteristics of our lot and the context of the immediate and broader neighborhoods. We believe the proposed design successfully minimizes the visual impact of the garage and driveway, maintains appropriate architectural balance, and enhances the streetscape in a manner consistent with both the letter and spirit of the RDG.

**Response:** We understand and appreciate the importance of ensuring that garages do not dominate the home's street presence, as emphasized in the guidelines. In our proposal, the existing home maintains a street frontage of 78.5 feet, while the proposed garage occupies an additional 22 feet of front facing street frontage and 10 feet at an angle. The garage is placed off to the side instead of front and center. This proportion remains well within commonly accepted ratios in both the immediate and broader neighborhoods and ensures that the garage does not visually dominate the streetscape horizontally.

One specific example of existing immediate neighborhood proportions is **16763 Chirco Dr** which has a total parcel street frontage of 220 feet, circular driveway spanning approximately 135 feet (61%), and garage width approximately 52 feet (24%). A second example in the immediate neighborhood is **16755 Chirco Dr** which has a street frontage of 177 feet (on Chirco Dr) and driveway (3 car) width of 38 feet (21%).

In addition to the horizontal frontage, our proposed garage is also not vertically dominant; it is designed to match the existing house ceiling height and placed beneath a modest second-story addition, maintaining balanced and cohesive massing. Moreover, the garage itself has been carefully designed *to be as compact as functionally possible for a three-car layout*. While a typical three-car garage is approximately 600 square feet, our **proposed design comes in at only 555 square feet**, reflecting a deliberate effort to minimize mass and scale while still accommodating essential storage and vehicle needs.

In accordance with the Residential Design Guidelines (RDG), we are committed to minimizing any dominant features. Should additional measures be requested, we are prepared to incorporate trellises or similar architectural elements to further soften the garage’s presence. Other available strategies (per the RDG) include **breaking up the driveway paving with landscaping and/or special paving materials**, and utilizing individual garage doors to reduce the visual impact of a multi-car garage.

Our current preference is to install two total garage doors — one double door and one single door — as we believe this configuration would blend more naturally into the house design and the character of the neighborhood. In our opinion, this would result in a more cohesive and aesthetically pleasing frontage than three single

doors. However, we are open to modifying the design to three single garage doors if preferred/required to do so in order to meet the town's expectations. The **predominant feature in the immediate and broader neighborhood is a single garage door that is double width.**

**Page 12 – Garages on lots between 5,000 and 30,000 square feet**

$$\text{FAR} = 0.10 - (A - 5)/25 \times 0.07$$

**Response:** The proposed design meets this Floor Area Ratio (FAR) requirement as outlined in the Residential Design Guidelines. The garage is appropriately scaled relative to the lot size and overall project, ensuring compliance with the applicable calculation for properties between 5,000 and 30,000 square feet.

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| <p><b>Page 13 – Garages and paved driveways used for parking shall be similar to what is most common for other homes in the immediate neighborhood.</b></p> |
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**Response:** In surveying the immediate neighborhood (10 properties), the most common garage configuration is a **single garage door that is double width** located at, near, or slightly in front of the primary facade (8 properties) of the home. The second most common configuration is a three-car garage, with two properties (16763 Chirco Dr and 16755 Chirco Dr) featuring this design. One of the nearby properties, **16763 Chirco Drive (similar street frontage of 220 feet)**, includes a large circular driveway that remains visually balanced and respectful of the Residential Design Guidelines. This is achieved through its **placement at the far end of the parcel near the corner**, rather than across the front of the main entry, helping to preserve the prominence of the home’s façade. In addition, the driveway is softened through strategic landscaping and the use of decorative paving materials. Our proposed design reflects these same thoughtful principles, and we are fully prepared to adopt similar measures to ensure architectural compatibility and streetscape harmony.

That said, our property differs significantly from most others in the immediate neighborhood. We are located on a corner lot and benefit from a substantially wider street frontage (206.14 feet) compared to adjacent properties. These unique aspects of our lot require special consideration in the design of the driveway and garage placement. While the proposed layout may not exactly replicate others nearby, **we believe it is more conservative and restrained in several key ways**. The garage footprint is smaller than many three-car designs in the area, and the driveway coverage — especially following recent revisions — results in **less overall hardscape than even our current configuration**. We have also added substantial landscaping within and around the driveway layout to help soften the appearance and reinforce visual balance. Every effort has been made to ensure that the garage and driveway respect both the scale of our home and the streetscape, in keeping with the Residential Design Guidelines (RDG).

While the term “circular driveway” has been used to describe our proposal, it is important to clarify that the design is not a traditional circular driveway in the conventional sense. Instead, the layout is a **functional and context-driven solution** that enables practical and efficient access to both parking stalls in the garage—particularly critical given the angled orientation and depth required to accommodate full-size vehicles. The two curb cuts and internal turning space are not intended to create an ornamental loop, but rather to **provide maneuverability, improve safety by**

**reducing the need to back into the street**, and better serve the unique conditions of our lot. This configuration is simply a **well-considered driveway design**, not an attempt to add a gratuitous circular element, and is fully aligned with the goals of usability, proportion, and minimizing visual impact.

As part of the design, we are proposing to convert our current three-car-wide driveway (with a single curb cut at 31 feet in width) into a “circular” driveway with two curb cuts each 16 feet wide, for a total of 32 feet. This change results in only a minimal increase in total curb cut footage. Importantly, it **introduces a significant landscaped area** within the center of the circular driveway along the street frontage, which provides screening and substantially reduces the visual dominance of the garage and driveway when viewed from the street, further enhancing compliance with the RDG objectives.

The curb cut footage should also be considered within the context of our very wide corner lot, which has approximately 206 feet of total street frontage. Moving from a 31-foot single curb cut to a 32-foot split curb cut maintains a low percentage of street frontage dedicated to driveway access — a ratio that remains well within any standard or commonly accepted recommended design guidelines. In contrast, all 10 other properties in the immediate neighborhood demonstrate a higher percentage of lot street frontage dedicated to driveway width than our proposed design.

Regarding additional RDG-specific elements:

- Only one property (15588 Corinne Drive) in the immediate neighborhood features trellises over the garage; however, this trellis is not well maintained. The wood appears weathered and rotted, and the lack of integrated landscaping diminishes its visual effectiveness. While we are open to installing a trellis if requested, we do not believe it is an ideal strategy for enhancing visual appeal.
- While trellises are mentioned as a possible strategy in the Residential Design Guidelines, it is our opinion that in practice, trellises can sometimes increase visual prominence rather than soften it — particularly when they are not well maintained over time. In our observation of the immediate and broader neighborhood, trellises are not commonly used today and may represent a design approach that has in some ways become outdated. In some cases, deteriorating or neglected trellises have become visual eyesores or visual clutter rather than enhancements. For these

reasons, while we remain open to incorporating a trellis if requested by the Town, we respectfully believe that our current design strategies — including architectural detailing, proportional massing, and substantial landscaping — provide a more appropriate and enduring solution to minimize visual impact.

- It is not common for properties in either the immediate or broader neighborhood to use landscaping specifically to break up garages, and it is rarely used for driveways. The few exceptions that do exist are observed **only in the case of actual circular driveways**.
  - Example #1: 16763 Chirco Drive features a tree and gravel/stone elements within its circular layout, though in our view, these features do not contribute to a particularly cohesive or appealing streetscape.
  - Example #2: 15515 Benedict Lane includes modest, conventional landscaping typical of standard residential design—functional, but not distinctive or intentionally used to visually soften or break up garage or driveway massing.
  - Example #3: 15471 Corinne Drive incorporates a palm tree and gravel—again, not especially integrated or visually refined.

While we remain open to incorporating landscaping if required, the neighborhood context does not support this as a common or effective strategy for breaking up garages, but we have taken this into account in the design of our own driveway pending final landscaping design and approval. Our parcel currently uses 3 foot high boxwood hedges along the street which could be used within the landscaped area of the driveway. Alternatively, a dryscaped design similar to surrounding properties could be used.

