

RECOMMENDED FINDINGS

CEQA FINDINGS FOR PROJECTS CONSISTENT WITH CEQA GUIDELINES SECTION 15183

The Planning Commission hereby makes the following findings based on the Environmental Checklist for the 1215 Bordeaux Drive Residential Project (the "Project") prepared by David J. Powers and Associates, dated May 2026 ("Environmental Checklist"):

A. CEQA Guidelines Section 15183

1. The Planning Commission has independently reviewed the programmatic Draft and Final Environmental Impact Reports for the Moffett Park Specific Plan, State Clearinghouse #2021080338 (the "MPSP EIR").
2. The MPSP EIR identified measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts associated with the buildout anticipated by the MPSP. In addition, the MPSP EIR identified significant and unavoidable impacts with regard to air quality, greenhouse gas emissions, and utilities.
3. On July 11, 2023, the City Council certified the MPSP EIR as prepared in accordance with the California Environmental Quality Act, made Findings required by CEQA, adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program, certified the MPSP EIR and adopted the MPSP.
4. In addition to serving as the environmental document for the adoption of the MPSP, the MPSP EIR was intended by the City to serve as the basis for compliance with CEQA for projects that are consistent with the development density established by the MPSP in accordance with Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines. CEQA Guidelines Section 15183 provides that where a project is consistent with the use and density established for a property under an existing general plan for which a city has previously certified an EIR, additional environmental review is not required "except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site." CEQA Guidelines Section 15183 further provides that if an environmental effect of a project is not peculiar to the parcel or the project, has been addressed as a significant impact in the EIR, or can be substantially mitigated by the imposition of uniformly applied development standards or policies, then an additional EIR need not be prepared on the basis of that effect.

5. The City has analyzed the proposed Project to determine if the Project meets the criteria for streamlined environmental review under Public Resources Code Section 21083.3 and Section 15183 of the CEQA Guidelines.
6. The Project is located in the MPSP area and has a zoning designation of MP-R “Moffett Park – Residential”. This designation requires a minimum density of 70 dwelling units per acre with no maximum density limit. The Project includes 265 residential units which meets the minimum density requirement.
7. The MPSP contains a number of goals, policies, and implementing actions that affirm the MPSP’s vision for sustainable development, including its vision statement and guiding principles (which refers to sustainable practices), Policy IU-3.3 (encourage sustainable development practices), and IU-4.3b (prioritize green infrastructure).

The Project would meet the City’s Green Building Program requirement to meet 120 points in Build-It-Green’s Green Point rating system. The Project would also implement a transportation demand management program for multi-family developments to encourage development near a major transit route, commercial uses, and provide affordable housing. Additionally, the project would comply with the State’s Building Energy Efficiency Standards, which set standards for heating, cooling, solar, battery storage, water savings, lighting, and building envelopes that would ensure that the building energy consumption would not be wasteful, inefficient, or unnecessary.

8. The environmental checklist prepared for the Project concludes that the project would not result in significant impacts peculiar to the Project or Project site or any significant impacts that were not analyzed or discussed in the MPSP EIR and/or are substantially mitigated by the imposition of uniformly applied development policies or standards. Additionally, the Project would not result in any potentially significant off-site or cumulative impacts that were not discussed in the MPSP EIR. Also, there are no significant effects that substantial new information shows would be more severe than discussed in the MPSP EIR. Thus, the City may rely upon the analysis in the certified MPSP EIR, and no further CEQA review is required.
9. Based on the environmental checklist for the Project and other information in the record, and after a duly noticed public hearing, the City finds as follows:
 - a. The Project is consistent with the Moffett Park Specific Plan.
 - b. The conditions of approval for the Project require the Project to undertake feasible mitigation measures required by the MPSP EIR and applicable to the Project.

