



City of Santa Clara

Meeting Agenda

Planning Commission

Wednesday, April 8, 2026

6:00 PM

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

The City of Santa Clara is conducting the Planning Commission Hearing meeting in a hybrid manner (in-person and method 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

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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. 26-384 [Planning Commission Meeting Minutes of March 11, 2026](#)

Recommendation: Approve the Planning Commission Meeting Minutes of the March 11, 2026 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. 26-415 [Continuance of the Third Zoning Code Cleanup Ordinance and Rezoning of Properties Currently Designated TN \(Transit Neighborhood\) to R6 \(Transit Neighborhood Residential\)](#)

Recommendation: Staff recommend that the Planning Commission open the public hearing on this item and then immediately continue the proposed project to May 20, 2026.

3. **26-246** [Action on the Revised El Camino Real Specific Plan, General Plan Amendment for the creation of five new General Plan land use designations, creation of the El Camino Real Zoning Districts, and an Environmental Impact Report and Mitigation Monitoring and Reporting Program](#)

Recommendation:

1. Adopt a resolution recommending that the City Council certify the EIR and related CEQA documents.
2. Adopt a resolution recommending that the City Council approve the El Camino Real Specific Plan, a specific plan consistent with CA Government Code Sections 65450-65457.
3. Adopt a resolution recommending that the City Council approve General Plan text amendment creating the Regional Corridor Mixed Use (55-100 DU/AC; 0.2 Commercial FAR); Corridor Mixed Use (45-65 DU/AC); Corridor Residential (26-45 DU/AC); Corridor Residential - Low (12-25 DU/AC); and Ground Floor Commercial Overlay land use designations, and amending the General Plan Land Use diagrams for Phases II and III to reflect the land use designations in the El Camino Real Specific Plan and remove the El Camino Real Focus Area.
4. Recommend that the City Council approve the ordinance amending the zoning code to create the El Camino Real Zoning districts.

4. 26-173 [Action on an Ordinance of the City of Santa Clara, California, Authorizing the Installation of Supergraphic Signs on Building Surfaces in the Vicinity of Levi's Stadium During a Limited Time Period Surrounding FIFA World Cup 2026 Special Events](#)

Recommendation:

1. Determine the project to be exempt from the California Environmental Quality Act (CEQA) formal pursuant to CEQA Guidelines Section 15301 (Class 1 - Existing Facilities); and
2. Recommend that the City Council approve an Ordinance in substantially the form presented Authorizing the Installation of Supergraphic Signs on Building Surfaces in the Vicinity of Levi's Stadium During a Limited Time Period Surrounding FIFA World Cup 2026 Special Events.

5. 26-370 [Planning Commission Input on the Charter Revision Process](#)

Recommendation:

Provide consolidated comments to staff on Planning Commission relevant charter revisions for the Charter Review Committee and City Council to consider as a part of the "Charter Project" Charter Review Process. The Commission also has the option of appointing a representative to present these comments to the Subcommittee on Boards and Commissions.

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 May 20, 2026 at 6:00 PM in the City Hall Council Chambers and via Zoom..

MEETING DISCLOSURES

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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City of Santa Clara

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

Agenda Report

26-384

Agenda Date: 4/8/2026

REPORT TO PLANNING COMMISSION

SUBJECT

Planning Commission Meeting Minutes of March 11, 2026

RECOMMENDATION

Approve the Planning Commission Meeting Minutes of the March 11, 2026 Meeting.



City of Santa Clara

Meeting Minutes

Planning Commission

03/11/2026

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6:00 PM REGULAR MEETING

Call to Order

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

Pledge of Allegiance and Statement of Values

Secretary Cherukuru read the Statement of Values.

Roll Call

- Present** 5 - Commissioner Priya Cherukuru, Commissioner Qian Huang, Vice Chair Mario Bouza, Commissioner Lance Saleme, and Chair Eric Crutchlow
- Absent** 2 - Commissioner Yashraj Bhatnagar, and Commissioner Nancy A. Biagini

A motion was made by Commissioner Saleme, seconded by Commissioner Cherukuru to excuse Commissioners Biagini and Bhatnagar from the meeting.

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

Absent: 2 - Commissioner Bhatnagar, and Commissioner Biagini

DECLARATION OF COMMISSION PROCEDURES**CONTINUANCES/EXCEPTIONS**

None.

CONSENT CALENDAR

1. [26-274](#) Planning Commission Meeting Minutes of February 11, 2026

Recommendation: Approve the Planning Commission Meeting Minutes of the February 11, 2026 Meeting.

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

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

Excused: 2 - Commissioner Bhatnagar, and Commissioner Biagini

PUBLIC PRESENTATIONS

None.

PUBLIC HEARING

2. [25-1744](#) Study Session: Role of the Planning Commission in the Charter Review Process

City Attorney Glen Googins provide a PowerPoint presentation.

Commissioner Saleme inquired what the role of the Planning Commission was in items on the Planning Commission agenda; quasi judicial decisions, or in an advisory capacity. **Assistant City Attorney Alexander Abbe** provided input.

Chair Crutchlow announced that he is member of the Charter Review Committee.

City Attorney Glen Googins discussed the role of the Planning Commission is in the Charter Review Committee process and provided information that next steps would be for the Planning Commission to agendize the topic at a future meeting for an in depth discussion and action.

Commissioners provided input on the various topics being reviewed in the Charter Review Committee.

Planning Manger Lesley Xavier announced that Commissioners should send their input and questions to staff ahead of the April Planning Commission meeting to help organize and facilitate the upcoming discussion.

REPORTS OF COMMISSION/BOARD LIAISON AND COMMITTEE:

Commissioner Bouza provided a summary of the Joint Venture Silicon Valley event he attended on February 27, 2026.

1. Announcements/Other Items

Planning Manager Lesley Xavier announced there would be a Community Meeting on Thursday, March 12, 2026 to discuss the upcoming proposed Mariani's development.

Commissioner Saleme requested an update on the upcoming Board and Commission dinner with City Council.

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

DIRECTOR OF COMMUNITY DEVELOPMENT REPORTS:

1. Planning Commission Budget Update

Staff Aide II Elizabeth Elliott provide 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 8:27 p.m. The next regular scheduled meeting is scheduled for April 8, 2026.

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

Excused: 2 - Commissioner Bhatnagar, and Commissioner Biagini

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Agenda Report

26-415

Agenda Date: 4/8/2026

REPORT TO PLANNING COMMISSION

SUBJECT

Continuance of the Third Zoning Code Cleanup Ordinance and Rezoning of Properties Currently Designated TN (Transit Neighborhood) to R6 (Transit Neighborhood Residential)

DISCUSSION

Staff are requesting a continuance of this item to the May 20, 2026 Planning Commission meeting to allow additional time for review and preparation of the resolution and related documents. Because this is a City-initiated project, there are no private applicants involved.

ENVIRONMENTAL REVIEW

No environmental determination is necessary for a continuance. An environmental determination will be included with the May 20th report.

PUBLIC CONTACT

A newspaper notice was published in the March 18, 2026 issue of the Santa Clara Weekly describing the proposed adoption of the Third Zoning Code Cleanup Ordinance and the proposed changes to the Zoning Map. Should the Commission open the public hearing and then continue the hearing for this project to May 20, 2026, additional noticing will not be required.

RECOMMENDATION

Staff recommend that the Planning Commission open the public hearing on this item and then immediately continue the proposed project to May 20, 2026.

Prepared by: John Davidson, Principal Planner

Approved by: Lesley Xavier, Planning Manager

ATTACHMENTS

None



Agenda Report

26-246

Agenda Date: 4/8/2026

REPORT TO PLANNING COMMISSION

SUBJECT

Action on the Revised El Camino Real Specific Plan, General Plan Amendment for the creation of five new General Plan land use designations, creation of the El Camino Real Zoning Districts, and an Environmental Impact Report and Mitigation Monitoring and Reporting Program

BACKGROUND

The El Camino Real Specific Plan Area is just over 250 acres and extends the entire 3.2-mile length of the El Camino Real corridor between the western City limits and Lafayette Street. There are approximately 2,500 existing residential units along the corridor and 2.8 million square feet of commercial uses.

The City of Santa Clara 2010-2035 General Plan identified specific geographic areas within the City as Focus Areas within Santa Clara, of which the El Camino Real is one. The purpose of a Focus Area is to accommodate a significant amount of the City's long term growth. The General Plan vision for El Camino Real is to transform this Focus Area from a series of automobile-oriented strip malls to a tree lined, pedestrian and transit-oriented corridor with a mix of residential and retail uses with an emphasis on mixed use and higher intensity development. This type of redevelopment is an opportunity to support the City's changing quality of life and economic vitality.

The revised Specific Plan implements the General Plan's goals and policies for the El Camino Real Focus Area and establishes the land use and development regulations for the Plan Area. Its adoption will allow up to 4,390 residential units along the corridor, establish fine-grained land use designations and detailed land use policy beyond those in the General Plan, and provide objective design standards to streamline and regulate new development projects.

Staff, working with a consultant, Raimi & Associates, has completed a revised draft of the El Camino Real Specific Plan, per prior City Council direction. The Specific Plan was initially prepared between 2017 and 2021, with multiple City Council check-ins and robust community outreach throughout the process. The first complete draft Specific Plan was presented to the City Council in June of 2021 however it was never adopted. Subsequent City Council actions are summarized below.

2021 City Council Action Summary

At the June 15, 2021 City Council meeting, the City Council reviewed the 2021 draft of the El Camino Real Specific Plan and directed staff to significantly modify the three proposed Specific Plan General Plan Land Use Designations. The City Council requested that the maximum heights for the three designations be two, three, and four stories, respectively, with corresponding reductions in allowable densities. These proposed changes were in response to concerns from community members and some City Council members about potential impacts of proposed heights and densities on adjacent single-family neighborhoods on the north side of El Camino.

On July 6, 2021, staff returned to the City Council to receive direction on the next steps for the El Camino Real Specific Plan. Staff explained that the reduced height limits would likely correspond to significant reductions in land density than those previously studied in the project Environmental Impact Report (EIR), requiring additional California Environmental Quality Act (CEQA) analysis and associated funding. Based on this information, the City Council directed staff to proceed with the significant modifications consistent with the reduced densities and height identified at the June 15, 2021 hearing, and to update and recirculate the project EIR accordingly.

On September 28, 2021, staff provided the City Council with more specific information on the process and costs to revise the Specific Plan per City Council's direction. The City Council then directed staff to proceed with the preparation of a revised, reduced density Specific Plan while also continuing to consider the original draft Specific Plan. Staff was also directed to prepare economic feasibility analyses for both alternatives. However, the City Council did not approve an accompanying amendment to the City's budget at that time to fund the work.

2022 City Council Action Summary

In June 2022, as part of the adoption of the FY 2022/23 and FY 2023/24 Capital Improvement Program (CIP) Budget, the City Council approved \$1.0 million in funding to proceed with preparation of the reduced density El Camino Real Specific Plan. The City Council also directed staff to return with alternative scopes of work, including options to reduce overall costs.

In September 2022, the City Council directed staff to prepare a significantly modified Specific Plan that retains enough density (4,400 residential units) and key elements of the prior plan (e.g., a range of densities that support mixed-use) to be consistent with the prior draft EIR. The Council also directed that the revised plan include the activity zones with building heights of up to six stories as proposed in the 2021 draft Specific Plan, and that an economic feasibility analysis be prepared for both Plans.

2023 City Council Action Summary

In March 2023, the City Council approved an agreement with Raimi & Associates, Inc. to provide services to revise the El Camino Real Specific Plan, consistent with prior Council direction.

In August 2023, the City Council directed staff to continue advancing the proposed land use plan as presented, including the addition of a fourth land use designation, Corridor Residential - Low (12-25 du/ac). This designation was proposed for the 60 properties along the corridor that serve as sensitive interfaces due to their proximity to single-family residences.

DISCUSSION

Since August 2023, staff and the consultant team have drafted an updated Specific Plan with revised guidelines, standards, and policies reflecting the new land use designation and Council direction. The updates specifically address concerns related to taller buildings and their potential to cast shadows on single-family lots.

The El Camino Real Specific Plan Citizen Advisory Committee was reconvened in December 2024 to review and provide feedback on the revised Draft Specific Plan document. Additional community outreach was conducted between February and April of 2025 to receive additional feedback. The revised version of the Plan is available on the El Camino Real Specific Plan website, also accessible

via the weblink included in Attachment 9.

On June 24, 2025, the City Council held a study session to review the revised Specific Plan. Key topics discussed by the Council included the need for sufficient parking for retail uses, applicability of the State Density Bonus law, retail preservation in key locations along the corridor, regulation of window placement in taller buildings overlooking single-family residences, and the appropriate approach for measuring the daylight plane specifically whether it should be measured from the lower grade of adjacent single-family homes rather than from parcels along El Camino Real.

Community Outreach

Staff have conducted a range of community outreach to receive feedback on the revisions.

- On December 16, 2024, the El Camino Real Community Advisory Committee (ECR CAC) met and provided input on the added land use designation to allow for townhome development on specific sites.
- On February 24, 2025, an open house was held at the Mission Branch Library, attended by approximately 40 community members. Attendees acknowledged the revisions and asked questions to staff and the consultant related to parking and public right of way improvements on El Camino Real. No significant comments on the revisions were provided.
- On April 2, 2025, a second community meeting was held at the Senior Center with approximately 15 attendees. No significant comments on the revisions were provided.
- On March 25, 2025, staff presented a summary of the Specific Plan to the Silicon Valley Central Chamber of Commerce.
- Additional outreach included social media posts on the City's Instagram and Facebook pages, as well as information about the revisions to the Plan in the City Manager's weekly email.

Considerations

The Planning Commission's primary considerations in evaluating the proposed Specific Plan are consistency with the General Plan; and the strength of the Plan's policies and standards to implement the Plan vision. The Planning Commission can identify areas where policies and standards may be enhanced, modified or further developed to align with City objectives and priorities. Their input and recommendations will be forwarded to the City Council for their consideration, and their direction will be incorporated into the final, adopted version of the Specific Plan.

General Plan Consistency

The General Plan envisions transforming the El Camino Real Focus Area from a series of automobile oriented strip malls to a tree lined, pedestrian and transit-oriented corridor with a mix of residential and retail uses. Key General Plan goals for the El Camino Real Focus Area include:

- 5.4.1 G1 - An economically viable mix of uses along El Camino Real that attracts upscale retail uses.
- 5.4.1 G2 - High quality design that respects the scale and character of adjacent residential neighborhoods and historic resources and creates a walkable environment.
- 5.4.1 G3 - Concentration of higher intensity commercial and residential development at key intersections with Regional Mixed-Use designations.
- 5.4.1 G4 - Pedestrian, bicycle and transit priority for mobility in the El Camino Real Focus Area.

The proposed Specific Plan achieves these goals by introducing additional land use designations that

provide clearer differentiation of land uses and a stronger correlation to anticipated development types. The Plan establishes more detailed land use policies that require commercial uses in key locations where they are most viable and can support destination shopping and placemaking. It further includes design standards to guide new development and improve the interface between new and existing land uses. Finally, the Plan provides a concept for the improvement of El Camino Real right-of-way to better serve pedestrians, bicyclists, and transit riders.

Specific Plan

The Specific Plan sets forth land use, urban design, and transportation policies that balance the community's wants and needs and support an overarching vision of a future El Camino Real Corridor. The Plan envisions a corridor that is:

- Mixed-use;
- Multi-modal;
- Anchored by vibrant shopping destinations and public open space;
- Provides housing options for a range of incomes and life stages;
- Designed to respect the scale and character of adjacent residential neighborhoods;
- An attractive and engaging pedestrian environment with wider sidewalks and street trees; and
- Protected or separated bicycle lanes for bicyclists and enhanced bus stops and boarding areas for transit riders.

The desired outcomes, listed above, are outlined in Chapter 2, Vision and Framework, and set the stage for the overall planning framework, policies, design standards and guidelines, and implementation actions.

Land Use Framework

El Camino Real is currently characterized by predominantly one-story automobile-oriented strip commercial development and surface parking located at the street edge, resulting in approximately 70% of the existing land area being dedicated to parking. Many of the parcels are relatively shallow, and located adjacent to single-family neighborhoods, which limits the potential for higher-intensity development. In response to these constraints, the land use framework focuses more intensive development at key nodes or "Activity Centers" while promoting a less intensive mix of commercial and residential uses in the "in-between" areas.

Adoption of Plan will amend the General Plan Land Use Designations along the entire corridor to include the following new designations:

- **Regional Commercial Mixed Use** (55-100 dwelling units per acre; 0.20 minimum commercial Floor Area Ratio (FAR) required) - applied to the larger shopping centers or activity centers and would support the most intensive uses.
- **Corridor Mixed Use** (45-65 dwelling units per acre; commercial allowed but not required, except where the Ground Floor Commercial Overlay is applied) - a medium density designation applied to the larger sites in the in-between areas.
- **Corridor Residential** (26-45 dwelling units per acre; commercial allowed but not required) - a lower density designation for sites with the most sensitive interfaces.
- **Corridor Residential - Low** (12-25 dwelling units per acre; commercial allowed but not required) - is intended for townhome development. These areas provide a low-intensity

residential character in keeping with adjacent single-family residential neighborhoods.

- **Ground Floor Commercial Overlay** - is applied to sites in the in-between areas where commercial uses are likely to be most viable and support pedestrian activity.
- **Public/Quasi-Public** - applied to City Hall and includes a variety of public and quasi-public uses such as government offices, schools, and childcare centers.

The estimated build out associated with the proposed land use designations of the Specific Plan, through the 2040 horizon year, includes the development of 4,390 housing units in beyond existing conditions, and a reduction of approximately 289,110 (10%) square feet of commercial space, when compared to the existing General Plan land use designations. These net growth projections are focused on sites with anticipated redevelopment potential and excludes sites such as recently constructed housing developments and the Santa Clara Town Centre (Target shopping center). While the Specific Plan permits office uses, the expected commercial development under the plan would primarily be retail and service uses.

Commercial Uses

The City's General Plan currently supports approximately 2.8 million square feet of retail development, spread out along the corridor. Following the recommendations of the City's retail consultant, Keyser Marston Associates (KMA), who supported the planning effort, the proposed plan would support a reduced amount of retail development, 1.8 million square feet, which would be more concentrated at focal locations that would act as shopping destinations and minimize the designation of retail on sites where it would not be economically viable. The planned amount of retail is significant, comparable to the amount that would be provided in a large, regional shopping center. The retail market demand analysis conducted by KMA examined key factors that will affect future retail development opportunities in the Specific Plan. The factors included: retail market trends; demographics of the Trade Area; performance of existing retailers within the specific Plan area; attributes of the properties within the Specific Plan area to accommodate new retail development; and the strengths of competing retail centers that serve the trade area.

The Trade Area for the Specific Plan extends two miles from the corridor, but does not extend north of Highway 101 and does not include the automobile retailing that dominates the north side of Stevens Creek Boulevard, and does extend into a small portion of the adjacent Sunnyvale. With respect to retail market trends, internet sales have had a significant harmful impact on certain segments of retail, including department stores, apparel, and electronic stores. But, restaurants, entertainment, fitness centers and other service-oriented retail have remained strong until the COVID pandemic significantly affected those sectors. Grocery stores have remained strong both before and during the pandemic. Going forward, it is expected that the "experience" sectors will slowly recover, grocery stores will generally remain strong, and internet sales will continue to erode the sales of many brick and mortar stores.

Retail within the Specific Plan area is doing well with respect to retaining high occupancy rates, but sales volumes are less than industry standards. There are no remaining large sites (approximately 20 acres) to accommodate the development of large anchor tenants and many of the remaining retail properties are small and shallow relative to current market requirements. The last large site on El Camino Real, Santa Clara Town Center, which was redeveloped in 2014 with a 140,000 square foot Target department store, a Sprout's Farmers Market, and a total shopping center square footage of

280,000 square feet, but has no residential. Currently, no site of comparable size is readily available. The Trade Area is largely built-out, but is expected to grow by 11,244 residents by 2032, which will provide some additional support for new retail sales within the Specific Plan area. Opportunities are constrained by competition, including the Valley Fair Mall and Santana Row. The leakage analysis indicates that the two market segments with growth opportunities are grocery stores, and eating and drinking establishments.

Given the prevailing market trends and site attributes, the market study concluded that the best approach to strengthening the retail base of the Specific Plan area is to:

- 1) support the intensification of retail development at major intersections, with grocery anchors being a target;
- 2) encourage the repurposing of existing retail space to local-serving tenants, such as ethnic restaurants, gyms, and services;
- 3) reduce the number of properties for which commercial use is a requirement; and
- 4) develop a strategy to retain and strengthen existing commercial businesses.

These specific recommendations on how to position new retail along the El Camino Real corridor has not changed in the context of the post pandemic environment.

As a part of the Specific Plan revision process the City reviewed the Land Use Plan with respect to the required amount of commercial square footage with a second economic consultant, Seifel Consulting. As a part of this review the requirement to provide commercial square footage in the Corridor Mixed Use land use designation was removed and is now proposed as optional, except on those properties located within the Ground Floor Commercial Overlay, which are generally located at major intersections, and where ground floor commercial will be required for 50% of the property frontage on El Camino Real. This requirement is supported by vehicular and foot traffic in order to allow the commercial to succeed.

Commercial Space Requirements

The draft Specific Plan establishes a set of requirements that ensure new spaces are well utilized. The requirements address interior column spacing and façade transparency, as well as provisions that support outdoor dining, including design standards for awnings, planters and railings. The Plan also directly supports future food service uses by requiring that new commercial spaces have access to necessary infrastructure such as grease traps and venting. While these measures may increase costs or require specific design approaches, they are critical to ensuring that future commercial spaces are well utilized and contribute to a vibrant, pedestrian-friendly environment.

Open Space

Many valuable open space amenities can be found just outside the El Camino Real corridor; however, the corridor itself currently lacks dedicated public open spaces. The Specific Plan seeks to create new public and publicly accessible, privately-owned open spaces that promote and support community gathering, enjoyment, and a broad range of active uses.

Adding public open spaces within the corridor presents challenges. The City's primary mechanism for securing open space is through development requirements, specifically requiring a new development project to dedicate a portion of the site as open space, and the corridor is composed primarily of smaller parcels. While all new residential development will be required to contribute toward parkland per the City's Park and Recreational Land Ordinance, the Specific Plan adds a unique requirement for certain commercial properties. New commercial development within the Regional Commercial

Mixed-Use land-use designation (Activity Centers) will be required to provide 10% of the site area as new publicly accessible privately-owned open space.

The specific size, location, and configuration of these urban park or plaza sites will be finalized as future development projects moves forward. As redevelopment occurs under the Specific Plan, the corridor will gain new open spaces that may either be traditional public parks or smaller, publicly accessible privately owned open spaces.

Affordable Housing

An objective of the Specific Plan is to promote a range of housing options and affordability levels to realize the vision for a mixed-use, mixed-income community along the corridor. To achieve this, the Plan includes an inclusionary housing policy that exceeds the City's Affordable Housing Ordinance by requiring the provision of units at deeper levels of affordability within the Plan area. Specifically, the Plan requires that 15% of the new units be designated as affordable rental units with a mix of affordability levels for extremely low, very low, low, and moderate-income households. The mix must be structured such that the average household income across all affordable units does not exceed 80% of Area Median Income (AMI). This inclusionary requirement represents a deeper level of affordability than the citywide ordinance, which requires 15% of units be affordable at an average of 100% of AMI.

El Camino Real Right-of-Way

The vision for the El Camino Real right-of-way is to transform this auto-oriented arterial into a multimodal "complete street" designed to accommodate all travel modes. Complete streets provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, and motorists regardless of age or ability. The Plan Area's proximity to the Santa Clara Caltrain station and future BART station presents a unique opportunity to further promote transit trips by improving the multimodal functionality of the corridor.

The Plan establishes concepts for both interim and final right-of-way configurations for El Camino Real that strengthen bicycle and transit infrastructure beyond what exists today. In both right-of-way configurations, the curb-to-curb dimension remains the same, as will the center median. Both configurations take advantage of the removal of on-street parking, and the Caltrans restriping completed last year, which narrowed the travel lanes. On average, only 31% of on-street parking spaces are utilized along the corridor, providing an opportunity to remove this space to accommodate a separated bike lane. Consistent with proposed right-of-way concepts in the Specific Plan and the Santa Clara Bicycle Plan Update (2018), the City Council adopted Resolution No. 22-9047 on January 25, 2022, modifying parking regulations and establishing a "No Stopping Anytime" zone on El Camino Real between Halford Avenue and Alviso street. This action enables the design and construction of a Class IV separated bikeway as a future capital project.

Objective Design Standards

Chapter 4, Development Standards and Guidelines, establishes objective design standards and guidelines for new land development to achieve the future vision for El Camino Real. These standards and guidelines apply to all new development in the El Camino Real Specific Plan Area, as well as to public improvements and substantial renovations to existing structures. They build on basic design standards or regulations, such as setbacks, height limitations, parking requirements and

signage regulations already contained in the Zoning Ordinance by providing more detailed and specific requirements specifically for development within the El Camino Real Specific Plan area.

While the Specific Plan was originally drafted with a traditional, design-guideline approach, recent changes to State Law necessitated a shift to establish objective design standards wherever appropriate. The Housing Accountability Act and the Housing Crisis Act require expedited processing of qualifying residential projects and limit the City's ability to deny or reduce the density of housing projects that meet locally adopted objective standards, such as those set in the Zoning Ordinance. Objective Standards involve no personal or subjective judgement by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and public official prior to application submittal. As the City has increasingly needed to rely on objective standards for the review of projects where discretionary design review is limited, establishing objective standards is essential to ensuring that new development aligns with community objectives.

A primary motivation for the preparation of the Specific Plan was to establish design standards to address and improve the interface between new development and adjacent single-family neighborhoods. Throughout the planning process, the community continued to voice this concern. In response to community feedback, the Specific Plan includes objective standards that ensure appropriate and sensitive transitions in height and scale between new development to existing neighborhoods with the goals of preserving neighborhood character and protecting light and privacy. These transition standards limit building heights and require taller buildings to step down toward existing neighborhoods. Other design requirements or policies, such as deeper setbacks, and required landscaping, will also help to buffer existing homes from new development.

The Specific Plan will also provide objective standards to address the following topics within the El Camino Real corridor:

- • Building Height (maximum, interface, transition)
- Landscape setback areas (including a build-to requirement)
- Sidewalk width
- Private Open space (shared and individual) - amount, dimensions, visibility, amenities
- Publicly accessible private open space - dimensions, accessibility, amenities, lighting
- Ground floor commercial use at specific locations
- Block size
- Maximum limits on a building façade length without a break
- Minimum amounts of building façade articulation - architectural elements and rhythm
- Requirement for differentiation of vertical façade elements
- Window design requirements
- Variation in building materials
- Building entries (location, frequency and architectural treatment)
- Commercial space - minimum depths, façade transparency, interior heights, grease traps,
- Awnings, etc.
- Live/workspace - minimum dimensions, façade treatment
- Parking access
- Passenger pick-up locations
- Pedestrian circulation path dimensions, materials, etc.

- Driveways and curb cuts
- Private street design standards (dimensions, street trees)
- Utility locations
- Screening of storage and service areas
- Limitations on parking and garages along project frontages
- Signage
- Fences

Community Benefits

The Specific Plan includes a Community Benefits policy that allows developers to obtain additional development rights in exchange for voluntarily providing additional benefits to the community, beyond those already required by City ordinances or the Specific Plan. Potential community benefits that could be provided in such an exchange include greater amounts of affordable housing, bicycle and pedestrian amenities or public art. As drafted, these benefits would be implemented through a Development Agreement giving the City the discretion to determine the appropriate level of community benefits required and the corresponding amount of bonus granted in return.

General Plan Amendment

For consistency between the General Plan and the Specific Plan, the City is proposing a General Plan text amendment creating the Regional Corridor Mixed Use (55-100 DU/AC; 0.2 Commercial FAR); Corridor Mixed Use (45-65 DU/AC); Corridor Residential (26-45 DU/AC); Corridor Residential - Low (12-25 DU/AC); and Ground Floor Commercial Overlay land use designations. This amendment also includes updates to the General Plan Land Use diagrams for Phases II and III to reflect the land use designations in the El Camino Real Specific Plan and to remove the El Camino Real Focus Area.

Creation of the ECR Zoning District

As a part of the Specific Plan planning process, the City is proposing to create four new zoning districts that align with the four land use designations of the Specific Plan: Regional Commercial Mixed Use, Corridor Mixed Use, Corridor Residential, Corridor Residential-Low, and Ground Floor Commercial Overlay. These zoning districts allow residential and commercial uses and include provisions allowing existing uses to remain until properties are redeveloped. Each zoning district includes development standards for maximum height, density, setbacks, and requirements for both common and private open space. Rezoning properties in the Plan area to these new zoning districts, consistent with the Specific Plan land use plan framework, is proposed as a part of this project. The application of these new zoning districts will facilitate a more streamlined review process, by enabling qualifying residential projects to be approved through the City's architectural review process.

ALUC Review

The El Camino Real Specific Plan was referred to the Airport Land Use Commission (ALUC) for review as the Plan includes properties within the Airport Influence Area (AIA) of the San Jose International Airport. At the March 24, 2020 ALUC meeting, the ALUC determined that the Specific Plan is consistent with the policies of San Jose Airport Comprehensive Land Use Plan (CLUP), noting that the Plan Area is located outside both the airport safety zone and the airport area noise contours. As part of its review, the ALUC recommended adding a policy to the Specific Plan requiring any new development on properties within the AIA dedicate an aviation easement to the San Jose International Airport.

The revised draft Specific Plan was subsequently submitted to the ALUC for their review. However, since their initial review, the AIA boundaries have changed, and the Specific Plan Area is no longer within the referral area. As a result, ALUC staff stated that review of the revised Specific Plan was not needed.

Conclusion

The draft El Camino Real Specific Plan, accompanying zoning districts and project EIR have been prepared through an extensive community-based planning process that has provided substantial time for discussion and refinement of the Plan's various components. The Specific Plan will provide a land use policy framework to support the development of a mixed-use, multi-modal corridor anchored by vibrant shopping destinations and public open space consistent with the City's vision and the goals and policies set forth in the General Plan.

Proposed Planning Commission Actions

The project is presented to the Planning Commission for consideration and action. The following specific actions are required:

1. Adoption of a resolution recommending that the City Council certify the EIR and related CEQA documents.
2. Adoption of a resolution recommending that the City Council approve the El Camino Real Specific Plan, a specific plan consistent with CA Government Code Sections 65450-65457.
3. Adoption of a resolution recommending that the City Council approve General Plan text amendment creating the Regional Corridor Mixed Use (55-100 DU/AC; 0.2 Commercial FAR); Corridor Mixed Use (45-65 DU/AC); Corridor Residential (26-45 DU/AC); Corridor Residential - Low (12-25 DU/AC); and Ground Floor Commercial Overlay land use designations, and amending the General Plan Land Use diagrams for Phases II and III to reflect the land use designations in the El Camino Real Specific Plan and remove the El Camino Real Focus Area.
4. A recommendation that the City Council approve the ordinance amending the zoning code to create the El Camino Real Zoning districts.

The decisions on the Specific Plan, General Plan Amendment, and Zoning Ordinance are legislative actions. The decision on the EIR is considered an "administrative" action, which is neither quasi-judicial nor legislative, but nevertheless requires the Planning Commission to make specific findings, including that the EIR complies with CEQA and reflects the independent judgment of the Commission.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) was prepared for the El Camino Real Specific Plan and related approvals (the "project") in accordance with the California Environmental Quality Act (CEQA). The EIR analyzes program-level impacts of the El Camino Real Specific Plan. The EIR and Notice of Availability (NOA) were circulated for a 45-day period from December 12, 2025 to January 26, 2026 in accordance with CEQA requirements. The EIR provides a comprehensive analysis of the potential environmental impacts for the project.

The EIR found that any potentially significant impacts can be mitigated to a less than significant level. The mitigation measures are included in their entirety as a part of the proposed Mitigation Monitoring and Reporting Program (MMRP). A detailed discussion of the potential impacts and mitigation measures to be applied to the project is specified in the EIR and would be implemented through the

MMRP for the proposed project.

During the Draft EIR comment period a total of eleven comments were received. None of the comment letters identified a new significant impact, or have provided substantial evidence that the CEQA analysis is otherwise inadequate. Responses to the Draft EIR comments, as well as minor text changes and clarifications, in the form of a Final EIR, were made available to the public through the City's website on March 30 19, 2026, and have been forwarded on to the commenters on the Draft EIR.

The environmental impacts of redeveloping an existing commercial corridor and state highway were analyzed at a program level. It is intended for the Final EIR to be used by developers as a starting point for the environmental clearance of their individual development proposals, which will further facilitate redevelopment of the area.

FISCAL IMPACT

As part of the adoption of the FY 2022/23 and FY 2023/24 CIP Budget in June 2022, \$1.0 million was appropriated for the El Camino Real Specific Plan project. The City Council approved the carryover of the project's remaining balance (\$0.7 million) as part of the adoption of the FY 2025/26 and FY 2026/27 Biennial Operating Budget on June 10, 2025.

COORDINATION

This report has been coordinated with the City Attorney's Office and the City Manager's Office.

PUBLIC CONTACT

Public contact was made by posting the Planning 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 or at the public information desk at any City of Santa Clara public library.

On March 16, 2026, the notice of public hearing for this item was mailed to 5,782 property owners and tenants within 300 feet of the project site. Newspaper notice of this item was published in *The Weekly*, a newspaper of general circulation, on March 18, 2026. At the time of this staff report, no comments have been received by the Planning Division in support or opposition to the project.

RECOMMENDATION

1. Adopt a resolution recommending that the City Council certify the EIR and related CEQA documents.
2. Adopt a resolution recommending that the City Council approve the El Camino Real Specific Plan, a specific plan consistent with CA Government Code Sections 65450-65457.
3. Adopt a resolution recommending that the City Council approve General Plan text amendment creating the Regional Corridor Mixed Use (55-100 DU/AC; 0.2 Commercial FAR); Corridor Mixed Use (45-65 DU/AC); Corridor Residential (26-45 DU/AC); Corridor Residential - Low (12-25 DU/AC); and Ground Floor Commercial Overlay land use designations, and amending the General Plan Land Use diagrams for Phases II and III to reflect the land use designations in the El Camino Real Specific Plan and remove the El Camino Real Focus Area.
4. Recommend that the City Council approve the ordinance amending the zoning code to create

the El Camino Real Zoning districts.

Prepared by: Lesley Xavier, Planning Manager, Community Development Department

Reviewed by: Alexander Abbe, Assistant City Attorney

Reviewed by: Afshan Hamid, Director, Community Development Department

Approved by: Jovan Grogan, City Manager

ATTACHMENTS

1. El Camino Real EIR PC Resolution
2. CEQA Facts and Findings
3. El Camino Real EIR MMRP
4. El Camino Real Specific Plan PC Resolution
5. El Camino Real General Plan Amendment PC Resolution
6. El Camino Real Land Use Plan
7. El Camino Real Zoning Districts Ordinance
8. Web link to Draft Specific Plan Document and EIR

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA RECOMMENDING APPROVAL AND CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT, RECOMMENDING ADOPTION OF CEQA FINDINGS WITH RESPECT THERETO, AND RECOMMENDING ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE EL CAMINO REAL SPECIFIC PLAN

SCH #2025010508

El Camino Real Specific Plan Environmental Impact Report

WHEREAS, the City intends to adopt the El Camino Real Specific Plan, a Specific Plan for a transit-oriented, pedestrian-friendly corridor of up to 4,390 residential units with supportive commercial uses, located on approximately 240 acres along the 3.2 mile El Camino Real corridor between the western City limits and Lafayette Street in the east, which is currently largely developed with auto oriented uses;

WHEREAS, the El Camino Real Specific Plan is intended to be a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses;

WHEREAS, the El Camino Real area will include a variety of forms of urban housing, including podium buildings, mid-rise residential mixed-use buildings, and medium density townhomes;

WHEREAS, a Specific Plan is a tool for providing regulatory direction for specific parts of a city, and can include policy guidance, regulatory requirements, and design guidelines;

WHEREAS, the proposed El Camino Real Specific Plan is consistent with the Goals and Policies of the El Camino Real Focus Area in the General Plan;

WHEREAS, as a part of implementing the Specific Plan, the City intends to adopt a General Plan Amendment (“GPA”) to align the General Plan land use diagram by changing the existing land use designations of the Project Site from Community Mixed Use and Regional Mixed Use to Regional Commercial Mixed Use (55-100 dwelling units per acre; 0.20 FAR of commercial required), Corridor Mixed Use (45-65 dwelling units per acre; commercial allowed but not

required), Corridor Residential (26-45 dwelling units per acre; commercial allowed but not required), Corridor Residential-Low (12-25 dwelling units per acre; commercial allowed but not required), and Ground Floor Commercial Overlay which requires commercial uses at specific sites;

WHEREAS, the City is also proposing to adopt an ordinance to amend Title 18, the Zoning Code, to create the new El Camino Real Corridor zoning districts;

WHEREAS, the Project approvals will include this Resolution No. [REDACTED] (the “CEQA Resolution”); Resolution No. [REDACTED] (the “General Plan Amendment Resolution”); Resolution No. [REDACTED] (the “Specific Plan Resolution”); and Resolution No. [REDACTED] (the “Zoning Resolution”) (collectively, the “Approvals”);

WHEREAS, on January 17, 2025 the City of Santa Clara (“City”) distributed a Notice of Preparation of a Draft Environmental Impact Report (“DEIR”) for the El Camino Real Specific Plan that included a total of 4,390 dwelling units and a reduction of 395,000 square feet of commercial uses and on January 17, 2025 posted the Notice at the Santa Clara County Clerk’s office, soliciting guidance on the scope and content of the environmental information to be included in the DEIR;

WHEREAS, the DEIR was prepared in accordance with CEQA and the City circulated copies of the DEIR and Notice of Availability to the public agencies which have jurisdiction by law with respect to the Project, as well as to other interested persons, organizations and agencies, and the City sought the comments of such persons, organizations and agencies on December 12, 2025 for a 45-day review period, ending on January 26, 2026 (“Comment Period”);

WHEREAS, the City prepared written responses to the comments received during the Comment Period and included those responses in a Final Environmental Impact Report (“FEIR”). The FEIR consists of a list of agencies and organizations to whom the DEIR was sent, a list of the comment letters received on the DEIR, revisions to the text of the DEIR, responses to

comments received on the DEIR, and copies of comment letters. The FEIR was distributed for public review on March 30, 2026;

WHEREAS, the DEIR and FEIR constitute the EIR for the Project;

WHEREAS, the EIR identified certain significant and potentially significant adverse effects on the environment that would be caused by the Project as proposed;

WHEREAS, the EIR outlined various mitigation measures that would substantially lessen or avoid the Project's significant effects on the environment, as well as alternatives to the Project as proposed that would provide some environmental advantages;

WHEREAS, the City is required, pursuant to the California Environmental Quality Act ("CEQA") (Public Resources Code § 21000 et seq.), to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant environmental effects of the Project;

WHEREAS, the EIR analyzed three No Project alternatives for the El Camino Real area, including an alternative that contemplates the existing conditions remaining substantially the same (the "No Project" Alternative); a "No Project/Commercial, Residential, and Office Redevelopment Alternative," that assumes that the Plan area would be redeveloped with the maximum allowable development under the current zoning districts; and a Reduced Development Alternative that would have a reduced number of residential units and a reduced amount of retail/commercial and office square footage within the boundaries of the Specific Plan area;

WHEREAS, Public Resources Code § 21081, subdivision (a) requires a lead agency, before approving a project for which an EIR has been prepared and certified, to adopt findings specifying whether mitigation measures and, in some instances, alternatives discussed in the EIR, have been adopted or rejected as infeasible;

WHEREAS, the “CEQA Findings” attached to this Resolution is a set of Findings of Fact prepared in order to satisfy the requirements of Public Resources Code § 21081, subdivision (a);

WHEREAS, as the CEQA Findings explain, the Planning Commission intends to recommend that the City Council adopt the Specific Plan, associated General Plan Amendments, and Zoning Ordinance Amendment (the “Project”);

WHEREAS, the Planning Commission has determined that none of the alternatives addressed in the EIR, would be both feasible and environmentally superior to the Project as proposed. All of the No Project alternatives and the Reduced Development alternative would not sufficiently satisfy the Project Objectives. The details supporting these determinations are set forth in the CEQA Findings;

WHEREAS, in taking this course, the Planning Commission has acted consistent with the CEQA mandate to look to project mitigations and/or alternatives as a means of substantially lessening or avoiding the environmental effects of projects as proposed;

WHEREAS, all of the significant and potentially significant environmental effects associated with the Project can either be substantially lessened or avoided through the inclusion of mitigation measures proposed in the EIR;

WHEREAS, the Planning Commission, in reviewing the Project, recommends that the City Council adopt all mitigation measures set forth in the EIR;

WHEREAS, notice of the public hearing on the proposed project was published in the Santa Clara Weekly, a newspaper of general circulation for the City, on March 18, 2026;

WHEREAS, notices of the public hearing on the proposed project were mailed to all property owners within 300 feet of the Project Site, according to the most recent assessor’s roll, on March 18, 2026;

WHEREAS, the Planning Commission reviewed the EIR and Mitigation Monitoring and Reporting Program, attached as the “MMRP”, as well as a set of CEQA Findings and, in

accordance with the requirements of CEQA, along with the City Staff report pertaining to the EIR for the Project (SCH # 2025010508), and all evidence received at a duly noticed public hearing on April 8, 2026. All of these documents and evidence are incorporated herein by reference into this Resolution; and

WHEREAS, on April 8, 2026, the Planning Commission 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 EIR.