**Page 17 – 2.3.7 Minimize the mass of garages.**

*If detached garages exist in the neighborhood, consider a detached garage at the rear of the lot to reduce the mass and scale of the house (see examples in Section 2.4.1).*

**Response:** We have given careful consideration to minimizing the mass of the garage in our proposed design. The garage height is kept consistent with the existing home. Additionally, we have added living space above the garage, designed intentionally to blend with the home's primary architecture, rather than presenting the garage as a distinct or dominant structure. As stated above, the garage comes in at 555 SF instead of the typical 600. The new square footage is reduced from 634 in the previous application and reflects our ongoing efforts to thoughtfully balance functional needs with sensitivity to design guidelines and neighborhood context.

Special attention has been given to the angled and articulated roof line design to further reduce the perceived mass. An additional small gable projection has been added over the third garage door, which visually breaks up the overall garage mass. It allows the garage appear more like a two-car garage instead of a three, Matching trim details around the garage doors, consistent with those used elsewhere on the house, add further architectural refinement and break up large surfaces that might otherwise appear monolithic.

As mentioned previously, we have introduced significant landscaping and screening within the central area of the so-called “circular” driveway. This **landscaped segment spans almost 26 linear feet along the street frontage**. This newly introduced green space not only enhances the aesthetic appeal of the frontage but also contributes to a reduction in the visual dominance of paving and garage elements.

While we carefully reviewed the option of a detached garage located at the rear of the lot, it ultimately proved to be incompatible with our overall site layout and the broader objectives of our proposal. We intend to construct an Accessory Dwelling Unit (ADU) under separate application in the area currently occupied by our detached garage, which would render that location unavailable for a new garage structure. Furthermore, our existing driveway of almost 150 feet length to the detached garage is impractical, poor use of land, and contributes to excessive parcel impervious hardscape.

**Page 18 – 2.4.1 Locate garages to reinforce the predominant neighborhood pattern.**

*Where garages near the front face of the houses are common, a similar location is acceptable, but the garage front should generally be set back from the front facade (See guidelines on page 25.) In neighborhoods with garages typically forward of the main house facade, the use of side-loaded garages is strongly encouraged.*

**Response:** This has largely been addressed in the sections above. In the immediate neighborhood, 8 out of 10 properties have garages located **AT** or **NEAR** the front facade of the house or **AT** the frontmost aspect of the structure. This establishes a clear predominant neighborhood pattern.

In many cases, the garages are located to the side of the main living spaces, often in a two-car back configuration as described in the Residential Design Guidelines (RDG). Our proposed design is fully consistent with this pattern, situating the garage in a manner that aligns with both the architectural form of the existing home and the neighborhood context.

The RDG encourages consideration of side-loaded garages in neighborhoods where garages are typically located forward of the house; however, this recommendation is not applicable in our case. Given the prevailing neighborhood pattern, a front-facing garage is the appropriate and contextually compatible design solution.

**Page 19 – 2.4.2 Minimize the impact of garage doors on the streetscape.**

*Limit the use of three-car-wide garages to locations that are not visible from the street or adjoining houses. In neighborhoods where two-car-wide garages are common, a tandem garage may be considered for a third garage space. (Note: Tandem spaces do not count toward required parking.)*

**Response:** This topic has largely been addressed in the preceding sections. A tandem garage configuration is not feasible in our situation due to site layout.

We have considered the Residential Design Guidelines' recommendation to minimize the visibility of three-car-wide garages from the street and adjoining properties. In the current proposal, the garage doors are intentionally broken up into a two-car garage door and a separate single-car garage door. These are further visually separated and softened through multiple strategies:

- Angling the front garage wall to reduce direct street-facing mass of the third garage.
- Incorporating an additional gable projection (architectural feature) above the single-car garage door, which allows it to blend with the existing architecture of the main home.
- Introducing potential landscaping elements between the two garage doors, if needed.
- Adding a trellis element, if desired by the Town, to further minimize massing.
- Including significant (26 feet) landscaping within the "circular" driveway at the street frontage to soften and screen the view of the garage from the public realm.

These combined strategies substantially reduce the perception of a wide, uninterrupted three-car garage facade and aim to create a visually attractive and acceptable streetscape.

**Page 19 – 2.4.4 Limit the use of circular driveways.**

*Circular driveways are discouraged because they increase the amount of paving in front setbacks. Circular driveways may be considered for larger estate lots with wide street frontages where the width of the total driveway footprint is less than 50 percent of the parcel width. Where circular driveways are allowed, substantial landscaping should be provided along the street front, and special driveway paving materials and/or patterns should be provided.*

**Response:** As stated above, we have given careful consideration to the design of the proposed “circular” driveway. Our existing lot features a very large street frontage of over 206 feet, making it well suited to accommodate a “circular” driveway within the RDG guidelines.

The proposed circular driveway not only maintains the current overall curb cut width — simply reconfigured into two separate curb cuts — but also provides necessary access to the three-car garage. Importantly, the single-car garage door maintains the existing driveway angulation, which is critical to achieving sufficient depth within the garage to park a full-sized SUV. We currently own both a Chevrolet Suburban and a Ford Expedition EL, and the enhanced depth achieved with the current driveway alignment is necessary to accommodate large vehicles of this size.

Additionally, at 15.5%, the total driveway frontage remains far less than 50% of the parcel width, consistent with the RDG standard for circular driveways. Substantial landscaping is proposed within the center of the “circular” driveway to soften the visual impact along the street frontage. We are also agreeable to incorporating special driveway paving materials and/or patterns should the Town require it, in order to further enhance visual quality and compliance with the RDG.

While not specifically described in the RDG, a circular driveway also contributes to improved traffic flow and safety from both vehicle ingress and egress perspectives. The design minimizes the need for reversing into the street, which is particularly important for larger vehicles like Chevrolet Suburban and Ford Expedition EL. This represents a direct and immediate enhancement of public safety.

The circular driveway also reduces paving concentration. The current driveway is three cars wide; the proposed circular configuration spreads paving more gracefully across the frontage and reduces the visual impact of paved surfaces, especially considering the additional screening provided by new landscaping within the circular driveway.

Additionally, a circular driveway provides better access for emergency vehicles, which, while hopefully never needed, offers a secondary functional benefit to the property and the broader community.

We believe that the proposed driveway is appropriate and proportional to **our extra wide lot** and does not create a sense of over-paving or disrupt the established neighborhood character.

Finally, we would like to reiterate that we are committed to working collaboratively with the Town regarding the specific landscaping plan, including species, density, and placement, if they have any suggestions.

**Page 19 – 2.4.5 Mitigate the impact of driveways on the streetscape.**

*Limit the width of curb cuts to the minimum size needed to access the garage. This will reduce the amount of paving in the front setback, and preserve on-street parking spaces. Utilize modular paving materials or special patterns or colors to break up paved driveway areas in front setbacks.*

**Response:** We have carefully considered the design of the driveway to minimize its impact on the streetscape in accordance with the Residential Design Guidelines. Most of this has already been covered above.

The current driveway is three cars wide with a single curb cut measuring 31 feet. The proposed circular driveway reconfigures the access into two curb cuts — each 16 feet wide— for a total of 32 feet of curb cut. While this represents only 1 additional foot of total curb cut width compared to the existing condition, it remains extremely modest relative to the 206 feet of street frontage along our property. As a result, on-street parking spaces are completely preserved, and the new layout does not realistically diminish street parking availability.

Of note, property **16763 Chirco Drive** provides a highly relevant neighborhood comparison, as it features a **similar street frontage of 220 feet** and incorporates a **circular driveway and three car garage** that is well blended into the character of the neighborhood. The design of 16763 Chirco Dr demonstrates how, when applied thoughtfully and in proportion to the scale of the lot, a circular driveway and three car garage can enhance both functionality and visual integration without appearing dominant or out of place. We believe this precedent further supports the appropriateness of our proposal given our own parcel's wide frontage and careful design approach.

At 15.5%, the resulting curb cut percentage is far below the RDG's suggested threshold of 50%, and importantly, maintains a lower curb cut-to-frontage ratio than the 10 comparable properties surveyed in the immediate neighborhood, most of which have much lower street frontage but still standard driveway widths.

