

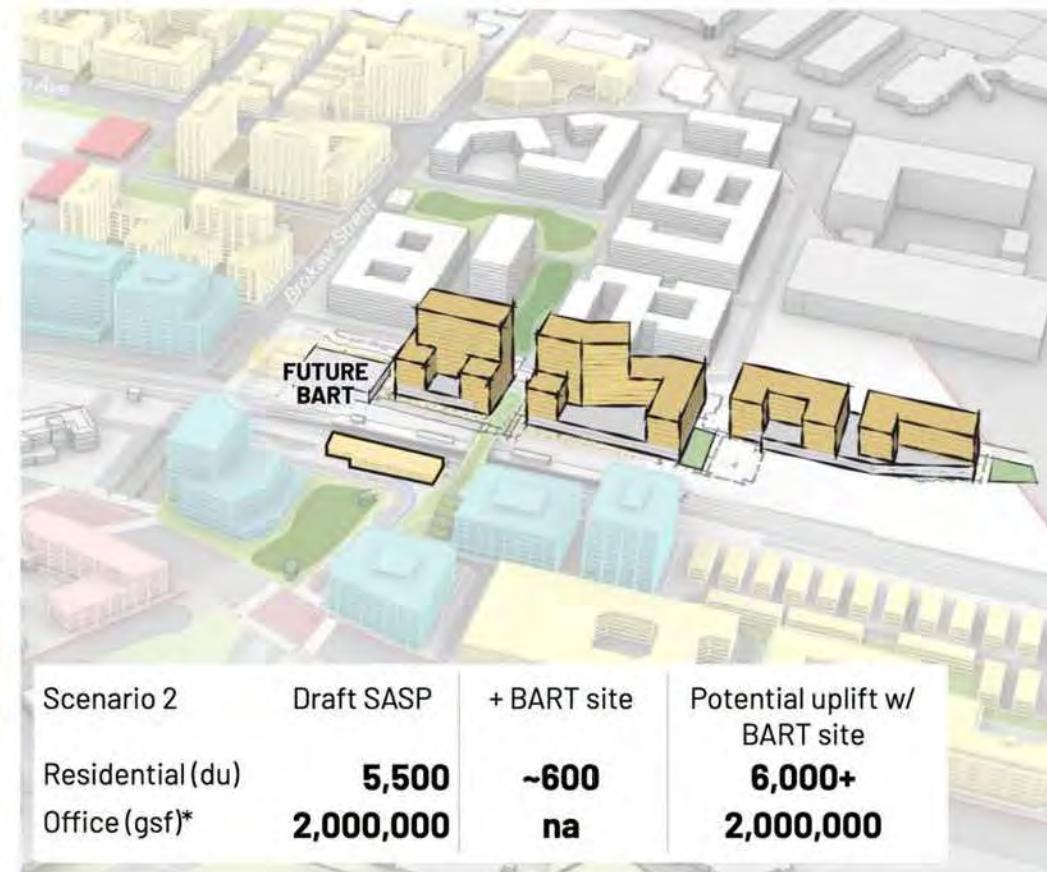
