



City of Santa Clara

Meeting Agenda

Planning Commission

Wednesday, March 19, 2025

6:00 PM

**Hybrid Meeting
City Hall Council
Chambers/Virtual
1500 Warburton Avenue
Santa Clara, CA 95050**

The City of Santa Clara is conducting Planning Commission meetings in a hybrid manner (in-person and continues to have methods for the public to participate remotely).

Via Zoom:

<https://santaclaraca.zoom.us/j/91729202898>

Webinar ID: 917 2920 2898 or

Phone:

1(669) 900-6833

Via the City's eComment

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Agendas, Staff Reports and associated documents for Planning Commission items may be viewed on the City's website at <https://santaclarca.legistar.com/Calendar.aspx>

6:00 PM REGULAR MEETING

Call to Order

Pledge of Allegiance and Statement of Values

Roll Call

DECLARATION OF COMMISSION PROCEDURES

CONTINUANCES/EXCEPTIONS**CONSENT CALENDAR**

Consent Calendar items may be enacted, approved or adopted, based upon the findings prepared and provided in the written staff report, by one motion unless requested to be removed by anyone for discussion or explanation. If any member of the Planning Commission, staff, the applicant or a member of the public wishes to comment on a Consent Calendar item, or would like the item to be heard on the regular agenda, please notify Planning staff, or request this action at the Planning Commission meeting when the Chair calls for these requests during the Consent Calendar review. Items listed on the Consent Calendar with associated file numbers constitute Public Hearing items.

1.A 25-347 [Planning Commission Meeting Minutes of February 19, 2025](#)

Recommendation: Approve the Planning Commission Meeting Minutes of the February 19, 2025 Meeting.

PUBLIC PRESENTATIONS

Members of the public may briefly address the Commission on any item not on the agenda.

PUBLIC HEARING

Items listed above under Items for Council Action will be scheduled for Council review following the conclusion of hearings and recommendations by the Planning Commission. Due to timing of notices for Council hearings and the preparation of Council agenda reports, these items will not necessarily be heard on the date the minutes from this meeting are forwarded to the Council. Please contact the Planning Division office for information on the schedule of hearings for these items.

2. 25-202 [PUBLIC HEARING: Recommendation on a General Plan Text Amendment for the 2023-2031 Housing Element Sites Inventory List](#)

Recommendation: Alternative 1: Adopt a Resolution to Recommend the City Council Amend the General Plan Housing Element with revisions associated with changes to the Housing Sites Inventory

- 3. **25-223** [PUBLIC HEARING: Action on a Conditional Use Permit and Variances \(PLN23-00513\) to Allow Expansion of an Existing Service Station by Removing a Portion of the Fuel Canopy and Two Fuel Dispensers, and by Adding a 1,605 square foot Convenience Store and Self-Service Carwash within the Rear Setback for the Store at 2455 Lawrence Expressway](#)

Recommendation:

- 1. **Adopt** a Resolution denying a Conditional Use Permit to allow expansion of an existing service station for removing a portion of fuel canopy and two fuel dispensers and adding a 1,605 square foot convenience store and a self-service carwash within the rear setbacks at 2455 Lawrence Expressway.
- 2. **Adopt** a Resolution denying a Variance to allow reduced rear setbacks, reduced landscaping planter depth along the street frontages, reduced required landscape screening depth at rear property line, and reduced required landscaping density of screening, in connection with a proposed expansion of an existing service station at 2455 Lawrence Expressway.

- 4. **25-346** [Planning Commission Discussion on Questions for a Future Study Session on Data Centers](#)

Recommendation: There is no staff recommendation.

REPORTS OF COMMISSION/BOARD LIAISON AND COMMITTEE:

- 1. Announcements/Other Items
- 2. Commissioner Travel and Training Reports, Requests to attend Trainings

DIRECTOR OF COMMUNITY DEVELOPMENT REPORTS:

- 1. Planning Commission Budget Update
- 2. Upcoming Agenda Items
- 3. City Council Actions

ADJOURNMENT:

The next regular scheduled meeting is on April 16, 2025 at 6:00 PM in the City Hall Council Chambers and via Zoom.

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

STREAMING SERVICES: As always, the public may view the meetings on SantaClaraCA.gov, Santa Clara City Television (Comcast cable channel 15 or AT&T U-verse channel 99), or the livestream on the City's YouTube channel or Facebook page.

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If a member of the public submits a speaker card for any agenda items, their name will appear in the Minutes. If no speaker card is submitted, the Minutes will reflect "Public Speaker."

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the City of Santa Clara will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities, and will ensure that all existing facilities will be made accessible to the maximum extent feasible. The City of Santa Clara will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities including those with speech, hearing, or vision impairments so they can participate equally in the City's programs, services, and activities. The City of Santa Clara will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities.

Agendas and other written materials distributed during a public meeting that are public record will be made available by the City in an appropriate alternative format. Contact the City Clerk's Office at 1 408-615-2220 with your request for an alternative format copy of the agenda or other written materials.

Individuals who require an auxiliary aid or service for effective communication, or

any other disability-related modification of policies or procedures, or other accommodation, in order to participate in a program, service, or activity of the City of Santa Clara, should contact the City's ADA Coordinator at 408-615-3000 as soon as possible but no later than 48 hours before the scheduled event.



City of Santa Clara

1500 Warburton Avenue
Santa Clara, CA 95050
santaclaraca.gov
@SantaClaraCity

Agenda Report

25-347

Agenda Date: 3/19/2025

REPORT TO PLANNING COMMISSION

SUBJECT

Planning Commission Meeting Minutes of February 19, 2025

RECOMMENDATION

Approve the Planning Commission Meeting Minutes of the February 19, 2025 Meeting.



City of Santa Clara

Meeting Minutes

Planning Commission

02/19/2025

6:00 PM

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6:00 PM REGULAR MEETING

Call to Order

Chair Saleme called the meeting to order at 6:03 p.m.

Pledge of Allegiance and Statement of Values

Secretary Crutchlow read the Statement of Values.

Roll Call

Present 6 - Commissioner Yashraj Bhatnagar, Commissioner Nancy A. Biagini, Commissioner Qian Huang, Vice Chair Mario Bouza, Chair Lance Saleme, and Commissioner Eric Crutchlow

Absent 1 - Commissioner Priya Cherukuru

A motion was made by Commissioner Biagini, seconded by Commissioner Bouza to approve Commissioner Cherukuru's absence.

Aye: 6 - Commissioner Bhatnagar, Commissioner Biagini, Commissioner Huang, Vice Chair Bouza, Chair Saleme, and Commissioner Crutchlow

Excused: 1 - Commissioner Cherukuru

DECLARATION OF COMMISSION PROCEDURES

Commissioner Crutchlow read the Declaration of Commission Procedures.

CONTINUANCES/EXCEPTIONS

None.

CONSENT CALENDAR

Commissioner Bhatnagar abstained from voting because he was not in attendance at the January 15, 2025 meeting.

A motion was made by Commissioner Biagini, seconded by Commissioner Crutchlow to approve the consent calendar.

Aye: 5 - Commissioner Biagini, Commissioner Huang, Vice Chair Bouza, Chair Saleme, and Commissioner Crutchlow

Excused: 1 - Commissioner Cherukuru

Abstained: 1 - Commissioner Bhatnagar

1.A [25-208](#) Planning Commission Meeting Minutes of January 15, 2025

Recommendation: Approve the Planning Commission Meeting Minutes of the January 15, 2025 Meeting.

PUBLIC PRESENTATIONS

None.

PUBLIC HEARING

2. [24-1188](#) PUBLIC HEARING: Action on an Addendum to the Freedom Circle Future Focus Area Plan Environmental Impact Report and Mitigation Monitoring and Reporting Program, General Plan Amendment, Rezone, and Vesting Tentative Subdivision Map for the Property Located at 2518 Mission College Boulevard to Allow the Development of 1,792 Residential Units and Associated On- and Off-Site Improvements

Recommendation: Alternatives: 1, 2, 3 and 4

1. Adopt a resolution recommending the City Council adopt the Addendum to the Freedom Circle Future Focus Area Plan Environmental Impact Report (EIR) (2022), and the Mitigation Monitoring and Reporting Program for Santa Clara Park Residential Project at 2518 Mission College Boulevard.
2. Adopt a resolution recommending the City Council approve the General Plan text amendment to add a new policy to the Freedom Circle Focus Area to clarify that a Planned Development rezone satisfies the requirement of a comprehensive plan for the project at 2518 Mission College Boulevard.
3. Adopt a resolution recommending the City Council approve a rezoning of the project site from High Intensity Office and R & D (HO-RD) to Planned Development (PD) to allow construction of residential development consisting of 1,792 units, 3,500 square feet of retail, a 4.225 acres of public parks, landscaping, and on- and off-site improvements at 2518 Mission College Boulevard, subject to conditions of approval.
4. Adopt a resolution recommending City Council approve a Vesting Tentative Subdivision Map to subdivide the land into six individual lots to serve the proposed development at 2518 Mission College Boulevard, subject to conditions of approval.

Senior Planner Nimisha Agrawal provided the staff presentation.

Carlene Matchniff, The Irvine Company provided the applicant presentation.

John Jenkins, The Irvine Company provided input on items including tree preservation and trail access.

Chair Saleme disclosed he had previously met with the applicant.

Commissioners inquired upon parking garage security, low income units and affordability, EV charging, stations, opportunities for retail spaces. There was a request that Santa Clara residents have first choice at affordable housing opportunities.

Commissioners commented that this project is an example of 'what to do right' when presenting a project to the City.

Public Speakers:

Betsy Megas
Steve Kelly
Mary Grizzle
Ali Saperman
Robert Fitch
Jose Medeiros
Jaime Vasquez
Jake Wilde
Wanda Buck
Doug Bloch
Jason Morrow
Mike
Emmy Moore

A motion was made by Commissioner Bouza, seconded by Commissioner Crutchlow to close public hearing.

Aye: 6 - Commissioner Bhatnagar, Commissioner Biagini, Commissioner Huang, Vice Chair Bouza, Chair Saleme, and Commissioner Crutchlow

Excused: 1 - Commissioner Cherukuru

A motion was made by Commissioner Crutchlow, seconded by Commissioner Biagini to approve Staff Recommendation 1.

Aye: 6 - Commissioner Bhatnagar, Commissioner Biagini, Commissioner Huang, Vice Chair Bouza, Chair Saleme, and Commissioner Crutchlow

Excused: 1 - Commissioner Cherukuru

A motion was made by Commissioner Crutchlow, seconded by Commissioner Biagini to approve Staff Recommendation 2.

Aye: 6 - Commissioner Bhatnagar, Commissioner Biagini, Commissioner Huang, Vice Chair Bouza, Chair Saleme, and Commissioner Crutchlow

Excused: 1 - Commissioner Cherukuru

A motion was made by Commissioner Biagini, seconded by Chair Saleme to approve Staff Recommendation 3 and to include the following language: The City encourages the Owner and any contractors or subcontractors working on the project to evaluate hiring local labor, hiring from or contributing to approved, accredited apprenticeship programs, increasing resources for labor compliance, and providing living wages during the development of this Project.

Aye: 6 - Commissioner Bhatnagar, Commissioner Biagini, Commissioner Huang, Vice Chair Bouza, Chair Saleme, and Commissioner Crutchlow

Excused: 1 - Commissioner Cherukuru

A motion was made by Commissioner Bouza, seconded by Commissioner Biagini to approve Staff Recommendation 4.

Aye: 6 - Commissioner Bhatnagar, Commissioner Biagini, Commissioner Huang, Vice Chair Bouza, Chair Saleme, and Commissioner Crutchlow

Excused: 1 - Commissioner Cherukuru

- 3. [24-1059](#) Action on an Update to City Council’s Public Notification, Outreach & Engagement Policy for Planning Applications

Recommendation: That the Planning Commission recommend the City Council adopt the updated Public Notification, Outreach & Engagement Policy for Planning Applications.

Meeting went into recess at 7:38 p.m. and reconvened at 7:48 p.m.

Development Review Officer Sheldon Ah Sing provided the staff presentation.

Commissioners requested the policy include a larger radius and commented that status updates on projects would be helpful.

Public Speakers:

Alex Shoor, Catalyze SV
Betsy Megas

A motion was made by Commissioner Biagini, seconded by Commissioner Bouza to Approve Staff Recommendation and to include a review by the Planning Commission after 4 community meetings, or 6 months whichever comes first, and to also increase the noticing radius to a of 1/2 mile for on large projects and a 1/4 mile for on standard projects.

Aye: 6 - Commissioner Bhatnagar, Commissioner Biagini, Commissioner Huang, Vice Chair Bouza, Chair Saleme, and Commissioner Crutchlow

Excused: 1 - Commissioner Cherukuru

4. [25-96](#) Recommendation to City Council to Adopt a General Plan Amendment to Incorporate the Santa Clara County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) and the City of Santa Clara Local Annex into the City's General Plan

Recommendation: Recommend that the City Council adopt a General Plan Amendment to incorporate the Santa Clara County Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) and the City of Santa Clara Local Annex into the subsection "Emergency Preparedness" of Section 5.10.5, "Safety Goals and Policies" of the City of Santa Clara 2010-2035 General Plan.

Planning Manager Lesley Xavier provided the staff presentation and stated that a work plan will be submitted every year to Council. Ms. Xavier announced that the work plan will be presented to Council in June/July of this year

A motion was made by Commissioner Crutchlow, seconded by Commissioner Biagini to approve Staff Recommendation.

Aye: 6 - Commissioner Bhatnagar, Commissioner Biagini, Commissioner Huang, Vice Chair Bouza, Chair Saleme, and Commissioner Crutchlow

Excused: 1 - Commissioner Cherukuru

5. [25-253](#) Planning Commission Workplan Fiscal Year 2025/2026

Recommendation: There is no staff recommendation.

Planning Manager Lesley Xavier provided the staff presentation and commented that a workplan will be submitted very year to Council. Ms. Xavier announced that the workplan will be presented to Council in June/July of this year.

REPORTS OF COMMISSION/BOARD LIAISON AND COMMITTEE:

1. Announcements/Other Items

Chair Saleme requested a Study Session on how to best respond to reporter outlining due process and what can be said at a Public Hearing. Chair Saleme also requested that Data Center Study Session Questions be agendaized for the March 19 Planning Commission meeting.

Director of Community Development Afshan Hamid provided information that there will be an Ethics Training/AB1234 on Monday, March 17 at City Hall and Commissioners are encouraged to attend.

2. Commissioner Travel and Training Reports, Requests to attend Trainings

Staff Aide II Elizabeth Elliott provided updates: Tickets were purchased for Joint Venture Silicon Valley Event, March 7 for Commissioners Cherukuru and Crutchlow.

Commissioners Saleme, Biagini and Bouza are registered to attend the March 5-7, 2025 Cal Cities Planning Commissioner Academy March 5-7, 2025 in Santa Rosa, CA

DIRECTOR OF COMMUNITY DEVELOPMENT REPORTS:

1. Planning Commission Budget Update

Staff Aide II Elizabeth Elliott provided updates.

2. Upcoming Agenda Items

Planning Manager Lesley Xavier provided updates.

3. City Council Actions

Planning Manager Lesley Xavier provided updates.

ADJOURNMENT:

The meeting adjourned at 9:24 p.m. The next regular scheduled meeting is on March 19, 2025.

Aye: 6 - Commissioner Bhatnagar, Commissioner Biagini, Commissioner Huang, Vice Chair Bouza, Chair Saleme, and Commissioner Crutchlow

Excused: 1 - Commissioner Cherukuru

The time limit within which to commence any lawsuit or legal challenge to any quasi-adjudicative decision made by the City is governed by Section 1094.6 of the Code of Civil Procedure, unless a shorter limitation period is specified by any other provision. Under Section 1094.6, any lawsuit or legal challenge to any quasi-adjudicative decision made by the City must be filed no later than the 90th day following the date on which such decision becomes final. Any lawsuit or legal challenge, which is not filed within that 90-day period, will be barred. If a person wishes to challenge the nature of the above section in court, they may be limited to raising only those issues they or someone else raised at the meeting described in this notice, or in written correspondence delivered to the City of Santa Clara, at or prior to the meeting. In addition, judicial challenge may be limited or barred where the interested party has not sought and exhausted all available administrative remedies.

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Agenda Report

25-202

Agenda Date: 3/19/2025

REPORT TO PLANNING COMMISSION

SUBJECT

PUBLIC HEARING: Recommendation on a General Plan Text Amendment for the 2023-2031 Housing Element Sites Inventory List

BACKGROUND

The Housing Element, one of the required elements of the City's General Plan, includes policies and programs intended to help the City meet the housing needs of all current and future Santa Clara residents. State law requires that local jurisdictions update their Housing Elements every eight years and that the Housing Element be reviewed by the State Department of Housing and Community Development (HCD). HCD "certifies" housing elements that it determines to be in substantial compliance with State housing law. Since the Housing Element statutes were first enacted, six such cycles of adoption and certification have been completed. A certified Housing Element allows the City to pursue Federal and State grant funding for housing and infrastructure, such as One Bay Area Grants (OBAG) and retain local control.

At the conclusion of the three-year Housing Element Update process that began in early 2021, the City's sixth cycle Housing Element was adopted by the City Council on May 7, 2024 and certified by HCD on May 31, 2024.

One of the required components of the Housing Element is the development and maintenance of an inventory of specific sites that have been analyzed for their suitability to develop with residential uses within the eight-year planning period (2023-2031). The Sites Inventory must include sufficient capacity to meet the City's Regional Housing Needs Allocation (RHNA) in all affordability categories (i.e. Lower, Moderate, Above Moderate).

Staff is requesting an amendment to the Sites Inventory List to remove one of the sites from the list and add a recently approved project to the list as discussed below. Such action would implement the terms of a pending settlement agreement with Housing Action Coalition and would mitigate the risk of other potential challenges to the City's Housing Element. Any amendment to the General Plan, including the Housing Element, is a legislative action requiring a recommendation from the Planning Commission and action by the City Council in accordance with City Code Chapter 18.142.

DISCUSSION

The Housing Element Update process gives community members multiple opportunities to provide input and recommend revisions. During the adoption timeline of more than two years, a lobbying group known as the Housing Action Coalition (HAC) provided five separate comment letters on the City's Housing Element drafts. Many of their comments focused on the properties in the City's Sites Inventory; in order to be listed on the sites inventory, it must be reasonably foreseeable that properties will redevelop into residential uses during the planning period (2023-2031). In response,

the City conducted additional analysis, and in consultation with HCD, removed selected sites from the inventory that were unlikely to redevelop with residential uses within the 2023-2031 timeframe. The City also added additional sites to the inventory to offset the removed sites.

Nevertheless, the Housing Action Coalition continues to object to the inclusion of at least four sites that were retained in the adopted/certified Housing Element, especially the sites located within the Patrick Henry Drive Specific Plan area. The City continues to believe that it is reasonably foreseeable that most of the Patrick Henry Drive sites will redevelop during the planning period, due to the current underutilization of the properties, the age of the existing buildings, the participation of property owners during the Specific Plan process, and additional reasons stated in Housing Element Appendix C (the "Supplemental Sites Inventory Analysis"). However, the HAC maintains that these sites, due to their characteristics and multiple property ownerships, in their opinion, will not develop in the next housing cycle.

Settlement Proposal

In order to avoid the risks and costs of litigation, City staff has negotiated a proposed settlement agreement with the HAC, under which the City would agree to remove one site, 4701 Patrick Henry Drive, from the inventory, and in exchange the HAC would agree to not challenge the City's Housing Element in court. The removal of 4701 Patrick Henry Drive would still leave sufficient sites to achieve the City's Regional Housing Needs Allocation (RHNA) targets with a substantial buffer at all affordability levels, and therefore staff is proposing a General Plan Text Amendment to the 2023-2031 Housing Element Sites Inventory List to remove the site from the list. See Attachment 1, a comparison of the Sites to Meet the RHNA table from the adopted Housing Element and the proposed Housing Element Amendment.

HCD recommends all jurisdictions include a 15 to 30-percent buffer of units beyond the minimum required RHNA target numbers in all affordability categories (i.e. Lower, Moderate, and Above Moderate) to comply with the "no net loss" provisions of State Housing Element law, which requires jurisdictions to maintain a sufficient capacity to accommodate their RHNA throughout the planning period. The proposed removal of 4701 Patrick Henry Drive from the adopted Sites Inventory would decrease the recommended buffer in the lower-income category from 33-percent to 18-percent and in the moderate-income category from 31-percent to 17-percent. The buffer in the above moderate-income category would remain unchanged at 103-percent above the required RHNA. The City will still meet the overall RHNA of 11,632 units and a buffer. The removal of this site from the Inventory also does not change its current General Plan land use designation and Zoning (Village Residential), which allows conversion of all or part of the site from low-density industrial office to high-density residential uses, consistent with the Patrick Henry Drive Specific Plan.

Kylli "Mission Point" Project

On November 19, 2024, the City Council approved the Kylli "Mission Point" Project (3005 Democracy Way), which included a total of up to 2,600 new residential units (390 lower-income). This project was not included on the Sites Inventory in the Housing Element adopted and certified in May 2024. As part of the negotiations with the HAC, staff proposed that when removing 4701 Patrick Henry Drive from the inventory, the City would simultaneously add the units from the recently approved Mission Point Project. Taken together, these two changes would result in a decrease in the lower-income buffer from 33-percent to 27-percent, and a decrease in the moderate-income buffer from 31-percent to 17-percent. In the above moderate-income category, the recommended buffer would increase from

103-percent to 146-percent. The HAC agreed to the inclusion of Mission Point as part of the settlement.

Included in this report as Attachment 2 (clean) and Attachment 3 (redlined) are excerpts from the Housing Element (Chapter 3 - AFFH, Chapter 6 - Housing Resources, and Appendix C - Supplemental Sites Inventory Analysis) showing the revisions associated with the proposed amendment. Should this amendment be approved, a copy of the revisions, along with an updated Housing Element Appendix B - Electronic Sites Inventory (Excel workbook), will be submitted to HCD for their review to confirm the residential capacity in the City's Sites Inventory remains adequate to meet its RHNA.

Recommendation

On balance, in the interest of addressing the HAC's ongoing concerns regarding the foreseeability of redevelopment of the City's Housing Element Sites Inventory, and because the proposed removal of 4701 Patrick Henry would not impact the City's ability to meet the required RHNA with a sufficient recommended buffer at all income levels, it is staff's recommendation that this site be removed from the inventory. In order to soften the impact on the buffer, staff recommends simultaneously adding the Mission Point project to the inventory.

ENVIRONMENTAL REVIEW

On January 31, 2023, the City Council approved an Addendum to the 2010-2035 General Plan Environmental Impact Report (Attachment 4) for the sixth Cycle (2023-2031) Housing Element, which concluded that it did not constitute a substantial change to the General Plan that would require major revisions to the previous EIR; that there were no substantial changes in circumstances as a result of modifications to the General Plan that would cause new or substantially more severe impacts; and, that there was no new information of substantial importance that identified new or more intense significant impacts than those identified in the General Plan EIR. The removal of a single site from the adopted Housing Element Sites Inventory would not change these conclusions.

The potential environmental impacts of the Kylli "Mission Point" Project were analyzed in an Environmental Impact Report, approved and certified by the City Council on November 19, 2024. The EIR identified impacts in the areas of traffic, greenhouse gases, energy, biology, geology and soils, cultural resources, tribal cultural resources, utilities, water quality, and hazards and hazardous materials, which with the incorporation of mitigation measures would be reduced to less than significant. The EIR also identified air quality and noise as having significant unavoidable impacts with mitigation incorporated, and for those impacts the Council adopted a Statement of Overriding Considerations.

FISCAL IMPACT

There is no fiscal impact associated with this report other than administrative staff time and expense.

COORDINATION

This report was coordinated with the City Attorney's Office.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official-notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a

Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <<mailto:clerk@santaclaraca.gov>> or at the public information desk at any City of Santa Clara public library.

On March 5, 2025, pursuant to Government Code Section 65353 and 65355, a notice of public hearing was published in The Santa Clara Weekly, a newspaper of general circulation, regarding the Planning Commission and City Council public hearings.

On March 7, 2025, pursuant to Government Code Section 65352(a), the City mailed referral letters to tribes and outside agencies advising them of the City's intent to act on a General Plan Amendment to adopt revisions to the 2023-2031 Housing Element. The referral letters also included notice of the proposed Planning Commission and City Council hearings.

On March 14, 2025, a GovDelivery bulletin was emailed to the City's 3,750 Housing Element Update topic subscribers, to let them know of the availability of the draft revisions to the Housing Element and the proposed Planning Commission and City Council public hearings.