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 finds that the EIR has been completed in compliance with CEQA.
3. That the Planning Commission hereby finds the EIR has been presented to the Commission, which reviewed and considered the information and analysis contained therein.
4. That the Planning Commission hereby finds, pursuant to Public Resources Code Section 21081 and California Code of Regulations, Title 14, Section 15091, that all of the proposed mitigation measures described in the EIR are feasible, and therefore will become binding upon the City and affected landowners and their assigns or successors in interest when the Project is approved.
5. That the Planning Commission hereby finds that none of the Project Alternatives set forth in the EIR can feasibly substantially lessen or avoid those significant adverse environmental effects not otherwise lessened or avoided by the adoption of all feasible mitigation measures.
6. That, in order to comply with Public Resources Code Section 21081.6, the Planning Commission recommends that the City Council adopt the Mitigation Monitoring and Reporting

Program as set forth in the attached “MMRP”. The Program is designed to ensure that, during project implementation, the City, affected landowners, their assigns and successors in interest and any other responsible parties comply with the feasible mitigation measures identified. The MMRP identifies, for each mitigation measure, the action to be taken and the party responsible for implementation.

7. Based on the findings set forth in this Resolution, the evidence in the City Staff Report, and the attached CEQA Findings, the Planning Commission hereby recommends that the City Council approve and certify the EIR, adopt the CEQA findings, and adopt the MMRP, all in accordance with CEQA for the Project.

8. 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 SPECIAL MEETING THEREOF HELD ON THE 8TH DAY OF APRIL, 2026, BY THE FOLLOWING VOTE:

AYES:	COMMISSIONERS:
NOES:	COMMISSIONERS:
ABSENT:	COMMISSIONERS:
ABSTAINED:	COMMISSIONERS:

ATTEST: _____
ANDREW CRABTREE
DIRECTOR OF COMMUNITY DEVELOPMENT
CITY OF SANTA CLARA

Attachments Incorporated by Reference:
1. CEQA findings
2. MMRP

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS FOR THE EI CAMINO REAL SPECIFIC PLAN PROJECT

I. INTRODUCTION

The City of Santa Clara, as the Lead Agency under the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.*, has prepared the Final Environmental Impact Report (EIR) for the El Camino Real Specific Plan (State Clearinghouse No. 2025010508). The Final EIR is a program EIR pursuant to Section 15168 of the State Guidelines for implementation of CEQA (CEQA Guidelines).¹ The Final EIR consists of the December 2025 Draft Environmental Impact Report (Draft EIR), and April 2026 Final EIR. The EIR addresses the environmental effects associated with implementation of the project. The EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project. The EIR addresses the potential significant adverse environmental impacts associated with the project and identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate those impacts.

In determining to approve the El Camino Real Specific Plan project, which is described in more detail in Section II, the City Council certifies that the EIR reflects the City's own independent judgment and analysis under Public Resources Code Section 21082.1(a)-(c) and CEQA Guidelines Section 15090(a)(3). The City Council further makes and adopts the following findings of fact and adopts and incorporates into the project the mitigation measures identified in the EIR, all based on substantial evidence in the whole record of this proceeding (“administrative record”). Pursuant to CEQA Guidelines Section 15090(a), the EIR was presented to the City Council of the City of Santa Clara, and the City Council reviewed and considered the information contained in the EIR prior to making the findings provided in Sections IV to IX, below. The conclusions presented in these findings are based upon the EIR and other evidence in the administrative record. The documents that constitute the administrative record on which the City Council's findings are based are located at the Planning Division office at City Hall, 1500 Warburton Avenue, Santa Clara, California. This information is presented in compliance with CEQA Guidelines Section 15091(e).

II. PROJECT DESCRIPTION

Project Location

The El Camino Real Specific Plan area is comprised of approximately 238.3 acres of properties that are located immediately adjacent to the segment of the El Camino Real between Lafayette Street on the east and the City limits on the west.

Project Overview

The City of Santa Clara 2010-2035 General Plan, adopted November 2010, envisions transforming the El Camino Real corridor from a series of automobile-oriented strip malls to a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses. The proposed El

¹ The State CEQA Guidelines are found in California Code of Regulations, Title 14, Section 15000 *et seq.*

Camino Real Specific Plan provides a vision and planning framework for future growth and development in the El Camino Real Corridor.

The City of Santa Clara, with support from the Santa Clara Valley Transportation Authority (VTA), was provided grant funding to develop a specific plan for El Camino Real within Santa Clara. Following a two plus-year community engagement process, the City completed the El Camino Real Specific Plan which was presented to the Santa Clara City Council for adoption on June 15, 2021. The City Council did not take action on the El Camino Real Specific Plan and the EIR was not certified. The Santa Clara City Council directed City staff to modify the plan to reduce residential density and maximum building heights. Since then, the El Camino Real Specific Plan was revised per direction received from City Council.

The El Camino Real Specific Plan builds on two supporting plans: 1) the Grand Boulevard Initiative - a regional, multi-jurisdictional effort to transform El Camino Real into a multimodal corridor; and 2) the City's 2015-2035 General Plan, which envisions El Camino Real as a tree-lined, pedestrian and transit-oriented corridor with a mix of residential and retail uses. The El Camino Real Specific Plan seeks to articulate and implement a long-range vision for the El Camino Real Specific Plan area by establishing a broad set of goals, principles, and strategies. The El Camino Real Specific Plan's Vision Statement is assembled as a set of desired outcomes, which are summarized below.

- Increase the amount of parks, green space, plazas, and other public space that encourages pedestrian activity, recreation, and access to nature.
- Integrate a variety of landscaping and street trees along the El Camino Real corridor.
- Improve the pedestrian experience, public space, aesthetics, safety, and design quality throughout the El Camino Real Specific Plan area.
- Improve pedestrian, bicycle, transit, and vehicle connections in the Plan area, with a focus on better connections between El Camino Real and adjacent neighborhoods.
- Provide a range of multimodal transportation options and improvements.
- Implement parking management solutions that most efficiently use parking resources.
- Ensure compatibility with the residential neighborhoods that are adjacent to the planning area and encourage sensitive design transitions in bulk, height, and massing, provision of public amenities, and uses and services that benefit surrounding neighborhoods.
- Increase the variety of retail amenities and amount of public space and gathering places to create destinations along the El Camino Real corridor.
- Support a diverse mix of uses within the Plan area including retail, housing, civic spaces, and community facilities.
- Support a variety of appropriately scaled and designed housing types, both market rate and affordable housing, along the corridor while protecting existing neighborhoods from privacy, shading, and traffic impacts.
- Beautify the El Camino Real corridor by improving the visual appearance and character of existing building facades, requiring high-quality design for new development and renovations, renovating streets, encouraging public art and unique street furnishings, and adding landscaping and open space.

- Create a sustainable urban environment that incorporates green building, energy efficiency, water conservation, and stormwater management best practices.
- Support health and well-being through cross-cutting strategies such as active transportation, connections to open space, access to healthy foods, and improved air quality.

Full build out of the El Camino Real Specific Plan is anticipated to occur by 2055. The El Camino Real Specific Plan includes the development of 4,392 housing units, as well as a reduction of approximately 289,000 square feet of commercial space.

Project Objectives

The El Camino Real Specific Plan is intended to achieve the following project objectives and desired outcomes as it is implemented over time.

- **Land Use:** Establish a land use plan and policy framework that will guide future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including; an increase in housing density to help meet the City’s state-mandated Regional Housing Needs Allocation (RHNA) numbers; new development that appropriately transitions to existing adjacent residential neighborhoods, and more intensive development and public improvements focused at key nodes, which will include a concentration of retail, services, housing, and new public gathering areas.
- **Transportation:** Improve vehicular, pedestrian, and bicycle facilities along the El Camino Real corridor by establishing a mobility framework that balances El Camino Real’s many functions while improving mobility and safety for people of all ages, means, and abilities. The Plan area’s circulation network consists of the roadways and sidewalks that serve vehicles, pedestrians, bicyclists, and transit vehicles, as well as off-street shared-use paths and pedestrian-only connections.
The El Camino Real Specific Plan envisions and accommodates improvements to transit service, including increased frequencies and better connections to the Santa Clara Transit Station, which provides Caltrain, Amtrak, and Altamont Corridor Express transit service.
- **Public Realm:** Provide standards and guidelines to achieve the future vision for El Camino Real. These standards and guidelines will apply to all new development in the El Camino Real Specific Plan area, as well as public improvements and extensive renovations to existing structures. Develop and implement urban design standards to improve the pedestrian experience, public space, aesthetics, safety, and design quality throughout the Plan area to attract visitors, serve residents, and promote walking.
- **Parks:** Increase the amount of parks, green space, plazas, and other public space that encourages pedestrian activity, recreation, and access to nature, including recreation opportunities along Calabazas and Saratoga Creeks. In addition to the existing parkland dedication requirements of City Code Chapter 17.35, require developers to create new plazas and open spaces along the corridor that provide a place where residents and visitors can gather comfortably, that have their own distinctive identity, are safe and visually attractive, and contribute to local character. This network of open spaces could include new public neighborhood and community parks as well as publicly-accessible privately-owned open space.

- Environmental: Create a sustainable urban environment that incorporates green building, energy efficiency, water conservation, and stormwater management best practices.

III. ENVIRONMENTAL REVIEW PROCESS

In accordance with Section 15082 of the CEQA Guidelines, the City of Santa Clara prepared a Notice of Preparation (NOP) for the El Camino Real Specific Plan Project. The NOP was circulated to local, state, and federal agencies on January 17, 2025. The standard 30-day comment period concluded on February 18, 2025. The NOP provided a general description of the project and identified probable environmental impacts that could result from implementation of the project. The City of Santa Clara also held a public scoping meeting on January 30, 2025, via Zoom to discuss the project and solicit public input.

The City of Santa Clara prepared the Draft EIR in compliance with CEQA and the CEQA Guidelines. The Draft EIR was circulated to the public and local, state, and federal agencies for public review and comment for 45 days from December 12, 2025 through January 26, 2026. Notices of the availability and completion of the Draft EIR were sent directly to every agency, person, and organization that commented on the NOP, as well as the Governor's Office of Land Use and Climate Innovation. Written comments from public agencies, organizations, and individuals concerning the environmental review contained in the Draft EIR were sent to the City during the 45-day public review period on the Draft EIR.

Following the conclusion of the 45-day public review period, the City prepared a Final EIR in conformance with CEQA Guidelines Section 15132. The Final EIR includes responses to comments received by the City on the Draft EIR and any necessary text revisions to the Draft EIR. These revisions do not require recirculation of the EIR because none of the revisions constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5 in as much as these changes would not result in a new environmental impact and would not cause a substantial increase in the severity of an environmental impact; and all mitigation measures will be adopted. Responses to public agency comments on the EIR were sent to the commenting agencies on March 30, 2026.

On April 8, 2026, at a duly noticed public hearing, the Planning Commission recommended that the City Council certify the Final EIR.

IV. FINDINGS

These findings summarize the environmental determinations of the EIR about project impacts before and after mitigation, and do not attempt to repeat the full analysis of each environmental impact contained in the EIR. Instead, these findings provide a summary description of and basis for each impact in the EIR, describe the applicable mitigation measures identified in the EIR, and state the City's findings and rationale on the significance of each impact with the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the EIR, and these findings hereby incorporate by reference the discussion and analysis in the EIR supporting the EIR's determinations regarding mitigation measures and the project's impacts.

In adopting the mitigation measures outlined below, the City intends to adopt each of the mitigation measures identified in the Final EIR. Accordingly, in the event a mitigation measure identified in the Final EIR has been inadvertently omitted from these findings, such mitigation measure is hereby referred to, adopted, and incorporated in the findings below by reference. In addition, in the event the language of a mitigation measure set forth below fails to accurately reflect the mitigation measure in the Final EIR due to a clerical error, the language of the mitigation measure as set forth in the Final EIR shall control unless the language of the mitigation measure has been specifically and expressly modified by these findings.

Sections V through VI, below, provide brief descriptions of the impacts the Final EIR identified as either significant and unavoidable or less than significant with adopted mitigation. These descriptions also reproduce the full text of the mitigation measures identified in the Final EIR for each significant impact.

V. SIGNIFICANT AND UNAVOIDABLE DIRECT IMPACTS

A significant unavoidable impact is an impact that cannot be mitigated to a less than significant level if the project is implemented as proposed. The proposed El Camino Real Specific Plan would not result in any significant unavoidable impacts.

VI. SIGNIFICANT ADVERSE IMPACTS IDENTIFIED IN THE FINAL EIR THAT ARE REDUCED TO A LESS THAN SIGNIFICANT LEVEL BY MITIGATION MEASURES ADOPTED AND INCORPORATED INTO THE PROJECT

The City Council, having reviewed and considered the information contained in the EIR, hereby finds, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), that the following potentially significant impacts will be reduced below a level of significance with implementation of the identified mitigation measures. These findings are based on Section 3.0 of the Draft EIR, the discussion and analysis of which are hereby incorporated in full by this reference.

Air Quality

Impact AIR-1: Development proposed under the El Camino Real Specific Plan would result in a significant operational period emissions impact.

Findings: Implementation of Mitigation Measure AIR-1.1, set forth below, which are hereby adopted and incorporated into the project, would reduce operational emissions associated with future development proposed under the El Camino Real Specific Plan by requiring projects that exceed the Bay Area Air District's thresholds to implement Transportation Demand Management programs, incorporate green building measures, and requiring all future interior spaces to be repainted with architectural coatings that meet the "Low-Volatile Organic Compounds" or "Super-Compliant" requirements as part of the Covenants, Conditions & Restrictions and/or ground leases requirements. Therefore, the operational

emissions impacts from individual projects proposed under the El Camino Real Specific Plan would be reduced to a less than significant level.

Mitigation: MM AIR-1.1: Operational criteria pollutant analysis shall be conducted in accordance with the latest guidance provided by the Bay Area Air District for projects with the potential to exceed project emission thresholds. The Bay Area Air District California Environmental Quality Act (CEQA) Air Quality Guidelines provide project screening level sizes to determine if projects warrant modeling to evaluate their emissions. Projects smaller than the screening sizes listed in Table 3-1 of the Bay Area Air District² CEQA Air Quality Guidelines would be considered to have less than significant operational air pollutant emissions. Projects that are found to have emissions above significance thresholds would be required to implement additional mitigation measures, including, but not limited to, the measures described below:

- Proposed residential development within the El Camino Real Specific Plan area shall implement Transportation Demand Management (TDM) programs to reduce residential vehicle miles traveled as required by the City's Climate Action Plan. The TDM programs would be reviewed and approved by the Community Development Director or Director's designee prior to issuance of building permits. An annual TDM monitoring report shall be submitted to the Community Development Director or Director's designee to document each development is meeting the required TDM program reductions.
- Proposed development within the Specific Plan area shall incorporate additional green building measures such as rooftop solar photovoltaic systems, rough-ins for electric vehicle charging, use of efficient lighting and irrigation, and recycle water, as feasible, to the satisfaction of the Community Development Director or Director's designee.
- Developed parcels shall require within their Covenants, Conditions & Restrictions (CC&Rs) and/or ground leases requirements for all future interior spaces to be repainted only with architectural coatings that meet the "Low-VOC" or "Super-Compliant" requirements.

Impact AIR: As mitigated, the project would not result in a significant construction criteria pollutant emissions impact nor would the project result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment.

Findings: Implementation of Mitigation Measures AIR-2.1 and AIR-2.2, which are hereby adopted and incorporated into the project, would control dust and reduce construction toxic air contaminants and criteria pollutant emissions. Therefore, future developments proposed under the El Camino Real Specific Plan would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment.

Mitigation: Same mitigation as Mitigation Measures AIR-2.1 and AIR-2.2.

² Formerly known as the Bay Area Air Quality Management District.

Impact AIR-2: Development proposed under the El Camino Specific Plan (Specific Plan) would result in significant construction air pollutant emissions due to dust generation, and emissions of toxic air contaminants (TACs) and criteria pollutants during construction.

Findings: Implementation of Mitigation Measure AIR-2.1, set forth below, which is hereby adopted and incorporated into the project, requires that the project contractor implement Construction Best Management Practices to control dust. Implementation of Mitigation Measure AIR-2.2, set forth below, which is hereby adopted and incorporated into the project, requires individual projects proposed under the El Camino Real Specific Plan to prepare a project-level construction air quality assessment that quantifies construction criteria pollutant and toxic air contaminant emissions to ensure health risks from construction do not exceed the Bay Area Air District's construction criteria pollutant emission thresholds. Therefore, future developments proposed under the El Camino Real Specific Plan would have a less than significant construction air pollutant emissions impact.

Mitigation: MM AIR-2.1: All future development projects under the Specific Plan shall implement the following Bay Area Air District-recommended Best Management Practices (BMPs):

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph);
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph;
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a six- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;
- Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48

- hours. The Air District's General Air Pollution Complaints phone number shall also be visible to ensure compliance with applicable regulations;
- The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors).

MM AIR-2.2: Prior to receiving demolition, grading, and building permits, all future development projects under the Specific Plan shall complete a project-level construction air quality assessment that quantifies construction criteria pollutants and TACs once construction details are available. The air quality assessments shall model construction impacts and, if necessary, include measures to reduce emissions. The screening tables included in the Bay Area Air District California Environmental Quality Act Guidelines (CEQA) can be used to demonstrate less than significant criteria air pollutant emission impacts. Criteria pollutant emissions shall not exceed the Bay Area Air District construction criteria pollutant emissions thresholds. Health risks from construction TACs shall be reduced below 10 in one million excess cancer cases, a hazard index (HI) of 1.0, and a fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}) concentration of 0.3 micrograms per cubic meter (µg/m³). The air quality assessment shall be submitted for review and approval by the Director of Community Development or the Director's designee, once complete. If construction Bay Area Air District thresholds are exceeded, future projects shall include measures to reduce emissions below the Bay Area Air District emissions thresholds. Emission reduction measures shall include, but not be limited to, the following measures:

- Construction equipment selection for low emissions (e.g., U.S. Environmental Protection Agency Tier 4 standards);
- Use of alternative fuels, engine retrofits, and added exhaust devices;
- Low-volatile organic compounds (VOC) paints;
- Modify construction schedule; and
- Implementation of the Bay Area Air District Basic Best Management Practices and/or additional construction mitigation measures for control of fugitive dust.

Biological Resources

Impact BIO-1: Construction activities associated with future development within the project area could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment.

Findings: Implementation of Mitigation Measures BIO-1.1 and BIO-1.2, set forth below, which are hereby adopted and incorporated into the project, would reduce impacts to nesting birds by avoiding construction of future projects during nesting bird season or completing pre-construction nesting bird surveys to minimize and/or avoid impacts to nesting birds.

Mitigation: MM BIO-1.1: Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st.

MM BIO-1.2: If it is not possible to schedule demolition, construction, and tree removal between September 1st and January 31st, pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests would be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the early part of the breeding season (February 1st through April 30th) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 31st).

During this survey, the ornithologist would inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with the California Department of Fish and Wildlife, would determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests would not be disturbed during project construction.

Impact BIO-2: Tree removal from redevelopment of individual parcels under the Specific Plan would result in a significant impact to mature trees.

Findings: Implementation of Mitigation Measures BIO-2.1 and BIO-2.2, set forth below, which are hereby adopted and incorporated into the project, would reduce impacts to trees by requiring project applicants to implement precautionary measures during site construction and to comply with the City Code and tree replacement requirements for any trees proposed for removal per General Plan Policy 5.3.1-P10. Therefore, future developments proposed under the El Camino Real Specific Plan would have a less than significant impact on trees.

Mitigation: MM BIO-2.1: Projects proposing or required to retain trees on-site shall implement precautionary measures during site construction to limit adverse environmental effects on trees protected under General Plan Policies 5.10.1-P3 and 5.10.1-P4 that are to be retained. A tree protection plan shall be prepared by a qualified arborist that, at a minimum, requires installation of an open material (e.g., chain link) fence six feet in height around the drip line and maintenance of the existing grade level around a tree and out to its drip line. Proof of tree protection measures shall be provided to the Director of Community Development or the Director's designee prior to issuance of any demolition or grading permits.

MM BIO-2.2: Project applicants under the Specific Plan shall comply with the City Code and submit permit applications for removal of all trees covered by City's tree ordinance. Any trees to be removed would require replacement on-site or off-site at a minimum 2:1 ratio per General Plan Policy 5.3.1-P10. To the extent feasible, the replacement trees shall be planted on-site and the project applicant shall comply with all other tree removal requirements imposed by the City. The minimum tree replacement size shall be a 24-inch box for all on-

site plantings, with all street trees to be a minimum 36-inch box. Street tree selection shall be per City specifications; spacing, and species shall be approved by City Arborist. Tree removal permits shall be obtained prior to the issuance of any demolition or grading permits.

Impact BIO-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant biological resources impact.

Findings: All individual projects would be required to comply with the City Code, existing regulations, and Mitigation Measures BIO-1.1, BIO-1.2, BIO-2.1, and BIO-2.2 to protect migratory and nesting birds and minimize the loss of trees; therefore, individual projects proposed under the El Camino Real Specific Plan would not result in a cumulatively considerable contribution to a biological resources impacts.

Mitigation: Same mitigation as Mitigation Measures BIO-1.1, BIO-1.2, BIO-2.1, and BIO-2.2.

Cultural Resources

Impact CUL-1: Redevelopment of the Specific Plan area could result in impacts to unknown buried archaeological resources and human remains.

Findings: Implementation of Mitigation Measures CUL-1.1 to CUL-1.4, set forth below, which are hereby adopted and incorporated into the project, would avoid and/or reduce impacts to unknown buried archaeological resources to a less than significant level by requiring a geoarchaeological buried sensitivity assessment and Archaeological Monitoring Plan (at specific locations) and mechanical presence/absence exploration to determine if archaeological resources are present. If resources are present, investigation, data recovery, and a data recovery plan would be required. Therefore, future developments proposed under the El Camino Real Specific Plan would have a less than significant impact on unknown buried archaeological resources and human remains.

Mitigation: MM CUL-1.1: Prior to the issuance of any grading permit in the vicinity of Saratoga Creek well as the eastern end of the Project area (to the east of Pierce Street and South of El Camino Real), a geoarchaeological buried sensitivity assessment and a project-specific Archaeological Monitoring Plan shall be developed, to the satisfaction of the Community Development Director or Director's designee, and implemented to guide the project should any significant archaeological deposits be uncovered during construction. The Archaeological Monitoring Plan shall provide detailed guidance for how impact areas should be methodically excavated under the direct supervision of a qualified archaeologist. A qualified archaeologist and a representative from the local Native American community shall monitor all initial ground-disturbing activities associated with these two areas of potential sensitivity.

MM CUL-1.2: For all proposed development sites within the Specific Plan area, a qualified archaeologist shall monitor the demolition of the building foundations and any other below surface disturbances, such as but not limited to, grading, excavation, roadway improvements,

potholing for utilities, utility removal, and addressing storm drain issues. After demolition activities and surface improvements are removed for projects involving excavation, and prior to other construction activities, mechanical presence/absence exploration will be completed to a depth ranging from 6.5 to 10 feet below the ground surface. Presence/absence efforts shall be conducted by a qualified local archaeologist. If any cultural resources are identified, all activity in the vicinity of such resources shall stop until a research design and treatment plan is prepared to address those types of resources encountered and such plan is approved by the City. Any cultural resources identified shall be evaluated to determine if these resources would qualify for the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR). If no resources are found during presence/absence testing, the implementation of mitigation measures, MM CUL-1.3 and MM CUL-1.4, would ensure any resources discovered during construction are adequately protected.

MM CUL-1.3: In the event that buried, or previously unrecognized archaeological deposits or materials of any kind are inadvertently exposed during any construction activity, work within 50 feet of the find shall cease until a qualified archaeologist can assess the find and provide recommendations for further treatment, if warranted. Preservation in place is the preferred treatment of an archaeological resource. When preservation in place of an archaeological resource is not feasible, data recovery, in accord with a data recovery plan prepared and adopted by the City, is the appropriate mitigation. Construction and potential impacts to the area within a radius determined by the archaeologist shall not recommence until the assessment is complete.

Impact CUL-1.4: In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the California Environmental Quality Act (CEQA) Guidelines.

Impact CUL: As mitigated, the project would not disturb any human remains.

Findings: Implementation of Mitigation Measures CUL-1.1 to CUL-1.4, set forth above, which are hereby adopted and incorporated into the project, would avoid and/or reduce significant impacts to unknown buried human remains to a less than significant level by notifying the Santa Clara County Coroner and following the necessary procedures as outlined in the CEQA Guidelines Section 15064.5(e) if human remains are found. Therefore, future developments proposed under the El Camino Real Specific Plan would not disturb any human remains.

Mitigation: Same mitigation as Mitigation Measures CUL-1.1 through CUL-1.4.

Impact CUL-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant cultural resources impact.

Findings: As discussed under Impact CUL-1 and as a Condition of Approval for all future developments proposed under the El Camino Real Specific Plan, project applicants shall prepare appropriate California Department of Parks and Recreation 523 Forms for any building or structure that is 50 years or older to determine whether the building or structure is eligible as a historical resource under the federal, state, or local criteria. Implementation of Mitigation Measures CUL-1.1 to CUL-1.4 would ensure that impacts to subsurface cultural resources and human remains (if encountered) would be reduced to a less than significant level. The cumulative projects are all subject to CEQA and are required to comply with the federal, state, and local regulations put in place to protect cultural resources. Therefore, future developments proposed under the El Camino Real Specific Plan would not result in a cumulatively considerable impact to cultural resources.

Mitigation: Same mitigation as Mitigation Measures CUL-1.1 through CUL-1.4.

Geology and Soils

Impact GEO-1: Development proposed under the Specific Plan has the potential to disturb paleontological resources during excavation, grading, and construction activities.

Findings: Implementation of Mitigation Measure GEO-1.1, set forth below, which is hereby adopted and incorporated into the project, would reduce or avoid impacts to paleontological resources to a less than significant level by requiring a paleontologist to monitor construction on sites requiring excavation of 10 feet or more below the ground surface. Therefore, future developments proposed under the El Camino Real Specific Plan would have a less than significant impact on paleontological resources.

Mitigation: MM GEO-1.1: Projects requiring excavation of 10 feet or more below the ground surface (bgs) would require monitoring by a qualified paleontologist. In the event paleontological resources are discovered, all work on the site shall stop immediately, the Community Development Director or Director's designee shall be notified, and a qualified paleontologist shall assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Community Development Director or Director's designee prior to the issuance of building permits.

Impact GEO-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant paleontological resources impact.

Findings: Adherence to Mitigation Measure GEO-1.1, set forth above, which is hereby adopted and incorporated into the project, would ensure that impacts to unknown

paleontological resources from construction of individual projects proposed under the El Camino Real Specific Plan are reduced to a less than significant level. Because all individual projects would have a less than significant impact, there would be no significant cumulative impact.

Mitigation: Same mitigation as Mitigation Measure GEO-1.1.

Greenhouse Gas Emissions

Impact GHG-1: Operation of developments approved under the El Camino Specific Plan (Specific Plan) could include natural gas infrastructure resulting in a significant greenhouse gas (GHG) emissions impact.

Findings: Implementation of Mitigation Measure GHG-1, set forth below, which is hereby adopted and incorporated into the project, would reduce impacts from GHG emissions by requiring project applicants to demonstrate conformance with the City's most recent Climate Action Plan and utilizing zero nitrogen oxide water heaters and furnaces. Projects that include natural gas appliances are required to provide evidence to the Director of Community Development or the Director's designee demonstrating that GHG emissions equivalent to those emitted by the project's natural gas appliances were properly identified and offset. Therefore, individual projects proposed under the El Camino Real Specific Plan would have a less than significant GHG emissions impact.

Mitigation: MM GHG-1: Future projects approved under the Specific Plan shall be required to comply with the following measures:

- The project applicant shall demonstrate conformance with the City of Santa Clara's most recent Climate Action Plan by completing the City's Climate Action Plan Compliance Checklist at the time the project application is submitted to the City of Santa Clara.
- All new development projects under the El Camino Real Specific Plan shall utilize zero nitrogen oxide (NO_x) water heaters and furnaces consistent with the schedule in Bay Area Air District Rules 9-4 and 9-6.³
- Projects that include natural gas appliances shall provide evidence to the Director of Community Development or the Director's designee demonstrating that GHG emissions equivalent to those emitted by the project's natural gas appliances were properly identified and offset, and in compliance with then-current Climate Action Plan requirements, prior to the issuance of any building permit.

³ The rules establish zero NO_x emission standards for natural gas-fired furnaces and water heaters. The proposed ultra-low and zero NO_x standards would apply to appliance retailers, wholesalers and installers and would affect Bay Area consumers at the point in time when they install a new appliance or replace their existing furnaces and water heaters. Implementation begins in January 2027, where only zero-NO_x water heaters can be sold or installed for most single-family residences. In January 2029, only zero-NO_x furnaces can be sold or installed and in January 2031, only zero-NO_x water heaters can be sold or installed for most commercial and multi-family uses.

Impact GHG-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant GHG emissions impact.

Findings: No single land use project could generate sufficient GHG emissions on its own to noticeably change the global average temperature. Implementation of Mitigation Measure GHG-1.1, which is hereby adopted and incorporated into the project, would reduce GHG impacts to a less than significant level. Therefore, individual projects proposed under the El Camino Real Specific Plan would not result in a cumulatively considerable contribution to a GHG emissions impact.

Mitigation: Same mitigation as Mitigation Measure GHG-1.1.

Hazards and Hazardous Materials

Impact HAZ-2: Existing hazardous materials contamination in soils and groundwater on sites within the Plan area has the potential to impact construction workers and adjacent land uses if disturbed during demolition and construction activities.

Findings: Implementation of Mitigation Measure HAZ-1.1 to HAZ-1.5, set forth below, which are hereby adopted and incorporated into the project, would reduce impacts from existing hazardous materials contamination to a less than significant level by requiring a property-specific Phase I Environmental Site Assessment to be completed in accordance with American Society for Testing and Materials Standard Designation E1527-13 (or most recent version) and to evaluate if measures are needed to protect the health and safety of construction workers on-site and occupants of adjacent land uses. If warranted, a correction action/risk management plan or Site Management Plan will be prepared and implemented with all applicable regulatory oversight. Therefore, any hazardous materials impacts from individual projects proposed under the El Camino Real Specific Plan would be reduced to a less than significant level.

Mitigation: MM HAZ-1.1: Prior to the start of any demolition or construction activity, a property-specific Phase I Environmental Site Assessment (ESA) shall be completed in accordance with American Society for Testing and Materials (ASTM) Standard Designation E 1527-13 (or most recent version) to identify Recognized Environmental Conditions (RECs), evaluate the property history, and establish whether or not the property is likely to have been impacted by chemical releases. Soil, soil vapor, and/or groundwater quality studies (Phase II ESAs) shall subsequently be conducted, if warranted, based on the findings of the property-specific Phase I ESAs, to evaluate if measures are needed to protect the health and safety of construction workers on-site and occupants of adjacent land uses.

At parcels with an agricultural history, soil sampling and laboratory analyses shall be conducted to determine if agricultural chemicals are present prior to redevelopment or earthwork activities. Because pesticides were often stored within structures such as barns or sheds, and pesticide mixing was often performed near agricultural wells on such parcels, the sampling shall include an evaluation of these areas (if they can be identified), along with the former agricultural field and orchard areas.

All site mitigation measures identified in the property-specific Phase I and II ESAs shall be completed under the oversight of an appropriate regulatory agency, such as the Santa Clara County Department of Environmental Health (SCCDEH), Department of Toxic Substances Control (DTSC), or Regional Water Quality Control Board (RWQCB). Any required cleanup/mitigation of the site during development activities shall meet all applicable federal, state, and local laws, regulations, and requirements. The project applicant shall provide the appropriate oversight agency's written approval of the site mitigation measures to the Community Development Director or Director's designee prior to the issuance of a demolition and/or grading permit.

MM HAZ-1.2: Prior to the start of earthwork activities (e.g., excavation, trenching, grading, etc.) on properties with known contaminants of concern (COC) exceeding the lower of the then-current DTSC, RWQCB, or U.S. Environmental Protection Agency (EPA) regulatory levels and/or appropriate residential/commercial screening levels, including sites having either open or closed leaking underground storage tank (LUST) or Cleanup Program Site (CPS) cases, an appropriate corrective action/risk management plan (e.g., remedial action plan [RAP], removal action workplan [RAW], or Site Management Plan [SMP], etc.) shall be prepared that reflects the results of the on-site investigations.⁴ The corrective action/risk management plan shall describe mitigation measures necessary to protect the health and safety of future site occupants and establish appropriate management practices for handling and monitoring of impacted soil, soil vapor, and groundwater that may be encountered during construction activities. The corrective action/risk management plan shall be prepared by an Environmental Professional and be submitted to an appropriate overseeing regulatory agency (e.g., SCCDEH, DTSC, or RWQCB) and the City of Santa Clara Fire Department (SCFD) for review.⁵ Regulatory agency approval shall be obtained prior to commencing earthwork activities. A Health and Safety Plan (HSP) shall also be prepared to establish health and safety protocols for personnel working at the site.

All mitigation measures shall be completed under regulatory agency oversight and meet all applicable federal, state, and local laws, regulations, and requirements. Following completion, a report documenting compliance with the provisions of the corrective action/risk management plan and describing the work completed shall be submitted and approved by the overseeing regulatory agency.

MM HAZ-1.3: As part of the facility closure process for occupants that use and/or store hazardous materials, the SCFD requires that a closure plan be submitted by the occupants that describes required closure activities, such as removal of remaining hazardous materials, cleaning of hazardous material handling equipment, decontamination of building surfaces, and waste disposal practices, among others. Facility closure shall be coordinated with the

⁴ Naturally occurring background concentrations of some metals may exceed their respective screening levels. Regulatory agencies generally do not require cleanup of contaminants in soil to below background levels. Site-specific background levels may be substituted for the published screening levels if approved by the overseeing regulatory agency.

⁵ Environmental Professional refers to someone who meets the qualification requirements described in ASTM E 1527-13 and 40 CFR 312, Section 312.10.

SCFD to ensure that required closure documents are completed prior to redevelopment of site parcels or changes in use.

MM HAZ-1.4: If a project requires importing soil for property grading, the source and quality of imported soil shall be documented according to the DTSC's Clean Fill Advisory (October 2001).

MM HAZ-1.5: Groundwater monitoring wells associated with identified LUST and CPS cases shall be protected during construction. Upon written approval from the overseeing regulatory agency and the well owner, wells may be destroyed under permit from Valley Water prior to development activities. Relocation of the wells may be required.

Monitoring wells that are no longer in use, or any unidentified wells (such as former agricultural wells) encountered during construction activities, shall be properly destroyed in accordance with Valley Water Ordinance 90-1.

Prior to redevelopment of the site, well records from the California Department of Water Resources (DWR) shall be researched, and attempts shall be made to locate and properly destroy any identified abandoned on-site wells.

Any proposed well closure or destruction activities on a redevelopment site shall be completed, and any proposed well protection measures shall be approved by the Director of Public Works prior to the issuance of a grading permit. A well destruction report shall be submitted to the SCFD as proof of completion of any well closure.

Impact HAZ: As mitigated, the project would not result in a significant hazard due to hazardous materials contamination.

Findings: Within the El Camino Real Specific Plan area, one parcel is the subject of an open leaking underground storage tank case and seven parcels are the subject of open Cleanup Program Site cases. In addition, there are 28 closed leaking underground storage tank cases and seven closed Cleanup Program Site cases. These spill incidents have impacted soil, soil vapor, and/or groundwater. Implementation of Mitigation Measures HAZ-1.1 and HAZ-1.2, set forth above, which is hereby adopted and incorporated into the project, would reduce impacts from hazardous materials contamination to a less than significant level.

Mitigation: Same mitigation as Mitigation Measures HAZ-1.1 and HAZ-1.2.

Noise and Vibration

Impact NOI-1: Land uses in the project vicinity would be exposed to a substantial temporary increase in ambient noise levels due to project construction activities.

Findings: Implementation of Mitigation Measures NOI-1.1 and NOI-1.2, set forth below, which are hereby adopted and incorporated into the project, would reduce construction noise levels at nearby land uses by requiring project applicants to submit and implement a

construction noise logistics plan. Therefore, construction noise impacts from individual projects proposed under the El Camino Real Specific Plan would be reduced to a less than significant level.

Mitigation: MM NOI-1.1: Develop and adhere to a construction noise control plan to be submitted to the City for review and approval prior to issuance of a demolition and/or grading permit, including, but not limited to, the following available controls.

- Ensure that construction activities (including the loading and unloading of materials and truck movements) within 300 feet of any residentially zoned property to the hours of 7:00 a.m. to 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays.
- Ensure that excavating, grading and filling activities (including warming of equipment motors) within 300 feet of residentially zoned property are limited to the hours of 7:00 a.m. to 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays within 300 feet of occupied residentially zoned property.
- Contractors equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
- Contractors utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Locate loading, staging areas, stationary noise-generating equipment, etc. as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project area.
- Comply with Air Resource Board idling prohibitions of unnecessary idling of internal combustion engines.
- Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- Businesses, residences or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a “construction liaison” that will be responsible for responding to any local complaints about construction noise. The liaison will determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.
- Include a disclosure in the lease of future tenants within the El Camino Real Specific Plan properties that provides information regarding the ongoing construction activities within the area.

MM NOI-1.2: If pile driving occurs, the following best management practices shall be included in the construction noise control plan.

- During pile driving, pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
- During pile driving activities, install “acoustical blankets” to provide shielding for receptors located within 100 feet of the site, or use a noise attenuating shroud on the pile driving hammer.

Impact NOI-2: Mechanical equipment from future projects located in close proximity to existing residential land uses could result in noise levels in exceedance of City standards for fixed sources.

Findings: Implementation of Mitigation Measure NOI-2.1, set forth below, which is hereby adopted and incorporated into the project, would require applicants for future development projects to retain a qualified acoustical consultant to review mechanical noise from the selected equipment to determine whether the noise reduction measures sufficiently reduce noise and meet the City Code requirements. Therefore, mechanical noise impacts from individual projects proposed under the El Camino Real Specific Plan would be reduced to a less than significant level.

Mitigation: MM NOI-2.1: Prior to the issuance of building permits, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City Code requirements. A qualified acoustical consultant shall be retained by the applicants for future development projects to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the City’s noise and vibration level performance standards for fixed sources. Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.

Impact NOI-3: Existing and planned land uses in the project vicinity could be exposed to an increase in ambient vibration levels beyond applicable Caltrans vibration limits due to project construction activities.

Findings: Implementation of Mitigation Measure NOI-3.1, set forth below, which is hereby adopted and incorporated into the project, would require future development projects to incorporate measures into the project, including implementation of a construction vibration-monitoring plan, to reduce vibration impacts. Therefore, vibration impacts from individual projects proposed under the El Camino Real Specific Plan would be reduced to a less than significant level.

Mitigation: MM NOI-3.1: The following measures would be incorporated into the project to reduce vibration impacts:

- Comply with the City Code construction hours requirements to limit the hours of exposure to surrounding properties. The City Code limits construction activities within 300 feet of residentially zoned property to the hours of 7:00 a.m. to 6:00 p.m. on

weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays within 300 feet of occupied residentially zoned property.

- Prohibit impact or vibratory pile driving as a method of construction.
- Limit the use of vibratory rollers, hoe rams, large bulldozers, and caisson drilling, and avoid clam shovel drops within 65 feet of the property lines shared with residences and commercial structures adjacent to the site.
- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
- Use smaller equipment to minimize vibration levels below the limits.
- Select demolition methods not involving impact tools.
- Avoid dropping heavy objects or materials near vibration sensitive locations.
- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.) shall be submitted to the City by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring.
- A construction vibration-monitoring plan shall be implemented to document conditions at the residences and commercial structures adjacent to the site prior to, during, and after vibration generating construction activities. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks:
 - Identification of sensitivity to ground-borne vibration of the residences and commercial structures adjacent to the site. A vibration survey (generally described below) would need to be performed.
 - Performance of a photo survey, elevation survey, and crack monitoring survey for the residences and commercial structures nearest to the site. Surveys shall be performed prior to and after completion of vibration generating construction activities located within 65 feet of the structure. This distance shall be extended to 80 feet for vibratory pile driving and 120 feet for impact pile driving. The surveys shall include internal and external crack monitoring in the structure, settlement, and distress, and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of the structure.

