



# INDUSTRIAL TO RESIDENTIAL (ITR) SITES

The City of Sunnyvale has designated areas within the city that allow industrial, office, commercial and residential uses to exist within the same zoning district, and to allow specific industrial, office or commercial sites to gradually convert to residential use. See SMC 19.26.

## HISTORY

The City completed the Futures Study in 1993, which resulted in land use changes that provide locations for additional housing developments and also enhance the potential for increased intensity for industrial development along major transportation corridors. Certain industrial areas were rezoned with an Industrial to Residential (ITR) Combining District, which allow, at the discretion of the property owner, industrial, office, commercial, and residential uses to exist within the same zoning district, and to allow these sites to convert gradually to residential use.

## ZONING AND ALLOWABLE LAND USES

Each ITR site designation has an assigned residential zoning district, which influences the density allowed. Uses permitted or conditionally permitted under the base zoning district (M-S, M-3, etc.) may remain and continue to be considered until the site is redeveloped to a residential use. Once a property is converted to residential, uses permitted or conditionally permitted under the designated residential zoning districts (R-3 or R-4) govern and the site cannot convert back to previously permitted industrial or commercial uses.

## GENERAL RESIDENTIAL DEVELOPMENT STANDARDS

	R3 (ITR/R3)	R4 (ITR/R4)
Front Setback Minimum	20 feet	20 feet
Side Setback Minimum*	6 feet (1-story)	9 feet (1-story)
Side Setback Total*	15 feet (1-story)	None
Rear Setback Minimum	20 feet	20 feet
Maximum Lot Coverage	40%	40%
Maximum Floor Area Ratio	None	None
Height Limitation	35 feet and 3 stories	55 feet and 4 stories
Minimum Lot Area	8,000 sq. ft.	8,000 sq. ft.
Density	24 du/ac or 1 unit/1,800 sq. ft.	36 du/ac or 1 unit/1,200 sq. ft.

\*Multi-story buildings are required an additional 3 foot setback for each additional story above the 1<sup>st</sup> story. For example, a 3-story building proposed for an ITR/R3 site must be set back at least 12 feet from one side property line and meet a side setback total of 27 feet.

### PRELIMINARY REVIEW

*Preliminary Review is an **optional process** for applicants to submit schematic plans of a project for PRC review and receive early feedback from City staff before submitting a formal project application. The process starts at application submittal and ends at the PRC meeting with no formal decision made on the application.*

*Preliminary Review is strongly encouraged for complex projects, large projects or potentially controversial projects.*

### SPECIAL DEVELOPMENT PERMIT

*A Special Development Permit (SDP) is used to review use or development design within any zoning district that has a unique combining district such as Planned Development (PD) or El Camino Real (ECR). The purpose of these combining districts is to allow greater flexibility of land use or design on a property, adding greater diversity to the City. A SDP may allow the property owner greater flexibility in the dimensional requirements of a project in exchange for superior design features.*

## DEVELOPMENT REVIEW PROCESS

Applications to redevelop an ITR property to a residential use are required to be reviewed through the public hearing process.

### Permit Requirements

- A Special Development Permit reviewed by Planning Commission.
  - Preliminary Review is strongly encouraged prior to a formal submittal.
- A Tentative Map, if the project is a residential subdivision.
- No rezoning is necessary for projects meeting permitted density.

### Environmental Review Requirements

Any proposed redevelopment or change of use will likely require further environmental review through a Negative Declaration, Mitigated Negative Declaration or EIR as determined appropriate. Depending on the scale and intensity of the proposed use, traffic, noise/acoustical analysis, Phase I, or a greenhouse gas study may be required.

### FAIR OAKS JUNCTION SENSE OF PLACE PLAN

The Fair Oaks Junction Sense of Place Plan discusses the pedestrian, bicycle circulation and sense of place improvements that are specifically related to ITR 6a and the surrounding area.

### TASMAN CROSSING PEDESTRIAN AND BICYCLE CIRCULATION PLAN

The Tasman Crossing Pedestrian and Bicycle Circulation Plan discusses pedestrian circulation, transit oriented design, and grant funding/ incentive opportunities that are specifically related to ITR 7 & 8.

### IMPACT FEES

Potential impact fees are itemized below. Other impact fees may be required by other Departments. Early consultation with a planner is encouraged to learn which fees may apply to a specific project.

Impact Fee	ITR 4a	ITR 4b	Fair Oaks Junction	Tasman Crossing	East Sunnyvale ITR
Transportation Impact Fee (SMC 3.50)	✓	✓	✓	✓	✓
Park Dedication In-Lieu Fee (SMC 18.10 or 19.74)	✓	✓	✓	✓	✓
Sense of Place (Fee Resolution)			✓	✓	✓

**TENTATIVE MAP**  
 Tentative maps allow the City to consider the division of land for individual sale, lease or financing. These maps are often requested in conjunction with a Use Permit or Special Development Permit, which considers the proposed development use and design. All tentative maps must be processed beginning with the Planning Division. Once approved by Planning, the maps must be approved by Public Works, at which time they become final.