The "circular" driveway layout not only preserves appropriate street frontage proportions but also improves traffic flow and vehicle safety by minimizing the need for reversing into the street. Additionally, it distributes the paving across the wide frontage, but with new additional screening, thereby reducing the visual impact compared to a single, wider curb cut.

Regarding paving materials, we are committed to softening the appearance of the driveway and enhancing its visual integration with the surrounding streetscape. To that end, we are prepared to incorporate special paving treatments, including the use of paving stones, modular materials, or subtle color and pattern variations. These enhancements will help reduce the visual dominance of the paved area and contribute to a more refined, contextually appropriate appearance. This approach is fully aligned with the Residential Design Guidelines, which encourage the use of such materials to break up expansive hardscaping and improve overall streetscape harmony.

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| <b>Page 21 – Garages shall be subservient to entries and ground floor living spaces.</b> |
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**Response:** We have carefully designed the project to ensure that the garage remains visually and architecturally subservient to the entry and ground floor living spaces, in accordance with the Residential Design Guidelines.

The garage is positioned off to the side of the main house structure, ensuring it does not compete visually with the primary entry or the main living spaces. The main entrance is strongly emphasized by prominent architectural features including a substantial stone chimney, a distinctive double dormer window above, and a bright red front door, all of which clearly draw attention to the primary entry point. These key visual cues are preserved and maintained in the current proposal. In addition, we are willing to add an illuminated house number sign near the front door to further accentuate and highlight the main entryway.

The entry is further emphasized through design elements including prominent path stones, well-planned landscaping, and intentional lighting to guide the eye toward the front door.

The main interior living spaces extend away from the garage area, reinforcing the architectural priority of the home's active spaces over the garage. Through these combined strategies, the garage is respectfully subordinate to both the front entry and the primary living spaces, maintaining the intended visual hierarchy consistent with the RDG and enhancing the character of the property and surrounding neighborhood.

**Page 25 – 3.4.1 Limit the prominence of garages.**

*Avoid designs that allow the garage to dominate the street facade. Limit the garage width to a maximum of 50 percent of the total facade width. Set garages back from the front facade. Recess garage doors as much as possible from the garage facade. Consider adding trellises with landscaping over garage doors to soften their visual appearance. Integrate the garage into the house forms in a manner that de-emphasizes the garage doors.*

**Response:** This guideline has been addressed extensively in the preceding sections. The garage has been integrated into the home's design in a manner that ensures it does not dominate the street facade. The garage is positioned off to the side, its height remains consistent with the main house, and it is softened through architectural strategies including an additional articulation and angled front wall, a gable projection over the single-car door, matching stucco and trim detailing, and custom Craftsman-style wood doors. In addition, our three car garage design comes in at 555 square feet which is less than the traditional 600 square feet.

The primary home entry remains the visual focal point, enhanced by prominent features such as the stone chimney, four dormer windows including one double, path stones, landscaping, intentional lighting, and a proposed illuminated house number sign. Landscaping has been introduced within the driveway area, and we remain open to additional landscape enhancements or a trellis if requested by the Town.

The proposed design maintains proportions **well under** the RDG's suggested 50% facade width limit for garages and preserves the intended visual hierarchy, consistent with both the letter and spirit of the Residential Design Guidelines.

- The existing main home is 78.5 feet across the façade. The proposed main garage façade (front facing double door) is 22 feet. This equates to 21.9% of the total façade width and approximately 10.6% of our total street frontage.
- Including the third garage bay (angled and recessed) and single door increases the width of the proposed garage to 32 feet. This equates to 28.9% of the total façade width and approximately 15.5% of total parcel street frontage.

One final point, in further demonstration of our commitment to working collaboratively with the Town and responding to concerns regarding mass and scale, we have reduced the size of the proposed garage from 634 square feet to 555 square feet. This reduction reflects our ongoing efforts to thoughtfully balance functional needs with sensitivity to design guidelines and neighborhood context.

**Page 26 – 3.4.2 Minimize the visual impact of larger garages.**

*Three-car garages may not be appropriate in most neighborhoods. Where larger garages are customary and appropriate, steps should still be taken to minimize their visual impact on the house and streetscape. Some techniques include: using side-loaded or split-apart garages where possible, accommodating additional cars in tandem spaces, separating the garage doors, breaking up driveway paving with landscaping and/or special paving, and utilizing individual doors to reduce the visual impact of multi-car garages. Avoid wide driveways in favor of adding landscaping.*

**Response:** In the immediate neighborhood survey (10 properties), **three-car garages are present in two cases and two-car garages with prominent front locations are the dominant pattern.** Given the presence of multiple examples of three-car garages in the neighborhood, and our wide corner lot with over 206 feet of street frontage, we believe a three-car garage configuration is contextually appropriate for our site.

Recognizing the importance of minimizing visual impact, we have incorporated several strategies as outlined in the RDG and as largely stated above:

- The garage doors are separated into a two-car door and a single-car door rather than grouped into one large opening. We are open to using three single doors if needed.
- The third garage wall is angled, with an additional gable projection over the single-car garage, further breaking up the facade and visually softening the massing.
- Substantial landscaping and screening is proposed within the circular driveway and adjacent areas to reduce paved area dominance and soften the streetscape view.
- We are agreeable to incorporating modular paving materials, color variation, or special patterns to further reduce the appearance of continuous paved surfaces if requested by the Town. We also believe the current blacktop surface *could* be a more “plain” or blended aesthetic and result in less visual draw.
- As discussed, tandem parking was not feasible on this site due to depth constraints, especially to accommodate large vehicles like a Chevrolet Suburban and Ford Expedition EL. A one car width garage door for a relatively larger house also seemed proportionally too small.

**Page 26 – 3.4.3 Integrate garage doors into the design with appropriate details. Garage door windows and trim in this Los Gatos house are closely related to the rest of the façade.**

*Windows in garage doors are encouraged. Wood doors are encouraged. Use wood trim similar to the house windows.*

**Response:** We have attempted to integrate the garage doors into the overall architectural design of the home in full alignment with the Residential Design Guidelines.

The proposed garage doors will be wood doors featuring traditional Craftsman-style detailing, including panels and divided windows. The doors will match the current detached garage (see photo) and the main house, ensuring consistency and visual cohesion. *Both the existing garage door and proposed new garage doors look nearly identical to the picture on the next page (taken from RDG page 26).*



They will be custom wood doors featuring panels and divided light windows, carefully designed to avoid the appearance of a blank or overly large garage facade. We would also like to clarify that the glass garage doors depicted in the 3D renderings submitted with our original proposal are not an accurate representation of the intended final design. The final garage doors will maintain a traditional Craftsman aesthetic consistent with the architecture of the home and the character of the surrounding neighborhood.

Additionally, wood trim detailing around the garage doors will mirror the trim used around the home's windows, further reinforcing the integration of the garage into the overall facade rather than allowing it to read as a separate or dominant element.

We would also like to clarify that the glass garage doors depicted in the original 3D renderings are not an accurate representation of the intended final design. The actual doors will reflect the custom wood, panel, and window detailing described above, consistent with the Craftsman character of the home and surrounding neighborhood.

We believe that use of natural materials, integrated architectural detailing, and consistent design is a more enduring and effective method for minimizing the visual impact of garages than relying on applied features such as trellises.



The example provided in the RDG on Page 26 illustrates **a home with an angled driveway and garage configuration on a traditional Craftsman home**, demonstrating how thoughtful orientation can create visual harmony and a highly appealing streetscape while at the same time incorporate the unique features and constraints of a given parcel.

In this context, we find it difficult to reconcile the suggestion (in the architectural review) that our own similarly considered and carefully developed design should be deemed “awkward.”

**Page 34 – New outbuildings**

*New outbuildings, such as garages, should be clearly subordinate to the main structure in massing, and should utilize forms, materials, and details which are similar to the main structure. Garages should generally be located to the rear of the lot behind the rear wall of the residence. One-car-wide access driveways should be utilized.*

**Response:** This section is not applicable to our proposal. The garage is an integrated part of the main home structure rather than a separate outbuilding.

**Page 41 – Historic Resources – 4.3 Alterations**

This section is not applicable. The subject property is not designated as a historic resource.