- c. With application of mitigation measures and/or uniformly applied development standards and policies, the Project would result in no (1) peculiar or specific impacts, (2) impacts not analyzed in the MPSP EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the MPSP EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the MPSP EIR.
 - d. The Project will have no environmental effects that:
 - i. are peculiar to the Project or the parcel on which the Project is located;
 - ii. were not analyzed as significant effects in the MPSP EIR;
 - iii. are potentially significant off-site impacts or cumulative impacts which were not discussed in the MPSP EIR; or
 - iv. are previously identified significant effects which, as a result of substantially new information which was not known at the time the EIR was certified, are determined to have a more severe adverse impact than discussed in the MPSP EIR.
 - e. Accordingly, the City finds that no additional EIR or other CEQA document needs to be prepared for the Project. The Project is determined to be consistent with the MPSP EIR.
10. The Department of Community Development, Planning Division, is the custodian of the records of the proceedings on which this decision is based. The records are located at Sunnyvale City Hall, 456 West Olive Avenue, Sunnyvale, CA 94086.

Goals and Policies in the General Plan and Moffett Park Specific Plan that relate to this project are:

GENERAL PLAN LAND USE AND TRANSPORTATION ELEMENT (LUTE)

Guiding Principle (Complete Community): Create a place to live that is less dependent on automobiles and reduces environmental impacts, with distinctive activity centers and neighborhoods with character and access to nearby services.

Goal LT-1 (Coordinated Regional and Local Planning): Protect the quality of life, the natural environment, and property investment, preserve home rule, secure fair share of funding, and provide leadership in the region.

Policy LT-1.2: Minimize regional sprawl by endorsing strategically placed development density in Sunnyvale and by utilizing a regional approach to providing and preserving open space for the broader community.

Policy LT-1.3: Contribute to a healthy jobs-to-housing ratio in the region by considering jobs, housing, transportation, and quality of life as inseparable when making planning decisions that affect any of these components.

Policy LT-1.7: Emphasize efforts to reduce regional vehicle miles traveled by supporting active modes of transportation including walking, biking, and public transit.

Policy LT-1.10: Participate in federal, state, and regional programs and processes in order to protect the natural and human environment in Sunnyvale and the region.

LT-1.10e: Continue to evaluate and ensure mitigation of potential biological impacts of future development and redevelopment projects in a manner consistent with applicable local, state, and federal laws and regulations.

LT-1.10f: Continue to condition projects to halt all ground-disturbing activities when unusual amounts of shell or bone, isolated artifacts, or other similar features are discovered. Retain an archaeologist to determine the significance of the discovery. Mitigation of discovered significant cultural resources shall be consistent with Public Resources Code Section 21083.2 to ensure protection of the resource.

Goal LT-2 (Environmentally Sustainable Land use and Transportation Planning and Environment): Support the sustainable vision by incorporating sustainable features into land use and transportation decisions and practices.

Policy LT-2.1: Enhance the public's health and welfare by promoting the City's environmental and economic health through sustainable practices for the design, construction, maintenance, operation, and deconstruction of buildings, including measures in the Climate Action Plan.

Policy LT-2.2: Reduce greenhouse gas emissions that affect climate and the environment through land use and transportation planning and development.

Policy LT-2.3: Accelerate the planting of large canopy trees to increase tree coverage in Sunnyvale in order to add to the scenic beauty and walkability of the community; provide environmental benefits such as air quality improvements, wildlife habitat, and reduction of heat islands; and enhance the health, safety, and welfare of residents.

LT-2.3d: Require tree replacement for any project that results in tree removal, or in cases of constrained space, require payment of an in-lieu fee. Fee revenues shall support urban forestry programs.

Goal LT-3 (An Effective Multimodal Transportation System): Offer the community a variety of transportation modes for local travel that are also integrated with the regional transportation system and land use pattern. Favor accommodation of alternative modes to the automobile as a means to enhance efficient transit use, bicycling, and walking and corresponding benefits to the environment, person throughput, and qualitative improvements to the transportation system environment.

Policy LT-3.2: Refine land use patterns and the transportation network so they work together to protect sensitive uses and provide convenient transportation options throughout the planning area.

