



# City of Sunnyvale

## Agenda Item-No Attachments (PDF)

---

File #: 17-0570, Version: 1

---

### REPORT TO PLANNING COMMISSION

#### **SUBJECT**

**File #:** 2016-8065

**Location:** 1139 Karlstad Drive (APN: 110-14-197)

**Zoning:** R-4/PD

**Proposed Project:**

**SPECIAL DEVELOPMENT PERMIT:** To demolish an existing 100,517 sq. ft. one-story industrial building and construct a four-story, 250-unit residential apartment building above a podium parking structure. The project proposes a State affordable housing and green building density bonus and includes 20 very low-income units.

**Applicant / Owner:** The Sobrato Organization (applicant/owner)

**Environmental Review:** Mitigated Negative Declaration

**Project Planner:** George Schroeder, (408) 730-7443, [gschroeder@sunnyvale.ca.gov](mailto:gschroeder@sunnyvale.ca.gov)

#### **REPORT IN BRIEF**

**General Plan:** High Density Residential

**Zoning:** R-4/PD

**Existing Site Conditions:** One-story industrial building (currently occupied by Aixtron)

**Surrounding Land Uses:**

**North:** Three-story townhomes

**South:** Industrial (unoccupied data center, approved to be redeveloped to 18 three-story townhomes) and three-story townhomes

**East:** Three-story townhomes across Karlstad Drive

**West:** Three-story apartments and three-story townhomes

**Issues:** State Density Bonus Concessions for reductions to minimum individual lockable storage and useable open space requirements; and a Sunnyvale Municipal Code (SMC) Deviation for increased dwelling unit distance to trash enclosures.

**Staff Recommendation:** Alternative 1: Make the findings required by CEQA in Attachment 3, adopt the Mitigated Negative Declaration and approve the Special Development Permit with the recommended findings in Attachment 3 and conditions of approval in Attachment 4.

#### **BACKGROUND**

##### **Description of Proposed Project**

The applicant proposes the complete demolition of an existing 100,517 square foot industrial building and construction of a four-story, 250-unit rental apartment building above a one-level podium parking structure and associated on-site and off-site improvements. Twenty of the units would be reserved for very-low income households (50% of the area median income or AMI).

A total of 316,839 square feet of building area is proposed for the project. The proposed unit mix includes 34 studio units, 119 one-bedroom units, and 97 two-bedroom units. The average unit size is 838 square feet, with sizes ranging from 538 to 1,326 square feet. Three levels of resident amenity space are located at the rear of the building and include a fitness center, pet salon, bicycle repair station, clubhouse, community dining areas, and outdoor terraces. There is also a fourth-floor, open air loft and outdoor kitchen for community use. Common open spaces are provided in three interior courtyards and an open space area at the rear of the building that includes a pool and associated pool equipment building, barbeque and dining area, dog run, lawn area, and tot lot. Private open space for each unit is provided through patios and balconies. A leasing office would be located near the middle of the project frontage.

Solid waste and recycling service is provided through chutes on each floor that dispose into a trash rooms within the podium parking structure, completely enclosed from ground level view. Solid waste and recycling bins will be staged by apartment management behind the building in a designated loading area during pickup days. There would be no exterior trash enclosure.

The applicant proposes to remove 40 existing trees, 11 of which are considered protected trees (a protected tree is 38 inches or greater circumference as measured at 4.5 feet above grade). The project would retain eight existing protected trees and plant 115 new onsite trees and 15 trees in the public right-of-way. The project would include a planting buffer around the perimeter of the site, parking lot landscaping, and a landscape frontage strip, consistent with SMC requirements.

See Attachment 1 for a map of the vicinity and mailing area for notices and Attachment 2 for the Project Data Table.

### **State Density Bonus Law**

The project complies with the City's density requirements. A maximum of 180 units are allowed with the current R-4/PD zoning of the property and nine additional units can be considered with additional green building measures (five percent increase). Chapter 19.18 of the SMC allows a density bonus of up to 35 percent above the maximum allowable density (63 additional units) if the project provides affordable units in accordance with the State Density Bonus Law (California Government Code Sections 65915 through 65918). To be eligible for the density bonus, State law requires at least five percent of the base units to be available to very-low income (VLI) households. To qualify for the maximum 35 percent density bonus, a project must provide a minimum of 11 percent VLI units. This project will provide twenty (11 percent) of the base units to VLI households; therefore, the project qualifies for the 35 percent State density bonus. With the green building density bonus, the maximum allowable units would be 252 total and the applicant is proposing 250 units.

