



SANTA CLARA STATION AREA SPECIFIC PLAN

STATION AREA TASK FORCE MEETING

May 21, 2026



City of Santa Clara
The Center of What's Possible





Agenda

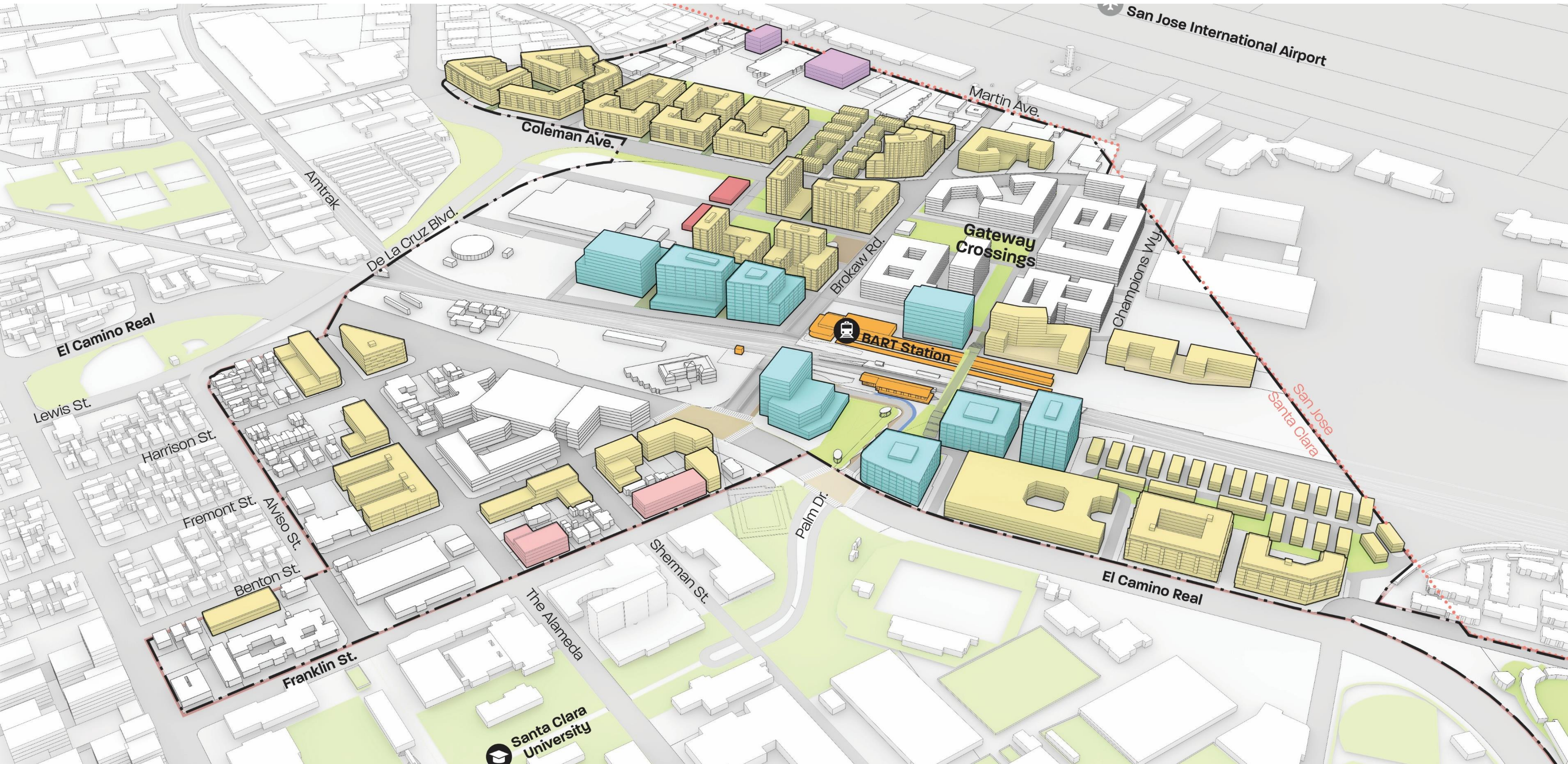
1. Land Use & Development
 2. Framework for Complete Community
 3. Mobility
- Questions & Discussion

