



Santa Clara Station Area Specific Plan

EXISTING CONDITIONS REPORT

MAY 2024



Contents

1. INTRODUCTION

- 1.1. Why the Station Area Specific Plan?
- 1.2. Project Scope

2. PLACE IN THE REGION

- 2.1. Regional Context
- 2.2. VTA's Vision for the Region

3. KNOWING THE COMMUNITY

- 3.1. Demographic Snapshot
- 3.2. Population Density
- 3.3. Employment Density

4. ABOUT THE STATION AREA

- 4.1. Site Context
- 4.2. Character and Urban Form
- 4.3. Historic Resources
- 4.4. Parcel Ownership
- 4.5. Underutilized Parcels
- 4.6. Parks and Recreational Amenities
- 4.7. Environmental Risks

5. REGULATORY CONTEXT AND OTHER RELEVANT PLANS

- 5.1. General Plan 2040 Land Uses
- 5.2. Zoning Designations
- 5.3. Housing Needs
- 5.4. San Jose Mineta International Airport Impacts
 - Building Height Constraints
 - Noise Contours
- 5.5. Other Relevant Plans

6. MOBILITY AND CONNECTIVITY

6.1. Street Hierarchy

6.2. Transit and Active Mobility

6.3. Pedestrian Access

7. UTILITIES

7.1. Utility Infrastructure

01

Introduction

WHY THE STATION AREA SPECIFIC PLAN?

In 2010, the City of Santa Clara undertook the preparation of a Station Area Specific Plan, which was ultimately not adopted by the Council. Since then, significant changes have occurred in the station area, city-wide, and across the region, in terms of transportation, jobs, and housing needs. Additionally, VTA developed a Transit-Oriented Communities Study in 2019, with the intention to maximize the potential for development around transit stations and resulting in increased ridership. In this new context, a new Specific Plan is needed that will address the changing needs of the region and incorporate the diverse perspectives and vision of the Santa Clara community.

As property owners in the Station Area and the agency responsible for planning and constructing BART Silicon Valley Phase II, VTA will work in partnership with the City of Santa Clara on the Station Area Specific Plan including Plan preparation and community engagement. The purpose of the Station Area Specific Plan is to establish a community-based vision to shape a vibrant transit hub. It will further guide future public and private investment in the Plan Area over a 25-30-year horizon. The Station Area Specific Plan will be a tool to advance the goals and policies set forth in Santa Clara General Plan 2035. The efforts of the Station Area Plan will build upon VTA's TOD best practices, and the goals and objectives established in VTA's Playbook for Santa Clara Station. The Station Area Specific Plan is funded by the Federal Transit Administration grant.

PROJECT SCOPE

The Station Area Specific Plan will focus on the area approximately within a half-mile radius of the station, within Santa Clara city boundary. The Specific Plan will be a regulatory document that will establish goals, policies, land use regulations, and standards for the development of public and private realm within the Plan Area.

Central to the preparation of the Specific Plan will be a comprehensive Community Engagement process to ensure that diverse perspectives are incorporated through engaging key interest groups and the broader community. Concurrently, the Station Area Task Force (SATF) will be established, bringing together representatives from the community to provide focused feedback at key project milestones.

The Plan will identify opportunities and constraints as it pertains to land use programming access to open space and parks, transportation, mobility and connectivity, infrastructure, and economics. These analyses will guide the development of a Vision Plan, which will serve as a framework to prioritize and guide the physical improvements in the Plan Area, and establish long-term goals and policies that reflect the aspirations of the Santa Clara community for the Station Area. This vision will serve as the foundation for generating alternative concepts, and ultimately a preferred concept.

The project team will develop a draft plan and a final plan that the community will have an opportunity to review and provide feedback on. For the adoption of the plan, an environmental review to ensure compliance with the California Environmental Quality Act (CEQA), aligning the project with environmental sustainability goals will be completed. The final stages will involve developing a detailed implementation and financing strategy, setting the stage for the tangible realization of the Station Area Plan.

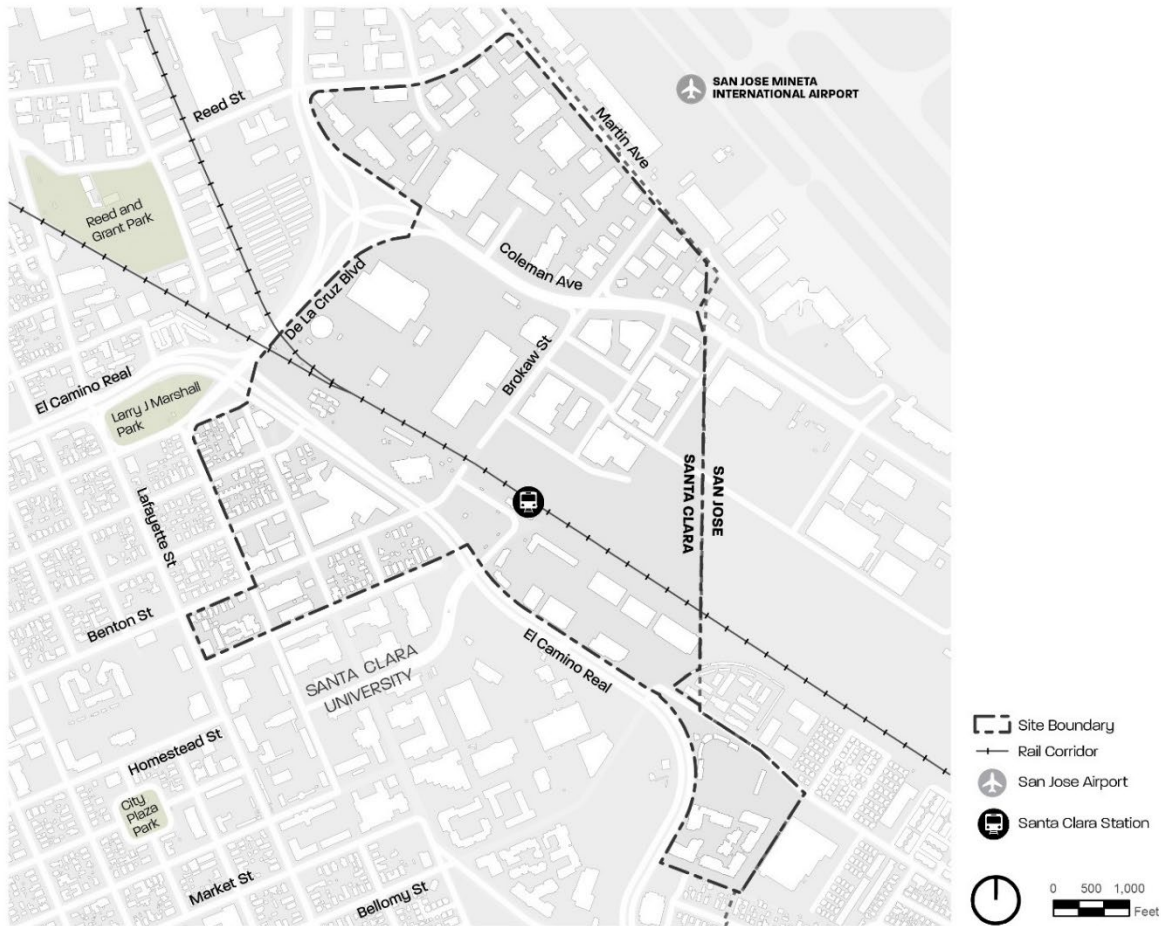


Figure 1: Station Area Specific Plan Boundary

PROJECT GOALS

The City of Santa Clara and VTA have collectively established the following project goals.

1. To create a plan that is desirable by the community, supported by the Council, and advances the goals of the General Plan.
2. A plan that people will be proud of. Get a buy-in from the community and property owners, not just the task force.
3. Create a lively destination and not just an industrial parking lot area.
4. Build a **symphony of stakeholders** to harmonize the regional perspective, partner to create an inclusive transit-oriented community.
5. **Uplifting the community voice** through equitable community outreach and innovative communication methods.
6. Leverage VTA's role as a relationship builder.
7. Improve station access, connectivity across the tracks to access amenities on the east side.
8. Connect Santa Clara University with the station area and to the east side, so that students can have access to the amenities on the east side.

02

**Place in the
Region**

REGIONAL CONTEXT

The City of Santa Clara is at the heart of Silicon Valley’s educational, technological, and industrial innovation in California’s 6th most populous county. The city is centrally located within the South Bay region and is well connected by Caltrain, Amtrak, ACE, Light Rail, freeways, and a future BART station. This makes the Santa Clara Station a critical piece of a regional puzzle. The Santa Clara Station Area Plan will play a crucial role in, simultaneously, aligning the vision for the Station Area with the broader regional goals, for transit connectivity, employment, and housing.

The proximity to San Jose Mineta International Airport further elevates the station's importance. Improving connectivity to the airport would significantly enhance the functionality and appeal of the station area, making it an even more vital component of the regional transportation infrastructure. This would ensure that the station area not only serves daily commuters but also caters to the broader needs of regional and international travelers.

The strategy of creating a mixed-use district combined with robust transit options aligns with broader regional goals of reducing car dependency, enhancing quality of life, and addressing the region’s housing needs.

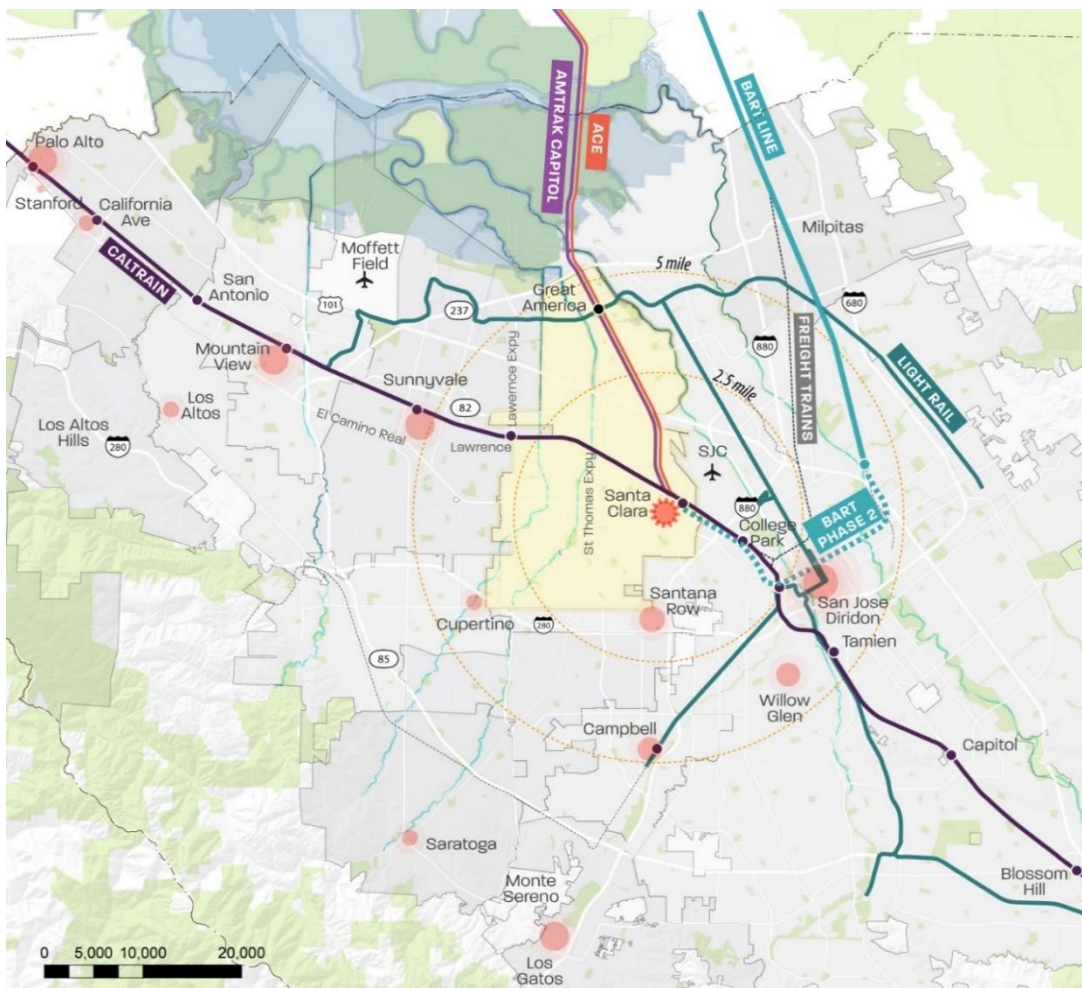


Fig 2: South Bay Regional Rail Connectivity

VTA'S VISION FOR THE REGION

The vision for the Santa Clara Station Area, as articulated in VTA's Playbook, emphasizes the development of a vibrant, accessible, and economically thriving transit-oriented community. This vision is particularly significant given the station's strategic location near an international airport, light industrial developments, downtown Santa Clara, and Santa Clara University. It is also adjacent to the rapidly developing mixed-use developments that include offices, residential spaces, and entertainment facilities.

VTA aims to transform the Santa Clara Station Area into a hub that not only supports high-density, mixed-use developments but also enhances connectivity. This will be achieved by integrating diverse housing options, including affordable housing, and creating a seamless multi-modal transportation environment that links the station area with surrounding neighborhoods. The goal is to foster an inclusive community where growth in job opportunities and housing availability can coexist without displacing current residents.

To realize this vision, the Santa Clara Station Area Plan will leverage existing plans and policies to promote sustainable urban growth and improve the quality of life through strategic public investments in place-making and infrastructure. This includes enhancing station access to improve connectivity for pedestrians and cyclists and supporting local economic development.

03

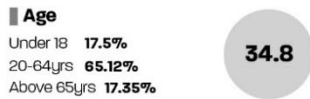
**Knowing the
Community**

DEMOGRAPHIC SNAPSHOT

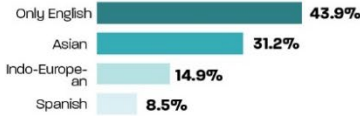
In 2022, the city of Santa Clara had a population of 126,920 with a median age of 34.8 and a median household income of \$158,614, significantly higher than the state. The largest ethnic group in the city at 51.95% is Asian followed by a 28% White population in contrast to a majority Hispanic (40.3%) in California. About 65.6% of the population have at least a bachelor's degree and 43.9% speak only English at home with Asian and Pacific Island languages dominant in non-English households.

Fig 3.1: Demographic Snapshot (US Census Bureau, ACS 1-yr Estimate 2022)

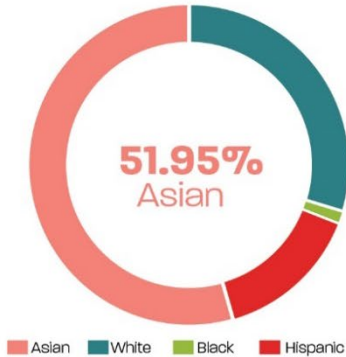
Santa Clara City



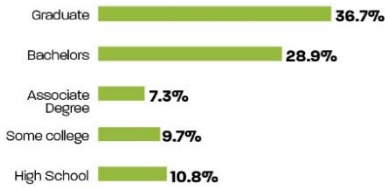
Language Spoken at Home



Race and Ethnicity



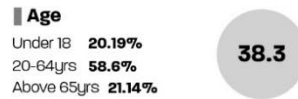
Educational Attainment



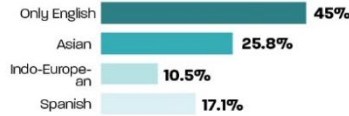
Income



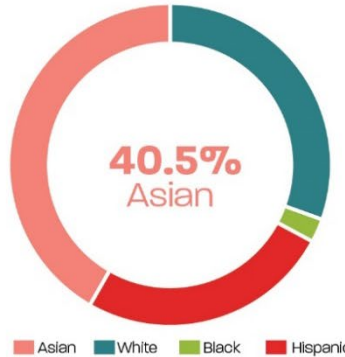
Santa Clara County



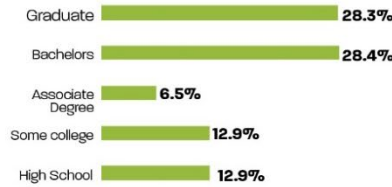
Language Spoken at Home



Race and Ethnicity



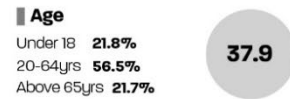
Educational Attainment



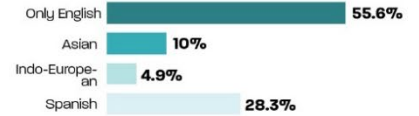
Income



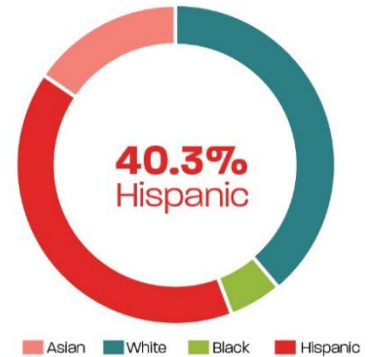
State of California



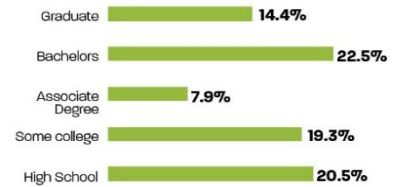
Language Spoken at Home



Race and Ethnicity



Educational Attainment



Income



*Below Poverty Level is defined by Census as individuals whose income falls under the Federal Poverty Threshold which in 2022 was \$13,590.

