



# City of Sunnyvale

## Agenda Item-No Attachments (PDF)

File #: 17-0348, Version: 1

### REPORT TO THE ZONING ADMINISTRATOR

**File #:** 2017-7092

**Location:** 106 Lawrence Station Road (APN: 216-27-059)

**Applicant / Owner:** Pacific Building Inc. (applicant) / Extra Space Properties 102 LLC (owner)

**Proposed Project:**

**USE PERMIT** to allow the construction of a three-story storage building at an existing self-storage site for a total FAR of 43% in the Lawrence Station Area Plan (LSAP) area.

**Reason for Permit:** A Use Permit is required for the expansion of self-storage use.

**Project Planner:** Momoko Ishijima, (408) 730-7532, mishijima@sunnyvale.ca.gov

**Issues:** Use, visual impact.

**Recommendation:** Make the required Findings to approve the CEQA determination that the project is within the scope of the Lawrence Station Area Plan Environmental Impact Report and no additional environmental review is required; and approve the Use Permit subject to LSAP Mitigation Monitoring and Reporting Program in Attachment 7 and based on the Findings in Attachment 3 and the recommended Conditions of Approval in Attachment 4.

### PROJECT DESCRIPTION

The proposed project is to construct a 54,000-square foot, three-story storage building at an existing self-storage facility resulting in a total floor area of 159,637 square feet and 43% Floor Area Ratio (FAR). The area where the new building is proposed to be constructed is currently storage parking for Recreational Vehicles (RVs). The project also includes the implementation of a multi-use trail identified in the LSAP to connect the proposed Calabazas Creek Trail to the Caltrain station area. The trail would be dedicated in the form of an easement and to be constructed in the future.

<b>Previous Planning Projects related to Subject Application:</b> Use Permit to allow two resident managers units and an 88,312 sq. ft. self-storage project (#7318). Variance to allow deviation to the landscape requirement to be 12.7% of the lot size where the requirement was 20% (#V-91-09) and Use Permit to allow a 18,000 sq. ft. expansion of the self-storage use (#9216).	Yes
<b>Neighborhood Preservation Complaint:</b> Between 2007 to 2016, there have been three complaints related to temporary signs, and three noise complaints related to early morning leaf blowers.	Yes
<b>Deviations from Standard Zoning Requirements:</b>	No

### Background

The project site has been occupied by a self-storage facility since 1991. On December 6, 2016, the City Council approved the Lawrence Station Area Plan (LSAP). The implementation of LSAP would result in mixed use development and revitalization surrounding the existing Lawrence Caltrain Station. With the adoption of the LSAP, the land use designation for this property was amended from Industrial to Lawrence Station Area Plan, and the zoning was modified from M-S (Service and Industrial) zoning to MXD-II (Flexible Mixed-Use II) zoning.

## **Use**

Under the LSAP and the associated zoning code modification, “self-storage” use is listed as a prohibited use in the MXD-II zoning district (SMC Table 19.22.030). However, the Plan Vision section of the LSAP states that “existing uses in the Plan area will be allowed to remain as legal, conforming uses with the ability to grow and expand”, clarifying that the prohibition of the self-storage use in the MXD-II zoning district is intended only for new self-storage developments. Furthermore, the staff report prepared for the zoning code modification states “the amendments to the Zoning Code are designed to minimize the changes necessary to the existing Zoning Code by incorporating existing processes and standards and not create a new set of procedures or approaches to project review.” For the proposed project to expand an existing self-storage facility, staff has determined that a Use Permit with approval by the Zoning Administrator is required. The LSAP zoning code will be updated to correct the designation error.

## **Site Layout**

The 8.12-acre project site is a long narrow property over 2,000 feet in length and approximately 150 feet in width. It is bounded by the Lawrence Caltrain Station and railroad tracks to the south, Lawrence Expressway over the overpass and Lawrence Station Road under the overpass to the west, and big box retail and industrial properties to the north and east. South of the Caltrain railroad tracks is City of Santa Clara with multi-family and duplex residences. The project site is accessed from Lawrence Station Road. On the east end of the parcel, Calaveras Creek flows south to north under the property and the Caltrain tracks through a box culvert. There is an unused railroad spur along the north property line which merges with the Caltrain tracks at the east end of the property.

