



1814 Franklin St., Suite 400  
Oakland, CA 94612  
510.272.2910

## PROJECT DESCRIPTION LETTER

### Project Location and Existing Setting

The approximately 1.98 gross acre project is comprised of a single parcel located at 1215 Bordeaux Drive in Sunnyvale (Assessor's Parcel Number [APN] 110-25-017). The site is Lot 14, as shown on that certain map entitled Tract No. 4515 Moffett Industrial Park No. 1-2, which map was filed for record in the Office of the Recorder of the County of Santa Clara, State of California on December 2, 1968, in Book 245 of Maps Page(s) 14. The project site is situated at the intersection of Bordeaux Drive and 5th Avenue. The site is currently developed with one office building and surface parking lot (there are no existing residential uses on the site). The project site has a land-use designation of Moffett Park – Residential (MP-R) in the Moffett Park Specific Plan area.

The project site includes the following recorded easements:

1. Public Utility Easement 8129 137, on the Northerly 5 feet of land
2. Public Utility Easement 245 M 14, on the Easterly 10 feet of land
3. Pacific Telephone and Telegraph Company Easement H149 706, on the Northerly 10 feet of the Southerly 25 feet of land.

There are no species of special concerns known to occur on the project site, nor are there known historic or cultural resources (although the existing building was constructed in 1973).

There are no proposed point sources of air or water pollutants to occur on the project site.

### Project Description

The project proposes to remove the existing office building (25,820 square feet) and surface parking and construct a new eight-story building with 265 multi-family residential units and 217 parking spaces. The building would consist of ± 297,275 gross square feet (gsf). The total residential gross floor area in the building would contain ± 257,406 gsf of residential floor area and ± 39,869 gsf of garage. The first **three** levels of the proposed multi-family residential building would be Type I construction with five levels of Type III construction above. The multi-family residential building's roof would include screened mechanical units. The proposed height of the multi-family residential building would be ± 84.75 feet above average grade, measured to the top of roof structure per California Building Code measurements. The proposed height of the residential building would be ± 91 feet to top of parapet, measured from top of curb closest to the



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building per City of Sunnyvale Moffett Park Specific Plan definition. The project would include 40 total affordable units, including 27 low income and 13 very low income units.

The proposed building ground floor setback where resident-serving amenity storefront is proposed ranges from 0 feet to 15 feet. Along the North (Neighborhood Park frontage), ground floor amenity setback on a publicly-accessible open space ranges from 0 feet to 5 feet. Ground floor garage frontage along the publicly-accessible open space would be setback 0 feet. Upper-story residential on a publicly-accessible open space would encroach by 2 feet and an additional 6 feet for balcony projections with a minimum clearance of 12 feet. Along the South (5<sup>th</sup> Avenue frontage), ground floor with other uses would be setback between 7 feet to 15 feet measured to the sidewalk. Upper-story residential setback is a minimum of 5 feet from the sidewalk. Along the East (Bordeaux Drive frontage), ground floor setback at amenity storefront ranges from 0 feet to 15 feet. Amenity storefront at the entry to the Bordeaux Neighborhood Park would range from 20 feet to 25 feet 6 inches. Other ground floor uses range from 5 feet to 25 feet. Upper-story residential setback along Bordeaux Drive is a minimum of 5 feet. The courtyard and floorplate orientation create deep recesses from the setback line along Bordeaux Drive. Along the west, ground floor garage and other frontage setbacks range from 9 feet 10 inches to 10 feet 7 inches. The upper-story residential setback is a minimum of 10 feet with allowable balcony projections of 6 feet.

#### Site Access, Parking, and Waste Management

The proposed project's garage would be accessed via a 24-foot wide driveway on 5th Avenue. The multi-family building's resident loading space (10 feet wide x 70 feet long x 14 feet minimum clear) would be accessed from 5<sup>th</sup> Avenue.

The multi-family residential building would include a double-height parking garage on the ground floor of the building. The parking garage would have 217 total parking spaces, including 212 mechanical parking spaces and 5 traditional parking spaces. One Type C loading space would also be proposed within the residential parking garage. Electrical vehicle chargers would be provided in compliance with 2025 CALGreen, Section 4.106.4.2.2, 1.a. Multifamily parking facilities with assigned parking.