ALTERNATIVES

1. Adopt a Resolution to Recommend the City Council Amend the General Plan Housing Element with revisions associated with changes to the Housing Sites Inventory
2. Adopt a Resolution to Recommend the City Council Amend the General Plan Housing Element with revisions associated with changes to the Housing Sites Inventory, with additional revisions

RECOMMENDATION

Alternative 1: Adopt a Resolution to Recommend the City Council Amend the General Plan Housing Element with revisions associated with changes to the Housing Sites Inventory

Prepared by: John Baty, Senior Planner
Reviewed by: Alexander Abbe, Assistant City Attorney
Afshan Hamid, Director, Community Development
Approved by: Lesley Xavier, Planning Manager

ATTACHMENTS

1. Comparison of Sites to Meet the RHNA Tables (adopted and proposed)
2. Excerpts showing revisions to Housing Element (clean)
3. Excerpts showing revisions to Housing Element (redlined)
4. Addendum ([hyperlink <https://santaclaraca.legistar.com/View.ashx?M=F&ID=12854349&GUID=21A89EDE-6BC3-4B44-85BF-BF66B6979AE6>](https://santaclaraca.legistar.com/View.ashx?M=F&ID=12854349&GUID=21A89EDE-6BC3-4B44-85BF-BF66B6979AE6))
5. City Council Addendum Resolution No. 23-9188
6. Planning Commission Resolution

Sites to Meet the RHNA (May 7, 2024 Adopted Housing Element)

| <i>Site/Credit Type</i> | <i>Affordability Category</i> | | | | <i>Total Capacity</i> |
|---------------------------------------|-------------------------------|------------------------|------------------|-----------------|-----------------------|
| | Lower | | Moderate | Above Moderate | |
| | Very Low [0-50% AMI] | Low [50-80% AMI] | [80-120% AMI] | [> 120% AMI] | |
| Pending and Approved Projects | 710 | 794 | 504 | 10,201 | 12,209 |
| <i>Tasman East Focus Area</i> | 114 | 239 | 175 | 3,838 | 4,366 |
| <i>Patrick Henry Drive Focus Area</i> | 76 | 75 | 75 | 1,294 | 1,520 |
| <i>Lawrence Station Area Plan</i> | 39 | 45 | 58 | 635 | 777 |
| <i>Freedom Circle Focus Area</i> | 54 | 54 | 54 | 913 | 1,075 |
| <i>Other</i> | 427 | 381 | 142 | 3,521 | 4,471 |
| ADU Projection | 118 | 118 | 118 | 39 | 393 |
| Available Specific Plan Sites | 2,138 | 1,586 | 1,728 | 140 | 5,592 |
| <i>Tasman East Focus Area</i> | 268 | 196 | 318 | 121 | 903 |
| <i>Patrick Henry Drive Focus Area</i> | 1,747 | 1,299 | 1,299 | - | 4,345 |
| <i>Lawrence Station Area Plan</i> | 123 | 91 | 111 | 19 | 344 |
| El Camino Real Rezoning Sites | 319 | 236 | 250 | - | 805 |
| Total | 3,285 | 2,734 | 2,600 | 10,380 | 18,999 |
| RHNA | 2,872 | 1,653 | 1,981 | 5,126 | 11,632 |
| <i>Surplus (buffer above RHNA)</i> | 33% | | 31.2% | 102.5% | 63.3% |

Sites to Meet the RHNA (Housing Element **Proposed Amendment)**

| <i>Site/Credit Type</i> | <i>Affordability Category</i> | | | | <i>Total Capacity</i> |
|---------------------------------------|-------------------------------|------------------------|------------------|-----------------|-----------------------|
| | Lower | | Moderate | Above Moderate | |
| | Very Low [0-50% AMI] | Low [50-80% AMI] | [80-120% AMI] | [> 120% AMI] | |
| Pending and Approved Projects | 905 | 989 | 504 | 12,411 | 14,809 |
| <i>Tasman East Focus Area</i> | 114 | 239 | 175 | 3,838 | 4,366 |
| <i>Patrick Henry Drive Focus Area</i> | 76 | 75 | 75 | 1,294 | 1,520 |
| <i>Lawrence Station Area Plan</i> | 39 | 45 | 58 | 635 | 777 |
| <i>Freedom Circle Focus Area</i> | 54 | 54 | 54 | 913 | 1,075 |
| <i>Other</i> | 622 | 576 | 142 | 5,731 | 7,071 |
| ADU Projection | 118 | 118 | 118 | 39 | 393 |
| Available Specific Plan Sites | 1,748 | 1,295 | 1,437 | 140 | 4,620 |
| <i>Tasman East Focus Area</i> | 268 | 196 | 318 | 121 | 903 |
| <i>Patrick Henry Drive Focus Area</i> | 1,357 | 1,008 | 1,008 | - | 3,373 |
| <i>Lawrence Station Area Plan</i> | 123 | 91 | 111 | 19 | 344 |
| El Camino Real Rezoning Sites | 319 | 236 | 250 | - | 805 |
| Total | 3,090 | 2,638 | 2,309 | 12,590 | 20,627 |
| RHNA | 2,872 | 1,653 | 1,981 | 5,126 | 11,632 |
| <i>Surplus (buffer above RHNA)</i> | 27% | | 16.6% | 145.6% | 77.3% |

Area is contributing to overcrowding and is forcing people to move away from Santa Clara. It is possible that development pressure has been focused on the City's specific plan areas and that once these areas are built out, developers may look to redevelop older lower density buildings that are naturally occurring affordable housing. This indicates a need to build more affordable housing, and policies that prevent a net loss of affordability if older market rate buildings are redeveloped, and to potentially require relocation assistance for displaced residents.

AFFH Analysis of the Sites Inventory

An important part of the AFFH analysis is looking at where the site inventory is directing housing growth and how that will replace segregated living patterns with integrated and balanced living patterns and convert any racially or ethnically concentrated areas that may exist into areas of opportunity for households at all income levels. The site inventory in chapter 13.3 places 82.5% of the City's housing growth over the next 8 years into in HCD/TCAC Opportunity Map High or Highest Resource areas. The site inventory includes a buffer of additional units above the required RHNA so most of the following figures exceed 100%.

- 91.1 percent of the City's Very Low Income RHNA units are located in High or Highest Resource areas.
 - VLI RHNA = 2,872 units.
 - VLI Units in Sites Inventory: 252 in Highest Resource Areas (9% of VLI RHNA) and 2,364 in High Resource Areas (82.3% of VLI RHNA).
- 138 percent of the City's Low Income RHNA units located in High or Highest Resource areas.
 - LI RHNA = 1,653 units.
 - LI Units in Sites Inventory: 358 in Highest Resource Areas (22% of LI RHNA) and 1,921 in High Resource Areas (116% of LI RHNA).
- 97.7 percent of the City's Moderate RHNA units located in High or Highest Resource areas.
 - Moderate RHNA = 1,981 units.
 - Moderate Units in Sites Inventory: 112 in Highest Resource Areas (6% of Moderate RHNA) and 1,823 in High Resource Areas (107% of Moderate RHNA).
- 161 percent of the City's Above Moderate RHNA units located in High or Highest Resource areas.
 - Above Moderate RHNA = 5,126 units.
 - Above Moderate Units in Sites Inventory: 161 in Highest Resource Areas (3% of Above Moderate RHNA) and 8,116 in High Resource Areas (158% of Above Moderate RHNA).

The following table provides additional details on which types of units are located in different HCD/TCAC opportunity Map Areas:

Table 13.3-22: Sites Inventory Units by HCD/TCAC Opportunity Map Area

| Site/Credit Type | Affordability Category | | | | Total Capacity |
|--------------------------------------|------------------------|--------------|--------------|---------------|----------------|
| | VLI | LI | Mod. | Above Mod. | |
| RHNA | 2,872 | 1,653 | 1,981 | 5,126 | 11,632 |
| Pending and Approved Projects | 905 | 989 | 504 | 12,411 | 14,809 |
| <i>Tasman East Focus Area SP</i> | 114 | 239 | 175 | 3,838 | 4,366 |
| <i>Patrick Henry Drive SP</i> | 76 | 75 | 75 | 1,294 | 1,520 |
| <i>Lawrence Station Area</i> | 39 | 45 | 58 | 635 | 777 |
| <i>Freedom Circle Focus Area</i> | 54 | 54 | 54 | 913 | 1,075 |
| <i>Other</i> | 622 | 576 | 142 | 5,731 | 7,071 |
| ADU Projection | 118 | 118 | 118 | 39 | 393 |
| Available Specific Plan Sites | 1,748 | 1,295 | 1,437 | 140 | 4,620 |
| <i>Tasman East Focus Area SP</i> | 268 | 196 | 318 | 121 | 903 |
| <i>Patrick Henry Drive SP</i> | 1,357 | 1,008 | 1,008 | - | 3,664 |
| <i>Lawrence Station Area</i> | 123 | 91 | 111 | 19 | 344 |
| El Camino Real Rezoning Sites | 319 | 236 | 250 | - | 805 |
| Total | 3,090 | 2,638 | 2,309 | 12,590 | 20,627 |
| <i>Surplus Units</i> | 218 | 985 | 328 | 7,464 | 9,286 |
| <i>Surplus Percentage Above RHNA</i> | 7.6% | 59.6% | 16.6% | 145.6% | 77.3% |

| HCD/TCAC Opportunity Map Areas | | | | | | | | | | | | | | | |
|--------------------------------|-----|------|------------|---------------|-------|-------|------------|-------------------|-----|------|------------|--------------|----|------|------------|
| Highest Resource | | | | High Resource | | | | Moderate Resource | | | | Low Resource | | | |
| VLI | LI | Mod. | Above Mod. | VLI | LI | Mod. | Above Mod. | VLI | LI | Mod. | Above Mod. | VLI | LI | Mod. | Above Mod. |
| 148 | 271 | 20 | 145 | 559 | 567 | 341 | 10,189 | 92 | 72 | 63 | 669 | 106 | 79 | 80 | 1,408 |
| | | | | 114 | 239 | 175 | 3,838 | | | | | | | | |
| | | | | 76 | 75 | 75 | 1,294 | | | | | | | | |
| | | | | | | | | 39 | 45 | 58 | 635 | | | | |
| | | | | 54 | 54 | 54 | 913 | | | | | | | | |
| 148 | 271 | 20 | 145 | 315 | 199 | 37 | 4,144 | 53 | 27 | 5 | 34 | 106 | 79 | 80 | 1,408 |
| 47 | 47 | 47 | 16 | 47 | 47 | 47 | 16 | 18 | 18 | 18 | 6 | 6 | 6 | 6 | 1 |
| | | | | 1,625 | 1,204 | 1,326 | 121 | 123 | 91 | 111 | 19 | | | | |
| | | | | 268 | 196 | 318 | 121 | | | | | | | | |
| | | | | 1,357 | 1,008 | 1,008 | | | | | | | | | |
| | | | | | | | | 123 | 91 | 111 | 19 | | | | |
| 57 | 40 | 45 | - | 133 | 103 | 109 | - | 129 | 93 | 96 | - | - | - | - | - |
| | | | | | | | | | | | | | | | |
| 252 | 358 | 112 | 161 | 2,364 | 1,921 | 1,823 | 10,326 | 362 | 274 | 288 | 694 | 112 | 85 | 86 | 1,409 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

| | | | | | | | |
|-------------|-------------------------|--------------|----------------------|-------------|--------------------------|-------------|---------------------|
| 4.2% | Highest Resource | 79.7% | High Resource | 7.7% | Moderate Resource | 8.1% | Low Resource |
|-------------|-------------------------|--------------|----------------------|-------------|--------------------------|-------------|---------------------|



SANTA CLARA HOUSING ELEMENT

available sites within the Lawrence Station Area Plan and Tasman East Focus Area Specific Plan were calculated based on the average of percent above minimum density allowed per Specific Plan of existing and approved projects (see Table 13.6-3). In every case, claiming realistic capacity using the methodology and assumptions defined here yields total unit counts below the maximum density allowed.

The following averages were used to calculate realistic capacity, per Specific Plan area:

- Lawrence Station Area Plan: minimum densities x 191%
 - The minimum density for the one remaining LSAP parcel designated Very High Density Residential (VHDR) is 51 du/ac. 191% of 51 du/ac = 97.4 du/ac. The five approved/under construction LSAP projects that are designated VHDR have actual densities ranging from 73 to 151 du/ac, with an average of 108 du/ac. Although these approved, under construction, or occupied projects represent an average of 212% above minimum density, the previously calculated average of 191% above minimum density is used for determining a conservative realistic capacity.
- Tasman East Focus Area Specific Plan: minimum densities x 215%
 - The minimum density for the remaining Tasman East parcels designated Transit Neighborhood (TN) is either 60 du/ac (13 parcels < 1 ac) or 100 du/ac (one parcel ≥ 1 ac). 215% of 60 du/ac = 129 du/ac and 215% of 100 du/ac = 215 du/ac. The nine approved, under construction, or occupied Tasman East projects, including two 100% affordable projects, that are designated TN have actual densities that range from 131 to 237 du/ac. Although these approved, under construction, or occupied projects represent an average of 223% above minimum density, the previously calculated average of 215% above minimum density is used for determining a conservative realistic capacity.
- Patrick Henry Focus Area Specific Plan: maximum densities x 72%
 - Based on Specific Plan assumptions about buildout phasing was used as there is currently only one approved project in the Patrick Henry Drive Specific Plan area.
 - Specific Plan Approved Residential Development Capacity: between 10,300 and 12,000 units (Average 11,150 units)
 - Specific Plan Buildout Estimate: 8,073 units (72% of 11,150)
 - Phase 1 (2025-2029): 5,839 units

- Phase 2 (2030-2034): 2,234 units
- Housing Element (2023-2031): 5,184 units (1,520 pending/approved + 3,664 sites)
 - Ten remaining Patrick Henry Drive sites have maximum densities of 149 du/ac, one site has a maximum density of 250 du/ac, and one site has a maximum density of 99 du/ac.
 - 72% of 149 du/ac = 107 du/ac. One approved Patrick Henry Drive project has a density of 122 du/ac (Summerhill). There are pre-applications on file for projects on two other sites that have proposed densities of 123 du/ac (Sares Regis) and 148 du/ac (Walnut Hill).

For the Lawrence Station area, the realistic capacity of the remaining sites is a total of 344 units (123 VLI, 91 LI, 111 Mod, and 19 Above Mod). See Table 13.6-5. The buildout horizon for these units falls within the 6th cycle.

For the Tasman East Specific Plan area, the realistic capacity of the remaining sites not tied to approved or proposed projects is 903 units, per Table 13.6-5. When combined with the number of units already proposed or on file, the total number of units is 769 units greater than the total number of units approved as a part of the adoption of the Tasman East Specific Plan. The City is currently processing a Specific Plan amendment to increase the capacity of the plan area by an additional 1,500 units. That effort is recognized as Action 19, Tasman East Specific Plan Amendment in the Housing Plan. The buildout horizon for the Housing Element portion of these additional units is 2030.

For the Patrick Henry Drive Plan area, sites totaling 3,664 units are available during the planning period. Additionally, 1,520 units have either been proposed or approved in the Patrick Henry Drive area.

Given the fact that housing in all the City's Specific Plan areas and on the El Camino Real rezoning sites (with the adoption of the December 2023 Zoning Ordinance Amendment and spring 2024 Zoning Map Amendment) is allowed by right, the primary impediment to development of housing, according to feedback received from developers at stakeholder meetings, is the economic environment (construction and land costs) and the ability for developers to obtain financing and/or state funding (for affordable projects). Another potentially significant impediment is the provision of infrastructure, which has been addressed in the Tasman East and Patrick Henry Drive plan areas through the creation and administration of infrastructure fees for the respective areas. For the few remaining projects not yet built in the Lawrence Station Area, required infrastructure improvements will be addressed through the development review process.

Table 13.6-4 Specific Plan Land Use Designations

| <i>Land Use Designation</i> | <i>Min./Max. Density</i> | <i>Meets Default Density</i> | <i>Number of Parcels Included in 6th Cycle</i> | <i>Total Acreage of Available Sites</i> |
|---|--------------------------|------------------------------|---|---|
| Tasman East Focus Area Specific Plan | | | | |
| Transit Neighborhood (parcels less than 1 acre) | 60 to 350 | Yes | 13 | 7.033 |
| <i>Tasman East Specific Plan Subtotal</i> | | | 13 | 7.033 |
| Patrick Henry Drive Focus Area Specific Plan | | | | |
| Very High Density Residential | 51 to 99 | Yes | 1 | 3.8 |
| Village Residential | 60 to 149 | Yes | 0 ¹ | 9.062 |
| High Density Flex | 60 to 149 | Yes | 4 | 9.568 |
| Urban Village | 100 to 149 | Yes | 5 | 12.986 |
| Urban Center | 120 to 250 | Yes | 1 | 3.821 |
| <i>Patrick Henry Drive Specific Plan Subtotal</i> | | | 11 | 39.238 |
| Lawrence Station Area Plan | | | | |
| Low Density Residential | 8 to 19 | No | 0 | 0 |
| Medium Density Residential | 20 to 36 | No | 3 | 1.993 |
| High Density Residential | 37 to 50 | Yes | 0 | 0 |
| Very High Density Residential | 51 to 100 | Yes | 1 | 3.14 |
| <i>Lawrence Station Area Plan Subtotal</i> | | | 4 | 5.133 |

Source(s): Patrick Henry Drive Specific Plan, March 2022. Lawrence Station Area Plan, Neighborhood Transit-Oriented Development Plan, Nov. 2016. Tasman East Focus Area Specific Plan, Nov. 2020.

Note: 1. The Patrick Henry Drive site designated Village Residential includes 26 parcels for each condominium unit and an approximately 6.8-acre common area parcel (shared parking/circulation). This site is available for redevelopment, but not included on the Sites Inventory for purposes of RHNA.

Re-use of Sites

AB 1397 (2017) requires that specific parameters be placed on sites that were used in previous Housing Element planning cycles but did not develop and are identified in the current Housing Element to meet the lower-income RHNA. However, as noted in HCD guidance documents, due to updates in the prior planning period to the General Plan or other planning activities, such as the creation of a specific plan, some sites previously identified in the Housing Element may have been rezoned during intervening years to allow a higher density, thereby increasing the potential

Site Selection

The Housing Element sites inventory, in addition to the list of pending and approved projects, includes accessory dwelling unit (ADU) projections, underutilized sites within Specific Plan areas zoned for high-density residential and mixed-use development, and the El Camino Real rezoning sites. These latter two categories have been used to demonstrate that the RHNA for the extremely low-, very low-, low- and moderate-income categories can be accommodated during the planning period. As the discussion below concludes, the sites have no identified constraints that would prevent development or reuse during the Housing Element period. Table 13.6-5 summarizes the sites inventory.

Table 13.6-5 Sites to Meet the RHNA

| Site/Credit Type | Affordability Category | | | | Total Capacity |
|---|----------------------------|------------------------|------------------|----------------|----------------|
| | Lower | | Moderate | Above Moderate | |
| | Very Low [0-50% AMI] | Low [50-80% AMI] | [80-120% AMI] | [> 120% AMI] | |
| Pending and Approved Projects | 905 | 989 | 504 | 12,411 | 14,809 |
| ADU Projection | 118 | 118 | 118 | 39 | 393 |
| Available Specific Plan Sites | 1,748 | 1,295 | 1,437 | 140 | 4,911 |
| <i>Tasman East Focus Area Specific Plan</i> | 268 | 196 | 318 | 121 | 903 |
| <i>Patrick Henry Drive Focus Area Specific Plan</i> | 1,357 | 1,008 | 1,008 | - | 3,664 |
| <i>Lawrence Station Area Plan</i> | 123 | 91 | 111 | 19 | 344 |
| El Camino Real Rezoning Sites | 319 | 236 | 250 | - | 805 |
| Total | 3,090 | 2,638 | 2,309 | 12,590 | 20,918 |
| RHNA | 2,872 | 1,653 | 1,981 | 5,126 | 11,632 |
| Surplus (buffer above RHNA) | 26.5% | | 16.6% | 145% | 79.8% |

Source(s): Final Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031, Updated March 2022. Technical Assistance for Local Planning, Housing – Using ADUs to Satisfy RHNA, Technical Memo, March 2022. Patrick Henry Drive Specific Plan, March 2022. Lawrence Station Area Plan, Neighborhood Transit-Oriented Development Plan, Nov. 2016. Tasman East Focus Area Specific Plan, Nov. 2020.

Note(s): AMI = Area Median Income

Patrick Henry Drive Focus Area Specific Plan

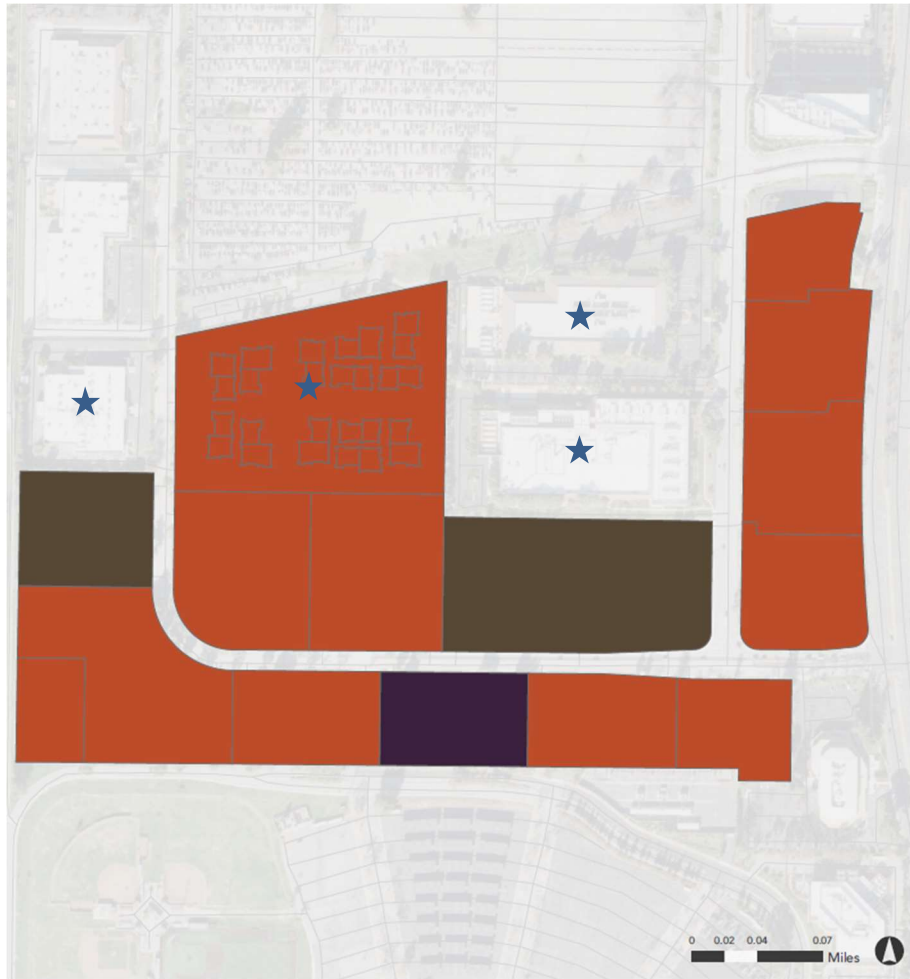
In March 2022, the City Council approved the Patrick Henry Drive Specific Plan. The planning area encompasses approximately 73.59 acres bounded by Sunnyvale and Calabazas Creek to the west, the southern edge of San Francisco Public Utilities Commission right-of-way to the north, Great America Parkway to the east, and Mission College to the south. As one of the City's first high-density residential neighborhoods, Patrick Henry Drive will add thousands of units to better balance the City's jobs-housing ratio, a share of which will be income restricted to help meet regional and local affordability goals. Several regional destinations and amenities are nearby, including Levi's Stadium, Great America Theme Park, and the Santa Clara Convention Center. The VTA light rail station at Old Ironsides and Tasman Drive is just over one-half mile, or an approximately 10-minute walk, from the center of the Specific Plan area.

The Patrick Henry Drive Specific Plan resulted from a collaborative planning effort involving the City, area property owners, and the Santa Clara community. The plan will create a 73.59-acre high-density, residential neighborhood located near regional destinations, including job-centers, transit, and other amenities. At buildout, the project will accommodate up to 12,000 new residential dwelling units and 310,000 square feet of nonresidential uses, including 200,000 square feet of new neighborhood-serving retail and public facilities, such as libraries and community spaces. New and improved pedestrian and bicycle connections, trails, and parks will link neighborhoods and enhance connections to nearby amenities and recreation destinations. Careful planning will ensure adequate infrastructure and services to support the proposed new development. Targeted residential densities range from a minimum of 51 dwelling units per acre to a maximum of 250 units per acre. These densities will help meet the demand for housing that addresses job and retail growth in the City and region.