### **Special Development Permit**

A Special Development Permit (SDP) is required for site and architectural review on project sites within a Planned Development zoning district. An SDP allows for consideration of deviations from specified development standards (siting, bulk, and parking) in exchange for superior design, environmental preservation or public benefit.

The State Density Bonus Law also allows consideration of up to two city code concessions since this project is a qualifying affordable housing project with at least 10 percent of the units available for very-low income households.

The applicant is requesting a PD deviation to exceed the maximum distance from a trash enclosure

to a dwelling unit, and to utilize two Density Bonus concessions for useable open space per unit and individual lockable storage standards. A detailed discussion is included later in the report.

### **Previous Actions Onsite**

The existing one-story industrial building was constructed in 1982. The building has been occupied by Aixtron, Inc. since 2005 - a nanotechnology R&D use. The project site and others in the neighborhood were rezoned with an Industrial to Residential (ITR) combining district as part of the Futures Sites Study in 1993. In 2002, the City approved a General Plan Amendment to allow medium and high density residential in the neighborhood. The City subsequently rezoned the project site and the adjacent site at 1160 Morse Avenue to R-4/PD in 2003 in conjunction with a two-phase, 271-unit residential project on both sites. 123 apartment units were built as part of the first phase at the Morse site, but the remaining 148 apartment units at the project site were never built. The City approved all units to be converted to condominiums in 2004, but a final map was never recorded and the entitlements have since expired.

### **EXISTING POLICY**

Key goals and policies from the Land Use and Transportation Element of the General Plan and High Density Residential Guidelines that pertain to the proposed project are provided in Attachment 3.

### **ENVIRONMENTAL REVIEW**

The City contracted with David J. Powers and Associates to prepare an initial study and Mitigation Monitoring and Reporting Program (MMRP) for the project. The initial study found the project would not create any significant environmental impacts with implementation of mitigation measures pertaining to construction emissions, vibration, and noise; nesting birds; archaeological and cultural resources; and potentially contaminated soil and groundwater. Therefore, a Mitigated Negative Declaration has been prepared and published in compliance with California Environmental Quality Act (CEQA) provisions and City guidelines (see Attachment 5).

### **DISCUSSION**

#### **Present Site Conditions**

The 4.97-acre project site is in the Tasman Crossing ITR area on the west side of Karlstad Drive, between Tasman and Toyama Drives. The project frontage takes up more than 60 percent of the block length. There is currently no sidewalk along the project frontage.

The site is located approximately 0.3 miles to the Fair Oaks light rail station and a bus stop at Tasman Drive and Fair Oaks Avenue. There is also a mixed-use shopping center and a large commercially-zoned property at this intersection. The intersection can be accessed via walking, biking, or driving north on Karlstad Drive and one block east on Tasman Drive. Class II bicycle lanes on Fair Oaks Avenue are located a block east of the project site. Moffett Park is located approximately 0.5 miles to the north across State Route 237.

#### **Site Design and Architecture**

##### **Site Design**

The proposed building siting is consistent with the High Density Residential Design Guidelines. It also meets the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan by being close to the street frontage with a sizeable landscape frontage strip. The proposed building setbacks are consistent with the setback requirements prescribed in the Zoning Code. The proposed building siting

maintains similar side setbacks to the adjoining residential sites, but has a closer overall street setback. See Attachment 6 for the plan set.

Pedestrian walkways are provided from the new public sidewalk into the common entry and leasing office, and stoops from ground floor units facing Karlstad Drive connect directly to the public sidewalk through individual walkways. A walkway network will be provided around the building and internally within the courtyards. Bicycling is encouraged through adequate Class I bicycle parking onsite in secured lockers and Class II bicycle racks along the project frontage.

Most auto parking is concealed from view by being located underneath the building in the podium parking structure. The five-foot high walls of the partially subterranean podium are screened from view by building elements and landscaping. Vehicular entries into the podium is from the on-site driveway and will not be visible from street view. The remaining surface parking is located on either side of the apartment buildings and at the rear of the building, and is broken up with numerous landscape islands.

Vehicular access to the site would be from three locations on Karlstad Drive. The main surface parking lot and podium parking could be accessed from the northern and southernmost driveways. These driveways would also be used for emergency and service vehicles. The central driveway off Karlstad Drive is intended for short-term visits to the leasing office. There is a small parking lot by the leasing office, but it is setback behind the face of the building. There are two rear loading areas dedicated for moving trucks/delivery trucks and refuse trucks.

