

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 1123 Lawrence Expressway Project (the “Project”) prepared by Michael Baker International, dated September 2025 (“Environmental Checklist”):

A. CEQA Guidelines Section 15183

1. The Planning Commission has independently reviewed the programmatic Draft and Final Environmental Impact Reports for the Land Use and Transportation Element (“LUTE”) of the Sunnyvale General Plan, State Clearinghouse #2012032003 (the “LUTE EIR”).
2. The LUTE EIR identified measures to mitigate, to the extent feasible, the significant adverse project and cumulative impacts associated with the buildout anticipated by the LUTE. In addition, the LUTE EIR identified significant and unavoidable impacts with regard to the following topics: air quality, cultural resources, noise, and transportation.
3. On April 11, 2017, the City Council made Findings, adopted a Statement of Overriding Considerations and a Mitigation Monitoring and Reporting Program, certified the LUTE EIR and adopted the LUTE.
4. In addition to serving as the environmental document for the adoption of the LUTE, the LUTE 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 LUTE 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 LUTE contains a number of goals, policies, and implementing actions that affirm the General Plan's vision for sustainable development, including Policy LT-2.1 (sustainable practices for the design, construction, maintenance, operation, and deconstruction of buildings), LT-2.1b (encourage green features), LT-2.1c (establish incentives that encourage green building practices beyond mandated requirements), and LT-2.7 (provide residents and businesses with opportunities to develop private renewable energy facilities).
7. The Project would meet the City's Green Building Program requirements. The residential portion of the project is designed to be Build It Green certified, would voluntarily have all electric appliances (no gas line connection), and includes EV chargers. The non-residential portion of the Project would achieve LEED Gold certification and has no gas line connection (is all electric). The Project would include solar panels on the proposed residential buildings, which would provide greater than or equal to the anticipated dwelling units' annual electrical usage, and for the commercial building solar panels would provide a minimum of 10-kilowatt photovoltaic (PV) System, per the City's Reach Codes. 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 LUTE 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 LUTE EIR. Also, there are no significant effects that substantial new information shows would be more severe than discussed in the LUTE EIR. Thus, the City may rely upon the analysis in the certified LUTE 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 Land Use and Transportation Element (LUTE) of the City's General Plan.
 - b. The conditions of approval for the Project require the Project to undertake feasible mitigation measures required by the LUTE 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 LUTE EIR, or (3) significant off-site impacts and cumulative impacts not discussed in the LUTE EIR, and (4) there is no substantial new information indicating that an impact would be more severe than discussed in the LUTE 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 LUTE EIR;
 - iii. are potentially significant off-site impacts or cumulative impacts which were not discussed in the LUTE 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 LUTE EIR.
 - e. Accordingly, the City finds that no additional EIR needs to be prepared for the Project.
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.

Staff Analysis: Finding is met. Refer to CEQA checklist in Attachment 6.

Special Development Permit

Guiding Principles, Goals, and Policies 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.

Guiding Principle (Neighborhood and Transit-Oriented Place-Making): Develop mixed-use areas that incorporate commercial, public, and residential uses that are compatible with the surrounding neighborhoods, create dynamic gathering spaces, establish unique visual character, provide nearby services, and reduce reliance on automobiles.

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.

LT-1.2a Promote transit-oriented and mixed-use development near transit centers such as Lawrence Station, Downtown, and El Camino Real and in neighborhood villages.

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 DEVELOPMENT – 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-3.1 Use land use planning, including mixed and higher-intensity uses, to support alternatives to the single-occupant automobile such as walking and bicycling, and to attract and support high investment transit such as light rail, buses, and commuter rail.

LT-3.1b: Establish reduced parking requirements for transit, corridor, and village mixed-use developments and for developments with comprehensive TDM programs that are consistent with the City's established goals.

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-3.2a: Use transportation services and facilities to facilitate connections between neighborhood Village Centers both within and outside of Sunnyvale.

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 trips and trip lengths locally and regionally

Policy LT-3.15 Prioritize transportation subsidies and project financing over time to the most environmentally friendly modes and services. 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.

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-4.2: Encourage nodes of interest and activity, public open spaces, well-planned development, mixed-use projects, signature commercial uses, and buildings and other desirable uses, locations, and physical attractions.

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.