LT-3.2b: Require needed street right-of-way dedications and improvements as development occurs. Any additional right-of-way beyond that required by the roadway classification should be used for alternative mode amenities, such as bus pullouts or medians, wider bike lanes, or walkways.

Policy LT-3.5: Follow California Environmental Quality Act requirements, Congestion Management Program requirements, and additional City requirements when analyzing the transportation impacts of proposed projects and assessing the need for offsetting transportation system improvements or limiting transportation demand.

Policy LT-3.6: Promote modes of travel and actions that provide safe access to city streets and reduce single-occupant vehicle trip lengths locally and regionally.

Policy LT-3.10: Prioritize street space allocated for transportation uses over parking when determining the appropriate future use of street space.

Policy LT-3.15: Support bicycling through planning, engineering, education, encouragement, and enforcement.

LT-3.15a: Maintain and implement a citywide bicycle plan to maximize the provision of safe and efficient bicycle and pedestrian facilities throughout Sunnyvale.

Policy LT-3.22: Provide safe access to City streets for all modes of transportation. Safety considerations of all transport modes shall take priority over capacity considerations of any one transport mode.

LT-3.22c: Minimize driveway curb cuts and require coordinated access.

Policy LT-3.23: Ensure that the movement of cars, trucks and transit vehicles, bicycles, and pedestrians of all ages and abilities does not divide the community. City streets are public spaces and an integral part of the community fabric.

LT-3.23a: Provide clear, safe, and convenient links between all modes of travel, including access to transit stations/stops and connections between work, home, commercial uses, and public/quasi-public uses.

LT-3.23b: Encourage the incorporation of features that enhance street public spaces, such as street trees, public socialization spaces, and sidewalks separated from the curb.

Policy LT-3.28: Support statewide, regional, and subregional efforts that provide for a safe, effective transportation system that serves all travel modes consistent with established service standards.

Goal LT-4 (An Attractive Community for Residents and Businesses): In combination with the City's Community Design sub-element, ensure that all areas of the City are attractive and that the City's image is enhanced by following policies and principles of good urban design while valued elements of the community fabric are preserved.

Policy LT-4.1: Preserve and enhance an attractive community, with a positive image, a sense of place, landscaping, and a human scale.

Policy LT-4.3: Enforce design review guidelines and zoning standards that ensure the mass and scale of new structures are compatible with adjacent structures, and also recognize the City's vision of the future for transition areas such as neighborhood village centers and designated parcels within the El Camino Real Specific Plan.

Policy LT-4.4: Avoid monotony and maintain visual interest in newly developing neighborhoods and promote appropriate architectural diversity and variety. Encourage appropriate variations in lot sizes, setbacks, orientation of homes, and other site features.

GOAL LT-7 (Diverse Housing Opportunities): Ensure the availability of ownership and rental housing options with a variety of dwelling types, sizes, and densities that contribute positively to the surrounding area and the health of the community.

Policy LT-7.2: Determine the appropriate residential density for a site by evaluating the site planning opportunities and proximity of services (such as transportation, open space, jobs, and supporting commercial and public uses).

Policy LT-8.5: Promote walking and bicycling through street design.

LT-8.5a: Develop complete streets principles to accommodate all users, including pedestrians, bicyclists, skaters, and wheelchair users, along with motor vehicles in transportation corridors.

LT-8.5b: Enhance connectivity by removing barriers and improving travel times between streets, trails, transit stops, and other pedestrian thoroughfares.

LT-8.5d: Promote separation of streets and sidewalks with planter strips and widened sidewalks, especially on streets with no parking lane.

LT-8.5f: Support streetscape standards for vegetation, trees, and art installations to enhance the aesthetics of walking and biking.

Goal LT-9 (Adequate and Balanced Open Space): Provide and maintain adequate and balanced open space and recreation facilities for the benefit of maintaining a healthy community based on community needs and the ability of the City to finance, construct, maintain and operate these facilities now and in the future.

GOAL LT-14 (Special and Unique Land Uses to Create a Diverse and Complete Community): Provide land use and design guidance so that special unique areas and land uses can fulfill their distinctive purposes and provide a diverse and complete community fabric.