01

LAND USE & DEVELOPMENT

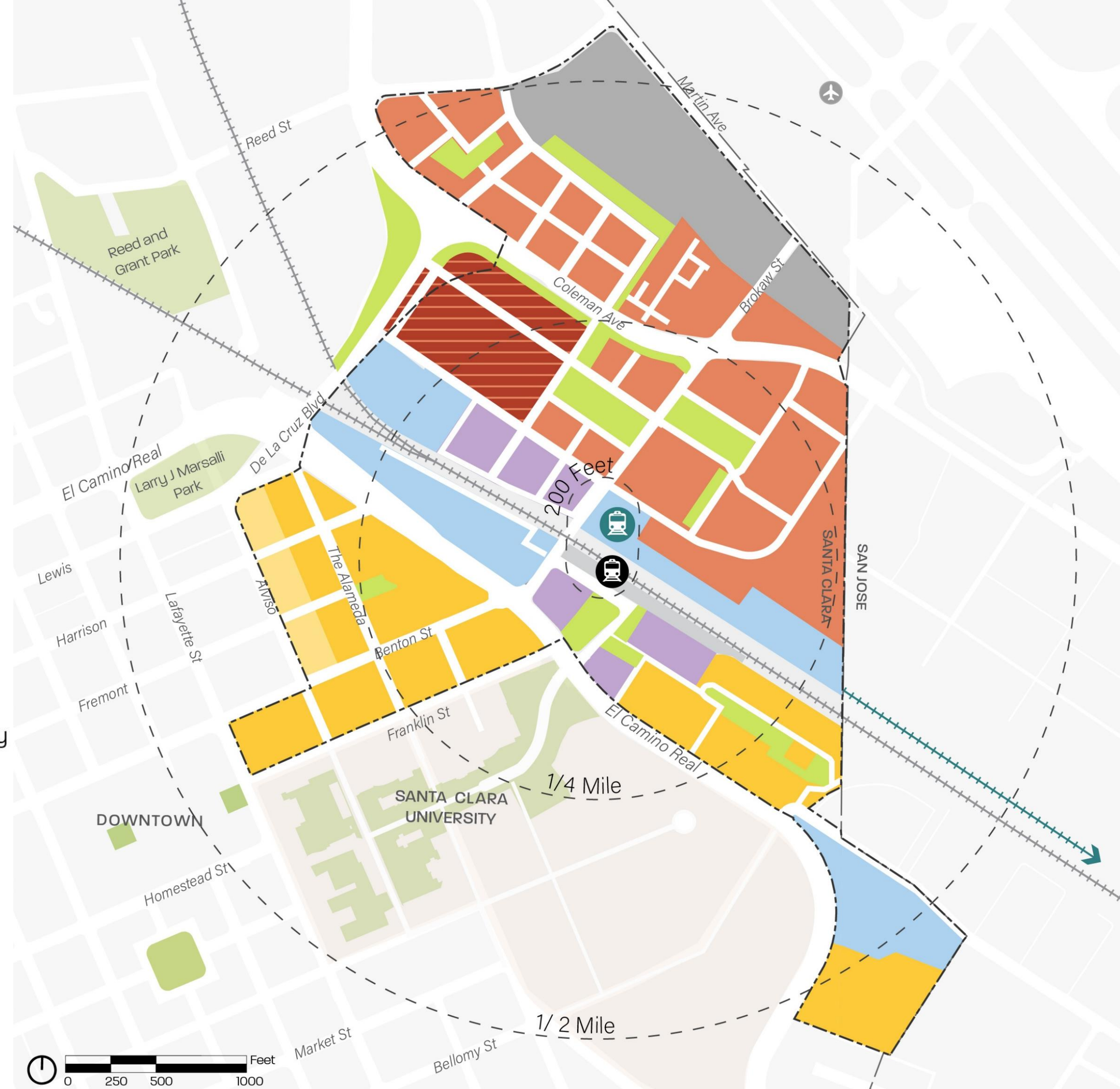