The project would also provide 268 long-term bicycle parking spaces and 28 short-term bicycle parking spaces.

Waste collection and trash staging would be accessed on 5<sup>th</sup> Avenue within the designated loading zone. The project would propose a timed and striped condition of the loading/trash staging zone.



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#### Residential Open Space, and Amenities:

The proposed multi-family development would satisfy a portion of the Bordeaux Neighborhood Park on the ground floor to the north of the residential building. An entry plaza at the intersection of Bordeaux Drive and 5th Avenue would also be proposed for the project. An elevated podium courtyard area with a pool, spa, lounge/outdoor seating areas, and landscaping/bioretenion areas would be included.

The multi-family building would include approximately ± 28,463 square feet of residential open space through a combination of private open space and common open space. The multi-family residential project would include approximately ± 8,235 square feet of total amenity spaces such as ground floor lobby area, coworking, fitness, clubhouse, pool lounge, and roof terrace.

#### State Density Bonus Law Application:

The Project does not require a density bonus under the State Density Bonus Law (the “SDBL”), because it is being proposed at a unit count that is under the “realistic development capacity” of the Property under the City’s objective development standards. However, the Project is separately and independently eligible for each of the benefits of the SDBL, regardless of whether it seeks a bonus in units. The requirement to be eligible for each of the categories of benefits, is the provision of the requisite affordable units<sup>1</sup>.

In this case, the Project is providing 15% of the its total units as affordable to lower income families, or 40 total units. Accordingly, the Project is eligible for an up to 27.5% density bonus;<sup>2</sup> one incentive/concession;<sup>3</sup> any required waivers;<sup>4</sup> and a parking reduction.<sup>5</sup>

The Project proposes 1 concession and 10 waivers at this time:

1. Inconsistency / Advisory Comment PL-37

The project proposes unbundled electric vehicle parking spaces compliant with the 2025 CalGreen Residential Mandatory Measures. If the Project did have to comply with the Residential Voluntary Measures Tier 2 and/or the Moffett Park Specific Plan requirements of 30% of the unbundled parking as Level 2 EV Ready and an additional 30% of the unbundled parking as Level 1 EV

<sup>1</sup> Govt. Code Section 65915(b)(1).

<sup>2</sup> Govt. Code Section 65915(f)(1).

<sup>3</sup> Govt. Code Section 65915(d)(2)(A).

<sup>4</sup> Govt. Code Section 65915(e)(1).

<sup>5</sup> Govt. Code Section 65915(p)(1).



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Ready, it would amount to a substantial increase in the cost to provide the Project's affordable housing. This increased cost results from substantial electrical infrastructure and system design such as upsizing utility service, panelboards and distribution, conduit and wiring, EVSE units, mounting solutions for integration with the parking system, fire and life-safety considerations, and energy management systems, qualifying it for a concession.

2. Inconsistency / Advisory Comment PL-38

The Project proposes a 70-foot wide dedication area for Bordeaux Neighborhood Park, rather than 80 feet. If the Project did have to comply with this requirement, it would lose approximately 36 units, qualifying it for a waiver.

3. Inconsistency / Advisory Comment PL-17

The Project's partially enclosed interior courtyards do not satisfy the minimum width requirements of 55 feet or 80% of the highest height of adjacent facade, the project courtyards are minimized to maximize width for Bordeaux Neighborhood Park. If the Project did have to comply with this requirement, it would lose approximately 30 units, qualifying it for a waiver.

4. Inconsistency / Advisory Comment PL-23

The Project does not meet the 20% green roof requirement; it does not propose a green roof at the highest roof. If the Project did have to comply with this requirement, the overall building height would exceed the California Building Code maximum height of 85 feet. The building section would need to be revised to not exceed the maximum height, and would lose approximately 7 dwelling units at the uppermost floor, qualifying it for a waiver.

5. Inconsistency / Advisory Comment PL-21

The Project does not meet the 125 cu. Ft/unit residential storage requirement; it does not propose any separate storage other than typical in-unit closet space. If the Project did have to comply with this requirement, it would require introducing private storage rooms in the typical residential levels and the Project would lose approximately 6 units, qualifying it for a waiver.