POPULATION DENSITY

A significant portion of the population resides south of the railway corridor. This is due to the largely residential and mixed-use character closer to Santa Clara University and the historic Old Quad neighborhood. The largely light industrial, office, mixed-use and vacant area to the North of the rail corridor sets the foundation for envisioning a higher intensity and transit-focused Station Area.

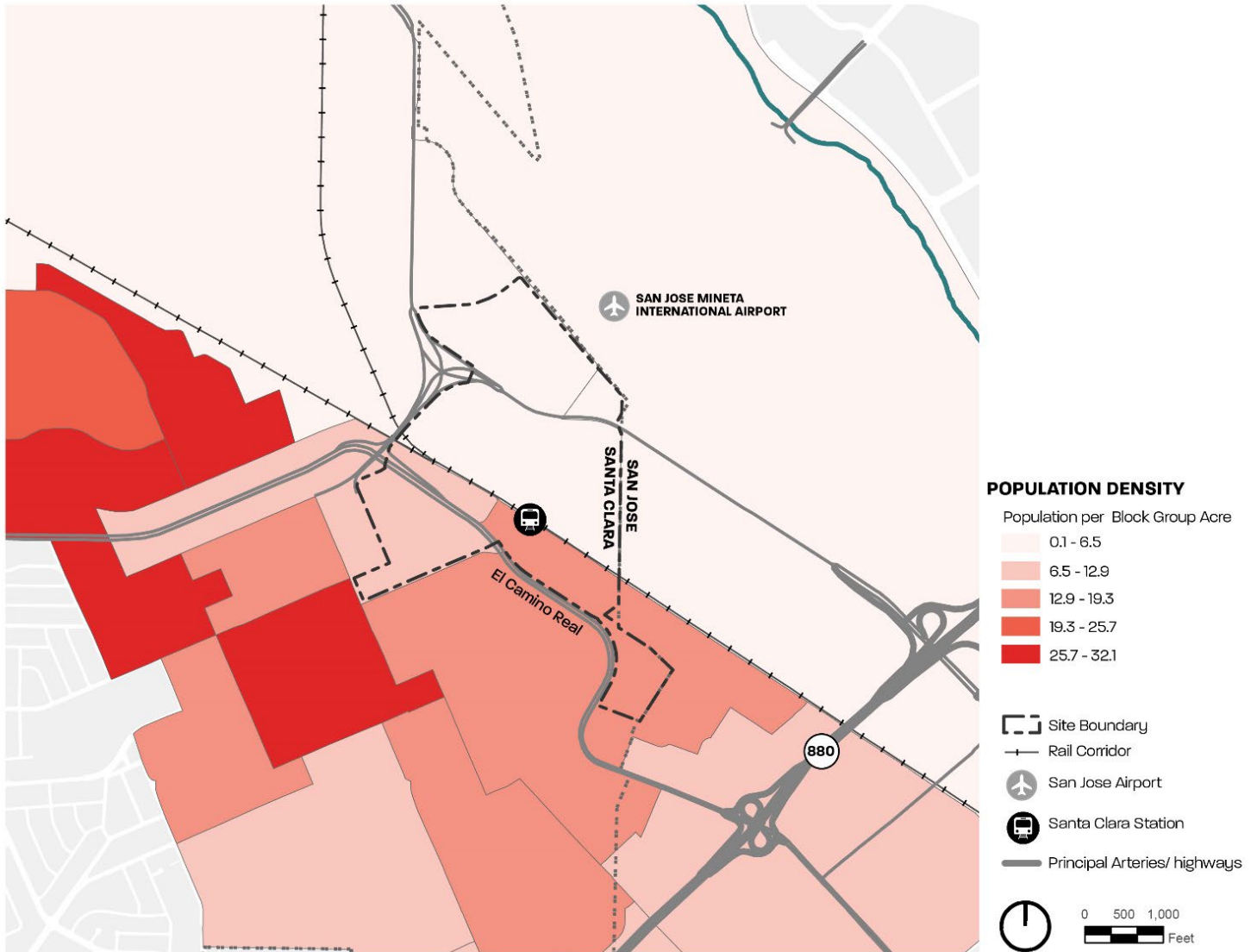


Fig 3.2: Population Density in and around the Station Area (US Census Bureau, ACS 1-yr Estimate 2022)

EMPLOYMENT DENSITY

An analysis of employment density reveals how and where employment uses are arranged around the Study Area, which helps inform which properties could be redeveloped or intensified as part of the Santa Clara Station Area Specific Plan. The employment density analysis in this section uses recent tenant data provided by the real estate data service provider CoStar. Based on this data, **Figure 3.3** shows the location of businesses by employment size and **Figure 3.4** shows the distribution of employment by industry groups, along with the locations of major establishments in the Station Area. Key findings from this analysis are described below.

The Station Area comprises a smaller share of the city’s total employment than total establishments, indicating that the majority of establishments in the Station Area are small firms. The Station Area has 3,500 employees or 2.5 percent of the total employment in Santa Clara¹, but the Station Area comprises 4.2 percent of the total establishments in the city of Santa Clara². Out of 200 establishments in the Station Area, 167 (84 percent) are small firms which have ten employees or fewer. There are sixteen firms hiring between 11 to 25 workers, nine between 26 and 50 employees. Such smaller firms represent employment across a variety of industry sectors in the Station Area as shown in **Figure 3.4**.

Only five out of 200 establishments in the Station Area hire more than 100 employees. Most large firms in the Station Area represent Manufacturing, Educational Services or Retail sectors, while major establishments of other industry sectors typically have fewer than 100 employees. The top five establishments in the Station Area by employment are:

- Apple (Advanced Manufacturing, 1000 employees)
- Santa Clara University (Educational Services, 500 employees)
- MACOM (Advanced Manufacturing, 301 employees)
- Costco Wholesale (Retail, 201 employees)
- Elastics Cloud (Advanced Manufacturing, 129 employees)

The majority of large establishments, including three out of the five mentioned above are located on El Camino Real, while the others are on Brokaw Road (Apple) and Coleman Avenue (Costco), as shown in **Figure 2**.

Nearly all of the employment in the Station Area is concentrated along three roads – the El Camino Real, Brokaw Road and Coleman Avenue as shown in Figure 3.3. Establishments located on El Camino Real, Brokaw Road and Coleman Avenue represent 85 percent of the total employment in the Station Area. The El Camino Real supports a total of 1,300 workers which comprise nearly 40 percent of Station Area employment. Establishments located on Brokaw Road employ more than 1,100 workers or 32 percent of Station Area employment. Firms on Coleman Avenue employ 570 workers or 16 percent of the Station Area’s total employment.

Major employment clusters in the Manufacturing, Education Services, Professional, Scientific and Technical Services (PSTS), Accommodation and Food Services and Finance and

¹ The city of Santa Clara has 137,940 employees in 2024 based on Tenant Portal data from CoStar.

² The city of Santa Clara has 4,674 establishments and the Station Area has 200 establishments in 2024 based on Tenant Portal data from CoStar.

Insurance sectors are located on El Camino Real within the Study Area, as shown in Figure 3.4. Santa Clara University accounts for about 504 jobs. There are three high-tech manufacturing companies representing a total of 470 employees³. Other major industry clusters include PSTS employment (139 jobs), Finance and Insurance (64 jobs), Information (40 jobs), Arts, Entertainment and Recreation (33 jobs) and Accommodation and Food Services (30 jobs).

Apple, the largest establishment in the Station Area with about 1,000 employees is located on Brokaw Road, as shown in Figure 3.3. Other than Apple, establishments on Brokaw Road tend to be much smaller, with, on average, fewer than 30 employees.

On Coleman Avenue, Costco, the only major regional retail destination and the fourth largest employer in the Station Area, accounts for more than 200 employees as shown in Figure 3.4. Apart from retail, there are about 60 employees each in PSTS and Health Care and Social Assistance businesses located on Coleman Avenue. Firms with more than 30 employees in this area include Caregivers with 50 Health Care and Social Assistance employees (see Figure 3.4) and Bayside Patrol and Investigations with 31 PSTS workers.

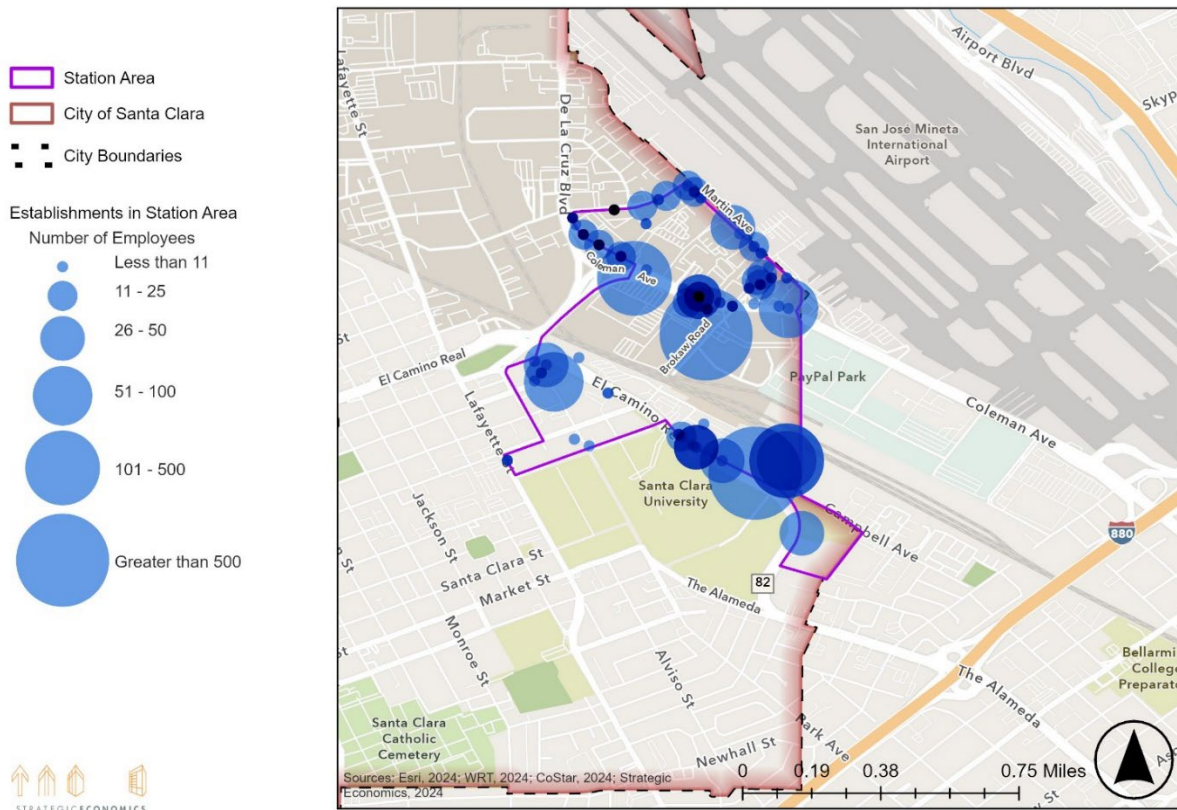


Fig 3.3: Establishments by Employment Size in the Santa Clara Station Area (SCSA), 2024

³ These include Elastic Cloud hiring 129 people, MACOM hiring 301 people and SI-Bone hiring 40 people in 2024, according to CoStar.

Fig 3.4: Employment by Industry Group in Santa Clara Station Area (SCSA) and the City of Santa Clara, 2024

NAICS Industry Sector	Number of Employees	Share of Total Employees	Largest Employers*		
			Establishment	Number of Employees	Street
Manufacturing	1,528	44%	Apple	1000	Brokaw Rd
			MACOM	301	El Camino Real
			Elastics Cloud	129	El Camino Real
Educational Services	530	15%	Santa Clara University	504	El Camino Real
Retail Trade	302	9%	Costco	201	Coleman Ave
			Lexus of Stevens Creek	50	Martin Ave
Professional, Scientific, and Technical Services	214	6%	Propel PLM	89	El Camino Real
Construction	181	5%	San Jose Construction	75	Coleman Ave
Other Services (except Public Administration)	143	4%	The Bill Willson Center	92	The Alameda
Administrative and Support and Waste Management and Remediation Services	90	3%	Richmar Associates Inc	10	Brokaw Rd
Accommodation and Food Services	83	2%	Fiorillo's	30	El Camino Real
			Progressive	37	El Camino Real
Finance and Insurance	70	2%	Bank of America	27	El Camino Real
			Caregivers	50	Coleman Ave
Unclassified**	58	2%	-	-	-
Management of Companies and Enterprises	53	2%	-	-	-
Others***	-	0%	-	-	-
Total	3,480	100%			

Notes:

*Data on Major Establishments was extracted from the CoStar Tenant Portal, which provides the most comprehensive source of information for the Station Area's employment. Although this data is updated regularly, it still lags in recording the most up to date on-ground conditions resulting in an incomplete dataset. As a result, employment for several tenants have remained blank, preventing Strategic Economics from identifying major establishments for the last three NAICS Industry Sectors (Unclassified, Management of Companies and Enterprises and Others)

**Unclassified includes employment in businesses whose industry sectors are not classified in the CoStar Tenant Portal

***Others includes Industry Sectors making up one percent or less of the SCSA Employment in 2024, including Wholesale Trade; Arts, Entertainment, and Recreation; Transportation and Warehousing; Utilities; Mining, Quarrying, and Oil and Gas Extraction; Real Estate and Rental and Leasing; Agriculture, Forestry, Fishing and Hunting; Information; and Public Administration

Sources: CoStar, 2024; Strategic Economics, 2024;

SITE CONTEXT

The station area is located in the southeast part of the City of Santa Clara, immediately adjacent to San Jose city boundary. It is flanked by the San Jose Mineta International Airport to the north and Santa Clara University to the south. The rail corridor cuts through the area, connecting Santa Clara to the larger Bay Area. Franklin Street is envisioned as the “spine” of the region that connects the Station Area to Downtown and the area north of the rail corridor.

The station itself serves as an important node, with the convergence of major regional lines by various transit operators such as Caltrain, ACE, Amtrak, BART, and VTA. Immediately adjacent to the Caltrain/ACE Station is the planned BART Phase II Santa Clara Station (at-grade) and the future BART Maintenance Facility (formerly the Newhall Railyard). The Santa Clara Station is also the end of the line for VTA's BART Phase II Extension.

Some key development projects already underway in the Station Area include Gateway Crossings (Hunter/Storm) at 1205 Coleman Avenue, mixed-use housing/retail at 575 Benton Street, and the Coleman Highline (the development’s parking structure is located in the City of Santa Clara). In addition, development projects are underway nearby in adjacent properties located within the City of San Jose’s jurisdiction.