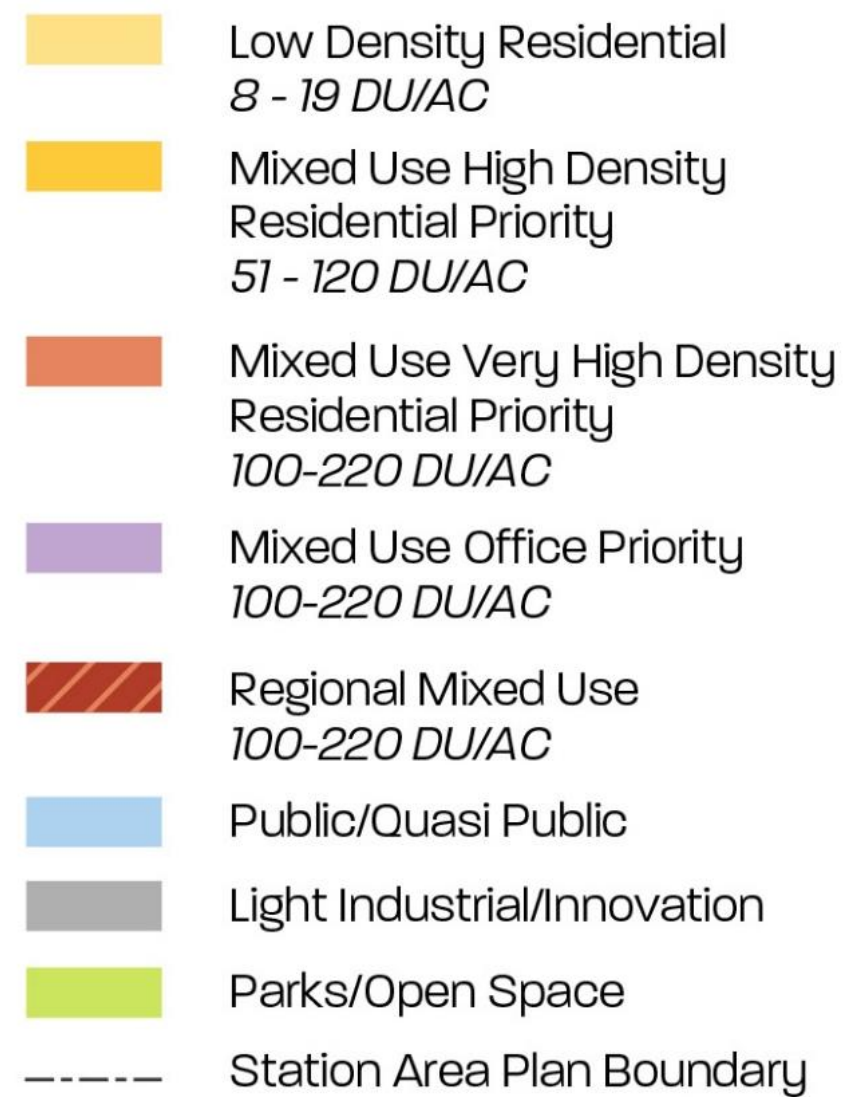