Three projects within the Specific Plan area were counted toward the sixth cycle RHNA as approved, proposed, or under construction. Eleven remaining parcels, on approximately 30.2 acres, have been identified as sites and remain to be re-developed. Not Viable sites were identified and excluded based on existing uses. Assuming realistic capacity, on a parcel-level, the Patrick Henry Drive Focus Area Specific Plan sites identified in this Housing Element can accommodate a total of 5,184 units (see Table 13.6-5). Appendix B provides a detailed list of all sites, including assumed affordability. Appendix C provides supplemental sites inventory analysis including the availability of specific plan sites during the planning period and suitability of nonvacant sites.

There are no regulatory constraints or City-specified buildout horizons that would prevent the twelve remaining parcels from being developed in this Housing Element cycle. Sites that are unlikely to be developed in this Housing Element cycle have not been included and are shown in the Patrick Henry Drive plan as being in a later build-out horizon. As a result of the adoption of the Patrick Henry Drive Specific Plan and the associated program EIR, regulatory impediments to the development of those sites have been removed via a streamlined by-right approval process that includes CEQA tiering.

FIGURE 13.6-6 PATRICK HENRY DRIVE SITES



City of Santa Clara
Patrick Henry Drive
Specific Plan Sites

Legend

- Basemap Features**
 - Santa Clara City Limits
 - Surrounding Cities
 - Major Destinations
 - Rivers and Waterbodies
 - Parks and Open Space
 - Railways
- Specific Plan Sites**
 - Approved
 - Proposed
 - Available
 - Not Included on Inventory

Sources: Esri, County of Santa Clara OpenData 2022, City of Santa Clara 2022.



Appendix C

Supplemental Sites Inventory Analysis

Sites to Meet the RHNA

Santa Clara has taken concrete steps, including the recent adoption of multiple specific plans, to support a significant amount of new housing development within the City. There are 14,809 units in pending and approved projects with a status of either: proposed (i.e. awaiting Planning approval), approved (all required Planning entitlements secured), under construction, or occupied (See Table 13.6-2 Pending and Approved Projects).

The majority of pending and approved projects are market rate with the conservative assumption that assigns the 12,411 units from those projects into the Above Moderate (above 120% AMI) affordability category. The remaining pending and approved projects include over 2,300 restricted affordable units, because of the City's inclusionary requirements and/or the development of 100% affordable projects.

Although the total number of pending and approved units (14,809) exceeds the City's total RHNA of 11,632 units, as shown in the below table, these projects do not fully meet the City's RHNA requirement within the Very Low (0-50% AMI), Low (50-80% AMI), and Moderate (80-120% AMI) affordability categories.

In addition to the City's pending and approved projects (14,809 units) and projected ADU production (393 units), the Housing Element Sites Inventory includes redevelopment of available specific plan sites (4,911 units) and certain rezoning sites along the El Camino Real corridor (805 units).

The sites to meet the City's RHNA includes a surplus of units (buffer beyond the minimum RHNA target) in all affordability categories (i.e. Lower, Moderate, Above Moderate) above the 15 to 30-percent buffer recommended by HCD to comply with "no net loss" provisions of State Housing Element law, which requires jurisdictions to maintain a sufficient capacity to accommodate their RHNA throughout the planning period at all income levels.



Table 13.C-1 Sites to Meet the RHNA

| <i>Site/Credit Type</i> | <i>Affordability Category</i> | | | | <i>Total Capacity</i> |
|---------------------------------------|-------------------------------|------------------------|------------------|-----------------|-----------------------|
| | Lower | | Moderate | Above Moderate | |
| | Very Low [0-50% AMI] | Low [50-80% AMI] | [80-120% AMI] | [> 120% AMI] | |
| Pending and Approved Projects | 905 | 989 | 504 | 12,411 | 14,809 |
| <i>Tasman East Focus Area</i> | 114 | 239 | 175 | 3,838 | 4,366 |
| <i>Patrick Henry Drive Focus</i> | 76 | 75 | 75 | 1,294 | 1,520 |
| <i>Lawrence Station Area Plan</i> | 39 | 45 | 58 | 635 | 777 |
| <i>Freedom Circle Focus Area</i> | 54 | 54 | 54 | 913 | 1,075 |
| <i>Other</i> | 622 | 576 | 142 | 5,731 | 7,071 |
| ADU Projection | 118 | 118 | 118 | 39 | 393 |
| Available Specific Plan Sites | 1,748 | 1,295 | 1,437 | 140 | 4,620 |
| <i>Tasman East Focus Area</i> | 268 | 196 | 318 | 121 | 903 |
| <i>Patrick Henry Drive Focus Area</i> | 1,357 | 1,008 | 1,008 | - | 3,664 |
| <i>Lawrence Station Area Plan</i> | 123 | 91 | 111 | 19 | 344 |
| El Camino Real Rezoning Sites | 319 | 236 | 250 | - | 805 |
| Total | 3,090 | 2,638 | 2,309 | 12,590 | 20,627 |
| RHNA | 2,872 | 1,653 | 1,981 | 5,126 | 11,632 |
| Surplus (buffer above RHNA) | 26.5% | | 16.6% | 145% | 77.3% |

Note: The El Camino Real rezoning sites are not required to accommodate a lower-income RHNA shortfall but have been included in the Sites Inventory for their contribution to the recommended RHNA buffer for lower-income units, particularly in the VLI affordability category.

Availability of Specific Plan Sites During the Planning Period

Planned Buildout Horizons

Tasman East Focus Area

- Specific Plan (6,000-unit capacity)
 - Phase 1 (4,500 units)
 - Phase 2 (1,500 units) *Action 19
- Housing Element (5,269 units):
 - Pending and Approved (4,366 units, estimated completion 2028)
 - 196 units occupied
 - 2,441 units under construction
 - 581 units approved (all Planning entitlements secured)
 - 1,148 units pending Planning approval
 - Available Sites (903 units, estimated completion 2030)

Patrick Henry Drive Focus Area

- Specific Plan (10,300 to 12,000-unit capacity)
 - Phase 1 (5,839 units, estimated completion 2025-2029)
 - Phase 2 (2,234 units, estimated completion 2030-2034)
- Housing Element (5,184 units, estimated completion 2030)
 - Pending and Approved (1,520 units)
 - 307 units approved (all Planning entitlements secured)
 - 1,213 units pending Planning approval
 - Available Sites (3,664 units)

Lawrence Station Area

- Specific Plan (3,500-unit capacity)
- Housing Element (846 units) completed in 5th Cycle
- Housing Element (1,121 units)
 - Pending and Approved (777 units, estimated completion 2024-2027)
 - 449 units under construction
 - 328 units approved (all Planning entitlements secured)
 - Available Sites (344 units, estimated completion 2030)

11. 4701 Patrick Henry Drive (APN: 104-53-001 through -026) Consolidated Site “O”

Site is Available for Redevelopment, but Not Included on Sites Inventory for Purposes of RHNA

| | | | Criteria 6 (Existing Site Utilization) | | | Criteria 7 | Criteria 8 | |
|-------|--------------|--------------|--|------|---------|-----------------|-------------------|------------|
| Acres | Min. Density | Max. Density | Building Size (sf) | FAR | Stories | Surface Parking | Improvement Ratio | Year Built |
| 9.06 | 60 | 149 | 52,920 | 0.13 | 1 & 2 | All | 1.67 | 1981 |

Use(s): Office.



This 9.06-acre industrial site was developed with approximately 52,920 square feet in multiple, mostly one-story, with some two-story office buildings (0.13 FAR) with surface parking in 1981.

The following factors were used to determine that the existing use does not constitute an impediment to additional residential uses on the site and that the existing use is likely to be discontinued during the planning period.

- The low FAR (less than 0.5), mostly one-story, all surface parking, indicate that the property is underutilized, particularly in comparison to the high density residential allowed on the site.
- The existing buildings are almost 43 years old, indicating they may need substantial improvements or replacement for maximum financial return.
- The Village Residential Zoning District for this site has flexible development standards to facilitate redevelopment of this site, including a gross density maximum of 149 du/ac, height up to 160-feet and 12-stories, with no FAR maximum.
- This site (Great America Technology Park / Marriott Center) is currently made up of 26 separate condominium map parcels (and 1 common area parcel) with 10 separate owners. Although there are multiple owners, several of them, including one property owner who own a majority of the parcels, actively participated in the drafting of the Patrick Henry Drive Specific Plan, which has as one of its primary purposes the redevelopment of sites like 4701 Patrick Henry Drive.
- In a March 2024 conversation between the City and the majority property owner and a follow-up conversation with the broker representing the majority owners, they expressed keen interest in redeveloping their site with residential uses and noted that their existing

Public Comment on Sites Inventory

The City received public comment from the Housing Action Coalition on the adopted Housing Element objecting to the inclusion of several sites, including 4701 Patrick Henry Drive, on the sites inventory (see Appendix A Public Outreach).

Although the City continues to believe that 4701 Patrick Henry Drive is prime for redevelopment within the timeframe of the Housing Element (see evaluation criteria above), this site has been removed from the inventory. As noted in table 13.C-1, there are sufficient sites in the inventory to achieve the City's RHNA targets with a buffer at all affordability levels.

As described in Chapter 6 Housing Resources and reflected in Appendix B Electronic Sites Inventory and Appendix C Supplemental Sites Inventory Analysis, the following sites were also identified through public comments (see Appendix A Public Outreach) and have been excluded from the Sites Inventory since they are unlikely to redevelop with residential uses within the timeframe of the Housing Element:

- Tasman East Specific Plan
 - 5101 Lafayette Street (data center)
- Patrick Henry Drive Specific Plan
 - 4650 Old Ironsides Drive (data center)
 - 4700 Old Ironsides Drive (data center)
 - 4600 Patrick Henry Drive (Drawbridge parcel)
- Lawrence Station Area Plan
 - 2960 – 3030 Corvin Drive (data centers)
 - 3350 – 34420 Central Expressway (Gemini Rosemont industrial campus)
- El Camino Real Rezoning Sites
 - 3615 El Camino Real (24-hour Fitness)
 - 3735 and 3705 El Camino Real (Big Lots/Lucky)

As noted above (Appendix C), in addition to the removal of the 4701 Patrick Henry Drive site at the request of the Housing Action Coalition, six additional El Camino Real rezoning sites and one Tasman East Specific Plan site were also excluded from the inventory because it was determined that they are less likely to redevelop in the planning period.

Area is contributing to overcrowding and is forcing people to move away from Santa Clara. It is possible that development pressure has been focused on the City's specific plan areas and that once these areas are built out, developers may look to redevelop older lower density buildings that are naturally occurring affordable housing. This indicates a need to build more affordable housing, and policies that prevent a net loss of affordability if older market rate buildings are redeveloped, and to potentially require relocation assistance for displaced residents.

AFFH Analysis of the Sites Inventory

An important part of the AFFH analysis is looking at where the site inventory is directing housing growth and how that will replace segregated living patterns with integrated and balanced living patterns and convert any racially or ethnically concentrated areas that may exist into areas of opportunity for households at all income levels. The site inventory in chapter 13.3 places 82.5% of the City's housing growth over the next 8 years into in HCD/TCAC Opportunity Map High or Highest Resource areas. The site inventory includes a buffer of additional units above the required RHNA so most of the following figures exceed 100%.

- 97.5-91.1 percent of the City's Very Low Income RHNA units are located in High or Highest Resource areas.
 - VLI RHNA = 2,872 units.
 - VLI Units in Sites Inventory: 252 in Highest Resource Areas (9% of VLI RHNA) and 2,541-2,364 in High Resource Areas (88.582.3% of VLI RHNA).
- 144-138 percent of the City's Low Income RHNA units located in High or Highest Resource areas.
 - LI RHNA = 1,653 units.
 - LI Units in Sites Inventory: 358 in Highest Resource Areas (22% of LI RHNA) and 2,0171,921 in High Resource Areas (122116% of LI RHNA).
- 113-97.7 percent of the City's Moderate RHNA units located in High or Highest Resource areas.
 - Moderate RHNA = 1,981 units.
 - Moderate Units in Sites Inventory: 112 in Highest Resource Areas (6% of Moderate RHNA) and 2,1141,823 in High Resource Areas (107% of Moderate RHNA).
- 161 percent of the City's Above Moderate RHNA units located in High or Highest Resource areas.
 - Above Moderate RHNA = 5,126 units.
 - Above Moderate Units in Sites Inventory: 161 in Highest Resource Areas (3% of Above Moderate RHNA) and 8,116 in High Resource Areas (158% of Above Moderate RHNA).

The following table provides additional details on which types of units are located in different HCD/TCAC opportunity Map Areas:

Table 13.3-22: Sites Inventory Units by HCD/TCAC Opportunity Map Area

| Site/Credit Type | Affordability Category | | | | Total Capacity |
|--------------------------------------|------------------------|-------------------|-----------------|----------------------|---------------------|
| | VLI | LI | Mod. | Above Mod. | |
| RHNA | 2,872 | 1,653 | 1,981 | 5,126 | 11,632 |
| Pending and Approved Projects | 710905 | 794989 | 504 | 10,20112,411 | 12,20914,809 |
| <i>Tasman East Focus Area SP</i> | 114 | 239 | 175 | 3,838 | 4,366 |
| <i>Patrick Henry Drive SP</i> | 76 | 75 | 75 | 1,294 | 1,520 |
| <i>Lawrence Station Area</i> | 39 | 45 | 58 | 635 | 777 |
| <i>Freedom Circle Focus Area</i> | 54 | 54 | 54 | 913 | 1,075 |
| <i>Other</i> | 427622 | 381576 | 142 | 3,5215,731 | 4,4717,071 |
| ADU Projection | 118 | 118 | 118 | 39 | 393 |
| Available Specific Plan Sites | 2,1381,748 | 1,586295 | 1,728437 | 140 | 5,5924,620 |
| <i>Tasman East Focus Area SP</i> | 268 | 196 | 318 | 121 | 903 |
| <i>Patrick Henry Drive SP</i> | 1,747357 | 1,299008 | 1,299008 | - | 4,3453,664 |
| <i>Lawrence Station Area</i> | 123 | 91 | 111 | 19 | 344 |
| El Camino Real Rezoning Sites | 319 | 236 | 250 | - | 805 |
| Total | 3,2853,090 | 2,7342,638 | 2,600309 | 10,3801,2,590 | 18,99920,627 |
| <i>Surplus Units</i> | 413-218 | 1,081985 | 619-328 | 5,2547,464 | 7,3679,286 |
| <i>Surplus Percentage Above RHNA</i> | 147.6% | 6559.6% | 3116.6% | 102145.6% | 6377.3% |

| HCD/TCAC Opportunity Map Areas | | | | | | | | | | | | | | | |
|--------------------------------|-----|------|------------|---------------|------------|------------|-------------|-------------------|-----|------|------------|--------------|----|------|------------|
| Highest Resource | | | | High Resource | | | | Moderate Resource | | | | Low Resource | | | |
| VLI | LI | Mod. | Above Mod. | VLI | LI | Mod. | Above Mod. | VLI | LI | Mod. | Above Mod. | VLI | LI | Mod. | Above Mod. |
| 148 | 271 | 20 | 145 | 364559 | 372567 | 341 | 7,97910,189 | 92 | 72 | 63 | 669 | 106 | 79 | 80 | 1,408 |
| | | | | 114 | 239 | 175 | 3,838 | | | | | | | | |
| | | | | 76 | 75 | 75 | 1,294 | | | | | | | | |
| | | | | | | | | 39 | 45 | 58 | 635 | | | | |
| | | | | 54 | 54 | 54 | 913 | | | | | | | | |
| 148 | 271 | 20 | 145 | 120315 | 4199 | 37 | 1,9344,144 | 53 | 27 | 5 | 34 | 106 | 79 | 80 | 1,408 |
| 47 | 47 | 47 | 16 | 47 | 47 | 47 | 16 | 18 | 18 | 18 | 6 | 6 | 6 | 6 | 1 |
| | | | | 2,0151,625 | 1,4952,04 | 1,6173,26 | 121 | 123 | 91 | 111 | 19 | | | | |
| | | | | 268 | 196 | 318 | 121 | | | | | | | | |
| | | | | 1,7471,357 | 1,2991,008 | 1,2991,008 | | | | | | | | | |
| | | | | | | | | 123 | 91 | 111 | 19 | | | | |
| 57 | 40 | 45 | - | 133 | 103 | 109 | - | 129 | 93 | 96 | - | - | - | - | - |
| | | | | | | | | | | | | | | | |
| 252 | 358 | 112 | 161 | 2,5412,364 | 2,0171,921 | 2,1141,823 | 8,11610,326 | 362 | 274 | 288 | 694 | 112 | 85 | 86 | 1,409 |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |

| | | | | | | | |
|-----------------|------------------|------------------|---------------|----------------|-------------------|----------------|--------------|
| 4.654.2% | Highest Resource | 7779.7.8% | High Resource | 8.57.7% | Moderate Resource | 88.1.9% | Low Resource |
|-----------------|------------------|------------------|---------------|----------------|-------------------|----------------|--------------|



SANTA CLARA HOUSING ELEMENT

available sites within the Lawrence Station Area Plan and Tasman East Focus Area Specific Plan were calculated based on the average of percent above minimum density allowed per Specific Plan of existing and approved projects (see Table 13.6-3). In every case, claiming realistic capacity using the methodology and assumptions defined here yields total unit counts below the maximum density allowed.

The following averages were used to calculate realistic capacity, per Specific Plan area:

- Lawrence Station Area Plan: minimum densities x 191%
 - The minimum density for the one remaining LSAP parcel designated Very High Density Residential (VHDR) is 51 du/ac. 191% of 51 du/ac = 97.4 du/ac. The five approved/under construction LSAP projects that are designated VHDR have actual densities ranging from 73 to 151 du/ac, with an average of 108 du/ac. Although these approved, under construction, or occupied projects represent an average of 212% above minimum density, the previously calculated average of 191% above minimum density is used for determining a conservative realistic capacity.
- Tasman East Focus Area Specific Plan: minimum densities x 215%
 - The minimum density for the remaining Tasman East parcels designated Transit Neighborhood (TN) is either 60 du/ac (13 parcels < 1 ac) or 100 du/ac (one parcel ≥ 1 ac). 215% of 60 du/ac = 129 du/ac and 215% of 100 du/ac = 215 du/ac. The nine approved, under construction, or occupied Tasman East projects, including two 100% affordable projects, that are designated TN have actual densities that range from 131 to 237 du/ac. Although these approved, under construction, or occupied projects represent an average of 223% above minimum density, the previously calculated average of 215% above minimum density is used for determining a conservative realistic capacity.
- Patrick Henry Focus Area Specific Plan: maximum densities x 72%
 - Based on Specific Plan assumptions about buildout phasing was used as there is currently only one approved project in the Patrick Henry Drive Specific Plan area.
 - Specific Plan Approved Residential Development Capacity: between 10,300 and 12,000 units (Average 11,150 units)
 - Specific Plan Buildout Estimate: 8,073 units (72% of 11,150)
 - Phase 1 (2025-2029): 5,839 units

- Phase 2 (2030-2034): 2,234 units
- Housing Element (2023-2031): 5,865,184 units (1,520 pending/approved + 4,345,664 sites)
 - Ten remaining Patrick Henry Drive sites have maximum densities of 149 du/ac, one site has a maximum density of 250 du/ac, and one site has a maximum density of 99 du/ac.
 - 72% of 149 du/ac = 107 du/ac. One approved Patrick Henry Drive project has a density of 122 du/ac (Summerhill). There are pre-applications on file for projects on two other sites that have proposed densities of 123 du/ac (Sares Regis) and 148 du/ac (Walnut Hill).

For the Lawrence Station area, the realistic capacity of the remaining sites is a total of 344 units (123 VLI, 91 LI, 111 Mod, and 19 Above Mod). See Table 13.6-5. The buildout horizon for these units falls within the 6th cycle.

For the Tasman East Specific Plan area, the realistic capacity of the remaining sites not tied to approved or proposed projects is 903 units, per Table 13.6-5. When combined with the number of units already proposed or on file, the total number of units is 769 units greater than the total number of units approved as a part of the adoption of the Tasman East Specific Plan. The City is currently processing a Specific Plan amendment to increase the capacity of the plan area by an additional 1,500 units. That effort is recognized as Action 19, Tasman East Specific Plan Amendment in the Housing Plan. The buildout horizon for the Housing Element portion of these additional units is 2030.

For the Patrick Henry Drive Plan area, sites totaling 4,345,664 units are available during the planning period. Additionally, 1,520 units have either been proposed or approved in the Patrick Henry Drive area.

Given the fact that housing in all the City's Specific Plan areas and on the El Camino Real rezoning sites (with the adoption of the December 2023 Zoning Ordinance Amendment and spring 2024 Zoning Map Amendment) is allowed by right, the primary impediment to development of housing, according to feedback received from developers at stakeholder meetings, is the economic environment (construction and land costs) and the ability for developers to obtain financing and/or state funding (for affordable projects). Another potentially significant impediment is the provision of infrastructure, which has been addressed in the Tasman East and Patrick Henry Drive plan areas through the creation and administration of infrastructure fees for the respective areas. For the few remaining projects not yet built in the Lawrence Station Area, required infrastructure improvements will be addressed through the development review process.

Table 13.6-4 Specific Plan Land Use Designations

| <i>Land Use Designation</i> | <i>Min./Max. Density</i> | <i>Meets Default Density</i> | <i>Number of Parcels Included in 6th Cycle</i> | <i>Total Acreage of Available Sites</i> |
|---|--------------------------|------------------------------|---|---|
| Tasman East Focus Area Specific Plan | | | | |
| Transit Neighborhood (parcels less than 1 acre) | 60 to 350 | Yes | 13 | 7.033 |
| <i>Tasman East Specific Plan Subtotal</i> | | | 13 | 7.033 |
| Patrick Henry Drive Focus Area Specific Plan | | | | |
| Very High Density Residential | 51 to 99 | Yes | 1 | 3.8 |
| Village Residential | 60 to 149 | Yes | 1 ⁰ ¹ | 9.062 |
| High Density Flex | 60 to 149 | Yes | 4 | 9.568 |
| Urban Village | 100 to 149 | Yes | 5 | 12.986 |
| Urban Center | 120 to 250 | Yes | 1 | 3.821 |
| <i>Patrick Henry Drive Specific Plan Subtotal</i> | | | 12 ¹¹ | 39.238 |
| Lawrence Station Area Plan | | | | |
| Low Density Residential | 8 to 19 | No | 0 | 0 |
| Medium Density Residential | 20 to 36 | No | 3 | 1.993 |
| High Density Residential | 37 to 50 | Yes | 0 | 0 |
| Very High Density Residential | 51 to 100 | Yes | 1 | 3.14 |
| <i>Lawrence Station Area Plan Subtotal</i> | | | 4 | 5.133 |

Source(s): Patrick Henry Drive Specific Plan, March 2022. Lawrence Station Area Plan, Neighborhood Transit-Oriented Development Plan, Nov. 2016. Tasman East Focus Area Specific Plan, Nov. 2020.

Note: 1. The Patrick Henry Drive site designated Village Residential includes 26 parcels for each condominium unit and an approximately 6.8-acre common area parcel (shared parking/circulation). This site is available for redevelopment, but not included on the Sites Inventory for purposes of RHNA.

Re-use of Sites

AB 1397 (2017) requires that specific parameters be placed on sites that were used in previous Housing Element planning cycles but did not develop and are identified in the current Housing Element to meet the lower-income RHNA. However, as noted in HCD guidance documents, due to updates in the prior planning period to the General Plan or other planning activities, such as the creation of a specific plan, some sites previously identified in the Housing Element may have been rezoned during intervening years to allow a higher density, thereby increasing the potential

Site Selection

The Housing Element sites inventory, in addition to the list of pending and approved projects, includes accessory dwelling unit (ADU) projections, underutilized sites within Specific Plan areas zoned for high-density residential and mixed-use development, and the El Camino Real rezoning sites. These latter two categories have been used to demonstrate that the RHNA for the extremely low-, very low-, low- and moderate-income categories can be accommodated during the planning period. As the discussion below concludes, the sites have no identified constraints that would prevent development or reuse during the Housing Element period. Table 13.6-5 summarizes the sites inventory.