Impact NOI-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant noise and vibration impact.

Findings: With implementation of Mitigation Measures NOI-1.1 and NOI-1.2, set forth above, which is hereby adopted and incorporated into the project, construction noise impacts associated with future projects under the El Camino Real Specific Plan would be reduced below the City's thresholds of significance. Noise impacts from mechanical equipment would be reduced to less than significant levels with implementation of Mitigation Measure NOI-

2.1, which is hereby adopted and incorporated into the project. With implementation of Mitigation Measure NOI-3.1, which is hereby adopted and incorporated into the project, construction vibration impacts would be reduced to a less than significant level.

Mitigation: Same mitigation as Mitigation Measures NOI-1.1, NOI-1.2, NOI-2.1, and NOI-3.1.

Tribal Cultural Resources

Impact TCR-1: As mitigated, the project would not result in a significant impact to tribal cultural resources.

Findings: Future projects under the El Camino Real Specific Plan would be required to implement Mitigation Measures CUL-1.1 to CUL-1.4, which are hereby adopted and incorporated into the project, to reduce impacts to unknown buried archaeological resources, including tribal cultural resources, and human remains, if encountered. Therefore, individual projects proposed under the El Camino Real Specific Plan would have a less than significant impact on tribal cultural resources.

Mitigation: Same mitigation as Mitigation Measures CUL-1.1 through CUL-1.4.

Impact TCR-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant tribal cultural resources impact.

Findings: Cumulative projects would be required to implement Mitigation Measures CUL-1.1 through CUL-1.4, which are hereby adopted and incorporated into the project, to avoid impacts and/or reduce impacts to tribal cultural resources to a less than significant level consistent with CEQA and Assembly Bill 52 requirements.

Mitigation: Same mitigation as Mitigation Measures CUL-1.1 through CUL-1.4.

VII. GROWTH INDUCING IMPACTS

The CEQA Guidelines require that an EIR identify the likelihood that a proposed project could “foster” or stimulate “economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment” (Section 15126.2(d)). This section of the EIR is intended to evaluate the impacts of such growth in the surrounding environment.

Direct growth inducement results if a project involves construction of new housing that would result in new residents moving to the area. A project can have indirect growth-inducement potential if it establishes substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it involves a substantial construction effort with substantial short-term employment opportunities and indirectly stimulates the need for additional housing and services to support the new employment demand. Similarly, under CEQA, a project could indirectly induce growth if it expands roadway capacity or removes an obstacle to additional growth and development,

such as removing a constraint on required public services or utilities (e.g., adding a sewage treatment plant that has capacity to serve demand beyond the associated project).

These findings are based on the discussion of growth inducing impacts in Section 4.0 of the Draft EIR, the discussion and analysis of which is hereby incorporated in full by this reference.

The proposed project site is within the City's existing boundaries, already served by existing infrastructure, and planned for urban uses. Redevelopment of the El Camino Real Focus Area was envisioned as part of the City's General Plan. The proposed El Camino Real Specific Plan has increased the allowed density in the El Camino Real Specific Plan area from what was assumed in the General Plan. The El Camino Real Specific Plan would result in the development of 4,392 residential units. Redevelopment of underutilized properties within the El Camino Real Specific Plan boundary would result in an estimated reduction of approximately 289,000 square feet of retail space. The impacts to infrastructure and services resulting from the proposed El Camino Real Specific Plan are described throughout the Draft EIR.

The proposed El Camino Real Specific Plan is a previously envisioned growth area in the General Plan and is not anticipated to result in increased growth outside the City where urban development is not already planned. For these reasons, the proposed El Camino Real Specific Plan would not result in growth-inducing impacts beyond what is envisioned in the City's General Plan.

VIII. SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126(c) requires that an EIR also address significant and irreversible environmental changes that may occur as a result of project implementation. Significant irreversible changes include the use of nonrenewable resources, the commitment of future generations to similar use, irreversible damage resulting from environmental accidents associated with the project and the irretrievable commitment of resources.

These findings are based on the discussion of significant and irreversible environmental changes in Section 5.0 of the Draft EIR, the discussion and analysis of which are hereby incorporated in full by this reference.

Use of Nonrenewable Resources

Future development under the proposed El Camino Real Specific Plan, during construction and operation, would require the use and consumption of nonrenewable resources. Renewable resources, such as lumber and other wood byproducts, could also be used. Unlike renewable resources, nonrenewable resources cannot be regenerated over time. Nonrenewable resources include fossil fuels and metals. Energy would be consumed during both the construction and operational phases of the El Camino Real Specific Plan development. The construction phase would require the use of nonrenewable construction material, such as concrete, metals, and plastics, and glass. Nonrenewable resources and energy would also be consumed during the manufacturing and transportation of building materials, preparation of the site, and construction of the buildings. The operational phases would consume energy for multiple purposes including building heating and cooling, lighting,

appliances, and electronics. Energy, in the form of fossil fuels, would be used to fuel vehicles traveling to and from Plan area.

The proposed El Camino Real Specific Plan would result in a substantial increase in demand for nonrenewable resources. However, the project is subject to the standard California Code of Regulations Title 24 Part 6 and CALGreen energy efficiency requirements. As discussed in Section 3.6 Energy, the El Camino Real Specific Plan is consistent with the City's General Plan policies regarding energy use, which fosters development that reduces the use of nonrenewable energy resources in transportation, buildings, and urban services (utilities).

Irreversible Damage from Environmental Accidents

The project does not propose any new or uniquely hazardous uses, and its operation would not be expected to cause environmental accidents that would impact other areas. As discussed in Section 3.9 Hazards and Hazardous Materials, the El Camino Real Specific Plan area contains individual parcels that have been confirmed or may contain soil and groundwater contamination that may expose construction workers, future occupants, and the surrounding environment to contaminated soils and soil vapor intrusion. Phase I ESAs and Phase II ESAs (if warranted) shall be implemented by future development under the El Camino Real Specific Plan to mitigate potential risks to construction workers, future occupants, and the environment from potential exposure to hazardous substances. There are no known significant unmitigable on-site or off-site sources of contamination that would substantially affect the proposed uses in the El Camino Real Specific Plan area. There are no significant geology and soils impacts from implementation of the project. Based on the discussion above, the proposed El Camino Real Specific Plan would not result in irreversible damage that may result from environmental accidents.

IX. ALTERNATIVES

CEQA requires that an EIR identify alternatives to a project as it is proposed. Section 15126.6 of the CEQA Guidelines specifies that the EIR should identify alternatives which "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." The EIR considered alternatives of design, scope, or location, which would substantially lessen the project's significant impacts, even if those alternatives "impede to some degree the attainment of the project objectives" or are more expensive. While CEQA does not require that alternatives must be capable of meeting all of the project objectives, an alternative's ability to meet most of the objectives is relevant to its consideration.

Project Objectives

The El Camino Real Specific Plan is intended to achieve the following project objectives and desired outcomes as it is implemented over time.

- **Land Use**: Establish a land use plan and policy framework that will guide future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including; an increase in housing density to help meet the City's state-mandated RHNA numbers; new development that appropriately transitions to existing

adjacent residential neighborhoods, and more intensive development and public improvements focused at key nodes, which will include a concentration of retail, services, housing, and new public gathering areas.

- **Transportation:** Improve vehicular, pedestrian, and bicycle facilities along the El Camino Real corridor by establishing a mobility framework that balances El Camino Real's many functions while improving mobility and safety for people of all ages, means, and abilities. The Plan area's circulation network consists of the roadways and sidewalks that serve vehicles, pedestrians, bicyclists, and transit vehicles, as well as off-street shared-use paths and pedestrian-only connections.

The El Camino Real Specific Plan envisions and accommodates improvements to transit service, including increased frequencies and better connections to the Santa Clara Transit Station, which provides Caltrain, Amtrak, and Altamont Corridor Express transit service.

- **Public Realm:** Provide standards and guidelines to achieve the future vision for El Camino Real. These standards and guidelines will apply to all new development in the El Camino Real Specific Plan area, as well as public improvements and extensive renovations to existing structures. Develop and implement urban design standards to improve the pedestrian experience, public space, aesthetics, safety, and design quality throughout the Plan area to attract visitors, serve residents, and promote walking.
- **Parks:** Increase the amount of parks, green space, plazas, and other public space that encourages pedestrian activity, recreation, and access to nature, including recreation opportunities along Calabazas and Saratoga Creeks. In addition to the existing parkland dedication requirements of City Code Chapter 17.35, require developers to create new plazas and open spaces along the corridor that provide a place where residents and visitors can gather comfortably, that have their own distinctive identity, are safe and visually attractive, and contribute to local character. This network of open spaces could include new public neighborhood and community parks as well as publicly-accessible privately-owned open space.
- **Environmental:** Create a sustainable urban environment that incorporates green building, energy efficiency, water conservation, and stormwater management best practices.

CEQA, the CEQA Guidelines and applicable case law have determined that feasibility can be based on a wide range of factors and influences. Section 15126.6(f)(1) of the CEQA Guidelines advises that such factors can include, but are not limited to, the suitability of an alternate site, economic viability, availability of infrastructure, consistency with planning documents or regulatory limitations, jurisdictional boundaries or whether the project proposed can "reasonably acquire, control or otherwise have access to the alternative site."

The City Council, having reviewed and considered the information contained in the EIR, hereby finds that the alternatives described below are not feasible. The City finds that there are specific economic, legal, social, technological or other considerations, including consideration for the provision of employment opportunities for highly trained workers, and important matters of public policy that render these alternatives infeasible.

As explained above, "feasible" is defined in CEQA Guidelines Section 15364 to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." According to CEQA Guidelines

Section 15091(a)(3), the City may reject an alternative to the project if the City finds that it would be infeasible to implement that alternative because of “[s]pecific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers.” An agency also may reject an alternative that does not meet the public policy goals of the agency. In *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal.App.4th 899, 947, the City of Rialto approved a project while rejecting as infeasible a reduced-density alternative that stripped out the portions of the project that would have created a synergistic mix of retail and restaurant tenants. Additionally, in *Environmental Council of Sacramento v. City of Sacramento* (2006) 142 Cal.App.4th 1018, 1039, the appellate court upheld the City of Sacramento's findings that additional preservation of open space would be infeasible because it would “at the very least [slow] the progress of necessary development such that the public's health and welfare is harmed through the lack of economic growth and productivity and a shortage of housing supply.”⁶

These findings are based on the discussion of alternatives in Section 7.0 of the Draft EIR and Section 5.0 of the Final EIR, the discussion and analysis of which are hereby incorporated in full by this reference.

Alternatives Considered but Rejected

The CEQA Guidelines encourage consideration of an alternative site when significant effects of the project might be avoided or substantially lessened (Section 15126.6(f)(2)(A)). Only locations that would avoid or substantially lessen any of the significant impacts of the project and meet most of the project objectives need to be considered for inclusion in the EIR.

Location alternatives are frequently considered to reduce the site-specific impacts of a project. The alternative location would typically need to be of similar size to the Plan area, within the urban service area of the City, near existing transit, and have the appropriate General Plan land use designation(s). Given that the Specific Plan was developed to address planned growth within the El Camino Real Focus Area that was identified in the City's General Plan, and redevelopment in the current phase of the General Plan is a primary goal for this particular location, a location alternative was not considered further. The City has previously identified the El Camino Real Focus Area as an appropriate location for housing to meet the City's Regional Housing Needs Allocation and other goals and policies of the General Plan. Moreover, there is not an equivalent area available for redevelopment within the El Camino Real Focus Area or immediate vicinity. For these reasons, an alternative location to the Plan area was considered but rejected as infeasible.

No Project Alternative

The CEQA Guidelines specifically require consideration of a “No Project” Alternative. The purpose of including a No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project. The Guidelines specifically advise that the No Project Alternative is “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with

⁶ Similarly, courts have upheld an agency's infeasibility finding on a policy-based rationale in the following cases: *Gilroy Citizens for Responsible Planning v. City of Gilroy* (2006) 140 Cal.App.4th 911, 936, and *Defend the Bay v. City of Irvine* (2004) 119 Cal.App.4th 1261, 1270.

available infrastructure and community services.” The Guidelines emphasize that an EIR should take a practical approach, and not “...create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment (Section 15126.6[e][3][B]).”

The majority of the Plan area is currently developed with residential, commercial, public, and recreational uses. The No Project Alternative assumes that the Plan area would remain as it is developed today. Because the No Project Alternative would not result in any new development with the El Camino Real Specific Plan area, this Alternative would avoid all of the environmental impacts of the project. However, this Alternative would not meet any of the City’s project objectives.

No Project – Commercial, Residential and Office Redevelopment Alternative

The No Project - Commercial, Residential and Office Redevelopment Alternative assumes that the Plan area would be redeveloped with the maximum allowable development under the current zoning districts, summarized below. Maximum allowable building heights within these zoning district range from 25 to 100 feet, and the City’s Zoning Code does not require height step backs for properties that abut residential neighborhoods.

Existing Zoning in the Specific Plan Area

Zoning Designation	Allowed Height Within 20 feet of R1-6L, R1-8L, and R2 zones¹/ Within all Other Zones	Acres	Percent of Total	Allowed Uses
R4	32 feet/80 feet	1.0	0.4	Multi-family dwellings (i.e., rowhouses, townhouses, low-rise apartments)
MUCC	32 feet/40 feet	94.1	39.5	Pedestrian- oriented developments that focus on community serving commercial uses (e.g., grocery stores, banks, pharmacies, restaurants, retail establishments). A mix of residential and commercial uses, with residential on the upper floors and commercial and office on the lower floors, as well as stand-alone uses in certain circumstances, is allowed.
MURC	32 feet/60 feet	85.4	35.8	Pedestrian- oriented developments that focus on regional-serving commercial uses (e.g., big box stores, entertainment establishments, restaurants, retail establishments). A mix of residential and commercial uses, with residential on the upper floors and commercial and office on the lower floors is allowed.

Zoning Designation	Allowed Height Within 20 feet of R1-6L, R1-8L, and R2 zones¹/ Within all Other Zones	Acres	Percent of Total	Allowed Uses
OS	25 feet/32 feet	2.4	1.0	Open space and outdoor recreational opportunities for the community.
PD	N/A	43.4	18.2	Uses consistent with the General Plan land use designation and description.
PQP	32 feet/60 feet	10.5	4.4	Public and quasi-public uses including, but not limited to government offices, fire and police facilities, transit stations, commercial care centers, religious institutions, schools, cemeteries, hospitals and convalescent care facilities, places of assembly and other facilities that have a unique public character as their primary use.
R1-6L	25 feet/25 feet	1.5	0.6	Single-family dwellings, secondary dwellings authorized by Government Code Section 65852.21, and accessory dwelling units.

Source: Raimi + Associates. Personal Communication. October 1, 2025.

Note: ¹ This applies to all zoning districts listed exempt for OS and PQP. The maximum height applies to development within 20 feet of R1 and R2 zones.

The El Camino Real Specific Plan area could be developed with approximately 75 percent mixed-use, one percent residential, and 24 percent of Open Space (OS), Planned Development (PD), and Public/Quasi Public (PQP) uses under this alternative.

The most common land use existing within the El Camino Real Specific Plan area is retail commercial, with lesser amounts of public/institutional, mixed-use, medium/high density residential, single-family residential and light industrial making up the remaining properties. There are approximately 2,265,000 square feet of commercial space, including 100,000 square feet of local office uses, and 2,500 residential units existing within the El Camino Real Specific Plan area currently. Approximately 30 percent of the El Camino Real Specific Plan area’s buildable land (excluding streets, rail rights-of-way, creeks, and parks) is currently occupied by buildings. Most of the remaining 70 percent is occupied by surface parking lots and associated drive aisles and landscaping.⁷

Build out of the El Camino Real Specific Plan area under the No Project - Commercial, Residential and Office Redevelopment Alternative would substantially increase vehicle trips over the existing condition, as much of the area that is currently vacant or used for parking would convert to commercial and residential uses that generate traffic. The No Project - Commercial, Residential and

⁷ City of Santa Clara. El Camino Real Specific Plan: Area Profile.

Office Redevelopment Alternative, which would allow a greater proportion of commercial uses to residential uses than the proposed project, would also exacerbate the City's existing jobs/housing imbalance and likely increase commute times and distances which would be a significant unavoidable impact due to inconsistency with General Plan policies that were adopted to mitigate environmental impacts. The No Project - Commercial, Residential and Office Redevelopment Alternative would also likely result in greater significant criteria pollutant impacts and potentially significant GHG emissions impacts due to the increased number of trips and VMT from workers traveling to the El Camino Real Specific Plan area.

This alternative would not meet the City's primary project objectives of increasing housing density to help meet the City's state-mandated RHNA numbers, allowing new development that appropriately transitions to existing adjacent residential neighborhoods, and allowing more intensive development and public improvements focused at key nodes, which would include a concentration of retail, services, housing, and new public gathering areas. This alternative would also be unlikely to provide substantial public open space to serve the needs of area residents. The No Project - Commercial, Residential and Office Redevelopment Alternative, therefore, would not meet the City's primary objectives for the El Camino Real Focus Area consistent with the General Plan.

Reduced Scale Development Alternative

A Reduced Scale Development Alternative would have a reduced number of residential units and a reduced amount of retail/commercial and office square footage within the boundaries of the El Camino Real Specific Plan area. The residential unit and commercial square footage totals would represent the maximum amount that would avoid any significant unavoidable impacts and achieve as many of the project objectives as possible. Any development with a smaller project of any size would be built over a shorter timeframe and have less heavy equipment use which would lessen construction and operational air quality impacts compared to the proposed project. Under this alternative, all development would still be required to implement all identified mitigation and conditions of approval identified for this project to reduce construction and operational impacts. While the Reduced Scale Development Alternative would meet the City's objectives for providing public space, increase housing density, and improve multi-modal uses, it would be at a far lower density than what is currently proposed.

Environmentally Superior Alternative

The CEQA Guidelines specify that an EIR must identify the environmentally superior alternative among those alternatives discussed. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative amongst the other alternatives [Section 15126.6(e)(2)].

Based upon the previous discussion, the environmentally superior alternative would be the No Project Alternative, which would avoid the identified significant impacts. This alternative would not meet the City's primary objectives of guiding future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including an increase in housing density to help meet the City's state-mandated RHNA numbers, and more intensive development and public improvements focused at key nodes, which would include a concentration of

retail, services, housing, and new public gathering areas. Beyond the No Project Alternative, the Reduced Scale Development Alternative would be the environmentally superior alternative.

The Reduced Scale Development Alternative would lessen construction and operational air quality and noise impacts when compared to the project. While this alternative would meet the City's objectives, the development would be at a far lower density than what is currently proposed.

X. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance, as applicable, the economic, legal, social, technological and/or other benefits of a project against its significant and unavoidable environmental impacts when determining whether to approve the project. If the specific economic, legal, social, technological and/or other benefits of the project outweigh the significant and unavoidable impacts, those impacts may be considered "acceptable" (CEQA Guidelines Section 15093(a)). When significant impacts are not avoided or lessened, CEQA requires the agency to state, in writing, the specific reasons for considering a project acceptable. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (CEQA Guidelines Section 15093(b)).

The proposed project has no significant unavoidable impacts. As such, no overriding considerations are required.

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA RECOMMENDING ADOPTION OF THE EL CAMINO REAL SPECIFIC PLAN, A SPECIFIC PLAN PURSUANT TO GOVERNMENT CODE SECTION 65450, et seq.

El Camino Real Specific Plan

WHEREAS, the City intends to adopt the El Camino Real Specific Plan, a Specific Plan for a transit-oriented pedestrian-friendly corridor of up to 4,390 residential units with supportive commercial uses, located on approximately 240 acres along the 3.2 mile El Camino Real corridor between the western City limits and Lafayette Street in the east, which is currently largely developed with auto oriented uses;

WHEREAS, the El Camino Real Specific Plan is intended to be a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses; and,

WHEREAS, the El Camino Real area will include a variety of forms of urban housing, including podium buildings, mid-rise residential mixed-use buildings, and medium density townhomes;

WHEREAS, a Specific Plan is a tool for providing regulatory direction for specific parts of a city, and can include policy guidance, regulatory requirements, and design guidelines;

WHEREAS, as a part of implementation of the Specific Plan, the City intends to adopt a General Plan Amendment (“GPA”) to align the General Plan land use diagram by changing the existing land use designations of the Project Site from Community Mixed Use and Regional Mixed Use to Regional Commercial Mixed Use (55-100 dwelling units per acre; 0.20 FAR of commercial required), Corridor Mixed Use (45-65 dwelling units per acre; commercial allowed but not required), Corridor Residential (26-45 dwelling units per acre; commercial allowed but not required), Corridor Residential-Low (12-25 dwelling units per acre; commercial allowed but not required), and Ground Floor Commercial Overlay which requires commercial uses at specific sites;

WHEREAS, as a part of implementation the Specific Plan, the City is also proposing to amend Title 18 (“Zoning”), of the City Code to create the new El Camino Real zoning districts;

WHEREAS, the proposed El Camino Real Specific Plan is consistent with the Goals and Policies of the El Camino Real Focus Area in the General Plan;

WHEREAS, Santa Clara City Charter Section 1007 and Government Code sections 65353 and 65453 require that the Planning Commission provide input to the City Council on proposed Specific Plans and General Plan Amendments;

WHEREAS, notice of the public hearing on the proposed Specific Plan was published in the Santa Clara Weekly, a newspaper of general circulation for the City, on March 18, 2026; and

WHEREAS, notices of the public hearing on the Specific Plan and General Plan Amendment were mailed to all property owners within 300 feet of the Project Site, according to the most recent assessor’s roll, on March 18, 2026;

WHEREAS, notice of the hearing was mailed to each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, including the Santa Clara Unified School District, on March 18, 2026;

WHEREAS, before considering recommending adoption of the Specific Plan for the area, the Planning Commission reviewed and considered the potential environmental impacts of the Project, including the implementing General Plan Amendment, Zoning Code Amendment, and identified mitigation measures, and recommended that the City Council adopt and certify the Environmental Impact Report (“EIR”) for the Project (SCH #2025010508), as well as a set of CEQA Findings, in accordance with the requirements of CEQA; and

WHEREAS, on April 8, 2026, the Planning Commission reviewed the Specific Plan and 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 Specific Plan.

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. Specific Plan Findings. That the Planning Commission finds and determines that the Specific Plan is in the interest of the public good for the following reasons:

A. The proposed Specific Plan is deemed to be in the public interest, in that:

The Specific Plan is located in an urbanized area served by existing municipal services and implements smart growth principles by redeveloping underutilized properties with high intensity mixed-use, pedestrian- and transit-oriented development that will contribute to the City both socially and economically.

B. The proposed Specific Plan is consistent and compatible with the General Plan and any implementation programs that may be affected, in that:

The Plan furthers and is consistent with the goals, policies and major strategies of the General Plan that enhance the City's quality of life, preserve and cultivate neighborhoods, promote sustainability, enhance City identity, support Focus Areas and community vitality, maintain the City's fiscal health and quality of services, and maximize health and safety benefits with the creation of new land use designations that allow for the development of a high-density mixed-use transit-oriented environment.

C. The proposed Plan has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA), in that:

A Draft Environmental Impact Report ("DEIR") was prepared in accordance with CEQA and the City circulated copies of the DEIR and Notice of Availability to the public agencies which have jurisdiction by law with respect to the Project, as well as to other interested persons, organizations and agencies, and the City sought the comments of such persons, organizations

and agencies. The City prepared and circulated written responses to the comments received during the Comment Period and included those responses in a Final Environmental Impact Report (“FEIR”), in accordance with CEQA.

D. The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare, in that:

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for implementation with Project development to reduce potentially significant impacts identified in the DEIR and FEIR, that combined constitute the EIR for the Project, to less than significant; and the Planning Commission recommended that the City Council adopt all of these documents.

3. That based on the findings set forth in this Resolution, the EIR Resolution and the evidence in the City Staff Report and such other evidence as received at the public hearing on this matter, the Planning Commission hereby recommends that the City Council adopt the Specific Plan.

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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 8th DAY OF APRIL, 2026, BY THE FOLLOWING VOTE:

AYES:

COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

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

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA RECOMMENDING APPROVAL OF A GENERAL PLAN AMENDMENT TO (1) CHANGE THE LAND USE DESIGNATION FROM COMMUNITY MIXED USE AND REGIONAL MIXED USE TO REGIONAL COMMERCIAL MIXED USE, CORRIDOR MIXED USE, CORRIDOR RESIDENTIAL AND CORRIDOR RESIDENTIAL-LOW FOR THE AREA ON BOTH SIDES OF EL CAMINO REAL BETWEEN THE WESTERN CITY LIMITS AND LAFAYETTE STREET TO THE EAST; (2) ADD THE LAND USE DESIGNATIONS TO CHAPTER 5 OF THE GENERAL PLAN; AND (3) REMOVE THE EL CAMINO REAL FOCUS AREA

El Camino Real Specific Plan General Plan Amendment

WHEREAS, the City intends to adopt the El Camino Real Specific Plan, a Specific Plan for a transit-oriented, pedestrian-friendly corridor of up to 4,390 residential units with supportive commercial uses, located on approximately 240 acres along the 3.2 mile El Camino Real corridor between the western City limits and Lafayette Street in the east, which is currently largely developed with auto oriented uses;

WHEREAS, the El Camino Real Specific Plan is intended to be a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses; and

WHEREAS, the El Camino Real area will include a variety of forms of urban housing, including podium buildings, mid-rise residential mixed-use buildings, and medium density townhomes;

WHEREAS, the proposed El Camino Real Specific Plan is consistent with the El Camino Real Focus Area Goals And Policies in the General Plan;

WHEREAS, as a part of implementing the Specific Plan, the City intends to adopt a General Plan Amendment (“GPA”) to align the General Plan land use diagram by changing the existing land use designations of the Project Site from Community Mixed Use and Regional Mixed Use to Regional Commercial Mixed Use (55-100 dwelling units per acre; 0.20 FAR of commercial required), Corridor Mixed Use (45-65 dwelling units per acre; commercial allowed but not required), Corridor Residential (16-45 dwelling units per acre; commercial allowed but not

required), Corridor Residential-Low (12-25 dwelling units per acre; commercial allowed but not required), and Ground Floor Commercial Overlay which requires commercial uses at specific sites;

WHEREAS, the City is also proposing to amend Title 18, the Zoning Code, to create the new El Camino Real zoning districts;

WHEREAS, Santa Clara City Charter Section 1007 and Government Code Section 65353 require that the Planning Commission provide input to the City Council on any proposed General Plan Amendment;

WHEREAS, 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 March 18, 2026;

WHEREAS, notices of the public hearing on the General Plan Amendment were mailed to all property owners within 300 feet of the Project Site, according to the most recent assessor's roll, on March 18, 2026;

WHEREAS, notice of the hearing was mailed to each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, including the Santa Clara Unified School District, on March 18, 2026;

WHEREAS, before considering making a recommendation for the General Plan Amendment for the Project Site, the City of Santa Clara Planning Commission reviewed and considered the potential environmental impacts of the Project, identified mitigation measures, and recommended that the City Council adopt and certify the Environmental Impact Report ("EIR") for the Project (SCH #2025010508), as well as a set of CEQA Findings and a Mitigation Monitoring and Reporting Program, in accordance with the requirements of CEQA; and

WHEREAS, on April 8, 2026, the Planning Commission conducted a duly noticed public hearing to consider the proposed General Plan Amendment, 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 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. General Plan Amendment Findings. 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 Project is located in an urbanized area served by existing municipal services and implements smart growth principles by redeveloping underutilized properties with higher intensity mixed-use, pedestrian- and transit-oriented development that will contribute to the City both socially and economically.

B. The proposed General Plan Amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected, in that:

The Project furthers and is consistent with the goals, policies and major strategies of the General Plan that enhance the City's quality of life, preserve and cultivate neighborhoods, promote sustainability, enhance City identity, support Focus Areas and community vitality, maintain the City's fiscal health and quality of services, and maximize health and safety benefits with the creation of the following new land use designations: Regional Commercial Mixed Use (55-100 dwelling units per acre; 0.20 FAR of commercial required), Corridor Mixed Use (45-65 dwelling units per acre; commercial allowed but not required), Corridor Residential (16-45 dwelling units per acre; commercial allowed but not required), Corridor Residential-Low (12-25 dwelling units per acre; commercial allowed but not required), and Ground Floor Commercial Overlay which requires commercial uses at specific sites.

C. 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:

A Draft Environmental Impact Report (“DEIR”) was prepared in accordance with CEQA and the City circulated copies of the DEIR and Notice of Availability to the public agencies which have jurisdiction by law with respect to the Project, as well as to other interested persons, organizations and agencies, and the City sought the comments of such persons, organizations and agencies. The City prepared and circulated written responses to the comments received during the Comment Period and included those responses in a Final Environmental Impact Report (“FEIR”), in accordance with CEQA.

D. The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare, in that:

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for implementation with Project development to reduce potentially significant impacts identified in the DEIR, FEIR and Appendix to the FEIR, that combined constitute the EIR for the Project, to less than significant and a set of CEQA Findings has been prepared in accordance with CEQA; and the Planning Commission recommended that the City Council adopt all of these documents.

3. That the Planning Commission hereby recommends that the City Council amend the General Plan by adding the following text to Subsection 5.2.2 (“Land Use Classifications and Diagram”) of Section 5.2 (“Land Use Diagram”) of Chapter 5 (“Goals and Policies”), to be inserted in the mixed use land use designations section, after the existing definition of “Santa Clara Station Area” :

“Regional Commercial Mixed Use (55-100 dwelling units per acre; 0.20 FAR of commercial required)

This classification is intended for high-intensity commercial or mixed-use residential and commercial development with open space that can serve

as a center for community gathering and activity. A large variety of commercial uses are allowed including retail, restaurant, entertainment, offices, hotel, and service uses to meet local and regional needs. Auto-oriented uses and live/work uses are not appropriate in this designation. Residential uses are allowed in a vertical or horizontal mixed-use form. Development under this designation should have an urban feel and typically be composed of mid-rise buildings featuring pedestrian-oriented frontages and facades and structured or below-grade parking. All new development under this designation with a frontage along El Camino Real must include ground floor commercial uses along El Camino Real.”

“Corridor Mixed Use (45-65 dwelling units per acre; commercial allowed but not required, except where the Ground Floor Commercial Overlay is applied)

This classification is intended to encourage a mix of commercial uses and medium-to-high density residential at smaller cross-streets along El Camino Real. This designation allows for standalone commercial or residential uses, and mixed-use development in a horizontal or vertical format. However, there are key locations along the El Camino Real corridor where ground floor commercial uses are required. Commercial uses under this designation are intended for local and neighborhood serving retail, office, and service uses. Auto-oriented uses are not appropriate in these areas.”

“Corridor Residential (26-45 dwelling units per acre; commercial allowed but not required)

This classification is intended for low- to mid-rise residential building types such as townhomes and garden apartments, with garages, tuck under or below-grade parking. These areas provide a moderate-intensity residential

character and a transition to adjacent single-family residential neighborhoods. This designation is generally applied to small to moderate-sized parcels along the corridor.”

“Corridor Residential-Low (12-25 dwelling units per acre; commercial allowed but not required)

This classification is intended for townhome development. These areas provide a low-intensity residential character in keeping with adjacent single-family residential neighborhoods. This designation is generally applied to smaller parcels along the corridor that are constrained by shallow lot depths and parcel aggregation challenges. Commercial ground floor uses are allowed and encouraged in this designation, but not required. Additionally, standalone commercial development with compatible commercial uses that promote pedestrian activity along the street shall be permitted. Auto-oriented uses are not appropriate under this designation.”

“Ground Floor Commercial Overlay

This classification illustrates where ground floor commercial is required in selected parcels with the Corridor Mixed Use (CMU) land use designation; this classification also applies to all parcels designated Regional Commercial Mixed Use (RCMU). These concentrations of commercial uses will support pedestrian activity and create opportunities for vibrant public spaces. The Ground Floor Commercial Overlay does not cover any Corridor Residential areas, where ground floor commercial is encouraged but not required.”

4. That the Planning Commission, pursuant to Government Code § 65354, hereby recommends that the City Council amend the General Plan by changing the General Plan Land Use Designation for the Project Site by modifying Figures 5.2-2 and 5.2-3 of the General Plan to

the land use designations described in the land use plan, Figure 3-1, of the El Camino Real Specific Plan, which is attached hereto and incorporated herein by this reference.

5. That the Planning Commission hereby recommends that the City Council amend the General Plan by removing reference to the El Camino Real Focus Area in Section 5.4 Focus Areas and Figure 5.4-1.

6. That based on the findings set forth in this Resolution, the EIR Resolution and the evidence in the City Staff Report and such other evidence as received at the public hearing on this matter, the Planning Commission hereby recommends that the City Council approve the General Plan Amendment.

7. 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 SPECIAL MEETING THEREOF HELD ON THE 8TH DAY OF APRIL, 2026, BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

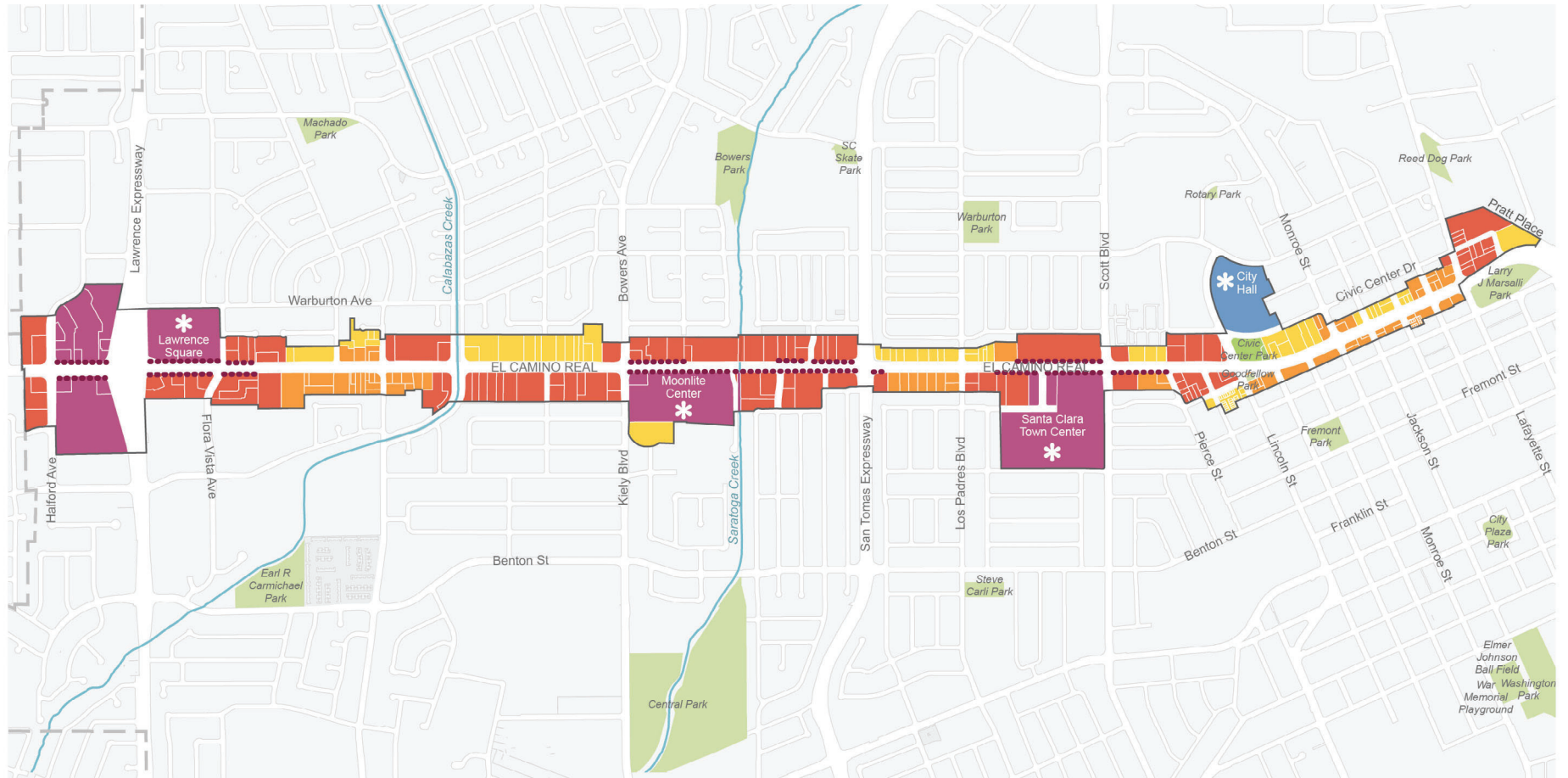
ABSENT: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ATTEST: _____
ANDREW CRABTREE
DIRECTOR OF COMMUNITY DEVELOPMENT
CITY OF SANTA CLARA

Attachments Incorporated by Reference:
1. Land Use Plan

Figure 3–1. Land Use Plan



Legend

- City Boundary
- - - Plan Boundary
- ▭ Parcels
- * Landmarks
- ▭ Parks
- Creeks

Land Use Designation

- ▭ Regional Commercial Mixed Use
- ▭ Corridor Mixed Use
- ▭ Corridor Residential
- ▭ Corridor Residential - Low
- ▭ Public/Quasi-Public

Commercial Overlay

- ⋯ Ground Floor Commercial Required

0 0.125 0.25 0.5 Miles



ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SANTA CLARA, CALIFORNIA, AMENDING TITLE 18 OF “THE CODE OF THE CITY OF SANTA CLARA, CALIFORNIA” TO ADD A NEW CHAPTER 18.27, REGULATIONS FOR THE EL CAMINO REAL CORRIDOR; REVISING CHAPTER 17.15, PROPERTY DEVELOPMENTS, TO CLARIFY THAT THE NEW EL CAMINO PROPERTY STANDARDS WILL SUPERSEDE THAT CHAPTER; AND ADDING A NEW SECTION 17.40.117 TO CHAPTER 17.40, CITYWIDE AFFORDABLE HOUSING REQUIREMENTS, TO SPECIFY AFFORDABILITY LEVELS APPLICABLE TO THE EL CAMINO REAL ZONING DISTRICTS

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

SECTION 1: That a new Chapter 18.27, “Regulations for the El Camino Real Corridor”, is hereby added to Title 18 (entitled “Zoning”), of “The Code of the City of Santa Clara, California” (“SCCC”) as follows:

“Chapter 18.27

Regulations for the El Camino Real Corridor

Table of Contents

Article I. Regulations for the El Camino Real Corridor

18.27.010	Application
18.27.020	Intent
18.27.030	Purpose
18.27.040	Permitted and Conditional Uses
18.27.050	Land Use Table

Article II. Minor Use Permits

18.27.070	Purpose
18.27.080	Intent
18.27.090	Applicability
18.27.100	Application Filing, Processing, and Review
18.27.200	Project Review, Notice, and Hearing

- 18.27.300 Findings and Decision
- 18.27.400 Conditions of Approval

Article III. Development Standards for the El Camino Real Corridor

- 18.27.500 Existing Buildings and Uses.
- 18.27.600 Regional Commercial Mixed Use District (RCMU) Development Standards Table.
- 18.27.700 Corridor Mixed Use District (CMU) Development Standards Table.
- 18.27.800 Corridor Residential District (CR) Development Standards Table.
- 18.27.900 Additional Development Standards

Article I. Regulations for the El Camino Real Corridor

18.27.010 Application.

The regulations set forth in this chapter apply to all parcels in the El Camino Real Specific Plan area.

18.27.020 Intent.

The El Camino Real Corridor zoning districts are designed to implement the Regional Commercial Mixed Use, Corridor Mixed Use, and Corridor Residential General Plan designations, creating a range of residential densities that are transit-oriented with supportive commercial services. The El Camino Real corridor zoning districts include the Regional Commercial Mixed Use District (RCMU), Corridor Mixed Use District (CMU), the Corridor Residential District (CR), and Corridor Residential – Low District (CR-L) and are expected to be implemented over time, and the district contains provisions for the continuation of existing auto-oriented uses.

18.27.030 Purpose

The purpose of the El Camino Real Corridor individual districts and the way they are applied are as follows:

- 1. Regional Commercial Mixed Use (RCMU).** The purpose of the RCMU - Regional

Commercial Mixed Use Zone is to provide land areas for the construction, use, and occupancy for pedestrian- oriented developments that focus on regional-serving commercial uses (e.g., big box stores, entertainment establishments, restaurants, retail establishments). It is the intent of this zone to be located on high-traffic corridors and to provide a mix of residential and commercial uses, with residential on the upper floors and commercial and office on the lower floors. This zone has a minimum Floor Area Ratio (FAR) of 0.2. The allowable residential density range is 55-100 dwelling units per acre.