**Page 53 – Historic Resources – 4.8.15 Garages**

This section is not applicable. The subject property is not designated as a historic resource.

## APPLICANT'S RESPONSES TO HEIGHT AND SQUARE FOOTAGE DESIGN

**Response to Item 11) Provide a Letter of Justification to address that the proposed second story addition may be the tallest in the immediate neighborhood. Town records for 15589 Benedict Lane are limited and without the height of the residence identified. However, this home appears to be two stories in the immediate neighborhood. Town records for 16736 Chirco Drive is another two-story home that is two-stories. Please discuss how the new addition will/will not result in the tallest and how the design addition is in keeping with the neighborhood.**

**Response:** This letter addresses the concern that the proposed second story addition may be the tallest structure in the immediate neighborhood. Town records for nearby properties are incomplete in some cases, and height data is not consistently available. To provide an accurate and objective assessment, **we conducted direct field laser guided measurements**. Each property was measured three times to minimize error; the average values are reported below.

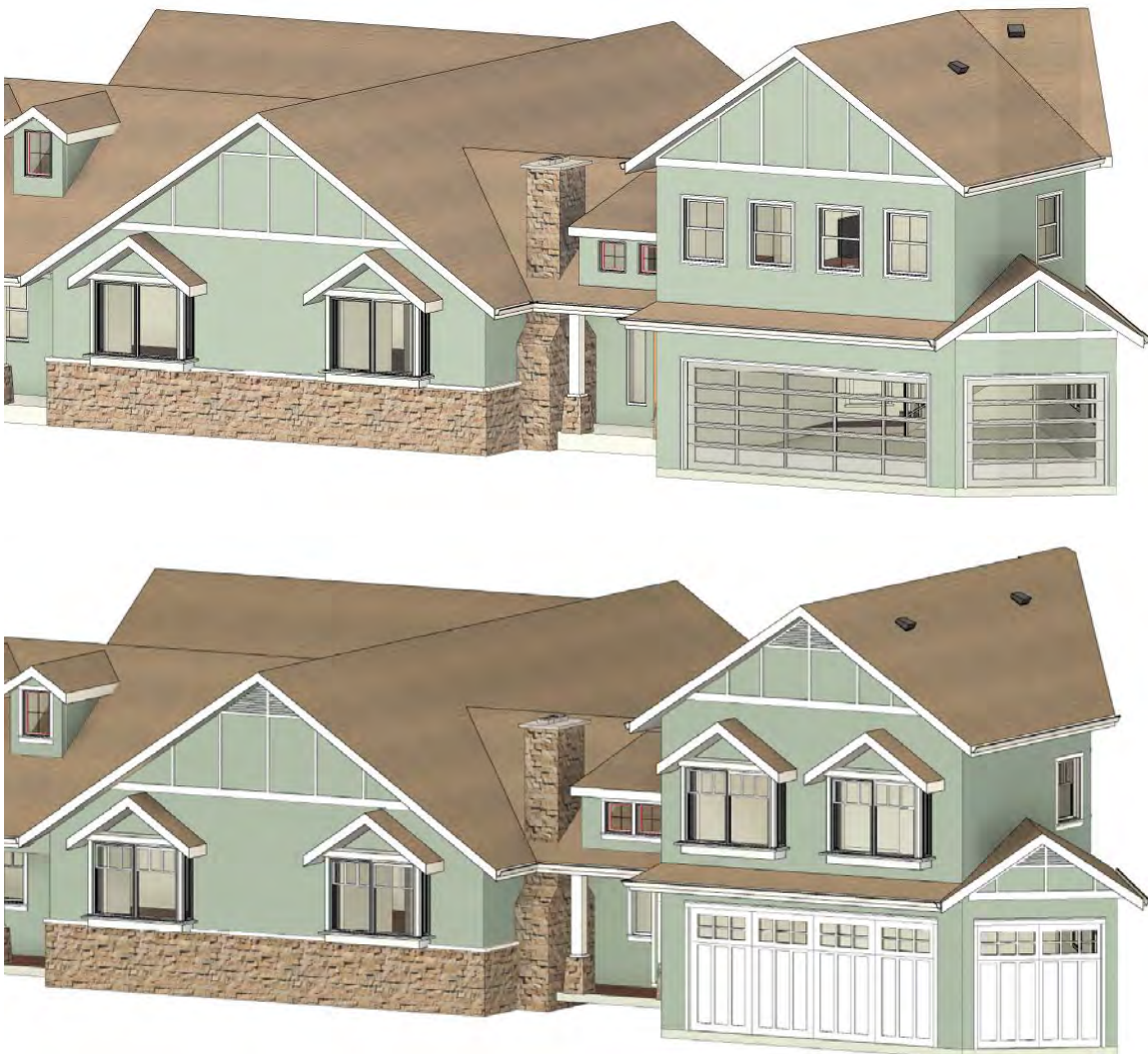
### **Measured Two-Story Properties in the Immediate Neighborhood:**

- **16700 Chirco Drive** (across the street, diagonally left): **26 feet**
- **16736 Chirco Drive** (across the street, diagonally right): **27 feet**
- **15589 Benedict Lane** (adjacent): **25 feet**
- **16763 Chirco Drive** (two homes away): **30 feet**
- To validate the accuracy of our method, we also measured our current residence at **16717 Chirco Drive**, which yielded a height of **20 feet**. The known actual height of our home is **19' 10 1/4"**, confirming a measurement accuracy **greater than 99% with our measurement device**.

To further reduce perceived mass and height, we have integrated new matching bay windows into the second-story facade — a feature already present on the existing home on the first story. This provides architectural continuity while also **breaking up the previously flat vertical plane** of the upper facade. The bay window adds visual dimension and **redirects eye focus to a mid-level elevation**, helping to soften the overall scale of the addition. Rather than drawing attention to the roofline, the design now naturally emphasizes the bay window projections, aligning with the human scale and reducing the

visual impact of height from the street. Together, these modifications demonstrate our thoughtful approach and willingness to adapt the design in response to community and Town feedback.

**Before and After:**



In summary, the proposed second story addition has a maximum height of **26' 9"**, which places it squarely in the middle of the range of existing two-story homes in the immediate neighborhood and well under the town limit of 30 feet. In fact, **it is the median value** in this sample of two-story properties based on our measurements. While we believe the current height is both reasonable and contextually appropriate, we are willing to work collaboratively to find a solution that meets both design goals and community expectations.

**Response to Item 12) Provide Letter of Justification to address that the proposed project will result in the largest in floor area. Please explain how the project is similar in mass, bulk and scale to the immediate neighborhood. Residences within the immediate neighborhood are below the proposed square footage. This project may not be able to be supported by staff and may be referred to the Planning Commission based on the proposed square footage.**

**Response:** We acknowledge that the proposed project will result in a total floor area larger than many (but not all) of the surrounding homes; however, we respectfully submit that increased square footage alone **does not equate** to disproportionate mass, bulk, or scale. The proposed design has been carefully developed to ensure that it remains contextually appropriate, visually balanced, and architecturally consistent with the character of the immediate neighborhood, in full alignment with the spirit of the Residential Design Guidelines (RDG).

Several key points support this position:

- **Street Presence and Proportion:** Despite the increase in total square footage, the home maintains a balanced and proportionate appearance from the street. The second story overall height of **26' 9"** remains **consistent with or lower than** other two-story homes in the neighborhood. It is **the median height** for two story homes. From a visual standpoint, the scale is proportional with the neighborhood.
- **Lot Size and Frontage:** The proposed floor area is **proportionally scaled to the width of the lot**, which is significantly wider than all neighboring parcels. With **over 206 feet of street frontage**, the home's footprint is distributed in a way that avoids excessive horizontal bulk.
- **Articulation and Design Techniques:** The design incorporates several strategies to **break up visual massing**, including stepped rooflines, angled garage walls, increased second-story setbacks from the front and side, varied elevations, and substantial landscaping. These elements ensure that the home does not appear bulky or monolithic despite the square footage.
- **Invisible Square Footage from the Street:** A substantial portion of the floor area is located **toward the rear of the home**, minimizing its impact on the streetscape and ensuring compatibility with the immediate visual context.
- **Neighborhood Evolution:** While existing homes may be smaller, the neighborhood is not static — nor should it be. The proposed design reflects an evolving standard of

living space for modern families, including multi-generational households. In our case, the home will accommodate **five adults** (two homeowners and our three elderly parents) **and one child**, plus the **likely addition of a caregiver** in the near future to assist with elder care. These living circumstances make efficient, well-distributed space not only appropriate but necessary. We believe it is entirely possible to respect neighborhood character while allowing for thoughtful architectural evolution that supports modern family structures and enhances long-term livability.