GOAL LT-5 CREATION, PRESERVATION, AND ENHANCEMENT OF VILLAGE CENTERS AND NEIGHBORHOOD FACILITIES THAT ARE COMPATIBLE WITH RESIDENTIAL NEIGHBORHOODS – Support the development of Village Centers that create an identity and “sense of place” for residential neighborhoods, provide neighborhood gathering places, and allow a vibrant mix of public, commercial, and residential activities. Through development review and other permitting processes, ensure adequate protection is provided to residential neighborhoods when new uses and development projects are considered.

Policy LT-5.2 Preserve and enhance the character of Sunnyvale's residential neighborhoods by promoting land use patterns and transportation opportunities that support a neighborhood concept as a place to live, work, shop, entertain, and enjoy public services, open space, and community near one's home and without significant travel.

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-7.3 Encourage the development of housing options with the goal that the majority of housing is owner-occupied.

Policy LT-7.4 Promote new mixed-use development and allow higher-residential density zoning districts (medium and higher) primarily in Village Centers, El Camino Real nodes, and future industrial-to-residential areas.

Policy LT-8.4 Promote compact, mixed-use, and transit-oriented development in appropriate neighborhoods to provide opportunities for walking and biking as an alternative to auto trips.

GOAL LT-13 PROTECTED, MAINTAINED, AND ENHANCED COMMERCIAL AREAS, SHOPPING CENTERS, AND BUSINESS DISTRICTS – Achieve attractive commercial centers and business districts, achieve buildings that are maintained, and allow a full spectrum of businesses that operate unencumbered.

Policy LT-13.5 Support convenient neighborhood-serving commercial centers that provide services that reduce automobile dependency and contribute positively to neighborhood character.

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-3.8 (No Net Loss of Housing Stock): Ensure that sites being redeveloped for housing do not result in a net reduction in housing units, consistent with Government Code Section 66300(d).

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.

Policy H-5.15 (Family Friendly Housing): Encourage developers to design and develop housing projects that accommodate the needs of large families, single-parent households, and families with children, such as including units with three or more bedrooms, on-site childcare facilities, and/or family-friendly open space and common areas.

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-6.6 (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-8.6: Require the full disclosure of the potential noise impacts of living in a mixed-use or transit-oriented development or residential development in an industrial to residential area by requiring residential disclosure notices within deeds and lease agreements as a condition of project approval.

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.

Policy EM-11.15: Reduce vehicle miles traveled per capita or per employee, consistent with Climate Action Playbook and Land Use and Transportation Council policy.

In order to approve a Special Development Permit, the following findings must be made (SMC Section 19.90.050):

1. The proposed project attains the objectives and purposes of the General Plan and any applicable specific plan, precise plan or other specialized plan of the City of Sunnyvale. (*Finding met*)
2. The proposed project ensures 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*)

FINDINGS

The Planning Commission hereby makes the following findings:

The proposed project furthers and promotes the guiding principles, goals, and policies of the City of Sunnyvale General Plan by accomplishing the following:

- Providing land uses/intensities and project design that contribute to an improved quality of life, a more balanced jobs-to-housing ratio, and sprawl-minimizing effect.
- Providing for the continuance and improvement/enhancement of commercial tenant space at a long-standing commercial shopping center while also providing the much-needed housing at the appropriate and maximum density for the site.
- Contributing to the City's diversity of housing stock, as it provides 101 townhome units in this predominantly single family residential neighborhood.
- Participating in the City's retail incentive program and retaining over 20,000 square feet of necessary commercial tenant space for neighborhood-serving businesses.
- Enhancing the image of the City of Sunnyvale by creating a vital and attractive environment for businesses, residents, and visitors.

There is no specific plan, precise plan or other specialized plan applicable to the project site.

The proposed development (i.e., uses and structures) will not impair adjacent properties. The project contributes to a vibrant, attractive community, with a positive image, high standards of architectural design (complying with City objective design standards), and enhancements to public street frontages with new street trees, sidewalks, and pedestrian/cyclist access/connections to the John W. Christian Greenbelt trail parcel. An opening in the gate at the southern end of the proposed residential portion of the project will provide direct pedestrian and bicycle access from north of the project site (from Lakedale Way and the Lawrence Expressway overpass), through the project (to the SFPUC trail parcel that bifurcates the project), and to the south (Lakehaven Drive), ensuring the single family homes to the north will have direct non-vehicular access to the commercial businesses that eventually locate here.