The project site is irregularly shaped with a maximum width of approximately 160 feet and a total length of approximately 2,600 feet. The site is developed with four buildings, parking and landscaping. The three self-storage buildings are long, single-story, stucco buildings with metal roll up doors. The first building to the north is 36,164 square feet in size, the second building is 50,177 square feet, and the third building is 18,021 square feet. The building closest to the driveway access at Lawrence Station Road is a two-story, 1,275-square foot office and care manager’s building. There is a minimum 20-foot wide drive aisle down the property and around the two larger storage buildings. The location where the new storage building is proposed is located on the east end of the parcel and is currently storage parking for 42 Recreational Vehicles (RVs).

## **Architecture**

The proposed three-story, 32-foot high storage building measures 301 feet in length and 61 feet in width. The rectangular building has a flat roof and the exterior walls would be clad with metal siding on the second and third floors and split-faced masonry blocks on the first floor with roll up doors along the south and north elevations. The metal sidings are horizontal with sections in the center and

at both ends with vertical orientation, which help to break up the building. The vertical siding panels would project out to provide depth and visual interest. Access to the second and third floor storage units would be from the interior and no windows are proposed on the higher floors. There are two loading entrances on the south side which are articulated with 18-foot high recessed entries.

As mentioned above, the existing storage buildings have a stucco exterior with metal roll up doors. The buildings are low profile with flat roofs. The two-story office and care manager's building is also stucco on the exterior with a flat roof. The proposed storage building is compatible with the existing buildings and the exterior paint colors with white and gray tones are complementary. The roll up doors are proposed to be green to match the corporate logo. The proposed architectural design conforms to the LSAP Design Guideline for Building Massing and Articulation and Building Orientation, Entries and Façade in that the design articulates the building façades and walls with the application of varied siding and exterior materials. The entries to the storage building are enhanced with a border and façade recess.

## **Parking**

The project proposes 79 parking spaces which complies with the Sunnyvale Municipal Code (SMC) standards for a self-storage facility where a minimum of 64 parking spaces and a maximum of 80 spaces are required. The project has four parking spaces for visitors outside of the office area and 75 parking spaces inside the gated self-storage site (47 standard parking spaces and 32 RV parking spaces.) The area where the proposed storage building is to be constructed currently provides parking for 42 RVs.

The LSAP requires 75% of 6,000 square feet of commercial development to provide Class I bicycle parking spaces and 25% of 6,000 square feet to provide Class II bicycle parking spaces. As part of the LSAP requirement, a condition has been included to require nine bicycle parking spaces (seven Class I and two Class II bicycle parking spaces)(see Attachment 4).

## **Lawrence Station Area Plan Loop Road**

The LSAP identified the need to improve north and south connectivity throughout the plan area particularly north of the Caltrain railroad tracks with existing large lot industrial developments. One of the key features of the LSAP includes a new collector street identified as the Loop Road which runs through the project parcel. The ultimate goal of the plan is to find a location for the Loop Road along the subject property, and then connecting to an extension of Corvin Drive. This work is likely to occur if the entire subject property is redeveloped, not as a part of one new building on the site. As a result, the Loop Road is not a part of this project or conditions for the project.

In addressing improved circulation for all modes of transportation in the LSAP area, the plan also identified linkage to the Calabazas Creek Trail. As part of this project, the applicant has expressed interest in working with the City to provide a future multi-use trail to connect the proposed Calabazas Creek Trail and the Loop Road. The trail would be provided in the form of a 10-foot easement to be constructed at a future date.

Challenges associated with identifying the trail location include identifying the most efficient use of

the project site given the narrow width of the lot, maintaining sufficient access to serve emergency vehicles, and developing the best route for pedestrians and bicyclists. The applicant has identified two options: 1) easement along the south property line to Calabazas Creek entirely on the project site, and 2) easement along the north property line which would require cooperation from the bordering property owners and requesting abandonment of a railway spur from Caltrain. The applicant has expressed that the second option would be a better alternative. A condition of approval has been included to provide an easement and staff will continue to work with the applicant on identifying the final location for the trail (see Attachment 4).