Table 13.6-5 Sites to Meet the RHNA

| Site/Credit Type | Affordability Category | | | | Total Capacity |
|---|----------------------------|---------------------------|---------------------------|-----------------------------|-----------------------------|
| | Lower | | Moderate | Above Moderate | |
| | Very Low [0-50% AMI] | Low [50-80% AMI] | [80-120% AMI] | [> 120% AMI] | |
| Pending and Approved Projects | <u>710,905</u> | <u>794,989</u> | 504 | <u>10,201,411</u> | <u>12,209,14,809</u> |
| ADU Projection | 118 | 118 | 118 | 39 | 393 |
| Available Specific Plan Sites | <u>2,138,1,748</u> | <u>1,586,1,295</u> | <u>1,728,1,437</u> | 140 | <u>5,592,4,911</u> |
| <i>Tasman East Focus Area Specific Plan</i> | 268 | 196 | 318 | 121 | 903 |
| <i>Patrick Henry Drive Focus Area Specific Plan</i> | <u>1,747,1,357</u> | <u>1,299,1,008</u> | <u>1,299,1,008</u> | - | <u>4,345,3,664</u> |
| <i>Lawrence Station Area Plan</i> | 123 | 91 | 111 | 19 | 344 |
| El Camino Real Rezoning Sites | 319 | 236 | 250 | - | 805 |
| Total | <u>3,285,3,090</u> | <u>2,734,2,638</u> | <u>2,600,2,309</u> | <u>10,380,12,590</u> | <u>18,999,20,918</u> |
| RHNA | 2,872 | 1,653 | 1,981 | 5,126 | 11,632 |
| Surplus (buffer above RHNA) | <u>3326.5%</u> | | <u>3116.6%</u> | <u>102145%</u> | <u>6379.8%</u> |

Source(s): Final Regional Housing Needs Allocation (RHNA) Plan: San Francisco Bay Area, 2023-2031, Updated March 2022. Technical Assistance for Local Planning, Housing – Using ADUs to Satisfy RHNA, Technical Memo, March 2022. Patrick Henry Drive Specific Plan, March 2022. Lawrence Station Area Plan, Neighborhood Transit-Oriented Development Plan, Nov. 2016. Tasman East Focus Area Specific Plan, Nov. 2020.

Note(s): AMI = Area Median Income

Patrick Henry Drive Focus Area Specific Plan

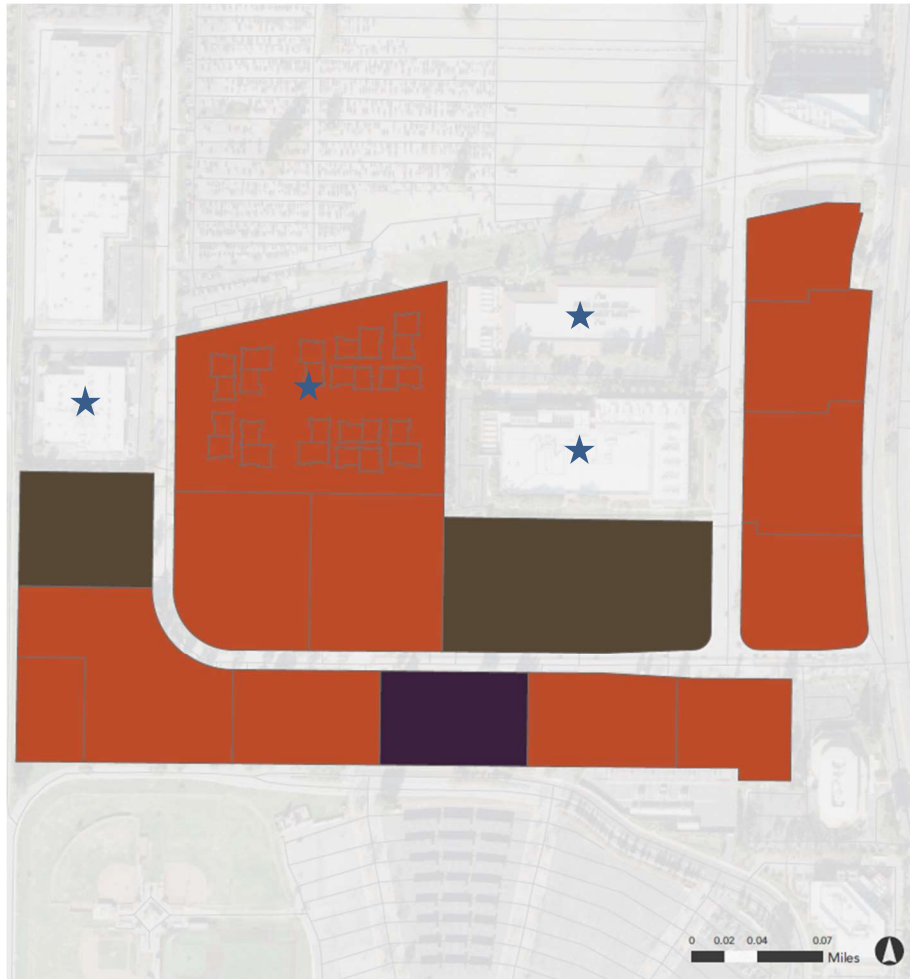
In March 2022, the City Council approved the Patrick Henry Drive Specific Plan. The planning area encompasses approximately 73.59 acres bounded by Sunnyvale and Calabazas Creek to the west, the southern edge of San Francisco Public Utilities Commission right-of-way to the north, Great America Parkway to the east, and Mission College to the south. As one of the City's first high-density residential neighborhoods, Patrick Henry Drive will add thousands of units to better balance the City's jobs-housing ratio, a share of which will be income restricted to help meet regional and local affordability goals. Several regional destinations and amenities are nearby, including Levi's Stadium, Great America Theme Park, and the Santa Clara Convention Center. The VTA light rail station at Old Ironsides and Tasman Drive is just over one-half mile, or an approximately 10-minute walk, from the center of the Specific Plan area.

The Patrick Henry Drive Specific Plan resulted from a collaborative planning effort involving the City, area property owners, and the Santa Clara community. The plan will create a 73.59-acre high-density, residential neighborhood located near regional destinations, including job-centers, transit, and other amenities. At buildout, the project will accommodate up to 12,000 new residential dwelling units and 310,000 square feet of nonresidential uses, including 200,000 square feet of new neighborhood-serving retail and public facilities, such as libraries and community spaces. New and improved pedestrian and bicycle connections, trails, and parks will link neighborhoods and enhance connections to nearby amenities and recreation destinations. Careful planning will ensure adequate infrastructure and services to support the proposed new development. Targeted residential densities range from a minimum of 51 dwelling units per acre to a maximum of 250 units per acre. These densities will help meet the demand for housing that addresses job and retail growth in the City and region.

Three projects within the Specific Plan area were counted toward the sixth cycle RHNA as approved, proposed, or under construction. ~~Twelve~~ Eleven remaining parcels, on approximately ~~3930.24~~ acres, have been identified as sites and remain to be re-developed. Not Viable sites were identified and excluded based on existing uses. Assuming realistic capacity, on a parcel-level, the Patrick Henry Drive Focus Area Specific Plan sites identified in this Housing Element can accommodate a total of 5,865,184 units (see Table 13.6-5). Appendix B provides a detailed list of all sites, including assumed affordability. Appendix C provides supplemental sites inventory analysis including the availability of specific plan sites during the planning period and suitability of nonvacant sites.

There are no regulatory constraints or City-specified buildout horizons that would prevent the twelve remaining parcels from being developed in this Housing Element cycle. Sites that are unlikely to be developed in this Housing Element cycle have not been included and are shown in the Patrick Henry Drive plan as being in a later build-out horizon. As a result of the adoption of the Patrick Henry Drive Specific Plan and the associated program EIR, regulatory impediments

FIGURE 13.6-6 PATRICK HENRY DRIVE SITES



City of Santa Clara
Patrick Henry Drive
Specific Plan Sites

Legend

Basemap Features

- Santa Clara City Limits
- Surrounding Cities
- Major Destinations
- Rivers and Waterbodies
- Parks and Open Space
- Railways

Specific Plan Sites

- Approved
- Proposed
- Available
- Not Included on Inventory

Sources: Esri, County of Santa Clara OpenData 2022, City of Santa Clara 2022.



Appendix C

Supplemental Sites Inventory Analysis

Sites to Meet the RHNA

Santa Clara has taken concrete steps, including the recent adoption of multiple specific plans, to support a significant amount of new housing development within the City. There are ~~12,209~~14,809 units in pending and approved projects with a status of either: proposed (i.e. awaiting Planning approval), approved (all required Planning entitlements secured), under construction, or occupied (See Table 13.6-2 Pending and Approved Projects).

The majority of pending and approved projects are market rate with the conservative assumption that assigns the ~~10,201~~12,411 units from those projects into the Above Moderate (above 120% AMI) affordability category. The remaining pending and approved projects include over 2, ~~000~~300 restricted affordable units, because of the City's inclusionary requirements and/or the development of 100% affordable projects.

Although the total number of pending and approved units (~~12,209~~14,809) exceeds the City's total RHNA of 11,632 units, as shown in the below table, these projects do not fully meet the City's RHNA requirement within the Very Low (0-50% AMI), Low (50-80% AMI), and Moderate (80-120% AMI) affordability categories.

In addition to the City's pending and approved projects (~~12,209~~14,809 units) and projected ADU production (393 units), the Housing Element Sites Inventory includes redevelopment of available specific plan sites (~~5,592~~4,911 units) and certain rezoning sites along the El Camino Real corridor (805 units).

The sites to meet the City's RHNA includes a surplus of units (buffer beyond the minimum RHNA target) in all affordability categories (i.e. Lower, Moderate, Above Moderate) above the 15 to 30-percent buffer recommended by HCD to comply with "no net loss" provisions of State Housing Element law, which requires jurisdictions to maintain a sufficient capacity to accommodate their RHNA throughout the planning period at all income levels.



Table 13.C-1 Sites to Meet the RHNA

| Site/Credit Type | Affordability Category | | | | Total Capacity |
|---------------------------------------|---------------------------------|---------------------------------|---------------------------------|-----------------------------------|-----------------------------------|
| | Lower | | Moderate | Above Moderate | |
| | Very Low [0-50% AMI] | Low [50-80% AMI] | [80-120% AMI] | [> 120% AMI] | |
| Pending and Approved Projects | <u>710,905</u> | <u>794,989</u> | 504 | 10,201 <u>12,411</u> | <u>12,209</u> <u>14,809</u> |
| <i>Tasman East Focus Area</i> | 114 | 239 | 175 | 3,838 | 4,366 |
| <i>Patrick Henry Drive Focus Area</i> | 76 | 75 | 75 | 1,294 | 1,520 |
| <i>Lawrence Station Area Plan</i> | 39 | 45 | 58 | 635 | 777 |
| <i>Freedom Circle Focus Area</i> | 54 | 54 | 54 | 913 | 1,075 |
| <i>Other</i> | 427 <u>622</u> | 381 <u>576</u> | 142 | 3,521 <u>5,731</u> | 4,471 <u>7,071</u> |
| ADU Projection | 118 | 118 | 118 | 39 | 393 |
| Available Specific Plan Sites | <u>2,138</u> <u>1,748</u> | <u>1,586</u> <u>1,295</u> | <u>1,728</u> <u>1,437</u> | 140 | <u>5,592</u> <u>4,620</u> |
| <i>Tasman East Focus Area</i> | 268 | 196 | 318 | 121 | 903 |
| <i>Patrick Henry Drive Focus Area</i> | 1,747 <u>1,357</u> | 1,299 <u>1,008</u> | 1,299 <u>1,008</u> | - | 4,345 <u>3,664</u> |
| <i>Lawrence Station Area Plan</i> | 123 | 91 | 111 | 19 | 344 |
| El Camino Real Rezoning Sites | 319 | 236 | 250 | - | 805 |
| Total | <u>3,285</u><u>3,090</u> | <u>2,734</u><u>2,638</u> | <u>2,600</u><u>2,309</u> | <u>10,380</u><u>12,590</u> | <u>18,999</u><u>20,627</u> |
| RHNA | 2,872 | 1,653 | 1,981 | 5,126 | 11,632 |
| <i>Surplus (buffer above RHNA)</i> | <u>33</u><u>26.5%</u> | | <u>31</u><u>16.6%</u> | <u>10</u><u>214.5%</u> | <u>63</u><u>77.3%</u> |

Note: The El Camino Real rezoning sites are not required to accommodate a lower-income RHNA shortfall but have been included in the Sites Inventory for their contribution to the recommended RHNA buffer for lower-income units, particularly in the VLI affordability category.

Availability of Specific Plan Sites During the Planning Period

Planned Buildout Horizons

Tasman East Focus Area

- Specific Plan (6,000-unit capacity)
 - Phase 1 (4,500 units)
 - Phase 2 (1,500 units) *Action 19
- Housing Element (5,269 units):
 - Pending and Approved (4,366 units, estimated completion 2028)
 - 196 units occupied
 - 2,441 units under construction
 - 581 units approved (all Planning entitlements secured)
 - 1,148 units pending Planning approval
 - Available Sites (903 units, estimated completion 2030)

Patrick Henry Drive Focus Area

- Specific Plan (10,300 to 12,000-unit capacity)
 - Phase 1 (5,839 units, estimated completion 2025-2029)
 - Phase 2 (2,234 units, estimated completion 2030-2034)
- Housing Element (~~5,865~~5,184 units, estimated completion 2030)
 - Pending and Approved (1,520 units)
 - 307 units approved (all Planning entitlements secured)
 - 1,213 units pending Planning approval
 - Available Sites (~~4,345~~3,664 units)

Lawrence Station Area

- Specific Plan (3,500-unit capacity)
- Housing Element (846 units) completed in 5th Cycle
- Housing Element (1,121 units)
 - Pending and Approved (777 units, estimated completion 2024-2027)
 - 449 units under construction
 - 328 units approved (all Planning entitlements secured)
 - Available Sites (344 units, estimated completion 2030)

11. 4701 Patrick Henry Drive (APN: 104-53-001 through -026) Consolidated Site "O"

Site is Available for Redevelopment, but Not Included on Sites Inventory for Purposes of RHNA

| | | | Criteria 6 (Existing Site Utilization) | | | Criteria 7 | Criteria 8 | |
|-------|--------------|--------------|--|------|---------|-----------------|-------------------|------------|
| Acres | Min. Density | Max. Density | Building Size (sf) | FAR | Stories | Surface Parking | Improvement Ratio | Year Built |
| 9.06 | 60 | 149 | 52,920 | 0.13 | 1 & 2 | All | 1.67 | 1981 |

Use(s): Office.



This 9.06-acre industrial site was developed with approximately 52,920 square feet in multiple, mostly one-story, with some two-story office buildings (0.13 FAR) with surface parking in 1981.

The following factors were used to determine that the existing use does not constitute an impediment to additional residential uses on the site and that the existing use is likely to be discontinued during the planning period.

- The low FAR (less than 0.5), mostly one-story, all surface parking, indicate that the property is underutilized, particularly in comparison to the high density residential allowed on the site.
- The existing buildings are almost 43 years old, indicating they may need substantial improvements or replacement for maximum financial return.
- The Village Residential Zoning District for this site has flexible development standards to facilitate redevelopment of this site, including a gross density maximum of 149 du/ac, height up to 160-feet and 12-stories, with no FAR maximum.
- This site (Great America Technology Park / Marriott Center) is currently made up of 26 separate condominium map parcels (and 1 common area parcel) with 10 separate owners. Although there are multiple owners, several of them, including one property owner who own a majority of the parcels, actively participated in the drafting of the Patrick Henry Drive Specific Plan, which has as one of its primary purposes the redevelopment of sites like 4701 Patrick Henry Drive.
- In a March 2024 conversation between the City and the majority property owner and a follow-up conversation with the broker representing the majority owners, they expressed keen interest in redeveloping their site with residential uses and noted that their existing

~~Table 13.C-2 Sites to Meet the RHNA – Hypothetical
with 4701 Patrick Henry Drive Site Removed~~

Public Comment on Sites Inventory

The City received public comment from the Housing Action Coalition on the adopted Housing Element objecting to the inclusion of several sites, including 4701 Patrick Henry Drive, on the sites inventory (see Appendix A Public Outreach).

Although the City continues to believe that 4701 Patrick Henry Drive is prime for redevelopment within the timeframe of the Housing Element (see evaluation criteria above), ~~even if this site was has been removed from the inventory.~~ As noted in table 13.C-1, there City would still have are sufficient sites in its the inventory to achieve its the City's RHNA targets with a buffer at all affordability levels ~~(see Table 13.C-2).~~

As described in Chapter 6 Housing Resources and reflected in Appendix B Electronic Sites Inventory and Appendix C Supplemental Sites Inventory Analysis, the following sites were also identified through public comments (see Appendix A Public Outreach) and have been excluded from the Sites Inventory since they are unlikely to redevelop with residential uses within the timeframe of the Housing Element:

- Tasman East Specific Plan
 - 5101 Lafayette Street (data center)
- Patrick Henry Drive Specific Plan
 - 4650 Old Ironsides Drive (data center)
 - 4700 Old Ironsides Drive (data center)
 - 4600 Patrick Henry Drive (Drawbridge parcel)
- Lawrence Station Area Plan
 - 2960 – 3030 Corvin Drive (data centers)
 - 3350 – 34420 Central Expressway (Gemini Rosemont industrial campus)
- El Camino Real Rezoning Sites
 - 3615 El Camino Real (24-hour Fitness)
 - 3735 and 3705 El Camino Real (Big Lots/Lucky)

As noted above (Appendix C), in addition to the removal of the 4701 Patrick Henry Drive site at the request of the Housing Action Coalition, six additional El Camino Real rezoning sites and one Tasman East Specific Plan site were also excluded from the inventory because it was determined that they are less likely to redevelop in the planning period.

RESOLUTION NO. 23-9188

**A RESOLUTION OF THE CITY OF SANTA CLARA, CALIFORNIA,
TO ADOPT AN ADDENDUM TO THE GENERAL PLAN
ENVIRONMENTAL IMPACT REPORT, FOR ADOPTION OF THE
6TH CYCLE HOUSING ELEMENT (2023-2031)**

BE IT RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

WHEREAS, the California legislature has found that “California has a housing supply and affordability crisis of historic proportions. The consequences of failing to effectively and aggressively confront this crisis are hurting millions of Californians, robbing future generations of the chance to call California home, stifling economic opportunities for workers and businesses, worsening poverty and homelessness, and undermining the state’s environmental and climate objectives.” (Gov. Code Section 65589.5.); and

WHEREAS, the legislature has further found that “Among the consequences of those actions are discrimination against low-income and minority households, lack of housing to support employment growth, imbalance in jobs and housing, reduced mobility, urban sprawl, excessive commuting, and air quality deterioration.” (Gov. Code Section 65589.5.); and

WHEREAS, the legislature recently adopted the Housing Crisis Act of 2019 (SB 330) which states that “In 2018, California ranked 49th out of the 50 states in housing units per capita... California needs an estimated 180,000 additional homes annually to keep up with population growth, and the Governor has called for 3.5 million new homes to be built over 7 years”; and

WHEREAS, State Housing Element Law (Government Code Sections 65580 et seq.) requires that the City Council adopt a Housing Element for the eight-year period 2023-2031 to accommodate the City of Santa Clara (City) regional housing need allocation (RHNA) of 11,632 housing units, comprised of 2,872 very-low income units, 1,653 low-income units, 1,981 moderate-income units, and 5,126 above moderate-income units; and

WHEREAS, to comply with State Housing Element Law, the City of Santa Clara has prepared its Housing Element Update for the years 2023-2031 (the Housing Element); and

WHEREAS, as provided in Government Code Section 65350 et. seq., the Housing Element constitutes a General Plan Amendment; and

WHEREAS, the Project approvals will include a resolution approving the Addendum to the General Plan EIR; and a resolution approving the General Plan Amendment (collectively, the “Approvals”);

WHEREAS, the City has prepared an Addendum to the 2010-2035 General Plan Environmental Impact Report adopted by the City Council on November 16, 2010, and to the environmental review documents that were prepared for subsequent amendments to the General Plan that affected housing development in the City, including but not limited to the December 2013 Climate Action Plan Negative Declaration; the February 2016 Mission Town Center EIR; the 2016 Related Santa Clara EIR; the November 2016 Lawrence Station Area Plan EIR; the July 2018 575 Benton Project Addendum; the July 2019 Gateway Crossings EIR; the March 2022 Patrick Henry Drive Specific Plan EIR; the June 2022 Climate Action Plan Addendum; and the June 2022 Freedom Circle Future Focus Area EIR (collectively, the “Subsequent Documents”), all of which provide environmental clearance for all of the units in the 6th cycle Housing Sites Inventory;

WHEREAS, a notice of the public hearing on the proposed General Plan Amendment was published in the Santa Clara Weekly, a newspaper of general circulation for the City, on December 11, 2022, for the January 11, 2023 Planning Commission Meeting and the January 31, 2023 City Council meeting; and

WHEREAS, on January 11, 2023, the Planning Commission opened the public hearing to consider the proposed General Plan Amendment, and then continued the hearing to January 23, 2023; and

WHEREAS, on January 20, 2023, the City published a revised draft Housing Element with the changes required by HCD (see Housing Element Exhibit A – HCD Comments and Responses) and requested public comment on the draft; and

WHEREAS, on January 23, 2023, the Planning Commission resumed the previously-opened public hearing to consider the proposed General Plan Amendment, and then subsequently continued the hearing to January 26, 2023; and

WHEREAS, the Planning Commission reviewed the Addendum to the General Plan EIR, in accordance with the requirements of CEQA, along with the City Staff report pertaining to the Project, and all evidence received at a duly noticed public hearing on January 26, 2023. All these documents and evidence are incorporated herein by reference into this Resolution; and

WHEREAS, the Planning Commission recommended that the City Council approve the Addendum to the General Plan EIR, in accordance with CEQA for the Project; and

WHEREAS, on January 31, 2023, the City Council conducted a public hearing, at which time all interested persons were given an opportunity to give testimony and provide evidence in support of and in opposition to the proposed Addendum to the General Plan EIR.

NOW THEREFORE, BE IT FURTHER RESOLVED BY THE CITY OF SANTA CLARA AS FOLLOWS:

1. That the City Council hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.
2. That the City Council hereby finds that the Addendum to the General Plan EIR has been completed in compliance with CEQA.
3. That the City Council hereby finds that the Addendum to the General Plan EIR has been presented to the Council, which reviewed and considered the information and analysis contained therein, and that the Addendum represents the independent judgment of the Council.
4. That the City Council hereby finds that the proposed General Plan Amendments do not involve substantial changes to the General Plan that would require major revisions to the previous EIR or Subsequent Documents.
5. That the City Council hereby finds that there is no substantial change in circumstances as a result of modifications to the General Plan that would require major revisions to the previous EIR and Subsequent Documents or cause new or substantially more severe significant impacts.

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6. That the City Council hereby finds that there is no new information of substantial importance that identifies new or more intense significant impacts than those identified in the General Plan EIR and Subsequent Documents.

7. Based on the findings set forth in this Resolution and the evidence in the City Staff Report, the City Council approves the Addendum to the General Plan EIR, in accordance with CEQA for the Project.