The project site plan indicates emergency vehicle access and refuse truck access through the existing gates to the adjacent property to the rear. This would allow vehicular access from Karlstad Drive to Morse Avenue. A reciprocal access agreement would be recorded to formalize access between the two properties for emergency and service vehicles only.

### Architecture

The proposed building is designed at four stories tall with a height of 55 feet from the street curb elevation on Karlstad Drive which meets code. The building is one floor taller than surrounding multi-family residential development, but includes an increased fourth floor setback that gives the appearance of a three-story building from street level. The existing three-story heights in the neighborhood range from 35 to 48 feet from the curb.

The project has been designed to be consistent with the High Density Residential Design Guidelines. The architectural style of the proposed building is considered to be modern. There are a couple of recent modern multi-family residential projects in the neighborhood, but many others are more traditional in style. The architectural style has been designed to complement the character of the existing neighborhood through articulation, color/material variation, and building form. The building is composed into three major sections with the middle section setback significantly from Karlstad Drive - breaking up the long building frontage. The length of the building is also visually reduced through narrower building planes with alternating setbacks, punctuated by projecting balconies and trellis overhangs. A stone veneer-cladded elevator tower serves as the focal point at the middle of the project frontage and highlights the location of the main community entry. The building has a well-defined base, middle, and top through strategic placement of high quality building materials, inset doors and windows, and varying wall planes and rooflines. Exterior materials include plaster walls in neutral and warm colors, stone veneer, metal railings and trellises. See Attachment 7 for the color

and material board.

A large storefront window system at the rear of the building provides views into the common amenity space. Fritting would be applied to the glass surface to address bird safe concerns and the final details will be reviewed at the building permit stage. Other bird-safe measures include limiting large expanses of glass near open areas, avoiding transparent glass walls at building corners, reducing glass at the top of the building, prohibiting up lighting, and shielding lighting.

### **Concessions from Development Standards Using State Density Allowances**

The State Density Bonus Law allows a developer to request up to two concessions from the City's Zoning Ordinance for projects that include at least 10% of the total units available for VLI households. The City can only deny concessions if findings are made that the concessions are not required to provide for affordable housing costs or rents, or if the concessions would have a specific adverse impact upon public health and safety or the physical environment. The applicant has requested the following concessions:

- Individual lockable storage size and dimensions - 200 cubic feet proposed for the two-bedroom units when 300 cubic feet is required per Section 19.38.040 (d); and interior dimensions ranging from 2'-8" to 3'-10" in width and 5'-7" to 8'-4" in length when at least eight feet in one direction and no less than three feet in any other direction is required per Section 19.38.040 (e); and,
- Minimum useable open space per unit - 326 square feet per unit proposed, when a minimum of 380 square feet is required, per Table 19.37.040

### Individual Lockable Storage

The Zoning Code requires 200 cubic feet of storage for every studio and one-bedroom unit and 300 cubic feet of storage for all other unit types. The intent of providing individual lockable storage requirements are to maintain clean and attractive residential neighborhoods and provided needed storage space for residents. The intent of the dimensional requirements is to accommodate larger items such as bicycles and skis and be consistent with dimensions found in commercial storage facilities. Recent amendments to the lockable storage requirements allow consideration of interior closet space (separate from regular closet space) and storage space on outdoor balconies/patios to count towards storage requirements. Storage space can be split into two locations, provided minimum dimensions are met.

The applicant is proposing the following:

- Minimum storage space met: 153 studio and one-bedroom units. 200 cubic feet is required and 200 cubic feet is provided;
- Minimum storage space not met: 97 two-bedroom units. 300 cubic feet is required and 200 cubic feet is provided;
- 181 units do not meet the minimum eight feet in one direction;
- 69 units do not meet the minimum three feet in any other direction; and
- All 250 units are within the maximum ten foot height.

In recent years, applicants have requested and been approved for exceptions to total size and location of the lockable storage requirements. This project would be the first to request a reduction to minimum lockable storage dimensions, given that the dimensional requirements were adopted this year. Every unit includes a balcony or patio, and additional storage space could be added to these areas, now that the code allows splitting storage space into two locations. Additionally, all units

except two have large walk-in closet(s) which may allow for extra storage space. The one and two-bedroom units have linen and/or coat closets in addition to bedroom closets.