- In addition, we would like to note that **16724 Chirco Drive**, located directly across the street, has also submitted a development proposal to **demolish the existing structure** and construct a **new primary residence of approximately 3,500 square feet**, a **500 square foot garage**, and a **1,200 square foot attached ADU**. This proposed project reflects a similarly scaled evolution in neighborhood development and supports the notion that larger homes — when thoughtfully designed and site-responsive — are becoming part of the natural progression of the area. Our proposal is consistent with this trajectory and remains within reasonable bounds of size and scale relative to emerging patterns in the immediate neighborhood.

Importantly, we also note that several nearby homes either meet or exceed similar thresholds in total square footage:

- **16763 Chirco Drive**, directly in the immediate neighborhood, features **3,928 sq ft of living space**, a **1,075 sq ft garage**, and a total of **5,003 sq ft**—which is **827 sq ft (19.8%) larger** than our proposed design.
- **15624 Benedict Lane** has a total living area of **3,550 sq ft**, which is **only slightly smaller** than our proposed 3,621 sq ft.
- **16700 Chirco Drive**, just across the street, includes **3,327 sq ft**, also within close range of our proposal.

Additionally, in response to staff concerns and as a demonstration of our willingness to work collaboratively:

- We have **reduced the second story from 563 sq ft to 309 sq ft**.
- We have **reduced the proposed garage size from 634 sq ft to 555 sq ft**.

In summary, although the proposed project will have a higher total square footage than most (but not all) neighboring homes by a slight amount, we believe it is **not disproportionate** in massing, scale, or visual presence. We have also aimed to incorporate modern family needs, contemporary economic realities, and the

evolving character of the neighborhood. We respectfully request that the proposal be reviewed in light of its **overall design integrity**, lot context, and alignment with the spirit of the Residential Design Guidelines.

Our intent throughout has been to create a home that is functional for a multi-generational family, thoughtfully scaled to the lot, and compatible with the character of the surrounding community. We remain open to collaborating with the Town to ensure the project satisfies both the technical requirements and the spirit of the Town's design expectations.

## APPLICANT'S RESPONSES TO ARCHITECTURAL REVIEW BY CANNON DESIGN GROUP

### Page 4 – “Angled gable is awkward and not well integrated into the existing home.”

**Response:** We **fully agree** with this observation. In response, **we have eliminated** the previously proposed angled gable roof from the rear of the second-story addition. This element, while initially intended to introduce architectural variation, was ultimately determined to be inconsistent with the clean, traditional lines of the existing home.

The revised design replaces the angled gable with a **more typical, traditionally oriented roof** form that integrates better into the overall structure. The new roofline is consistent with the home's original massing and style, improving the architectural cohesion of the addition. It better reflects the Craftsman-inspired character of the home and ensures the second story does not appear disjointed or overly massive or overly complex.

This adjustment contributes to the overall compatibility of the project with the Residential Design Guidelines, and reflects a meaningful improvement and demonstrates responsiveness to Town feedback and design integrity.

**Page 4 – “Garage volume is awkward and not well integrated into the existing home.”**

**Response:** We respectfully **disagree** with this assessment. The proposed garage volume has been the result of extensive collaboration and careful planning by multiple stakeholders, including the homeowners, the father of the homeowner (a licensed civil engineer for 60 years), a family member who is a general contractor, and our architectural team. Collectively, several hundred hours have been dedicated to refining this design. The current configuration reflects the realistic constraints of the lot, including setback limitations, access angles, and the need to meet functional parking requirements.

The proposed garage accommodates bicycle/motorcycle space as well as two parking spaces - one of which must be significantly extended in depth to house a Chevrolet Suburban (length 224.4 inches) or Ford Expedition EL (length 221.3 inches), both of which we own. These are vehicles used by our household, and their dimensions necessitate a longer stall that cannot be achieved with a standard design as proposed in the architectural review. While we acknowledge that the angled third garage door departs from traditional 90-degree geometry, **it is functionally essential**. Eliminating it for the sake of orthogonality would result in a **major sacrifice**: loss of valuable square footage and the removal of one full-sized vehicle space - an outcome that is disproportionate to the **minimal potential design benefit**.

The applicants note with some concern that the architectural reviewer did not acknowledge the substantial reduction in garage square footage he tacitly made—from **555 square feet to approximately 324 square feet**. The reviewer’s suggestion to revise the design to a “traditional” two-car garage appears to be based on a conceptual sketch, possibly intended to depict a standard 20' x 20' configuration (400 square feet). However, when this configuration is translated into CAD software and integrated into the site constraints, the practical interior dimensions measure closer to **18' x 18'**, or **324 square feet (or smaller)**. This is **significantly smaller than even a minimally compliant two-car garage per RDG standards**, and we believe this important contextual detail warrants acknowledgment as part of the review. A 20x20 two car garage does not fit as he has suggested without encroaching on the side setback.

In addition, to further preserve architectural clarity, the second story addition was intentionally designed not to extend over the angled third garage bay. This decision helps preserve the typical 90-degree facade line of the main house and avoids creating an awkward volume above the angled garage door. This design aspect enhances integration by reinforcing the primary mass of the home and ensuring that the angled garage reads as a complementary, not dominant, architectural feature.

Moreover, it is important to note that the existing home already incorporates multiple non-orthogonal walls in a way that feels intentional and cohesive, giving the residence a sense of custom character and architectural interest. The proposed garage angle continues this established design language and does not appear as an anomaly when viewed in the context of the full structure.

We also point to an **example provided in the Residential Design Guidelines (Page 26)** which features a home with a similarly angled garage. This example illustrates how thoughtful orientation - particularly when responding to lot constraints - can produce a visually appealing and contextually appropriate streetscape. Our proposal follows that spirit by embracing a design that works with the unique shape and limitations of the lot while still delivering strong architectural cohesion and proportionality.

**Response:** In response to this concern and in the interest of reducing hardscape coverage, we have revised the proposal to eliminate the existing driveway paving behind the proposed new garage, an area that would no longer be needed for vehicle access. This change results in a **new reduction of approximately 991.32 square feet of hardscape driveway paving area** in the new proposal compared to the existing condition.

In reviewing aerial photographs of the other properties in the immediate neighborhood, we observed a wide range of driveway and hardscape conditions, including several properties with extensive paving and very limited pervious surface area remaining, including 16763 Chirco Dr and 15561 Corinne Dr.

Based on this visual survey, we believed our original proposal fell roughly in the middle of the range in terms of driveway coverage relative to lot size and configuration. In our revised design, we have made a point to **maintain and add** substantial pervious areas along the majority of the front of the lot adjacent to the street, as well as across the large side yard, the smaller side yard behind the new garage, and backyard, all of which help preserve the overall permeability and openness of the site. Nonetheless, in light of the feedback received, **we have proactively revised the design to reduce total hardscape coverage**, and we hope this adjustment will help fully address any remaining concerns regarding paving extent and site balance.

We believe this revision demonstrates our commitment to addressing design feedback constructively while also improving the balance between built and landscaped areas on the property.

**Page 5 – “Garage volume is awkward and not well integrated into the existing home.”**

**Response:** Please see our detailed response provided above in reference to the same comment. In summary, we believe the garage configuration is both functional and contextually appropriate given the site constraints and vehicle needs. The angled garage bay was a deliberate design choice, reflecting our attempt at a thoughtful coordination between architectural goals and real-world usability, and is consistent with elements already present in the existing home. We have also taken intentional steps — including limiting second-story massing over this area - to better integrate the garage with the overall structure and reduce its visual prominence.