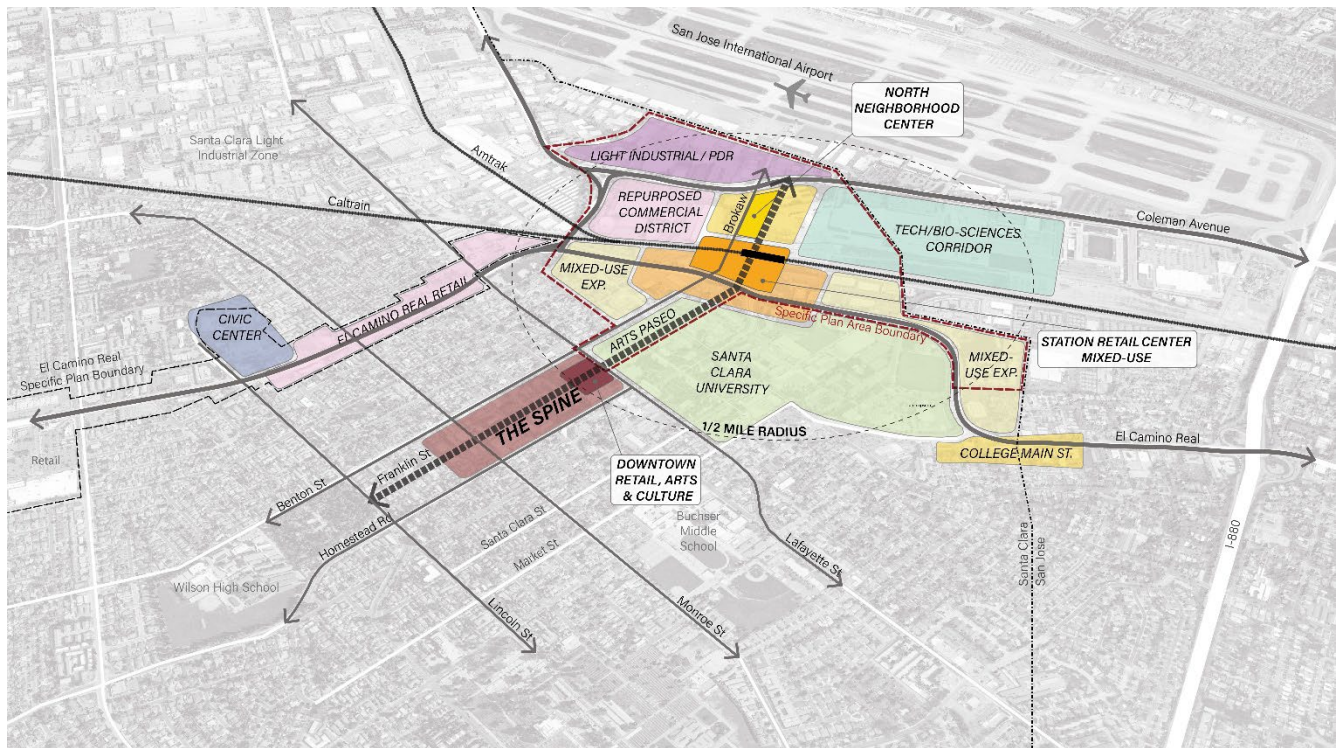


Fig 4.1: Station Area Context



Santa Clara Station

CHARACTER AND URBAN FORM

The Station Area is characterized by two distinctly different development patterns on either side of the railroad tracks. The area north of El Camino Real comprises of a mix of light industrial uses, large format retail, strip commercial, mixed use residential and some tech R&D. The San Jose Mineta international Airport has a dominating presence right outside the Plan Area and will be a major consideration for how future development occurs. The development pattern in the northern area is typical of the type of light industrial and commercial uses, with large parcel sizes, large building footprints surrounded by expansive swaths of parking lots and very few connected streets that don't lend themselves to a walkable environment. Coleman Avenue, which serves as a major east-west connector is an auto-oriented street but offers opportunities for transforming it to a multi-modal street. Brokaw Street is an important north-south connector, as the only street that goes across the railroad tracks through an underpass; and eventually connects with downtown Santa Clara.

In contrast to the north side, the area south of El Camino has a land use mix that is comprised of residential neighborhoods including the Old Quad neighborhood with a mix of single family and multifamily residences, downtown, and Santa Clara University. The streets form a grid pattern lending themselves to a more walkable environment.

Several preschools dot the adjacent neighborhood while cultural centers such as the SES Portuguese Hall of Santa Clara, El Salon Eventos and the Leavey event center serve as important community assets, in addition to historic markers such as De Saisset Museum and Mission Santa Clara De Asis located at the heart of the University.

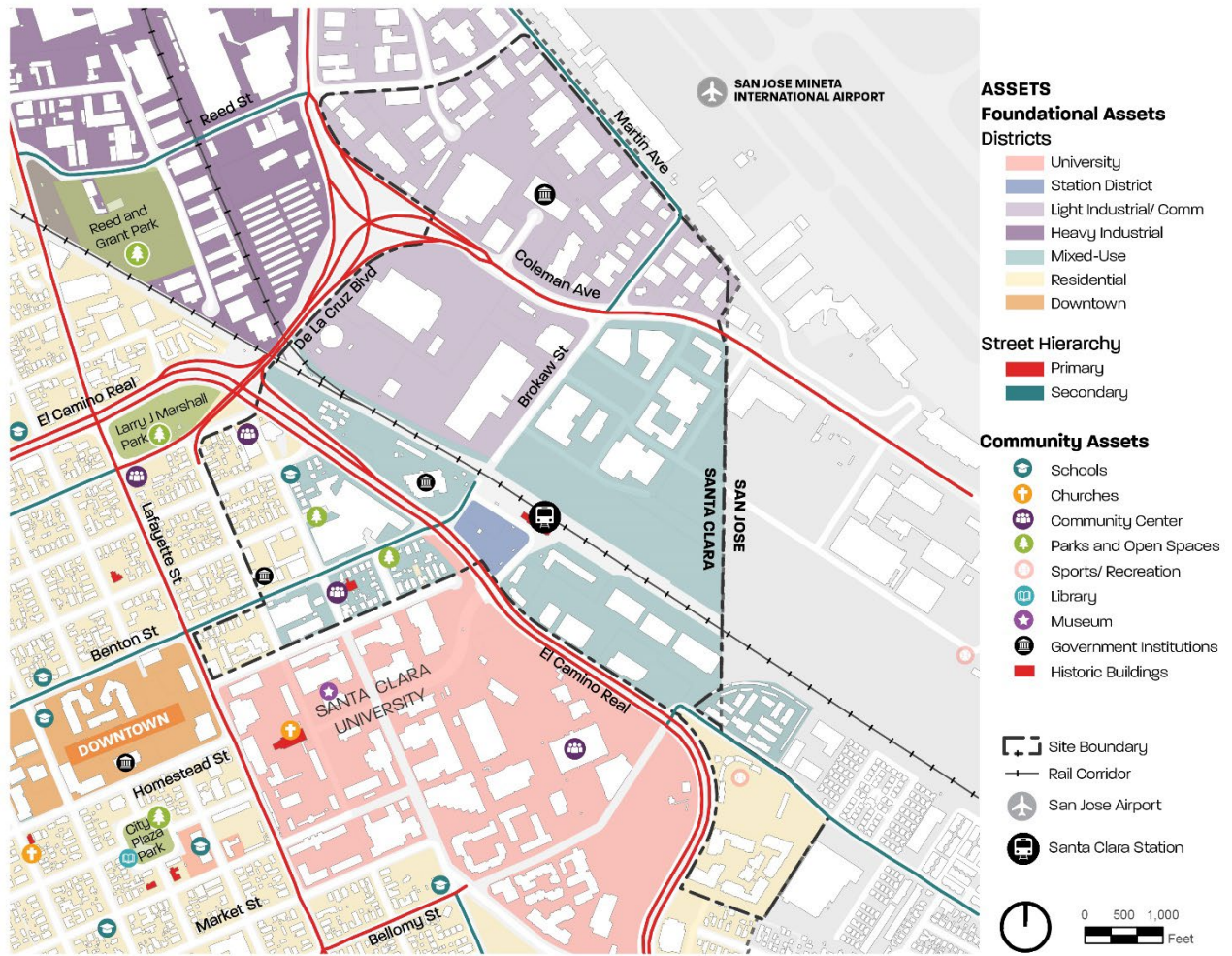


Fig 4.2: Urban Form (City of Santa Clara)

HISTORIC RESOURCES

A few historic resources are located in the Station Area. These are mainly located to the south of El Camino Real. A key historic resource is the Santa Clara Station building.

The Mills Act is a state-sponsored economic incentive program offering a reduction in property taxes for owners of "qualified historical properties" who pledge to preserve, restore, rehabilitate, and maintain the historical and architectural character of their properties (*City of Santa Clara*).



Fig 4.3: Historic Resources (City of Santa Clara)

PARCEL OWNERSHIP

The land ownership pattern in the Station Area is predominantly private, with the city and the VTA owning several large parcels near the station itself. Immediately adjacent to the Plan Area, Santa Clara University is major landowner holding parcels designated for student and staff housing close to the university.

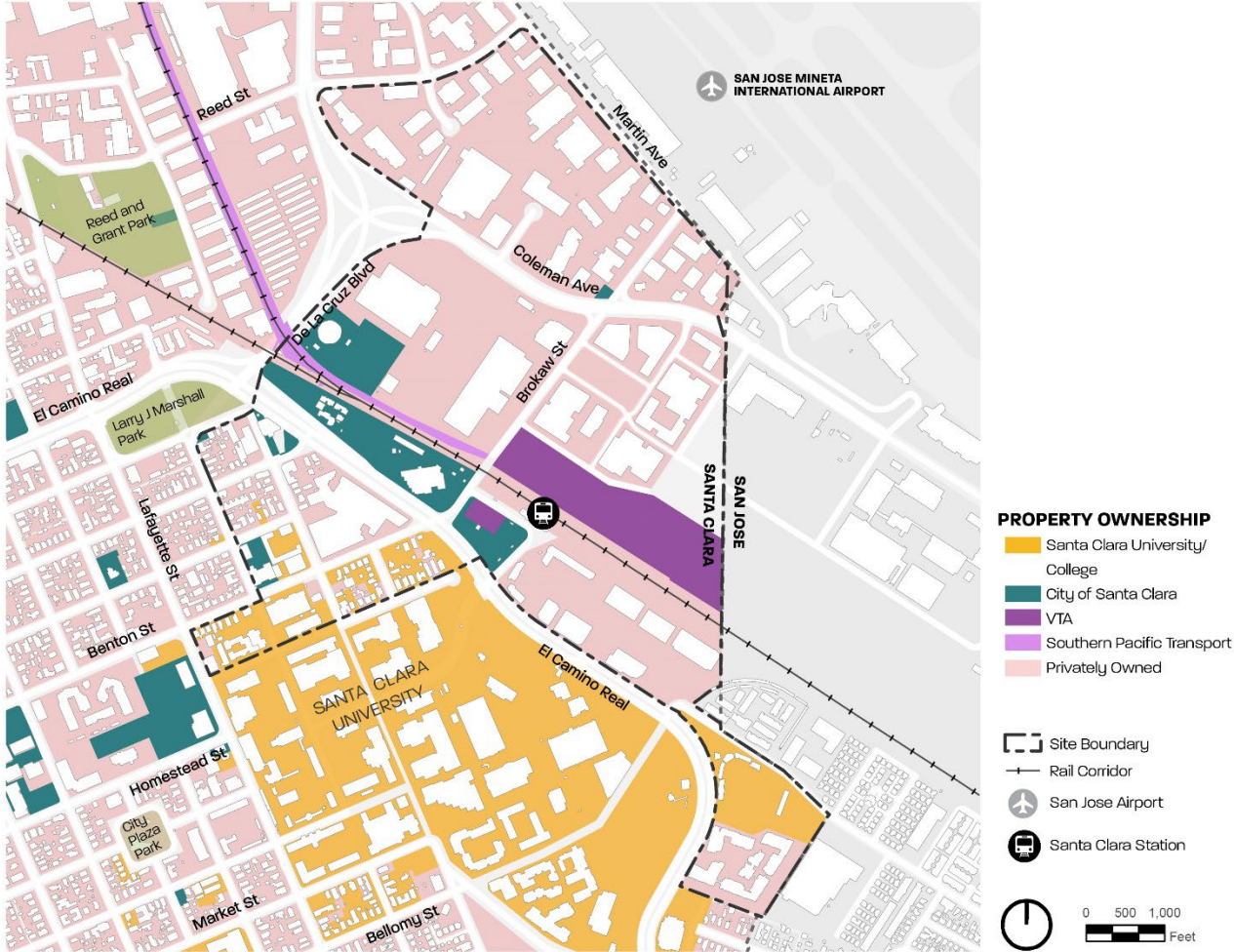


Fig 4.4: Parcel Ownership (City of Santa Clara, WRT)

UNDERUTILIZED PARCELS

Strategic Economics recommends eliminating parcels with little to no redevelopment potential through qualitative analysis and visual inspection⁴ before proceeding with quantitative analysis of prospective opportunity sites. Once parcels with no redevelopment potential are eliminated, the remaining parcels can be carried forward for an analysis of Improvements to Land Value Ratio (ILR) to create three categories of redevelopment potential. Taking the steps described below will lead to a realistic estimate of opportunity sites and their redevelopment potential within the Station Area. **Figure 4.5** shows the final map of redevelopment potential for Station Area parcels after following the steps mentioned below.

STEP 1: Elimination of Parcels Before Quantitative Analysis

Eliminate the following parcels from consideration of opportunity sites. These parcels are currently occupied by uses which have little to no chance of redevelopment in the near future.

1. **All vacant parcels zoned for public/quasi-public use with a designated future development.** Parcels in this category have already been earmarked for projects such as the Santa Clara BART Station.
2. **All non-vacant parcels zoned for public/quasi-public use.** However, at a future date certain parcels in this category, such as those with the Police and Fire stations could become opportunity sites if these facilities were to move to a new location. If these facilities move, their former parcels will be considered surplus land under AB 1486 Surplus Lands Act which requires that qualified affordable housing developers have the first right to purchase this land. If no qualified developer buys any surplus site, then the city or other agency that owns the land could sell it to the highest bidder regardless of the intended use. But for the purpose of this analysis all current public/quasi-public properties are assumed to remain in their current use and would not be appropriate development sites.
3. **All non-vacant parcels that are not zoned for public/quasi-public use but are under institutional uses.** These include all parcels owned and operated by Santa Clara University, the USCIS Office, etc. Such parcels may be utilized in the future for institutional expansion and may not necessarily translate into opportunity sites for future housing.
4. **All non-vacant parcels with residential uses.** Such parcels can include both single family houses and multifamily buildings, as well as parcels where residential construction is underway. Many of the single-family homes in the Station Area contribute to the area's historic character and are therefore likely to be too valuable for a developer to purchase for redevelopment.
5. **All non-vacant parcels with commercial buildings that were built after 1985.** For a commercial building (office, retail or industrial), the functional life of a building is considered 50 years. Considering the BART Phase II Extension is expected to be completed by the year 2036, 1985 has been selected as the cutoff year where anything built after 1985 still has functional life, and anything built prior to 1985 may be functionally obsolete.

STEP 2: Determination of Redevelopment Potential Using ILR

⁴ Visual inspection is performed using photographs from the site visit on January 19, 2024, and Streetview images from Google Maps (accessed in April 2024)

After eliminating all parcels described in Step 1 above, the remaining parcels should be further analyzed using their Improvements to Land Value Ratio (ILR) which is the ratio of the value of improvements (buildings) on a parcel to its land value. Strategic Economics recommends the following ILR ranges to determine redevelopment potential for remaining properties.

- a. An ILR of less than 0.9 indicates a high chance of redevelopment since the building is worth less than the land.
- b. The Santa Clara Station Area is poised for development as a major Silicon Valley transportation hub, therefore, properties in its vicinity have potential for redevelopment and intensification could be redeveloped, even if improvement values are slightly higher than land values for any individual parcel. Therefore, parcels with ILR values between 0.9 and 1.5 are expected to represent a moderate chance of redevelopment.

An ILR of greater than 1.5 represents a low chance of redevelopment since building values are high enough to suggest that the building still has considerable economic value.



Fig 4.5: Parcel Utilization and Redevelopment Potential for Santa Clara Station Area Parcels

Notes: No qualifying parcel (post-elimination) had ILR above 1.5 and therefore none has been recorded as “Highly Utilized Parcel, Low Chance of Redevelopment”.

PARKS

Fig. 4.6 illustrates a half-mile radius or a ten-minute walkshed to parks near the Station Area. As can be observed, there is a scarcity of accessible parks north of the railroad. This also highlights the stark contrast in pedestrian experiences between the areas south and north of the railroad. The planned park within the 'Gateway Crossings' development aims to address this void once construction is completed, providing park access to the neighborhoods previously underserved by parks. It is also important to note the significant development planned in the area. Thus, providing more park spaces and ensuring quality access to them is crucial.