While the project does not meet the totality of the lockable storage requirements, staff can support the concession because reduced lockable storage could contribute to cost reductions to build the project and allow the applicant to absorb the reduced rent for the 20 VLI units. Reduced individual lockable storage would not have a specific, adverse impact upon health and safety or the physical environment. The minimum standard is met for most units. The applicant is a large residential management company that can maintain a clean and attractive residential community by actively managing storage space for residents.

### Useable Open Space

The Zoning Code requires 380 square feet of usable open space per unit, and the proposal includes 326 square feet per dwelling unit. Specifically, 22,604 square feet of private open space and 58,834 square feet of common open space is proposed on site. The request to reduce this standard is not unreasonable for the following reasons:

- Usable open space is reduced; however, the total required site landscaping area exceeds the requirement by over 20 percent, creating a visually lush environment;
- Immediate private open space access is provided for each unit in accordance with code requirements;
- The project includes substantial active community spaces within and outside the building that provide opportunities for recreation and social interaction;
- The main community room exceeds the 450 square foot requirement by over 1,970 square feet; and
- Other recent multi-family residential projects have been approved for reductions based on similar justifications.

While the project does not meet the useable open space per unit requirement, staff supports the concession because the applicant creates quality community amenities by providing a variety of creative open spaces as well as internal social spaces that exceed required standards.

### **Deviation for Maximum Trash Enclosure Distance to Unit**

Along with the above requested concessions, the proposal includes a deviation from the SMC which can be considered through the SDP process. A deviation is requested for the maximum trash enclosure distance to dwelling units. SMC Section 19.38.030 (e)(1)(k) requires all residential units be located within 150 feet of a recycling and solid waste enclosure. In this case, the distance is measured from the trash chutes on each floor. All units meet the distance requirement, except for four - one on each level. These units are located approximately 165 feet from the nearest trash chute. Staff, including the Solid Waste Division, supports this request given the minimal increase in distance for a few units, and that the overall project provides efficient recycling and solid waste access and management.

### **Development Standards**

Aside from the concessions and deviation discussed above, the project complies with the applicable development standards in the SMC, such as lot coverage, setbacks, parking, and solar access. The Project Data Table in Attachment 2 summarizes the project's compliance.

## **Parking**

Although the applicant could qualify for reduced parking under the State Density Bonus Law (174 spaces at 0.5 spaces per bedroom), the applicant has designed the project to meet the SMC multi-family standard for 424 spaces (1.69 spaces per unit).

The 250-unit project would have 308 parking spaces within the podium parking structure and 116 spaces in the surface parking lot. A parking management plan is required for the management of assigned and unassigned spaces within the development, as well as guest parking. The onsite manager will be responsible for implementing and enforcing the plan. The applicant indicates that 294 spaces would be reserved for residents and 130 spaces would be for onsite guest parking.

The project proposes 84 Class I bicycle parking spaces when 63 are required by code. The project also proposes 28 Class II bicycle parking spaces along the project frontage.

## **Transportation Demand Management (TDM)**

The SMC requires all new multi-family residential uses to participate in a TDM program. A minimum of 10 points is required from the menu of strategies in the City's TDM program. The project attains 15 points (see Attachment 8 for information concerning the TDM plan).

The TDM plan also notes that VTA Eco Passes will be provided to all residents for the first three years following completion of the project. VTA Eco Passes allow residents unlimited rides on VTA bus, light rail and express bus service seven days a week. The project does not qualify for TDM program credits for the Eco Passes because they must be provided for the ten years. Nevertheless, the project exceeds the minimum points per the TDM program.

## **Traffic**

The project is not expected to generate 100 or more net new peak hour trips; therefore, a comprehensive transportation impact analysis (TIA) was not required. The project is anticipated to reduce 51 net new trips into the site in the morning (AM) peak hours but will generate 88 net new trips out of the site during that time. In the afternoon (PM) peak hours, the project is expected to reduce 58 net new trips out of the site and will generate 87 net new trips into the site.

## **Landscaping**

The project complies with SMC landscaping standards. The project site includes 44 percent landscaping when 20 percent is required. Landscaping per dwelling unit is 379 square feet when 375 square feet is required. Landscape planters are provided along the base of the building to screen exposed walls of the podium parking structure. A planting buffer is included around the perimeter of the site, planter islands are provided in the parking lot, and a landscape strip is located along the frontage, consistent with SMC requirements. There are also landscaped interior courtyards, a fourth-floor open air loft, and an open space area at the rear of the building. No new perimeter walls are proposed nor required. The project is designed to comply with water-efficient landscaping requirements by selecting landscaping based on water budget calculations and providing 86% native, low water, or no water plantings. Trees are proposed along the parking lot periphery and within landscape finger islands that provide 78 percent parking lot shading within 15 years when 50 percent is required.