We would also like to note, on a personal level, that we genuinely believe this design looks better and more refined than a conventional three-car, straight-line garage. The slight angle adds dimension, visual interest, and character to the elevation, making the garage feel more intentionally sculpted than simply tacked on.

Additionally, the third, single-bay garage door is clearly secondary to the primary two-car garage and is not intended for everyday vehicle use. As reflected in the revised design, it will primarily serve as a parking and storage space for a motorcycle, bicycles, or seasonal items. Alternatively, it would be the best space to accommodate one of our large SUVs (Chevrolet Suburban and Ford Expedition EL), which are used for family travel only seasonally — especially in the winter months.

**Response:** We respectfully acknowledge the Town’s concerns and refer to our detailed responses above under Items 3C and 3D, which directly address the intent, function, and form of the proposed driveway. While the Residential Design Guidelines (RDG) generally discourage circular driveways, we believe our proposal constitutes a well-reasoned design that aligns with the broader goals of the RDG, particularly given the specific characteristics of our parcel.

The proposed design is **not a “circular driveway” in the traditional sense**, but rather a context-sensitive configuration that provides **practical access** to a two-car and single-car garage layout on an unusually wide corner lot. The increase in curb cut width is minimal—**just one foot**—and the revised plan introduces **over 25 linear feet of new landscaping** within the driveway alone. This results in a **net increase in screening** of the driveway and meaningfully softens the overall visual presence of hardscape, particularly compared to the existing three-car-wide straight/open driveway.

Functionally, this configuration significantly improves ingress and egress **safety**, especially for **large vehicles** like our Chevrolet Suburban and Ford Expedition EL. It reduces the need to reverse into the street, thereby enhancing visibility and safety. These practical safety benefits, while not explicitly addressed in RDG 2.4.4, are very much in the spirit of thoughtful and responsible neighborhood design.

We remain open to working with the Town on any refinements that would further enhance visual integration, but we respectfully submit that this driveway configuration is both **contextually appropriate** and consistent with the intent of the RDG when viewed in the totality of the site’s layout, constraints, and architectural objectives.

**Page 5 – “Garage doors appear to be metal with large amount of transparent glazing which would not be consistent with Residential Design Guideline 3.4.1.”**

**Response:** We **agree** with this observation. The original renderings included a generic garage door style that does not accurately reflect the intended final design. As described in our earlier responses, we have updated the proposal to include custom wood garage doors that are consistent with the existing architecture and Craftsman character of the home. These doors will feature raised panels and divided-light windows, matching the style and materials of the current detached garage and main residence, thereby ensuring alignment with Residential Design Guideline 3.4.1 and the overall visual continuity of the property.

**Page 6 – “Organize garage and stair to be more reflective of the existing house and architectural style.”**

**Response:** We would like to clarify that there was an **error on the originally submitted plans** that showed only an exterior door accessing the stairwell. This was not intentional and does not reflect the intended design. The correct configuration (see plans) places the doorway to the stairwell directly in the existing interior entry foyer, ensuring a cohesive and practical connection between the second story bedroom space and the main home.

The alternative design suggestion by the architectural reviewer carries forward the anomalous exterior door feature, and similarly misses the mark in terms of functionality, flow, and architectural integration. It disconnects the stairwell from the core circulation of the home and would result in an impractical separation between the second story living space and the main living space. We believe this comment may stem from a misunderstanding of the intended design (due to our error) and spatial relationships, and we hope this clarification resolves the concern.

Our revised layout is corrected specifically to support a seamless internal doorway that maintains the usability, privacy, and comfort of the interior space of the home.

Moreover, the stair placement allows us to preserve the extended length of the third garage stall, which is essential for accommodating our full-size vehicles (Chevrolet Suburban and Ford Expedition EL). Due to the layout of the existing home and the location of the foyer, the staircase can only be reasonably situated at the rear of the foyer and garage. As a direct result, the second-story square footage must also be concentrated toward the back of the proposed addition to maintain proper vertical alignment and functional interior flow. This configuration reflects both practical necessity and thoughtful integration with the existing floor plan.

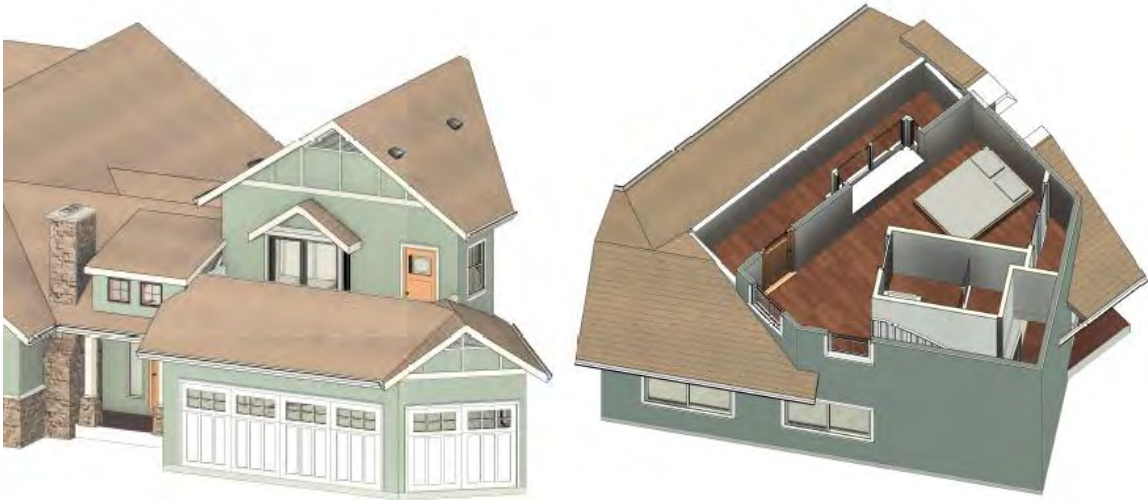
As a result, the proposed design now incorporates an **“open to below” space** on the second story, which brings natural light into the garage, enhances architectural cohesion along the front façade, and provides a fully integrated roof structure over the garage to minimize the risk of water intrusion.

We carefully considered alternative options, including a **flat roof or balcony** over the front garage volume. However, these proved to be **less compatible with the architectural language** of the existing home, introduced **greater potential for [inevitable] long-term water intrusion**, and **visually disrupted the continuity** of the second story. Designs incorporating a gabled roof above the garage or a pony-walled balcony tend to **obscure key second-story architectural elements** and lead to **disjointed visual lines** between the garage level and the upper floor as well as with the original residence.

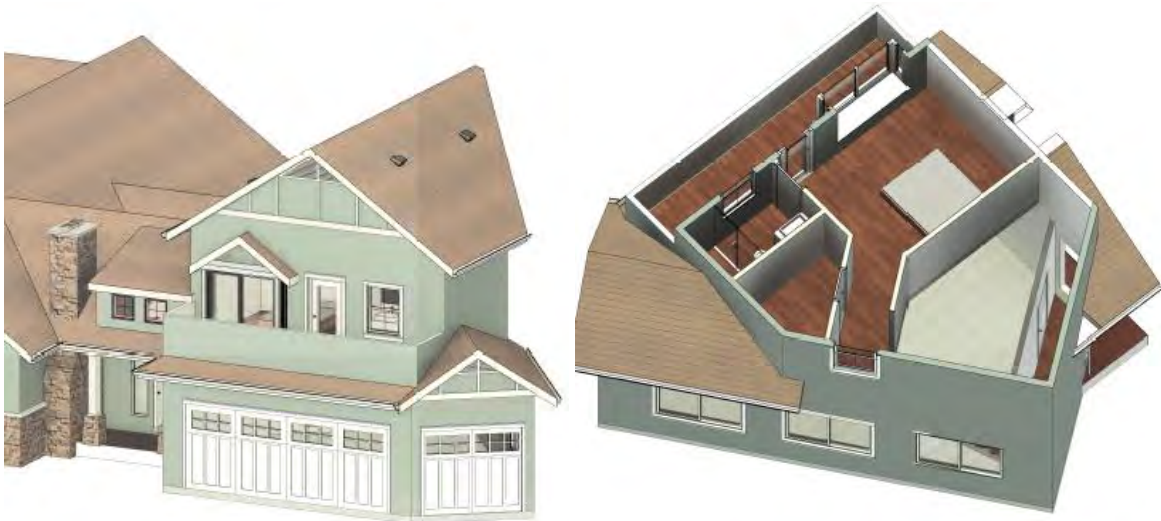
Ultimately, the current solution was selected for its **visual integrity, functional benefit, and alignment with the design goals** of a cohesive and high-quality addition.