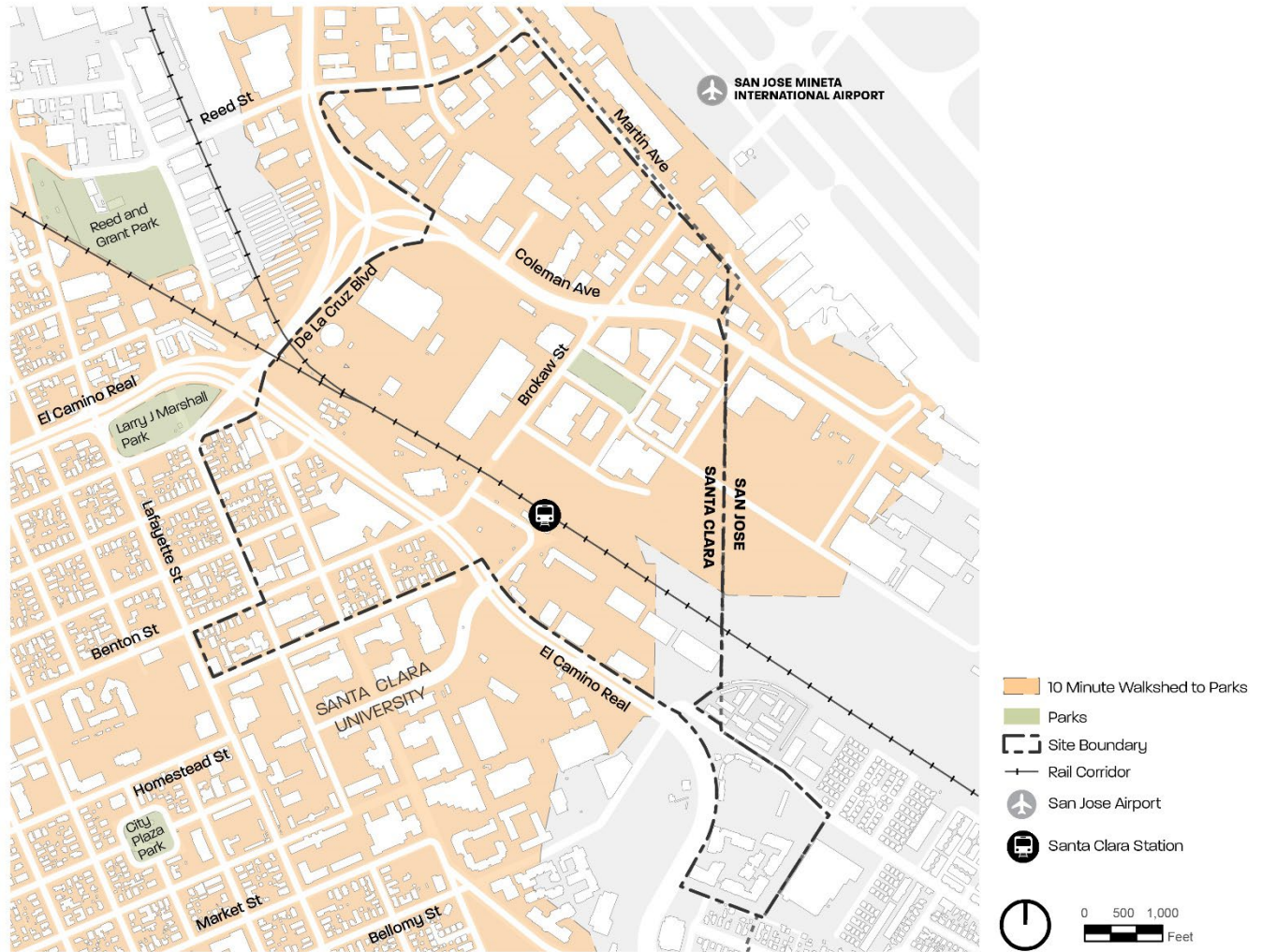


Fig 4.6: Ten Minute Walkshed to Parks (WRT)

ENVIRONMENTAL RISKS

Flood hazards, as determined by FEMA flood levels, assess at-risk flood areas and the likelihood of flooding, dividing them into three categories: a 0.2% annual chance of flooding, a 1% annual chance of flooding, and areas with reduced risk due to a levee. A majority of the site falls within the reduced risk area because of the presence of a levee, while the areas adjacent to the rail line are under a 1% annual chance of flooding.

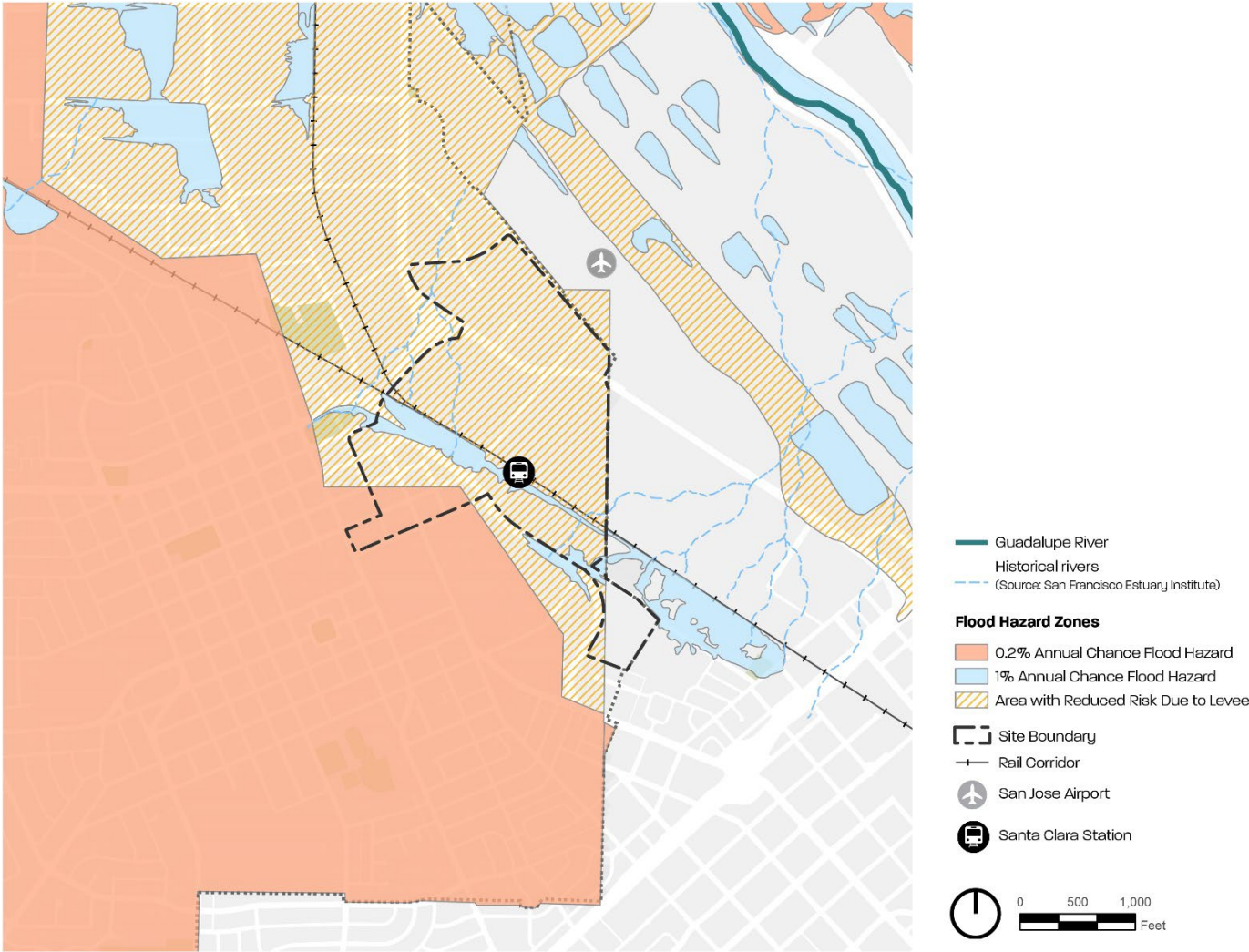


Fig 4.7: Flood Hazard Areas (City of Santa Clara)

05

**Regulatory Context
and Other Relevant
Plans**

GENERAL PLAN LAND USES

The Santa Clara General Plan envisions the Station Area as a diverse mix of land uses, segmented into three distinct zones. South of El Camino Real, the area's proximity to Santa Clara University influences its designation for a blend of low and medium-density residential uses, along with some mixed-use developments. The character is defined by scaled-down buildings in a walkable neighborhood that connects the station to the downtown core. A multi-modal "main street" is envisioned to connect the downtown core to the rest of the planning area (Fig. 5.2). North of El Camino Real, closer to the station, the land use transitions to predominantly public/quasi-public uses, with large parcels allocated for regional commercial and mixed-use areas. At the intersection of Brokaw Street and Coleman Avenue, construction is already underway for a very high-density mixed-use development, setting the stage for future growth in various uses within the adjoining areas. Beyond Coleman Avenue, the land is primarily envisioned for light industrial purposes, with pockets of regional commercial uses to support the surge in density associated with adjacent very high-density mixed-use areas.

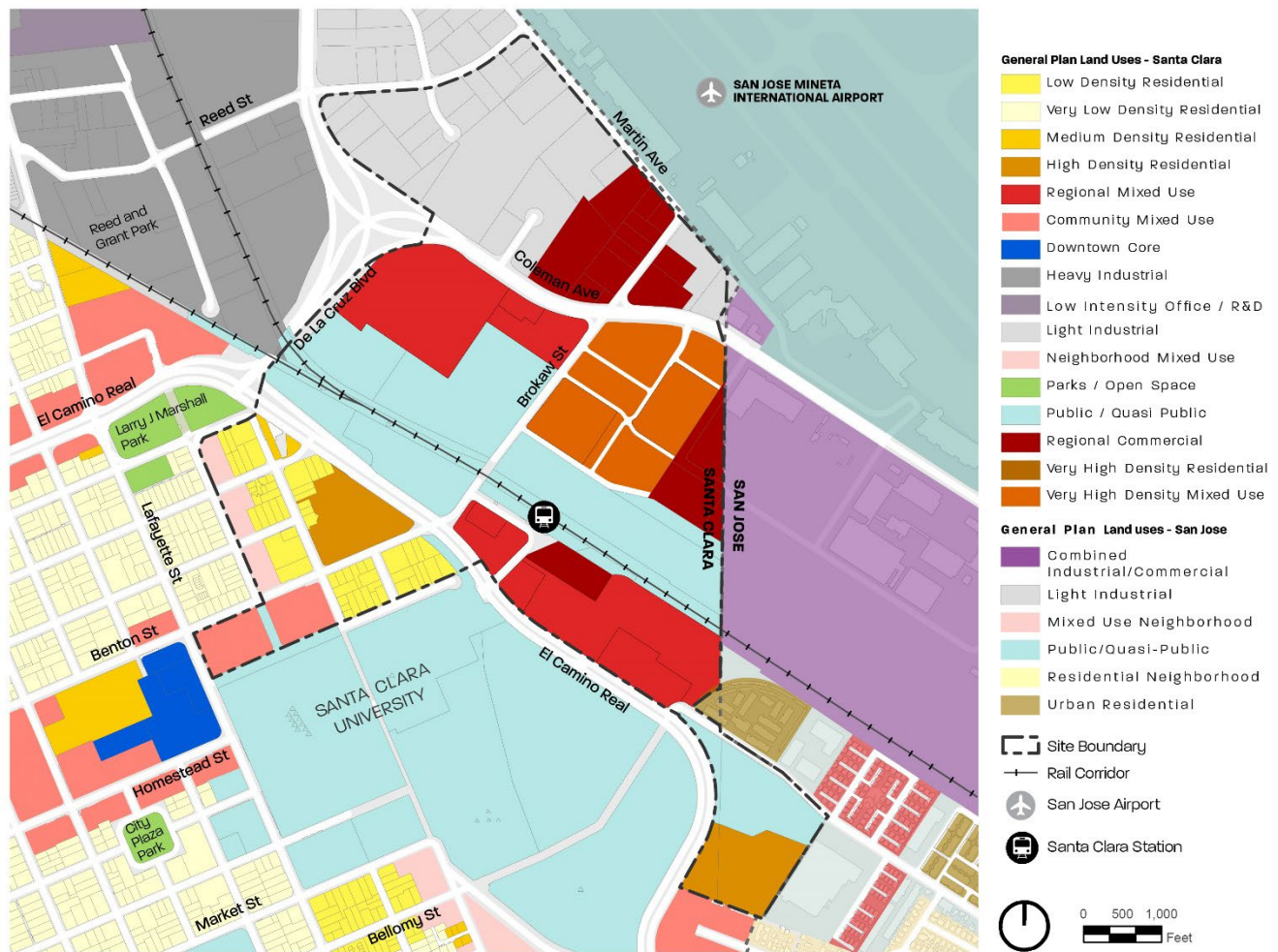
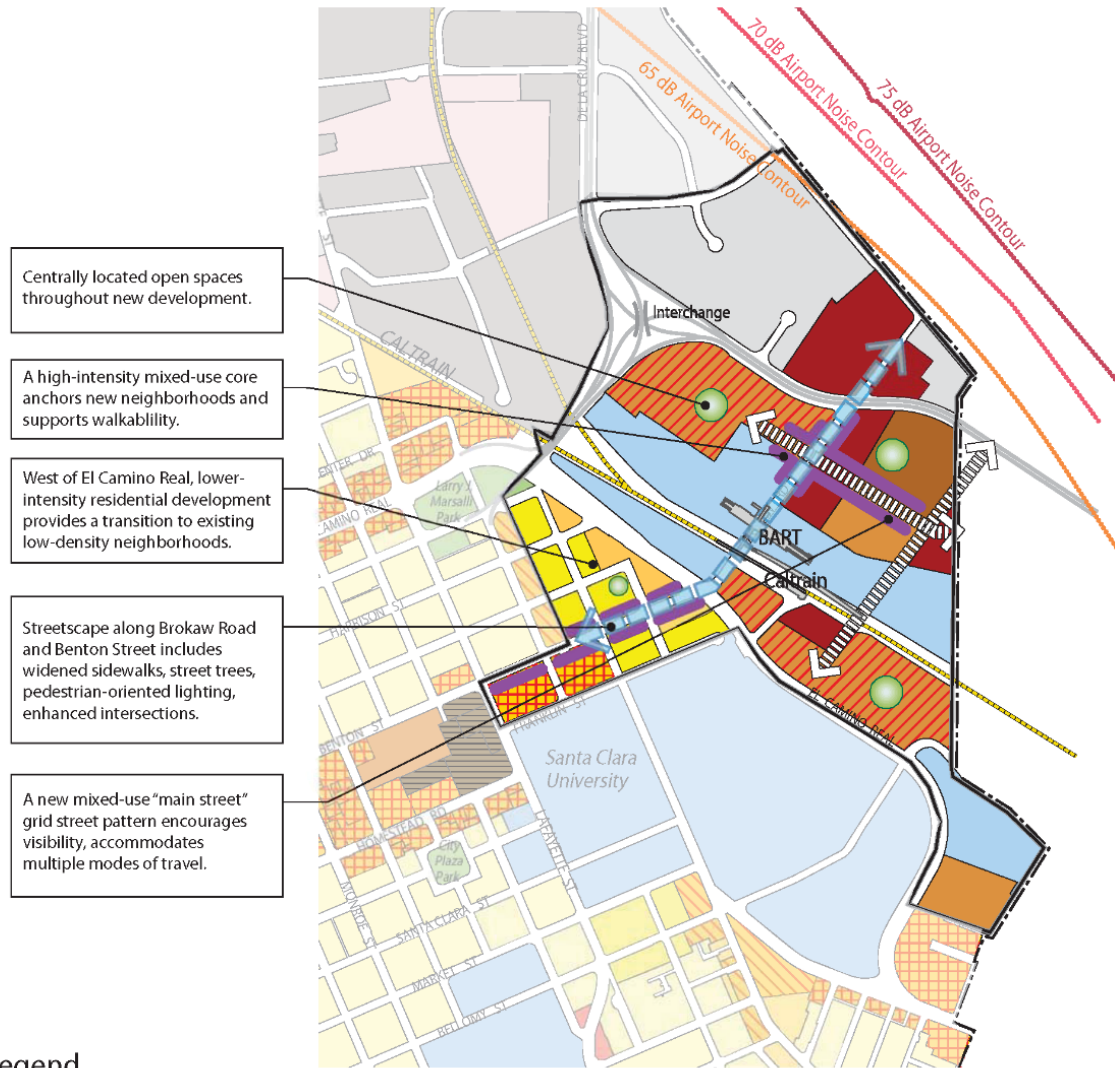


Fig 5.1: General Plan Land Uses (City of Santa Clara and City of San Jose)



Legend

Land Uses Within the Focus Area

- Santa Clara Station Low Density Residential (8-18 du/ac)
- Santa Clara Station Medium Density Residential (19-36 du/ac)
- Santa Clara Station High Density Residential (37-50 du/ac)
- Santa Clara Station Very High Density Residential (51-90 du/ac)
- Santa Clara Station Regional Commercial (up to 3.0 FAR) (with an emphasis on office and hotel uses)
- Santa Clara Station Regional Mixed Use (Santa Clara Station Regional Commercial + Santa Clara Station High Density Residential) (with an emphasis on residential and commercial uses)
- Santa Clara Station Community Mixed Use Commercial (up to 0.45 FAR + Santa Clara Station Medium Density Residential)
- Santa Clara Station Public/Quasi Public (Intensity based on policies 5.3.1, 5.5.1 and 5.9.2)
- Santa Clara Station Light Industrial (up to 0.6 FAR)
- City Limits



Urban Design Features

- Focus Area Boundary
- Potential Street
- Pedestrian Connection
- Pedestrian Orientation/Active Street Frontage
- Proposed Open Space (Not to scale)

Fig 5.2: Santa Clara Station Focus Area (City of Santa Clara General Plan 2010-35)

ZONING

The Zoning districts in the planning area range from low to mid-rise residential near the University to mixed use regional/neighborhood commercial destinations North of the rail corridor. Some light industrial uses are identified North of Coleman Avenue with some areas designated as Mixed-use Community Commercial.