Preferred Plan Visualization



Land Use Plan

- Defined land uses and densities to align with State Law requirements
- Mixed-use districts to allow for flexible uses
- Use priorities identified to guide future development



Jobs-Housing Balance Monitoring Framework

Intent: Maintain long-term jobs-housing balance and support a balanced transit-oriented mixed-use district.

- Establish periodic jobs-housing balance reviews at key buildout milestones (50% and 75% of total plan capacity)
- Evaluate cumulative residential and employment-generating development delivered within the Station Area
- Assess jobs-housing balance trends, market conditions, transit performance, infrastructure capacity, and progress toward Specific Plan objectives
- Use milestone reviews to inform potential adjustments to implementation strategies, incentives, land use priorities, infrastructure phasing, or development regulations

Jobs-Housing Balance Monitoring Framework

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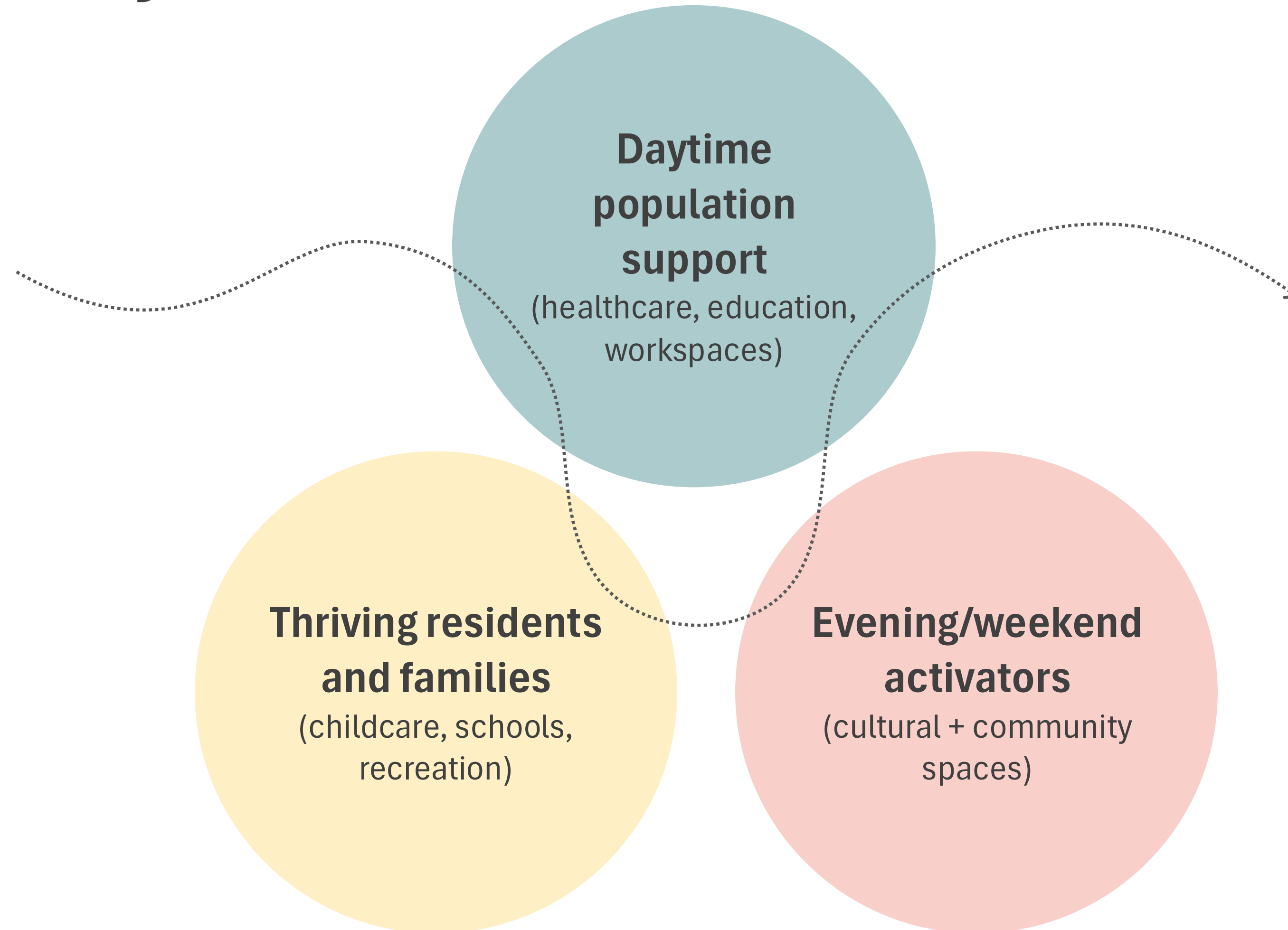
Plan Buildout Milestone	Office Threshold Trigger	Residential Catch-Up Requirement	Result
50% of Residential + Office Plan Capacity (6,787,600 sq ft)	Office exceeds 15% of cumulative development (1,018,100 sq ft)	Residential must reach 85% of cumulative development	Additional standalone office development limited until residential catch-up occurs
75% of Residential + Office Plan Capacity (10,181,500 sq ft)	Office exceeds 20% of cumulative development (2,036,300 sq ft)	Residential must reach 80% of cumulative development	Additional standalone office development limited until residential catch-up occurs