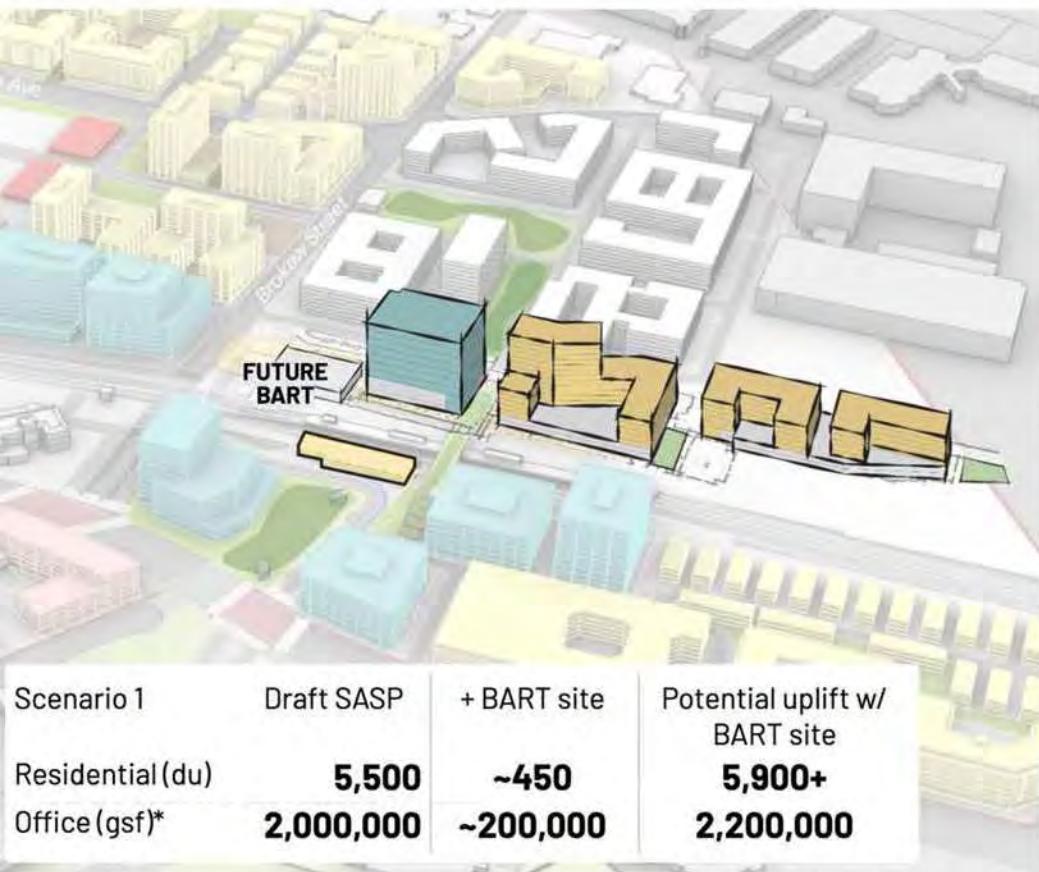