Policy LT-14.8: Ensure that development projects provide appropriate improvements or resources to meet the city's future infrastructure and facility needs; and provide development incentives that result in community benefits and enhance the quality of life for residents and workers.

GENERAL PLAN COMMUNITY CHARACTER ELEMENT

Goal CC-2 (Attractive Street Environment): Create an attractive street environment that will compliment private and public properties and be comfortable for residents and visitors.

Policy CC-2.1: Maintain and provide attractive landscaping in the public right-of-way to identify the different types of roadways and districts, make motorists more comfortable, and improve the enjoyment of residential neighborhoods.

Goal CC-3 (Well-Designed Sites and Buildings): Ensure that buildings and related site improvements for private development are well designed and compatible with surrounding properties and districts.

Policy CC-3.1: Place a priority on quality architecture and site design that will enhance the image of Sunnyvale and create a vital and attractive environment for businesses,

residents, and visitors, and be reasonably balanced with the need for economic development to assure Sunnyvale's economic prosperity.

Policy CC-3.2: Ensure site design is compatible with the natural and surrounding built environment.

GENERAL PLAN HOUSING ELEMENT

Goal H-1 (Provision of Adequate Housing Sites): Provide adequate sites for the development of new housing through appropriate land use and zoning to address the diverse needs of Sunnyvale's residents and workforce.

Policy H-1.2 (Infill Development Near Transit and Employment Centers): Facilitate new residential infill development near transit and employment and activity centers, such as El Camino Real corridor, Lawrence Station, Downtown Sunnyvale, the Village Centers, and Moffett Park, through incentives and streamlining development consistent with specific plans.

Policy H-1.4 (Minimum Density Requirement): Minimum Density Requirement. Encourage a compact urban form by requiring new development to build to at least 75 percent of the maximum zoning density, unless otherwise stated in a specific plan or an exception is granted by the City Council.

Policy H-4.4 (Parking Standards for Special Needs Housing): Maintain reduced parking standards for special needs housing and housing in close proximity to public transit.

Policy H-4.6 (Objective Design Standards): Maintain and implement the City's multi-family residential, single family residential, and mixed-use design standards to ensure they are clear, objective, and quantifiable to streamline the development review process and increase predictability of review outcomes.

Goal H-6 (Neighborhood Quality): Maintain sustainable neighborhoods with quality housing, infrastructure, and open space that fosters neighborhood character and the health of residents.

Policy H-6.2 (Community Facilities and Infrastructure): Promote neighborhood vitality by providing adequate community facilities, infrastructure, landscaping and open space, parking, and public health and safety within new and existing neighborhoods.

Policy H-6.3 (Neighborhood Circulation and Connections): Continue a high quality of maintenance for public streets, rights-of-way, and recreational areas, and provide safe and accessible pedestrian, bike, and transit linkages (accessibility) between jobs, residences, transportation hubs, and goods and services.

Policy H-6.6 (Sustainable Building): Continue enforcement of City Reach Codes and require the use of sustainable and green building design in new and existing housing.

Policy H-6.8 (Mix of Uses): Continue to permit and encourage a mix of residential, neighborhood-serving retail, and job-producing land uses, as long as there is neighborhood compatibility and no unavoidable environmental impacts.

GENERAL PLAN SAFETY AND NOISE ELEMENT

Goal SN-8 (Compatible Noise Environment): Maintain or achieve a compatible noise environment for all land uses in the community.

Policy SN-8.1: Enforce and supplement state laws regarding interior noise levels of residential units.

Policy SN-8.2: Apply Title 24 noise insulation requirements to all new residential units (single-family, duplex, mobile home, multi-family, and mixed-use units).

Policy SN-8.4: Require development projects to assess potential construction noise impacts on nearby noise-sensitive land uses and to minimize impacts on those uses, to the extent feasible, as determined by the Director of Community Development.