02

FRAMEWORK FOR COMPLETE COMMUNITY



Community Framework



Amenities to Incentivize

Daytime population support	Evening/weekend activators	Thriving residents and families
<ul style="list-style-type: none">• Neighborhood-scale healthcare services	<ul style="list-style-type: none">• Community/Recreation centers (public-private partnerships)	<ul style="list-style-type: none">• Daycare centers and preschools
<ul style="list-style-type: none">• Nonprofit office space at below-market rates	<ul style="list-style-type: none">• Satellite library branch (public-private partnership)	<ul style="list-style-type: none">• After-school and youth programming spaces
<ul style="list-style-type: none">• Live/work artist housing with deed restrictions	<ul style="list-style-type: none">• Indoor recreation (climbing gym, pickleball, esports/gaming lounge)	<ul style="list-style-type: none">• Senior day programs and adult care centers
<ul style="list-style-type: none">• Co-work spaces		<ul style="list-style-type: none">• Small-format grocery stores

Service Area Population Calculation

Land Use	Service Area Population	Sq. Ft. / Units	Ratio	
Residential	14,088	6,125	2.3	per unit
Office	10,905	2,180,980	200	sq. ft. per person
Retail	649	194,600	300	sq. ft. per person
Light Industrial	2,359	1,768,966	750	sq. ft. per person
Total Residential	14,088			
Total Workers	6,956			
Total Max Population	21,044			

Amenities Levels of Service

Facility		Plan Area Level of Service	Benchmark Level of Service
Private Development	Preschool	5.4	1 preschool per 78 children
	Senior Day Care	3.6	1 Senior Day Care with max 85 seniors
	Grocery Store	1.4	1 Grocery store per 15,000 people
	Healthcare Clinics	4.6	1 Clinic per 4,500 people
City Provided Amenities	<i>Senior Recreation Center</i>		<i>Does the City feel the need for more based on the existing facility?</i>
	<i>Library</i>		<i>Satellite library recommended in Library Masterplan</i>
	<i>Recreation Center</i>		<i>Parks Master Plan recommended one in the area</i>
	<i>Elementary School / Fire Station / Police Station</i>		<i>Will be looked at in the EIR process</i>

Option 1 - Require Ground Floor “Active Community Uses”

At least 25% of ground-floor frontage along Priority Streets shall consist of active community-serving uses.

Potential qualifying uses:

- childcare space,
- clinics,
- nonprofit uses,
- cultural facilities,
- small-format grocery,
- educational facilities,
- workforce development

Option 2 - Space Dedication by Project Size

Projects over 150 residential units,
or 300,00 office sf,

Must provide one or more:

- childcare,
- clinics,
- nonprofit uses,
- cultural facilities,
- small-format grocery,
- educational facilities,
- workforce development