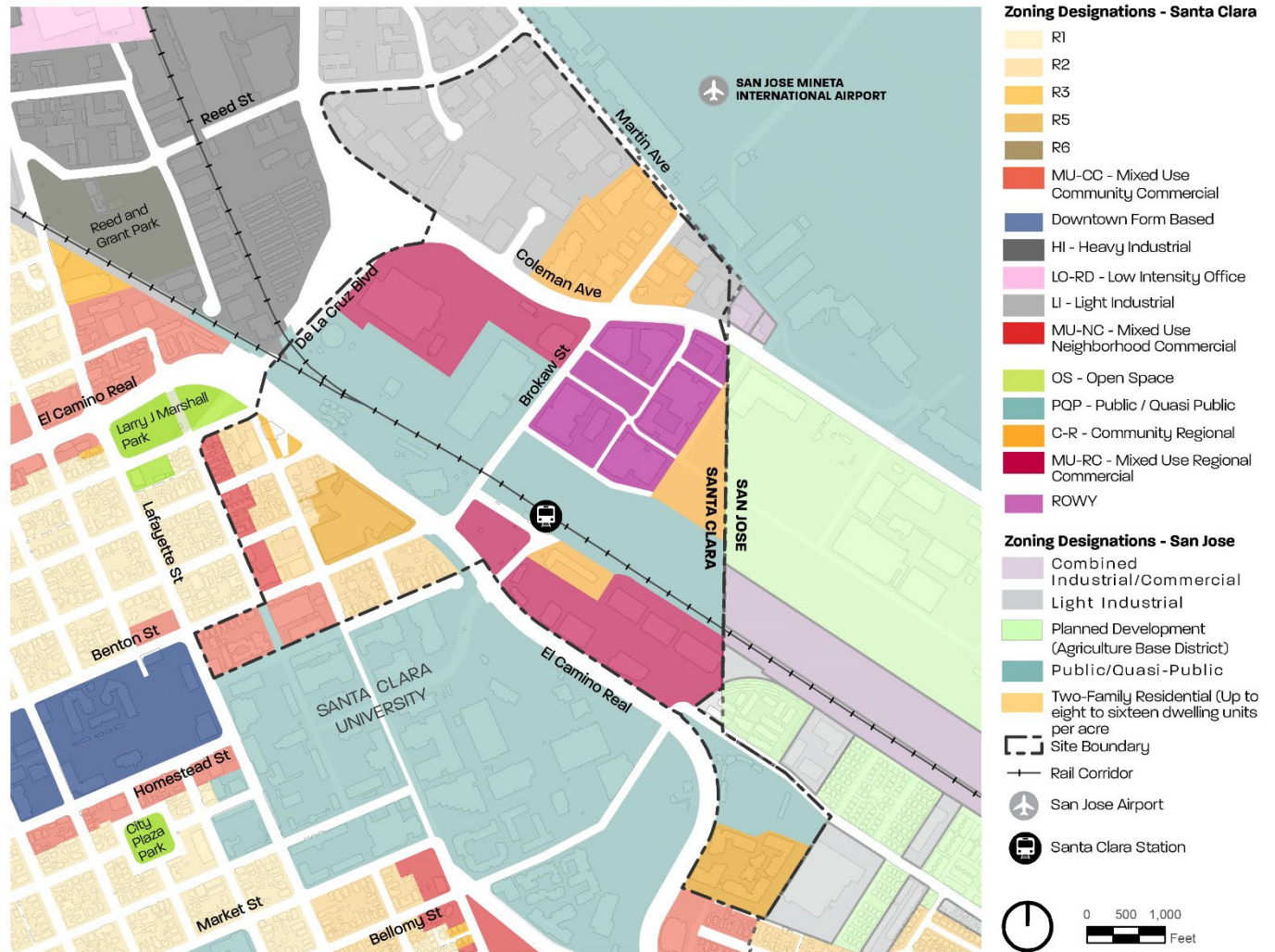


Fig 5.3: Zoning Designations (City of Santa Clara and City of San Jose)

HOUSING

The 2023-2031 Housing Element (adopted January 2023) indicates that Santa Clara City must meet a Regional Housing Needs Allocation (RHNA) of 11,632 units. This allocation includes 2,872 units for very low income, 1,653 for low income, 1,981 for moderate income, and 5,126 for above moderate-income households. To enhance the city’s housing site inventory and in preparation for the 7th Housing Element Cycle, the Housing Element anticipates that any development under the Station Area Plan will supplement these numbers.

Table 13.6-1 City of Santa Clara RHNA 2023-2031

<i>Income Group</i>	<i>Income Category (% AMI)</i>	<i>RHNA (Housing Units)</i>	<i>Percentage of Total Housing Units</i>
Very Low	<50%	2,872	25%
Low	50-80%	1,653	14%
Moderate	80-120%	1,981	17%
Above Moderate	>120%	5,126	44%
Total		11,632	100%

Source(s): Final Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031, Updated March 2022.

Note(s):

1 AMI = Area Median Income

2 Pursuant to AB 2634, local jurisdictions are required to project the housing needs of extremely low-income households (0-30% AMI) and consider this income group a subset of the very low-income category. In estimating the number of extremely low-income households, a jurisdiction can use 50% of the very low-income allocation or apportion the very low-income figure based on Census data.

Table 13.6-5 Sites to Meet the RHNA

<i>Site/Credit Type</i>	<i>Affordability Category</i>				<i>Total Capacity</i>
	<i>Very Low [30-50% AMI]</i>	<i>Low [50-80% AMI]</i>	<i>Moderate [80-120% AMI]</i>	<i>Above Moderate [above 120% AMI]</i>	
RHNA	2,872	1,653	1,981	5,126	11,632
Pending and Approved Projects	389	361	857	10,339	11,946
ADU Projection	102	102	102	34	340
Available Specific Plan Sites	2,888	2,143	2,465	314	7,810
<i>Tasman East Focus Area Specific Plan</i>	214	156	458	295	1,123
<i>Patrick Henry Drive Focus Area Specific Plan</i>	1,829	1,360	1,360	-	4,549
<i>Lawrence Station Area Plan</i>	845	627	647	19	2,138
Total	3,379	2,606	3,424	10,687	22,096
<i>Surplus</i>	18%	58%	73%	108%	73%

Fig 5.4: RHNA Projected Housing Need (Housing Element 2023-31, City of Santa Clara)

AFFORDABLE HOUSING

As of the most recent data available, there are only two affordable housing projects built in the project area over the last five years. The large parcel at 588 El Camino Real identified as “The Benton”, ten percent of the total 355 units is affordable housing. The other parcel is a single-family home located at Alviso and Harrison Street.

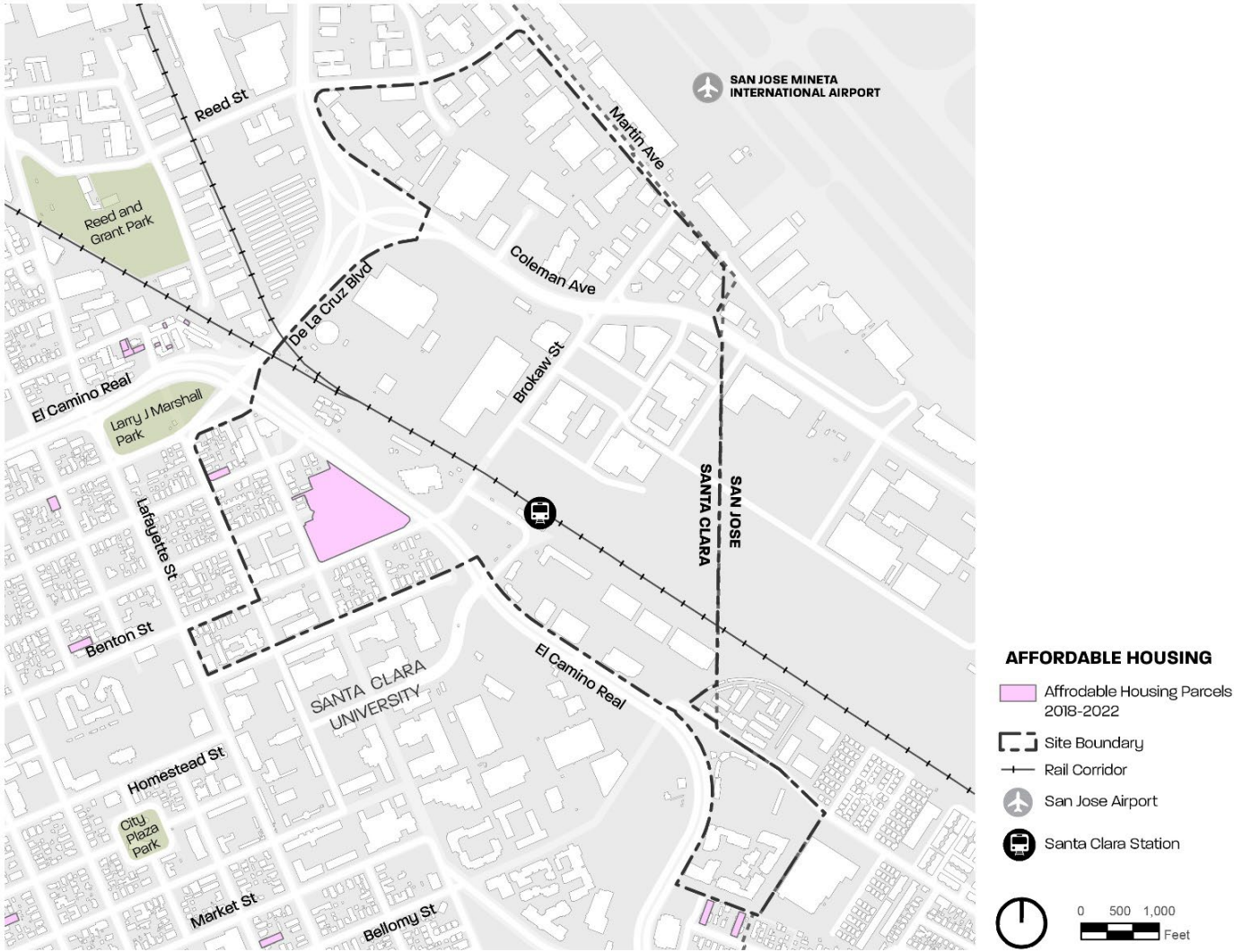


Fig 5.5: Affordable Housing Parcels (2018-2022) (City of Santa Clara)

SAN JOSE MINETA INTERNATIONAL AIRPORT IMPACTS

BUILDING HEIGHT CONSTRAINTS

As depicted in Fig. 5.6, where the lighter colors show that allowance of taller buildings and the darker tones, the limitations, as we progress closer to the airport. Overall, the building heights in the region will need to recede from South-west to North-east direction as approach closer to the airport. Height limits range from a low of 125 feet to a maximum of 250 feet with a majority of the planning area lying between the 200 to 250 feet range of height limits.

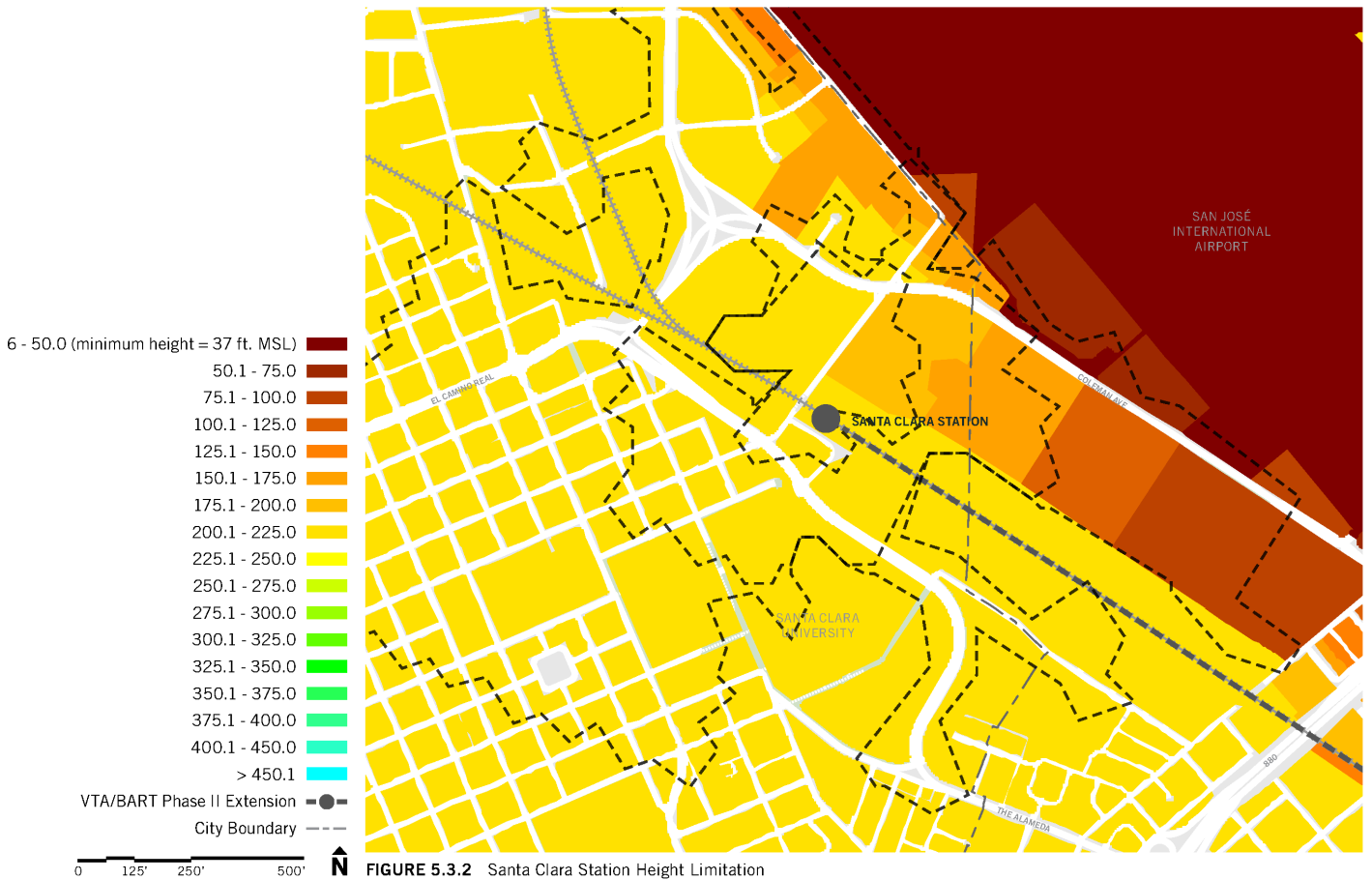


Fig 5.6: Building Height Limits (VTA Playbook: Appendix A- Background Conditions Report)

NOISE CONTOURS

With the proximity to the airport come the challenges associated with development around the area. While most of the station area boundary lies beyond the 60 dB noise region, the northern part of the planning area may fall within the 60-65 dB noise levels which means it does not pose any major risks and is generally considered safe⁵ by the U.S. Department of Health and Human Services.