2. Corridor Mixed Use (CMU). The purpose of the CMU - Corridor Mixed Use Zone is to provide land areas for the construction, use, and occupancy for pedestrian-oriented developments that focus on community-serving commercial uses (e.g., grocery stores, banks, pharmacies, restaurants, retail establishments). It is the intent of this zone to provide a mix of residential and commercial uses, with residential on the upper floors and commercial and office on the lower floors, as well as, stand-alone uses in certain circumstances. This zone does not have a minimum Floor Area Ratio (FAR). The allowable residential density range is 45-65 dwelling units per acre.

3. Corridor Residential (CR). The purpose of the CR - Corridor Residential Zone is to provide land areas for the construction, use, and occupancy for a variety of multi-family residential housing types that focus on the transition between higher-intensity mixed use and single-family residential. This zone also allows commercial uses. It is the intent of this zone to be located small parcels on high-traffic corridors and to provide a mix of residential and commercial uses, with residential on the upper

floors and commercial and office on the lower floors. This zone does not have a minimum Floor Area Ratio (FAR). The allowable residential density range is 26-45 dwelling units per acre.

4. **Corridor Residential – Low.** The purpose of the CR-L Corridor Residential – Low Zone is for townhome development. This designation is generally applied to smaller parcels along the corridor that are constrained by shallow lot depths and parcel aggregation challenges. Commercial ground floor uses are allowed and encouraged in this designation, but not required. Auto-oriented uses are not appropriate under this designation. This zone does not have a minimum Floor Area Ratio (FAR). The allowable residential density range is 12-25 dwelling units per acre.

18.27.040 Permitted and conditional uses.

The land uses in the following table, are as defined in the Santa Clara City Code (SCCC). The requirements under “Required Ground Floor Commercial Areas” apply to required ground floor commercial spaces in locations identified in the Ground Floor Commercial Overlay as described in the El Camino Real Specific Plan. If a land use is not listed in the Land Use Table, the use is not allowed, otherwise, uses will be denoted as either; P - Allowed by Right; MUP - Minor Use Permit; CUP - Conditional Use Permit; or Blank - Not allowed. Additional regulations may apply to specific uses per SCCC Title 18, Article 4 (Standards for Specific Land Uses).

18.27.050 Land Use Table.

Allowed Uses and Permit Requirements	Designations	
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Land Use (see SCCC for land use definitions)	CR-L	CR	CMU	RCMU	Additional Regulations and Exceptions
Residential Uses					
Caretaker Housing	-	-	-	-	See SCCC Chapter 18.60
Dwelling, Multifamily		P	P	P	
Dwelling, Attached Single-Family/Townhomes	P	P	P	P	
Employee Housing	-	-	-	-	
Home Occupations	P	P	P	P	See SCCC Chapter 18.60
Live-Work	p ²	p ²	p ^{1,2}	p ^{1,2}	¹ Permitted except along the El Camino Real street frontage in the RCMU designation or the Ground Floor Commercial Overlay. ² Live/work facilities shall not count towards commercial FAR requirements but shall count toward residential density.
Single-Room Occupancy (SRO) Facilities	-	-	P	P	
Supportive Housing	P	P	P	P	
Transitional Housing	-	-	-	-	
Land Use (see Zoning Ordinance for land use definitions)	CR-L	CR	CMU	RCMU	Additional Regulations and Exceptions
Human Services Uses					
Assisted Living Facilities	-	-	CUP	CUP	See SCCC Chapter 18.60
Child Day Care Facilities		P	P	P	See SCCC Chapter 18.60
Community Care Facilities	CUP	CUP	CUP	-	
Residential Care Facilities, six or fewer residents	P	P	P	-	

Residential Care Facilities, seven or more residents	MUP	MUP	MUP	-	
Day Care Homes, Up to 14 Children	P	P	P	P	
Supportive Housing		P	P	P	
Low Barrier Navigation Centers	P	P	P	P	
Emergency Shelters	-	-	-	-	See SCCC Chapter 18.60
Recreation, Education, and Public Assembly Uses					
Cemeteries and Mausoleums	-	-	-	-	
Community Gardens		MUP	MUP	MUP	
Commercial Recreation Facilities, Indoor	P	P	P	P	
Commercial Recreation Facilities, Outdoors	-	-	-	-	
Fitness Facilities	P	P	P	P	
Libraries	P	P	P	-	
Museums	P	P	P	P	
Parks and Public Plazas	P	P	P	P	
Places of Assembly	-	-	CUP	CUP	
Public Schools	P	P	P	P	
Private Schools	CUP	CUP	CUP	CUP	
Public/Private Colleges and Universities	-	P	P	P	
Vocational/Trade Schools	-	P	P	P	
Land Use (see Zoning Ordinance for land use definitions)	CR-L	CR	CMU	RCMU	Additional Regulations and Exceptions

Utility, Transportation, and Communication Uses					
Broadcasting and Recording Studios	-	-	-	-	
Park and Ride Facilities	P	P	P	P	
Parking Structures	MUP	MUP	MUP	MUP	Section 18.14.040(I)
Public Safety Facilities	P	P	P	P	
Wireless Telecommunications Facilities and Towers Co-location/Small Cell	P	P	P	P	See SCCC Chapter 18.66
Wireless Telecommunication Facilities and Towers, Minor (less than 70 feet)	MUP	MUP	MUP	MUP	See SCCC Chapter 18.66
Wireless Telecommunication Facilities, Major (70 feet or higher)		-	CUP	CUP	See SCCC Chapter 18.66
Transit Stations and Terminals	P	P	P	P	
Utility Facilities and Infrastructure	CUP	CUP	CUP	CUP	CUP required for private utility facilities and infrastructure. Public utilities and infrastructure are permitted uses.
Photovoltaic Systems	P	P	P	P	
Retail, Service, and Office Uses					
Alcoholic Beverage Sales and Service	MUP	P	P	P	Retail sale of beer, wine, and/or other alcoholic beverages for off-premises consumption at a retail establishment which has 50 percent or more of the shelving or gross floor area devoted to the public display. See SCCC Chapter 18.60.

Ambulance Services	-	-	-	-	
Animal Sales and Grooming Facilities	P	P	P	P	
Banks and Financial Establishments, General	P	P	P	P	
Banks and Financial Establishments, Stand-alone ATM	P	P	P	P	
Bars	CUP	CUP	CUP	CUP	See SCCC Chapter 18.60
Bed and Breakfast Inns	-	-	-	-	See SCCC Chapter 18.60
Business Support Centers	P	P	P	MUP	
Drive-in/Drive-through Establishments	-	-	-	-	See SCCC Chapter 18.60
Equipment Sales and Rental	-	-	-	-	
Garden Centers/Plant Nurseries	-	-	-	-	
Hotels and Motels	-	-	P	P	Section 18.14.040.0
Land Use	CR-L	CR	CMU	RCMU	Additional Regulations and Exceptions
Retail, Service, and Office Uses (continued)					
Kennels	-	-	CUP	-	
Live Entertainment, Incidental	CUP	p	P	P	
Live Entertainment, Standalone	MUP/CUP	MUP/CUP	MUP/CUP	MUP/CUP	Section 18.14.040.K
Maintenance and Repair Services	P	P	P	P	
Nightclubs	-	-	-	CUP	See SCCC Chapter 18.60
Offices	P	P	P	P	

Outdoor Dining and Seating	MUP	MUP	MUP	MUP	See SCCC Chapter 18.60
Outdoor Displays and Sales	CUP	CUP	CUP	CUP	See SCCC Chapter 18.60
Personal Services	P	P	P	P	
Personal Services, Restricted	MUP	MUP	MUP	MUP	See SCCC Chapter 18.60
Restaurants	P	P	P	P	See SCCC Chapter 18.60
Retail Establishments:					
General, Small Format	P	P	P	P	
General, Medium Format	-	P	MUP	P	
General, Large Format	-	-	-	CUP	
Veterinary Facilities	P	P	P	P	
Vehicle Oriented Uses					
Vehicle Rental Facilities, Limited	-	-	MUP	MUP	
Vehicle Rental Facilities, Office Only	-	-	P	P	
Vehicle Repair Facilities, Minor	-	-	-	-	See SCCC Chapter 18.60
Vehicle Service Stations	-	-	CUP	CUP	See SCCC Chapter 18.60
Industrial, Manufacturing, and Processing Uses					
Printing and Publishing Facilities	P	P	P	P	
Wineries, Distilleries, Breweries, and Micro-Breweries	MUP	MUP	MUP	MUP	See SCCC Chapter 18.60
Personal Storage Facilities	-	-	-	-	

Article II. Minor Use Permits (MUPs).

18.27.070 Purpose

Minor Use Permits are for uses of land that require special review and control to ensure they are compatible with the neighborhood and surrounding land uses. They are considered more likely to have greater impacts than land uses permitted by right in the zone, but lesser impacts than uses requiring a Conditional use Permit.

18.27.080 Intent.

The Minor Use Permit procedures are intended to provide sufficient flexibility in the use regulations to further the objectives of this Chapter and of the Zoning Code and to provide the City with the opportunity to impose special conditions to mitigate potential impacts that could result from allowing the use(s) at the requested location.

18.27.090 Applicability

Approval of a Minor Use Permit is required to authorize proposed land uses specified by Table 18.27.050 above (Land Use Table), and Development Standards as being allowable in the applicable zone when subject to the approval of a Minor Use Permit.

18.27.100 Application Filing, Processing, and Review

A. Filing and Processing. An application for a Minor Use Permit shall be filed and processed in compliance with Article II (Minor Use Permits) of this Chapter 18.27.

B. Application Contents. The application shall include the information and materials specified in the most up-to-date Department handout for Conditional and Minor Use Permit applications, together with the required fee in compliance with the Fee Schedule.

C. Responsibility. It is the responsibility of the applicant to provide evidence in

support of the findings required by Section 18.27.300 (Findings and Decision), below.

D. Applicable Review Authority.

1. Except as provided in paragraph 2 below, Minor Use Permits shall be reviewed and either approved or denied by the Director.

2. The Director may choose to refer any Minor Use Permit application to the Planning Commission.

18.27.200 Project Review, Notice, and Hearing

Each application for a Minor Use Permit shall be reviewed by the Director to ensure that the proposal complies with all applicable requirements of this Chapter 18.27 and the Zoning Code.

A. Notice Required. Before a decision on a Minor Use Permit is made, the City shall provide notice as follows.

1. The notice shall state that the Director will decide whether to approve, conditionally approve, or deny the Minor Use Permit application on a date specified in the notice, and that a public hearing will be held only if requested in writing by any interested person before the specified date for the decision.

2. Any written request for a hearing shall be based on issues of significance directly related to the application (e.g., provision of evidence that the request cannot meet one or more of the findings specified in Section 18.27.030 [Findings and Decision], below).

3. If the Director determines that the evidence has merit and can be properly addressed by a condition(s) added to the Minor Use Permit approval, the Director may consider the permit in compliance with paragraph B.2, below.

B. Hearing.

1. A hearing before the Director shall be scheduled and noticed if either of the following apply:

- a. If a public hearing is requested and the provisions of paragraph A.3, above, do not apply; or
- b. The Director determines that a hearing would serve the public interest.

2. In all other circumstances, the Director shall render a decision on the date specified in the notice referred to in paragraph A.1, above.

C. Appeals. The Director's decision is appealable to the Planning Commission. In the event of such an appeal to the Planning Commission, the Planning Commission decision shall be final and non-appealable.

18.27.300 Findings and Decision

The Review Authority may approve or conditionally approve a Minor Use Permit only after first making all of the following findings:

- A. The proposed use is consistent with the General Plan and any applicable specific plan to the maximum extent practicable;
- B. The proposed use is allowed within the subject zone and complies with all other applicable provisions of this Zoning Code and the City Code;
- C. The design, location, size, and operating characteristics of the proposed use are compatible with the allowed uses in the vicinity;
- D. Operation of the use at the location proposed would not 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; and

E. The subject site is:

1. 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; and

2. Served by highways and streets adequate in width and improvement to carry the type and quantity of traffic the proposed use would likely generate.

18.27.400 Conditions of Approval

When considering approval of a Minor Use Permit, the Review Authority may impose any conditions deemed reasonable and necessary to ensure that the approval will comply with the findings required by Section 18.27.300 (Findings and Decision), above.

Article III. Development Standards for the El Camino Real Corridor

18.27.500 Existing Buildings and Uses.

(a) Notwithstanding any other provision in this Chapter, the lawful use of buildings existing prior to the adoption of this Chapter may continue and none of the other sections of this Chapter 18.27 shall apply, as though the prior zoning of the parcel remained in place, until such time as the existing use (including any expansions) has been discontinued in its entirety, at which time the prior zoning shall become inapplicable and the other sections of this chapter shall apply from that point forward.

(b) Allowed Uses. For parcels with legal uses of buildings existing prior to the adoption of this Chapter, permitted uses of the prior zoning district are allowed, and none of the other sections of this chapter shall apply to such building and use, until such time as

the existing use (including any expansions) has been discontinued in its entirety.

(c) Conditional Uses. For parcels with legal uses of buildings existing prior to the adoption of this chapter, conditional uses of the prior zoning district are conditionally permitted, and none of the other sections of this chapter shall apply, until such time as the existing use (including any expansions) has been discontinued in its entirety.

(d) Development Standards. For parcels with legal uses of buildings existing prior to the adoption of this chapter, development standards of the prior zoning district shall apply, and none of the other sections of this chapter shall apply, until such time as the existing use (including any expansions) has been discontinued in its entirety.

18.27.600 Regional Commercial Mixed Use District (RCMU) Development

Standards Table.

Standards	Regional Commercial Mixed Use
Height, Density, & Intensity ¹	
Maximum Stories/Height to Top of Wall	70 ft (6 stories) ^{2,3,4,5}
Minimum Commercial Floor Area Ratio	0.2
Maximum Dwelling Units per Acre	100 du/acre ⁵
Minimum Dwelling Units per Acre	55 du/acre
Minimum Commercial Ground Floor Area	50% of the ground floor along ECR parcel frontage. See Specific Plan Table 4-13, Ground Floor Commercial Overlay Requirements.
Transitions Adjacent to Single-Family/Duplex Zoning Districts	
Maximum Height adjacent to Single-Family and Duplex residential zoning districts	<p>Parcels on the Northern Side of ECR: No portion of the building volume shall encroach into a daylight plane starting six feet above grade at the property line and sloping upward at a 30-degree angle toward the interior of the lot.</p> <p>Parcels on the Southern Side of ECR: No portion of the building volume shall encroach into a daylight plane starting six feet above grade at the property line and sloping upward at a 45-degree angle toward the interior</p>

	of the lot. (see Figure 4-19 of the Specific Plan). See also <i>Neighborhood Transitions</i> in Section 4.4 of the Specific Plan.	
Maximum Height across the street from Single-Family and Duplex residential zoning districts ⁶	At the setback line, the height of the roof plate ⁷ may be no taller than one story above the maximum height allowed in the opposing residential zone. Behind the setback line, building heights may step up away from the street following a 45-degree angle measured from the roof plate (see Figure 4-22 of the Specific Plan). See also <i>Neighborhood Transition</i> in Section 4.4 of the Specific Plan.	
<ol style="list-style-type: none"> 1. Density shall be calculated as net density, which excludes public streets and dedicated public parkland (per Chapter 17.35 of the Santa Clara City Code). The lot area that contains publicly-accessible private open space, private streets and pathways, and required easements will be counted toward lot area for the purposes of calculating residential density and commercial floor area ratio. 2. See Specific Plan Figure 4-1, Heights. 3. Projects must comply with both stories and overall height maximums. Height exceptions up to 10 feet above the maximum may be allowed to accommodate architectural features, rooftop stair access and elevator shafts, mechanical equipment, or other rooftop amenities, as approved by City staff. 4. FAA airspace safety clearance may be required on a project-specific basis pursuant to Federal Aviation Regulations/Part 77. 5. Projects may be eligible for additional height, density, or FAR in exchange for providing community benefits above and beyond what is required by the Plan, as outlined in Specific Plan section 6.2, Community Benefits Program. 6. Applies to portions of a development directly opposite a residentially zoned property where the street is less than 50 feet wide. 7. A roof plate is defined as the top horizontal framing member of a wall where the roof structure is attached. 		
Standards	Regional Commercial Mixed Use	
Lot or Development Site Setbacks and Frontage	Ground Floor Commercial	Other Ground Floor Uses
ECR Minimum Front Setback, from back of walk ²	0 or 5 ft ³	10 ft ⁴
ECR Maximum Front Setback, from back of walk ^{1,2}	10 ft	15 ft
Minimum Street Setback, other than ECR	10 ft	15 ft
Maximum Street Setback, other than ECR	15 ft	20 ft
Minimum Rear Setback (from adjacent parcel or alley)	10 ft	
Minimum Side Setback (from adjacent parcel)	5 ft	
Minimum Rear Setback adjacent to single family and duplex residentially-zoned parcel	25 ft	

Minimum Side Setback adjacent to single-family and duplex zoned parcel	25 ft		
Private Open Space ⁵	Non-Residential	Hotel	Residential/Residential Portion of Mixed-Use Project
Minimum Required Personal Open Space	NA	NA	120 sf per unit, of which at least 40 sf shall be personal ⁶⁷
Minimum Required Common Usable Open Space	NA	20 sf per room	
Minimum Required Publicly-Accessible Open Space	10% of lot area ⁸		
Storage			
Personal Storage	110 cubic ft per unit		
Standards	Regional Commercial Mixed Use		
Parking⁹			
Maximum Surface Parking Length along ECR parcel frontage	30% (See also Parking and Loading Location and Frontage standard in Section 4.4)		
Minimum Setback for Off-Street Surface Parking, Loading, Service and Vehicular Circulation	Off-Street parking, loading, service, and vehicular circulation areas are prohibited in the front and street side setback, except for driveway access. Off-Street parking, vehicular circulation, loading, and service areas shall be located behind the minimum setback or 5 feet from the back of walk, whichever is greater.		
Required Off-Street Parking and Loading	Private off-street parking and loading shall be provided in accordance with SCCC Chapter 18.38 (Off-Street Parking Regulations and Design Standards).		
Required Bicycle Parking Spaces	See Specific Plan Chapter 5, Transportation and Public Spaces		

1. At least 75% of the building facade shall be located within the minimum and maximum setback lines; up to 25% of the building facade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range.
2. The intent is to achieve a total sidewalk width of 20 feet along El Camino Real, with a minimum sidewalk width of 15.5 feet. Setbacks are measured from the new back of walk. As sites are redeveloped over time, the City will work with property owners to negotiate the appropriate dedication and/or public easement to meet new sidewalk requirements on a case-by-case basis.

3. The minimum setback is 0 feet in instances where the sidewalk width is 20 feet. In areas where that cannot be achieved and the sidewalk is less than 20 feet wide, the minimum setback is 5 feet from the back of walk.
4. The minimum front/street side setback for live/work units shall be 10 feet from the back of walk.
5. Open space requirements are separate from parkland dedication requirements established by SCCC Chapter 17.35. However, depending on the size, location, and amenities provided, it is possible that the open space would qualify for private open space credit under Chapter 17.35. In the RCMU designation, onsite public parks provided per the City's parkland dedication requirements may count towards fulfilling the 10% publicly-accessible open space standard, subject to approval by the Director of Parks and Recreation (per Section 17.35.080).
6. The required personal open space for up to 50% of the units may be provided as common private open space (i.e. 120 sf per unit could be provided as common open space).
7. Includes roof decks and other shared common open areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line. Up to 40 sf per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
8. Must be ground floor publicly-accessible open space.

18.27.610 Additional Standards for Regional Commercial Mixed Use

- A. Limitation on Townhomes. Townhomes/single-family attached dwelling units shall be limited to a maximum of 25% of the site/lot area for developments in the RCMU designation.
- B. Shared Parking. Regional Commercial Mixed Use Centers shall include shared parking between uses with different peak periods to encourage the efficient use of parking resources and are eligible for reduced parking requirements, in accordance with SCCC Section 18.38.040.A. For example, residential visitor and retail customer parking spaces can be shared. The total number of spaces and their distribution through the site shall be substantiated through a parking demand study and a parking management plan prepared by a qualified traffic engineering professional subject to approval by the Director. See Specific Plan Chapter 5, Transportation and Public Spaces, for additional details and requirements.

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18.27.700 Corridor Mixed Use District (CMU) Development Standards Table.

Standards	Corridor Mixed Use
Height, Density, & Intensity ¹	
Maximum Stories/Height to Top of Wall	60 ft (5 stories) ^{2,3,4}
Minimum Floor Area Ratio	None
Minimum Dwelling Units per Acre	45 du/acre
Maximum Dwelling Units per Acre	65 du/acre ⁴
Minimum Commercial Ground Floor Area	See Specific Plan Table 4-13, Ground Floor Commercial Overlay Requirements. Specific Plan Figure 4-18 shows locations where commercial is required for 50% of the ground floor building frontage along El Camino Real. All other areas - commercial allowed, not required.
Transitions Adjacent to Single-Family/Duplex Zoning Districts	
Maximum Height adjacent to Single-Family and Duplex residential zoning districts	Parcels on the Northern Side of ECR: No portion of the building volume shall encroach into a daylight plane starting six feet above grade at the property line and sloping upward at a 30-degree angle toward the interior of the lot. Parcels on the Southern Side of ECR: 1 No portion of the building volume shall encroach into a daylight plane starting six feet above grade at the property line and sloping upward at a 45-degree angle toward the interior of the lot. (see Figure 4-19 of the Specific Plan). See also <i>Neighborhood Transitions</i> in Section 4.4 of the Specific Plan.
Maximum Height across the street from Single-Family and Duplex residential zoning districts ⁵	At the setback line, the height of the roof plate ⁶ may be no taller than one story above the maximum height allowed in the opposing residential zone. Behind the setback line, building heights may step up away from the street following a 45-degree angle measured from the roof plate. See also <i>Neighborhood Transitions</i> in Section 4.4 of the Specific Plan.

1. Density shall be calculated as net density, which excludes public streets and dedicated public parkland (per Chapter 17.35 of the Santa Clara City Code). The lot area that contains publicly-accessible private open

space, private streets and pathways, and required easements will be counted toward lot area for the purposes of calculating residential density and commercial floor area ratio.

2. See Specific Plan Figure 4-1, Heights.
3. Projects must comply with both stories and overall height maximums. Height exceptions up to 10 feet above the maximum may be allowed to accommodate architectural features, rooftop stair access and elevator shafts, mechanical equipment, or other rooftop amenities, as approved by City staff.
4. Projects may be eligible for additional height, density, or FAR in exchange for providing community benefits above and beyond what is required by the Plan, as outlined in Specific Plan section 6.2, Community Benefits Program.
5. Applies to portions of a development directly opposite a residentially zoned property where the street is less than 50 feet wide.
6. A roof plate is defined as the top horizontal framing member of a wall where the roof structure is attached.

Standards	Corridor Mixed Use		
Lot or Development Site Setbacks and Frontage	Ground Floor Commercial	Other Ground Floor Uses	
ECR Minimum Front Setback, from back of walk ²	0 or 5 ft ³	10 ft ⁴	
ECR Maximum Front Setback, from back of walk ^{1,2}	10 ft	15 ft	
Minimum Street Setback, other than ECR	10 ft	10 ft	
Maximum Street Setback, other than ECR	15 ft	20 ft	
Minimum Rear Setback (from adjacent parcel or alley)	5 ft		
Minimum Setback adjacent to single family and duplex residentially-zoned parcel	25 ft		
Minimum Side Setback adjacent to single-family and duplex zoned parcel	15 ft		
Private Open Space ⁵	Non-Residential	Hotel	Residential / Residential Portion of Mixed-Use Project
Minimum Required Personal Open Space	NA	NA	150 sf, of which at least 50 sf shall be personal ⁶⁷
Minimum Required Common Usable Open Space	NA	20 sf per room	
Minimum Required Publicly-Accessible Open Space	NA	NA	
Personal Storage			
Personal storage	110 cubic square feet		
Standards	Corridor Mixed Use		

Parking ⁹	
Maximum Surface Parking Length along ECR parcel frontage	30% (See also <i>Parking and Loading Location and Frontage</i> standard in Section 4.4)
Minimum Setback for Off-Street Surface parking, Loading, Service, and Vehicular Circulation	Off-Street parking, loading, service, and vehicular circulation areas are prohibited in the front and street side setback, except for driveway access. Off-Street parking, vehicular circulation, loading, and service areas shall be located behind the minimum setback or 5 feet from the back of walk, whichever is greater.
Required Off-Street Parking and Loading	Private off-street parking and loading shall be provided in accordance with SCCC Chapter 18.38 (Off-Street Parking Regulations and Design Standards).
Required Bicycle Parking Spaces	See Specific Plan Chapter 5, <i>Transportation and Public Spaces</i>

1. At least 75% of the building facade shall be located within the minimum and maximum setback lines; up to 25% of the building façade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range.
2. The intent is to achieve a total sidewalk width of 20 feet along El Camino Real, with a minimum sidewalk width of 15.5 feet. Setbacks are measured from the new back of walk. As sites are redeveloped over time, the City will work with property owners to negotiate the appropriate dedication and/or public easement to meet new sidewalk requirements on a case-by-case basis.
3. The minimum front/street side setback for live/work units shall be 10 feet from the back of walk.
4. The minimum setback is 0 feet in instances where the sidewalk width is 20 feet. In areas where that cannot be achieved and the sidewalk is less than 20 feet wide, the minimum setback is 5 feet from the back of walk.
5. Open space requirements are separate from the parkland dedication requirements established by SCCC Chapter 17.35. However, depending on the size, location, and amenities provided, it is possible that the open space would qualify for private open space credit under Chapter 17.35.
6. Required personal open space for up to 50% of units can be provided as common private open space.
7. Includes roof decks and shared common areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line. Up to 50 sf per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
8. The minimum setback for parcels adjoining Saratoga Creek ROW shall be 20 feet.
9. Refer to the Zoning Code for additional off street parking and loading requirements.

18.27.800 Corridor Residential District (CR) Development Standards Table.

Standards	Corridor Residential	Corridor Residential - Low
Height, Density, & Intensity ¹		

Maximum Stories/Height to Top of Wall	50 ft (4 stories) ^{2,3,4}	40 ft (3 stories) ^{2,3,4}
Minimum Floor Area Ratio	None	None
Minimum Dwelling Units per Acre	26 du/acre	12 du/acre
Maximum Dwelling Units per Acre	45 du/acre ⁴	25 du/acre ⁴
Minimum Commercial Ground Floor Area	Commercial allowed, not required	Commercial allowed, not required
Transitions Adjacent to Single-Family/Duplex Residential Districts		
Maximum Height adjacent residential zoning district	<p>Parcels on the Northern Side of ECR: No portion of the building volume shall encroach into a daylight plane starting six feet above grade at the property line and sloping upward at a 30-degree angle toward the interior of the lot.</p> <p>Parcels on the Southern Side of ECR: No portion of the building volume shall encroach into a daylight plan starting six feet above grade at the property line and sloping upward at a 45-degree angle toward the interior of the lot (Specific Plan Figure 4-19).</p>	NA
Maximum Height across the street from residential zoning district ⁵	At the setback line, the height of the roof plate ⁶ may be no taller than one story above the maximum height allowed in the opposing residential zone. Behind the setback line, building heights may step up away from the street following a 45-degree angle measured from the roof plate (Specific Plan Figure 4-22).	NA

1. Density shall be calculated as net density, which excludes public streets and dedicated public parkland (per Chapter 17.35 of the Santa Clara City Code). The lot area that contains publicly-accessible private open space, private streets and pathways, and required easements will be counted toward lot area for the purposes of calculating residential density and commercial floor area ratio.
2. See Specific Plan Figure 4-1, Heights.
3. Projects must comply with both stories and overall height maximums. Height exceptions up to 10 feet above the maximum may be allowed to accommodate architectural features, rooftop stair access and elevator shafts, mechanical equipment, or other rooftop amenities, as approved by City staff.
4. Projects may be eligible for additional height, density, or FAR in exchange for providing community benefits above and beyond what is required by the Plan, as outlined in Specific Plan section 6.2, Community Benefits Program.
5. Applies to portions of a development directly opposite a residentially zoned property where the street is less than 50 feet wide.
6. A roof plate is defined as the top horizontal framing member of a wall where the roof structure is attached.

Standards	Corridor Residential		
	Ground Floor Commercial	Other Ground Floor Uses	
ECR Minimum Front Setback, from back of walk ²	0 or 5 ft ^{3,4}	10 ft ⁴	
ECR Maximum Front Setback, from back of walk ^{1,2}	10 ft	15 ft	
Minimum Street Setback, other than ECR	10 ft	15 ft	
Maximum Street Setback, other than ECR	15 ft	10 ft	
Minimum Rear Setback (from adjacent parcel or alley)	5 ft	10 ft	
Minimum Side Setback (from adjacent parcel)	5 ft		
Minimum Setback adjacent to single family and duplex residentially-zoned parcel	20 ft		
Private Open Space ⁵	Non-Residential	Hotel	Residential / Residential Portion of Mixed-Use Project
Minimum Required Personal Open Space	NA	NA	180 sf per unit, of which
Minimum Required Common Usable Open Space	NA	20 sf per room	at least 50 sf shall be personal ⁶⁷
Minimum Required Publicly-Accessible Open Space	NA	NA	NA
Storage			

Personal Storage	110 cubic feet per unit
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1. At least 75% of the building facade shall be located within the minimum and maximum setback lines; up to 25% of the building façade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range.
2. The intent is to achieve a total sidewalk width of 20 feet along El Camino Real, with a minimum sidewalk width of 15.5 feet. Setbacks are measured from the new back of walk. As sites are redeveloped over time, the City will work with property owners to negotiate the appropriate dedication and/or public easement to meet new sidewalk requirements on a case-by-case basis.
3. The minimum setback is 0 feet in instances where the sidewalk width is 20 feet. In areas where that cannot be achieved and the sidewalk is less than 20 feet wide, the minimum setback is 5 feet from the back of walk.
4. The minimum front/street side setback for live/work units shall be 10 feet from the back of walk.
5. Open space requirements are separate from parkland dedication requirements established by SCCC Chapter 17.35. However, depending on the size, location, and amenities provided, it is possible that the open space would qualify for private open space credit under Chapter 17.35.
6. Includes roof decks and other shared common open areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line. Up to 50 sf per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
7. Includes shared common areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line.
8. The minimum setback for parcels adjoining Saratoga Creek ROW shall be 20 feet.

Standards	Corridor Residential - Low		
	Ground Floor Commercial	Other Ground Floor Uses	
ECR Minimum Front Setback, from back of walk ²	0 or 5 ft ^{3,4}	10 ft ⁴	
ECR Maximum Front Setback, from back of walk ^{1,2}	10 ft	15 ft	
Minimum Street Setback, other than ECR	10 ft	10 ft	
Maximum Street Setback, other than ECR	15 ft	20 ft	
Minimum Rear Setback (from adjacent parcel or alley)	5 ft ⁸	10 ft ⁸	
Minimum Rear Setback adjacent to single-family and duplex residentially-zoned parcel	15 ft		
Minimum Side Setback (from adjacent parcel)	5 ft		
Minimum Setback adjacent to single family and duplex residentially-zoned parcel	10 ft		
Private Open Space ⁵	Non-Residential	Hotel	Residential /

			Residential Portion of Mixed-Use Project
Minimum Required Personal Open Space	NA	NA	200 sf per unit, of which at least 100 sf shall be personal ⁶⁷
Minimum Required Common Usable Open Space	NA	20 sf per room	
Minimum Required Publicly-Accessible Open Space	NA	NA	NA
Storage			
Personal Storage	NA		
Parking⁷			
Maximum Surface Parking Length along ECR parcel frontage	30%		
Minimum Setback for Surface Parking	10 t		

1. At least 75% of the building facade shall be located within the minimum and maximum setback lines: up to 25% of the building facade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range.
2. The intent is to achieve a total sidewalk width of 20 feet along El Camino Real, with a minimum sidewalk width of 15.5 feet. Setbacks are measured from the new back of walk. As sites are redeveloped over time, the City will work with property owners to negotiate the appropriate dedication and/or public easement to meet new sidewalk requirements on a case-by-case basis.
3. The minimum setback is 0 feet in instances where the sidewalk width is 20 feet. In areas where that cannot be achieved and the sidewalk is less than 20 feet wide the minimum setback is 5 feet from the back of walk.
4. The minimum front/street side setback for live/work units shall be 10 feet from the back of walk.
5. Open space requirements are separate from parkland dedication requirements established by SCCC Chapter 17.35. However, depending on the size, location, and amenities provided, it is possible that the open space would qualify for private open space credit under SCCC Chapter 17.35.
6. Includes roof decks and shared common areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line. Up to 50 sf per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
7. Includes shared common areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line.
8. The minimum setback for parcels adjoining Saratoga Creek ROW shall be 20 feet.

Corridor Residential and Corridor Residential – Low Parking Standards

Standards	Corridor Residential	Corridor Residential - Low
Parking		
Maximum Surface Parking Length along ECR parcel frontage	30% (See also <i>Parking and Loading Location and Frontage</i> standard in Section 4.4 of the Specific Plan)	
Maximum Garage Frontage for Townhomes	See <i>Townhome Garage Frontage</i> standard in Section 4.4 of the Specific Plan	
Minimum Setback for Off-Street Surface Parking, Loading, Service, and Vehicular Circulation	Off-Street parking, loading, service, and vehicular circulation areas are prohibited in the front and street side setback, except for driveway access. Off-Street parking, vehicular circulation, loading, and service areas shall be located behind the minimum setback or 5 feet from the back of walk, whichever is greater.	
Required Off-Street Parking and Loading	Private off-street parking and loading shall be provided in accordance with SCCC Chapter 18.38 (Off-Street Parking Regulations and Design Standards)	
Required Bicycle Parking Spaces	See Specific Plan Chapter 5, <i>Transportation and Public Spaces</i>	

18.27.900 Additional Development Standards.

In addition to the standards specified in the following, all development standards contained in the El Camino Real Specific Plan shall be applicable.

- A. **Landscape Screening Between Uses.** A landscape buffer shall be provided between residential and mixed-use/nonresidential uses, and between single-family uses and multi-family uses containing three or more units. Buffer areas shall include a minimum 5-foot wide planter strip with a minimum of one tree per 20 to 40 linear feet on center depending on trees species and canopy at maturity. Buffer areas shall also be planted with ground cover and shrubs. Additional landscaping and fencing requirements are set forth in Chapters 18.34 and 18.36.
- B. **Balconies.** Balconies on floors greater than 25 feet in height shall be set back a minimum of 25 feet from an abutting property line with a single-

family/duplex residential zoned parcel or existing single- family/duplex home.

C. Building Frontage Location. At least 75% of the building facade shall be located within the minimum and maximum setback lines; up to 25% of the building facade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range. See Specific Plan Figure 4-25.

D. Maximum Building Length. Buildings shall not exceed 450 feet in length or width. See also Smaller Blocks and New Connections standard.

E. Major Massing Breaks. Buildings greater than three stories in height with a building facade greater than 200 feet in length shall have a minimum of one major massing break. Major massing breaks shall be a minimum of five feet deep and a minimum of 10 feet wide and shall extend the full height of the building including a break in the roofline. Building facades greater than 400 feet in length shall include at least two major massing breaks with one major break with a minimum depth of 10 feet and minimum width of 20 feet. See Specific Plan Figure 4-26.

F. Minor Massing Breaks. Continuous building facades greater than 100 feet in length shall have at least one minor massing break through the use of varying setbacks, building entries and recesses, or structural bays. Minor breaks shall be a minimum of two feet deep and five feet wide and shall extend at minimum the full height of the building above the ground floor,

including a break in the roofline. See Specific Plan Figure 4-26.

G. Facade Rhythm and Pattern. Residential and residential mixed-use buildings shall express a rhythm and pattern of lines, shapes, forms, and/or colors that reflects the size and scale of a housing unit and/or individual rooms and spaces. This may be achieved through building modulation to create vertically-oriented facades (height greater than the width of the facade), facade articulation, and repeating vertically- oriented patterns of fenestration. This rhythm shall be between 20 to 50 feet in width of linear frontage. See Specific Plan Figure 4-27.

H. Building Components (Base/Middle/Top). This standard applies to buildings that are designed using a traditional architectural style. Buildings four stories and higher, on lots wider than 75 feet, shall be designed to differentiate a defined base, a middle or body, and a top, cornice, or parapet cap. Buildings three stories or less on lots wider than 75 feet shall include at minimum a defined base and top. See Specific Plan Figure 4-28. Each of these elements shall be distinguished from one another for a minimum of 70% of the facade length through use of two or more of the following:

- a. Horizontal facade modulation. Horizontal facade modulation which could include upper floor or ground floor step backs. Ground floor step backs shall include a horizontal shift of the ground floor facade with a minimum depth of two feet to create an overhang or arcade. Upper floor step backs shall include at minimum a five- foot step back from the primary facade for a minimum of 80% of the length of the

facade.

- b. Horizontal facade articulation and/or variation in facade articulation strategy (see Facade Articulation standard).
 - c. Variation in facade rhythm and pattern (see Facade Rhythm and Pattern standard).
 - d. Variation in fenestration strategy (size, proportions, pattern, and depth or projection) (see Fenestration standard).
 - e. Variation in material (facade material, material size, texture and/or pattern) and color.
- I. Façade Articulation. Building facades shall use a variety of strategies including building modulation, fenestration, and facade articulation to create visual interest and express a variety of scales through a variety of strategies. All facades shall include a minimum of two of the following facade articulation strategies to create visual interest:
- a. Recesses. Vertical and horizontal recesses such as a pattern of recessed grouping of windows, recessed panels, or similar strategies. The recess shall be a minimum four inches in depth.
 - b. Projections. Vertical and horizontal projections such as shading and weather protection devices, applied art reliefs and sculptures, decorative architectural details, or similar strategies. Projections shall be a minimum four inches in depth. Shading and weather protection shall be a minimum of two feet in depth. Art reliefs are exempt from minimum depths.

- c. Datum lines. Datum lines that continue the length of the building, such as cornices, with a minimum four inches in height and a minimum two inches in depth with a change in material.
- d. Balconies. Balconies or Juliet balconies (every 20 to 50 feet). Balconies shall be a minimum of five feet in depth; Juliet balconies shall be a minimum of eight inches in depth.
- e. Screening devices. Screening devices such as lattices, louvers, perforated metal screens, or similar strategies; that are distinct in material from the primary facade.

J. **Fenestration.** Fenestration shall meet the following standards:

- a. Fenestration shall reinforce vertical proportions and patterns with vertically oriented windows that shall not exceed a 2:1 horizontal-to-vertical ratio.
- b. Windows shall be recessed a minimum of three inches to provide a “punched” recessed character, or shall provide a combination of trim and recess with minimum one inch recess.
- c. Curtain walls, if used, shall have a vertical orientation of mullions, joints, or solid panels that create a vertical pattern that does not exceed a 2:1 horizontal-to-vertical ratio.

K. **Blank Walls.** Blank walls (facades without doors, windows, landscaping treatments, artistic treatments, or facade articulation as identified in the Facade Articulation standard) shall be less than 30 feet in length along sidewalks, pedestrian walks, or open spaces. For parking structure facade

treatments and screening, see the Parking Structure Design and Screening standard.

L. **Roof Edge Treatment.** Buildings shall be designed with at least one of the following roofline edge treatments:

- a. A decorative cornice treatment (other than just colored “stripes” or “bands”). Cornices shall project a minimum of four inches from the facade.
- b. A sloped roof with overhangs and brackets.
- c. A parapet, which shall include a cap and corner detail to create a shadow line to enhance the building.

M. **Front Yard Setback Landscaping.** Required setbacks shall provide landscaped areas to create a transition between public and private space. The following standards apply based on intended use, and are exclusive of areas devoted to the required dedication/public easement to meet the new 20-foot sidewalk requirement, outdoor seating, front porches, door swing of building entries, and publicly accessible open space:

- a. Ground floor retail or active uses. A minimum of 10 percentage of the required setback shall be landscaped.
- b. Other ground floor non-residential uses. A minimum of 20% of the required setback area shall be landscaped.
- c. Ground floor residential uses. A minimum of 40% of the required setback area shall be landscaped. Front yards that are greater than 10 feet in depth shall also include at minimum one tree per 40 linear

feet of street frontage.