# **Santa Clara Station Area Task Force Update**

**Bicycle and Pedestrian  
Advisory Committee**

**January 26, 2026**

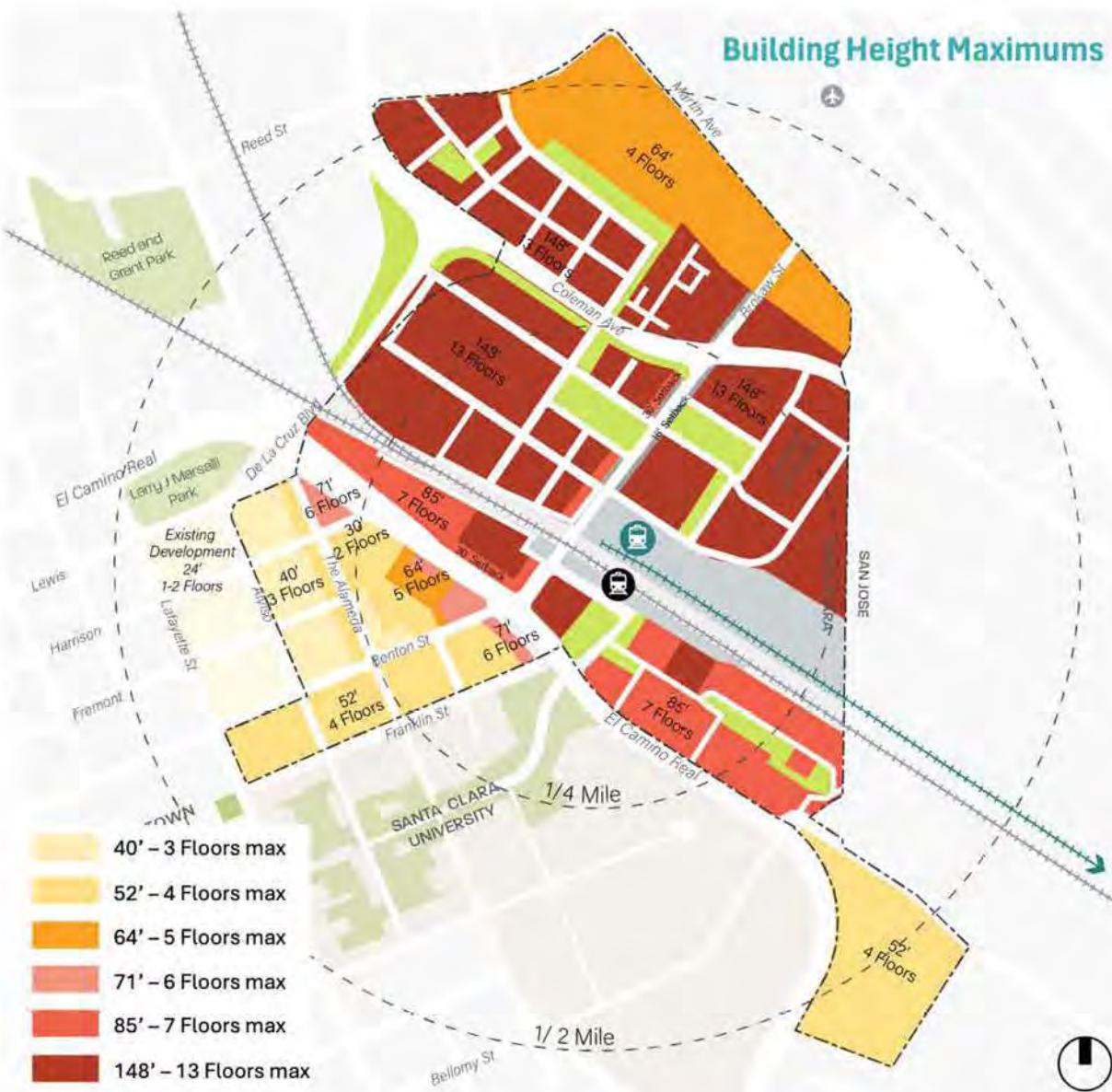
# Summary



# SB 79

1. Seeks to increase the supply of affordable housing, reduce greenhouse gas emissions through reduced vehicle miles traveled, and enhance the efficiency of public transit systems.
2. Mandates upzoning of land located within proximity to rail stations and rapid bus corridors to encourage transit-oriented development.
3. Degree of upzoning depends on the classification of the transit and the distance from the station, as measured from the pedestrian access points.
4. Effective July 01, 2026.

*Please note – The radii shown are approximate.  
Exact entrance locations need to be studied to  
get the final coverage.*



# SB 79 | Transit-tiering and applicable standards

Distance from TOD Stop	Minimum Height Requirement	Residential Density (du/ac)	Residential FAR
Directly Adjacent Sites ( $\leq 200$ ft)	95 ft (75 + 20 ft bonus)	160 du/ac (120 + 40 bonus)	Up to 4.5 (3.5 + 1 bonus)
Within $\frac{1}{4}$ Mile	$\geq 75$ ft	$\geq 120$ du/ac	Up to 3.5
$\frac{1}{4} - \frac{1}{2}$ Mile	$\geq 65$ ft	$\geq 100$ du/ac	Up to 3.0

## Inclusionary Housing Requirements:

- Applicable to projects with more than 10 units.
- The greater of any local requirement or one of the following:
  - 7% of units affordable to extremely low-income households;
  - 10% of units affordable to very low-income households; or
  - 13% of units affordable to lower-income households.

## California Environmental Quality Act (CEQA):

- Does not modify requirements.
- Does not establish a new ministerial approval process.
- Projects qualifying under SB 35 and SB 423 are exempt.