Policy SN-8.5: Require a vibration impact assessment for proposed projects in which heavy-duty construction equipment would be used within 600 feet of an existing structure. If applicable, the City shall require all feasible mitigation measures to be implemented to ensure that no damage or disturbance to structures would occur.

Policy SN-8.13: Consider techniques that block the path of noise and insulate people from noise.

GENERAL PLAN ENVIRONMENTAL MANAGEMENT ELEMENT

Policy EM-8.6: Minimize the impacts from stormwater and urban runoff on the biological integrity of natural drainage systems and water bodies.

Goal EM-10 (Reduced Runoff and Pollutant Discharge): Minimize the quantity of runoff and discharge of pollutants to the maximum extent practicable by integrating surface runoff controls into new development and redevelopment land use decisions.

Policy EM-10.1: Consider the impacts of surface runoff as part of land use and development decisions and implement BMPs to minimize the total volume and rate of runoff of waste quality and quantity (hydro modification) of surface runoff as part of land use and development decisions.

Goal EM-11 (Improved Air Quality): Improve Sunnyvale's air quality and reduce the exposure of its citizens to air pollutants.

Policy EM-11.2: Utilize land use strategies to reduce air quality impacts, including opportunities for citizens to live and work in close proximity.

Policy EM-11.3: Require all new development to utilize site planning to protect citizens from unnecessary exposure to air pollutants.

Policy EM-11.10: Require development projects to comply with construction best management practices, such as those in BAAQMD's basic construction mitigation measures.

MOFFETT PARK SPECIFIC PLAN

Goal LU-1 (Complete Neighborhoods): A series of neighborhoods with access to public amenities, quality housing, good jobs, and healthy and safe environments that weave together into a vibrant ecological innovation district.

Policy LU-1.3: Locate activity centers, neighborhood-serving commercial uses, and public open spaces in proximity to each other in order to create complete, walkable neighborhoods.

Policy LU-1.4: Locate residential areas throughout Moffett Park to create 24-hour neighborhoods and increase demand for and support neighborhood serving commercial uses.

Policy LU-1.8: Increase the amount of land in the plan area used as publicly accessible open space, urban ecology, and complete street networks.

Goal LU-2 (Variety of Housing Options): Moffett Park provides housing opportunities for a range of incomes and household types.

Policy LU-2.2: Fairly distribute the affordable housing units throughout Moffett Park's residential neighborhoods. Promote the mixing of affordable housing units into market-rate and 100% affordable housing developments.

Policy LU-2.3: Require the integration of affordable housing into market-rate developments. Consider alternative compliance in accordance with the zoning code provisions.

Policy LU-2.4: Plan residential areas so that they are well-connected to services and amenities.

Goal LU-4 (Green Moffett Park). Moffett Park is designed to promote greenhouse gas emission reduction and adapt to a changing climate.

Policy LU-4.1: Concentrate growth and intensity to ensure efficient use of resources and support high-quality transit.

Policy LU-4.3: Maintain unique green building standards and incentivize higher-performing buildings.

Policy LU-4.4: Require transportation demand management (TDM) and parking reductions to minimize single-occupancy vehicle trips as defined in the Transportation Demand Management and Parking Chapters.

Goal DS-2 (Pedestrian-Oriented Streets and Public Spaces): A comfortable, pedestrian focused network of streets and open spaces connects people to activities.

Policy DS-1.4: Ensure neighborhoods and activity centers have a minimum density of residential uses to support commercial activity.

Policy DS-2.3: Prioritize the creation of publicly accessible open spaces, streets, and laneways over private common open spaces.

Policy DS-2.5: Orient parking facilities away from the street and integrate them into building designs or parcel interiors.

Goal DS-3 (Varied Neighborhood Character and Design Standards): Design standards reflect the character of place, allowing for a diversity of land uses, building types, and intensities.

Policy DS-3.1: Allow for taller buildings within Activity Centers, adjacent to transit, and in clusters to create dense urban neighborhoods to support neighborhood-serving uses.

Policy DS-3.4: Create opportunities for open space at the site-level and encourage building design that accommodates both publicly accessible and private open spaces.