N. Retail/Storefront Ground Floor Design.

- a. Ground floor height. Ground floor height shall be a minimum 16 feet interior floor-to-ceiling height.
- b. Minimum tenant space depth. All ground floor commercial/retail tenant spaces shall be at least 50 feet deep for a minimum of 50% of primary street building facades. All other commercial frontages shall be a minimum 30 feet in depth. Parcels less than 100 feet in depth are exempt from this requirement.
- c. Minimum tenant space width. Ground floor retail and commercial shall have tenant space width of at least 16.5 feet.
- d. Transparency. Ground floor retail and commercial uses shall contain transparent openings, doors, and windows for a minimum of 60% of the total wall area located between 30 inches and eight feet above ground level for facades facing sidewalks, pedestrian walks, or publicly-accessible open space areas. Dark tinted, reflective, mirrored, or opaque glazing is not permitted for any required wall opening along ground floor retail facades.
- e. Bulkheads and solid base walls. If provided, shall not be less than 12 inches or higher than 30 inches.
- f. Transom windows. Commercial clerestory and transom windows are recommended to provide a continuous horizontal band or row of windows across the upper portion of the shopfront.

- g. Weather protection. Primary ground floor entrances shall include weather protection that is a minimum six feet wide and four feet deep by recessing the entry, providing an awning/ canopy, or using a combination of these methods.

O. Other Non-Residential Ground Floor Design.

- a. Ground floor height. Ground floor height shall be a minimum 15 feet floor-to-ceiling or shall match the second floor datum line of an abutting building.
- b. Transparency. Other non-residential ground floor facades shall contain transparent openings, doors, and windows for a minimum of 50% of the total wall area located between 30 inches and eight feet above ground level for facades facing sidewalks, pedestrian walks, or publicly-accessible open space areas. Dark tinted, reflective, mirrored, or opaque glazing is not permitted.
- c. Non-residential spaces. Lobbies, common amenity spaces, leasing offices, and similar non- residential spaces that are a part of new mixed-use development shall provide direct access to an adjacent street, patio, or open space.
- d. Weather protection. Primary entries shall include weather protection that is a minimum eight feet wide and six feet deep by recessing the entry, providing an awning/canopy, or using a combination of these methods.

P. Venting Shafts and Grease Interceptors. Mixed-use multi-story buildings

with ground floor commercial shall provide grease interceptors and venting shafts for cooktops, ovens, and other food heating equipment for a minimum of 50% of the ground floor square footage. This equipment shall meet the requirements of Environmental Health and/or the Sanitary District. Side discharge vents are discouraged.

Q. Structural Columns. Structural columns shall be at least 20 feet from each other in each direction to facilitate functional tenant space configuration.

R. Single-Story Non-Residential Frontages. For new single-story non-residential buildings, at least 75 percent of the street-facing portion of the building shall be at a height of at least 20 feet to the top of the parapet, to ensure pedestrian-supportive street presence and appropriate scale with neighboring uses.

S. Residential Ground Floor Design.

- a. The finished floor of ground floor residential units shall be within the minimum and maximum heights according to setback distance from back of walk identified in Specific Plan Figure 4–32, and as follows:
 - i. Setback 10 - <15 feet: Minimum finished floor height of three feet above grade; maximum finished floor height of five feet above grade.
 - ii. Setback 15 - <20 feet: Minimum finished floor height of two feet above grade; maximum finished floor height of four feet above grade.
 - iii. Setback \geq 20 feet: Minimum finish floor height of zero feet

above grade; maximum finished floor height of three feet above grade.

- b. Setbacks/dooryards/stoops shall be terraced such that any retaining wall is no taller than three feet.
- c. On sites with a cross slope greater than two percent along a building facade, the average height of the finished floor and back of walk shall be used. Where ADA accessibility requirements prohibit raised unit entries for some or all units, those units are exempt. For corridor buildings, accessible entries shall be located on the corridor.
- d. Ground floor units shall include ground cover and/or shrubs to limit views into residential units. Where the front setback is 15 feet or greater, trees shall be planted in the building setback at a minimum of one tree per 40 linear feet of facade.

T. Primary Shared Residential Entries. Primary entries shared by multiple units shall meet the following standards:

- a. At least one pedestrian entry is required for each building on each primary street frontage, unless a greater number is required by the adopted Building or Fire Codes. A single corner entry may be provided to fulfill this requirement.
- b. Primary shared residential entries shall provide weather protection that is a minimum eight feet wide and six feet deep by recessing the entry, providing an awning/canopy or using a combination of these methods.

U. Primary Individual Residential Entries.

- a. A minimum of 50% of the ground floor residential units that face a public right-of-way, publicly-accessible path, or open space shall have unit entries that face the street, path, or open space (Senior units or other deed-restricted units for special populations are exempt.).
- b. Primary ground floor entrances serving individual residential units shall include weather protection that is a minimum of four feet wide and four feet deep by recessing the entry, providing an awning/canopy, or using a combination of these methods.

V. **Windows.** Windows shall be recessed a minimum of three inches to provide a “punched” recessed character, or shall provide a combination of trim and recess with minimum one inch recess.

W. **Curtain Walls.** Curtain walls, if used, shall have a vertical orientation of mullions, joints, or solid panels that create a vertical pattern that does not exceed a 2:1 horizontal-to-vertical ratio.

X. **Durable Materials.** Buildings shall be designed with high-quality, durable finishing materials which include concrete, steel, stone, brick, tile, hardwood, stucco, and glass. Low quality materials including corrugated metal, stucco foam trim, and T1-11 siding are prohibited.

Y. **Variation in Materials.** At least two materials shall be used on any building frontage, in addition to glazing and railings. Any one material must comprise at least 20 percent of the building frontage, excluding windows, railings, base bulkheads, and trim.

Z. Communal Refuse and Recycling Collection Areas.

- a. For development projects with communal refuse and recycling areas/containers, a communal refuse room or enclosure structure shall be provided that is adequate in capacity, number, and distribution to accommodate all waste generation of the site. The number of containers and collection areas shall be reviewed and approved by the local disposal service.
- b. Location and Screening of Communal Refuse and Recycling Enclosures. Refuse and recycling collection areas shall be integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties by complying with the following the standards. See additional requirements in SCCC Section 18.30.060 (Solid Waste and Recycling Enclosures and Storage Areas).
 - i. Refuse and recycling collection areas shall be prohibited along front or street side frontages, or in any required parking spaces, required landscape areas, and open space areas.
 - ii. Refuse and recycling collection areas shall be located inside of buildings or inside of covered enclosures located along alleys, in parking areas, or at the rear and side of buildings.
 - iii. Refuse and recycling collection areas, to the extent feasible, shall be located as far as possible from the residential portion of mixed-use buildings and open space areas. Storage areas

shall not be located closer than 20 feet from doors or operable windows of adjacent structures.

- iv. Enclosures shall be on a concrete pad with a concrete apron that facilitates the handling of the individual bins or containers.
- v. Enclosures shall be adequate in height to fully screen containers and materials.
- vi. Enclosures shall be opaque and made of a primary exterior finish material(s) used on other portions of buildings, masonry, decorative block, or architectural grade wood, and may be accented with metal. Barbed wire and chain-link fencing are prohibited.
- vii. Enclosure doors shall not swing into any public right-of-way, driveway approaches, or drive aisles. In these cases, sliding doors may be used.
- viii. Separate pedestrian access shall be provided to encourage main gates to remain closed. Enclosures shall be properly secured to prevent access by unauthorized persons, while allowing authorized persons access for disposal of materials.

AA. Lighting and Security.

- a. Open parking areas and common open space areas shall include lighting which provides a minimum illumination of one footcandle. Lighting fixtures shall be weather and vandal resistant. Lighting shall reflect away from residential areas and public streets.

- b. All main entrance doors to individual dwelling units shall be equipped with one hundred eighty (180) degree door viewers. Each main entrance door shall be equipped with a deadbolt lock with a cylinder guard, a minimum of one-inch bolt projection and a maximum security strike plate.
- c. All sliding glass doors and ground floor windows shall be equipped with auxiliary locks, as approved by the Chief of Police.

18.27.910 Additional Development Standards Townhomes.

A. **Maximum Townhome Units in Row.** There shall be a maximum of 10 townhome units per building/row.

B. **Minimum Building to Building Distance:**

- a. When townhomes face each other onto a landscaped central path/open space (personal and/or common) there shall be a minimum width of 30 feet from building face to building face. Balconies may project up to five feet from either building face into the central path/open space. Other building projections are allowed to encroach within the minimum width of the common path/open space per SCCC Section.
- b. The minimum garage alley width (from building face to building face) shall be 20 feet for emergency vehicle access. The minimum distance from garage door to garage door shall be 26 feet.

C. **Facade Modulation.** Townhome units shall employ at least two of the following building modulation strategies:

- a. Varied roof forms, including but not limited to changes in roof height, offsets,

change in direction of roof slope, dormers, parapets, etc.;

- b. Use of balconies, front porches, overhangs, or covered patios; and/or,
- c. Projections, offsets, and/or recesses of the building wall at least two feet in depth, such as bay windows.

D. Facade Articulation. All building elevations that face a street or a shared driveway shall employ varied facade articulation of wall surfaces. Facades shall incorporate at least three of the following features, consistent with the design style, which provide articulation and design interest:

- a. Variation in texture or material, provided all exterior wall textures and materials are consistent with the overall architectural style of the dwelling;
- b. Building base (typically bottom three feet) that is faced with a stone or brick material, or is delineated with a channel or projection;
- c. Railings with a design pattern and materials such as wood, metal, or stone which reinforces the architectural style of the building;
- d. Decorative trim elements that add detail and articulation, such as door surrounds with at least a two-inch depth, decorative eave detailing, belt courses, etc.;
- e. Decorative window elements such as, lintels, shutters, window boxes, etc.; and/or,
- f. Roof overhangs at least 18 inches deep.

E. Corner Side Units. Any end unit where the side facade faces the public right-of-way, private street, or publicly-accessible pathway is considered a Corner Side Unit and shall meet the following standards:

- a. The Corner Side Unit building facade shall have a glazing area greater than or equal to 15 percent of the facade area.
- b. The Corner Side Unit facade shall have at least one architectural projection that projects a minimum of 18 inches from the street facing facade (e.g., bay windows on the exterior of the house, canopies/screening devices, etc.) with a minimum width of two feet.

F. Building Entries.

- a. Orientation.
 - i. Dwelling units that abut a public right-of-way shall orient the primary entryway toward the public street. Deviations from this requirement may be approved by the Director for projects where the project site is located on an expressway, provided the facade facing the public street is designed with similar details and treatments to those of the front facade.
 - ii. Dwelling units located in the interior of a development shall orient the primary entryway toward and be visible from a private street, pedestrian pathway, or courtyard/ common open space.
- b. Weather Protection. Primary entries shall have a roofed projection (such as a porch) or recess that is a minimum four feet wide and three feet deep by recessing the entry or using a combination of these methods (not including primary roof overhang).

G. Roof Edge Treatment. All townhomes with sloping roofs shall have eave overhangs of not less than 12 inches measured from the vertical side of the

residential structure unless overhangs are incompatible with the architectural style of the structure.

H. **Window Recess/Trim.** Windows shall be recessed at least three inches from the plane of the surrounding exterior wall or shall provide a combination of trim and recess with a minimum one-inch recess.

I. **Colors and Materials.**

- a. Variation in Materials. At least two materials shall be used on any building frontage, in addition to glazing and railings. Any one material must comprise at least 20% of the building frontage, excluding windows, railings, and trim.
- b. Material Changes at Corners. A change in material shall be offset by a minimum of two inches in depth. Materials shall continue around corners for a minimum distance of four feet. If feasible, the same material should continue to the next change in the wall plane.

J. **Durable Materials.** Buildings shall incorporate durable finish and/or accent materials, which include masonry, tile, stone, stucco, architectural grade wood, brick, glass, and finished metal. Low quality materials including corrugated metal, stucco foam trim, and T1-11 siding are prohibited.

K. **Building Component Colors.** All vents and electrical conduits shall be painted the same color as the adjacent surface.

SECTION 2: That section 17.15.310 (“Standards deemed minimum requirements”) of Chapter 17.15 (“Property Developments”) of Title 17 (“Development”) is hereby amended to read as follows:

“17.15.310 Standards deemed minimum requirements.

- A. The standards established by this Chapter are minimum standards only, and the City Council reserves the right to require higher standards in the event that the City Manager of the City shall find that the minimum standards established by this chapter are not adequate, suitable, or proper because of traffic patterns, the location, soil structure or any other cause in the area in which the improvement of facility is located.
- B. Notwithstanding any other provision of this Chapter, in the event of any conflict between the terms of this Chapter and the terms of Chapter 18.27 (“Regulations for the El Camino Real Corridor”) of Title 18 (“Zoning”), as may be amended, the terms of Chapter 18.27 shall control.”

SECTION 3: That a new section 17.40.117 is hereby added to Chapter 17.40, Citywide Affordable Housing Requirements, of Title 17 (entitled “Development”), of “The Code of the City of Santa Clara, California” (“SCCC”) to read as follows:

“17.40.117 Affordability Levels – El Camino Real Specific Plan.

For either ownership or rental housing developed under the El Camino Real Corridor Zoning Districts in the El Camino Real Specific Plan Area, the following affordable housing requirements apply:

- (a) Notwithstanding Subsection 17.40.080(a), residential ownership projects of ten or more units must provide at least fifteen percent (15%) of the units at affordable housing costs for extremely low, very low, low and moderate income households, or some combination of those income categories. A developer shall select income categories for each of the affordable units such that the average income of purchasers will not exceed eighty percent (80%) of AMI. Residential ownership projects of fewer than ten units may

either provide one dwelling at an affordable housing cost for a household earning up to eighty percent (80%) of AMI, or pay an in-lieu fee identified for residential ownership projects in the affordable housing master fee schedule.

(b) Notwithstanding Subsection 17.40.090(a), residential rental projects of ten or more units must provide at least fifteen percent (15%) of the units at affordable housing costs made available at affordable rental prices to extremely low, very low, low, and moderate income households as long as the distribution of affordable units averages to a maximum of eighty percent (80%) of AMI. Residential rental projects of fewer than ten units may either provide an affordable unit at an affordable housing cost for a household earning up to eighty percent (80%) of AMI, or pay an in-lieu fee identified for residential rental projects in the affordable housing master fee schedule.

(c) In-Lieu Fee for Rental Units. In order for residential development projects under the El Camino Real Corridor Zoning Districts in the El Camino Real Specific Plan Area to satisfy the affordable housing requirement through payment of an In Lieu Fee, the City Council shall establish a fee per square foot for the Specific Plan Area to reflect the reduced average AMI of 80 percent.”

SECTION 4: Effective date. This ordinance shall take effect thirty (30) days after its final adoption; however, prior to its final adoption it shall be published in accordance with the requirements of Section 808 and 812 of “The Charter of the City of Santa Clara, California.”

PASSED FOR THE PURPOSE OF PUBLICATION this 19th day of May, 2026, by the following vote:

AYES: COUNCILORS:

NOES: COUNCILORS:

ABSENT: COUNCILORS:

ABSTAINED: COUNCILORS:

ATTEST:

NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference: None

Web Links

Name of Document: El Camino Real Specific Plan (April 2026)

<https://www.santaclaraca.gov/home/showpublisheddocument/89199>

Environmental Website:

Here you will find documents related to the environmental assessment of the project and any information regarding meetings related to the environmental assessment of the project.

<https://www.santaclaraca.gov/Home/Components/BusinessDirectory/BusinessDirectory/547/15209?alpha=E>

Project Website:

Here you will find the Specific Plan document and a summary of the project planning process and information regarding past community meetings.

<https://www.santaclaraca.gov/our-city/departments-a-f/community-development/planning-division/specific-plans/el-camino-real-specific-plan-revision>

These documents are available for viewing in the Community Development Department



Agenda Report

26-173

Agenda Date: 4/8/2026

REPORT TO PLANNING COMMISSION

SUBJECT

Action on an Ordinance of the City of Santa Clara, California, Authorizing the Installation of Supergraphic Signs on Building Surfaces in the Vicinity of Levi's Stadium During a Limited Time Period Surrounding FIFA World Cup 2026 Special Events

BACKGROUND

On December 9, 2025, the City Council approved a Special Event Zone Ordinance (Ordinance) intended to support public health, safety, and general welfare, including mobility management, and operational logistics for Special Events, including the 2026 Super Bowl LX and FIFA World Cup events at Levi's® Stadium (Staff report and Ordinance provided as Attachment 1). This Ordinance included an approved Special Event Zone boundary map that focused on the streets, public access routes, and outdoor gathering areas surrounding the Stadium and the adjacent entertainment and transit corridors (Attachment 2).

During the Super Bowl LX event, there was interest in authorizing the temporary installation of Supergraphics, however at the time the Ordinance did not allow for such use. In planning for the upcoming FIFA Special Events, the City is now proposing to allow temporary Supergraphic signs within the Special Event Zone boundary. To allow such signs, an amendment to the Sign Ordinance (Title 18, Chapter 18.42) is required, as such signs are prohibited under the current code. Therefore, the City is proposing an ordinance (Attachment 3) authorizing the installation of Supergraphic signs (Supergraphic Ordinance) on building surfaces in the vicinity of Levi's Stadium during a limited time period surrounding FIFA World Cup 2026 special events.

DISCUSSION

Supergraphic signs are large static signs on a flexible material (generally vinyl-based) attached to a building with adhesive or anchor bolts. The City's sign ordinance currently prohibits establishment of any new commercial billboards anywhere in the City except in the immediate vicinity of the Related Santa Clara project, or when old billboards are replaced at a 3:1 ratio. Outside of those circumstances, new advertising signs are limited to on-site or non-commercial advertising. The proposed ordinance would create a separate, one-time exception for supergraphics installed in the designated Special Event Zone. An example would be the "Uber" sign that was displayed on the Hilton Santa Clara hotel building at 4949 Great America Parkway during Superbowl LX in February 2026, see Attachment 4, Supergraphic Sign Example.

The proposed Supergraphic Ordinance was prepared to be applicable during FIFA World Cup 2026 special events at the Stadium, and is designed to advance two core objectives: (1) orderly operations around the Stadium and related sites; and (2) aesthetics, creating a visually vibrant Event Zone.

To achieve these objectives, the proposed Supergraphic Ordinance regulations have been narrowly

tailored. First, they only apply during designated event activation periods for the event (generally, just before, during, and just after the events themselves), and second, the Ordinance includes a sunset date of July 31, after which the sign code would revert to its prior form. The regulations also only apply within the specified geographic area as previously approved by the City Council with the adoption of the Special Event Zone Ordinance. The geographic area is the area expected to be impacted by event activities and is shown on the attached Special Event Zone boundary map (Attachment 2).

The Supergraphic Ordinance will allow Supergraphic Signs on buildings within the Special Event Zone subject to regulations including, but not limited to:

- The Building shall have no residential uses;
- The Building height must be three (3) or more stories above grade;
- Each Supergraphic sign may wrap around a building (around multiple facades);
- A Supergraphic Sign may consist of non-contiguous segments;
- No Supergraphic Sign may extend above a building parapet;
- No Supergraphic Sign shall be displayed at a height less than forty (40) feet above grade; and
- No Supergraphic Sign shall be externally illuminated.

Allowance of a Supergraphic sign will require the approval of a Sign Permit issued by the City pursuant to Santa Clara City Code Section 18.42.060 - Application and Review of Sign Permits.

Proposed Planning Commission Actions

The project is presented to the Planning Commission for consideration and action. The following specific actions are required:

1. CEQA: Determine the project to be exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 (Class 1 - Existing Facilities); and
2. Zoning Code Amendment: Recommend that the City Council approve the Ordinance of the City of Santa Clara, California, Authorizing the Installation of Supergraphic Signs on Building Surfaces in the Vicinity of Levi's Stadium During a Limited Time Period Surrounding FIFA World Cup 2026 Special Events.

The proposed action is a legislative decision (as opposed to a quasi-judicial decision); as such, no specific findings are required to make (or decline to make) the recommendation. The Planning Commission may also provide an alternate recommendation to the City Council different from adopting the Supergraphic Ordinance as proposed or recommend modifying any of its additional provisions. The proposed Supergraphic Ordinance is included as Attachment 3, with code changes presented in strikethrough and underline.

ENVIRONMENTAL REVIEW

The action being considered is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 (Class 1 - Existing Facilities), in that the project consists of the temporary allowance of flat building mounted signs that would involve negligible or no expansion of an existing use.

FISCAL IMPACT

There is no fiscal impact to the City for processing the zoning code amendment other than administrative time.

COORDINATION

This report and Ordinance have been coordinated with the City Attorney's Office and the City Manager's Office.

PUBLIC CONTACT

Public contact was made by posting the Planning 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 or at the public information desk at any City of Santa Clara public library.

Newspaper notice of this item was published in *The Weekly*, a newspaper of general circulation, on March 18, 2026. At the time of this staff report, no comments have been received by the Planning Division in support or opposition to the project.

RECOMMENDATION

1. Determine the project to be exempt from the California Environmental Quality Act (CEQA) formal pursuant to CEQA Guidelines Section 15301 (Class 1 - Existing Facilities); and
2. Recommend that the City Council approve an Ordinance in substantially the form presented Authorizing the Installation of Supergraphic Signs on Building Surfaces in the Vicinity of Levi's Stadium During a Limited Time Period Surrounding FIFA World Cup 2026 Special Events.

Prepared by: Lesley Xavier, Planning Manager

Reviewed by: Alexander Abbe, Assistant City Attorney

Approved by: Afshan Hamid, Director of Community Development

ATTACHMENTS

1. Special Event Zone Ordinance Staff Report and Ordinance
2. Special Event Zone Boundary Map
3. Supergraphic Ordinance
4. Supergraphic Sign Example
5. Planning Commission Resolution



Agenda Report

25-1671

Agenda Date: 12/9/2025

REPORT TO COUNCIL

SUBJECT

Action on Introduction of a “Special Event Zone” Ordinance Regulating and Prohibiting Certain Activities within a Protected Area in Connection with the 2026 Major Events at Levi's® Stadium

BACKGROUND

At the November 18, 2025 Council meeting, the City Council considered a proposed Special Event Zone ordinance (Ordinance) intended to support public health, safety, and general welfare, including mobility management, and operational logistics for Special Events, including the 2026 Super Bowl LX and FIFA World Cup events at Levi's® Stadium (Attachment 1, RTC 25-1591). The City Council conducted an extensive discussion regarding the proposed regulations for the 2026 Major Events and raised questions related to the geographic boundaries of the proposed Special Event Zone, the effects of temporary restrictions on local businesses and residents, enforcement roles, community outreach, and opportunities to ensure that local vendors are appropriately informed and able to participate within permitted activations.

In response, staff prepared a simplified ordinance, making it easier for the public to understand, and removing restrictions the City Council felt were too restrictive and not necessary to address public health, safety, and welfare concerns. To better evaluate the effects of event time periods and the geographic footprint involved, staff recommends narrowing the current ordinance to address only Super Bowl LX at this time. A separate resolution for the FIFA World Cup will be brought forward once the operational plans for those events are further developed and can be more accurately assessed. The updated Ordinance also expressly requires compliance with existing City Code provisions to ensure the City's standard protections remain in place. While staff continues to recommend adoption of the originally proposed map, a reduced-footprint alternative is also provided for Council consideration, along with clarifying explanations in the FAQ sheet, Attachment 2, and enhanced implementation and outreach strategies consistent with Council direction.

DISCUSSION

Overview of the Updated Ordinance Structure

The updated Ordinance, Attachment 3, restricts itself to six temporary special event specific regulations that apply only during the Special Event Time Period and within the designated Special Event Zone. A comparison of the original ordinance and the updated Ordinance, Attachment 4, is also included with this report.

All other regulatory frameworks for sidewalk vending, special events permits, temporary uses, counterfeit goods enforcement, signage, noise, and public safety requirements remain governed by existing State, Federal, and local (City Code) regulations and do not need restatement in the ordinance.

Key Elements of the Revised Ordinance

The simplified Ordinance introduces only the following Special Event-specific restrictions:

1. **Pause on Sidewalk Vending Permits within the Zone**

Only Chapter 5.05 permits within the Zone are paused during activation; permits remain valid elsewhere.

2. **Prohibition on Outdoor Sales of Food and Beverage**

The prohibition applies to outdoor sales when visible from public areas **except when** food and beverage sales are distributed in the ordinary course of business, at the usual location of properly permitted businesses.

3. **Prohibition on Outdoor Merchandise Sales**

The prohibition applies to outdoor sale or distribution of merchandise when visible from public areas **except when** merchandise sales are distributed in the ordinary course of business, at the usual location of a properly permitted business.

4. **Prohibition on Mobile-Unit Vending and Advertising**

The prohibition applies to any trucks, trailers, carts, bikes, or any wheeled vending unit not fixed to a foundation.

5. **Prohibition on Free Product Sampling or Giveaways in Public Areas**

This prohibition applies to promotional giveaways on streets, sidewalks, and outside an enclosed building. Based on feedback from the City Council, staff modified this section to expressly allow distribution of coupons when directly connected to businesses operating within the enclosed building, and where the distribution occurs wholly on private property outside of that building. Staff feels that adding this exception assists in narrowly tailoring the regulation in a way that still addresses the safety impact created by free product sampling or giveaways happening in public areas.

6. Permit Required for Temporary Structures. No temporary structure shall be constructed, placed, occupied or used (including, but not limited to, temporary location of tents, canopies, umbrellas and air supported, air-inflated and tensioned membranes) on non-residential property unless it is approved as an associated use with a Temporary Use Permit issued by the City pursuant to Santa Clara City Code Chapter 18.122.

In addition, and in response to concerns expressed from the City Council at the November 18, 2025 City Council meeting, staff removed the following prohibitions:

- 1. Permit requirements for Parades, Races and Block Events.** Staff felt comfortable removing this requirement as the City's Code provides sufficient protections in Chapter 12.15 (Parades and Processions).
- 2. Outdoor Commercial Signs and Advertising Displays.** Staff felt comfortable removing this requirement as the City's Code provides sufficient protections in Chapter 18.42 (Sign Regulations). Section 18.42.080 of the City Code broadly prohibits a wide range of sign types citywide including animated, inflatable, portable, rooftop, natural-feature-mounted, nonconforming, billboard, and certain illuminated signs unless expressly allowed elsewhere in the Sign Regulations.

These changes improve clarity, maintain public safety goals, and respond directly to the City Council concerns expressed during the prior meeting. The Ordinance also includes standard clarifying sections on compliance with existing laws, enforcement authority, and administrative penalties.

Special Event Zone Time Periods

The Special Event Zone time periods remain unchanged from the original Ordinance. They are proposed as follows:

- Super Bowl LX: Proposed activation February 1, 2026 (8:00 a.m.) - February 10, 2026 (10:00 p.m.).
- Additional Special Events, including, FIFA World Cup 2026: By separate Council resolution designating the event, dates, and map.

Special Event Zone Map Options

In response to the City Council's feedback, staff has developed an alternative Special Event Zone Map, "Map A", that reduces the overall boundary area, thereby limiting the application of regulations in residential and commercial neighborhoods farther from the Stadium and its associated impacts. Additionally, the initial proposed map, "Map B", is included in this staff report for reference and as an option for the City Council to consider, should it feel that the changes to the ordinance sufficiently address prior concerns and the initial zone is preferred.

The updated Special Event Zone boundary continues to focus on the streets, public access routes, and outdoor gathering areas surrounding the Stadium and the adjacent entertainment and transit corridors. The revised boundary reflects current patterns of pedestrian and vehicle activity anticipated during major event operations, including event load-in, active event days, and post-event load-out. It also incorporates key ingress and egress routes that remain essential for emergency response, transit services, rideshare operations, Stadium patrons, and credentialed event vehicles, ensuring that temporary commercial activity does not interfere with critical mobility needs.

The Special Event Zone boundary is important for the City to maintain public health, safety, and general welfare by allowing for predictable and coordinated management of outdoor commercial activity, crowd movement, and emergency access during Special Events. The boundary is intended to establish a refined geographic approach providing a consistent and transparent regulatory framework that builds on Santa Clara's established major-event practices, enabling the City to continue prioritizing public health, safety, and mobility while supporting efficient event operations and improved experience for residents and visitors.

A. Map A

Map A was designed to reduce the area affected by temporary restrictions while still retaining core public safety and mobility benefits. This area is a slightly smaller boundary and provides a more limited, tightly drawn zone, focusing primarily on:

- Immediate area surrounding the Stadium
- Critical emergency and transit corridors
- Key ingress/egress routes with historically high pedestrian and traffic congestion

B. Map B

Alternatively, Map B, Larger Boundary (Original Proposal) was designed to fully integrate all areas utilized for load-in/out, fan mobility, broadcast, temporary security perimeters, and emergency response staging. Map B reflects the full operational footprint identified for Super Bowl LX and FIFA World Cup 2026, including:

- Levi's® Stadium and immediate surroundings
- Circulation corridors used for pedestrian flow, shuttles, rideshare, and emergency access

- Large sections of the surface parking lots
- Adjacent properties expected to host hospitality, media operations, or credentialing
- Portions of Great America Parkway, Tasman Drive, and associated access point

Both maps are provided as Attachment 5 (Map B) and Attachment 6 (Map A) for City Council consideration. Map B remains Staff's recommendation because it most accurately reflects the full area anticipated to experience increased activity, traffic, and commercial impacts associated with Super Bowl LX. This broader boundary provides clearer expectations for residents and businesses while ensuring the City can effectively manage public safety, operations, and enforcement during the event period.

Enforcement

The updated Ordinance continues the enforcement structure previously discussed. Enforcement will happen primarily through Code Enforcement with back-up support from the City's Police Department, as well as partnerships with other law enforcement agencies to address particular violations, such as counterfeit goods. We have outlined the enforcement process to provide a clearer division of responsibilities. Enforcement will follow a coordinated, tiered approach:

1. Administrative Citations
 - Violations of mobile-unit vending restrictions within public streets/parks: penalties under City Code Chapter 5.05.
 - All other violations: administrative penalties under § 1.10.
2. Immediate Abatement and Seizure where applicable
3. Coordinated Field Teams
 - Police Department: primary response for safety risks, coordination of various law enforcement agencies, traffic management, and provides support for Code Enforcement when needed
 - Code Enforcement: monitoring of temporary structures, signage, and unpermitted activities
 - Public Works: right-of-way management
 - Event Security / NFL / FIFA: coordination for perimeter controls and credentialed access
4. Education-First Approach

Prior to the activation period, staff will emphasize education and voluntary compliance, including multilingual materials and on-site pre-event outreach to small businesses and vendors.

The Ordinance uses existing administrative citation authority and does not create any new enforcement mechanisms.

Community Outreach

In response to the City Council direction, staff have broadened and strengthened the outreach plan to ensure clear communication and wide community awareness:

- A dedicated Special Event Zone webpage featuring updated maps, FAQs, and related resources.
- Notices distributed through City email lists, social media channels, and local business associations.
- Coordination with residential HOAs and the Stadium Relations Ad Hoc Committee to support targeted outreach.

- Opportunities for community members to subscribe for updates and request additional information.

The goal is to provide consistent, transparent, and early information to ensure residents and businesses understand what the ordinance does and does not do.

Major Event Agreement Provisions Regarding Adoption of a Special Event Zone

Both the FIFA Assignment and Assumption Agreement (FIFA Agreement; Section 5.14) and the Super Bowl League Event Agreement (LEA; Section 6.9) contemplate City Council consideration and adoption of a Special Event Zone ordinance. Neither agreement, however, requires the City Council to adopt an Ordinance, and the City Council reserves the right to approve or disapprove such an ordinance in its sole discretion. There would be consequences, however, under the LEA if the City Council does not take action to approve an SEZ. As provided in LEA Section 6.9, if the Council doesn't initiate action to approve an SEZ by a specified date (now updated to be December 9, 2025), in a form consistent with NFL standards, StadCo and City shall meet and confer on what other lawful measures can be taken to assure that, to the maximum extent possible, equivalent protections can be implemented for the Super Bowl event. If such alternative measures cannot be agreed to by January 8, 2026, StadCo would have the right to terminate the LEA (and, if StadCo took such action, the City would have the right to terminate its agreements with BAHC for use of the Convention Center). Although a StadCo election to terminate the LEA seems unlikely, given the uncertainty this would create for all parties, the effect of such an election would be to revert the parties to their respective rights and obligations for hosting the Super Bowl under the original Stadium Lease (Article 21) and the related agreements with the City for public safety support for such events. Under these agreements, the SCSA's position has been that an LEA must be entered into to allow for a Super Bowl at the Stadium. SCSA also takes the position that while the City may be required to provide public safety support for the Super Bowl, StadCo would be responsible to reimburse City costs, and there is no "threshold" above which the SCSA would have to reimburse such costs to StadCo. While StadCo has agreed that they would be obligated to reimburse City public safety costs, they have not agreed that the SCSA can require an LEA as a condition to hosting the Super Bowl, or that no public safety cost "threshold" applies to this event. If agreements cannot be reached, such matters would likely need to be resolved under the applicable Stadium Lease arbitration provisions.

Next Steps. If introduced with the first reading waived, staff will return for final adoption at the next regular City Council meeting.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" within the meaning of a California Environmental Quality Act ("CEQA") pursuant to the CEQA Guidelines section 15378(a) as it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Even if adoption of the Ordinance was considered to be a project under CEQA, it would be exempt from CEQA review pursuant to CEQA Guidelines section 15061(b)(3) because it can be seen with certainty that there is no possibility that adoption of the Ordinance would have a significant effect on environment given that it does not involve or authorize any construction or physical activity that could impact the environment.

FISCAL IMPACT

There is no General Fund impact anticipated beyond staff time to implement and enforce time-limited

activations.

COORDINATION

This report and ordinance were coordinated with the City Manager's Office, City Attorney's Office, Police, Public Works, Community Development (Planning/Building/Code); Economic Development and Marketing; Communications; and the Stadium Authority.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official notice bulletin board outside the 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, and hard copies of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, emailing clerk@santaclaraca.gov, or visiting the public information desk at any City of Santa Clara public library.

In addition, the City developed a dedicated Special Event Zone webpage to provide ongoing updates, information, and FAQs, and created a subscription option to allow interested community members to receive notifications. Direct email outreach was also conducted to businesses located within the original proposed zone, as well as to all permitted mobile vendors citywide, to ensure broad awareness of the proposed ordinance and engagement opportunities.

RECOMMENDATION

Introduce an uncodified ordinance entitled "An Ordinance of the City of Santa Clara, California, Regulating Certain Activities within a Protected Area in Connection with Major Events and Related Activities in the City of Santa Clara," with Map B, waive first reading, and direct staff to return for final adoption at the next regular meeting, with authority for the City Attorney to make non-substantive edits.

Reviewed by: Glen Googins, City Attorney

Approved by: Jovan Grogan, City Manager

ATTACHMENTS

1. RTC 25-1591
2. FAQs on Special Event Ordinance
3. Proposed Ordinance
4. Ordinance Comparison
5. Special Event Zone Map B
6. Special Event Zone Map A

ORDINANCE NO. 2083

**AN ORDINANCE OF THE CITY OF SANTA CLARA,
CALIFORNIA, REGULATING CERTAIN ACTIVITIES
WITHIN A PROTECTED AREA IN CONNECTION WITH
MAJOR EVENTS AND RELATED ACTIVITIES IN THE CITY
OF SANTA CLARA**

WHEREAS, the City of Santa Clara (“City”) is home to Levi’s® Stadium (“Stadium”) which opened in 2014 and regularly hosts football events, concerts, soccer matches, and other events (“Events”);

WHEREAS, some of the Events hosted at the Stadium attract statewide, national and/or international interest, with increased potential for safety and security risks due to their large crowds, enhanced level of media attention, large number of high-profile attendees, and increased commercial and community activity at and around the Stadium (“Special Events”);

WHEREAS, in 2026, the Stadium will host two Special Events, Super Bowl LX (and related events) in February 2026, and FIFA World Cup 2026 (and related events), from late May through early July 2026;

WHEREAS, in addition to the Stadium, the City also has within its jurisdiction various other public and private facilities, parking areas, access roads, thoroughfares and other areas which may be used for the purposes of staging and conducting activities related to the Special Events at the Stadium, including support of Special Event security, logistics, traffic management and other community or commercial activities associated with the Special Events;

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WHEREAS, the Special Events will require extensive event load-in and load-out operations, including temporary structures, hospitality installations, security screening areas, broadcast compounds, fencing, and wayfinding systems, all of which necessitate maintaining clear and predictable access routes for emergency services, credentialed personnel, and freight deliveries;

WHEREAS, the primary ingress and egress corridors serving the Stadium are essential for the safe movement of attendees, emergency vehicles, transit providers, rideshare operations, and Event support staff;

WHEREAS, the Stadium is supported by extensive surface parking areas, pedestrian walkways, shuttle zones, and transit connections that experience significant pedestrian volumes before and after Special Events, and temporary restrictions on unpermitted vending and commercial activity within these areas are necessary to safeguard pedestrian travel and protect adjacent residential neighborhoods from spillover impacts;

WHEREAS, event and hospitality facilities adjacent to the Stadium, including the Santa Clara Convention Center, California's Great America theme park, and nearby hotels are expected to host Special Event related activities such as credentialing operations, media production, hospitality functions, fan activations, and community programming, creating additional demand for coordinated public safety, mobility management, and regulation of outdoor commercial activity;

WHEREAS, the Santa Clara City Code already prescribes regulations and restrictions to ensure smooth operations of Events at the Stadium, including local permit requirements and regulations for soliciting and peddling, signs, temporary short-term activities, and parades, races and block events;

WHEREAS, given increased security risks, increased number of people visiting the City to attend or participate in, and the large scale nature of Special Events, and related activities, the City has determined that it is within the public interest to adopt certain additional and temporary regulations (“Special Event Regulations”) to mitigate and manage these risks consistent with City’s interest in preserving the public’s health, safety and welfare;

WHEREAS, the City’s specific purposes for adopting the Special Event Regulations include: (1) promoting and protecting public health, safety, and welfare in and around the Stadium and other areas within the City impacted by Special Events; (2) exercising responsible public stewardship by managing Special Events to maximize economic benefits to the community, while protecting the public interest; (3) promoting and protecting good order and aesthetic qualities in and around the Stadium during Special Events and minimizing commercial blight; and (4) managing congestion and pedestrian and vehicular traffic flow within a specifically defined area around the Stadium (“Special Event Zone”) that would otherwise impede the free and safe flow of traffic, presenting safety and security risks, by hindering security operations and interfering with emergency vehicle access;

WHEREAS, the Special Event Zone boundaries will be specific to each Special Event, and will generally align with the autonomous vehicle geofenced rideshare map, underscoring the need to preserve adequate traffic flow, avoid congestion, and maintain safe and orderly transportation operations during Special Events;

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WHEREAS, establishing the Special Event Zone in advance of Special Events will allow the City to implement predictable and transparent regulations, coordinate enforcement, and maintain safe and efficient event operations from early event preparation through post-event crowd dispersal;

WHEREAS, certain Special Event Regulations regulate sidewalk vendors and those regulations are directly related to the health, safety, and welfare concerns identified in Santa Clara City Code section 5.05.440 which exist upon the sidewalks and other pedestrian paths within the Special Event Zone;

WHEREAS, in order to tailor the application of the Special Event Regulations to the time periods and the specific geographic areas where the public health, safety and welfare concerns are expected to arise, the Special Event Regulations will only apply, during the time periods designated for each Special Event and only within the Special Event Zone designated for each Special Event;

WHEREAS, these designated time periods are intended to encompass not only the days on which the Special Events occur, but also the necessary lead-up and operational phases including load-in, construction of temporary facilities, credentialing, security screening, and crowd-management preparations during which health, safety and welfare impacts similarly exist;

WHEREAS, maintaining these regulations continuously throughout the full preparation, event, and dispersal periods, rather than intermittently turning them on and off, is essential to ensuring consistent application, effective enforcement, operational clarity for the public and stakeholders, and the uninterrupted protection of public safety and orderly event operations; and

WHEREAS, based on the foregoing, the City has a substantial interest in adopting the Special Event Regulations set forth in this Ordinance, which shall be effective only during the specified dates and times applicable to Special Events and within the Special Event Zone designated.

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

SECTION 1: That the findings contained in the preamble of this Ordinance are determined to be true and correct and are hereby adopted by the City Council as a part of this Ordinance.

SECTION 2: Definitions. For purposes of this Ordinance the following terms shall have the meanings ascribed thereto:

- a. “Special Event” shall mean (1) Super Bowl LX, (2) FIFA World Cup 2026, or (3) any similar event held at the Stadium, expected to attract statewide, national and/or international interest, with increased potential for safety and security risks due to their large crowds, enhanced level of media attention, large number of high-profile attendees, and increased commercial and community activity at and around the Stadium that is designated as a “Special Event” by resolution adopted by the City Council.