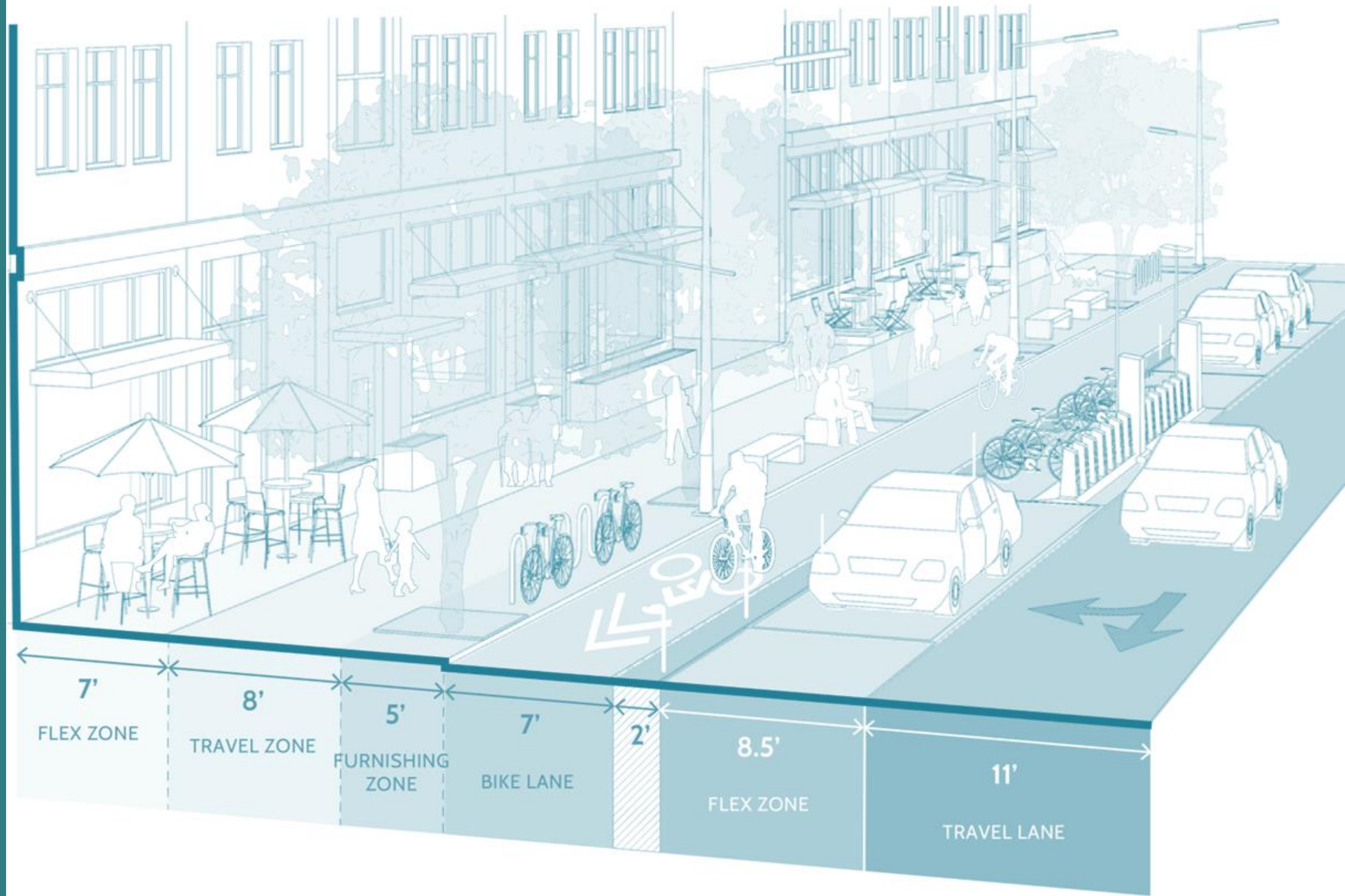
Option 3 - Space Dedication for Priority Amenity

Example - Childcare

Development Type	Project Threshold	Community Facility Requirement	Typical Compliance Mechanism	Recommended Minimum Facility Size	Purpose / Rationale
Residential / Mixed-Use Residential	<150 dwelling units	No requirement	N/A	N/A	Smaller projects generally do not generate sufficient demand to support operationally viable community-serving facilities.
	150–299 dwelling units	Community facility-ready shell space	Ground-floor or publicly accessible shell space reserved for future childcare, nonprofit, educational, cultural, healthcare, or other community-serving uses	3,000–5,000 sf	Threshold begins to support viable community-serving uses within higher-density TOD environments while avoiding administratively complex fee programs.
	300+ dwelling units	Expanded community facility-ready shell space	Larger integrated community-serving space incorporated into the project and designed to accommodate future licensed childcare or other community-serving uses	5,000–10,000 sf	Large residential projects generate substantial demand for family-supportive and community-serving infrastructure and should contribute directly to complete-community objectives.
Office / Mixed-Use Office	<300,000 sf office	No requirement	N/A	N/A	Smaller office projects generally do not independently generate sufficient demand to support dedicated community-serving facilities.
	300,000+ sf office	Community facility-ready shell space	Publicly accessible ground-floor or integrated shell space reserved for childcare, workforce support services, nonprofit, cultural, educational, wellness, or other community-serving uses	5,000–12,000 sf	Major employment concentrations should support complete TOD functionality and worker-serving social infrastructure within transit-oriented districts.