3. Effective date. This resolution shall become effective immediately.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 31ST DAY OF JANUARY 2023, BY THE FOLLOWING VOTE:

| | | |
|------------|-------------|--|
| AYES: | COUNCILORS: | Becker, Chahal, Hardy, Jain, Watanabe, and Mayor Gillmor |
| NOES: | COUNCILORS: | Park |
| ABSENT: | COUNCILORS: | None |
| ABSTAINED: | COUNCILORS: | None |

ATTEST: 
NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference: None

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA RECOMMENDING THAT THE CITY COUNCIL APPROVE AN AMENDMENT TO THE GENERAL PLAN TO REMOVE ONE SITE (4701 PATRICK HENRY DRIVE) FROM AND ADD ONE SITE (3005 DEMOCRACY WAY) TO THE ADOPTED HOUSING ELEMENT SITES INVENTORY AND MAKE ASSOCIATED TEXT EDITS

WHEREAS, State Housing Element Law (Government Code Sections 65580 et seq.) requires that the City Council adopt a Housing Element for the eight-year period 2023-2031 to accommodate the City of Santa Clara (City) regional housing needs allocation (RHNA) of 11,632 housing units, comprised of 2,872 very-low income units, 1,653 low-income units, 1,981 moderate-income units, and 5,126 above moderate-income units;

WHEREAS, the State Department of Housing and Community Development (HCD) recommends all jurisdictions include a 15 to 30-percent buffer of units beyond the minimum required RHNA target numbers in all affordability categories (i.e. Lower, Moderate, and Above Moderate) to comply with the “no net loss” provisions of State Housing Element law, which requires jurisdictions to maintain sufficient capacity to accommodate their RHNA throughout the planning period;

WHEREAS, on May 7, 2024 the City Council adopted the City’s sixth cycle (2023-2031) Housing Element with sites identified that can accommodate housing units meeting the City’s RHNA with a substantial buffer of units in all affordability categories;

WHEREAS, on May 31, 2024 the State Department of Housing and Community Development (HCD) issued a letter indicating that the City’s adopted Housing Element was in substantial compliance with State Housing Element law;

WHEREAS, on January 31, 2023, the City Council adopted Resolution No. 23-9188, approving an Addendum to the 2010-2035 General Plan Environmental Impact Report adopted by the City Council on November 16, 2010, and to the environmental review documents that were prepared for subsequent amendments to the General Plan that affected housing development in the City,

all of which provide environmental clearance for all of the units in the 6th cycle Housing Element Sites Inventory;

WHEREAS, on November 19, 2024, the City Council adopted Resolution No. 24-9396, adopting and certifying an Environmental Impact Report for the Kylli “Mission Point” project;

WHEREAS, at various stages during the three-year Housing Element Update process, comment letters received from the Housing Action Coalition (HAC) resulted in the removal of several properties from the City’s Housing Element Sites Inventory after analysis and consultation with HCD indicated those sites were unlikely to redevelop with residential uses within the timeframe of the Housing Element;

WHEREAS, the HAC continues to object to the inclusion of one site (4701 Patrick Henry Drive) that was retained in the adopted and certified Housing Element; and,

WHEREAS, although the City continues to believe that it is reasonably foreseeable that 4701 Patrick Henry Drive will redevelop within the planning period, for the reasons stated in Housing Element Appendix C Supplemental Sites Inventory Analysis, its removal from the inventory would still leave sufficient sites to achieve the City’s Regional Housing Needs Allocation (RHNA) targets with a substantial buffer at all affordability levels;

WHEREAS, on November 19, 2024, the City Council approved the Mission Point Project (3005 Democracy Way), which included a total of up to 2,600 new residential units (390 lower-income and 2,210 above moderate income), and the Mission Point Project does not currently appear in the Housing Element Sites Inventory;

WHEREAS, the combined addition of units from the 3005 Democracy Way site and removal of units from the 4701 Patrick Henry Drive site would result in a decrease in the lower-income buffer from 33-percent to 27-percent and a decrease in the moderate-income buffer from 31-percent to 17-percent. In the above moderate-income category, the recommended buffer would increase from 103-percent to 146-percent;

WHEREAS, a General Plan Amendment is required for the proposed changes to the adopted Housing Element Sites Inventory;

WHEREAS, Santa Clara City Charter Section 1007 requires that the Planning Commission provide input to the City Council on any proposed General Plan Amendment;

WHEREAS, Government Code Section 65353 requires the Planning Commission to hold a public hearing prior to making a recommendation on the General Plan Amendment;

WHEREAS, on March 5, 2025, a notice of the public hearing on the proposed General Plan Amendment was published in the *Santa Clara Weekly*, a newspaper of general circulation for the City, for the Planning Commission Hearing to be conducted on March 19, 2025 and for the City Council Hearing to be conducted on April 29, 2025;

WHEREAS, the Planning Commission has reviewed the General Plan Amendment; and

WHEREAS, on March 19, 2025, the Planning Commission held a duly noticed public hearing to consider the proposed revisions to the adopted 6th Cycle Housing Element during which the Planning Commission invited and considered any and all verbal and written testimony and evidence offered in favor and in opposition to the General Plan Amendment.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA AS FOLLOWS:

1. That the Planning Commission hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.
2. That the Planning Commission finds and determines that the General Plan Amendment is in the interest of the public good for the following reasons:
 - A. The proposed Amendment is deemed to be in the public interest, in that the revision to the adopted Housing Element Sites Inventory is consistent and compatible with the rest of the City's General Plan and any implementation programs that may be affected, in that the proposed removal of one site and addition of another site is consistent with the General Plan's Land Use and Circulation policies, and does not

increase development capacity and does not introduce new or revised policies or programs under the General Plan, as amended.

- B. The proposed amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA), in that the impacts of the Housing Element are disclosed by the General Plan EIR as addended by subsequent amendments to the General Plan EIR as addended by subsequent amendments to the General Plan that affected housing developments in the City, including but not limited to the December 2013 Climate Action Plan Negative Declaration; the February 2016 Mission Town Center EIR; the 2016 Related Santa Clara EIR; the November 2016 Lawrence Station Area Plan EIR; the July 2018 575 Benton Project Addendum; the July 2019 Gateway Crossings EIR; the March 2022 Patrick Henry Drive Specific Plan EIR; the June 2022 Climate Action Plan Addendum; and the June 2022 Freedom Circle Future Focus Areas EIR. The impacts of the Kylli “Mission Point” project were analyzed and mitigated in an Environmental Impact Report adopted and certified by the City Council on November 19, 2024.
- C. The potential impacts of the proposed General Plan Amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare, in that the Housing Element creates a policy framework that provides opportunities for the development of housing in the City through the year 2031. The impacts of the Housing Element have been disclosed through the CEQA process, and the Planning Commission has determined that any impacts from the proposed revisions to the adopted Housing Element remain within the scope of the General Plan EIR, as addended, and the Kylli Mission Point EIR.

3. The Planning Commission recommends City Council approval of the revisions to the May 7, 2024 Adopted 6th Cycle Housing Element (2023-2031) as provided in Attachment 1 (Revisions

to Housing Element – redlined) showing revisions to the Housing Element, plus any non-substantive edits or corrections, including those that may be directed by the State Department of Housing and Community Development (HCD) after their review of the revisions to the adopted Housing Element.

4. Effective date. This resolution shall become effective immediately.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 19TH DAY OF MARCH, 2025, BY THE FOLLOWING VOTE:

| | |
|------------|----------------|
| AYES: | COMMISSIONERS: |
| NOES: | COMMISSIONERS: |
| ABSENT: | COMMISSIONERS: |
| ABSTAINED: | COMMISSIONERS: |

ATTEST: _____
AFSHAN HAMID
DIRECTOR OF COMMUNITY DEVELOPMENT
CITY OF SANTA CLARA

Attachments Incorporated by Reference:
1. Revisions to Housing Element - redlined
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Agenda Report

25-223

Agenda Date: 3/19/2025

REPORT TO PLANNING COMMISSION

SUBJECT

PUBLIC HEARING: Action on a Conditional Use Permit and Variances (PLN23-00513) to Allow Expansion of an Existing Service Station by Removing a Portion of the Fuel Canopy and Two Fuel Dispensers, and by Adding a 1,605 square foot Convenience Store and Self-Service Carwash within the Rear Setback for the Store at 2455 Lawrence Expressway

File No(s): PLN23-00513

Applicant: Surjait Bains

Property Owner: Gadri Corporation

General Plan: Neighborhood Commercial

Classic Zoning: CN - Neighborhood Commercial

Updated Zoning: C-N - Commercial-Neighborhood

Site Area: 0.42 acres (APN: 220-18-005)

Existing Site Conditions: The project site is developed with a service station with a large canopy covering six fuel dispensers and a small kiosk in the center of the property.

Surrounding Land Uses:

- North: Multi-Family - PD - Planned Development
- East: Convenience Store - C-N - Commercial-Neighborhood
- South: Multi-Family - R3 - Medium-Density Residential
- West: Multi-Family - R3 - Medium-Density Residential

Issues: Consistency with the General Plan and Zoning Ordinance.

Staff Recommendation: Deny the requested Conditional Use Permit and Variance for a self-service carwash within the rear setback.

BACKGROUND

At the Planning Commission hearing on January 15, 2025, the Commission considered the Conditional Use Permit and Variance (File No. PLN23-00513) for an existing service station to remove a portion of a fuel canopy and two fuel dispensers to install a new 1,605 square foot convenience store and a self-service carwash. The project was deemed complete on August 13, 2024, before the updated Zoning Map and changes to the Zoning Districts came into effect. The project is therefore subject to the Classic Code, which allowed Service Stations as a conditionally permitted use. The staff report for the January 15th hearing is included as Attachment 3.

After hearing testimony during the January 15, 2025, meeting, the Commission voted to continue the item to allow for the applicant to work with staff to resolve issues related to the proposal. The five main issues discussed by the Planning Commission, included: noise, landscaping, setbacks, hours of operations, and screening, since the project is immediately adjacent to residential uses.

DISCUSSION

Through coordination with staff, the applicant made the following updates to the proposal:

1. Increased the rear setback by one foot to one-foot-seven inches.
2. Added pervious pavers in the rear setback to aid with landscape growth and drainage.
3. Changed hours of operation to 6 am to 10 pm.
4. Added sound insulation in the proposed carwash to reduce noise.

Due to the updates, the project is now code compliant for the required shrub planter depth dimension. This reduced the requested variances from five to four variances as follows:

1. Reduced rear setbacks (20 feet required, 1 foot - 7 inches proposed)
2. Reduced landscaping planter depth along the street frontages (15 feet required, 5 to 10 feet proposed)
3. Reduced property line landscaping planter depth at the rear property line (5 feet required, 3 feet - 11 inches to 1 foot - 7 inches provided)
4. Reduced required landscaping density of screening and degree of shading

Per the Code definitions, the shorter frontage of a corner lot is the front of the lot and the opposite of the front of the lot is classified as the rear of the lot. Per the Classic Code, a rear setback of 20 feet is required at the rear of each lot that abuts a residentially zoned property. The project as revised, proposes a self-serve carwash at the rear of the lot closer to the residential development with a rear setback of one-foot-seven inches. The project proposes a varied five-to-ten-foot landscaping planter area along street frontages where a 15-foot-wide planter area is required adjacent to any property line along a public street per Classic Code. The project does not provide the required five-foot-deep rear planter as the proposed planter is varied between 3'-11" and 1'-7". Lastly, per the Classic Code, Section 18.68.020 (a)(3) each planter area shall be landscaped with ground cover, screening shrubs and trees to accomplish a density of screening and degree of shading. Given all of the reduced setbacks, a density of landscaping is not able to be provided that would have screened headlights or other activity from adjacent uses and the right-of-way.

Consistency with the General Plan

The proposed expansion of the service station by including the self-serve carwash does not meet the City's General Plan goals. Due to the proximity of the service station to existing residential, the addition of a 24-hour self-serve carwash could produce potential conflicts in surrounding neighborhoods such as noise, odor, and light pollution. The following General Plan policies are applicable:

5.3.3 G4 New commercial uses that respect surrounding neighborhoods and are sited to reduce potential land use conflicts.

-

5.3.3 P7 Encourage adequate protection of adjacent residential uses from incompatible commercial activities, such as loading, unloading and trash storage areas.

-

5.3.3 P14 Allow convenience commercial uses and service stations, existing as of January 1, 2010, to conform to General Plan classification of Neighborhood Commercial, Community Commercial and Regional Commercial. New convenience commercial uses and service stations are restricted to the Community Commercial and Regional Commercial designations.

5.3.3 P15 Discourage auto oriented uses, such as repair shops and service stations, from properties abutting residential uses and in areas with a pedestrian or mixed use emphasis.

-

5.5.2 P4 Provide adequate separation between incompatible land uses in order to minimize negative effects on surrounding existing and planned development.

-

5.5.2 P5 Require that new development provide an appropriate transition to surrounding neighborhoods.

While the proposal is not consistent with the above policies, the applicant has updated their application in hopes that the revisions mitigate any conflict between the property and the adjacent residential neighborhoods.

Zoning Conformance

Conditional Use Permit: Per Section 18.34.040(a), under the Classic Code, a service station is a conditional use. (As a reference, under the Updated Zoning Code, Service Stations are not allowed in the C-N zoning district). The self-serve carwash is an expansion of the service station and therefore requires a conditional use permit.

Permitted Use: The convenience store is considered a retail use and is allowed under the C-N designation.

Variances: Applicable development standards are analyzed as follows:

1. Rear Yard Section 18.34.100 (Classic Zoning Code): The self-serve car wash required a rear yard setback of 20-feet, and a one-foot seven-inch (1'-7") rear yard setback is proposed. *A variance is required to reduce the rear yard setback.*
2. Landscape Planter Section 18.34.140(b) (Classic Zoning Code): Requires a five-foot-deep planter for screening shrubs and trees to be permanently maintained adjacent to the fencing and property line abutting any residentially zoned property, the applicant proposes a three-foot-eleven-inch (3'-11") deep planter with the shrub Pittosporum Tobria (Japanese Cheesewood) along the rear of the property. *A variance is required to reduce the planter depth requirements.*
3. Landscape Planter Area Section 18.68.020(a)(1) (Classic Zoning Code): Requires a 15-foot-deep planter area adjacent to property lines along a public street, the applicant is providing a range of four to 10 feet. *A variance is required to reduce the planter depth requirements.*
4. Screening 18.68.020 (Classic Zoning Code): Each planter area shall be landscaped with ground cover, screening shrubs and trees to accomplish a density of screening and degree of shading. This density of landscaping is not able to be provided given the reduced setbacks allowing for vehicles and associated headlights to be viewed from abutting streets and rights-of-way. *A variance is required.*

Per the Updated Zoning Code Section 18.36.020, if existing development is expanding by more than 10 percent, it shall be subject to the City's landscaping requirements. The proposed project is subject to all requirements of the Updated Zoning Code landscaping requirements except for the specific zoning district requirements, which was approved after the project was deemed complete. The Updated Zoning Code applicable development standards are analyzed as follows:

5. Landscaping requirements, including landscaping in setbacks 18.36.060 (Updated Zoning Code): *A variance is required for minimum screening planter depth from 5-feet to a varied depth of 3'-11" to 1'-7", minimum planter depth for require trees of 5'-10' to 3'-11"*

Section 18.60.220 of the Updated Zoning Code establishes development standards and requirements for Service Stations in the City of Santa Clara. The Updated City Code does not include development standards for car washes, either self-serve or full service other than parking standards.

While the applicant has applied for four variances for the project, the applicant has worked with City staff at the request of Planning Commission to reduce the concerns of the proposed project. Namely the applicant has updated their application to create a larger rear setback for the carwash by increasing it from seven inches to 1 foot - 7 inches, thereby widening the planters at the rear of the property from 2 feet - 2 inches to 3 feet - 11 inches. The applicant also added pervious pavers at the rear of the property to address the concern of the viability and maintenance of the screening landscaping. Additionally, the applicant has proposed insulating the carwash tunnel to help with noise mitigation, and proposed hours of operation so that the carwash would only

operate, at most, from 6 a.m. - 10 p.m. seven days a week.

Architectural Review

The applicant has revised their submission several times and worked with the Planning Division to get to a design plan that the Planning Division may support. Full review of the architecture will take place during the Development Review Hearing, to be held after determinations are made for the Conditional Use Permit and Variance requests.

Conclusion

The project would not be compatible with adjacent land uses. The introduction of the carwash creates consistency issues for the City's General Plan and zoning code, including higher levels of noise, odor, and light pollution. The project has attempted to lower the proposed increases in noise, odor, and/or light pollution, although the residential property located to the south will still be directly affected. Overall, while the project has made strides to conform, the project remains inconsistent with the General Plan and is inconsistent with the zoning requirements.

ENVIRONMENTAL REVIEW

Staff's recommendation is that the Planning Commission deny the Conditional Use Permit and deny the Variance requests. CEQA Guidelines Section 15270(a) provides that "CEQA does not apply to projects which a public agency rejects or disapproves."

If, however, the Planning Commission votes to approve the Conditional Use Permit and Variance, the project could be found categorically exempt per Class 3, Section 15303 (e) New Construction or Conversion of Small Structures, which allows for the construction of limited numbers of new, small facilities or structures including "[a]ccessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences."

COORDINATION

This report was coordinated with the City Attorney's Office.

PUBLIC CONTACT

On January 3, 2025, a notice of public hearing was mailed to property owners within 500 feet of the project site. The Planning Commission continued the item from the January 15, 2025 hearing to the March 19, 2025 meeting, but prior to doing so, reopened the public hearing, and therefore no new mailed noticing is required. At the time of this staff report, Planning staff has not received public comments in support or opposition to the proposed project.

Public contact was also made by posting the Commission agenda on the City's official notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <<mailto:clerk@santaclaraca.gov>> or at the public information desk at any City of Santa Clara public library.

RECOMMENDATION

1. **Adopt** a Resolution denying a Conditional Use Permit to allow expansion of an existing service station for removing a portion of fuel canopy and two fuel dispensers and adding a 1,605 square foot convenience store and a self-service carwash within the rear setbacks at 2455 Lawrence Expressway.
2. **Adopt** a Resolution denying a Variance to allow reduced rear setbacks, reduced landscaping planter depth along the street frontages, reduced required landscape screening depth at rear property line, and reduced required landscaping density of screening, in connection with a proposed expansion of an

existing service station at 2455 Lawrence Expressway.

Prepared by: Daniel Sobczak, Associate Planner

Reviewed by: Afshan Hamid, Community Development Director

Reviewed by: Alexander Abbe, Assistant City Attorney

Approved by: Lesley Xavier, Planning Manager

ATTACHMENTS

1. Resolution Denying a Conditional Use Permit
2. Resolution Denying a Variance
3. Staff Report of January 15, 2025, Planning Commission Hearing
4. Project Data Sheet
5. General Plan Vicinity Map
6. Zoning Vicinity Map
7. Development Plans

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA DENYING A CONDITIONAL USE PERMIT TO ALLOW AN ADDITION OF A CAR WASH TO A SERVICE STATION AT 2455 LAWRENCE EXPRESSWAY, SANTA CLARA

PLN23-00513 (Conditional Use Permit, Variance)

WHEREAS, on November 06, 2023, Muthana Ibrahim (“Applicant”), on behalf of Gadri Corporation (“Owner”) made an application for the redevelopment of a 18,544 square foot parcel (Assessor’s Parcel Number: 220-18-005) located at 2455 Lawrence Expressway in Santa Clara (“Project Site”);

WHEREAS, the Project Site has a General Plan designation of Neighborhood Commercial and was zoned Neighborhood Commercial (CN) when the application was “deemed complete”, and is now currently zoned Commercial-Neighborhood (C-N);

WHEREAS, the Project Site is currently developed with an approximately 5,485 square-foot fuel canopy, six fuel dispensers, a 502 square-foot service kiosk, and site landscaping;

WHEREAS, the Applicant proposes to remove two fuel dispensers, the service kiosk, and 2,929 square-feet of fuel canopy, in order to construct a 1,605 square-foot convenience store, a 692 square-foot self-serve carwash, a 248 square-foot carwash equipment room, and retain 1,556 square feet of fuel canopy and four fuel dispensers (“Project”);

WHEREAS, the Project requires a Conditional Use Permit, Variances, and Architectural Review by the City for which the Applicant has simultaneously applied;

WHEREAS, pursuant to Section 18.34.040 of the Classic Santa Clara City Code (“SCCC”) , a Conditional Use Permit is required in order to allow an automobile service station in the CN zoning district;

WHEREAS, the California Environmental Quality Act (“CEQA”) Guidelines Section 15270 provides that “CEQA does not apply to projects which a public agency rejects or disapproves”;

WHEREAS, pursuant to SCCC Section 18.114.050, the Planning Commission cannot grant a Conditional Use Permit without first making specific findings related to the effect of the project on public convenience, health, interest, safety, and general welfare, among other factors, based upon substantial evidence in the record;

WHEREAS, on January 2, 2025, notices of the public meeting for the Planning Commission Hearing of January 15, 2025, were mailed to all property owners within 500 feet of the Project Site boundaries; and

WHEREAS, on January 15, 2025, the Planning Commission held a duly noticed public hearing to consider the Project, at the conclusion of which, the Planning Commission voted to reopen the public hearing and continue the Project to the March 19, 2025 Planning Commission hearing to allow for the applicant to work with staff to resolve issues related to noise, landscaping, setbacks, hours of operations, and screening; and

WHEREAS, on March 19, 2025, the Planning Commission reconvened the public hearing to consider the Project, during which the Planning Commission invited and considered any and all verbal and written testimony and evidence offered in favor of and in opposition to the Project.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA AS FOLLOWS:

1. That the Planning Commission hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.
2. That the Planning Commission hereby denies the Conditional Use Permit, to allow the redevelopment of an existing service station to construct a self-serve carwash tunnel at the rear of the property, as depicted on Exhibit "Development Plans," attached hereto and incorporated herein by this reference.
3. That based upon substantial evidence in the record of the hearing, including the facts stated in this resolution, the Planning Commission hereby finds that:

- A. The proposed use is inconsistent with the General Plan, in that the project site has a General Plan land use designation of Neighborhood Commercial, which is intended for local-serving retail, personal service and office uses that meet neighborhood needs, and a service station does not fit that description. Moreover, the proposed expansion would violate General Plan policies requiring commercial uses to respect surrounding neighborhoods and reduce potential land use conflicts, encouraging adequate protections of adjacent residential uses from incompatible commercial activities, and discouraging auto-oriented uses from properties abutting residential uses;
- B. The proposed use is only allowed within the subject zone through the Conditional Use Permit process and does not comply with other applicable provisions of this Zoning Code and the City Code, in that the project does not meet the development standards listed in Chapter 18.34 of the Classic Code, does not meet screening standards set in Section 18.60.100 of the Classic Code, and does not meet the landscaping standards set forth in Chapter 18.36 of the current Zoning Code;
- C. The design, location, size, and operating characteristics of the proposed use are not compatible with the allowed uses in the vicinity; in that the project is adjacent to multi-family residential to the rear and the proposed location, size, and operating characteristics of the proposed self-serve carwash tunnel without any mitigation factors such as, adding automatically closing doors on either side of the tunnel to reduce noise, using lower noise “quiet” dryers, installing an eight foot landscaped screening wall, introducing hand drying, or moving the location of the carwash to the western side of the property, would create an incompatible use.
- D. Operation of the use at the location proposed would be detrimental to the harmonious and orderly growth of the City, or endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare, in that the proposed project has not offered any mitigation factors for the proposed

carwash, there is no evidence that the carwash at seven inches from lot line would meet the Zoning Code's noise ordinance, and the proposed project does not comply with multiple sections of the Zoning Code.

E. The subject site is:

1. Not physically suitable in terms of design, location, operating characteristics, shape, size, topography, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities; in that the site is immediately adjacent to residential zoned property and does not meet the City's regulations for landscaping or setbacks for the proposed use.

4. Effective date. This resolution shall become effective immediately.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 19th DAY OF MARCH, 2025, BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ATTEST: _____
AFSHAN HAMID
DIRECTOR OF COMMUNITY DEVELOPMENT

Attachments Incorporated by Reference:
None

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA DENYING A VARIANCE TO ALLOW AN EXPANSION TO AN EXISTING SERVICE STATION WITH IMPROVEMENTS TO THE SITE THAT RESULT IN A REDUCED REAR SETBACK, AND REDUCED LANDSCAPING PLANTERS AND BUFFERS AT 2455 LAWRENCE EXPRESSWAY, SANTA CLARA

PLN23-00513 (Conditional Use Permit, Variance)

WHEREAS, on November 06, 2023, Muthana Ibrahim (“Applicant”), on behalf of Gadri Corporation (“Owner”) made an application for the redevelopment of a 18,544 square foot parcel (Assessor’s Parcel Number: 220-18-005) located at 2455 Lawrence Expressway in Santa Clara (“Project Site”);

WHEREAS, the Project Site has a General Plan designation of Neighborhood Commercial and was zoned Neighborhood Commercial (CN) when the application was “deemed complete”, and is now currently zoned Commercial—Neighborhood (C-N);

WHEREAS, the Project Site is currently developed with an approximately 5,485 square-foot fuel canopy, six fuel dispensers, a 502 square-foot service kiosk, and site landscaping;

WHEREAS, the Applicant proposes to remove two fuel dispensers, the service kiosk, and 2,929 square-feet of fuel canopy, in order to construct a 1,605 square-foot convenience store, a 692 square-foot self-serve carwash, a 248 square-foot carwash equipment room, and retain 1,556 square feet of fuel canopy and four fuel dispensers with three parking spaces onsite (“Project”);

WHEREAS, the Project requires a Conditional Use Permit and Variances, and Architectural Review by the City for which the Applicant has simultaneously applied;

WHEREAS, the California Environmental Quality Act (“CEQA”) Guidelines Section 15270 provides that “CEQA does not apply to projects which a public agency rejects or disapproves”;

WHEREAS, pursuant to SCCC Section 18.124.050, the Planning Commission cannot grant a Variance without first making specific findings, based upon substantial evidence in the record;

WHEREAS, on January 2, 2025, notices of the public meeting for the Planning Commission Hearing of January 15, 2025, were mailed to all property owners within 500 feet of the Project Site boundaries; and

WHEREAS, on January 15, 2025, the Planning Commission held a duly noticed public hearing to consider the Project, at the conclusion of which, the Planning Commission voted to reopen the public hearing and continue the Project to the March 19, 2025 Planning Commission hearing to allow for the applicant to work with staff to resolve issues related to noise, landscaping, setbacks, hours of operations, and screening; and

WHEREAS, on March 19, 2025 the Planning Commission reconvened the public hearing to consider the Project, during which the Planning Commission invited and considered any and all verbal and written testimony and evidence offered in favor of and in opposition to the Project.