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- b. "Special Event Time Period" shall mean the time period leading up to and after a Special Event during which Special Event Regulations shall be in effect. For Super Bowl LX the Special Event Time Period shall commence on February 1, 2026, at 8:00 a.m. and shall expire on February 10, 2026 at 10:00 p.m. Other Special Event Time Periods, including FIFA World Cup 2026, shall be designated by the City Council by Resolution.
- c. "Special Event Zone" shall mean with respect to Super Bowl LX that certain area surrounding the Stadium expected to be impacted by the conduct of such events and any related activities thereby necessitating the imposition of the Special Event Zone Regulations as more particularly shown on the map and description attached hereto as Exhibit "A" including all publicly owned property, public rights of way and private property located therein. Other Special Event Zones, including for FIFA World Cup 2026 shall be designated by the City Council by Resolution.

SECTION 3: Special Event Zone Regulations. With respect to each Special Event designated in accordance with the terms of this Ordinance, the following regulations shall apply for the duration of the Special Event Time Period and within the Special Event Zone designated for such Special Event.

- a. Pause on Existing Permits within Special Event Zone. All permits issued pursuant to Chapter 5.05 of the Santa Clara City Code for approved locations within the Special Event Zone shall be paused. If any such permit holder peddles at alternative approved locations designated in the permit, the permit shall only be paused in part, as applied to the approved location within the Special Event Zone, and shall remain in full force and effect as applied to the alternative approved location.

- b. Prohibition on Outdoor Sales of Food and Beverage. The outdoor sale of any food or beverages to the public visible from any public street, sidewalk or public rights of way shall be prohibited, including alcoholic beverages, except food or beverages sold or distributed in the ordinary course of business at a location for which the City has issued a Certificate of Occupancy, Conditional Use Permit or other permit authorized by the Santa Clara City Code.
- c. Prohibition on Outdoor Sales of Merchandise. The outdoor sale or distribution of merchandise (used in its broadest sense and including commercial property or transaction(s) of every kind) to the public visible from any public street, sidewalk or public right of way shall be prohibited, except merchandise sold or distributed in the ordinary course of business at a location for which the City has issued a Certificate of Occupancy, Conditional Use Permit or other permit authorized by the Santa Clara City Code.
- d. Prohibition on Mobile Unit Commercial Vending. Commercial vending from any "mobile unit," which includes any vehicle, truck, trailer, pushcart, wagon, bicycle, dray, conveyance or structure on wheels, not firmly fixed to a permanent foundation, whether or not required to have a license to operate issued by the California Department of Motor Vehicles, is prohibited.

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- e. Prohibition on Distribution of Free Products. The distribution or provision of free products, commercial services or coupons (otherwise referred to as sampling) and other promotional giveaways on public streets, sidewalks or rights of way or outside an enclosed building is prohibited. This prohibition does not apply to distribution of coupons outside of an enclosed building, and wholly occurring within private property, where the distributions provides direct support for the business operating within the enclosed building upon which the property is located.
- f. Prohibition on Mobile Advertising Displays. Mobile advertising (including, but not limited to signs on or attached to a “mobile unit” portable device or person) is prohibited. Notwithstanding the foregoing, buses, taxicabs, and other delivery vehicles that display advertising as a secondary use of the vehicle in the ordinary course of business, may travel within the Event Zone to pick up and drop off passengers and goods.
- g. Permits for Temporary Structures. No temporary structure shall be constructed, placed, occupied or used (including, but not limited to, temporary location of tents, canopies, umbrellas and air supported, air-inflated and tensioned membranes) on non-residential property unless it is approved as an associated use with a Temporary Use Permit issued by the City pursuant to Santa Clara City Code Chapter 18.122.

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SECTION 4: Compliance with Existing Federal, State and Local Laws. Nothing in this Ordinance modifies requirements to comply with existing federal, state, and local laws. This includes but not limited to requirements to comply with state and federal laws related to sale or distribution of counterfeit merchandise. It also does not change requirements to comply with the City's local regulations, including but not limited to requirements to obtain permits for activities when required by the Santa Clara City Code.

SECTION 5: Violations and Penalties.

- a. Mobile Unit Commercial Vending Violations. Violations of the "Prohibition on Mobile Unit Commercial Vending" provision within the public right-of-way or in a park owned and operated by the City, are punishable by the administrative remedies authorized in Santa Clara City Code Chapter 5.05.
- b. Administrative Remedies. Except as otherwise prohibited by state law, violations of any other provision of this ordinance by any person, firm, corporation, agent or employee thereof may be prosecuted as an administrative citation as set forth in Santa Clara City Code Chapter 1.10. Each day that a violation is permitted to exist shall constitute a separate offense.
- c. Other Enforcement Options. In addition to any other remedies herein, this ordinance may be enforced by an injunction issued by the Superior Court upon any suit by the City. If any activity that constitutes a violation of this ordinance also constitutes a violation of any state, federal, local, or common law, this ordinance shall not be the exclusive remedy and shall not be deemed to abrogate any other rights and remedies that may exist under law.

SECTION 6: Severability. If any section, subsection, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion or sections of the ordinance. The City Council declares that it would have adopted the ordinance and each section, subsection, sentence, clause or phrase irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional.

SECTION 7: No Impact on Existing Prosecutions/Fees. The changes provided for in this Ordinance shall not affect any offense or act committed or done or any penalty or forfeiture incurred or any right established or accruing before the effective date of this Ordinance; nor shall it affect any prosecution, suit or proceeding pending or any judgment rendered prior to the effective date of this Ordinance. All fee schedules shall remain in force until superseded by the fee schedules adopted by the City Council.


SECTION 8: CEQA. Adoption of this Ordinance is not a “project” as defined by CEQA pursuant to CEQA Guidelines section 15378 because it does not have any potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment and it involves only organizational and administrative activities of the City; it does not involve or otherwise authorize any construction or physical activity that could impact the environment. Even if adoption of the Ordinance was considered to be a project under CEQA, it would be exempt from CEQA review pursuant to CEQA Guidelines section 15061(b)(3) because it can be seen with certainty that there is no possibility that adoption of the Ordinance would have a significant effect on environment given that it does not involve or authorize any construction or physical activity that could impact the environment.

PASSED FOR THE PURPOSE OF PUBLICATION this 9TH day of DECEMBER, 2025,

by the following vote:

AYES:	COUNCILORS:	Chahal, Cox, Gonzalez, Hardy, Jain, and Park, and Mayor Gillmor
NOES:	COUNCILORS:	None
ABSENT:	COUNCILORS:	None
ABSTAINED:	COUNCILORS:	None

ATTEST:



NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

FINALLY PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF

SANTA CLARA this 16TH day of DECEMBER, 2025, by the following vote:

AYES:	COUNCILORS:	Chahal, Cox, Gonzalez, Hardy, Jain, and Park, and Mayor Gillmor
NOES:	COUNCILORS:	None
ABSENT:	COUNCILORS:	None
ABSTAINED:	COUNCILORS:	None

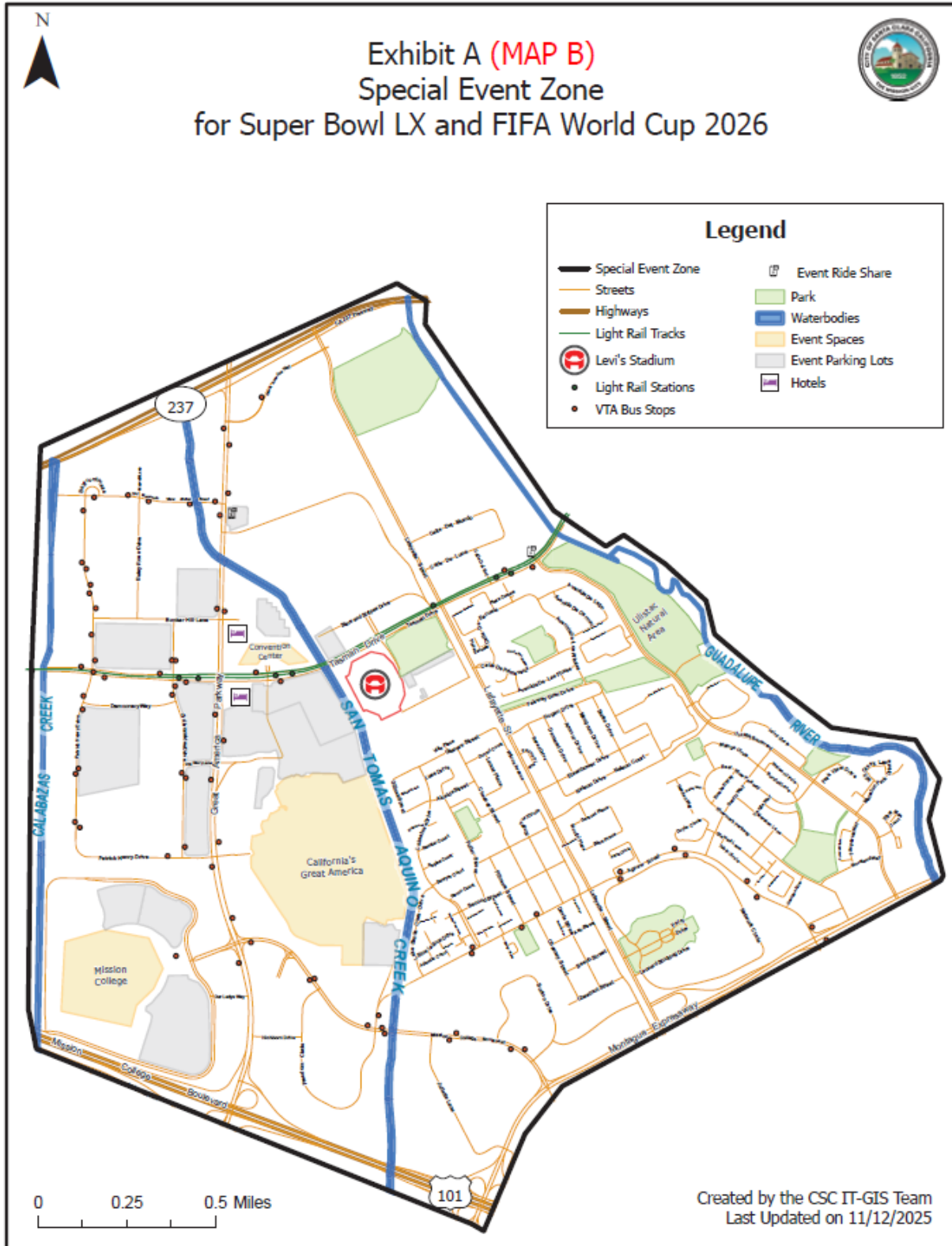
ATTEST:


NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference:

1. Exhibit A - Special Event Zone for Super Bowl LX

EXHIBIT A
Special Event Zone for Super Bowl LX



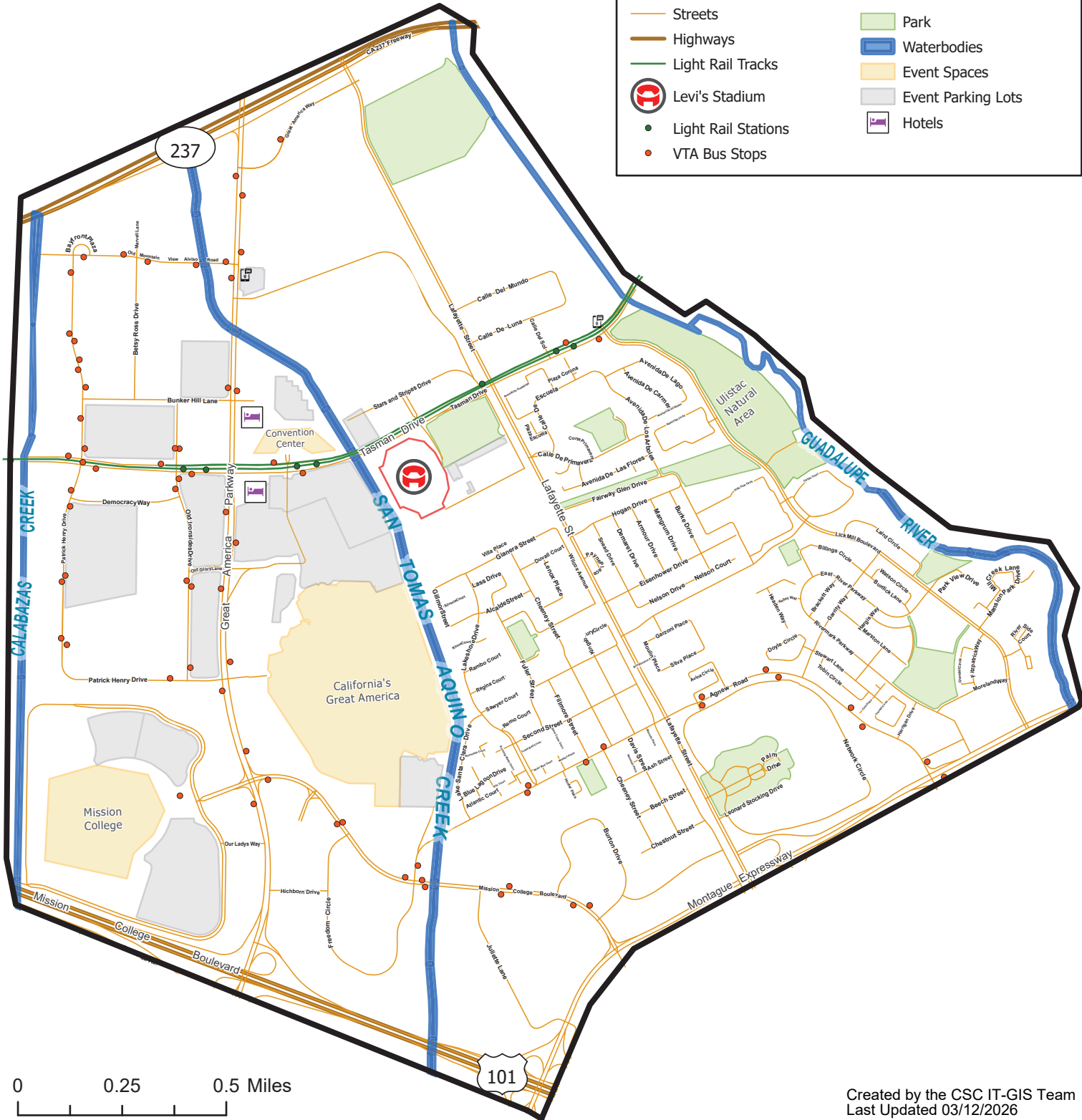
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Exhibit A (MAP B) Special Event Zone for FIFA World Cup 2026



Legend

- Special Event Zone
- Streets
- Highways
- Light Rail Tracks
- Levi's Stadium
- Light Rail Stations
- VTA Bus Stops
- Event Ride Share
- Park
- Waterbodies
- Event Spaces
- Event Parking Lots
- Hotels



ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SANTA CLARA, CALIFORNIA, ADDING A NEW SECTION 18.42.220 (“SUPERGRAPHIC SIGNS”) TO, AND AMENDING SECTION 18.42.090 (“BILLBOARDS”) OF, CHAPTER 18.42 (“SIGN STANDARDS”) OF TITLE 18 (“ZONING”) OF “THE CODE OF THE CITY OF SANTA CLARA, CALIFORNIA”) TO AUTHORIZE THE INSTALLATION OF SUPERGRAPHIC SIGNS ON BUILDING SURFACES IN THE VICINITY OF LEVI'S STADIUM DURING A LIMITED TIME PERIOD SURROUNDING FIFA WORLD CUP 2026 SPECIAL EVENTS

WHEREAS, on December 9, 2025, the City Council approved a Special Event Zone Ordinance (Ordinance) intended to support public health, safety, and general welfare, including mobility management, and operational logistics for Special Events, including the 2026 Super Bowl LX and FIFA World Cup events at Levi’s® Stadium;

WHEREAS, the City wishes to allow temporary Supergraphic Signs on building surfaces in the vicinity of Levi’s® Stadium during a limited time period surrounding FIFA World Cup 2026 Special Events;

WHEREAS, the City’s Zoning Ordinance does not allow for the placement of Supergraphic Signs;

WHEREAS, the City is proposing to amend the City’s Zoning Ordinance to temporarily allow for Supergraphic Signs in support of events around FIFA World Cup 2026;

WHEREAS, on April 8, 2026, the Planning Commission conducted a duly noticed public hearing to consider the Supergraphic Ordinance, at the conclusion of which, the Planning Commission voted to recommend adoption of the Supergraphic Ordinance; and

WHEREAS, on April 21, 2026, the City Council conducted a duly noticed public hearing to consider the Supergraphic Ordinance, 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 Ordinance.

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

SECTION 1: That a new Section 18.42.220 (“Supergraphic Signs”) is hereby added to Chapter 18.42 (“Sign Standards”) of Title 18 (“Zoning”) of “The Code of the City of Santa Clara, California”) (“SCCC”) to read as follows:

“18.42.220 Supergraphic Signs

A. **Definitions.** For purposes of this Ordinance the following terms shall have the meanings ascribed thereto:

1. “Supergraphic Sign” means a sign, other than a banner sign, which consists of flexible material attached flush to a building façade.
2. “Special Event” shall mean FIFA World Cup 2026 events held at the Stadium during the Special Event Time Period, expected to attract statewide, national and/or international interest, with increased potential for safety and security risks due to their large crowds, enhanced level of media attention, large number of high-profile attendees, and increased commercial and community activity that are designated as “Special Events” by resolution adopted by the City Council.
3. “Special Event Time Period” shall mean the Time Periods for FIFA World Cup 2026 designated by the City Council by Resolution.
4. “Special Event Zone” shall mean with respect to FIFA World Cup 2026 that certain area surrounding the Stadium expected to be impacted by the conduct of

such events and any related activities thereby necessitating the imposition of the Special Event Zone Regulations as more particularly shown on the map and description attached hereto as Exhibit "A" including all publicly owned property, public rights of way and private property located therein.

B. Limited Authority to Place Supergraphic Signs. One (1) Supergraphic Sign may be placed on a Building in connection with a Special Event, subject to the following:

1. The Building shall be located within the Special Event Zone;
2. The Building shall have no residential uses;
3. The Building height must be three (3) or more stories above grade;
4. No Supergraphic Sign shall cover any portion of a door; and
5. No Supergraphic Sign shall be displayed for more than one hundred twenty (120) consecutive days.
6. No Supergraphic Sign shall be mounted above the parapet of a roof.
7. One additional flat-mounted Supergraphic Sign attached to the roof of a Building shall be allowed in connection with a Special Event.
8. No Supergraphic Sign shall be located on a building or structure located on the City's Historic Resource Inventory (HRI);
9. Each Supergraphic Sign may wrap around a building (around multiple facades);
10. A Supergraphic Sign may consist of non-contiguous segments;
11. No Supergraphic Sign shall be displayed at a height less than forty (40) feet above grade;
12. No Supergraphic Sign shall be externally illuminated;

13. A Supergraphic Sign shall be maintained in good condition at all times and the Sign surface shall be free of dirt, rips and tears;
14. A Supergraphic Sign shall not reduce the otherwise allowable Sign Area for a Building or Parcel;
15. No Supergraphic Sign shall obstruct Fire Department aerial access, and all structures with a Supergraphic Sign shall continue to comply with all applicable California Fire Code requirements, including but not limited to CFC Section D105 and City Code Section 15.60.140.
16. A Supergraphic Sign shall require the approval of a Sign Permit issued by the City pursuant to Santa Clara City Code Section 18.42.060 – Application and Review of Sign Permits.”

SECTION 2: Section 18.42.090 (“Billboards”) of Chapter 18.42 (“Sign Standards”) of Title 18 (“Zoning”) of “The Code of the City of Santa Clara, California”) is hereby amended to read as follows:

“A. Intent.

1. The City has had a policy since 1978 (Ordinance No. 1365) to limit the number of outdoor advertising signs (also commonly referred to as “billboards”) in order to improve the quality of urban life for its citizens. It had been determined that billboards, by their very nature, constitute visual clutter and blight to the appearance of the City. It has also been determined that billboards impede traffic safety by unduly distracting motorists and pedestrians, creating traffic hazards, and reducing the effectiveness of signs needed to direct the public.

2. In 2016, the City Council approved a Master Community Plan and Comprehensive Sign Program for the CityPlace Santa Clara Project. In adopting the Master Community Plan, the Council made a finding that creating a specific, limited exception to the limitations on billboards for outdoor advertising facing inward into the “City Center” portion of the CityPlace Santa Clara Project, or facing toward Levi’s Stadium on Tasman Drive, would facilitate the City’s objective to create a pedestrian friendly “live, work, and play” environment that would function as a well-defined center of for the Santa Clara community. The City Council further found that creating this specific limited exception did not weaken the direct link between the City’s objectives and its general prohibition of new billboards, and would not denigrate the City’s interests in reducing visual clutter and blight to the appearance of the City, and in promoting traffic safety and reducing traffic hazards.
3. In 2026, the City has a once-in-a-generation opportunity to host several games of the FIFA Men’s World Cup matches and related events at Levi’s Stadium. In order to facilitate advertising for this extremely rare event and generate synergistic interest in the City and its businesses, the City Council determined that a narrow, short-term exception to the billboard prohibition should be provided in the vicinity of the Stadium during the Special Event Period.
4. The City reasserts its policy that the obtrusive nature of billboards makes it imperative that the City control the number, size, and location of billboards.

With the exception of the billboards authorized pursuant to the Master Community Plan for the CityPlace Santa Clara Project and the Comprehensive Signage Program for that project (the “CityPlace Billboards”), and the billboards installed as Supergraphics in connection with the 2026 FIFA Men’s World Cup matches during the Special Event Period (the “FIFA Supergraphics”), it is the continued position of the Council that billboards are not permitted within the jurisdictional boundaries of the City unless a particular billboard location has been approved. In the absence of a billboard location receiving affirmative approval from the Council, the application shall be denied.

4. It is the Council’s intent to permit no more billboards within the City except for the specific, limited exception for the CityPlace Billboards and the FIFA Supergraphics. The Council intends to restrict the presence of other billboards in the City by limiting the number of billboards (other than CityPlace Billboards and FIFA Supergraphics) to those physically in place or for which approvals have been granted as of the effective date of the ordinance codified in this chapter. Additionally, as billboards are physically removed or destroyed, it is the intent of the Council that the number of billboards will be permanently reduced by that number. As of December 19, 2023, there are 14 billboards physically in place that do not qualify as CityPlace Billboards or FIFA Supergraphics. There are two signs which have been treated historically as directional signs, and there is one approval for a directional sign yet to be constructed. It is the intent of the Council to

encompass all signs which conceivably could be construed as billboards within the definition of billboard other than the CityPlace Billboards and FIFA Supergraphics. Consequently, the total of 17 billboards is the starting point and ceiling for billboards at the effective date of the ordinance codified in this chapter.

5. It is the express intent of the Council to permit no further billboards within the City, other than the CityPlace Billboards and FIFA Supergraphics, and to reduce their number through attrition rather than pay compensation pursuant to the provisions of Article 7 (commencing with Section 5400) of Chapter 2 of Division III of the California Business and Professions Code, which provisions require compensation for billboards removed at governmental insistence.

B. General Provisions. All Billboards, other than the CityPlace Billboards and FIFA Supergraphics, are subject to the following:

1. Existing billboards shall not be relocated on the property.
2. There shall be no moving, rotating, or revolving signs or panels.
3. Signs are to be painted, repaired, backed with lattice when single-faced, and panels aligned as appropriate, and maintained in good condition.
4. The signs and sites of signs are to be maintained in a clean condition, and landscaping is required where such is practical.
5. In no event shall the total of billboards in the entire City exceed 17.
6. There are currently 17 billboards in place or approved for

construction. If and when a billboard, either nonconforming or with a permit, is physically destroyed or in a state of disrepair (50 percent or more of its reasonable construction value in either case), dismantled, removed, ceases to be used as a billboard for at least 120 consecutive calendar days, or is in any way terminated for any reason, the maximum number of billboards permitted to be in the City shall be reduced by that extent.

C. Outdoor advertising display relocation requirements.

1. Subject to the provisions in SCCC 18.42.090(A) and (B) and pursuant to Section 5412 of the California Business and Professions Code, the City may enter into agreements with advertising display owners to provide for the relocation of outdoor advertising displays.
2. The Council, following the review and recommendation from the Commission, may approve the relocation of advertising displays relocated pursuant to agreements made under this section.”

SECTION 3: Sunset Clause. This ordinance is intended to apply only during Special Event Time Period. Effective July 31, 2026, this Ordinance is automatically repealed, and all affected sections of the City Code shall revert to the language that was in effect prior to the adoption of this Ordinance.

SECTION 4: Savings clause. The changes provided for in this ordinance shall not affect any offense or act committed or done or any penalty or forfeiture incurred or any right established or accruing before the effective date of this ordinance; nor shall it affect any prosecution, suit or proceeding pending or any judgment rendered prior to the effective

date of this ordinance. All fee schedules shall remain in force until superseded by the fee schedules adopted by the City Council.

SECTION 5: Effective date. This ordinance shall take effect thirty (30) days after its final adoption; however, prior to its final adoption it shall be published in accordance with the requirements of Section 808 and 812 of “The Charter of the City of Santa Clara, California.”

PASSED FOR THE PURPOSE OF PUBLICATION this 21ST day of APRIL, 2026, by the following vote:

AYES:	COUNCILORS:
NOES:	COUNCILORS:
ABSENT:	COUNCILORS:
ABSTAINED:	COUNCILORS:

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

Attachments incorporated by reference:
1. Exhibit A - Special Event Zone Boundary Map

Hilton

ALL MAKES YOU

GET UP

EATS



FILE LAKE PARKING

FILE LAKE PARKING



Agenda Report

26-370

Agenda Date: 4/8/2026

REPORT TO PLANNING COMMISSION

SUBJECT

Planning Commission Input on the Charter Revision Process

BACKGROUND

At the March 11, 2026 Planning Commission meeting, City Attorney Glen Googins gave an overview of the ongoing Charter review process (commonly referred to as the “Charter Project”). He explained that this will be the first comprehensive update to the City Charter in many years, with the goal of modernizing it to better support efficient, transparent, and adaptable governance.

The Bylaws of the Charter Review Committee (CRC) formed to implement the Charter Project describe the general purpose of the CRC and the project as follows:

The purpose of the CRC is to work with City staff, with input from the community, to facilitate the implementation of the “Charter Project.” The Charter Project involves a process for comprehensive review of the City Charter to identify provisions in the Charter that should be corrected, clarified or modified for the Charter to be fully consistent with applicable state law, aligned with current best practices for City operations and, in general, easier to understand and apply. At the end of the process, the objective of the Charter Project is to produce a draft comprehensive Charter Amendment for presentation to the City Council and, if the City Council so directs, possibly the voters at the November 2026 Election.

Other relevant considerations include:

- **The Charter as a structural document.** It defines roles of officials and staff, distribution of authority, and high-level governance principles. Charters typically do not dictate operational details. Such details are better left to implementation by City codes and policies.
- **Improving efficiency and reducing administrative burdens.** Current processes require that too many routine items go to the City Council, creating staff workload inefficiencies, delays in project delivery, and unnecessary use of high-level decision-making. The amendments will result in more decisions at staff level where appropriate, and reserve Council involvement for true policy decisions.
- **Clarifying roles and responsibilities.** The revised Charter should better define what the City Council does (policy direction and oversight), what staff does (implementation and operations), and what commissions do (review of specific subject matter)
- **Maintaining flexibility for the future.** The Charter should avoid overly prescriptive language, ensuring that the Charter can accommodate new technologies, evolving procurement methods, and changing governance needs.

The Planning Commission has been identified as an important stakeholder in the review process,

particularly in connection with the review of Article X of the Charter, "Boards and Commissions." The City Attorney asked the Commission for their formal input on the role of the Planning Commission, as well as broader governance principles that affect planning, development, and project review.

DISCUSSION

The Planning Commission provided some initial feedback to the City Attorney at the March 11 meeting. Several Commissioners also individually provided written comments to Department staff since the March 11 meeting. The City Attorney and Planning staff also advised the Commission that some broader vision issues, such as transportation, sustainability, and connectivity, might be better suited for the General Plan, rather than the Charter, which is structural and more agnostic as to policy.

The City Attorney asked the Planning Commission to focus on the following issues:

1. Does the current composition of the Planning Commission (seven qualified electors) still make sense?

Charter Section 1006 currently identifies the size of the Commission (seven members); other than that, the only requirement to serve is that members be qualified electors. There are no other specific requirements, such as a background in Planning, development, or real estate. The Commission is also composed of seven "at-large" members; Commissioners are not appointed based on geographic districts.

Commissioners provided the following feedback:

- One Commissioner suggested that there should be some method of ensuring that there is an array of different backgrounds or professions on the Commission. For example, a Commission made up of seven real estate agents, or seven developers, or seven engineers, or seven laypersons with no knowledge of any of these topics, would provide a skewed perspective.
- Another Commissioner submitted a written comment that the current composition and requirements are satisfactory.

2. Does the current list of Commission powers and duties properly describe your role and function?

Charter Section 1007 currently lists the following powers and duties for the Planning Commission:

- a) Recommend to the City Council the adoption, amendment, or repeal of the General Plan or any part thereof for the physical development of the City;
- b) Exercise powers set by ordinance regarding land subdivisions, planning, and zoning; and
- c) Exercise other planning, zoning, and environmental functions

Commissioner comments on this Section, so far, included the following:

- *Public input.* The description of Commission in the Charter should emphasize the importance

of hearing and understanding the voices of the people.

- *Appeals.* The Planning Commission's decisions could be given more weight in subsequent City Council appeals. For example, if the Planning Commission made a decision via unanimous vote, the City Council should only overturn the Planning Commission by a unanimous vote. Or, if the Council overturned the Planning Commission, the Council would remand the decision back to the Commission for further consideration.

3. Do you have other general concerns about Article X, such as appointment, vacancies, terms, or attendance?

Commissioner comments included:

- *Attendance.* The attendance requirements for Commissioners need to be clarified, as there are currently no details.
- *Outreach Policies.* A Commissioner sought more accountability to establish whether notice had been properly provided, in response to circumstances when members of the public complain that they were never notified.
- *Modernization of Noticing.* Technology should be harnessed to provide broader noticing, such as "push" notifications on cellular devices instead of relying upon newspaper publications, and the Charter should continue to adapt to future technological changes.
- *Role of the Mayor.* A Commissioner asked whether, in the wake of going to district elections, the City would modify or integrate the role of a Mayor as an elected (at-large) representative, but holding no additional power beyond that of any of the other district representatives. The Commissioner asked whether this division of representation was fair and sustainable.

4. Do you have other concerns you would like to raise?

Commissioners raised several other concerns in both verbal comments on March 11, and in subsequent written comments, about both the content of the Charter and the process used for the Charter Review Project:

- *Flexibility.* A Commissioner stressed the need for the Charter to be able respond to technological innovations. As an example, regulations on where people can park their vehicles will not immediately translate to self-driving vehicles that have no driver and may not technically be "parking".
- *Guiding Principles.* The Project should include clear guiding principles, to enable transparency, accountability and inclusion of feedback from stakeholders and our community members.
- *Community Involvement.* The Project should clarify how community engagement and trust is being built through the process.
- *Providing Feedback.* A Commissioner was concerned that the method for Planning Commissioners to participate in the Charter Review Process may be inadequate to ensure that the Council get the full insight and information from the Commission and other bodies. The Commissioner is concerned that relaying this feedback through City staff may result in information being lost or modified before it can be reviewed or considered by the decisionmakers.
- *Evaluating Success.* The Project should have both qualitative and quantitative metrics to

measure the success of the effort.

- *Subsequent Review.* The Charter should include a process for periodic review of its terms (on the order of every ten years or so), to ensure that it continues to align with the values of future generations
- *Integration with Other Documents.* While the Charter is a broad umbrella of City government and governance structures, it should be vertically and horizontally integrated with other policies, ordinances, and plans
- *Measure R and Telecomm.* Charter Section 714.1 prohibits the lease or disposition of parkland for 180 days or more without a 2/3 vote of the electorate. This section could be revised to allow for the installation of wireless facilities.
- *Police Chief.* A Commissioner asked whether it was still appropriate for the Police Chief to be elected, rather than the more common municipal model of an appointed Police Chief.
- *Ease of Access.* The Charter should be interconnected to other documents with live links and references.
- *Flexibility in Timing to Respond to Urgent Issues.* The Charter should provide opportunities for the City to respond to pressing issues. The current timeline for adoption of ordinances does not allow for sufficiently swift responses to issues that arise (for example, the potential for ICE to appear at the Super Bowl, FIFA, and other unique events).
- *Robots.* A Commissioner asked whether the City could enact policies regulating unattended “bots” roaming in City parks, using City roads, and traveling in pedestrian paths. Delivery bots are already roaming the streets and increasing in frequency. The City could adopt regulations to ensure they safely share our public spaces.

Proposed Planning Commission Actions

The Charter Review Subcommittee on Boards and Commissions has its next meeting on April 16th. The Planning Commission should consider consolidating its comments in a manner that reflects the position of the entire Commission, ideally in areas where Planning Commission issues are implicated. Such comments can either be presented on your behalf by City Attorney staff and/or the Commission may also appoint a representative to present these comments to the Subcommittee.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a “project” within the meaning of the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines section 15378(b)(5) in that it is a governmental organizational or administrative activity that will not result in direct or indirect changes in the environment.

FISCAL IMPACT

There is no fiscal impact to the City.

COORDINATION

This report has been coordinated with the City Attorney’s Office.

PUBLIC CONTACT

Public contact was made by posting the Planning 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 or at the public information desk at any City of Santa Clara public library.

RECOMMENDATION

Provide consolidated comments to staff on Planning Commission relevant charter revisions for the Charter Review Committee and City Council to consider as a part of the "Charter Project" Charter Review Process. The Commission also has the option of appointing a representative to present these comments to the Subcommittee on Boards and Commissions.

Prepared by: Alexander Abbe, Assistant City Attorney

Reviewed by: Glen Googins, City Attorney

Reviewed by: Lesley Xavier, Planning Manager

Approved by: Afshan Hamid, Director, Community Development Department



City of Santa Clara

Meeting Agenda

Planning Commission

Wednesday, April 8, 2026

6:00 PM

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

The City of Santa Clara is conducting the Planning Commission Hearing meeting in a hybrid manner (in-person and method 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

How to Submit Written Public Comment Before Planning Commission Meeting:

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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. 26-384 [Planning Commission Meeting Minutes of March 11, 2026](#)

Recommendation: Approve the Planning Commission Meeting Minutes of the March 11, 2026 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. 26-415 [Continuance of the Third Zoning Code Cleanup Ordinance and Rezoning of Properties Currently Designated TN \(Transit Neighborhood\) to R6 \(Transit Neighborhood Residential\)](#)

Recommendation: Staff recommend that the Planning Commission open the public hearing on this item and then immediately continue the proposed project to May 20, 2026.

3. **26-246** [Action on the Revised El Camino Real Specific Plan, General Plan Amendment for the creation of five new General Plan land use designations, creation of the El Camino Real Zoning Districts, and an Environmental Impact Report and Mitigation Monitoring and Reporting Program](#)

Recommendation:

1. Adopt a resolution recommending that the City Council certify the EIR and related CEQA documents.
2. Adopt a resolution recommending that the City Council approve the El Camino Real Specific Plan, a specific plan consistent with CA Government Code Sections 65450-65457.
3. Adopt a resolution recommending that the City Council approve General Plan text amendment creating the Regional Corridor Mixed Use (55-100 DU/AC; 0.2 Commercial FAR); Corridor Mixed Use (45-65 DU/AC); Corridor Residential (26-45 DU/AC); Corridor Residential - Low (12-25 DU/AC); and Ground Floor Commercial Overlay land use designations, and amending the General Plan Land Use diagrams for Phases II and III to reflect the land use designations in the El Camino Real Specific Plan and remove the El Camino Real Focus Area.
4. Recommend that the City Council approve the ordinance amending the zoning code to create the El Camino Real Zoning districts.

4. 26-173 [Action on an Ordinance of the City of Santa Clara, California, Authorizing the Installation of Supergraphic Signs on Building Surfaces in the Vicinity of Levi's Stadium During a Limited Time Period Surrounding FIFA World Cup 2026 Special Events](#)

Recommendation:

1. Determine the project to be exempt from the California Environmental Quality Act (CEQA) formal pursuant to CEQA Guidelines Section 15301 (Class 1 - Existing Facilities); and
2. Recommend that the City Council approve an Ordinance in substantially the form presented Authorizing the Installation of Supergraphic Signs on Building Surfaces in the Vicinity of Levi's Stadium During a Limited Time Period Surrounding FIFA World Cup 2026 Special Events.

5. 26-370 [Planning Commission Input on the Charter Revision Process](#)

Recommendation:

Provide consolidated comments to staff on Planning Commission relevant charter revisions for the Charter Review Committee and City Council to consider as a part of the "Charter Project" Charter Review Process. The Commission also has the option of appointing a representative to present these comments to the Subcommittee on Boards and Commissions.

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 May 20, 2026 at 6:00 PM in the City Hall Council Chambers and via Zoom..

MEETING DISCLOSURES

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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City of Santa Clara

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

Agenda Report

26-384

Agenda Date: 4/8/2026

REPORT TO PLANNING COMMISSION

SUBJECT

Planning Commission Meeting Minutes of March 11, 2026

RECOMMENDATION

Approve the Planning Commission Meeting Minutes of the March 11, 2026 Meeting.



City of Santa Clara

Meeting Minutes

Planning Commission

03/11/2026

6:00 PM

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

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- Webinar ID: 917 2920 2898 or

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6:00 PM REGULAR MEETING

Call to Order

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

Pledge of Allegiance and Statement of Values

Secretary Cherukuru read the Statement of Values.

Roll Call

- Present** 5 - Commissioner Priya Cherukuru, Commissioner Qian Huang, Vice Chair Mario Bouza, Commissioner Lance Saleme, and Chair Eric Crutchlow
- Absent** 2 - Commissioner Yashraj Bhatnagar, and Commissioner Nancy A. Biagini

A motion was made by Commissioner Saleme, seconded by Commissioner Cherukuru to excuse Commissioners Biagini and Bhatnagar from the meeting.

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

Absent: 2 - Commissioner Bhatnagar, and Commissioner Biagini

DECLARATION OF COMMISSION PROCEDURES**CONTINUANCES/EXCEPTIONS**

None.

CONSENT CALENDAR

1. [26-274](#) Planning Commission Meeting Minutes of February 11, 2026

Recommendation: Approve the Planning Commission Meeting Minutes of the February 11, 2026 Meeting.

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

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

Excused: 2 - Commissioner Bhatnagar, and Commissioner Biagini

PUBLIC PRESENTATIONS

None.

PUBLIC HEARING

2. [25-1744](#) Study Session: Role of the Planning Commission in the Charter Review Process

City Attorney Glen Googins provide a PowerPoint presentation.

Commissioner Saleme inquired what the role of the Planning Commission was in items on the Planning Commission agenda; quasi judicial decisions, or in an advisory capacity. **Assistant City Attorney Alexander Abbe** provided input.

Chair Crutchlow announced that he is member of the Charter Review Committee.

City Attorney Glen Googins discussed the role of the Planning Commission is in the Charter Review Committee process and provided information that next steps would be for the Planning Commission to agendize the topic at a future meeting for an in depth discussion and action.

Commissioners provided input on the various topics being reviewed in the Charter Review Committee.

Planning Manger Lesley Xavier announced that Commissioners should send their input and questions to staff ahead of the April Planning Commission meeting to help organize and facilitate the upcoming discussion.

REPORTS OF COMMISSION/BOARD LIAISON AND COMMITTEE:

Commissioner Bouza provided a summary of the Joint Venture Silicon Valley event he attended on February 27, 2026.

1. Announcements/Other Items

Planning Manager Lesley Xavier announced there would be a Community Meeting on Thursday, March 12, 2026 to discuss the upcoming proposed Mariani's development.

Commissioner Saleme requested an update on the upcoming Board and Commission dinner with City Council.

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

DIRECTOR OF COMMUNITY DEVELOPMENT REPORTS:

1. Planning Commission Budget Update

Staff Aide II Elizabeth Elliott provide 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 8:27 p.m. The next regular scheduled meeting is scheduled for April 8, 2026.

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

Excused: 2 - Commissioner Bhatnagar, and Commissioner Biagini

MEETING DISCLOSURES

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City of Santa Clara

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Agenda Report

26-415

Agenda Date: 4/8/2026

REPORT TO PLANNING COMMISSION

SUBJECT

Continuance of the Third Zoning Code Cleanup Ordinance and Rezoning of Properties Currently Designated TN (Transit Neighborhood) to R6 (Transit Neighborhood Residential)

DISCUSSION

Staff are requesting a continuance of this item to the May 20, 2026 Planning Commission meeting to allow additional time for review and preparation of the resolution and related documents. Because this is a City-initiated project, there are no private applicants involved.

ENVIRONMENTAL REVIEW

No environmental determination is necessary for a continuance. An environmental determination will be included with the May 20th report.