Several examples of Rejected Designs:

Rejected Design #1:



Rejected Design #2:



Additionally, we anticipate little to no regular use of a front-facing balcony at that location, raising the concern that it could become a visual eyesore or attract clutter over time, which would detract from the overall aesthetic and streetscape. A front-facing

balcony is also fraught with safety concerns, especially with young children in the house. Given the tight dimensional constraints of the site and required setbacks, this configuration represents a careful balance of architectural alignment, functionality, and spatial efficiency.

Should there be any remaining concerns, we respectfully request a more detailed and specific explanation of how the current stair design is seen as inconsistent with the architectural style of the existing home. The stair placement was intentionally designed to connect directly to the existing foyer, enabling a seamless internal transition between the new second story addition and the main living space.

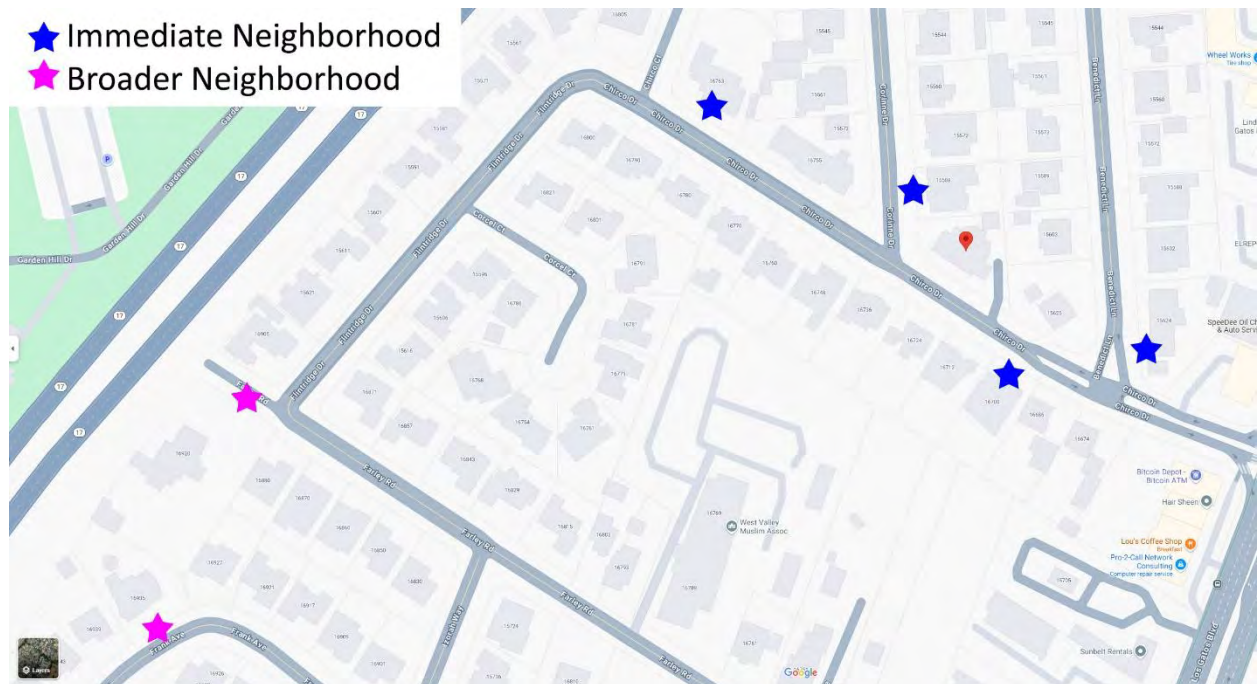
We welcome further clarification from staff if there are specific elements of the stair design that are of concern, but at this time we believe the current layout is appropriate, well-integrated, and responsive to the unique conditions of the property.

**Page 6 – “Eliminate excess paving in favor of landscaping.”**

**Response:** This concern has been addressed in detail above, including a revision to the proposal that removes existing paving behind the garage, a **net reduction of 991 SF hardscape** on the property. The revised design also introduces **new landscaping and driveway screening** within the circular driveway at the street frontage, which helps soften the visual impact of the driveway/garage and contributes positively to the streetscape. In addition, the design maintains significant pervious areas along the front, side, and rear yards. Together, these revisions support the goals of the Residential Design Guidelines by reducing excess paving and reinforcing landscape integration.

## APPLICANT'S SUMMARY REGARDING NEIGHBORHOOD COMPATIBILITY

| Address                           | Zoning | Bldg SF     | Garage SF   | Total SF    | Site SF | Bldg FAR    | Garage FAR | No. of Stories |
|-----------------------------------|--------|-------------|-------------|-------------|---------|-------------|------------|----------------|
| 15588 Corinne Dr                  | R-1:8  | 2802        | 475         | 3277        | 9375    | <b>0.30</b> | 0.051      | 1              |
| 15589 Benedict Ln                 | R-1:8  | 2308        | 400         | 2708        | 9375    | 0.25        | 0.043      | 2              |
| • Height 25 feet                  |        |             | estimated   |             |         |             |            |                |
| 15603 Benedict Ln                 | R-1:8  | 1545        | 320         | 1865        | 9375    | 0.16        | 0.034      | 1              |
| 15624 Benedict Ln                 | R-1:8  | <b>3550</b> | 400         | 3950        | 16749   | 0.21        | 0.024      | 1              |
|                                   |        |             | estimated   |             |         |             |            |                |
| 15625 Benedict Ln                 | R-1:8  | 1118        | 480         | 1598        | 9375    | 0.09        | 0.043      | 1              |
| 16700 Chirco Dr                   | R-1:8  | <b>3327</b> | 747         | 4074        | 12000   | <b>0.28</b> | 0.062      | 2              |
| • Height 26 feet                  |        |             |             |             |         |             |            |                |
| 16712 Chirco Dr                   | R-1:8  | 2596        | 450         | 3046        | 12400   | 0.22        | 0.036      | 1              |
| 16717 Chirco Dr (Existing)        | R-1:8  | 3042        | 413         | 3455        | 12480   | 0.24        | 0.033      | 1              |
| <b>16717 Chirco Dr (Proposed)</b> | R-1:8  | 3621        | 555         | 4176        | 12480   | 0.29        | 0.044      | 2              |
| • Height 26.75 feet               |        |             |             |             |         |             |            |                |
| 16724 Chirco Dr                   | R-1:8  | 1050        | 360         | 1410        | 12000   | 0.09        | 0.030      | 1              |
| 16736 Chirco Dr                   | R-1:8  | 3045        | 355         | 3400        | 11250   | 0.26        | 0.040      | 2              |
| • Height 27 feet                  |        |             |             |             |         |             |            |                |
| 16748 Chirco Dr                   | R-1:8  | 2777        | 360         | 3137        | 12000   | 0.23        | 0.030      | 1              |
| 16755 Chirco Dr                   | R-1:8  | 2052        | 994         | 3046        | 17524   | 0.12        | 0.057      | 1              |
| 16763 Chirco Dr                   | R-1:8  | <b>3928</b> | <b>1075</b> | <b>5003</b> | 16653   | 0.24        | 0.065      | 2              |
| • Height 30 feet                  |        |             |             |             |         |             |            |                |
| 16920 Farley Rd (Broader)         | R-1:8  | <b>4000</b> | 400         | 4400        | 40946   | 0.10        | 0.010      | 2              |
| 16935 Frank Ave (Broader)         | R-1:8  | <b>3841</b> | 782         | 4623        | 14810   | 0.26        | 0.053      | 2              |



## Neighborhood Compatibility Analysis for 16717 Chirco Drive

The proposed development at 16717 Chirco Drive has been thoughtfully designed to blend into the established neighborhood character. This analysis demonstrates how the project aligns with surrounding properties through key comparisons and specific examples from both the immediate and broader neighborhood.