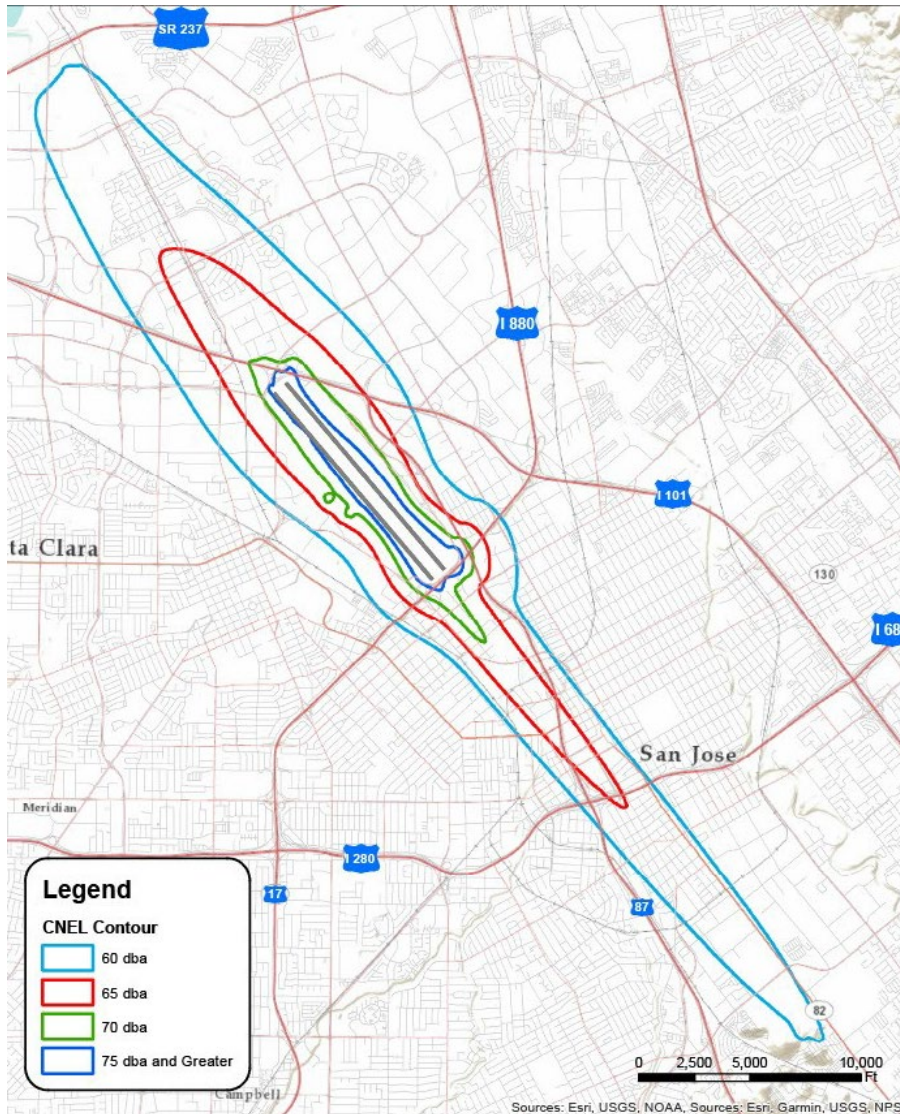


Fig 5.7: Noise Contour Plan 2037 (2037 CNEL Contours Airport Master Plan)

⁵ U.S. Department of Health and Human Services. (n.d.). *Do you know how loud is too loud?*. National Institute of Deafness and Other Communication Disorders. <https://www.nidcd.nih.gov/news/2020/do-you-know-how-loud-too-loud#:~:text=Sounds%20at%20or%20below%2070,Normal%20conversation%3A%2060%2D70%20dB>

OTHER RELEVANT PLANS

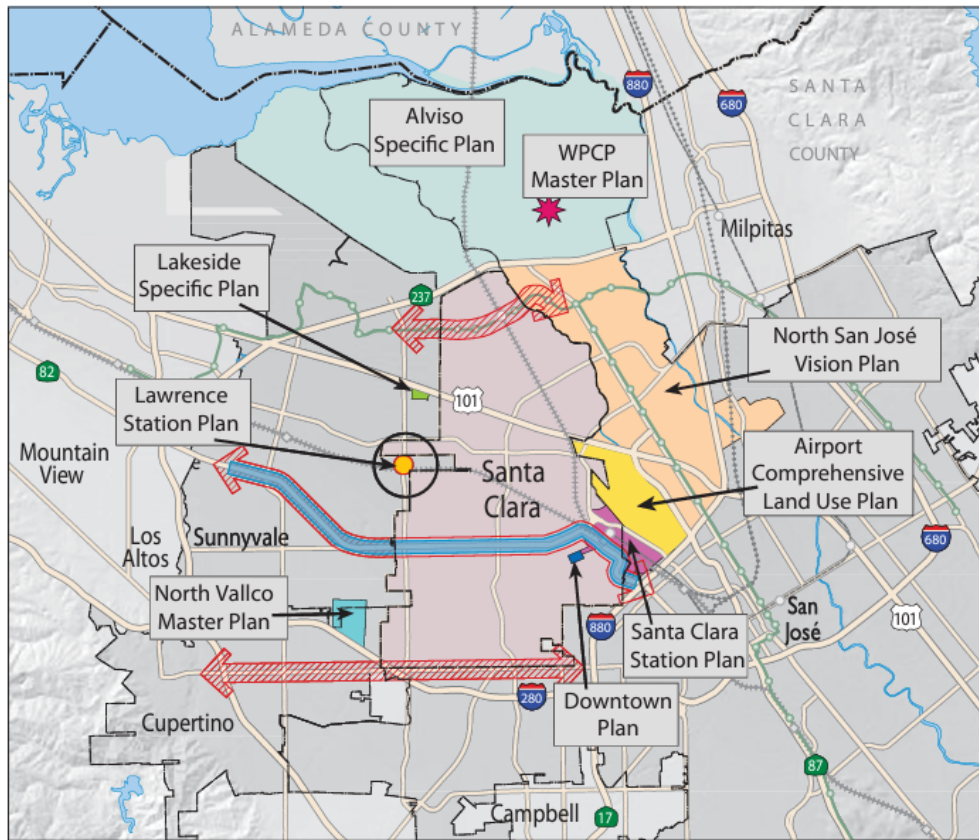
Santa Clara Downtown Precise Plan: The Downtown Precise Plan (Adopted December 2023), is aimed at revitalizing Santa Clara's downtown, a 10-block area historically significant yet underutilized since the 1960s following the demolition of its historic main street fabric. This plan envisions re-establishing a vibrant urban center, emphasizing the creation of a pedestrian-oriented spine along Franklin Street. The plan's focus is to restore the downtown to a bustling community hub, drawing residents, visitors, and businesses back to an area that has long been seen as a missed opportunity.

Santa Clara Pedestrian Master Plan: The Pedestrian Master Plan (Approved February 2020) aims to transform Santa Clara into a more walkable community. It provides a comprehensive blueprint to enhance safety, comfort, and convenience for pedestrians of all ages and abilities. Additionally, the plan identifies nine Priority Pedestrian Zones across Santa Clara, which are areas with significant potential for increased walkability. Priority zones identified to the south of El Camino Real highlight the need for the Station Area Plan to extend these pedestrian improvements northward, planning for future development.

El Camino Real Specific Plan (Draft): This plan aims to address the transformation of El Camino Real from an old highway corridor into a human-scale, pedestrian-friendly boulevard. The initiative is part of a broader effort to enhance the thoroughfare's role as both a regional transportation route and a local, pedestrian-oriented environment. This plan also recognizes the importance of integrating El Camino Real seamlessly with the surrounding urban fabric, improving accessibility and connectivity for pedestrians and cyclists while maintaining its essential function as a major transportation artery.

Lawrence Station Area Plan: The Lawrence Station Area Plan (Adopted in November 2016) shares a similar industrial character with the Santa Clara Station Area and is the next stop on the Caltrain line. This proximity and resemblance of character present an opportunity to use the lessons learned at Lawrence Station as a guiding factor for planning at Santa Clara Station.

The Airport Land Use Compatibility Plan (Adopted March 2024) will also define land uses and building heights North of El Camino Real as a part of Station Area Specific Plan.



- City of Santa Clara
- Cities of Cupertino, San José and Sunnyvale
- Airport Comprehensive Land Use Plan area
- Santa Clara Station Plan area
- Downtown Plan area
- North San José Vision Plan area
- Alviso Specific Plan area
- Lakeside Specific Plan area
- Water Pollution Control Plant (WPCP) Master Plan
- FOCUS Priority Development Areas
- El Camino/Grand Boulevard Initiative area
- BART (proposed)
- VTA Light Rail
- Caltrain
- ACE Capitol
- Lawrence Station Plan area*

Fig 5.8: Adjacent Planning Areas (Santa Clara General Plan 2035)

06

**Mobility and
Transportation**

STREET HIERARCHY

The Plan Area is confined to a zone with limited access, being bound by De La Cruz Boulevard, San Jose Airport, I-880 and the existing rail alignment that bisects the station study area along the northwest-southeast axis. The existing railroad tracks and future BART tracks create significant barriers for access between the north and south sides of the project area. In addition, the industrial districts north of Caltrain tracks are devoid of streets and connectivity. Re-establishing a street grid is of utmost importance to weave connections across both sides of the Caltrain and BART tracks.

Approximately 85 percent of people commute using vehicles (e.g., drive alone or carpool) in Santa Clara, and about 5 percent of the households have no vehicles. El Camino Real carries about 28,600 daily traffic volumes near Brokaw Street, including about 1,700 vehicles during peak hour.⁶

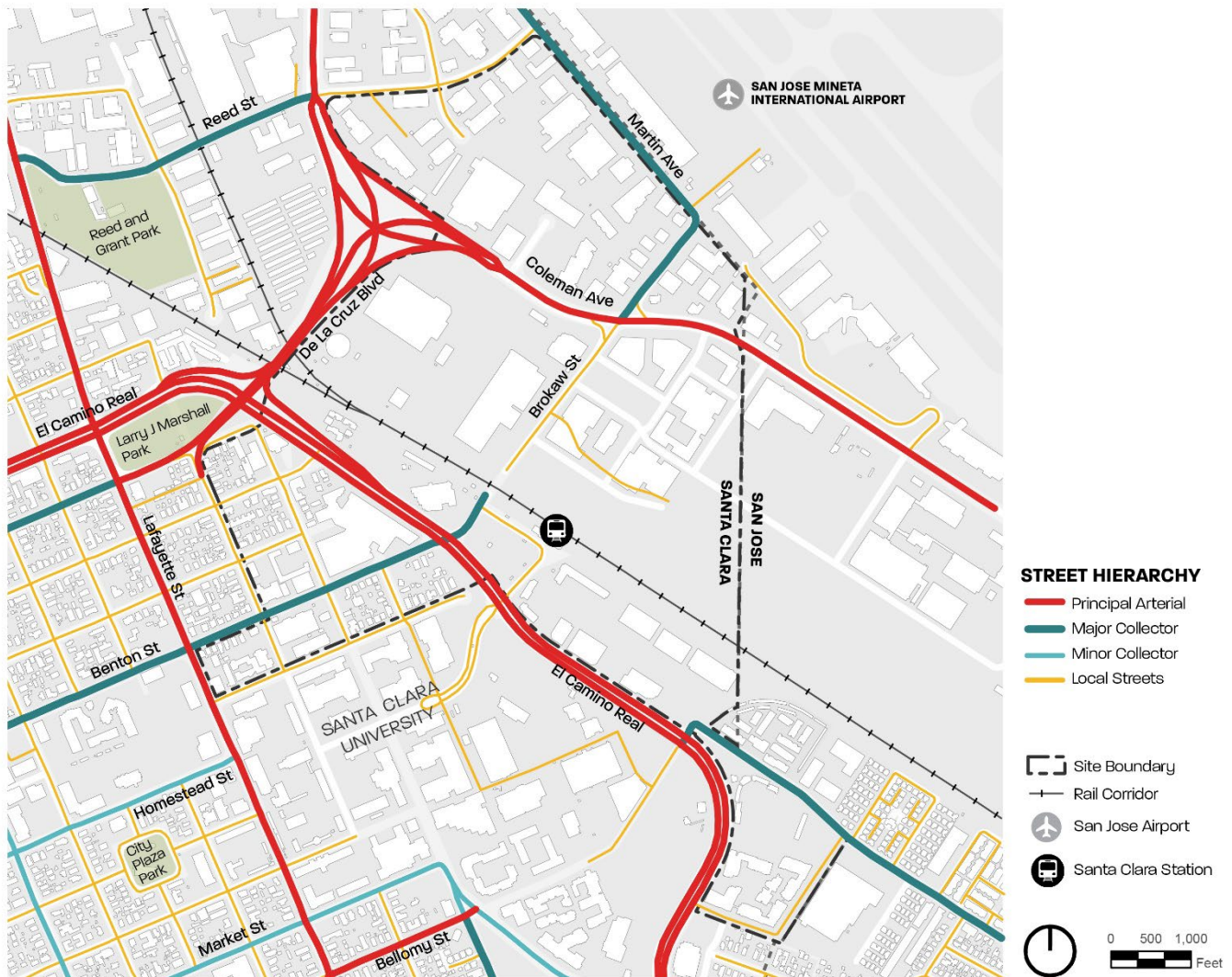


Fig 6.1: Street Hierarchy (City of Santa Clara)

⁶ Caltrans Traffic Census Program, 2022.

TRANSIT AND ACTIVE MOBILITY

Santa Clara Valley Transportation Authority (VTA) is updating its Countywide Bicycle Plan, which was last adopted in 2008. The plan identifies a network of Cross County Bicycle Corridors (CCBC's) to bike between cities and important destinations. Totalling approximately 975 miles, they include bicycle paths and on-street bikeways like striped bicycle lanes, bicycle boulevards or cycle tracks. Coleman Avenue and Brokaw/ Benton Street are identified as Priority Corridors, a subset of CCBCs, to provide a uniform, high-quality and low-stress biking experience. De La Cruz Boulevard and the pedestrian/bicycle undercrossing at the Caltrain station, located a kilometer apart, are the only bicycle connections across the Caltrain tracks.

The site is also planned to house the end of line station for VTA's BART Phase II Extension. Located adjacent to the Santa Clara Transit Center, the planned facility will include vehicle parking, bicycle facilities and a connection to Caltrain, Capitol Corridor, Altamont Corridor Express trains and six VTA bus routes (i.e., 22, 522, 60, 59, 52, and 21) through the existing pedestrian undercrossing, potentially developing into a large multimodal center. Approximately 4.5 percent of people commute using transit in the City of Santa Clara. The new BART station is expected to serve approximately 10,100 daily passengers by 2040.