PUBLIC CONTACT

A newspaper notice was published in the March 18, 2026 issue of the Santa Clara Weekly describing the proposed adoption of the Third Zoning Code Cleanup Ordinance and the proposed changes to the Zoning Map. Should the Commission open the public hearing and then continue the hearing for this project to May 20, 2026, additional noticing will not be required.

RECOMMENDATION

Staff recommend that the Planning Commission open the public hearing on this item and then immediately continue the proposed project to May 20, 2026.

Prepared by: John Davidson, Principal Planner

Approved by: Lesley Xavier, Planning Manager

ATTACHMENTS

None



Agenda Report

26-246

Agenda Date: 4/8/2026

REPORT TO PLANNING COMMISSION

SUBJECT

Action on the Revised El Camino Real Specific Plan, General Plan Amendment for the creation of five new General Plan land use designations, creation of the El Camino Real Zoning Districts, and an Environmental Impact Report and Mitigation Monitoring and Reporting Program

BACKGROUND

The El Camino Real Specific Plan Area is just over 250 acres and extends the entire 3.2-mile length of the El Camino Real corridor between the western City limits and Lafayette Street. There are approximately 2,500 existing residential units along the corridor and 2.8 million square feet of commercial uses.

The City of Santa Clara 2010-2035 General Plan identified specific geographic areas within the City as Focus Areas within Santa Clara, of which the El Camino Real is one. The purpose of a Focus Area is to accommodate a significant amount of the City's long term growth. The General Plan vision for El Camino Real is to transform this Focus Area from a series of automobile-oriented strip malls to a tree lined, pedestrian and transit-oriented corridor with a mix of residential and retail uses with an emphasis on mixed use and higher intensity development. This type of redevelopment is an opportunity to support the City's changing quality of life and economic vitality.

The revised Specific Plan implements the General Plan's goals and policies for the El Camino Real Focus Area and establishes the land use and development regulations for the Plan Area. Its adoption will allow up to 4,390 residential units along the corridor, establish fine-grained land use designations and detailed land use policy beyond those in the General Plan, and provide objective design standards to streamline and regulate new development projects.

Staff, working with a consultant, Raimi & Associates, has completed a revised draft of the El Camino Real Specific Plan, per prior City Council direction. The Specific Plan was initially prepared between 2017 and 2021, with multiple City Council check-ins and robust community outreach throughout the process. The first complete draft Specific Plan was presented to the City Council in June of 2021 however it was never adopted. Subsequent City Council actions are summarized below.

2021 City Council Action Summary

At the June 15, 2021 City Council meeting, the City Council reviewed the 2021 draft of the El Camino Real Specific Plan and directed staff to significantly modify the three proposed Specific Plan General Plan Land Use Designations. The City Council requested that the maximum heights for the three designations be two, three, and four stories, respectively, with corresponding reductions in allowable densities. These proposed changes were in response to concerns from community members and some City Council members about potential impacts of proposed heights and densities on adjacent single-family neighborhoods on the north side of El Camino.

On July 6, 2021, staff returned to the City Council to receive direction on the next steps for the El Camino Real Specific Plan. Staff explained that the reduced height limits would likely correspond to significant reductions in land density than those previously studied in the project Environmental Impact Report (EIR), requiring additional California Environmental Quality Act (CEQA) analysis and associated funding. Based on this information, the City Council directed staff to proceed with the significant modifications consistent with the reduced densities and height identified at the June 15, 2021 hearing, and to update and recirculate the project EIR accordingly.

On September 28, 2021, staff provided the City Council with more specific information on the process and costs to revise the Specific Plan per City Council's direction. The City Council then directed staff to proceed with the preparation of a revised, reduced density Specific Plan while also continuing to consider the original draft Specific Plan. Staff was also directed to prepare economic feasibility analyses for both alternatives. However, the City Council did not approve an accompanying amendment to the City's budget at that time to fund the work.

2022 City Council Action Summary

In June 2022, as part of the adoption of the FY 2022/23 and FY 2023/24 Capital Improvement Program (CIP) Budget, the City Council approved \$1.0 million in funding to proceed with preparation of the reduced density El Camino Real Specific Plan. The City Council also directed staff to return with alternative scopes of work, including options to reduce overall costs.

In September 2022, the City Council directed staff to prepare a significantly modified Specific Plan that retains enough density (4,400 residential units) and key elements of the prior plan (e.g., a range of densities that support mixed-use) to be consistent with the prior draft EIR. The Council also directed that the revised plan include the activity zones with building heights of up to six stories as proposed in the 2021 draft Specific Plan, and that an economic feasibility analysis be prepared for both Plans.

2023 City Council Action Summary

In March 2023, the City Council approved an agreement with Raimi & Associates, Inc. to provide services to revise the El Camino Real Specific Plan, consistent with prior Council direction.

In August 2023, the City Council directed staff to continue advancing the proposed land use plan as presented, including the addition of a fourth land use designation, Corridor Residential - Low (12-25 du/ac). This designation was proposed for the 60 properties along the corridor that serve as sensitive interfaces due to their proximity to single-family residences.

DISCUSSION

Since August 2023, staff and the consultant team have drafted an updated Specific Plan with revised guidelines, standards, and policies reflecting the new land use designation and Council direction. The updates specifically address concerns related to taller buildings and their potential to cast shadows on single-family lots.

The El Camino Real Specific Plan Citizen Advisory Committee was reconvened in December 2024 to review and provide feedback on the revised Draft Specific Plan document. Additional community outreach was conducted between February and April of 2025 to receive additional feedback. The revised version of the Plan is available on the El Camino Real Specific Plan website, also accessible

via the weblink included in Attachment 9.

On June 24, 2025, the City Council held a study session to review the revised Specific Plan. Key topics discussed by the Council included the need for sufficient parking for retail uses, applicability of the State Density Bonus law, retail preservation in key locations along the corridor, regulation of window placement in taller buildings overlooking single-family residences, and the appropriate approach for measuring the daylight plane specifically whether it should be measured from the lower grade of adjacent single-family homes rather than from parcels along El Camino Real.

Community Outreach

Staff have conducted a range of community outreach to receive feedback on the revisions.

- On December 16, 2024, the El Camino Real Community Advisory Committee (ECR CAC) met and provided input on the added land use designation to allow for townhome development on specific sites.
- On February 24, 2025, an open house was held at the Mission Branch Library, attended by approximately 40 community members. Attendees acknowledged the revisions and asked questions to staff and the consultant related to parking and public right of way improvements on El Camino Real. No significant comments on the revisions were provided.
- On April 2, 2025, a second community meeting was held at the Senior Center with approximately 15 attendees. No significant comments on the revisions were provided.
- On March 25, 2025, staff presented a summary of the Specific Plan to the Silicon Valley Central Chamber of Commerce.
- Additional outreach included social media posts on the City's Instagram and Facebook pages, as well as information about the revisions to the Plan in the City Manager's weekly email.

Considerations

The Planning Commission's primary considerations in evaluating the proposed Specific Plan are consistency with the General Plan; and the strength of the Plan's policies and standards to implement the Plan vision. The Planning Commission can identify areas where policies and standards may be enhanced, modified or further developed to align with City objectives and priorities. Their input and recommendations will be forwarded to the City Council for their consideration, and their direction will be incorporated into the final, adopted version of the Specific Plan.

General Plan Consistency

The General Plan envisions transforming the El Camino Real Focus Area from a series of automobile oriented strip malls to a tree lined, pedestrian and transit-oriented corridor with a mix of residential and retail uses. Key General Plan goals for the El Camino Real Focus Area include:

- 5.4.1 G1 - An economically viable mix of uses along El Camino Real that attracts upscale retail uses.
- 5.4.1 G2 - High quality design that respects the scale and character of adjacent residential neighborhoods and historic resources and creates a walkable environment.
- 5.4.1 G3 - Concentration of higher intensity commercial and residential development at key intersections with Regional Mixed-Use designations.
- 5.4.1 G4 - Pedestrian, bicycle and transit priority for mobility in the El Camino Real Focus Area.

The proposed Specific Plan achieves these goals by introducing additional land use designations that

provide clearer differentiation of land uses and a stronger correlation to anticipated development types. The Plan establishes more detailed land use policies that require commercial uses in key locations where they are most viable and can support destination shopping and placemaking. It further includes design standards to guide new development and improve the interface between new and existing land uses. Finally, the Plan provides a concept for the improvement of El Camino Real right-of-way to better serve pedestrians, bicyclists, and transit riders.

Specific Plan

The Specific Plan sets forth land use, urban design, and transportation policies that balance the community's wants and needs and support an overarching vision of a future El Camino Real Corridor. The Plan envisions a corridor that is:

- Mixed-use;
- Multi-modal;
- Anchored by vibrant shopping destinations and public open space;
- Provides housing options for a range of incomes and life stages;
- Designed to respect the scale and character of adjacent residential neighborhoods;
- An attractive and engaging pedestrian environment with wider sidewalks and street trees; and
- Protected or separated bicycle lanes for bicyclists and enhanced bus stops and boarding areas for transit riders.

The desired outcomes, listed above, are outlined in Chapter 2, Vision and Framework, and set the stage for the overall planning framework, policies, design standards and guidelines, and implementation actions.

Land Use Framework

El Camino Real is currently characterized by predominantly one-story automobile-oriented strip commercial development and surface parking located at the street edge, resulting in approximately 70% of the existing land area being dedicated to parking. Many of the parcels are relatively shallow, and located adjacent to single-family neighborhoods, which limits the potential for higher-intensity development. In response to these constraints, the land use framework focuses more intensive development at key nodes or "Activity Centers" while promoting a less intensive mix of commercial and residential uses in the "in-between" areas.

Adoption of Plan will amend the General Plan Land Use Designations along the entire corridor to include the following new designations:

- **Regional Commercial Mixed Use** (55-100 dwelling units per acre; 0.20 minimum commercial Floor Area Ratio (FAR) required) - applied to the larger shopping centers or activity centers and would support the most intensive uses.
- **Corridor Mixed Use** (45-65 dwelling units per acre; commercial allowed but not required, except where the Ground Floor Commercial Overlay is applied) - a medium density designation applied to the larger sites in the in-between areas.
- **Corridor Residential** (26-45 dwelling units per acre; commercial allowed but not required) - a lower density designation for sites with the most sensitive interfaces.
- **Corridor Residential - Low** (12-25 dwelling units per acre; commercial allowed but not required) - is intended for townhome development. These areas provide a low-intensity

residential character in keeping with adjacent single-family residential neighborhoods.

- **Ground Floor Commercial Overlay** - is applied to sites in the in-between areas where commercial uses are likely to be most viable and support pedestrian activity.
- **Public/Quasi-Public** - applied to City Hall and includes a variety of public and quasi-public uses such as government offices, schools, and childcare centers.

The estimated build out associated with the proposed land use designations of the Specific Plan, through the 2040 horizon year, includes the development of 4,390 housing units in beyond existing conditions, and a reduction of approximately 289,110 (10%) square feet of commercial space, when compared to the existing General Plan land use designations. These net growth projections are focused on sites with anticipated redevelopment potential and excludes sites such as recently constructed housing developments and the Santa Clara Town Centre (Target shopping center). While the Specific Plan permits office uses, the expected commercial development under the plan would primarily be retail and service uses.

Commercial Uses

The City's General Plan currently supports approximately 2.8 million square feet of retail development, spread out along the corridor. Following the recommendations of the City's retail consultant, Keyser Marston Associates (KMA), who supported the planning effort, the proposed plan would support a reduced amount of retail development, 1.8 million square feet, which would be more concentrated at focal locations that would act as shopping destinations and minimize the designation of retail on sites where it would not be economically viable. The planned amount of retail is significant, comparable to the amount that would be provided in a large, regional shopping center. The retail market demand analysis conducted by KMA examined key factors that will affect future retail development opportunities in the Specific Plan. The factors included: retail market trends; demographics of the Trade Area; performance of existing retailers within the specific Plan area; attributes of the properties within the Specific Plan area to accommodate new retail development; and the strengths of competing retail centers that serve the trade area.

The Trade Area for the Specific Plan extends two miles from the corridor, but does not extend north of Highway 101 and does not include the automobile retailing that dominates the north side of Stevens Creek Boulevard, and does extend into a small portion of the adjacent Sunnyvale. With respect to retail market trends, internet sales have had a significant harmful impact on certain segments of retail, including department stores, apparel, and electronic stores. But, restaurants, entertainment, fitness centers and other service-oriented retail have remained strong until the COVID pandemic significantly affected those sectors. Grocery stores have remained strong both before and during the pandemic. Going forward, it is expected that the "experience" sectors will slowly recover, grocery stores will generally remain strong, and internet sales will continue to erode the sales of many brick and mortar stores.

Retail within the Specific Plan area is doing well with respect to retaining high occupancy rates, but sales volumes are less than industry standards. There are no remaining large sites (approximately 20 acres) to accommodate the development of large anchor tenants and many of the remaining retail properties are small and shallow relative to current market requirements. The last large site on El Camino Real, Santa Clara Town Center, which was redeveloped in 2014 with a 140,000 square foot Target department store, a Sprout's Farmers Market, and a total shopping center square footage of

280,000 square feet, but has no residential. Currently, no site of comparable size is readily available. The Trade Area is largely built-out, but is expected to grow by 11,244 residents by 2032, which will provide some additional support for new retail sales within the Specific Plan area. Opportunities are constrained by competition, including the Valley Fair Mall and Santana Row. The leakage analysis indicates that the two market segments with growth opportunities are grocery stores, and eating and drinking establishments.

Given the prevailing market trends and site attributes, the market study concluded that the best approach to strengthening the retail base of the Specific Plan area is to:

- 1) support the intensification of retail development at major intersections, with grocery anchors being a target;
- 2) encourage the repurposing of existing retail space to local-serving tenants, such as ethnic restaurants, gyms, and services;
- 3) reduce the number of properties for which commercial use is a requirement; and
- 4) develop a strategy to retain and strengthen existing commercial businesses.

These specific recommendations on how to position new retail along the El Camino Real corridor has not changed in the context of the post pandemic environment.

As a part of the Specific Plan revision process the City reviewed the Land Use Plan with respect to the required amount of commercial square footage with a second economic consultant, Seifel Consulting. As a part of this review the requirement to provide commercial square footage in the Corridor Mixed Use land use designation was removed and is now proposed as optional, except on those properties located within the Ground Floor Commercial Overlay, which are generally located at major intersections, and where ground floor commercial will be required for 50% of the property frontage on El Camino Real. This requirement is supported by vehicular and foot traffic in order to allow the commercial to succeed.

Commercial Space Requirements

The draft Specific Plan establishes a set of requirements that ensure new spaces are well utilized. The requirements address interior column spacing and façade transparency, as well as provisions that support outdoor dining, including design standards for awnings, planters and railings. The Plan also directly supports future food service uses by requiring that new commercial spaces have access to necessary infrastructure such as grease traps and venting. While these measures may increase costs or require specific design approaches, they are critical to ensuring that future commercial spaces are well utilized and contribute to a vibrant, pedestrian-friendly environment.

Open Space

Many valuable open space amenities can be found just outside the El Camino Real corridor; however, the corridor itself currently lacks dedicated public open spaces. The Specific Plan seeks to create new public and publicly accessible, privately-owned open spaces that promote and support community gathering, enjoyment, and a broad range of active uses.

Adding public open spaces within the corridor presents challenges. The City's primary mechanism for securing open space is through development requirements, specifically requiring a new development project to dedicate a portion of the site as open space, and the corridor is composed primarily of smaller parcels. While all new residential development will be required to contribute toward parkland per the City's Park and Recreational Land Ordinance, the Specific Plan adds a unique requirement for certain commercial properties. New commercial development within the Regional Commercial

Mixed-Use land-use designation (Activity Centers) will be required to provide 10% of the site area as new publicly accessible privately-owned open space.

The specific size, location, and configuration of these urban park or plaza sites will be finalized as future development projects moves forward. As redevelopment occurs under the Specific Plan, the corridor will gain new open spaces that may either be traditional public parks or smaller, publicly accessible privately owned open spaces.

Affordable Housing

An objective of the Specific Plan is to promote a range of housing options and affordability levels to realize the vision for a mixed-use, mixed-income community along the corridor. To achieve this, the Plan includes an inclusionary housing policy that exceeds the City's Affordable Housing Ordinance by requiring the provision of units at deeper levels of affordability within the Plan area. Specifically, the Plan requires that 15% of the new units be designated as affordable rental units with a mix of affordability levels for extremely low, very low, low, and moderate-income households. The mix must be structured such that the average household income across all affordable units does not exceed 80% of Area Median Income (AMI). This inclusionary requirement represents a deeper level of affordability than the citywide ordinance, which requires 15% of units be affordable at an average of 100% of AMI.

El Camino Real Right-of-Way

The vision for the El Camino Real right-of-way is to transform this auto-oriented arterial into a multimodal "complete street" designed to accommodate all travel modes. Complete streets provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, and motorists regardless of age or ability. The Plan Area's proximity to the Santa Clara Caltrain station and future BART station presents a unique opportunity to further promote transit trips by improving the multimodal functionality of the corridor.

The Plan establishes concepts for both interim and final right-of-way configurations for El Camino Real that strengthen bicycle and transit infrastructure beyond what exists today. In both right-of-way configurations, the curb-to-curb dimension remains the same, as will the center median. Both configurations take advantage of the removal of on-street parking, and the Caltrans restriping completed last year, which narrowed the travel lanes. On average, only 31% of on-street parking spaces are utilized along the corridor, providing an opportunity to remove this space to accommodate a separated bike lane. Consistent with proposed right-of-way concepts in the Specific Plan and the Santa Clara Bicycle Plan Update (2018), the City Council adopted Resolution No. 22-9047 on January 25, 2022, modifying parking regulations and establishing a "No Stopping Anytime" zone on El Camino Real between Halford Avenue and Alviso street. This action enables the design and construction of a Class IV separated bikeway as a future capital project.

Objective Design Standards

Chapter 4, Development Standards and Guidelines, establishes objective design standards and guidelines for new land development to achieve the future vision for El Camino Real. These standards and guidelines apply to all new development in the El Camino Real Specific Plan Area, as well as to public improvements and substantial renovations to existing structures. They build on basic design standards or regulations, such as setbacks, height limitations, parking requirements and

signage regulations already contained in the Zoning Ordinance by providing more detailed and specific requirements specifically for development within the El Camino Real Specific Plan area.

While the Specific Plan was originally drafted with a traditional, design-guideline approach, recent changes to State Law necessitated a shift to establish objective design standards wherever appropriate. The Housing Accountability Act and the Housing Crisis Act require expedited processing of qualifying residential projects and limit the City's ability to deny or reduce the density of housing projects that meet locally adopted objective standards, such as those set in the Zoning Ordinance. Objective Standards involve no personal or subjective judgement by a public official and are uniformly verifiable by reference to an external and uniform benchmark or criterion available and knowable by both the development applicant and public official prior to application submittal. As the City has increasingly needed to rely on objective standards for the review of projects where discretionary design review is limited, establishing objective standards is essential to ensuring that new development aligns with community objectives.

A primary motivation for the preparation of the Specific Plan was to establish design standards to address and improve the interface between new development and adjacent single-family neighborhoods. Throughout the planning process, the community continued to voice this concern. In response to community feedback, the Specific Plan includes objective standards that ensure appropriate and sensitive transitions in height and scale between new development to existing neighborhoods with the goals of preserving neighborhood character and protecting light and privacy. These transition standards limit building heights and require taller buildings to step down toward existing neighborhoods. Other design requirements or policies, such as deeper setbacks, and required landscaping, will also help to buffer existing homes from new development.

The Specific Plan will also provide objective standards to address the following topics within the El Camino Real corridor:

- • Building Height (maximum, interface, transition)
- Landscape setback areas (including a build-to requirement)
- Sidewalk width
- Private Open space (shared and individual) - amount, dimensions, visibility, amenities
- Publicly accessible private open space - dimensions, accessibility, amenities, lighting
- Ground floor commercial use at specific locations
- Block size
- Maximum limits on a building façade length without a break
- Minimum amounts of building façade articulation - architectural elements and rhythm
- Requirement for differentiation of vertical façade elements
- Window design requirements
- Variation in building materials
- Building entries (location, frequency and architectural treatment)
- Commercial space - minimum depths, façade transparency, interior heights, grease traps,
- Awnings, etc.
- Live/workspace - minimum dimensions, façade treatment
- Parking access
- Passenger pick-up locations
- Pedestrian circulation path dimensions, materials, etc.

- Driveways and curb cuts
- Private street design standards (dimensions, street trees)
- Utility locations
- Screening of storage and service areas
- Limitations on parking and garages along project frontages
- Signage
- Fences

Community Benefits

The Specific Plan includes a Community Benefits policy that allows developers to obtain additional development rights in exchange for voluntarily providing additional benefits to the community, beyond those already required by City ordinances or the Specific Plan. Potential community benefits that could be provided in such an exchange include greater amounts of affordable housing, bicycle and pedestrian amenities or public art. As drafted, these benefits would be implemented through a Development Agreement giving the City the discretion to determine the appropriate level of community benefits required and the corresponding amount of bonus granted in return.

General Plan Amendment

For consistency between the General Plan and the Specific Plan, the City is proposing a General Plan text amendment creating the Regional Corridor Mixed Use (55-100 DU/AC; 0.2 Commercial FAR); Corridor Mixed Use (45-65 DU/AC); Corridor Residential (26-45 DU/AC); Corridor Residential - Low (12-25 DU/AC); and Ground Floor Commercial Overlay land use designations. This amendment also includes updates to the General Plan Land Use diagrams for Phases II and III to reflect the land use designations in the El Camino Real Specific Plan and to remove the El Camino Real Focus Area.

Creation of the ECR Zoning District

As a part of the Specific Plan planning process, the City is proposing to create four new zoning districts that align with the four land use designations of the Specific Plan: Regional Commercial Mixed Use, Corridor Mixed Use, Corridor Residential, Corridor Residential-Low, and Ground Floor Commercial Overlay. These zoning districts allow residential and commercial uses and include provisions allowing existing uses to remain until properties are redeveloped. Each zoning district includes development standards for maximum height, density, setbacks, and requirements for both common and private open space. Rezoning properties in the Plan area to these new zoning districts, consistent with the Specific Plan land use plan framework, is proposed as a part of this project. The application of these new zoning districts will facilitate a more streamlined review process, by enabling qualifying residential projects to be approved through the City's architectural review process.

ALUC Review

The El Camino Real Specific Plan was referred to the Airport Land Use Commission (ALUC) for review as the Plan includes properties within the Airport Influence Area (AIA) of the San Jose International Airport. At the March 24, 2020 ALUC meeting, the ALUC determined that the Specific Plan is consistent with the policies of San Jose Airport Comprehensive Land Use Plan (CLUP), noting that the Plan Area is located outside both the airport safety zone and the airport area noise contours. As part of its review, the ALUC recommended adding a policy to the Specific Plan requiring any new development on properties within the AIA dedicate an aviation easement to the San Jose International Airport.

The revised draft Specific Plan was subsequently submitted to the ALUC for their review. However, since their initial review, the AIA boundaries have changed, and the Specific Plan Area is no longer within the referral area. As a result, ALUC staff stated that review of the revised Specific Plan was not needed.

Conclusion

The draft El Camino Real Specific Plan, accompanying zoning districts and project EIR have been prepared through an extensive community-based planning process that has provided substantial time for discussion and refinement of the Plan's various components. The Specific Plan will provide a land use policy framework to support the development of a mixed-use, multi-modal corridor anchored by vibrant shopping destinations and public open space consistent with the City's vision and the goals and policies set forth in the General Plan.

Proposed Planning Commission Actions

The project is presented to the Planning Commission for consideration and action. The following specific actions are required:

1. Adoption of a resolution recommending that the City Council certify the EIR and related CEQA documents.
2. Adoption of a resolution recommending that the City Council approve the El Camino Real Specific Plan, a specific plan consistent with CA Government Code Sections 65450-65457.
3. Adoption of a resolution recommending that the City Council approve General Plan text amendment creating the Regional Corridor Mixed Use (55-100 DU/AC; 0.2 Commercial FAR); Corridor Mixed Use (45-65 DU/AC); Corridor Residential (26-45 DU/AC); Corridor Residential - Low (12-25 DU/AC); and Ground Floor Commercial Overlay land use designations, and amending the General Plan Land Use diagrams for Phases II and III to reflect the land use designations in the El Camino Real Specific Plan and remove the El Camino Real Focus Area.
4. A recommendation that the City Council approve the ordinance amending the zoning code to create the El Camino Real Zoning districts.

The decisions on the Specific Plan, General Plan Amendment, and Zoning Ordinance are legislative actions. The decision on the EIR is considered an "administrative" action, which is neither quasi-judicial nor legislative, but nevertheless requires the Planning Commission to make specific findings, including that the EIR complies with CEQA and reflects the independent judgment of the Commission.

ENVIRONMENTAL REVIEW

An Environmental Impact Report (EIR) was prepared for the El Camino Real Specific Plan and related approvals (the "project") in accordance with the California Environmental Quality Act (CEQA). The EIR analyzes program-level impacts of the El Camino Real Specific Plan. The EIR and Notice of Availability (NOA) were circulated for a 45-day period from December 12, 2025 to January 26, 2026 in accordance with CEQA requirements. The EIR provides a comprehensive analysis of the potential environmental impacts for the project.

The EIR found that any potentially significant impacts can be mitigated to a less than significant level. The mitigation measures are included in their entirety as a part of the proposed Mitigation Monitoring and Reporting Program (MMRP). A detailed discussion of the potential impacts and mitigation measures to be applied to the project is specified in the EIR and would be implemented through the

MMRP for the proposed project.

During the Draft EIR comment period a total of eleven comments were received. None of the comment letters identified a new significant impact, or have provided substantial evidence that the CEQA analysis is otherwise inadequate. Responses to the Draft EIR comments, as well as minor text changes and clarifications, in the form of a Final EIR, were made available to the public through the City's website on March 30 19, 2026, and have been forwarded on to the commenters on the Draft EIR.

The environmental impacts of redeveloping an existing commercial corridor and state highway were analyzed at a program level. It is intended for the Final EIR to be used by developers as a starting point for the environmental clearance of their individual development proposals, which will further facilitate redevelopment of the area.

FISCAL IMPACT

As part of the adoption of the FY 2022/23 and FY 2023/24 CIP Budget in June 2022, \$1.0 million was appropriated for the El Camino Real Specific Plan project. The City Council approved the carryover of the project's remaining balance (\$0.7 million) as part of the adoption of the FY 2025/26 and FY 2026/27 Biennial Operating Budget on June 10, 2025.

COORDINATION

This report has been coordinated with the City Attorney's Office and the City Manager's Office.

PUBLIC CONTACT

Public contact was made by posting the Planning 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 or at the public information desk at any City of Santa Clara public library.

On March 16, 2026, the notice of public hearing for this item was mailed to 5,782 property owners and tenants within 300 feet of the project site. Newspaper notice of this item was published in *The Weekly*, a newspaper of general circulation, on March 18, 2026. At the time of this staff report, no comments have been received by the Planning Division in support or opposition to the project.

RECOMMENDATION

1. Adopt a resolution recommending that the City Council certify the EIR and related CEQA documents.
2. Adopt a resolution recommending that the City Council approve the El Camino Real Specific Plan, a specific plan consistent with CA Government Code Sections 65450-65457.
3. Adopt a resolution recommending that the City Council approve General Plan text amendment creating the Regional Corridor Mixed Use (55-100 DU/AC; 0.2 Commercial FAR); Corridor Mixed Use (45-65 DU/AC); Corridor Residential (26-45 DU/AC); Corridor Residential - Low (12-25 DU/AC); and Ground Floor Commercial Overlay land use designations, and amending the General Plan Land Use diagrams for Phases II and III to reflect the land use designations in the El Camino Real Specific Plan and remove the El Camino Real Focus Area.
4. Recommend that the City Council approve the ordinance amending the zoning code to create

the El Camino Real Zoning districts.

Prepared by: Lesley Xavier, Planning Manager, Community Development Department

Reviewed by: Alexander Abbe, Assistant City Attorney

Reviewed by: Afshan Hamid, Director, Community Development Department

Approved by: Jovan Grogan, City Manager

ATTACHMENTS

1. El Camino Real EIR PC Resolution
2. CEQA Facts and Findings
3. El Camino Real EIR MMRP
4. El Camino Real Specific Plan PC Resolution
5. El Camino Real General Plan Amendment PC Resolution
6. El Camino Real Land Use Plan
7. El Camino Real Zoning Districts Ordinance
8. Web link to Draft Specific Plan Document and EIR

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA RECOMMENDING APPROVAL AND CERTIFICATION OF A FINAL ENVIRONMENTAL IMPACT REPORT, RECOMMENDING ADOPTION OF CEQA FINDINGS WITH RESPECT THERETO, AND RECOMMENDING ADOPTION OF A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE EL CAMINO REAL SPECIFIC PLAN

SCH #2025010508

El Camino Real Specific Plan Environmental Impact Report

WHEREAS, the City intends to adopt the El Camino Real Specific Plan, a Specific Plan for a transit-oriented, pedestrian-friendly corridor of up to 4,390 residential units with supportive commercial uses, located on approximately 240 acres along the 3.2 mile El Camino Real corridor between the western City limits and Lafayette Street in the east, which is currently largely developed with auto oriented uses;

WHEREAS, the El Camino Real Specific Plan is intended to be a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses;

WHEREAS, the El Camino Real area will include a variety of forms of urban housing, including podium buildings, mid-rise residential mixed-use buildings, and medium density townhomes;

WHEREAS, a Specific Plan is a tool for providing regulatory direction for specific parts of a city, and can include policy guidance, regulatory requirements, and design guidelines;

WHEREAS, the proposed El Camino Real Specific Plan is consistent with the Goals and Policies of the El Camino Real Focus Area in the General Plan;

WHEREAS, as a part of implementing the Specific Plan, the City intends to adopt a General Plan Amendment (“GPA”) to align the General Plan land use diagram by changing the existing land use designations of the Project Site from Community Mixed Use and Regional Mixed Use to Regional Commercial Mixed Use (55-100 dwelling units per acre; 0.20 FAR of commercial required), Corridor Mixed Use (45-65 dwelling units per acre; commercial allowed but not

required), Corridor Residential (26-45 dwelling units per acre; commercial allowed but not required), Corridor Residential-Low (12-25 dwelling units per acre; commercial allowed but not required), and Ground Floor Commercial Overlay which requires commercial uses at specific sites;

WHEREAS, the City is also proposing to adopt an ordinance to amend Title 18, the Zoning Code, to create the new El Camino Real Corridor zoning districts;

WHEREAS, the Project approvals will include this Resolution No. [REDACTED] (the “CEQA Resolution”); Resolution No. [REDACTED] (the “General Plan Amendment Resolution”); Resolution No. [REDACTED] (the “Specific Plan Resolution”); and Resolution No. [REDACTED] (the “Zoning Resolution”) (collectively, the “Approvals”);

WHEREAS, on January 17, 2025 the City of Santa Clara (“City”) distributed a Notice of Preparation of a Draft Environmental Impact Report (“DEIR”) for the El Camino Real Specific Plan that included a total of 4,390 dwelling units and a reduction of 395,000 square feet of commercial uses and on January 17, 2025 posted the Notice at the Santa Clara County Clerk’s office, soliciting guidance on the scope and content of the environmental information to be included in the DEIR;

WHEREAS, the DEIR was prepared in accordance with CEQA and the City circulated copies of the DEIR and Notice of Availability to the public agencies which have jurisdiction by law with respect to the Project, as well as to other interested persons, organizations and agencies, and the City sought the comments of such persons, organizations and agencies on December 12, 2025 for a 45-day review period, ending on January 26, 2026 (“Comment Period”);

WHEREAS, the City prepared written responses to the comments received during the Comment Period and included those responses in a Final Environmental Impact Report (“FEIR”). The FEIR consists of a list of agencies and organizations to whom the DEIR was sent, a list of the comment letters received on the DEIR, revisions to the text of the DEIR, responses to

comments received on the DEIR, and copies of comment letters. The FEIR was distributed for public review on March 30, 2026;

WHEREAS, the DEIR and FEIR constitute the EIR for the Project;

WHEREAS, the EIR identified certain significant and potentially significant adverse effects on the environment that would be caused by the Project as proposed;

WHEREAS, the EIR outlined various mitigation measures that would substantially lessen or avoid the Project's significant effects on the environment, as well as alternatives to the Project as proposed that would provide some environmental advantages;

WHEREAS, the City is required, pursuant to the California Environmental Quality Act ("CEQA") (Public Resources Code § 21000 et seq.), to adopt all feasible mitigation measures or feasible project alternatives that can substantially lessen or avoid any significant environmental effects of the Project;

WHEREAS, the EIR analyzed three No Project alternatives for the El Camino Real area, including an alternative that contemplates the existing conditions remaining substantially the same (the "No Project" Alternative); a "No Project/Commercial, Residential, and Office Redevelopment Alternative," that assumes that the Plan area would be redeveloped with the maximum allowable development under the current zoning districts; and a Reduced Development Alternative that would have a reduced number of residential units and a reduced amount of retail/commercial and office square footage within the boundaries of the Specific Plan area;

WHEREAS, Public Resources Code § 21081, subdivision (a) requires a lead agency, before approving a project for which an EIR has been prepared and certified, to adopt findings specifying whether mitigation measures and, in some instances, alternatives discussed in the EIR, have been adopted or rejected as infeasible;

WHEREAS, the “CEQA Findings” attached to this Resolution is a set of Findings of Fact prepared in order to satisfy the requirements of Public Resources Code § 21081, subdivision (a);

WHEREAS, as the CEQA Findings explain, the Planning Commission intends to recommend that the City Council adopt the Specific Plan, associated General Plan Amendments, and Zoning Ordinance Amendment (the “Project”);

WHEREAS, the Planning Commission has determined that none of the alternatives addressed in the EIR, would be both feasible and environmentally superior to the Project as proposed. All of the No Project alternatives and the Reduced Development alternative would not sufficiently satisfy the Project Objectives. The details supporting these determinations are set forth in the CEQA Findings;

WHEREAS, in taking this course, the Planning Commission has acted consistent with the CEQA mandate to look to project mitigations and/or alternatives as a means of substantially lessening or avoiding the environmental effects of projects as proposed;

WHEREAS, all of the significant and potentially significant environmental effects associated with the Project can either be substantially lessened or avoided through the inclusion of mitigation measures proposed in the EIR;

WHEREAS, the Planning Commission, in reviewing the Project, recommends that the City Council adopt all mitigation measures set forth in the EIR;

WHEREAS, notice of the public hearing on the proposed project was published in the Santa Clara Weekly, a newspaper of general circulation for the City, on March 18, 2026;

WHEREAS, notices of the public hearing on the proposed project were mailed to all property owners within 300 feet of the Project Site, according to the most recent assessor’s roll, on March 18, 2026;

WHEREAS, the Planning Commission reviewed the EIR and Mitigation Monitoring and Reporting Program, attached as the “MMRP”, as well as a set of CEQA Findings and, in

accordance with the requirements of CEQA, along with the City Staff report pertaining to the EIR for the Project (SCH # 2025010508), and all evidence received at a duly noticed public hearing on April 8, 2026. All of these documents and evidence are incorporated herein by reference into this Resolution; and

WHEREAS, on April 8, 2026, the Planning Commission 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 EIR.

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 finds that the EIR has been completed in compliance with CEQA.
3. That the Planning Commission hereby finds the EIR has been presented to the Commission, which reviewed and considered the information and analysis contained therein.
4. That the Planning Commission hereby finds, pursuant to Public Resources Code Section 21081 and California Code of Regulations, Title 14, Section 15091, that all of the proposed mitigation measures described in the EIR are feasible, and therefore will become binding upon the City and affected landowners and their assigns or successors in interest when the Project is approved.
5. That the Planning Commission hereby finds that none of the Project Alternatives set forth in the EIR can feasibly substantially lessen or avoid those significant adverse environmental effects not otherwise lessened or avoided by the adoption of all feasible mitigation measures.
6. That, in order to comply with Public Resources Code Section 21081.6, the Planning Commission recommends that the City Council adopt the Mitigation Monitoring and Reporting

Program as set forth in the attached “MMRP”. The Program is designed to ensure that, during project implementation, the City, affected landowners, their assigns and successors in interest and any other responsible parties comply with the feasible mitigation measures identified. The MMRP identifies, for each mitigation measure, the action to be taken and the party responsible for implementation.

7. Based on the findings set forth in this Resolution, the evidence in the City Staff Report, and the attached CEQA Findings, the Planning Commission hereby recommends that the City Council approve and certify the EIR, adopt the CEQA findings, and adopt the MMRP, all in accordance with CEQA for the Project.

8. 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 SPECIAL MEETING THEREOF HELD ON THE 8TH DAY OF APRIL, 2026, BY THE FOLLOWING VOTE:

AYES:	COMMISSIONERS:
NOES:	COMMISSIONERS:
ABSENT:	COMMISSIONERS:
ABSTAINED:	COMMISSIONERS:

ATTEST: _____
ANDREW CRABTREE
DIRECTOR OF COMMUNITY DEVELOPMENT
CITY OF SANTA CLARA

Attachments Incorporated by Reference:
1. CEQA findings
2. MMRP

CALIFORNIA ENVIRONMENTAL QUALITY ACT FINDINGS FOR THE EI CAMINO REAL SPECIFIC PLAN PROJECT

I. INTRODUCTION

The City of Santa Clara, as the Lead Agency under the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq.*, has prepared the Final Environmental Impact Report (EIR) for the El Camino Real Specific Plan (State Clearinghouse No. 2025010508). The Final EIR is a program EIR pursuant to Section 15168 of the State Guidelines for implementation of CEQA (CEQA Guidelines).¹ The Final EIR consists of the December 2025 Draft Environmental Impact Report (Draft EIR), and April 2026 Final EIR. The EIR addresses the environmental effects associated with implementation of the project. The EIR is intended to serve as an informational document for public agency decision-makers and the general public regarding the objectives and components of the project. The EIR addresses the potential significant adverse environmental impacts associated with the project and identifies feasible mitigation measures and alternatives that may be adopted to reduce or eliminate those impacts.

In determining to approve the El Camino Real Specific Plan project, which is described in more detail in Section II, the City Council certifies that the EIR reflects the City's own independent judgment and analysis under Public Resources Code Section 21082.1(a)-(c) and CEQA Guidelines Section 15090(a)(3). The City Council further makes and adopts the following findings of fact and adopts and incorporates into the project the mitigation measures identified in the EIR, all based on substantial evidence in the whole record of this proceeding (“administrative record”). Pursuant to CEQA Guidelines Section 15090(a), the EIR was presented to the City Council of the City of Santa Clara, and the City Council reviewed and considered the information contained in the EIR prior to making the findings provided in Sections IV to IX, below. The conclusions presented in these findings are based upon the EIR and other evidence in the administrative record. The documents that constitute the administrative record on which the City Council's findings are based are located at the Planning Division office at City Hall, 1500 Warburton Avenue, Santa Clara, California. This information is presented in compliance with CEQA Guidelines Section 15091(e).

II. PROJECT DESCRIPTION

Project Location

The El Camino Real Specific Plan area is comprised of approximately 238.3 acres of properties that are located immediately adjacent to the segment of the El Camino Real between Lafayette Street on the east and the City limits on the west.

Project Overview

The City of Santa Clara 2010-2035 General Plan, adopted November 2010, envisions transforming the El Camino Real corridor from a series of automobile-oriented strip malls to a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses. The proposed El

¹ The State CEQA Guidelines are found in California Code of Regulations, Title 14, Section 15000 *et seq.*

Camino Real Specific Plan provides a vision and planning framework for future growth and development in the El Camino Real Corridor.

The City of Santa Clara, with support from the Santa Clara Valley Transportation Authority (VTA), was provided grant funding to develop a specific plan for El Camino Real within Santa Clara. Following a two plus-year community engagement process, the City completed the El Camino Real Specific Plan which was presented to the Santa Clara City Council for adoption on June 15, 2021. The City Council did not take action on the El Camino Real Specific Plan and the EIR was not certified. The Santa Clara City Council directed City staff to modify the plan to reduce residential density and maximum building heights. Since then, the El Camino Real Specific Plan was revised per direction received from City Council.

The El Camino Real Specific Plan builds on two supporting plans: 1) the Grand Boulevard Initiative - a regional, multi-jurisdictional effort to transform El Camino Real into a multimodal corridor; and 2) the City's 2015-2035 General Plan, which envisions El Camino Real as a tree-lined, pedestrian and transit-oriented corridor with a mix of residential and retail uses. The El Camino Real Specific Plan seeks to articulate and implement a long-range vision for the El Camino Real Specific Plan area by establishing a broad set of goals, principles, and strategies. The El Camino Real Specific Plan's Vision Statement is assembled as a set of desired outcomes, which are summarized below.