03

MOBILITY



TDM Framework

TDM obligations shall scale with parking supply, with enhanced measures required for higher parking provision. Strategies include, but are not limited to:

- Transit fare incentives, such as subsidized residential or employer-provided transit passes;
- Parking management strategies, including unbundled parking, parking pricing, and limitations on long-term commuter parking;
- High-quality bicycle and micromobility facilities and programs, including secure bicycle parking, end-of-trip facilities, and access to shared micromobility services;
- Transportation information, marketing, and wayfinding programs that promote non-automobile travel options;
- Car share, ride share, and vanpool programs, including on-site or nearby shared vehicle access where feasible; and
- Flexible work arrangements, telecommuting options, and parking cash-out programs, where applicable.

Priority shall be given to TDM measures demonstrated to reduce peak period vehicle trips, parking demand, and long-term VMT, consistent with VTA TOC performance guidance.

POLICY

New development within the Plan Area shall incorporate Transportation Demand Management strategies consistent with the Tier 1 Transit Oriented Communities classification of Santa Clara Station to reduce single occupant vehicle trips, vehicle miles traveled, and parking demand, while supporting transit, walking, bicycling, and shared mobility.

POLICY

Transportation Demand Management programs shall be scalable, monitorable, and adaptable over time, and may be implemented through district-wide or project-specific Transportation Management Plans, including coordinated district-level administration, to maximize effectiveness and achieve Tier 1 TOC performance expectations.

Parking Maximums

Land Use	Maximum Parking Standard	Notes
Multi Family Residential	0.8 spaces per dwelling unit	Maximum reflects observed demand within one-half mile of high-capacity transit; additional reductions encouraged for affordable and senior housing through project-level TOD or TDM review.
Office/Employment	1 space per 530–1,000 sq ft GFA	Maximum range linked to TDM performance to ensure parking supply does not undermine transit ridership at Santa Clara Station.
Ground Floor Retail	No parking permitted	The VTA TOC policy explicitly prohibits dedicated retail parking in station cores. Retail demand is expected to be accommodated through internal capture and shared district parking rather than dedicated on-site supply.
Mixed Use Development (Aggregate)	Use specific maximums above, managed as shared parking	Parking calculated by land-use component and operated as a shared, unassigned resource to align supply with actual demand over time.

Mobility Policies

M-01: Establish an expanded street network in the station area district east side to serve the Station Area Specific Plan's mix of land uses.

M-02: Create a clear hierarchy of street types as defined in the plan's street hierarchy diagram and as detailed in the plan's street cross-section standards.

M-03: Create a circulation network that emphasizes multi-modal balance and favors pedestrian, bicycle, and transit modes.

M-04: Enhance transit service and infrastructure to provide efficient and seamless connections to and from the station, leveraging the new Benton-Brokaw underpass to improve network connectivity.

M-05: Design the transit loop and station plaza as a multimodal environment that accommodates all modes, with clear priority given to pedestrians, bikes, and transit movements.

M-06: Design bus stops to prioritize comfort, safety, and convenience, including high-quality shelters, boarding islands (where needed to separate bike lanes), and enhanced amenities throughout the station.

M-07: Expand and integrate the bicycle network with the City's Bicycle Plan Update and VTA's Central Bikeway Project to align with the Station Area Plan's expanded street network, providing safe, direct, and efficient bike access throughout the plan area.

Mobility Policies

M-08: Incorporate a secure bicycle parking garage within the parking garage of the transit plaza development to support high levels of bicycle access.

M-09: Provide bicycle amenities along primary streets and around the station, including bike parking, bike share stations, and supporting facilities.