Vesting Tentative Map

The Planning Commission hereby makes the following findings based on the administrative record before it, including the material submitted by the applicant, material prepared by Staff, public comments, and the CEQA Environmental Checklist for the 1123 Lawrence Expressway project (the “Project”) prepared by Michael Baker International, dated September 2025 (“Environmental Checklist”):

A. Government Code Section 66473.5

In order to approve the vesting tentative map, the proposed subdivision must be consistent with the general plan, or with any applicable specific plan.

Findings: The subdivision is consistent with the General Plan. The subdivision is consistent with the property’s Village Mixed Use land use designation. The vesting tentative map provides for the development of both commercial and residential uses in an area intended for such uses, and the project would facilitate the creation of a pedestrian-oriented environment. The map is consistent with Title 18 of the Sunnyvale Municipal Code and applicable requirements of the Subdivision Map Act.

B. Government Code Section 66474/Chapter 18.20 of the Sunnyvale Municipal Code

Under the Subdivision Map Act and Chapter 18.20 of the Sunnyvale Municipal Code, if any of the following findings can be made, a tentative map shall be denied:

1. That the subdivision is not consistent with the General Plan, or with any applicable specific plan.
2. That the design or improvement of the proposed subdivision is not consistent with the General Plan or with any applicable specific plan.
3. That the site is not physically suitable for the proposed type of development.
4. That the site is not physically suitable for the proposed density of development.
5. That the design of the subdivision or proposed improvements is likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.
6. That the design of the subdivision or type of improvements is likely to cause serious public health problems.
7. That the design of the subdivision or the type of improvements will conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.
8. That the map fails to meet or perform one or more requirements or conditions imposed by the Subdivision Map Act or by the Sunnyvale Municipal Code.

Findings: None of the findings (B.1-8) above can be made and the vesting tentative map should be approved for the reasons outlined below:

1. *B.1.* The subdivision is consistent with the General Plan. The subdivision is consistent with the property's Village Mixed Use land use designation. The vesting tentative map provides for the development of both commercial and residential uses in an area intended for such uses, and the project would facilitate the creation of a pedestrian-oriented environment. The map is consistent with Title 18 of the Sunnyvale Municipal Code and applicable requirements of the Subdivision Map Act. There is no applicable specific plan.
2. *B.2.* The design of the improvements is consistent with the General Plan's Goal LT-5 (Creation, preservation, and enhancement of Village Centers and neighborhood facilities that are compatible with residential neighborhoods). The Project site is currently a shopping center and vacant auto service building and would be improved with a townhouse development and commercial pad building. The residential units would be townhomes, providing enhanced diversity of housing product type for this neighborhood, which is primarily single-family residential, and neighborhood-serving commercial tenant space, in line with the mixed-use nature intended for Village Centers.
3. *B.3.* The site is physically suitable for the proposed development. The 5.28-acre (gross) site is large enough to accommodate the Project's 101 residential units and 23,104 square feet commercial building, with associated landscaping and circulation. Such development is consistent with the General Plan's vision of recognizing the City's vision of the future for transition areas such as neighborhood Village Centers through enforcing design review guidelines and zoning standards that ensure the mass and scale of new structures are compatible with adjacent structures. The site is in an urban area with existing utilities and infrastructure that can support continued urban use.
4. *B.4.* The site is physically suitable for the proposed density of development. The 5.28-acre (gross) site is large enough to accommodate the Project's 101 residential units and 23,104 square feet commercial building, with associated landscaping and circulation. As noted above, the proposed density and intensity of development is consistent with the level of density and intensity envisioned by the General Plan for this area. The site is a typical urban site, with existing infrastructure and with good street access, and no unusual topographic conditions, such as a fault line, steep slopes, or rivers, that could make it unsuitable for increased density.
5. *B.5.* The design of the subdivision and proposed improvements would not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat. The site is currently developed with urban uses (a shopping center and vacant auto service building) and is surrounded by urban uses. The site has no value as habitat for sensitive species, is not an important wildlife corridor, and lacks natural water features that could support fish.