Goal DS-4: HEALTHY, CLIMATE-READY SITE AND BUILDING DESIGN. Site and building design reduce energy use and water use, protect public health, and increase climate resilience.

Policy DS-4.4: Require new development to implement all applicable best management practices (e.g., site design, barriers, ventilations systems) that will reduce air quality exposure, including installing indoor air filtration systems to effectively reduce particulate matter (PM2.5 and PM10) to avoid adverse public health impacts.

Policy DS-4.5: Apply “universal design principles” in the design and review of new development and redevelopment projects so that development is accessible to all people.

Goal DS-5 (Ecological Site and Building Design): Site and building design enhance urban ecology and increase ecosystem resilience.

Policy DS-5.1: Integrate bird-safe designs into all new developments.

Policy DS-5.2: Encourage plant assemblages drawn from local native ecosystems based on historical, present, and future conditions, and prioritize native species that provide ecological and resilience benefits. Reference Guidelines and Standards for Land Use near Streams, Design Guide # 2, ‘Use of local native species’, as well as the

newer pathogen protection guidance from CalPhytos.org which can be found here: <https://www.suddenoakdeath.org/welcome-to-calphytos-org-phytophthoras-in-native-habitats/resources/#nursery>.

Policy DS-5.4: Prioritize the use of vegetation at the site and building level to provide natural shade, reduce energy consumption, reduce reliance on indoor climate control systems, and address urban heat island effects.

Goal OSE-1 (Interconnected and Biodiverse Open Space Network): Moffett Park provides a high level of service with ample open space for residents, employees, and visitors through an interconnected network of open spaces that supports healthy ecosystems, improves air and water quality, improves public health, and adapts to a changing climate.

Policy OSE-1.1: Establish a network of greenbelt, parks, and trails that are an integral part of the active non-vehicular transportation network and promote safe pedestrian and bicycle use throughout the district.

Policy OSE-1.3: Provide open spaces that are well distributed and located adjacent to transit, and activity and community centers.

Policy OSE-1.5: Locate open spaces to provide a universally accessible route from all residential buildings to a neighborhood-serving park within a 1/2 mile or 10-minute average walking distance.

Policy OSE-1.8: Discourage the use of invasive, non-native plantings in landscape, working with regional agencies and local nurseries to educate property owners in removing non-native plant species and instead using native and drought tolerant species.

Goal OSE-3 (Ecological Development): New developments' parks and opens spaces enhance ecosystems and support biodiversity, benefiting both people and natural habitat.

Policy OSE-3.3: Design new development to support a healthy and biodiverse environment through landscape and planting design, reduction in impervious coverage, green roof habitat patches, and bird-safe design.

Policy OSE-3.4: Integrate dark sky policies into site lighting and street light plans.

Goal OSE-4 (URBAN FOREST): An abundant, robust urban forest that contributes to Moffett Park's quality of life as it combats the effects of climate change.

Policy OSE-4.2: Plan for trees to promote the health and longevity of individual trees, reduce mortality/tree removals, and improve habitat for wildlife.

Goal M-1 (Flexible and Adaptable Transportation System): A transportation system that adjusts to changing transportation demands, accommodates future growth, and provides transportation options.

Policy M-1.3: Plan for and provide a transportation system that is flexible and appropriately accommodates all modes of traffic.

Goal M-2 (Safe and Connected Active Transportation Network): A bicycle and pedestrian network that is safe, connected, and comfortable for all travelers regardless of age or ability.

Policy M-2.1: Provide pedestrian access within the complete streets typology as illustrated on the Complete Conceptual Street Framework and modal networks maps.

Policy M-2.2: Designate street space for people who walk, bike, or use other micromobility

Goal M-5 (Performance-Based Transportation System): A transportation system that facilitates the transportation needs of existing users but can flexibly grow and change as transportation demand evolves.

Policy M-5.1: Consider transportation investments and strategies that meet current demands and can be adjusted for future needs.