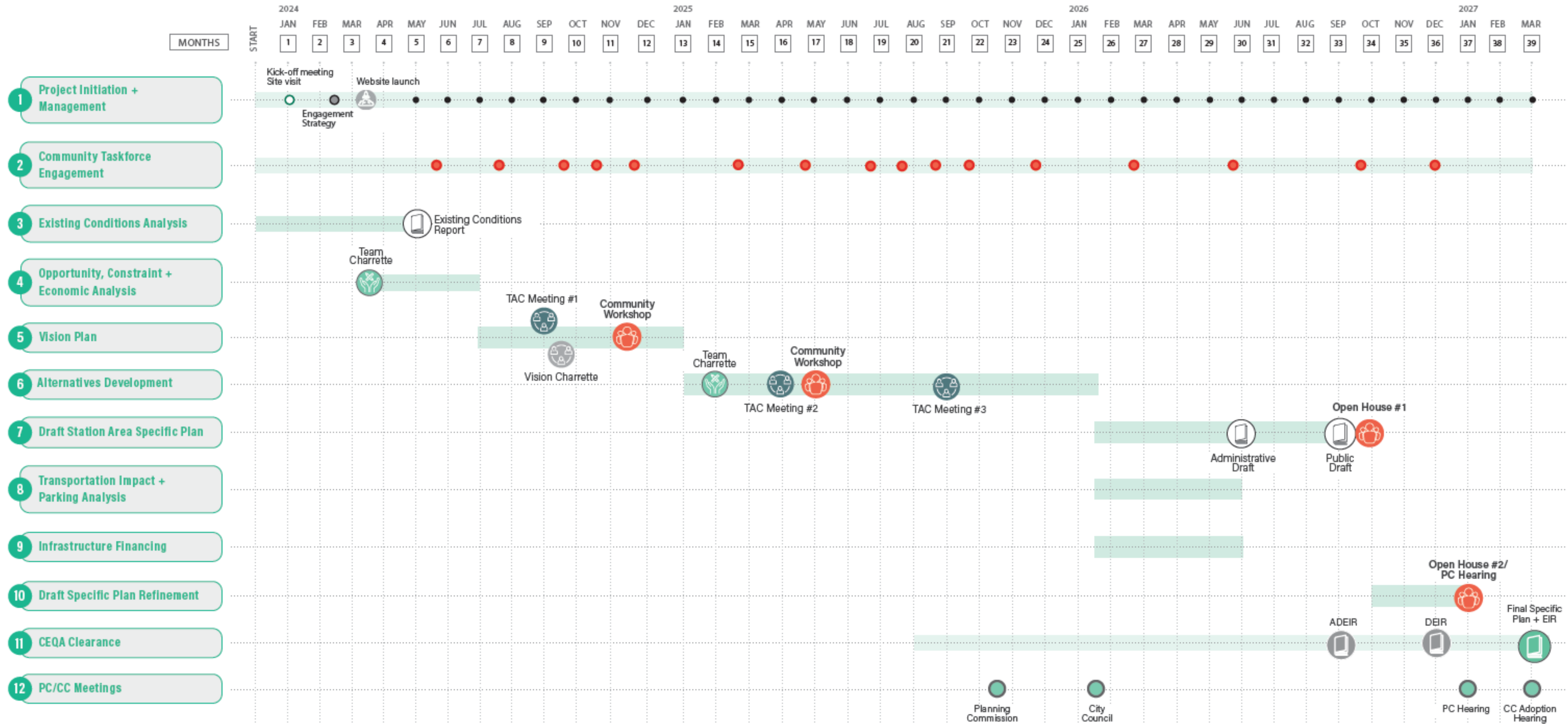
M-10: A Benton/Brokaw connection underpass is proposed as part of the Station Area Plan and will be studied further in a subsequent technical study.

M-11: A pedestrian/bicycle bridge will be developed, aligning with the Franklin Street Arts Paseo, and connecting from the transit plaza to the Gateway Commons green.

M-12: Where space permits, shared multi-use curb lanes (or “managed curb or flex zones”) will be provided to accommodate loading and deliveries, short-term passenger pick-up and drop-off, shared mobility and micromobility services, shuttle operations, and other curbside access needs that support a transit-first, multimodal street design. Bike share and, if space is available, on-street parking may be accommodated only where curbside access and operational needs are satisfied and where such parking is consistent with multimodal priority, safety, and active curb management objectives.

QUESTIONS & DISCUSSION

Project Schedule



THANK YOU!