NOW THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA AS FOLLOWS:

1. That the Planning Commission hereby finds that the above Recitals are true and correct and by this reference makes them a part hereof.
2. That the Planning Commission hereby denies the Variances for rear setback reduction from 20-feet to one foot - seven inches, reduced landscaping planter depth along the street frontages from 15 feet to a range of five to 10 feet, reduced landscaping planter depth at the rear property line from five feet to three feet 11 inches, and a reduction in the requirements for a dense landscaped buffer in each planter area.
3. That pursuant to SCCC Section 18.124.050, the Planning Commission determines that the following findings do not exist in support of the variance:
 1. There are special circumstances or conditions applicable to the subject property or existing buildings (e.g., location, shape, size, surroundings, topography, or other physical features) that do not apply generally to other properties in the vicinity under an identical zoning classification: the project site exceeds the minimum size

requirement for Neighborhood Commercial zoned properties, the applicant has other areas on the site to construct a carwash that would not require a variance, and the applicant could plant the required landscaping if the carwash was moved to a different location and the store can be made smaller to meet the correct setbacks;

2. Strict compliance with Zoning Code requirements would not deprive the subject property of privileges enjoyed by other property in the vicinity and under an identical zoning classification: the applicant is able to update the site, create an appropriately sized convenience store, and could reposition the carwash to be on the western side of the lot without the need for a variance to setbacks;
3. Approving the Variance would not constitute a grant of special privilege inconsistent with the limitations on other properties in the same vicinity and zone in which the subject property is situated, the only other Commercial Zoned property in the area is adjacent to the west side of the subject property, the adjacent property has an eight foot landscaped screened on the rear of the property that abuts the multi-family residences to the south and the structure is setback approximately ten feet from the rear property line, which meets the Classic Code requirements. By allowing the proposed carwash tunnel at one foot - seven inches from the rear setback, without the proper landscaped screening the subject property would be receiving privilege inconsistent with the limitations of the Code and other properties in the vicinity; and
4. Granting the Variance will not adversely affect the interests of the public or the interests of residents and property owners in the vicinity of the subject property in question, in that the car wash is proposed to be operated daily without the proper landscaped screening, which would shine car headlights directly into residences and the public rights-of way.

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4. Effective date. This resolution shall become effective immediately.

I HEREBY CERTIFY THE FOREGOING TO BE A TRUE COPY OF A RESOLUTION PASSED AND ADOPTED BY THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA, AT A REGULAR MEETING THEREOF HELD ON THE 19th DAY OF MARCH, 2025, BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ATTEST: _____
AFSHAN HAMID
DIRECTOR OF COMMUNITY DEVELOPMENT

Attachments Incorporated by Reference:
None



Agenda Report

24-1216

Agenda Date: 1/15/2025

REPORT TO PLANNING COMMISSION

SUBJECT

Public Hearing: Action on a Conditional Use Permit and Variances (PLN23-00513) to Allow Expansion of an Existing Service Station by Removing a Portion of the Fuel Canopy and Two Fuel Dispensers, and by Adding a 1,605 square foot Convenience Store and Self-Service Carwash within the Rear Setback for the Store at 2455 Lawrence Expressway

File No(s): PLN23-00513

Applicant: Surjait Bains

Property Owner: Gadri Corporation

General Plan: Neighborhood Commercial

Classic Zoning: CN - Neighborhood Commercial

Updated Zoning: C-N - Commercial-Neighborhood

Site Area: 0.42 acres (APN: 220-18-005)

Existing Site Conditions: The project site is developed with a service station with a large canopy covering six fuel dispensers and a small kiosk in the center of the property.

Surrounding Land Uses:

- North: Multi-Family - PD - Planned Development
- East: Convenience Store - C-N - Commercial-Neighborhood
- South: Multi-Family - R3 - Medium-Density Residential
- West: Multi-Family - R3 - Medium-Density Residential

Issues: Consistency with the General Plan and Zoning Ordinance.

Staff Recommendation: Deny the requested conditional use permit and variance for a self-service carwash within the rear setback.

BACKGROUND

On November 6, 2023, Surjait Bains applied for a Conditional Use Permit and Variance (File No. PLN23-00513) for an existing service station to remove a portion of a fuel canopy and two fuel dispensers in order to install a new 1,605 square foot convenience store and a self-service carwash within the rear setback. The project was deemed complete on August 13, 2024, before the updated Zoning Map and Zoning Districts came into effect. The project is therefore subject to the Classic Code, which allowed Service Stations as a conditionally permitted use.

The City currently has no active Conditional Use Permit for the site. The project site has been used as a service station since at least 1969, as can be seen in the City's aerial imagery archives. Building records (File No. BLD1957-13434) indicate the original service station was built in 1957, and additional records indicate the original service station was demolished and a larger service station

built in 1985 (File No. BLD1985-68455). Due to the increase in size and scope of the updated service station in 1985, the project should have received a Conditional Use Permit for that update, however, there is no permit on record.

Per the Classic Code Section 18.34.040, the proposed use of 'Automobile Service Station' can be permitted with a Conditional Use Permit if they comply with standards set forth in Classic Code Chapter 18.68, Service Station Standards. Moreover, per the Classic Code Section 18.68.030(d), car-washing facilities are permitted at an automobile service station only with a Conditional Use Permit.

Pursuant to Table 6-1 (Chapter 18.112) of the Santa Clara City Code, Conditional Use Permits and Variances are decided by the Planning Commission. For the proposed project, the Architectural Review would be approved through the Development Review Hearing process.

DISCUSSION

Much of the surrounding area when the service station was originally built was either farmland or suburban tract housing. The property was zoned Neighborhood Commercial (CN) under the Classic Code and continues to be designated C-N under the Updated Code. The purpose of the updated C-N Commercial-Neighborhood Zone is to provide land areas for the construction, use, and occupancy of a broad range of neighborhood-serving commercial uses. It is the intent of this zone to encourage the development of neighborhood shopping centers that focus on neighborhood amenities including grocery stores, coffee shops, cafes, local-serving offices, and drug stores.

With the adoption of the comprehensive Zoning Code Update, all sections of the updated code except for Article 2, Zones, Allowable Uses, and Development Standards, went into effect on February 8, 2024. Article 2 went into effect on August 15, 2024, when the updated Zoning map became effective.

Zoning Code Section 18.02.070 - Effect of Zoning Code Amendments on Projects in Progress, states that all planning permit applications that are active and that have been determined to be complete by the Project Clearance Committee before the effective date of the Zoning Code, shall be processed in compliance with the requirements in effect when the application was deemed complete. This application was deemed complete on August 13, 2024; therefore, the project was reviewed based on the Classic Code's designation of CN. The Classic Code allows service stations as a 'Conditional use'; however, the Updated Code does not allow service stations in the C-N zoning district. In addition, Zoning Code Section 18.68 of the Classic Code has specific standards for service stations.

A Conditional Use Permit is required due to the expansion of the service station by adding a self-serve carwash facility. No conditional use permit is required for the proposed convenience store, as retail stores are an allowed use in the C-N zoning district. Furthermore, the proposed removal of the fuel dispensers and the introduction of the convenience store would not require any discretionary approvals, as it would be reducing the size of the existing use and adding a permitted commercial building.

The proposed project requires the following five variances:

1. Reduced rear setbacks
2. Reduced landscaping planter depth along the street frontages

- 3. Reduced required landscape screening depth
- 4. Reduced required tree planter depth
- 5. Reduced required shrub planter depth

Per the Code definitions, the shorter frontage of a corner lot is the front of the lot and the opposite of the front of the lot is classified as the rear of the lot. Per the Classic Code, a rear setback of 20 feet is required at the rear of each lot that abuts a residentially zoned property. The project proposes a self-serve carwash at the rear of the lot closer to the residential development with a rear setback of seven inches. The project proposes a varied five-to-ten-foot landscaping planter area along street frontages where a 15-foot-wide planter area is required adjacent to any property line along a public street per Classic Code Section 18.68.020 (a)(1) & (2) that would have screened headlights or other activity. Lastly, the project does not incorporate the required five-foot-deep rear planter for screening; the project’s proposed planter is only two feet in depth, which limits the ability for screening planting.

Neighborhood Context

Adjacent properties to the north, south, and west are developed as multi-family residences, the property to the east is a 7-Eleven convenience store. See Vicinity Map attachment. The property to the south is a 50-unit multi-family development that directly abuts the rear of the subject parcel. The existing service station is the only service station in the vicinity, with the nearest stand-alone service station being about a mile away. The existing service station and the 7-Eleven are the only C-N zoned properties in the vicinity; all other surrounding properties are zoned as Residential or Public/Quasi-Public.

Consistency with the General Plan

The project site has a General Plan land use designation of Neighborhood Commercial. This classification is intended for local serving retail, personal service and office uses that meet neighborhood needs, excluding new gas stations. Permitted uses include supermarkets, stores, local serving offices, medical facilities, restaurants, cafes, hair salons/barber shops and banks. This classification of commercial is the smallest and most local in scope that the City has in the General Plan and the City Code.

The proposed expansion of the service station by including the self-serve carwash on balance does not meet the City’s General Plan goals. Due to the proximity of the service station to existing residential, the addition of a 24-hour self-serve carwash would likely produce potential conflicts in surrounding neighborhoods such as noise, odor, and light pollution. It would be expanding an incompatible use adjacent to residential uses. The following General Plan policies are applicable:

- 5.3.3 G4 New commercial uses that respect surrounding neighborhoods and are sited to reduce potential land use conflicts.
- =
- 5.3.3 P7 Encourage adequate protection of adjacent residential uses from incompatible commercial activities, such as loading, unloading and trash storage areas.
- =
- 5.3.3 P14 Allow convenience commercial uses and service stations, existing as of January 1, 2010, to conform to General Plan classification of Neighborhood Commercial, Community Commercial and Regional Commercial. New convenience commercial uses and service stations are restricted to the Community Commercial and
- =

Regional Commercial designations.

5.3.3 P15 Discourage auto oriented uses, such as repair shops and service stations, from properties abutting residential uses and in areas with a pedestrian or mixed use emphasis.

5.5.2 P4 Provide adequate separation between incompatible land uses in order to minimize negative effects on surrounding existing and planned development.

5.5.2 P5 Require that new development provide an appropriate transition to surrounding neighborhoods.

The proposal is not consistent with the above policies, in that the project expands a land use that could create conflict between the property and the adjacent residential neighborhoods due to the introduction of additional noise, odors, and light pollution.

Zoning Conformance

As stated earlier in this report, the project was reviewed based on the zoning designation and standards conformance with the City’s prior zoning code (the “Classic Code”).

Under the Classic Code, the CN zoning district was meant to provide retail goods and services for the convenience of the immediately adjacent residential neighborhood. In the Updated Code, the C-N zoning district is intended to provide land areas for the construction, use, and occupancy of a broad range of neighborhood-serving commercial uses. It is the intent of the C-N zone to encourage the development of neighborhood shopping centers that focus on neighborhood amenities.

Two driveways serve the site with access from both Monroe Street and Lawrence Expressway. The self-serve carwash would be accessed by using the Monroe Street entrance and the carwash will exit to the Lawrence Expressway egress. The proposed project includes the reduction of the current fuel canopy, the removal of two fuel dispensers, and the removal of the small kiosk in the middle of the property. The proposed project will construct a convenience store, a new trash enclosure, and a self-serve carwash.

Conditional Use Permit: Per Section 18.34.040(a), under the Classic Code, a service station is a conditional use. (As a reference, under the Updated Zoning Code, Service Stations are not allowed in the C-N zoning district). The self-serve carwash is an expansion of the service station and therefore requires a conditional use permit.

Permitted Use: The convenience store is considered a retail use and is allowed under the C-N designation.

The Classic Code applicable development standards are analyzed as follows:

1. Height Section 18.34.070: The Code allows structures up to 35-feet in height. The proposed convenience store is to be 24’-8” in height and the carwash tunnel is proposed at 17’-6” in height. *The proposed height meets code.*
2. Rear Yard Section 18.34.100: The self-serve car wash required a rear yard setback of 20-feet,

and a seven-inch rear yard setback is proposed. *A variance is required to reduce the rear yard setback.*

3. Landscape Planter Section 18.34.140(b): Requires a five-foot-deep planter of screening shrubs and trees to be permanently maintained adjacent to the fencing and property line abutting any residentially zoned property, the applicant proposes to plant a two-foot-deep planter with the shrub *Pittosporum Tobria* (Japanese Cheesewood) along the rear of the property. *A variance is required for the reduced planter depth of 2'-2" along most of the rear property line and 0'-0" between the proposed carwash and the rear property line.*
4. Parking Section 18.74: Requires one space for every 200 square feet of gross floor area. Based on the size of the store, eight spaces are required, only three spaces are proposed onsite. The applicant is exempt from meeting the parking standards due to AB 2097.
5. Required Landscaping; Trees and Shrubs Section 18.36.050: The project seeks to remove eight 'Chinese Pistache' trees planted on the eastern and southern perimeter of the parcel and replace them with twelve 24" box trees and 76 5-gallon *Pittosporum Tobria* shrubs *The proposed trees do not meet the requirements of a five-to-ten-foot minimum planter width and the proposed shrubs do not meet the requirements for a minimum planter width of four feet.*

Per the Updated Zoning Code Section 18.36.020, if existing development is expanding by more than 10 percent, it shall be subject to the City's landscaping requirements. The proposed project is subject to all requirements of the Updated Zoning Code landscaping requirements except for the specific zoning district requirements, which was approved after the project was deemed complete. The Updated Zoning Code applicable development standards are analyzed as follows: The applicant is not able to meet the following due to the proposed development and site constraints:

1. Landscaping requirements, including landscaping in setbacks. *A variance is required for minimum screening planter depth from 5-feet to a varied depth of 2'-2" to zero, minimum planter depth for require trees of 5'-10' to 2'-2", minimum planter depth for required shrubs from 4' to 2'-2".*
2. Screening the vehicles and associated headlights from view of abutting streets and rights-of-way. *A variance is required.*

To reduce the potential impact of the carwash tunnel, staff has suggested the applicant consider several modifications such as:

- Increase the depth of the rear planter to five feet and plant four-foot-high shrubs to screen the queued cars,
- Use a closed tunnel with automatically closing doors that would inhibit sound travel, use 'quiet' dyers for the tunnel, hand dry the vehicles, or limit hours of operation.
- Relocate the proposed carwash tunnel to the eastern property line where no variance would be required.

The applicant has not proposed any of these modifications to reduce the impacts of the proposed project.

Section 18.60.220 of the Updated Zoning Code establishes development standards and requirements for Service Stations in the City of Santa Clara. The Updated City Code does not include development standards for car washes, either self-serve or full service other than parking standards.

Architectural Review

The applicant has revised their submission several times and worked with the Planning Division to get to a design plan that the Planning Division may support. Full review of the architecture will take place during the Development Review Hearing, to be held after determinations are made for the Conditional Use Permit and Variance requests.

Conclusion

The project would not be compatible with adjacent land uses, the intensification of the current service station would produce higher levels of noise, odor, and light pollution. The project does not attempt to lower those proposed increases in noise, odor, or light pollution and the residential property located to the south will be directly affected. On balance, the project is not consistent with the General Plan and is not consistent with the zoning designation.

ENVIRONMENTAL REVIEW

Staff's recommendation is that the Planning Commission deny the Conditional Use Permit and deny the Variance requests. CEQA Guidelines Section 15270(a) provides that "CEQA does not apply to projects which a public agency rejects or disapproves."

If, however, the Planning Commission votes to approve the Use Permit and Variance, the project could be found categorically exempt per Class 3, Section 15303 (e) New Construction or Conversion of Small Structures, which allows for the construction of limited numbers of new, small facilities or structures including "[a]ccessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences."

COORDINATION

This report was coordinated with the City Attorney's Office.

PUBLIC CONTACT

On January 2, 2025, a notice of public hearing was mailed to property owners within 500 feet of the project site. At the time of this staff report, Planning staff has not received public comments in support or opposition to the proposed project.

Public contact was also made by posting the Commission agenda on the City's official notice bulletin board outside City Hall Council Chambers. A complete agenda packet is available on the City's website and in the City Clerk's Office at least 72 hours prior to a Regular Meeting and 24 hours prior to a Special Meeting. A hard copy of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, email clerk@santaclaraca.gov <<mailto:clerk@santaclaraca.gov>> or at the public information desk at any City of Santa Clara public library.

RECOMMENDATION

- 1. Adopt** a Resolution Denying a Conditional Use Permit to allow expansion of an existing service station for removing a portion of fuel canopy and two fuel dispensers, and adding a 1,605 square foot convenience store and a self-service carwash within the rear setbacks at 2455 Lawrence Expressway.
- 2. Adopt** a Resolution Denying a Variance to allow reduced rear setbacks, reduced landscaping planter depth along the street frontages, reduced required landscape screening depth, reduced required tree planter depth, and reduced required shrub planter depth in connection

with a proposed expansion of an existing service station at 2455 Lawrence Expressway.

Prepared by: Daniel Sobczak, Associate Planner

Reviewed by: Afshan Hamid, Director

Reviewed by: Alexander Abbe, Assistant City Attorney

Approved by: Lesley Xavier, Planning Manager

ATTACHMENTS

1. Resolution Denying a Conditional Use Permit
2. Resolution Denying a Variance
3. Project Data Sheet
4. Development Plans
5. General Plan Vicinity Map
6. Zoning Vicinity Map

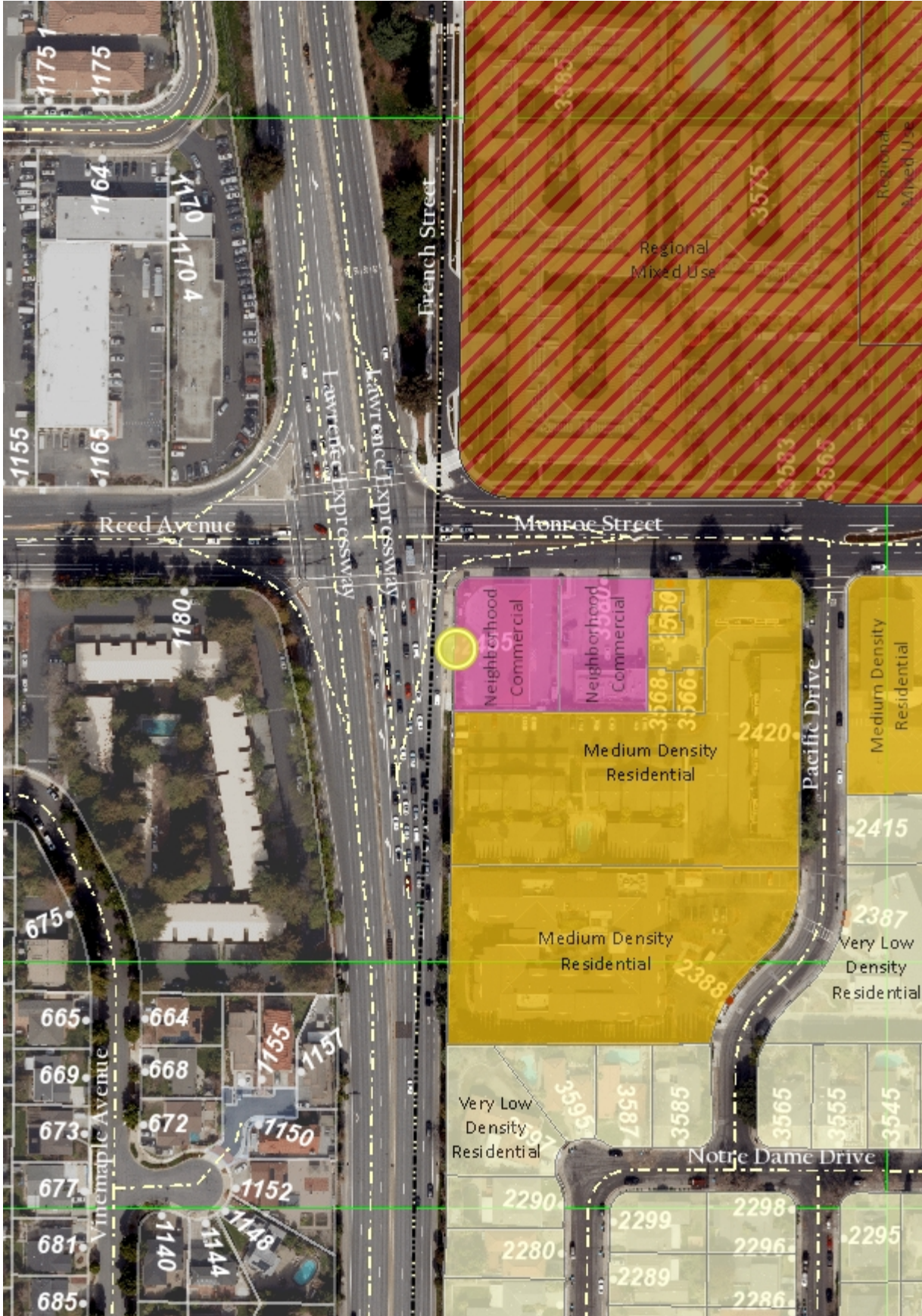
Attachment 2: Project Data/Compliance (Non-Residential)

Project Address: 2455 Lawrence Expressway
Zoning: CN

Project Number: PLN23-00513

| Standard | Existing | Proposed | Requirement | Complies? (Y/N) |
|--|----------|----------|-------------|-----------------------------|
| Lot Area (SF) (min): | 18544 | 18544 | 10,000 | Y |
| Building Square Footage (SF) | | | | |
| Convenience Store: | 502 | 1602 | -- | -- |
| Fuel Canopy: | 5485 | 2556 | -- | -- |
| Carwash: | n/a | 692 | -- | -- |
| Total: | n/a | 5101 | -- | -- |
| Building Coverage (%) | | | | |
| Building Coverage (All): | 32 | 27.5 | n/a | Y |
| Convenience Store: (FT) | | | | |
| Front: | n/a | n/a | 15 | Y |
| Side (right): | n/a | 22'2" | 0' | Y |
| Side, Corner: | n/a | 23'10" | 15 | Y |
| Rear: | n/a | 17'2" | 20 | Y |
| Fuel Canopy (FT) | | | | |
| Front: | 10 | 10 | 15 | N (Legal Non-Conforming) |
| Side (left): (right): | n/a | n/a | 0' | Y |
| Side, Corner: | n/a | n/a | 15 | Y |
| Rear: | n/a | n/a | 20 | Y |
| Carwash (FT) | | | | |
| Front: | n/a | n/a | 15 | Y |
| Side (right): | n/a | - | 0' | Y |
| Side, Corner: | n/a | - | 15 | Y |
| Rear: | n/a | 1'7" | 20 | N (Variance) |
| Height (FT) | | | | |
| Convenience Store: | n/a | 24'8" | 35 | Y |
| Fuel Canopy: | n/a | 14' | 35 | Y |
| Parking: Site is AB 2097 eligible | | | | |
| Off-Street: | n/a | 3 | | Y |
| Loading spaces: | n/a | 0 | | Y |

General Plan Map - 2455 Lawrence



Legend

General Plan Phase III: 2023-2

- Unknown
- Adopted Specific Plans
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Urban Center/Entertainment District
- Neighborhood Mixed Use
- Community Mixed Use
- Regional Mixed Use
- Very High Density Mixed Use
- Public / Quasi Public
- Low Intensity Office / R&D
- High Intensity Office / R&D
- Parks / Open Space
- Light Industrial
- Heavy Industrial
- Downtown Core
- Right of Way

Park

Site Addresses

- Multiple
- Place
- Single
- Transit
- Utility

Streets

Air Parcels

Land Parcels

- Land Parcels
- Flood Control Easement
- Right of Ways
- Common Areas
- City Operational Boundary
- Boundary
- Footprint

Image

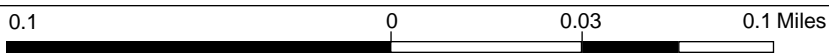
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- Green: Band_2

1: 2,000



Notes

PLN23-00513



Zoning Map - 2455 Lawrence



Legend

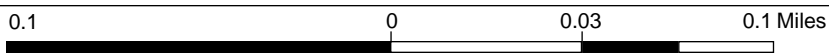
- Park
- Site Addresses
 - Multiple
 - Place
 - Single
 - Transit
 - Utility
- Streets
- Air Parcels
- Land Parcels
 - Land Parcels
 - Flood Control Easement
 - Right of Ways
 - Common Areas
- Zoning Codes
 - CC - Community Commercial
 - CN - Neighborhood Commercial
 - CR - Commercial Regional
 - DNTW - Downtown
 - HDF - High Density Flex
 - HI - Industrial Heavy
 - HO-RD - Office/R&D-High Intensity
 - LI - Industrial Light
 - LO-RD - Low-Intensity Office/R&D
 - LSAP - Lawrence Station Area Plan
 - MUCC - Mixed Use Community Commercial Plan; MUCC - Mixed Use Community Creek Focus Area; MUCC(HT)-Mixed Commercial, <Null>
 - MUNC - Mixed Use-Neighborhood
 - MURC - Mixed Use-Regional Commercial
 - OS - Parks/Open Space
 - PD - Planned Development
 - PD-MC - Planned Development - Medium Density
 - PH-R5 - Patrick Henry - Very High Intensity Patrick Henry Drive Specific Plan
 - PQP - Public / Quasi Public
 - R1 - Single Family
 - R2 - Low Density Residential
 - R3 - Medium Density Residential
 - R4 - High Density Residential
 - Santa Clara Station Focus Area
 - TN - Transit Neighborhood
 - UC - Urban Center
 - UV - Urban Village
 - R5 - Very High Density Residential

1: 2,000



Notes

PLN23-00513



DRAWING INDEX

- SD1 SITE PLAN
- SD1-L SITE LIGHTING PHOTOMETRIC
- C1 BOUNDARY & TOPOGRAPHIC SURVEY
- 1 OF 3 PRELIMINARY GRADING PLAN
- 2 OF 3 COMPOSITE UTILITY PLAN
- 3 OF 3 STORMWATER CONTROL PLAN
- LA1 LANDSCAPE PLAN
- LA2 CITY ARBORIST NOTES & TREE PROTECTION DETAIL
- SD2 NEIGHBORHOOD CONTEXT
- SD9 SITE DETAILS
- AI0 EXISTING FLOOR PLAN
- AU1 PROPOSED CONVENIENCE STORE & CARWASH FLOOR PLANS
- A21 PROPOSED EXTERIOR ELEVATIONS
- A22 PROPOSED EXTERIOR ELEVATIONS
- CA1 CANOPY ELEVATIONS

SITE INFORMATION

APN: 220-18-002
 JURISDICTION: SANTA CLARA, CA
 CURRENT ZONING: CN (NEIGHBORHOOD COMMERCIAL)

SITE AREA: 10,544 SF. (0.426 AC)

TOTAL LANDSCAPE AREA:

- (N) LANDSCAPE: 3,486 SF. (0.83 N)
- (N) CARWASH TUNNEL: 962 SF.
- (N) CARWASH EQUIPMENT ROOM: 244 SF.
- (N) FUELING CANOPY: 2,556 SF.
- (E) FUELING UNDER CANOPY TO BE DEMOLISHED: 1,502 SF.
- (E) FUELING CANOPY TO BE DEMOLISHED: 5,044 SF.