## **Tree Preservation, Removal, and Replacement**

An arborist report was provided, which evaluated the health and disposition of all 49 trees onsite and

in the public right-of-way. The most common species onsite is the Black Acacia while Honey Locust trees are most common in the public right-of-way. The project would retain nine existing trees that are located at all four corners of the property and along the southern property line. The trees to remain include four Black Acacia, three Canary Island Pine, and two Coast Redwood.

Of the 49 trees surveyed, 18 are considered “protected” per the SMC. The applicant proposes to remove 11 protected trees. The trees proposed for removal have a very poor to fair condition or are within the proposed improvement area. The City Arborist and Planning Division staff walked the project site to verify the acceptability of the proposed removals and identify opportunities to retain additional trees.

The project includes thirty-three 24-inch box trees, seventy 36-inch box trees, and twelve 48-inch box trees for a total of 115 onsite trees. These trees would mitigate the loss of the existing protected trees in accordance with the City’s Tree Replacement Standards. Fifteen new 36-inch box trees are also proposed as street trees in the public right-of-way.

### **Green Building**

A minimum of 80 points on the GreenPoint Rated checklist are required for new multi-family residential construction. With 110 points or greater, the project may increase building height, lot coverage, or density. A preliminary GreenPoint Rated checklist was prepared by the applicant with 121 points targeted. The applicant proposes to utilize the incentive to increase allowable density by an additional 5 percent.

### **Solar Access and Shadow Analysis**

The City’s Municipal Code limits shading caused by proposed buildings to a maximum of ten percent of the roof area of nearby properties during the hours of 9 AM to 3 PM during the solar cycle. The applicant’s shadow study demonstrates that shadows cast by the proposed buildings do not shade more than ten percent of the roof area on existing buildings on nearby properties.

### **Public Right-of-Way Improvements**

The existing site does not have a sidewalk along Karlstad Drive. A new six-foot wide detached sidewalk, street trees, and street lights will be installed in the public right-of-way, per standard applicable specifications and the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan. The new sidewalk would help complete the sidewalk network in the neighborhood. The project is also subject to payment of sense of place fees (estimated at \$308,000) to be used to implement elements of the plan as determined by the City.

There would continue to be on-street parking space along the project frontage. In response to public comments received during the review process, the applicant has revised the width and number of driveways to minimize the loss of existing on-street parking. The existing unobstructed curb space is approximately 610 linear feet. The project would retain the same approximate space, but is required to install three new fire hydrants which would result in less on-street parking space. There are currently no fire hydrants along the project frontage. On-street parking would also be temporarily displaced during construction of the new curb, which is estimated to last one week. A temporary plan for accommodating on-street parking will be discussed as part of the construction management plan required for the project.

### **FISCAL IMPACT**



The project is required to pay park in-lieu fees for the 230 market-rate units. Affordable units are exempt from park in-lieu fees. The project is required to pay rental housing mitigation fees unless an affordable housing agreement with the City is recorded. The project is subject to payment of transportation impact fees, sense of place fees in accordance with the Tasman/Fair Oaks Area Pedestrian and Bicycle Circulation Plan, and school impact fees to the Sunnyvale School District and Fremont Union High School District. Other standard fees and taxes apply.

## **PUBLIC CONTACT**

### **Neighborhood Outreach Meeting**

The applicant held a community outreach meeting on May 11, 2017. Property owners and residents within 2,000 feet of the site were notified, as well as the Morse Park, Lakewood Village, and Plaza Del Rey neighborhood associations. The meeting was held in an open house format at the Sunnyvale International Church at 521 E. Weddell Drive. Over 30 community members attended the meeting.

The most common topic mentioned by attendees was the lack of available on-street parking in the neighborhood, and concern that the project would exacerbate the situation. Some attendees requested that the project not displace existing on-street parking. Other comments included traffic concerns associated with increased development in the neighborhood and compatibility with neighboring projects in terms of building height and setbacks. There were questions about the construction timeframe; onsite parking details; bedroom count, size, and pricing of the units; and property management.

### **Planning Commission Study Session**

Staff presented the project to the Planning Commission at a study session on June 12, 2017. The Planning Commissioners were generally supportive of the affordable housing component and project design. The Commission requested that bicycle and electric vehicle parking be increased; that more vivid colors be used on the building; that courtyard walls be designed to allow for passive seating opportunities; that the tree planting quantity be reduced in favor of larger planting sizes; and that screening trees be provided at the pool. There were no public comments at the study session.