6. *B.6.* The design of the subdivision and proposed Project would not cause serious public health problems. The subdivision supports the redevelopment of the site with a townhouse development and commercial pad building. As part of the redevelopment, any potential, historic soil contamination would be remediated pursuant to all relevant safety standards and requirements. Project construction would occur consistent with applicable standards designed to protect public health, including following the basic best management practices from the Bay Area Air Quality Management District and ensuring construction equipment has the most efficient diesel engines (Tier 4). Project buildings would be more energy and water efficient than the existing buildings, and meet all applicable Building Codes, including structural and fire codes, designed to protect the public.
7. *B.7.* The design of the subdivision and type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. The proposed residential portion of the project would provide a public access easement to connect Lakedale Way to the John W. Christian Greenbelt lot. The subdivision and Project would not conflict with any easements acquired by the public at large.
8. *B.8.* The proposed vesting tentative subdivision map meets all the applicable requirements in the Subdivision Map Act and the Sunnyvale Municipal Code.

C. Government Code Section 66412.3

Section 66412.3 requires each local agency to consider the effect of ordinances and actions adopted pursuant to this division on the housing needs of the region in which the local jurisdiction is situated and balance these needs against the public service needs of its residents and available fiscal and environmental resources.

Findings: The subdivision is consistent with Section 66412.3 of the Subdivision Map Act and balances the housing needs of the region against the public service needs of the City's residents and available fiscal and environmental resources. There are no existing dwelling units on the Project site. The Project would construct 101 multifamily residential units, that would serve the population and the City. The Project sponsor will be required to comply with the C.3 permit, construct water and energy efficient buildings, comply with all Project conditions, and pay applicable development impact fees, which ensures that the Project would not adversely affect City public services.

D. Government Code Section 66473.1

Section 66473.1 requires the design of a subdivision for which a tentative map is required pursuant to provide, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.

Findings: The vesting tentative map and improvements are subject to Title 24 of the California Building Code, which requires new construction to meet minimum heating and cooling efficiency standards depending on location and climate. The Project would include solar panels, the energy from which could be used to heat or cool the buildings. The Project also includes trees that will provide shade and reduce the need for cooling.

Based on the above information, the Planning Commission finds that the vesting tentative map meets the requirements of the Subdivision Map Act.

No Net Loss Findings

GOVERNMENT CODE SECTION 65863 “NO NET LOSS” FINDINGS

Finding: The project’s residential density is consistent with the Housing Element, and the remaining sites identified in the Housing Element are adequate to meet the requirements of Government Code Section 65583.2 and to accommodate the City's share of the regional housing need pursuant to Section 65584. (Findings required by Government Code Section 65863.)

Supporting Data: The remaining sites in the Housing Element inventory are adequate to meet the requirements of Section 65583.2 and to accommodate the City’s share of the regional lower income housing need pursuant to Section 65584.

The proposed project does not reduce the overall density of the site below what was projected in the City’s Housing Element and subsequent rezoning of the Village Center Master Plan as adopted on July 29, 2025. The site was projected to contain 84 total units, and the proposed project includes 101 total units, 17 greater than projected. However, the project proposes fewer moderate-income units than projected. The site was projected to contain 84 moderate-income units, and the proposed project includes no moderate-income units, 84 fewer than projected.

Nonetheless, the remaining sites in the inventory are adequate to accommodate the City’s share of the regional moderate-income housing need. As shown in the table below, the City's Sixth Cycle Housing Element requires that the City accommodate 2,032 moderate-income units as its share of the regional housing need. Between June 30, 2022 and October 27, 2025, 1,003 moderate-income units have either been constructed, approved, or projected to be provided through accessory dwelling units, leaving a remaining need for 1,029 moderate-income units.

If the proposed project is approved, the remaining need for moderate-income units will be reduced to 1,029 units and the remaining available sites designated in the Sixth Cycle Housing Element can accommodate 1,637 moderate-income units. Therefore, the remaining sites in the inventory are adequate to meet the requirements of Government Code Section 65583.2 and to accommodate the remaining share of the regional housing need pursuant to Section 65584.

2023-2031 Regional Housing Needs Allocation (RHNA)					<i>Proposed Project 1123 Lawrence Expressway</i>		
Income Level	2023-2031 RHNA	Constructed Units + Approved Units + Projected ADUs	Remaining Need	Remaining Capacity	<i>Proposed Units</i>	<i>Proposed Remaining Need</i>	<i>Proposed Remaining Capacity</i>
Lower	4,677	836	3,841	6,213	0	3,841	6,213
Moderate	2,032	1,003	1,029	1,721	0	1,029	1,637
Above Moderate	5,257	1,728	3,529	5,824	101	3,428	5,824
Total	11,966	3,567	8,399	13,758	101	8,298	13,674