6. Inconsistency / Advisory Comment PL-4, PL-5, PL-6, PL-7

The Project does not meet the required setbacks along each façade. For 60% of each building façade, the required Northern minimum setback fronting the neighborhood park is 10ft, Southern



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minimum setback fronting 5th Avenue is 18ft, Eastern minimum setback fronting Bordeaux Drive is 18 feet, and Western require minimum setback fronting the future laneway is 10ft. The Project proposes 0 feet along the North with encroachments with minimum 12 feet clearance, 7 feet from sidewalk along the South with 5 feet upper-story residential setback measured from sidewalk, minimum 5 feet measured from the sidewalk along the East, and 10 feet along the West. If the Project did have to comply with this requirement, it would lose approximately 71 units, qualifying it for a waiver from the building setback requirements per Moffett Park Specific Plan (MPSP) Table 5, Building Setback Requirements, Mixed-Use Neighborhoods (pg 108), and MPSP 5.2.2.1.a (pg 106).

7. Inconsistency / Advisory Comment PL-39, Advisory Comment TR-9

The Project does not provide the 12 feet wide x 40 feet long, x 14 feet minimum high Type A off-street loading zone, instead through collaborative iterations with planning and DPW, the Project proposes an on-street loading zone within the modified 5th Avenue Right-of-Way of 10 feet wide, 70 feet long, open to sky. If the Project did have to comply with this requirement, it would lose 800 sq.ft, qualifying it for a waiver.

8. Inconsistency / Advisory Comment PL-9

The Project contains 1 major façade break of 36' x 8', rather than the required 2 major façade breaks for facades longer than 250 feet of 20' x 10' and 20' x 20'. If the Project did have to comply with this requirement, it would lose approximately 6 units, qualifying it for a waiver.

9. Inconsistency / Advisory Comment PL-10

The Project contains 1 minor facade break of 8' x 1', rather than the required 4' x 2' minor façade break starting from the top to the ground floor for facades longer than 150 feet in length. If the Project did have to comply with this requirement, it would lose approximately 6 units, qualifying it for a waiver.

10. Inconsistency / Advisory Comment PL-13

The Project does not meet the required transparent glazing storefront design requirement. The Project proposes approximately 67.4% of the total storefront length along Bordeaux Drive, North lobby and amenity, and South entry plaza, as transparent, while the remaining 32.6% would be translucent. If the Project did have to comply with this requirement, the project amenity requiring



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visual security would need to be relocated away from the Bordeaux Drive frontage to upper floors, eliminate parking spaces, and lose approximately 4 units, qualifying it for a waiver.

#### 11. Inconsistency Comment TR-1

The Project provides 268 Class I secured bicycle parking spaces at 1 bike parking space/1 unit and 28 Class II bicycle rack parking spaces at 1 bike parking space/10 units. The Project does not provide the 201 lockers that would otherwise be required for these spaces. If the Project did have to comply with this requirement, it would lose approximately 5,400 square feet or 7 units, qualifying it for a waiver.

The Project is complying with City parking requirements (and is further eligible for AB 2097), and therefore does not need a parking reduction per the SDBL. The Project reserves the right to invoke the SDBL's or AB 2097's parking limits at a later date.

#### Affordable Housing Compliance Plan

Please see the enclosed form. The Project will reserve 15% of its total units for lower income families, or 40 total units, which is consistent with both the Moffet Park Specific Plan and Zoning Code Section 19.77.050. The units consist of 27 low income units and 13 very low income units.

The units will be evenly distributed throughout the Project. Affordable units shall be a pro-rata share by plan type. Average bedroom count shall be the same as the average bedroom count in the market rate units in the Project. The exterior shall be consistent with the market rate units in the Project in terms of details, materials, and visual appeal. There shall be no significant identifiable differences visible from the exterior. Interiors finishes and amenities shall be consistent with those of the market rate units in the Project and shall incorporate principles and specifications of universal design. Affordable rental units shall be renovated on a similar schedule as market rate units. With regard to timing, the entire Project will be constructed concurrently, including market rate and affordable units. Parking is provided consistent with state law. The Project will comply with the affordability term and occupancy requirements of Chapter 19.77 as well as the requirements of the SDBL with regard to the length of deed restriction, and the Applicant will enter into a Affordable Housing Regulatory Agreement as required by Chapter 19.77.