PARKING REQUIREMENTS:

CONVENIENCE STORE:
 (1 SPACE PER 200 SF) / (602 SF. / 200 =) 3 SPACES

PARKING REQUIRED: 0 SPACES

PARKING PROVIDED:

- STANDARD PARKING STALLS (7'x15'): 1 SPACE
- VACUUM PARKING STALL (8'x10'): 1 SPACE
- AIR & WATER PARKING STALL (8'x20'): 1 SPACE
- ACCESSIBLE PARKING STALL (7'x20'): 4 SPACES
- FUEL POSITIONS (8'x30'): 0 SPACES

TOTAL PARKING PROVIDED: 0 SPACES

SITE PLAN LEGEND

- NEW LANDSCAPING
- NEW CONCRETE PAVING
- 4 FT. WIDE (MIN) ACCESSIBLE ROUTE OF TRAVEL, SHALL NOT EXCEED 5% SLOPE IN THE DIRECTION OF TRAVEL AND 2% CROSS SLOPE
- BIO PLANTER, SEE CIVIL DWGS.
- EXISTING TO REMAIN
- EXISTING CURB TO REMAIN
- NEW CONCRETE CURB

PROJECT DIRECTORY

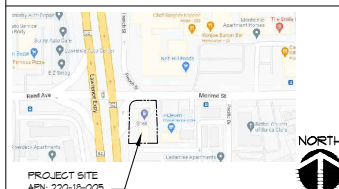
ARCHITECT
 M1 ARCHITECTS, INC.
 1801 OAKLAND BLVD, SUITE 300
 WALNUT CREEK, CA 94596
 TEL: (925) 291-1714 #1
 FAX: (925) 943-1501
 CELL: (925) 918-9875
 MR. MITAHNA ERKMAN, ARCHITECT

DEVELOPER
 MR. SUJEET S. DAND
 2455 LAWRENCE EXPRESSWAY
 SANTA CLARA, CA 95050
 TEL: (408) 694-3095 (CELL)

CIVIL ENGINEER
 SUREAN CONSULTING ENGINEERS, INC.
 1044 COLORA ROAD, SUITE 235C
 GOLD RIVER, CA 95620
 TEL: (916) 856-8241
 FAX: (916) 898-6366
 MR. FAREED T. SIDDIQUI, P.E.

LANDSCAPE ARCHITECT
 GARDIELLA ASSOCIATES
 300 CLOCK TOWER PLACE, SUITE 1100
 GARDEN, CA 95923
 TEL: (925) 526-6100
 CELL: (925) 624-6100
 MR. RICHARD GARDIELLA

VICINITY MAP



M1 Architects, Inc.
 ARCHITECTURE
 PLANNING
 MANAGEMENT
 DESIGN

1801 OAKLAND BLVD
 SUITE 300
 WALNUT CREEK, CA
 94596

425-287-1174 Tel
 425-443-1501 Fax
 425-618-9875 Cell
 m1team@m1architect.com
 www.m1architect.com

NOT FOR CONSTRUCTION

CONVENIENCE STORE & CARWASH
 2455 LAWRENCE EXPRESSWAY
 SANTA CLARA, CA 95051

| | |
|-------------------------|--|
| ISSUED FOR CONSTRUCTION | |
| ISSUED FOR PLAN CHECK | |
| ISSUED FOR PERMITTING | |
| NO. DATE DESCRIPTION | |
| 1 | |
| 2 | |
| 3 | |
| 4 | |

SITE PLAN

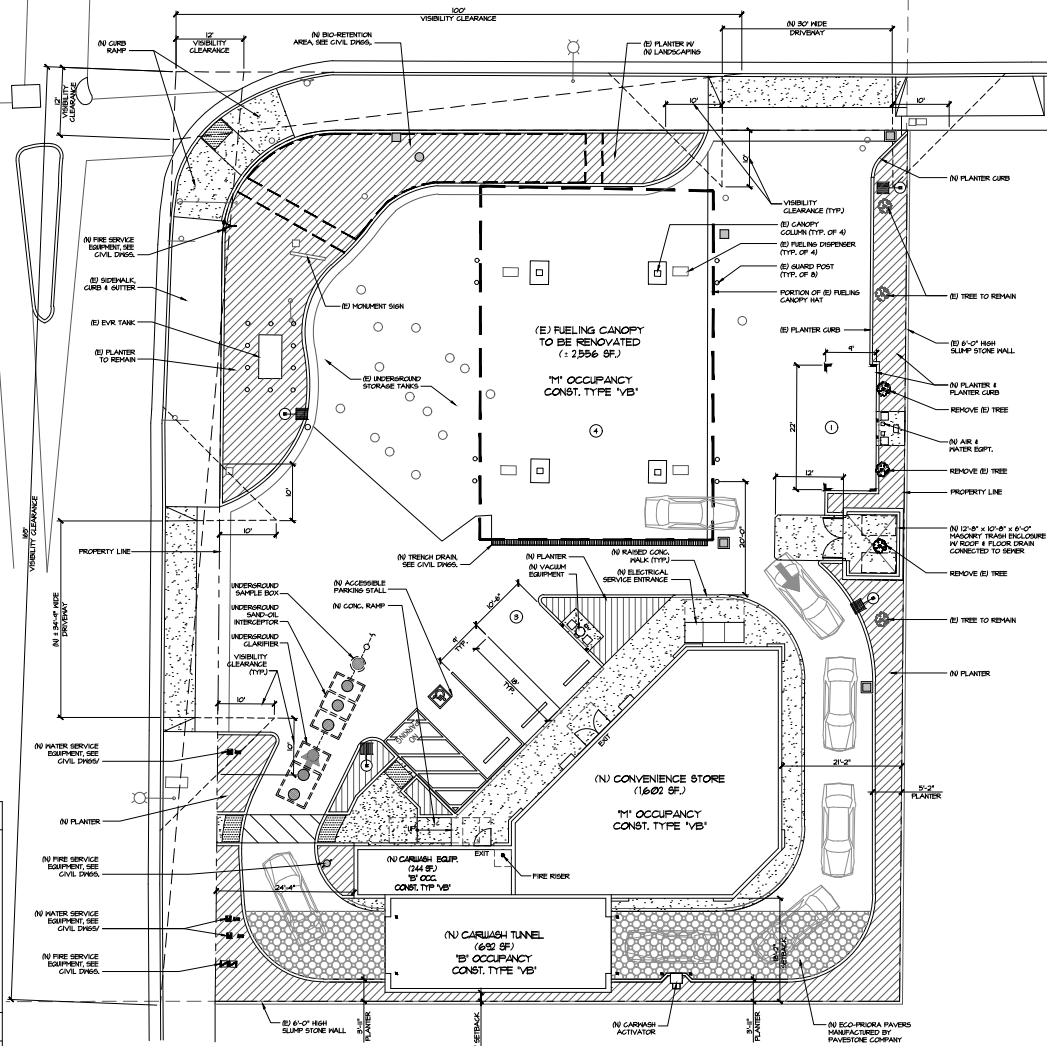
PROJECT NO. 22-14501
 DRAWN BY: [] CHECKED: M1
 SCALE: AS NOTED DATE: 10-10-23

SD1

SHEET 01

MONROE STREET

LAWRENCE EXPRESSWAY



NOTE:
 PER THE ENVIRONMENTAL NOISE ASSESSMENT, PREPARED BY BOLLARD ACOUSTICAL CONSULTANTS, INC., DATED FEBRUARY 6, 2023 THE BOLLARD (RED) IS SOFT GLASS (S) ON BOARD DRY. THE MITIGATION MEASURE REQUIRED (S) IS OF THE INTERIOR WALLS & CEILING OF THE CARWASH TUNNEL TO BE LINED W/ SOUND ABSORPTIVE MATERIAL, AS INDICATED IN THE AFOREMENTIONED ENVIRONMENTAL NOISE ASSESSMENT.

CODE ANALYSIS

CONVENIENCE STORE (SPRINKLED): M OCCUPANCY, TYPE V-B
 CARWASH TUNNEL, CARWASH EQUIP. (SPRINKLED): B OCCUPANCY, TYPE V-B
 FUEL CANOPY (NON-SPRINKLED): M OCCUPANCY, TYPE V-B

FIRE SPRINKLER PROTECTION & SPRINKLER MONITORING FIRE ALARM SYSTEM IS REQUIRED

APPLICABLE CODES

CBC 2022
 CMC 2022
 CFC 2022
 CEC 2022
 CFC 2022

CA. GREEN BUILDING STANDARDS CODE (CALGREEN) 2022
 CA. ENERGY CODE 2022

CALIFORNIA CODE OF REGULATIONS, TITLE 19 CALIFORNIA CODE OF REGULATIONS, TITLE 23
 2010 ADAAG
 CITY OF SANTA CLARA MUNICIPAL CODE

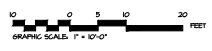
OCCUPANCY & EXIT CALCULATIONS

| CONVENIENCE STORE | SALES AREA: | 1,020 SF. / 60 + | 11 OCCUPANTS |
|------------------------------|-----------------|------------------|-------------------|
| STORAGE/UTILITY/OTHER: | 431 SF. / 300 + | 2 OCCUPANTS | |
| WALK-IN COOLER & FREEZER: | 198 SF. | 0 OCCUPANT | |
| CARWASH BUILDINGS | | | |
| CARWASH TUNNEL: | 962 SF. + | 0 OCCUPANT | |
| CARWASH EQUIPMENT: | 244 SF. / 300 + | 1 OCCUPANT | |
| TOTAL OCCUPANTS: | | | 30 OCCUPANTS / 41 |
| TOTAL EXITS REQUIRED: | | | |
| TOTAL EXITS PROVIDED: | | | |

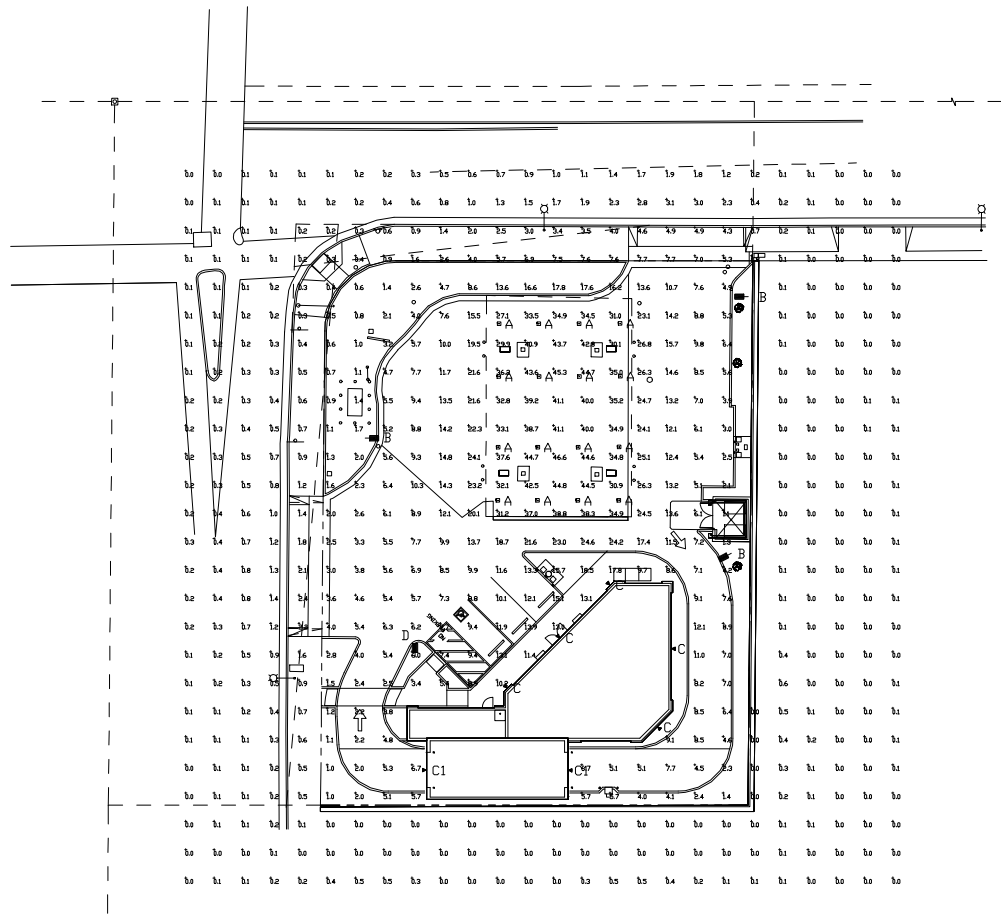
OCCUPANCY CALCULATIONS (TABLE 504.3, 504.4 & 506.2)

| OCCUPANCY | AREA (OCCUPANT) SQ. FT. | FIRE SPRINKLERS (TYPE V-B) | ALLOWABLE AREA | # OF STORES | HEIGHT | ALLOWABLE AREA RATIO | BUILDING HEIGHT |
|----------------------|-------------------------|----------------------------|----------------|-------------|--------|----------------------|-----------------|
| CARWASH BUILDING 'B' | 936 | YES | 496 / 36,000 | 1 | 40 FT. | 0.226 | 11'-6" |
| FOOD MART 'M' | 1556 | YES | 1556 / 36,000 | 1 | | 0.043 | 20'-0" |
| CANOPY | 2,556 | NO | 2,556 / 10,000 | 1 | | 0.26 | 16'-4 1/2" |
| TOTAL | 5,050 | | | | | 0.344 | 1 (OK) |

1 SITE PLAN
 SCALE: 1" = 10'-0"



SITE PLAN CONFORMS TO FIRE DEPARTMENT STANDARD CONDITIONS



XWM



SLM



CRUS

PHOTOMETRIC EVALUATION
NOT FOR CONSTRUCTION

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine the applicability of the layout to existing or future field conditions. This lighting plan represents illumination levels calculated from laboratory data taken under controlled conditions in accordance with the Illuminating Engineering Society (IES) approved methods. Actual performance of any manufacturer's luminaires may vary due to changes in electrical voltage, tolerance in lamp/LED's and other variable field conditions. Calculations do not include obstructions such as buildings, curbs, landscaping, or any other architectural elements unless noted. Fixture nomenclature notes does not include mounting hardware or poles. This drawing is for photometric evaluation purposes only and should not be used as a construction document or as a final document for ordering product.

| Label | CalcType | Units | Avg | Max | Min | Avg/Min | Max/Min |
|-----------------|-------------|-------|-------|------|------|---------|---------|
| ALL CALC POINTS | Illuminance | Fc | 5.68 | 46.6 | 0.0 | N/A | N/A |
| CANOPY | Illuminance | Fc | 37.82 | 46.6 | 27.1 | 1.40 | 1.72 |
| CAR WASH LANE | Illuminance | Fc | 7.22 | 12.1 | 2.3 | 3.14 | 5.26 |
| INSIDE CURB | Illuminance | Fc | 11.24 | 26.8 | 2.1 | 5.35 | 12.76 |

| Symbol | Qty | Label | Arrangement | Description | Mounting Height | LLD | LLF | Arr. Lum. Lumens | Arr. Watts |
|--------|-----|-------|-------------|--------------------------------------|-------------------|------|-------|------------------|------------|
| □ | 16 | A | Single | CRUS-SC-SS-50-DIMMED TO 70% | 14'-6" | 1000 | 0.700 | 13980 | 93 |
| ■ | 3 | B | Single | SLM-LED-18L-SIL-4-50-IL-70CRI-SINGLE | 18' POLE +2' BASE | 1000 | 1000 | 12011 | 135 |
| ◀ | 5 | C | Single | XWM-FT-LED-06L-50 | 10'-6" | 1000 | 1000 | 6557 | 47 |
| ■ | 2 | C1 | Single | XWM-FT-LED-06L-50 | 11'-3" | 1000 | 1000 | 6557 | 47 |
| ■ | 1 | D | Single | SLM-LED-18L-SIL-4-50-70CRI-SINGLE | 18' POLE +2' BASE | 1000 | 1000 | 18506 | 135 |

Total Project Watts
Total Watts = 2207

SD1-L

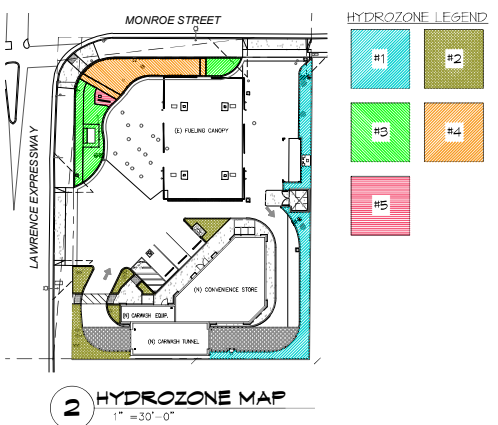
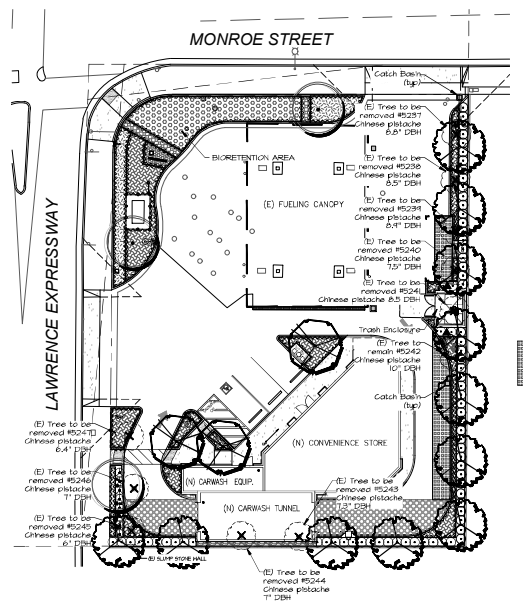


LIGHTING PROPOSAL LD-158610-4A

C-STORE
SIDE LANEWAY EXPRESSWAY
SANTA CLARITA

DATE: 11/08/22 REV: 01/23 SHEET 1 OF 1

SCALE: 1"=16' 0 16



SECTION A. MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

| Hydrozone Label | Plant Water Use Type | Plant Type | Hydrozone Area (sq. ft.) | MAWA (gallons per year) |
|-----------------|----------------------|---------------------------------|--------------------------|-------------------------|
| Z1 | Low | Grass, Cool-Season, 3" Tolerant | 500 | 500 |
| Z2 | Low | Grass, Cool-Season, 3" Tolerant | 500 | 500 |
| Z3 | Low | Grass, Cool-Season, 3" Tolerant | 500 | 500 |
| Z4 | Low | Grass, Cool-Season, 3" Tolerant | 500 | 500 |
| Z5 | Moderate | Flowers | 50 | 50 |

SECTION B. ESTIMATED TOTAL WATER USE (ETWU)

| Hydrozone Label | Plant Water Use Type | Plant Type | Plant Area (sq. ft.) | Hydrozone Area (sq. ft.) | Irrigation Method | Irrigation Efficiency (%) | ETWU (gallons per year) |
|-----------------|----------------------|---------------------------------|----------------------|--------------------------|-------------------|---------------------------|-------------------------|
| Z1 | Low | Grass, Cool-Season, 3" Tolerant | 500 | 500 | DI | 0.8 | 625 |
| Z2 | Low | Grass, Cool-Season, 3" Tolerant | 500 | 500 | DI | 0.8 | 625 |
| Z3 | Low | Grass, Cool-Season, 3" Tolerant | 500 | 500 | DI | 0.8 | 625 |
| Z4 | Low | Grass, Cool-Season, 3" Tolerant | 500 | 500 | DI | 0.8 | 625 |
| Z5 | Moderate | Flowers | 50 | 50 | DI | 0.8 | 125 |

Summary of Hydrozone Area Information

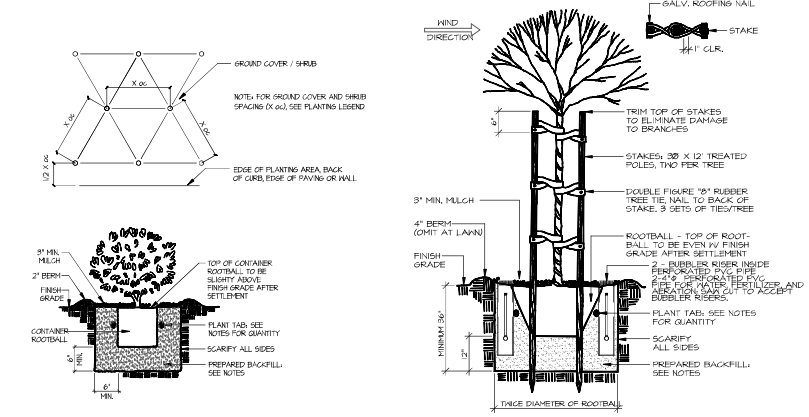
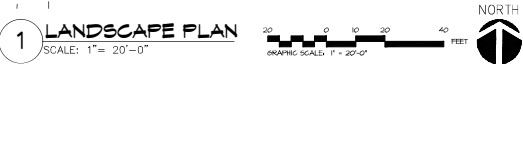
| Summary Area | Area (sq. ft.) |
|--|----------------|
| Sum of Low Water Use Areas | 2,000 |
| Sum of Moderate & High Water Use Areas | 50 |
| Sum of High Water Use Areas | 0 |
| Sum of Total Landscape Areas | 2,050 |

Estimated Total Water Use = 27,437 gallons/year

SECTION C. COMPARISON OF ETWU AND MAWA

| MAWA (Sum Area A) | ETWU (Sum Area B) |
|-------------------|-------------------|
| 32,848 | 27,437 |

3 WATER BUDGET CALCULATION



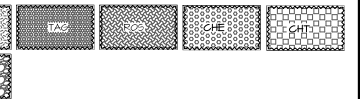
CIARDILLA LANDSCAPE ARCHITECTS
300 Clock Tower Place
Suite D100A
Camarillo, CA 93613
Tel: 811 624 6100
Fax: 811 624 6100
ciardilla@ciardella.com

PLANTING LEGEND

| Symbol | BOTANICAL NAME | COMMON NAME | H2O | SIZE | QNTY |
|------------------|---|------------------------|-----|----------|------|
| Tree | Tilia tomentosa 'Sterling' | Sterling Silver Linden | L | 24" Box | 3 |
| Tree | Laurus 'Sarotaga' | Sarotaga Sweet Bay | L | 24" Box | 11 |
| Tree | Lagerstroemia indica x faurii 'Tuscarora' | Tuscarora | L | 24" Box | 3 |
| (X) | Existing tree to be removed | | | | |
| Shrubs and Vines | Pittosporum tobira 'Variegata' | Variegated Mock Orange | L | 5 gallon | 76 |
| | Xylosma congestum | Shiny Xylosma | L | 5 gallon | 10 |
| | Parthenocissus tricuspidata | Boston Ivy | L | 1 gallon | 2 |

Ground Cover

| | | | | | |
|------|---------------------------------|---------------------|---|-------------------|-----|
| R25 | Rosemarinus offic. 'Hunt. Car.' | Huntington Myoporum | L | 1 gallon @ 36" oc | 104 |
| M70 | Mycium parvifolium | Myoporum | L | 1 gallon @ 36" oc | 45 |
| TAS | Tagetes patula | Marigold | M | 1 gallon @ 24" oc | 18 |
| GE | Chorizanthe 'elephantum' | Large Cape Rush | L | 1 gallon @ 48" oc | 41 |
| CR | Chorizanthe 'elephantum' | Small Cape Rush | L | 1 gallon @ 48" oc | 12 |
| GRAS | Drain Rock | 6" depth | | | |



LANDSCAPE NOTES

- All trees are to be staked as shown in the staking diagram per city requirement.
- Plant locations are to be adjusted as necessary to screen utilities but not block windows or impede access.
- All ground cover and shrub areas shall be top-dressed with a 3" layer of bark mulch.
- All ground cover planting will be placed no farther than 6" from edge of pavement, edge of header or back of curb. Spacing shall ensure full coverage in any year.
- There shall be no staking of material or equipment, permitting of any burning or operating or parking of equipment under branches of any existing plants to remain. If existing plants to remain are damaged during construction, the plants shall be replaced with the same species and size as those damaged.
- All plant material shall be nursery grown stock. All plant materials shall be tagged at the nursery at least 1 month prior to planting for the Landscape Architect review.
- Review layout of all landscape elements with the Landscape Architect prior to installation. Field modifications may be necessary. Final layout to be reviewed by the Landscape Architect.
- Written dimensions supersede scaled dimension. Measurements are from the wall face, back of curb, edge of walk, building wall, property line or center line as graphically indicated.
- All layout corners are at 90 degree right angles unless otherwise indicated. All curves shown are segments of circles with noted radii or diameter if noted. Circles can be scaled and be connected by freetform curves.
- HERBICIDE APPLICATION: Herbicide shall not be used until all plant material has been planted a minimum of 20-days. All planting areas shall be kept weed-free by non-herbicide methods during this time period. Herbicide shall not be applied to any areas which are or have been seeded. Contractor must be licensed by the State and County for fertilizer application, and must have current registration on file with the County.
- Landscape shall be maintained in a manner to prevent landscaping from growing above 3' in height in the areas indicated in the plans as being located within a safety visibility triangle area.
- CERTIFICATION: Prior to occupying, the Landscape Architect shall certify in writing in a manner acceptable to the Building Inspection Division, that the landscaping has been installed in accordance with all aspects of the approved landscape plans.
- A minimum of 2" of non-mechanically compacted soil shall be available for water absorption and root growth in planted areas.
- Incorporate compost or natural fertilizer into the soil to a minimum depth of 8" at a minimum rate of 6 cubic yards per 1000 square feet.
- All plantings shall be automatically irrigated utilizing state of the art system, components and installation techniques.
- All planting and irrigation shall comply with the city of Santa Clara Water Efficient Landscape Requirements for larger landscapes.
- All details shall comply with city standard details.