In response to the comments received at the study session, the applicant revised the plans to add additional bicycle parking by the leasing office. The applicant continues to propose eight electric vehicle parking stalls and will prewire 22 stalls per code requirements. The applicant stated additional electric charging stations can be installed based on demand. The building color palette was amended to include a coral accent color at inset walls and other focal points. The courtyard walls would be designed at a height for seating purposes. The tree quantity was revised from 159 to 130 total on- and offsite trees. The reduction in quantity was compensated by increasing the number of larger 36-inch box size plantings by 52. A row of screening trees were also added along the rear of the pool. The applicant also addressed a concern from staff by adding a wrap-around awning to the fourth floor stair tower to conceal blank wall area.

### **Public Comments**

Staff has received written correspondence from several community members during the project review process. These comments are included in Attachment 9. Common topics are lack of available on-street parking in the neighborhood; traffic impacts; and aesthetic concerns with a taller building and closer street setback.

A community member suggested that additional on-street parking spaces be added on Tasman Drive between Morse Avenue and Fair Oaks Avenue by eliminating the existing middle passing lane. The City's Transportation and Traffic Division reviewed this request and determined that installation of on-street parking is not feasible due to the narrowing of Tasman Drive on the west end of the segment, and due to the space needed for the left turn pocket and left turn lane requirements at the intersection of Fair Oaks Avenue and Tasman Drive.

### **Notice of Public Hearings**

- Published in the Sun newspaper
- Posted at the site
- 2,987 notices were mailed to property owners and tenants within 2,000 feet of the project as shown in Attachment 2
- Notices were sent to the Morse Park, Lakewood Village, and Plaza Del Rey neighborhood associations

### **Staff Report**

- Posted on the City of Sunnyvale's web site
- Provided at the Reference Section of the City of Sunnyvale's Public Library

### **Agenda**

- Posted on the City's official notice bulletin board
- Posted on the City of Sunnyvale's web site

### **ALTERNATIVES**

1. Make the findings required by CEQA in Attachment 3 and adopt the Mitigated Negative Declaration and approve the Special Development Permit with the State Density Bonus concessions for individual lockable storage and useable open space and Sunnyvale Municipal Code deviation for trash enclosure distance with the recommended findings in Attachment 3 and conditions of approval in Attachment 4.
2. Make the findings required by CEQA in Attachment 3, adopt the Mitigated Negative Declaration and approve the Special Development Permit with the State Density Bonus concessions for individual lockable storage and useable open space and Sunnyvale Municipal Code deviation for trash enclosure distance with the recommended findings in Attachment 3 and modified conditions.
3. Make the findings required by CEQA in Attachment 3, adopt the Mitigated Negative Declaration and deny the Special Development Permit.
4. Do not adopt the Mitigated Negative Declaration and direct staff as to where additional environmental analysis is required.

### **STAFF RECOMMENDATION**

Alternative 1: Make the findings required by CEQA in Attachment 3 and adopt the Mitigated Negative Declaration and approve the Special Development Permit with the State Density Bonus concessions for individual lockable storage and useable open space and Sunnyvale Municipal Code deviation for trash enclosure distance with the recommended findings in Attachment 3 and conditions of approval in Attachment 4.

The project site is located within an adopted Industrial-to-Residential transition area, where many properties have transitioned to residential uses. The proposed project will improve the character of

the site, surrounding neighborhood, and community by removing an existing industrial building, providing rental housing options (including 20 affordable housing units) within close proximity of transit, shopping, and a major employment area; and enhancing the existing site and streetscape conditions. The development has been designed to complement the adjacent neighborhood through high quality architecture and building materials with an appropriate site design, landscaping, and lighting. The requested deviation and concessions are reasonable and not anticipated to negatively affect adjacent properties. Potential environmental impacts can be mitigated to less than significant levels with the measures included in the conditions of approval.

Prepared by: George Schroeder, Senior Planner

Reviewed by: Gerri Caruso, Principal Planner

Approved by: Andrew Miner, Planning Officer

### **ATTACHMENTS**

1. Noticing and Vicinity Map
2. Project Data Table
3. Recommended Findings
4. Recommended Conditions of Approval
5. Initial Study - Mitigated Negative Declaration and MMRP
6. Plan Set
7. Color and Material Board
8. Applicant's TDM Plan
9. Public Comments