### **Neighborhood Impacts / Compatibility**

Staff finds that the design of the storage building is compatible with the surrounding industrial neighborhood. The design has been revised to provide visual interest as viewed from the residential properties on the south side of the Caltrain railroad tracks. Although the building is proposed to be three stories, the maximum height at 32 feet is much lower than comparable three story industrial buildings in the area. In addition, the approximately 100-foot wide Caltrain railroad tracks that separate the project site from the residences to the south are elevated more than five feet and create a visual barrier. Staff has included a condition of approval to plant trees along the south property line for screening opportunities (see Attachment 4).

**Public Contact:** 242 notices were sent to surrounding property owners and residents adjacent to the subject site including City of Santa Clara residents in addition to standard noticing practices, including advertisement in the Sunnyvale Sun Newspaper and on-site posting. No letters or calls were received from the public by staff. See Attachment 1 for a noticing map.

**Environmental Determination:** A Program-level Environmental Impact Report (EIR) was prepared for the LSAP which identifies potential impacts resulting from the proposed development intensities in the LSAP. Certification of the EIR included a Mitigation Monitoring and Reporting Program (MMRP) with provisions to reduce the potentially significant impacts to a less than significant level, although some impacts will remain significant and unavoidable after mitigation. A Statement of Overriding Considerations was adopted in conjunction with the General Plan Amendment and the LSAP in acknowledgment of the presence of the remaining significant and unavoidable impacts. The adopted Statement of Overriding Considerations is deemed by the certification of the EIR to be applicable to subsequent projects that are consistent with or that implement the PPSP's goals and objectives. As the lead agency, the City of Sunnyvale implements the adopted MMRP for each subsequent project that includes the approved mitigation measures of the EIR.

The project is within the scope of the PPSP Program EIR and is therefore exempt from additional CEQA review per California Environmental Quality Act (CEQA) Guidelines Section 15168(c)(2) and (4) and Public Resources Code Section 21094(c). The City has completed a checklist and determined that no new anticipated environmental impacts will occur and no new mitigation measures are required (Attachment 6). The Program EIR MMRP has been included as applicable for this project (Attachment 7).

### **CONCLUSION**

Staff was able to make the required Findings for the Use Permit. The project complies with the Goals

and Policies of the General Plan and the Lawrence Station Area Plan. Recommended Findings and General Plan Goals and Policies are in Attachment 3.

### **ALTERNATIVES**

1. Make the required Findings to approve the CEQA determination that the project is within the scope of the Lawrence Station Area Plan Environmental Impact Report and no additional environmental review is required; and approve the Use Permit subject to LSAP Mitigation Monitoring and Reporting Program in Attachment 7 and based on the Findings in Attachment 3 and the recommended Conditions of Approval in Attachment 4.
2. Alternative 1 with modified Conditions of Approval.
3. Do not make the CEQA Findings and direct staff as to where additional environmental analysis is required.
4. Deny the Use Permit and provide direction to staff and applicant on where changes should be made.

### **RECOMMENDATION**

Alternative 1. Make the required Findings to approve the CEQA determination that the project is within the scope of the Lawrence Station Area Plan Environmental Impact Report and no additional environmental review is required; and approve the Use Permit subject to LSAP Mitigation Monitoring and Reporting Program in Attachment 7 and based on the Findings in Attachment 3 and the recommended Conditions of Approval in Attachment 4.

Prepared by: Momoko Ishijima, Associate Planner

Approved by: Andrew Miner, Planning Officer

### **ATTACHMENTS**

1. Vicinity and Noticing Map
2. Project Data Table
3. Recommended Findings
4. Recommended Conditions of Approval
5. Site and Architectural Plans
6. Compliance with LSAP Program EIR CEQA Checklist
7. LSAP EIR - Mitigation Monitoring and Reporting Program (MMRP) for project
8. Color Renderings of the Storage Structure