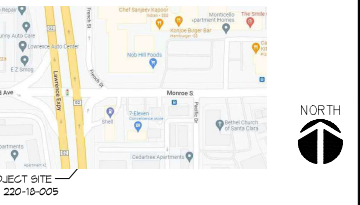
Existing Tree Information

• See Arbolist Report by California Tree and Landscape Consulting, Inc. date April 8, 2024.
• See Arbolist Report for Tree Protection Measures.
• No cutting of any part of private trees, including roots, shall be done without direct supervision of a certified arborist (certification of International Society of Arboriculture).
• See sheet LA2 for City Arbolist Notes and Tree Protection detail.

| Existing Trees | Total | Trees to be removed | Trees to remain | Proposed Trees | Deficit |
|----------------|-------|---------------------|-----------------|----------------|---------|
| 0 | 0 | 11 | 22 | 11 | (5) |

There are two (2) existing offsite trees protected by existing wall

VICINITY MAP



M I Architects
ARCHITECTURE
PLANNING
LANDSCAPE
DESIGN
2221 OLYMPIA BLVD
SUITE 100
WALNUT CREEK, CA
94595
425-297-1174 Tel
425-948-1581 Fax
425-918-8019 Cell
michaele@miarchitect.com
www.miarchitect.com

CONVENIENCE STORE & CARWASH
2455 LAWRENCE EXPRESSWAY
SANTA CLARA, CA 95051

LA1

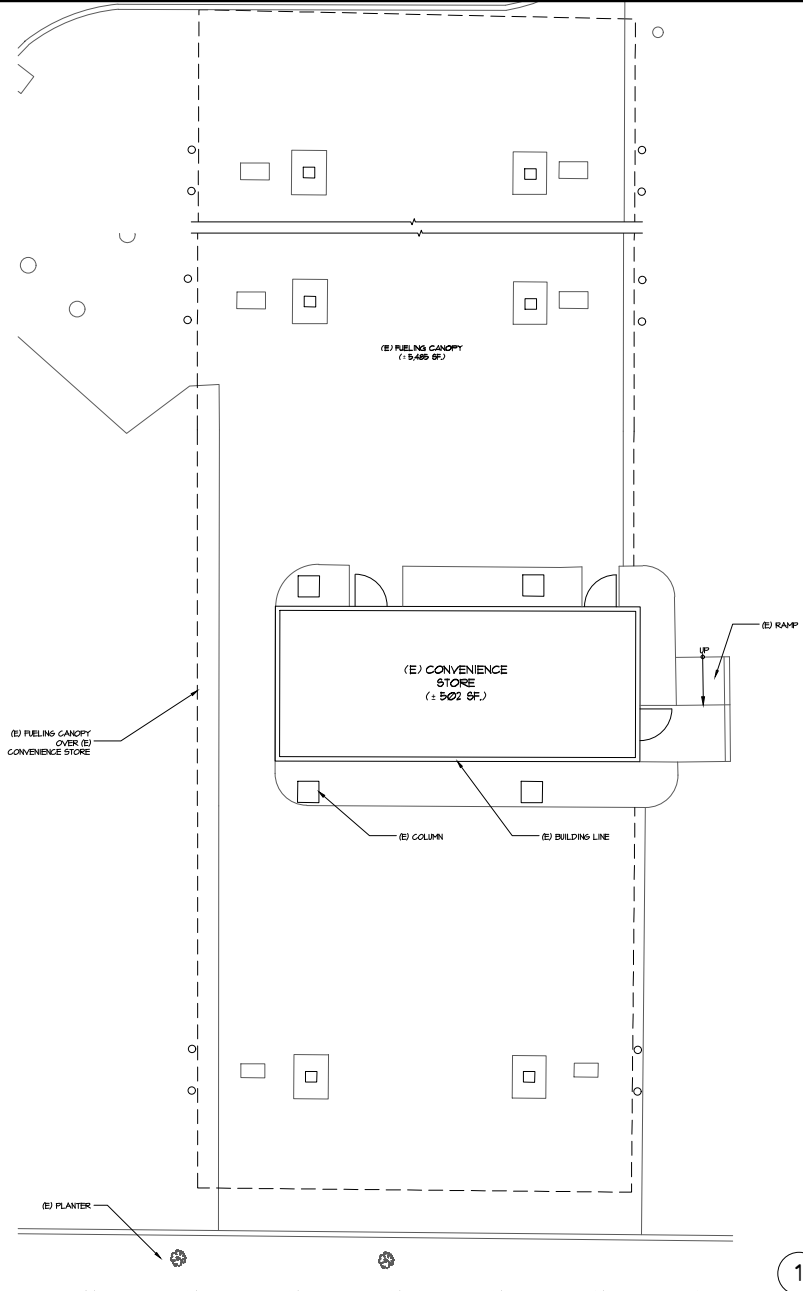
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- ISSUED FOR PLAN CHECK
- ISSUED FOR PLANNING
- ISSUED FOR PERMITS

LANDSCAPE PLAN

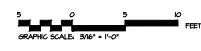
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SCALE: AS NOTED DATE: 09-6-23

SHEET 09

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1 EXISTING FLOOR PLAN
SCALE: 3/16" = 1'-0"



M Architects, Inc.
ARCHITECTURE
PLANNING
MANAGEMENT
DESIGN
1801 OAKLAND BLVD
SUITE 300
WALNUT CREEK, CA
94596
925-287-1174 Tel
925-443-1591 Fax
925-678-9875 Cell
mthano@marchitect.com
www.marchitect.com

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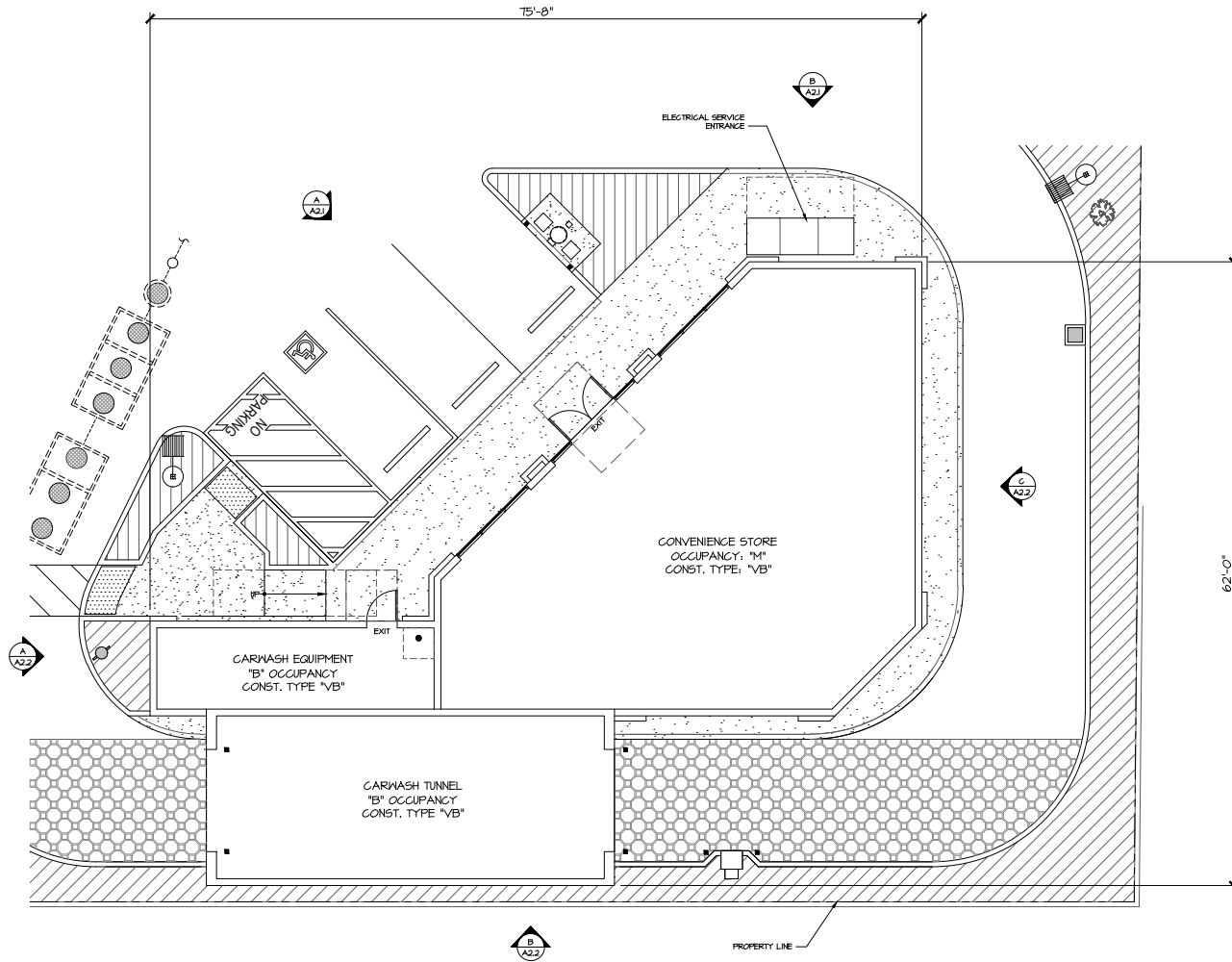
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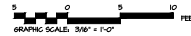
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SHEET OF

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1 PROPOSED FLOOR PLAN
SCALE: 3/16" = 1'-0"



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ARCHITECTURE
PLANNING
MANAGEMENT
DESIGN
1801 OAKLAND BLVD
SUITE 300
WALNUT CREEK, CA
94596
925-287-1174 Tel
925-443-1501 Fax
925-678-9875 Cell
mihon@miaarchitect.com
www.miaarchitect.com

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PROPOSED FLOOR PLAN

PROJECT #: 22-44501
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SCALE: AS NOTED DATE: 10-10-23

A1.1

SHEET OF

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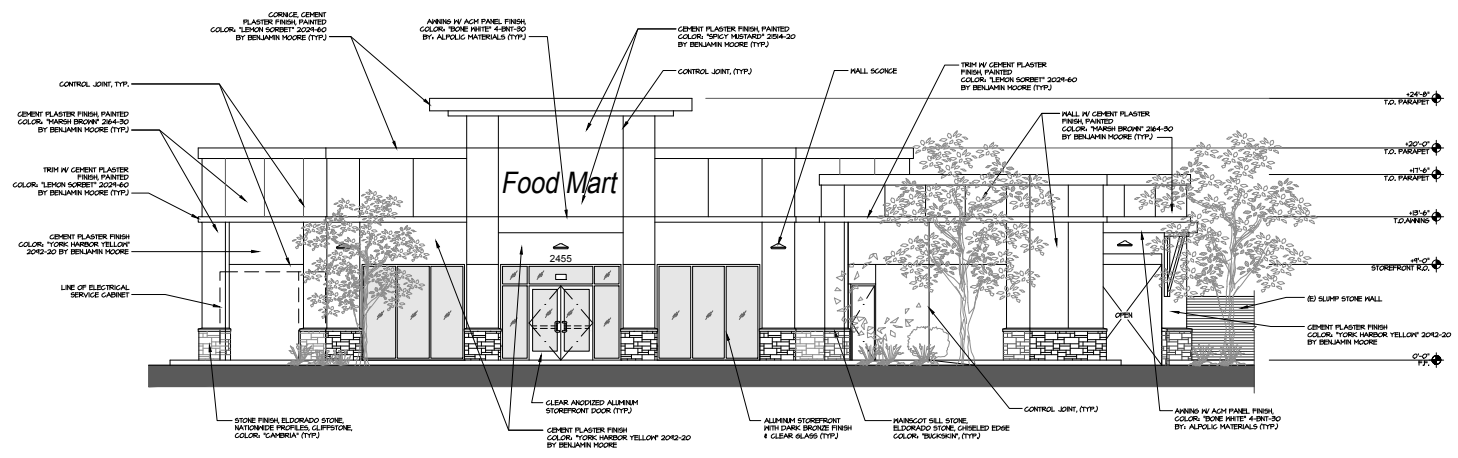
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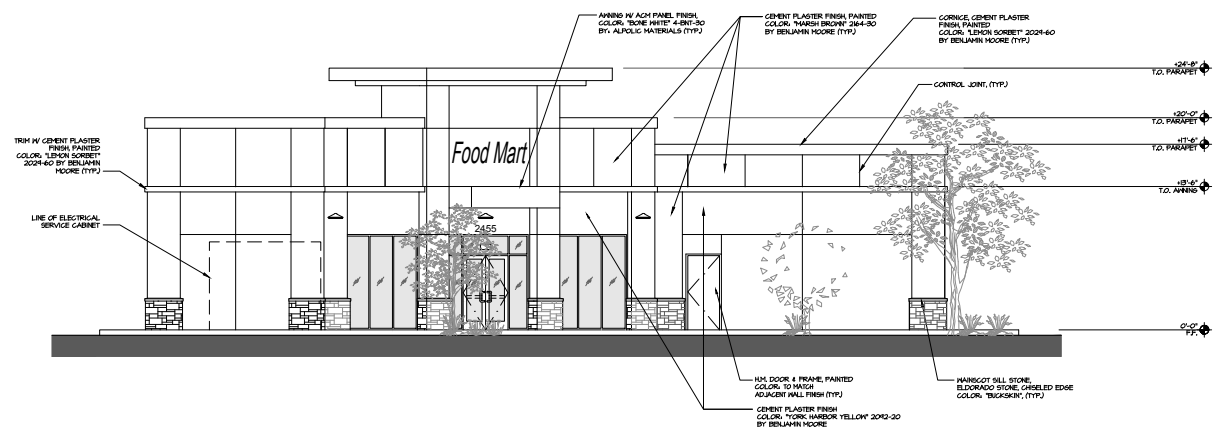
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| - | ISSUED FOR PLANNING | |
| NO. | DATE | DESCRIPTION |
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EXTERIOR ELEVATIONS

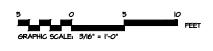
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A NORTHWEST ELEVATION
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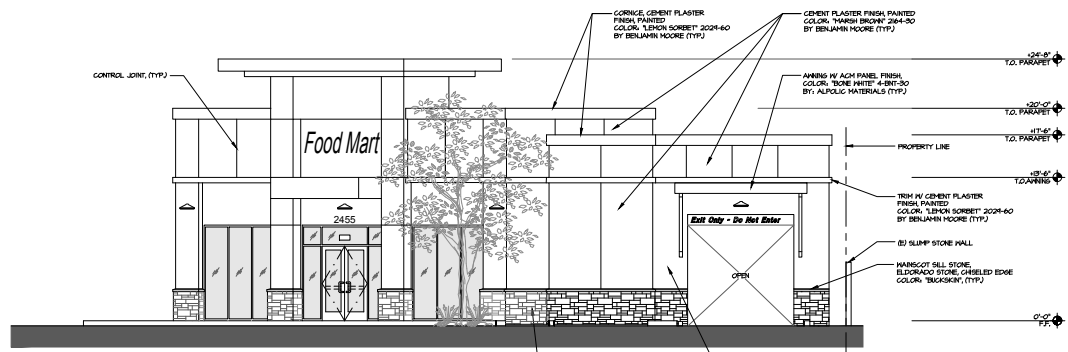


B NORTH ELEVATION
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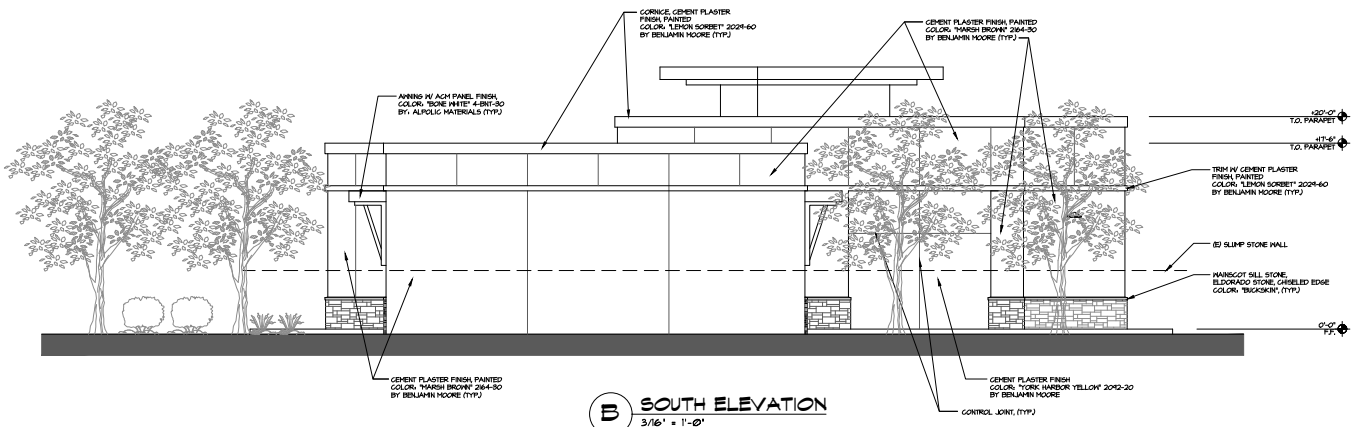


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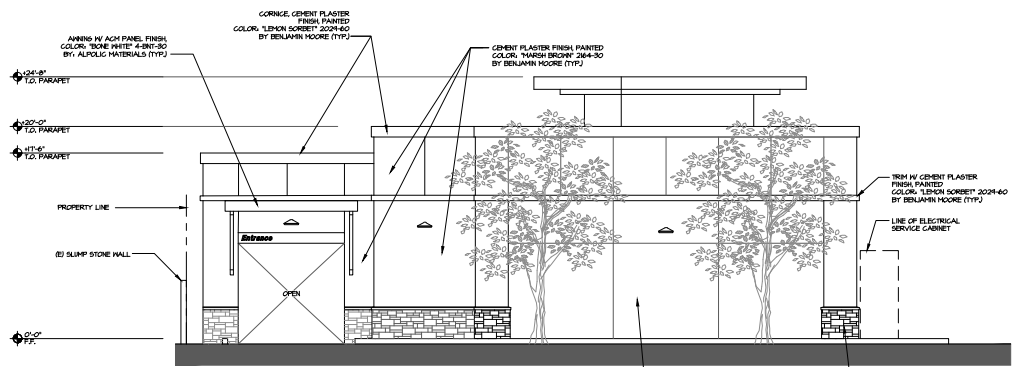
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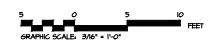
A WEST ELEVATION
3/16" = 1'-0"



B SOUTH ELEVATION
3/16" = 1'-0"



C EAST ELEVATION
3/16" = 1'-0"



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ARCHITECTURE
PLANNING
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DESIGN
1801 OAKLAND BLVD
SUITE 300
WALNUT CREEK, CA
94596
925-287-1114 Tel
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SANTA CLARA, CA 95051

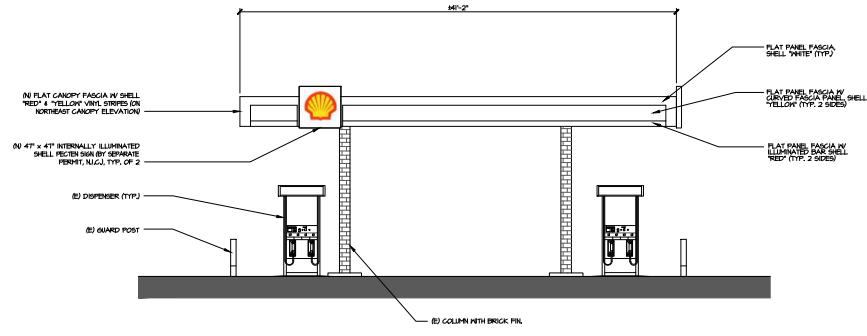
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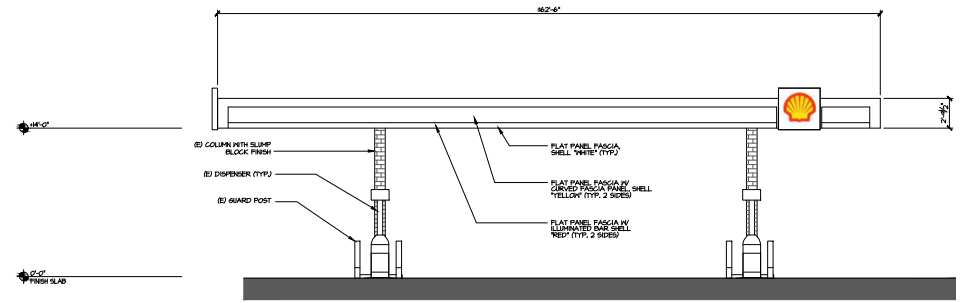
EXTERIOR ELEVATIONS
PROJECT #: 22-14501
DRAWN: emg CHECKED: HJI
SCALE: AS NOTED DATE: 10-10-23

A2.2
SHEET CP

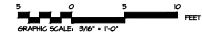
S:\Projects\22-14501-2455 Lawrence Exp. S&B\Drawings\22-14501-CA1.dwg modified at Feb. 12, 2025 - 8:44am



A NORTH ELEVATION
3/16" = 1'-0"



B WEST ELEVATION
3/16" = 1'-0"



M Architects, Inc.
ARCHITECTURE
PLANNING
MANAGEMENT
DESIGN
1801 OAKLAND BLVD
SUITE 300
WALNUT CREEK, CA
94596
925-287-1174 Tel
925-443-1591 Fax
925-678-9875 Cell
mthano@marchitect.com
www.marchitect.com

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CONVENIENCE STORE & CARWASH
2455 LAWRENCE EXPRESSWAY
SANTA CLARA, CA 95051

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| CANOPY ELEVATIONS | |
| PROJECT # | 22-14501 |
| DRAWN BY | EG |
| CHECKED BY | MI |
| SCALE AS NOTED | DATE: 10-10-22 |

CA1

SHEET 01



City of Santa Clara

1500 Warburton Avenue
Santa Clara, CA 95050
santaclaraca.gov
@SantaClaraCity

Agenda Report

25-346

Agenda Date: 3/19/2025

REPORT TO PLANNING COMMISSION

SUBJECT

Planning Commission Discussion on Questions for a Future Study Session on Data Centers

RECOMMENDATION

There is no staff recommendation.