Goal TDMP-1 (Parking Management): Right-sized and flexible parking systems support park-once access.

Policy TDMP-1.1: Implement a right-size parking system by eliminating parking minimums for the district and integrating a phased set of maximum parking requirements.

Policy TDMP-1.2: Improve affordability, promote equity, and reduce vehicle trips by unbundling parking.

Policy TDMP-1.3: Promote biking by establishing standards for bicycle parking facilities and infrastructure.

Policy TDMP-1.5: Support safe, accessible, and comfortable streets through parking facility design guidelines.

Goal TDMP-2 (Transportation Demand Management): Moffett Park manages travel demand by reducing single-occupancy vehicle trips and incentivizing multi-modal trips.

Policy TDMP-2.2: Ensure new development reduces vehicle trips through a required TDM Plan and TMA membership.

Goal IU-1 (Utility and Infrastructure Management): The development, management, and maintenance of infrastructure in Moffett Park is driven by the ability to optimize the

efficiency and effectiveness of each system, and to achieve the performance required of an ecological innovation district.

Policy IU-1.1: Ensure that plan area infrastructure and utility improvements are designed to accommodate the full phased development of residential and commercial uses, establishing foundational systems/ networks that can be expanded and added on to overtime.

Policy IU-1.2: Require new development to contribute toward fees, on-site and offsite improvements related to the project, and provide contributions to other required funding sources or allowed alternative mitigations. Provide impact fee credit for construction of off-site improvements serving multiple property owners.

Policy IU-1.3: Support the upgrade of public and private infrastructure and utilities up to the most current City standards in line with State and County regulations and achieve the performance of an ecological innovation district.

Goal IU-2 (Sustainable and Resilient Infrastructure): To achieve the vision of an ecological innovation district, Moffett Park invests in sustainable and resilient infrastructure and practices to illustrate leadership.

Policy IU-2.2: Use the best available science for sea level rise projections from State and regional efforts in accordance with the State of California Sea Level Rise Guidance when planning for critical infrastructure in the plan area and shoreline.

Goal IU-3 (Water, Recycled Water, and Sanitary Sewer Infrastructure): Moffett Park includes all infrastructure to meet the needs of existing and future development.

Policy IU-3.1: Supply potable water to new residential development through public infrastructure.

Policy IU-3.2: Prioritize water conservation and the use of recycled water for all outdoor, nondrinkable uses, including in street, open spaces, and landscaped areas.

Policy IU-3.3: Encourage sustainable development practices for development projects to reduce the demands on the water supply and sanitary sewers systems, including use of recycled water indoors, installation of localized blackwater systems, regenerative and high efficiency landscape practices that reduce water and energy use, and increased building efficiency beyond City standards.

Policy IU-3.5: Require new development to provide recycled water infrastructure in new streets, connect to the recycled water system, and use recycled water for outdoor water use at a minimum. Require dual water piping where allowable.

Goal IU-4 (Flood Management): The City utilizes an adaptable and a multi-benefit framework to address sea level rise, groundwater changes, stormwater, and more intense storm events.

Policy IU-4.2: Design a flexible and adaptable stormwater management system to accommodate climate change, including anticipated groundwater elevation changes, rising sea levels, and changes in the frequency and intensity of storm events.

Policy IU-4.3: Prioritize green infrastructure throughout the plan area to advance the City's Green Infrastructure efforts, and to create a cohesive approach ecological enhancements throughout the open space system.

Policy IU-4.5: Utilize low impact development measures to design landscaped and planted areas along streets and in public spaces to reduce stormwater runoff and accommodate stormwater treatment efforts.

Goal IU-5 (Energy): Moffett Park energy services and infrastructure supports an all-electric, renewable portfolio that is resilient and affordable.

Policy IU-5.1: Prohibit new natural gas services in all buildings and infrastructure to transition to all electric.

Policy IU-5.2: Encourage the installation of solar arrays on roofs, parking lots, and as shade structures paired with battery storage.