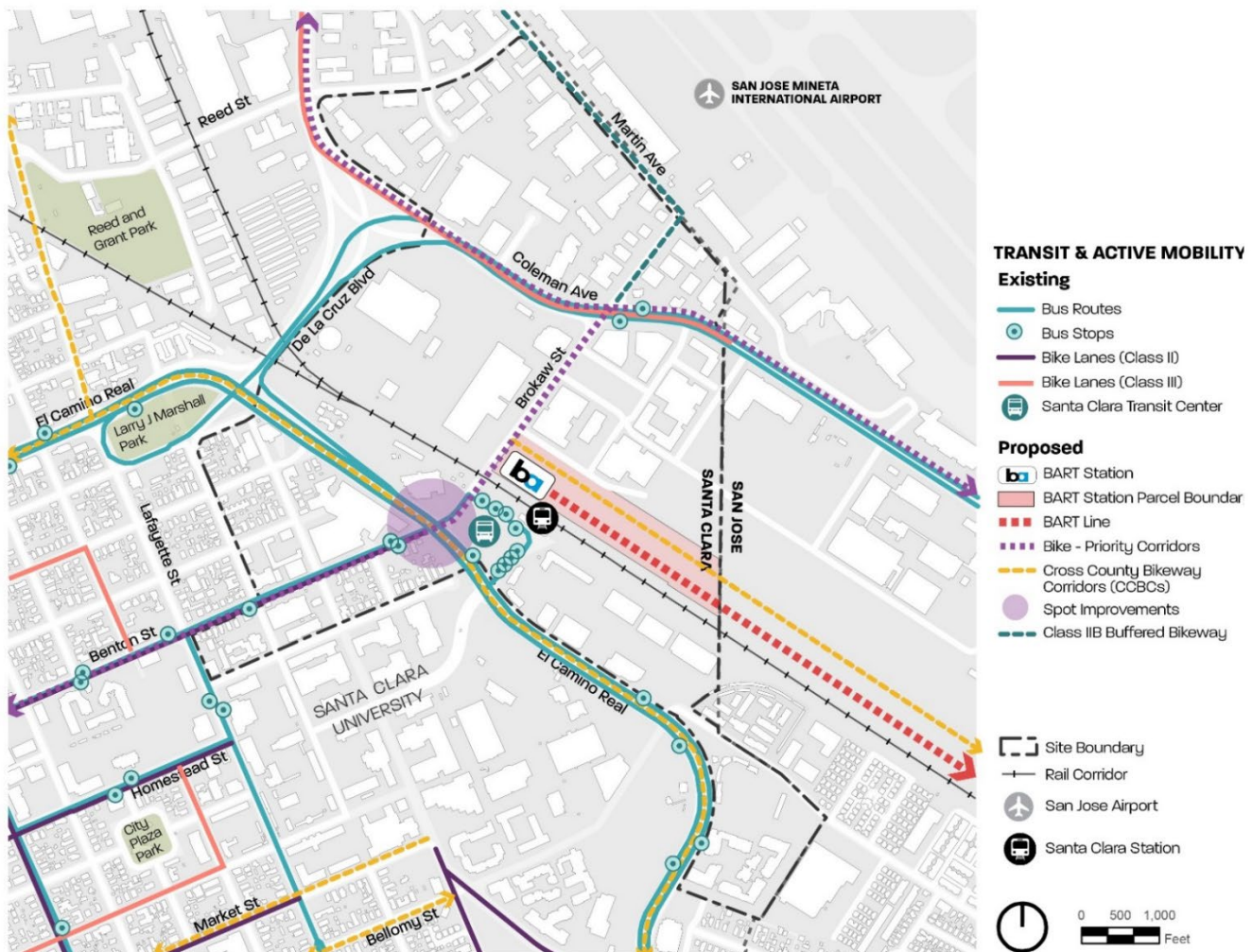


Fig 6.2: Transit and Active Mobility (City of Santa Clara, Valley Transportation Authority)

In 2012, the City of San José and VTA completed a feasibility study for an Automated Transit Network connecting the San José Mineta International Airport with the Santa Clara Caltrain/future BART station west of the Airport, and VTA's Light Rail line east of the Airport. Given the conclusions presented in the 2012 study, the City of San Jose decided not to pursue construction of an Automated Transit Network at that time. Following the 2012 study the City of San Jose identified the Airport to Diridon Station corridor as a candidate for analysis because of the high ridership and variety and quality of transit services at Diridon.



Fig 6.3: Santa Clara Bart Station Conceptual Plan (Valley Transportation Authority)

PEDESTRIAN ACCESS

Neighborhoods south and west of the El Camino Real are largely characterized by a pedestrian-friendly Santa Clara University campus and a sizeable scale of urban blocks with a connected street grid in its downtown core, making the area very walkable and pedestrian friendly. Areas north of Caltrain tracks however, are characterized by large swathes of big box retail stores, light and heavy industrial parcels leading up to the San Jose International Airport, and a dearth of any street network barring some fragmented sidewalks along Coleman Avenue and Brokaw Street, making ease of walkability almost negligible. Moreover, the pedestrian overpass along Lafayette Street and the pedestrian undercrossing at the Caltrain station, located a kilometer apart, are the only pedestrian connections across the Caltrain tracks. There were a total of 11 accidents involving pedestrians in the Santa Clara Station Plan Area over the past 5 years from 2019 through 2022.

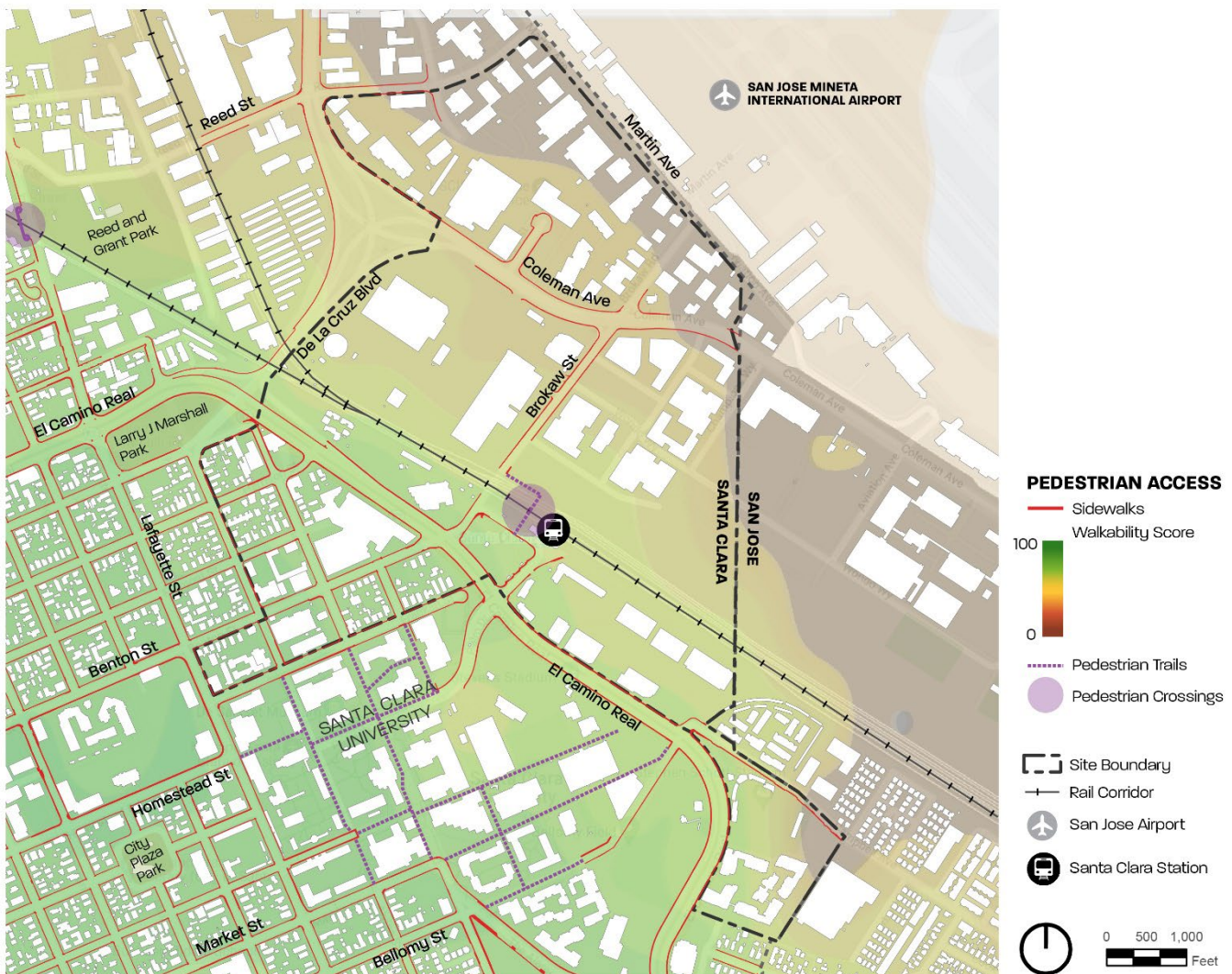


Fig 6.4: Pedestrian Access (Santa Clara Valley Transportation Authority; WalkScore)

07

Utilities

UTILITY INFRASTRUCTURE

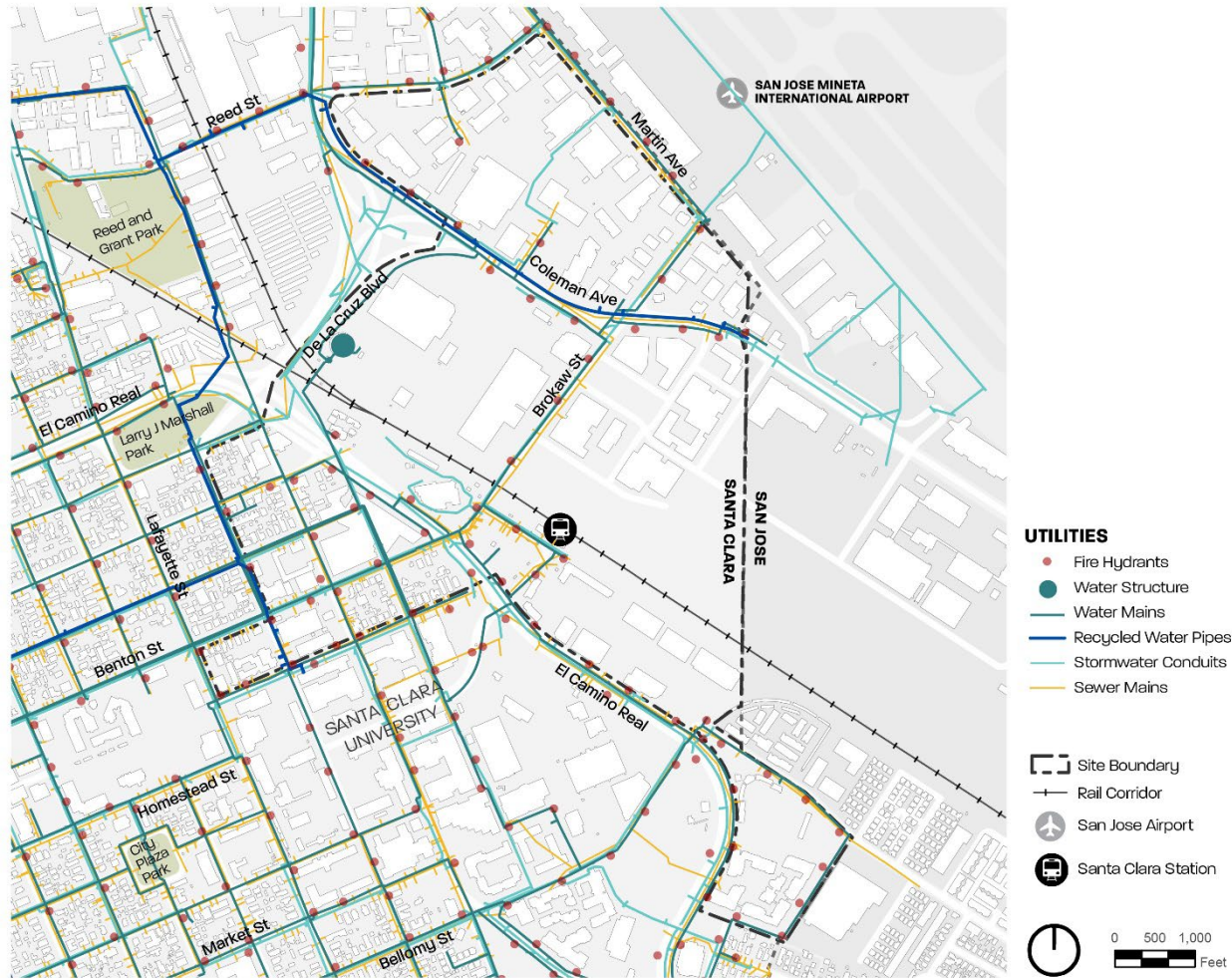


Fig 7.1: Existing water, recycled water, stormwater and sewer networks (City of Santa Clara)

Flood Risk and Drainage (Stormwater)

- Flood Risk
 - Portions of the plan area fall within FEMA flood zones as defined by Flood Insurance Rate Map (FIRM) panels 0227H and 0231H, dated May 18, 2009:
 - Zone AH (subject to inundation by the 1-percent annual chance flood) having average flood depths of 1ft to 3ft; and
 - Zone X (subject to inundation by the 0.2-percent annual chance flood) having average flood depths of up to 1ft.
 - Proposed development within these zones must comply with floodplain management standards pursuant to City policy on construction in flood zones. This may include elevating finish floor levels and critical facilities above the Base Flood Elevation. Where filling is proposed, a regional study and Conditional Letter of Map Revision by Fill (CLOMR-F) will likely be required.

National Flood Hazard Layer FIRMette

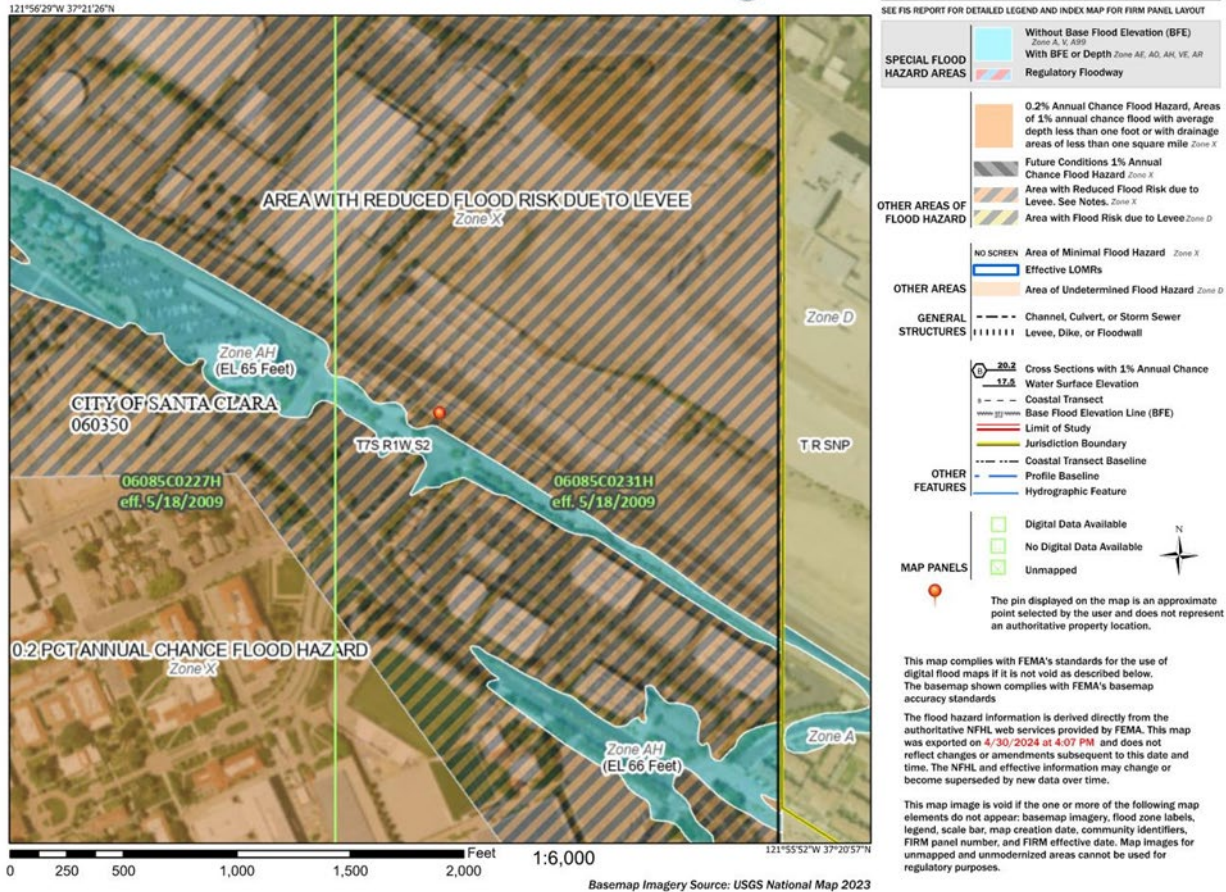


Fig 7.2: FEMA flood zones in the vicinity of Santa Clara Station

- When developing the City of Santa Clara Storm Drainage Master Plan (Schaaf & Wheeler, Dec 2015), additional isolated 2-year, 10-year and 100-year flood risk areas were identified throughout the plan area, the cause of which is unknown (the Master Plan was not provided and is not found on the City’s website). Further discussion with the City is needed to understand whether proposed drainage improvements in the plan area should mitigate these flood risks.