### Building Size

The proposed building of **3,621 square feet** sits comfortably within the neighborhood range, particularly when compared to properties in the immediate and broader vicinity.

- Out of utmost respect for the Town's feedback and with a genuine desire to work collaboratively through this process, we have made significant and thoughtful revisions to the proposed design. Most notably, we have reduced the size of the second story by nearly half - **from 563 square feet to 309 square feet** - a substantial concession intended to directly address concerns around mass and bulk. In addition, we have also changed the second-story windows and taken care to **replicate the bay window element** from the existing home's kitchen and bonus rooms - further reinforcing architectural consistency and cohesion. This also draws the focus of human eyes from the street down from the roof line, reducing vertical height perception.
- In further demonstration of our commitment to working collaboratively with the Town and responding to concerns regarding mass and scale, **we have reduced the size of the proposed garage from 634 square feet to 555 square feet**. This reduction reflects our ongoing efforts to thoughtfully balance functional needs with sensitivity to design guidelines and neighborhood context.
- These changes represent not only a significant design adjustment, but also a clear reflection of our willingness to compromise and engage in good faith with the Town's review process. We have worked diligently and thoughtfully to arrive at these softened revisions and sincerely appreciate the City's time and consideration in reviewing them.

### Additional Immediate Neighborhood Comparisons:

**15588 Corinne Drive** (immediate neighborhood):

- Building: 3,277 SF

- FAR: 0.30
- **Our proposed FAR of 0.29 is comparable**

**16700 Chirco Drive** (diagonally across the street):

- Building: 3,327 SF
- Total with garage: 4,074 SF
- FAR: 0.28
- **Our proposed FAR of 0.29 is comparable**

**15624 Benedict Lane** (immediate neighborhood):

- Building: 3,550 SF is comparable in size
- **Only 1.9% smaller than the proposed 3,621 SF**

**16763 Chirco Drive** (immediate neighborhood):

- **This property is 19.8% larger than our proposed design**
- Building: 3,928 SF
- Garage: 1,075 SF (largest in neighborhood)
- Total: 5,003 SF
- Our Total with garage:  $3,621 + 555 = 4,176$  SF

**Broader Neighborhood Comparisons:**

Looking at the broader area reveals additional comparable properties:

**16935 Frank Avenue:**

- Building: 3,841 SF
- Large garage: 782 SF
- Total: 4,623 SF
- FAR: 0.26 (comparable to the proposed 0.29)
- **This property is 10.4 % larger than our proposed design**

**16920 Farley Road:**

- Building: 4,000 SF
- **This property is 10.5 % larger than our proposed design**
- Demonstrates that larger homes exist throughout the neighborhood

### **Garage Comparisons:**

Our proposed garage (555 SF, FAR 0.044) is appropriate size and not the largest:

- Immediate neighborhood
  - 16700 Chirco Drive garage is 747 SF, garage FAR 0.062
  - 16755 Chirco Drive garage is 994 SF, garage FAR 0.057
  - 16763 Chirco Drive garage is 1075 SF, garage FAR 0.065
  - 15588 Corinne Drive garage FAR is 0.051
- Broader neighborhood
  - 16935 Frank Avenue garage is 782 SF, garage FAR 0.053

### **Important Pattern Recognition**

As noted, all of these larger properties are disproportionate for their own respective immediate neighborhoods. They appear to be "sprinkled in at low frequency" throughout the broader area. This pattern is important to consider, because homes of the proposed size already exist in both immediate and broader neighborhoods, ie. our proposal is not an outlier.

### **Summary with Local Context**

#### **By the numbers:**

- Nearly identical FAR to 16700 Chirco (0.29 vs 0.28)
- Comparable building size as 15624 Benedict (1.9% difference)
- 16.3% smaller than 16763 Chirco Drive
- Smaller than both broader neighborhood comparables

- 9.4% smaller than 16935 Frank Avenue
- 9.5% smaller than 16920 Farley Road
- Building size: 77th percentile (meaning 23% of homes are larger)
- Total development: 69th percentile (meaning 31% of properties are larger)
- Stays below 4 existing larger developments
- Matches median garage size exactly and median second story height exactly
- Preserves over 70% open space

The proposed development is not introducing a new scale to the neighborhood - it fits within an established range that already exists both immediately adjacent and in the broader area.

### **Addressing the Core Question: Neighborhood Fit**

The data demonstrate that:

1. In the immediate neighborhood, there are near-twins in terms of FAR (16700 Chirco) and building size (15588 Corinne)
2. The proposal is not the largest – there are both immediate neighborhood and broader neighborhood properties that exceed our proposed size
3. The pattern of moderately larger homes "sprinkled" throughout is established - the proposal follows this existing pattern
4. The proposal represents responsible development and efficient land use with comparison to both immediate and broader neighborhood context

### **Conclusion**

The proposed 16717 Chirco Drive development is demonstrably within the established parameters of both the immediate and broader neighborhood. With nearly identical FAR to two immediate neighbors, comparable in building size as another immediate neighbor, and significantly smaller than the largest nearby property, the proposal represents a thoughtful addition that maintains neighborhood character while meeting modern housing needs.

The existence of these comparable properties - particularly in the immediate vicinity - provides precedent for the proposed development. The project is not setting a new standard but rather conforming to an existing pattern of appropriately-scaled homes that are already successfully integrated into the neighborhood fabric.

### **A Note On Shadowing**

We have carefully evaluated the potential impact of the proposed second-story addition on neighboring properties and are confident that there will be no material loss of light, privacy, or view. The addition has been set back significantly from side property lines and is located on the parcel, so as to preserve generous spatial buffers between neighboring residences. In addition, the orientation and design avoid alignment with neighboring windows or outdoor gathering areas, and there are minimal second-story windows directly facing adjacent structure windows or private yard spaces, minimizing any privacy intrusion. Where second-story windows are present, they are thoughtfully placed or obscured to reduce potential sight lines.

With regard to shadow impact, the new massing is limited as much as possible in scale and height (maximum 26' 9") and will cast **zero new shadowing on adjacent structures**, including during low-angle light conditions. Existing spatial separation, mature landscaping, and the orientation of the proposed addition further ensure that **no measurable shadow encroachment will occur on neighboring structures or outdoor living areas**.

As a result, we believe the proposed design reflects responsible and neighbor-conscious development, consistent with the goals of the Residential Design Guidelines and with full respect for the privacy and daylight access of adjacent homes.

## A FINAL PERSONAL NOTE

### Architectural Continuity & Enhancement

The proposed design represents a thoughtful and architecturally cohesive evolution of the existing home, not a departure from it. Rather than a disjointed addition or mass of new square footage, the design embraces the established character of the residence and carefully builds upon it with complementary forms, materials, and proportions. The incorporation of familiar elements, including matching rooflines, bay windows, and restrained detailing, ensures that the project maintains a strong sense of architectural continuity.

At the same time, the design introduces a modern interpretation of traditional forms. For example, the updated massing, refined materials, and reoriented garage layout enhance the home's curb appeal and functionality while remaining rooted in a timeless and respectful aesthetic. In this way, the home reflects both an appreciation for its architectural context and a forward-looking sensitivity to evolving family needs and design standards.

### Long-Term Neighborhood Compatibility

This project is a **long-term investment by a family intending to remain in the neighborhood**, not a speculative development. As such, every aspect of the proposal has been approached with care and responsibility toward both the property and the surrounding community. The proposal does not attempt to maximize floor area indiscriminately but rather balances increased livability with site-appropriate design, careful modulation of bulk, and preservation (addition) of meaningful open space.

The project also upholds the broader values of the Residential Design Guidelines, sensitivity to scale, neighborhood character, and environmental responsibility, even when we may respectfully differ from a particular reviewer's interpretation. Our efforts to reduce visual massing, increase landscaping, minimize hardscape, and improve integration with the original structure underscore a **deep commitment to good land use and design stewardship, preservation (addition) of open space, and long-term compatibility with the immediate neighborhood.**

*Far from diminishing its context, the proposed home is designed to age gracefully, improve surrounding property values, and contribute positively to the evolving architectural fabric of the immediate and broader neighborhoods.*

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