PERMIT FINDINGS

The Planning Commission hereby makes the following findings required to approve a Moffett Park Special Development Permit (SMC Section 19.90.090):

1. The proposed use attains the objectives and purposes of the General Plan of the City of Sunnyvale and the Moffett Park Specific Plan. [Finding Met]

The Project furthers and promotes the vision, guiding principles, goals, and policies of the City of Sunnyvale General Plan and Moffett Park Specific Plan by providing 265 rental housing units and a 0.3 acre Privately-Owned Publicly-Accessible (POPA) neighborhood park through a project that is designed with on-site amenities in consideration of future resident's quality of life and a POPA that would be accessible to the general public for use and enjoyment.

The Project also contributes to a vibrant, attractive community, with a positive image, high standards of architectural design (complying with a majority of the objective design standards within the MPSP), an enhanced pedestrian experience along Bordeaux Drive (through new street trees, sidewalk, pedestrian-scaled lighting, and bicycle parking), and the addition of the 0.3 acre Bordeaux Neighborhood Park. The Project would enhance the image of the City of Sunnyvale and would create a vital and attractive environment for residents, businesses, and visitors. A detailed list of the General Plan and Moffett Park

Specific Plan goals and policies that the project furthers is set forth above, which the Planning Commission incorporates by reference.

For the purposes of Government Code 65863, the project site was included in the City's 2023-2031 Housing Element as a Future Opportunity Site. The Project contributes to the City's diversity of housing stock by providing rental units including 40 affordable units (27 low-income and 13 very-low-income levels) for Sunnyvale residents; and contributes toward a more balanced jobs-to-housing ratio for the city.

Under the provisions of the State Density Bonus Law, the Project is eligible for one concession and unlimited waivers. The project applicant has requested to utilize a concession to be relieved from electric vehicle (EV) charging or EV-capable requirements from the MPSP; and a number of waivers from development standards. The concession and waivers meet the State law's requirements for approval as the concession would result in cost savings to the project and due to site constraints as described in the staff report. Overall, the Project with the concession and waivers would still result in a well-designed project that would be consistent with the goals and policies of the General Plan and Moffett Park Specific Plan.

The Project would include 217 parking spaces (or 0.8 space per unit) which is under the maximum parking limit of 1 space per unit per the MPSP. Additionally, the Project would implement a Transportation Demand Management (TDM) program to encourage alternative forms of travel given the site's proximity to VTA transit route/stops and the bicycle network in the MPSP area.

No new significant environmental impacts would occur with implementation of the project and all approved mitigation in the MPSP EIR would continue to be implemented.

2. The project, as approved, will ensure that the general appearance of proposed structures, or the uses to be made of the property to which the application refers, will not impair either the orderly development of, or the existing uses being made of, adjacent properties. [Finding Met]

The high-quality design and materials of the project will enhance the neighborhood aesthetics and contribute positively to the streetscape. The architectural designs of the building incorporate elements such as eaves, vertical articulation with offsets and breaks along the building frontage, and various exterior materials including board-form concrete, fluted concrete, storefront glazing, and stucco. When combined with the condition of approval requiring an additional eave along the building's west frontage, patterned privacy glass for the bicycle room, and columnar landscaping adjacent to the mechanical and fire room doors facing 5th Avenue, the proposed design incorporates high-quality materials and architectural detailing that will contribute positively to the character of the neighborhood.

Neighborhood impacts are minimized, as the project complies with most development standards that impact the site periphery, such as mass coverage, and open space and landscape requirements.

The proposed use and the general appearance of the proposed structure will not impair the orderly development in the area and the city because the overall design of the proposed project, including new streetscape improvements along Bordeaux Drive and 5th Avenue, is consistent with the policies of the General Plan; and applicable development requirements in the Moffett Park Specific Plan and Zoning Code with the exception of the requested concession and waivers under the State Density Bonus law.

No Net Loss Finding

For the purposes of Government Code 65863, the project site is not included in the site inventory for the City's 2023-2031 Housing Element. Although the project site is included in the Housing Element as a Future Opportunity Site, no units were included in the Sites Inventory.