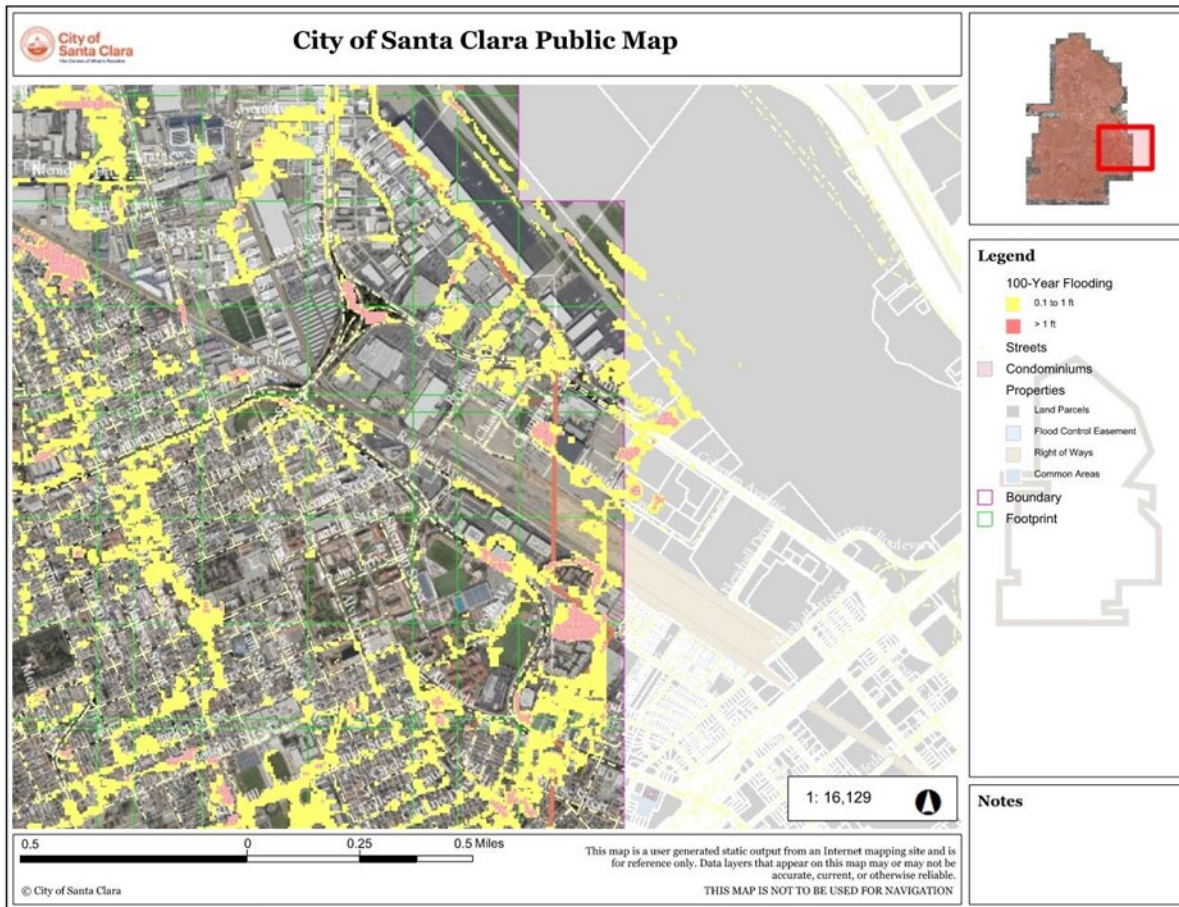


Fig 7.3: Existing isolated flood areas per City of Santa Clara Storm Drainage Master Plan, 2015

- Drainage (Stormwater)
 - The plan area is well served by existing storm drains ranging from 12in to 60in diameter. The site generally drains towards the north and west.
 - There are three stormwater pump stations near the plan area, with at least one serving the plan area. Increased runoff from the plan area toward these pump stations may require pumping capacity improvements to serve additional flow.
 - Storm drains near the pump stations must convey the 100-year design storm. Discussions with the City will be needed to confirm whether any storm drains within the plan area will need to convey 100-year flows.
 - The City of Santa Clara 2020 Urban Water Management Plan designates the plan area as having significant opportunity to implement Green Stormwater Infrastructure (GSI). GSI will need to comply with the City’s Green Stormwater Infrastructure Plan (2019). The City is also a member of the Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP).

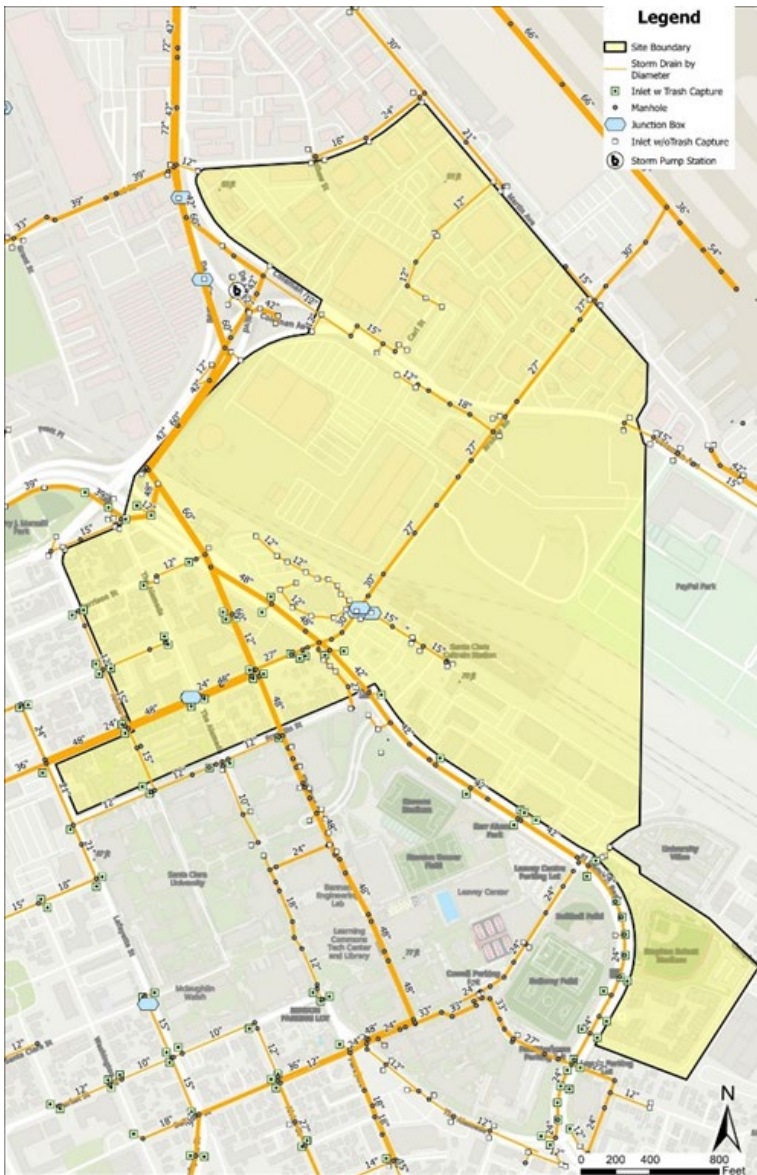


Fig 7.4: Existing storm drains

Sanitary Sewer

- Wastewater generated by the planned development will be conveyed by the City’s collection system and treated at the San Jose-Santa Clara Regional Wastewater Facility.
- The plan area is well served by existing gravity sewer mains ranging from 6in to 21in diameter flowing generally west and north toward a 24in trunk main at De La Cruz Blvd. Sewer flows generated by existing development south of the plan area, including Santa Clara University, are conveyed by sewer mains passing through the plan area. Condition of the existing mains within the plan area is unknown and may require upsizing and/or replacement to serve the planned development.
- The Sanitary Sewer Master Plan (2016) modeled future Peak Wet Weather Flow (PWWF) conditions using planned Santa Clara Station Area development program in the City’s 2010-2035 General Plan. This model determined a surcharge deficiency due to backwater effect would occur at the 12in sewer main immediately north of the plan area.

- According to the City’s Sewer System Management Plan (SSMP) Update (2019), there are no recommended major sewer system upgrades downstream of the plan area.

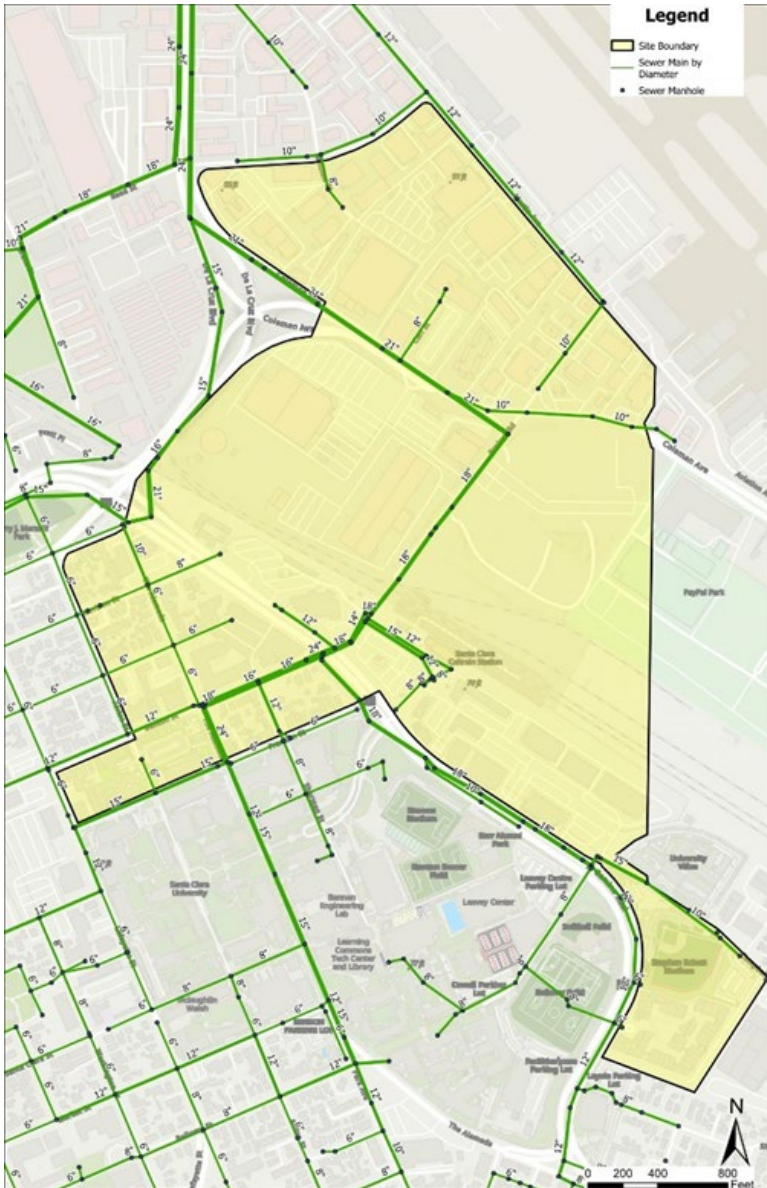


Fig 7.5: Existing sanitary sewer mains

Domestic and Fire Water

- Domestic water is delivered to the plan area via public mains owned and maintained by the City. Fire service, including street hydrants, is provided by the domestic water mains.
- The plan area is well served by existing domestic water mains ranging from 6in to 24in diameter. There are four active groundwater well stations and a large water tank and booster pump station within the plan area that will likely need to be retained.



Fig 7.6: Existing domestic water mains

Recycled Water

- The cities of San Jose and Santa Clara own, and San Jose operates, the San Jose-Santa Clara Regional Wastewater Facility (RWF). The RWF formed the South Bay Water Recycling (SBWR) program and roughly 13% of RWF’s effluent is treated to California Code of Regulations Title 22 recycled water standard for unrestricted non-potable uses.
- The City of Santa Clara requires new development situated along its recycled water distribution network to utilize recycled water for approved irrigation and industrial uses.
- An existing 20in recycled water main passes through the plan area along Coleman Ave, and existing 12in and 24in mains pass along Alviso St at the western edge of the plan area. These existing mains are likely suitable to serve most, if not all, non-potable demands at the planned development (e.g., irrigation, cooling and/or toilet flushing).

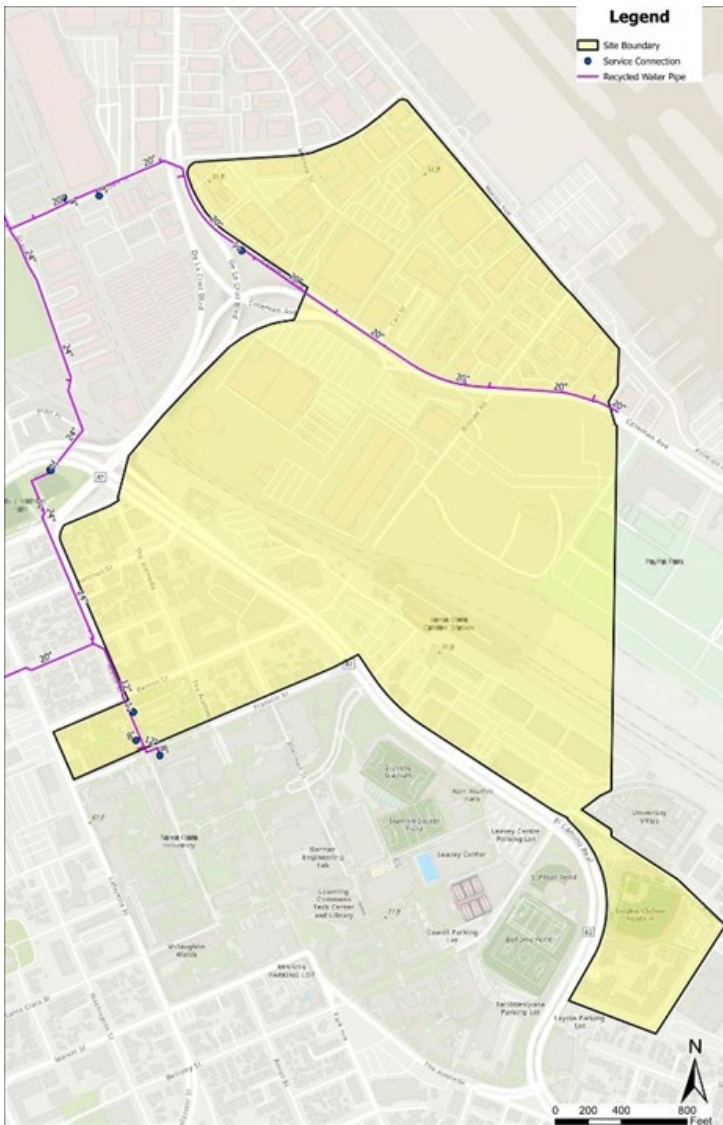


Fig 7.7: Existing recycled water mains

Natural Gas

- Natural gas is provided within the City of Santa Clara by PG&E. Maps of the natural gas distribution system were not furnished at this time. It is anticipated that the planned development will utilize all-electric heating systems, and therefore natural gas service will not be needed within the plan area.

Electrical and Telecommunications

- Power service to the plan area is provided by Silicon Valley Power (SVP), the City’s municipal electricity provider. The Brokaw power substation serves the plan area and is situated within the plan area immediately east of the City’s domestic water storage tank.
- The City’s 2010-2035 General Plan considers planned development program for the Santa Clara Station plan area within the Electrical Grid Capacity Assessment. The assessment notes that Brokaw substation improvements were planned in 2014, after which slight load deficiencies were still projected in the Santa Clara Station Area by Year 2035. Further discussions are needed with SVP to confirm power service to the planned development area can be adequately served by the Brokaw substation.

- Electrical distribution maps have not been provided by SVP at this time.
- Santa Clara is well served by several telecommunication providers. Maps have not been provided yet; however, it is assumed the plan area can be adequately served by multiple providers.

Sources:

- 1) VTA's BART Phase II TOD Corridor Strategies and Access Planning Study, Appendix A – Background Conditions Report (2019)
- 2) City of Santa Clara Sewer, Storm, Water, Recycled Water GIS Data (2024)
- 3) City of Santa Clara Water & Sewer Utility, Sewer System Management Plan (2019)
- 4) City of Santa Clara 2020 Urban Water Management Plan (2020)
- 5) City of Santa Clara Draft 2010-2035 General Plan, Integrated Final Environmental Impact Report – Volume II Appendices (2011)