- Increase the amount of parks, green space, plazas, and other public space that encourages pedestrian activity, recreation, and access to nature.
- Integrate a variety of landscaping and street trees along the El Camino Real corridor.
- Improve the pedestrian experience, public space, aesthetics, safety, and design quality throughout the El Camino Real Specific Plan area.
- Improve pedestrian, bicycle, transit, and vehicle connections in the Plan area, with a focus on better connections between El Camino Real and adjacent neighborhoods.
- Provide a range of multimodal transportation options and improvements.
- Implement parking management solutions that most efficiently use parking resources.
- Ensure compatibility with the residential neighborhoods that are adjacent to the planning area and encourage sensitive design transitions in bulk, height, and massing, provision of public amenities, and uses and services that benefit surrounding neighborhoods.
- Increase the variety of retail amenities and amount of public space and gathering places to create destinations along the El Camino Real corridor.
- Support a diverse mix of uses within the Plan area including retail, housing, civic spaces, and community facilities.
- Support a variety of appropriately scaled and designed housing types, both market rate and affordable housing, along the corridor while protecting existing neighborhoods from privacy, shading, and traffic impacts.
- Beautify the El Camino Real corridor by improving the visual appearance and character of existing building facades, requiring high-quality design for new development and renovations, renovating streets, encouraging public art and unique street furnishings, and adding landscaping and open space.

- Create a sustainable urban environment that incorporates green building, energy efficiency, water conservation, and stormwater management best practices.
- Support health and well-being through cross-cutting strategies such as active transportation, connections to open space, access to healthy foods, and improved air quality.

Full build out of the El Camino Real Specific Plan is anticipated to occur by 2055. The El Camino Real Specific Plan includes the development of 4,392 housing units, as well as a reduction of approximately 289,000 square feet of commercial space.

Project Objectives

The El Camino Real Specific Plan is intended to achieve the following project objectives and desired outcomes as it is implemented over time.

- **Land Use**: Establish a land use plan and policy framework that will guide future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including; an increase in housing density to help meet the City’s state-mandated Regional Housing Needs Allocation (RHNA) numbers; new development that appropriately transitions to existing adjacent residential neighborhoods, and more intensive development and public improvements focused at key nodes, which will include a concentration of retail, services, housing, and new public gathering areas.
- **Transportation**: Improve vehicular, pedestrian, and bicycle facilities along the El Camino Real corridor by establishing a mobility framework that balances El Camino Real’s many functions while improving mobility and safety for people of all ages, means, and abilities. The Plan area’s circulation network consists of the roadways and sidewalks that serve vehicles, pedestrians, bicyclists, and transit vehicles, as well as off-street shared-use paths and pedestrian-only connections.
The El Camino Real Specific Plan envisions and accommodates improvements to transit service, including increased frequencies and better connections to the Santa Clara Transit Station, which provides Caltrain, Amtrak, and Altamont Corridor Express transit service.
- **Public Realm**: Provide standards and guidelines to achieve the future vision for El Camino Real. These standards and guidelines will apply to all new development in the El Camino Real Specific Plan area, as well as public improvements and extensive renovations to existing structures. Develop and implement urban design standards to improve the pedestrian experience, public space, aesthetics, safety, and design quality throughout the Plan area to attract visitors, serve residents, and promote walking.
- **Parks**: Increase the amount of parks, green space, plazas, and other public space that encourages pedestrian activity, recreation, and access to nature, including recreation opportunities along Calabazas and Saratoga Creeks. In addition to the existing parkland dedication requirements of City Code Chapter 17.35, require developers to create new plazas and open spaces along the corridor that provide a place where residents and visitors can gather comfortably, that have their own distinctive identity, are safe and visually attractive, and contribute to local character. This network of open spaces could include new public neighborhood and community parks as well as publicly-accessible privately-owned open space.

- Environmental: Create a sustainable urban environment that incorporates green building, energy efficiency, water conservation, and stormwater management best practices.

III. ENVIRONMENTAL REVIEW PROCESS

In accordance with Section 15082 of the CEQA Guidelines, the City of Santa Clara prepared a Notice of Preparation (NOP) for the El Camino Real Specific Plan Project. The NOP was circulated to local, state, and federal agencies on January 17, 2025. The standard 30-day comment period concluded on February 18, 2025. The NOP provided a general description of the project and identified probable environmental impacts that could result from implementation of the project. The City of Santa Clara also held a public scoping meeting on January 30, 2025, via Zoom to discuss the project and solicit public input.

The City of Santa Clara prepared the Draft EIR in compliance with CEQA and the CEQA Guidelines. The Draft EIR was circulated to the public and local, state, and federal agencies for public review and comment for 45 days from December 12, 2025 through January 26, 2026. Notices of the availability and completion of the Draft EIR were sent directly to every agency, person, and organization that commented on the NOP, as well as the Governor's Office of Land Use and Climate Innovation. Written comments from public agencies, organizations, and individuals concerning the environmental review contained in the Draft EIR were sent to the City during the 45-day public review period on the Draft EIR.

Following the conclusion of the 45-day public review period, the City prepared a Final EIR in conformance with CEQA Guidelines Section 15132. The Final EIR includes responses to comments received by the City on the Draft EIR and any necessary text revisions to the Draft EIR. These revisions do not require recirculation of the EIR because none of the revisions constitute “significant new information” pursuant to CEQA Guidelines Section 15088.5 in as much as these changes would not result in a new environmental impact and would not cause a substantial increase in the severity of an environmental impact; and all mitigation measures will be adopted. Responses to public agency comments on the EIR were sent to the commenting agencies on March 30, 2026.

On April 8, 2026, at a duly noticed public hearing, the Planning Commission recommended that the City Council certify the Final EIR.

IV. FINDINGS

These findings summarize the environmental determinations of the EIR about project impacts before and after mitigation, and do not attempt to repeat the full analysis of each environmental impact contained in the EIR. Instead, these findings provide a summary description of and basis for each impact in the EIR, describe the applicable mitigation measures identified in the EIR, and state the City's findings and rationale on the significance of each impact with the adopted mitigation measures. A full explanation of these environmental findings and conclusions can be found in the EIR, and these findings hereby incorporate by reference the discussion and analysis in the EIR supporting the EIR's determinations regarding mitigation measures and the project's impacts.

In adopting the mitigation measures outlined below, the City intends to adopt each of the mitigation measures identified in the Final EIR. Accordingly, in the event a mitigation measure identified in the Final EIR has been inadvertently omitted from these findings, such mitigation measure is hereby referred to, adopted, and incorporated in the findings below by reference. In addition, in the event the language of a mitigation measure set forth below fails to accurately reflect the mitigation measure in the Final EIR due to a clerical error, the language of the mitigation measure as set forth in the Final EIR shall control unless the language of the mitigation measure has been specifically and expressly modified by these findings.

Sections V through VI, below, provide brief descriptions of the impacts the Final EIR identified as either significant and unavoidable or less than significant with adopted mitigation. These descriptions also reproduce the full text of the mitigation measures identified in the Final EIR for each significant impact.

V. SIGNIFICANT AND UNAVOIDABLE DIRECT IMPACTS

A significant unavoidable impact is an impact that cannot be mitigated to a less than significant level if the project is implemented as proposed. The proposed El Camino Real Specific Plan would not result in any significant unavoidable impacts.

VI. SIGNIFICANT ADVERSE IMPACTS IDENTIFIED IN THE FINAL EIR THAT ARE REDUCED TO A LESS THAN SIGNIFICANT LEVEL BY MITIGATION MEASURES ADOPTED AND INCORPORATED INTO THE PROJECT

The City Council, having reviewed and considered the information contained in the EIR, hereby finds, pursuant to Public Resources Code Section 21081(a)(1) and CEQA Guidelines Section 15091(a)(1), that the following potentially significant impacts will be reduced below a level of significance with implementation of the identified mitigation measures. These findings are based on Section 3.0 of the Draft EIR, the discussion and analysis of which are hereby incorporated in full by this reference.

Air Quality

Impact AIR-1: Development proposed under the El Camino Real Specific Plan would result in a significant operational period emissions impact.

Findings: Implementation of Mitigation Measure AIR-1.1, set forth below, which are hereby adopted and incorporated into the project, would reduce operational emissions associated with future development proposed under the El Camino Real Specific Plan by requiring projects that exceed the Bay Area Air District's thresholds to implement Transportation Demand Management programs, incorporate green building measures, and requiring all future interior spaces to be repainted with architectural coatings that meet the "Low-Volatile Organic Compounds" or "Super-Compliant" requirements as part of the Covenants, Conditions & Restrictions and/or ground leases requirements. Therefore, the operational

emissions impacts from individual projects proposed under the El Camino Real Specific Plan would be reduced to a less than significant level.

Mitigation: MM AIR-1.1: Operational criteria pollutant analysis shall be conducted in accordance with the latest guidance provided by the Bay Area Air District for projects with the potential to exceed project emission thresholds. The Bay Area Air District California Environmental Quality Act (CEQA) Air Quality Guidelines provide project screening level sizes to determine if projects warrant modeling to evaluate their emissions. Projects smaller than the screening sizes listed in Table 3-1 of the Bay Area Air District² CEQA Air Quality Guidelines would be considered to have less than significant operational air pollutant emissions. Projects that are found to have emissions above significance thresholds would be required to implement additional mitigation measures, including, but not limited to, the measures described below:

- Proposed residential development within the El Camino Real Specific Plan area shall implement Transportation Demand Management (TDM) programs to reduce residential vehicle miles traveled as required by the City's Climate Action Plan. The TDM programs would be reviewed and approved by the Community Development Director or Director's designee prior to issuance of building permits. An annual TDM monitoring report shall be submitted to the Community Development Director or Director's designee to document each development is meeting the required TDM program reductions.
- Proposed development within the Specific Plan area shall incorporate additional green building measures such as rooftop solar photovoltaic systems, rough-ins for electric vehicle charging, use of efficient lighting and irrigation, and recycle water, as feasible, to the satisfaction of the Community Development Director or Director's designee.
- Developed parcels shall require within their Covenants, Conditions & Restrictions (CC&Rs) and/or ground leases requirements for all future interior spaces to be repainted only with architectural coatings that meet the "Low-VOC" or "Super-Compliant" requirements.

Impact AIR: As mitigated, the project would not result in a significant construction criteria pollutant emissions impact nor would the project result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment.

Findings: Implementation of Mitigation Measures AIR-2.1 and AIR-2.2, which are hereby adopted and incorporated into the project, would control dust and reduce construction toxic air contaminants and criteria pollutant emissions. Therefore, future developments proposed under the El Camino Real Specific Plan would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in nonattainment.

Mitigation: Same mitigation as Mitigation Measures AIR-2.1 and AIR-2.2.

² Formerly known as the Bay Area Air Quality Management District.

Impact AIR-2: Development proposed under the El Camino Specific Plan (Specific Plan) would result in significant construction air pollutant emissions due to dust generation, and emissions of toxic air contaminants (TACs) and criteria pollutants during construction.

Findings: Implementation of Mitigation Measure AIR-2.1, set forth below, which is hereby adopted and incorporated into the project, requires that the project contractor implement Construction Best Management Practices to control dust. Implementation of Mitigation Measure AIR-2.2, set forth below, which is hereby adopted and incorporated into the project, requires individual projects proposed under the El Camino Real Specific Plan to prepare a project-level construction air quality assessment that quantifies construction criteria pollutant and toxic air contaminant emissions to ensure health risks from construction do not exceed the Bay Area Air District's construction criteria pollutant emission thresholds. Therefore, future developments proposed under the El Camino Real Specific Plan would have a less than significant construction air pollutant emissions impact.

Mitigation: MM AIR-2.1: All future development projects under the Specific Plan shall implement the following Bay Area Air District-recommended Best Management Practices (BMPs):

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day;
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered;
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited;
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour (mph);
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used;
- All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 mph;
- All trucks and equipment, including their tires, shall be washed off prior to leaving the site.
- Unpaved roads providing access to sites located 100 feet or further from a paved road shall be treated with a six- to 12-inch layer of compacted layer of wood chips, mulch, or gravel.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of the California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points;
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation;
- Post a publicly visible sign with the telephone number and person to contact at the City regarding dust complaints. This person shall respond and take corrective action within 48

- hours. The Air District's General Air Pollution Complaints phone number shall also be visible to ensure compliance with applicable regulations;
- The contractor shall install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g. compressors).

MM AIR-2.2: Prior to receiving demolition, grading, and building permits, all future development projects under the Specific Plan shall complete a project-level construction air quality assessment that quantifies construction criteria pollutants and TACs once construction details are available. The air quality assessments shall model construction impacts and, if necessary, include measures to reduce emissions. The screening tables included in the Bay Area Air District California Environmental Quality Act Guidelines (CEQA) can be used to demonstrate less than significant criteria air pollutant emission impacts. Criteria pollutant emissions shall not exceed the Bay Area Air District construction criteria pollutant emissions thresholds. Health risks from construction TACs shall be reduced below 10 in one million excess cancer cases, a hazard index (HI) of 1.0, and a fine particulate matter where particles have a diameter of 2.5 micrometers or less (PM_{2.5}) concentration of 0.3 micrograms per cubic meter (µg/m³). The air quality assessment shall be submitted for review and approval by the Director of Community Development or the Director's designee, once complete. If construction Bay Area Air District thresholds are exceeded, future projects shall include measures to reduce emissions below the Bay Area Air District emissions thresholds. Emission reduction measures shall include, but not be limited to, the following measures:

- Construction equipment selection for low emissions (e.g., U.S. Environmental Protection Agency Tier 4 standards);
- Use of alternative fuels, engine retrofits, and added exhaust devices;
- Low-volatile organic compounds (VOC) paints;
- Modify construction schedule; and
- Implementation of the Bay Area Air District Basic Best Management Practices and/or additional construction mitigation measures for control of fugitive dust.

Biological Resources

Impact BIO-1: Construction activities associated with future development within the project area could result in the loss of fertile eggs, nesting raptors or other migratory birds, or nest abandonment.

Findings: Implementation of Mitigation Measures BIO-1.1 and BIO-1.2, set forth below, which are hereby adopted and incorporated into the project, would reduce impacts to nesting birds by avoiding construction of future projects during nesting bird season or completing pre-construction nesting bird surveys to minimize and/or avoid impacts to nesting birds.

Mitigation: MM BIO-1.1: Construction shall be scheduled to avoid the nesting season to the extent feasible. The nesting season for most birds, including most raptors in the San Francisco Bay area, extends from February 1st through August 31st.

MM BIO-1.2: If it is not possible to schedule demolition, construction, and tree removal between September 1st and January 31st, pre-construction surveys for nesting birds shall be completed by a qualified ornithologist to ensure that no nests would be disturbed during project implementation. This survey shall be completed no more than 14 days prior to the initiation of grading, tree removal, or other demolition or construction activities during the early part of the breeding season (February 1st through April 30th) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May 1st through August 31st).

During this survey, the ornithologist would inspect all trees and other possible nesting habitats immediately adjacent to the construction areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by construction, the ornithologist, in consultation with the California Department of Fish and Wildlife, would determine the extent of a construction-free buffer zone to be established around the nest, typically 250 feet, to ensure that raptor or migratory bird nests would not be disturbed during project construction.

Impact BIO-2: Tree removal from redevelopment of individual parcels under the Specific Plan would result in a significant impact to mature trees.

Findings: Implementation of Mitigation Measures BIO-2.1 and BIO-2.2, set forth below, which are hereby adopted and incorporated into the project, would reduce impacts to trees by requiring project applicants to implement precautionary measures during site construction and to comply with the City Code and tree replacement requirements for any trees proposed for removal per General Plan Policy 5.3.1-P10. Therefore, future developments proposed under the El Camino Real Specific Plan would have a less than significant impact on trees.

Mitigation: MM BIO-2.1: Projects proposing or required to retain trees on-site shall implement precautionary measures during site construction to limit adverse environmental effects on trees protected under General Plan Policies 5.10.1-P3 and 5.10.1-P4 that are to be retained. A tree protection plan shall be prepared by a qualified arborist that, at a minimum, requires installation of an open material (e.g., chain link) fence six feet in height around the drip line and maintenance of the existing grade level around a tree and out to its drip line. Proof of tree protection measures shall be provided to the Director of Community Development or the Director's designee prior to issuance of any demolition or grading permits.

MM BIO-2.2: Project applicants under the Specific Plan shall comply with the City Code and submit permit applications for removal of all trees covered by City's tree ordinance. Any trees to be removed would require replacement on-site or off-site at a minimum 2:1 ratio per General Plan Policy 5.3.1-P10. To the extent feasible, the replacement trees shall be planted on-site and the project applicant shall comply with all other tree removal requirements imposed by the City. The minimum tree replacement size shall be a 24-inch box for all on-

site plantings, with all street trees to be a minimum 36-inch box. Street tree selection shall be per City specifications; spacing, and species shall be approved by City Arborist. Tree removal permits shall be obtained prior to the issuance of any demolition or grading permits.

Impact BIO-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant biological resources impact.

Findings: All individual projects would be required to comply with the City Code, existing regulations, and Mitigation Measures BIO-1.1, BIO-1.2, BIO-2.1, and BIO-2.2 to protect migratory and nesting birds and minimize the loss of trees; therefore, individual projects proposed under the El Camino Real Specific Plan would not result in a cumulatively considerable contribution to a biological resources impacts.

Mitigation: Same mitigation as Mitigation Measures BIO-1.1, BIO-1.2, BIO-2.1, and BIO-2.2.

Cultural Resources

Impact CUL-1: Redevelopment of the Specific Plan area could result in impacts to unknown buried archaeological resources and human remains.

Findings: Implementation of Mitigation Measures CUL-1.1 to CUL-1.4, set forth below, which are hereby adopted and incorporated into the project, would avoid and/or reduce impacts to unknown buried archaeological resources to a less than significant level by requiring a geoarchaeological buried sensitivity assessment and Archaeological Monitoring Plan (at specific locations) and mechanical presence/absence exploration to determine if archaeological resources are present. If resources are present, investigation, data recovery, and a data recovery plan would be required. Therefore, future developments proposed under the El Camino Real Specific Plan would have a less than significant impact on unknown buried archaeological resources and human remains.

Mitigation: MM CUL-1.1: Prior to the issuance of any grading permit in the vicinity of Saratoga Creek well as the eastern end of the Project area (to the east of Pierce Street and South of El Camino Real), a geoarchaeological buried sensitivity assessment and a project-specific Archaeological Monitoring Plan shall be developed, to the satisfaction of the Community Development Director or Director's designee, and implemented to guide the project should any significant archaeological deposits be uncovered during construction. The Archaeological Monitoring Plan shall provide detailed guidance for how impact areas should be methodically excavated under the direct supervision of a qualified archaeologist. A qualified archaeologist and a representative from the local Native American community shall monitor all initial ground-disturbing activities associated with these two areas of potential sensitivity.

MM CUL-1.2: For all proposed development sites within the Specific Plan area, a qualified archaeologist shall monitor the demolition of the building foundations and any other below surface disturbances, such as but not limited to, grading, excavation, roadway improvements,

potholing for utilities, utility removal, and addressing storm drain issues. After demolition activities and surface improvements are removed for projects involving excavation, and prior to other construction activities, mechanical presence/absence exploration will be completed to a depth ranging from 6.5 to 10 feet below the ground surface. Presence/absence efforts shall be conducted by a qualified local archaeologist. If any cultural resources are identified, all activity in the vicinity of such resources shall stop until a research design and treatment plan is prepared to address those types of resources encountered and such plan is approved by the City. Any cultural resources identified shall be evaluated to determine if these resources would qualify for the National Register of Historic Places (NRHP) or California Register of Historic Resources (CRHR). If no resources are found during presence/absence testing, the implementation of mitigation measures, MM CUL-1.3 and MM CUL-1.4, would ensure any resources discovered during construction are adequately protected.

MM CUL-1.3: In the event that buried, or previously unrecognized archaeological deposits or materials of any kind are inadvertently exposed during any construction activity, work within 50 feet of the find shall cease until a qualified archaeologist can assess the find and provide recommendations for further treatment, if warranted. Preservation in place is the preferred treatment of an archaeological resource. When preservation in place of an archaeological resource is not feasible, data recovery, in accord with a data recovery plan prepared and adopted by the City, is the appropriate mitigation. Construction and potential impacts to the area within a radius determined by the archaeologist shall not recommence until the assessment is complete.

Impact CUL-1.4: In the event that human remains are discovered during excavation and/or grading of the site, all activity within a 50-foot radius of the find shall be stopped. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are of Native American origin or whether an investigation into the cause of death is required. If the remains are determined to be Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) immediately. Once NAHC identifies the most likely descendants, the descendants will make recommendations regarding proper burial, which will be implemented in accordance with Section 15064.5(e) of the California Environmental Quality Act (CEQA) Guidelines.

Impact CUL: As mitigated, the project would not disturb any human remains.

Findings: Implementation of Mitigation Measures CUL-1.1 to CUL-1.4, set forth above, which are hereby adopted and incorporated into the project, would avoid and/or reduce significant impacts to unknown buried human remains to a less than significant level by notifying the Santa Clara County Coroner and following the necessary procedures as outlined in the CEQA Guidelines Section 15064.5(e) if human remains are found. Therefore, future developments proposed under the El Camino Real Specific Plan would not disturb any human remains.

Mitigation: Same mitigation as Mitigation Measures CUL-1.1 through CUL-1.4.

Impact CUL-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant cultural resources impact.

Findings: As discussed under Impact CUL-1 and as a Condition of Approval for all future developments proposed under the El Camino Real Specific Plan, project applicants shall prepare appropriate California Department of Parks and Recreation 523 Forms for any building or structure that is 50 years or older to determine whether the building or structure is eligible as a historical resource under the federal, state, or local criteria. Implementation of Mitigation Measures CUL-1.1 to CUL-1.4 would ensure that impacts to subsurface cultural resources and human remains (if encountered) would be reduced to a less than significant level. The cumulative projects are all subject to CEQA and are required to comply with the federal, state, and local regulations put in place to protect cultural resources. Therefore, future developments proposed under the El Camino Real Specific Plan would not result in a cumulatively considerable impact to cultural resources.

Mitigation: Same mitigation as Mitigation Measures CUL-1.1 through CUL-1.4.

Geology and Soils

Impact GEO-1: Development proposed under the Specific Plan has the potential to disturb paleontological resources during excavation, grading, and construction activities.

Findings: Implementation of Mitigation Measure GEO-1.1, set forth below, which is hereby adopted and incorporated into the project, would reduce or avoid impacts to paleontological resources to a less than significant level by requiring a paleontologist to monitor construction on sites requiring excavation of 10 feet or more below the ground surface. Therefore, future developments proposed under the El Camino Real Specific Plan would have a less than significant impact on paleontological resources.

Mitigation: MM GEO-1.1: Projects requiring excavation of 10 feet or more below the ground surface (bgs) would require monitoring by a qualified paleontologist. In the event paleontological resources are discovered, all work on the site shall stop immediately, the Community Development Director or Director's designee shall be notified, and a qualified paleontologist shall assess the nature and importance of the find and recommend appropriate treatment. Treatment may include, but is not limited to, preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection and may also include preparation of a report for publication describing the finds. The project applicant shall be responsible for implementing the recommendations of the qualified paleontologist. A report of all findings shall be submitted to the Community Development Director or Director's designee prior to the issuance of building permits.

Impact GEO-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant paleontological resources impact.

Findings: Adherence to Mitigation Measure GEO-1.1, set forth above, which is hereby adopted and incorporated into the project, would ensure that impacts to unknown

paleontological resources from construction of individual projects proposed under the El Camino Real Specific Plan are reduced to a less than significant level. Because all individual projects would have a less than significant impact, there would be no significant cumulative impact.

Mitigation: Same mitigation as Mitigation Measure GEO-1.1.

Greenhouse Gas Emissions

Impact GHG-1: Operation of developments approved under the El Camino Specific Plan (Specific Plan) could include natural gas infrastructure resulting in a significant greenhouse gas (GHG) emissions impact.

Findings: Implementation of Mitigation Measure GHG-1, set forth below, which is hereby adopted and incorporated into the project, would reduce impacts from GHG emissions by requiring project applicants to demonstrate conformance with the City's most recent Climate Action Plan and utilizing zero nitrogen oxide water heaters and furnaces. Projects that include natural gas appliances are required to provide evidence to the Director of Community Development or the Director's designee demonstrating that GHG emissions equivalent to those emitted by the project's natural gas appliances were properly identified and offset. Therefore, individual projects proposed under the El Camino Real Specific Plan would have a less than significant GHG emissions impact.

Mitigation: MM GHG-1: Future projects approved under the Specific Plan shall be required to comply with the following measures:

- The project applicant shall demonstrate conformance with the City of Santa Clara's most recent Climate Action Plan by completing the City's Climate Action Plan Compliance Checklist at the time the project application is submitted to the City of Santa Clara.
- All new development projects under the El Camino Real Specific Plan shall utilize zero nitrogen oxide (NO_x) water heaters and furnaces consistent with the schedule in Bay Area Air District Rules 9-4 and 9-6.³
- Projects that include natural gas appliances shall provide evidence to the Director of Community Development or the Director's designee demonstrating that GHG emissions equivalent to those emitted by the project's natural gas appliances were properly identified and offset, and in compliance with then-current Climate Action Plan requirements, prior to the issuance of any building permit.

³ The rules establish zero NO_x emission standards for natural gas-fired furnaces and water heaters. The proposed ultra-low and zero NO_x standards would apply to appliance retailers, wholesalers and installers and would affect Bay Area consumers at the point in time when they install a new appliance or replace their existing furnaces and water heaters. Implementation begins in January 2027, where only zero-NO_x water heaters can be sold or installed for most single-family residences. In January 2029, only zero-NO_x furnaces can be sold or installed and in January 2031, only zero-NO_x water heaters can be sold or installed for most commercial and multi-family uses.

Impact GHG-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant GHG emissions impact.

Findings: No single land use project could generate sufficient GHG emissions on its own to noticeably change the global average temperature. Implementation of Mitigation Measure GHG-1.1, which is hereby adopted and incorporated into the project, would reduce GHG impacts to a less than significant level. Therefore, individual projects proposed under the El Camino Real Specific Plan would not result in a cumulatively considerable contribution to a GHG emissions impact.

Mitigation: Same mitigation as Mitigation Measure GHG-1.1.

Hazards and Hazardous Materials

Impact HAZ-2: Existing hazardous materials contamination in soils and groundwater on sites within the Plan area has the potential to impact construction workers and adjacent land uses if disturbed during demolition and construction activities.

Findings: Implementation of Mitigation Measure HAZ-1.1 to HAZ-1.5, set forth below, which are hereby adopted and incorporated into the project, would reduce impacts from existing hazardous materials contamination to a less than significant level by requiring a property-specific Phase I Environmental Site Assessment to be completed in accordance with American Society for Testing and Materials Standard Designation E1527-13 (or most recent version) and to evaluate if measures are needed to protect the health and safety of construction workers on-site and occupants of adjacent land uses. If warranted, a correction action/risk management plan or Site Management Plan will be prepared and implemented with all applicable regulatory oversight. Therefore, any hazardous materials impacts from individual projects proposed under the El Camino Real Specific Plan would be reduced to a less than significant level.

Mitigation: MM HAZ-1.1: Prior to the start of any demolition or construction activity, a property-specific Phase I Environmental Site Assessment (ESA) shall be completed in accordance with American Society for Testing and Materials (ASTM) Standard Designation E 1527-13 (or most recent version) to identify Recognized Environmental Conditions (RECs), evaluate the property history, and establish whether or not the property is likely to have been impacted by chemical releases. Soil, soil vapor, and/or groundwater quality studies (Phase II ESAs) shall subsequently be conducted, if warranted, based on the findings of the property-specific Phase I ESAs, to evaluate if measures are needed to protect the health and safety of construction workers on-site and occupants of adjacent land uses.

At parcels with an agricultural history, soil sampling and laboratory analyses shall be conducted to determine if agricultural chemicals are present prior to redevelopment or earthwork activities. Because pesticides were often stored within structures such as barns or sheds, and pesticide mixing was often performed near agricultural wells on such parcels, the sampling shall include an evaluation of these areas (if they can be identified), along with the former agricultural field and orchard areas.

All site mitigation measures identified in the property-specific Phase I and II ESAs shall be completed under the oversight of an appropriate regulatory agency, such as the Santa Clara County Department of Environmental Health (SCCDEH), Department of Toxic Substances Control (DTSC), or Regional Water Quality Control Board (RWQCB). Any required cleanup/mitigation of the site during development activities shall meet all applicable federal, state, and local laws, regulations, and requirements. The project applicant shall provide the appropriate oversight agency's written approval of the site mitigation measures to the Community Development Director or Director's designee prior to the issuance of a demolition and/or grading permit.

MM HAZ-1.2: Prior to the start of earthwork activities (e.g., excavation, trenching, grading, etc.) on properties with known contaminants of concern (COC) exceeding the lower of the then-current DTSC, RWQCB, or U.S. Environmental Protection Agency (EPA) regulatory levels and/or appropriate residential/commercial screening levels, including sites having either open or closed leaking underground storage tank (LUST) or Cleanup Program Site (CPS) cases, an appropriate corrective action/risk management plan (e.g., remedial action plan [RAP], removal action workplan [RAW], or Site Management Plan [SMP], etc.) shall be prepared that reflects the results of the on-site investigations.⁴ The corrective action/risk management plan shall describe mitigation measures necessary to protect the health and safety of future site occupants and establish appropriate management practices for handling and monitoring of impacted soil, soil vapor, and groundwater that may be encountered during construction activities. The corrective action/risk management plan shall be prepared by an Environmental Professional and be submitted to an appropriate overseeing regulatory agency (e.g., SCCDEH, DTSC, or RWQCB) and the City of Santa Clara Fire Department (SCFD) for review.⁵ Regulatory agency approval shall be obtained prior to commencing earthwork activities. A Health and Safety Plan (HSP) shall also be prepared to establish health and safety protocols for personnel working at the site.

All mitigation measures shall be completed under regulatory agency oversight and meet all applicable federal, state, and local laws, regulations, and requirements. Following completion, a report documenting compliance with the provisions of the corrective action/risk management plan and describing the work completed shall be submitted and approved by the overseeing regulatory agency.

MM HAZ-1.3: As part of the facility closure process for occupants that use and/or store hazardous materials, the SCFD requires that a closure plan be submitted by the occupants that describes required closure activities, such as removal of remaining hazardous materials, cleaning of hazardous material handling equipment, decontamination of building surfaces, and waste disposal practices, among others. Facility closure shall be coordinated with the

⁴ Naturally occurring background concentrations of some metals may exceed their respective screening levels. Regulatory agencies generally do not require cleanup of contaminants in soil to below background levels. Site-specific background levels may be substituted for the published screening levels if approved by the overseeing regulatory agency.

⁵ Environmental Professional refers to someone who meets the qualification requirements described in ASTM E 1527-13 and 40 CFR 312, Section 312.10.

SCFD to ensure that required closure documents are completed prior to redevelopment of site parcels or changes in use.

MM HAZ-1.4: If a project requires importing soil for property grading, the source and quality of imported soil shall be documented according to the DTSC's Clean Fill Advisory (October 2001).

MM HAZ-1.5: Groundwater monitoring wells associated with identified LUST and CPS cases shall be protected during construction. Upon written approval from the overseeing regulatory agency and the well owner, wells may be destroyed under permit from Valley Water prior to development activities. Relocation of the wells may be required.

Monitoring wells that are no longer in use, or any unidentified wells (such as former agricultural wells) encountered during construction activities, shall be properly destroyed in accordance with Valley Water Ordinance 90-1.

Prior to redevelopment of the site, well records from the California Department of Water Resources (DWR) shall be researched, and attempts shall be made to locate and properly destroy any identified abandoned on-site wells.

Any proposed well closure or destruction activities on a redevelopment site shall be completed, and any proposed well protection measures shall be approved by the Director of Public Works prior to the issuance of a grading permit. A well destruction report shall be submitted to the SCFD as proof of completion of any well closure.

Impact HAZ: As mitigated, the project would not result in a significant hazard due to hazardous materials contamination.

Findings: Within the El Camino Real Specific Plan area, one parcel is the subject of an open leaking underground storage tank case and seven parcels are the subject of open Cleanup Program Site cases. In addition, there are 28 closed leaking underground storage tank cases and seven closed Cleanup Program Site cases. These spill incidents have impacted soil, soil vapor, and/or groundwater. Implementation of Mitigation Measures HAZ-1.1 and HAZ-1.2, set forth above, which is hereby adopted and incorporated into the project, would reduce impacts from hazardous materials contamination to a less than significant level.

Mitigation: Same mitigation as Mitigation Measures HAZ-1.1 and HAZ-1.2.

Noise and Vibration

Impact NOI-1: Land uses in the project vicinity would be exposed to a substantial temporary increase in ambient noise levels due to project construction activities.

Findings: Implementation of Mitigation Measures NOI-1.1 and NOI-1.2, set forth below, which are hereby adopted and incorporated into the project, would reduce construction noise levels at nearby land uses by requiring project applicants to submit and implement a

construction noise logistics plan. Therefore, construction noise impacts from individual projects proposed under the El Camino Real Specific Plan would be reduced to a less than significant level.

Mitigation: MM NOI-1.1: Develop and adhere to a construction noise control plan to be submitted to the City for review and approval prior to issuance of a demolition and/or grading permit, including, but not limited to, the following available controls.

- Ensure that construction activities (including the loading and unloading of materials and truck movements) within 300 feet of any residentially zoned property to the hours of 7:00 a.m. to 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays.
- Ensure that excavating, grading and filling activities (including warming of equipment motors) within 300 feet of residentially zoned property are limited to the hours of 7:00 a.m. to 6:00 p.m. on weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays within 300 feet of occupied residentially zoned property.
- Contractors equip all internal combustion engine-driven equipment with mufflers, which are in good condition and appropriate for the equipment.
- Contractors utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- Locate loading, staging areas, stationary noise-generating equipment, etc. as far as feasible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. Construct temporary noise barriers to screen stationary noise-generating equipment when located near adjoining sensitive land uses.
- Control noise from construction workers’ radios to a point where they are not audible at existing residences bordering the project area.
- Comply with Air Resource Board idling prohibitions of unnecessary idling of internal combustion engines.
- Construct solid plywood fences around construction sites adjacent to operational business, residences or noise-sensitive land uses.
- Route construction-related traffic along major roadways and as far as feasible from sensitive receptors.
- Businesses, residences or noise-sensitive land uses adjacent to construction sites shall be notified of the construction schedule in writing. Designate a “construction liaison” that will be responsible for responding to any local complaints about construction noise. The liaison will determine the cause of the noise complaints (e.g., starting too early, bad muffler, etc.) and institute reasonable measures to correct the problem. Conspicuously post a telephone number for the liaison at the construction site.
- Include a disclosure in the lease of future tenants within the El Camino Real Specific Plan properties that provides information regarding the ongoing construction activities within the area.

MM NOI-1.2: If pile driving occurs, the following best management practices shall be included in the construction noise control plan.

- During pile driving, pre-drill foundation pile holes to minimize the number of impacts required to seat the pile.
- During pile driving activities, install “acoustical blankets” to provide shielding for receptors located within 100 feet of the site, or use a noise attenuating shroud on the pile driving hammer.

Impact NOI-2: Mechanical equipment from future projects located in close proximity to existing residential land uses could result in noise levels in exceedance of City standards for fixed sources.

Findings: Implementation of Mitigation Measure NOI-2.1, set forth below, which is hereby adopted and incorporated into the project, would require applicants for future development projects to retain a qualified acoustical consultant to review mechanical noise from the selected equipment to determine whether the noise reduction measures sufficiently reduce noise and meet the City Code requirements. Therefore, mechanical noise impacts from individual projects proposed under the El Camino Real Specific Plan would be reduced to a less than significant level.

Mitigation: MM NOI-2.1: Prior to the issuance of building permits, mechanical equipment shall be selected and designed to reduce impacts on surrounding uses to meet the City Code requirements. A qualified acoustical consultant shall be retained by the applicants for future development projects to review mechanical noise as the equipment systems are selected in order to determine whether the proposed noise reduction measures sufficiently reduce noise to comply with the City’s noise and vibration level performance standards for fixed sources. Noise reduction measures that would accomplish this reduction include, but are not limited to, selection of equipment that emits low noise levels and/or installation of noise barriers such as enclosures and parapet walls to block the line of sight between the noise source and the nearest receptors.

Impact NOI-3: Existing and planned land uses in the project vicinity could be exposed to an increase in ambient vibration levels beyond applicable Caltrans vibration limits due to project construction activities.

Findings: Implementation of Mitigation Measure NOI-3.1, set forth below, which is hereby adopted and incorporated into the project, would require future development projects to incorporate measures into the project, including implementation of a construction vibration-monitoring plan, to reduce vibration impacts. Therefore, vibration impacts from individual projects proposed under the El Camino Real Specific Plan would be reduced to a less than significant level.

Mitigation: MM NOI-3.1: The following measures would be incorporated into the project to reduce vibration impacts:

- Comply with the City Code construction hours requirements to limit the hours of exposure to surrounding properties. The City Code limits construction activities within 300 feet of residentially zoned property to the hours of 7:00 a.m. to 6:00 p.m. on

weekdays and between the hours of 9:00 a.m. and 6:00 p.m. on Saturdays. No construction is permitted on Sundays or holidays within 300 feet of occupied residentially zoned property.

- Prohibit impact or vibratory pile driving as a method of construction.
- Limit the use of vibratory rollers, hoe rams, large bulldozers, and caisson drilling, and avoid clam shovel drops within 65 feet of the property lines shared with residences and commercial structures adjacent to the site.
- Place operating equipment on the construction site as far as possible from vibration-sensitive receptors.
- Use smaller equipment to minimize vibration levels below the limits.
- Select demolition methods not involving impact tools.
- Avoid dropping heavy objects or materials near vibration sensitive locations.
- A list of all heavy construction equipment to be used for this project known to produce high vibration levels (tracked vehicles, vibratory compaction, jackhammers, hoe rams, etc.) shall be submitted to the City by the contractor. This list shall be used to identify equipment and activities that would potentially generate substantial vibration and to define the level of effort required for continuous vibration monitoring.
- A construction vibration-monitoring plan shall be implemented to document conditions at the residences and commercial structures adjacent to the site prior to, during, and after vibration generating construction activities. All plan tasks shall be undertaken under the direction of a licensed Professional Structural Engineer in the State of California and be in accordance with industry accepted standard methods. The construction vibration monitoring plan should be implemented to include the following tasks:
 - Identification of sensitivity to ground-borne vibration of the residences and commercial structures adjacent to the site. A vibration survey (generally described below) would need to be performed.
 - Performance of a photo survey, elevation survey, and crack monitoring survey for the residences and commercial structures nearest to the site. Surveys shall be performed prior to and after completion of vibration generating construction activities located within 65 feet of the structure. This distance shall be extended to 80 feet for vibratory pile driving and 120 feet for impact pile driving. The surveys shall include internal and external crack monitoring in the structure, settlement, and distress, and shall document the condition of the foundation, walls and other structural elements in the interior and exterior of the structure.

Impact NOI-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant noise and vibration impact.

Findings: With implementation of Mitigation Measures NOI-1.1 and NOI-1.2, set forth above, which is hereby adopted and incorporated into the project, construction noise impacts associated with future projects under the El Camino Real Specific Plan would be reduced below the City's thresholds of significance. Noise impacts from mechanical equipment would be reduced to less than significant levels with implementation of Mitigation Measure NOI-

2.1, which is hereby adopted and incorporated into the project. With implementation of Mitigation Measure NOI-3.1, which is hereby adopted and incorporated into the project, construction vibration impacts would be reduced to a less than significant level.

Mitigation: Same mitigation as Mitigation Measures NOI-1.1, NOI-1.2, NOI-2.1, and NOI-3.1.

Tribal Cultural Resources

Impact TCR-1: As mitigated, the project would not result in a significant impact to tribal cultural resources.

Findings: Future projects under the El Camino Real Specific Plan would be required to implement Mitigation Measures CUL-1.1 to CUL-1.4, which are hereby adopted and incorporated into the project, to reduce impacts to unknown buried archaeological resources, including tribal cultural resources, and human remains, if encountered. Therefore, individual projects proposed under the El Camino Real Specific Plan would have a less than significant impact on tribal cultural resources.

Mitigation: Same mitigation as Mitigation Measures CUL-1.1 through CUL-1.4.

Impact TCR-C: As mitigated, the project would not result in a cumulatively considerable contribution to a cumulatively significant tribal cultural resources impact.

Findings: Cumulative projects would be required to implement Mitigation Measures CUL-1.1 through CUL-1.4, which are hereby adopted and incorporated into the project, to avoid impacts and/or reduce impacts to tribal cultural resources to a less than significant level consistent with CEQA and Assembly Bill 52 requirements.

Mitigation: Same mitigation as Mitigation Measures CUL-1.1 through CUL-1.4.

VII. GROWTH INDUCING IMPACTS

The CEQA Guidelines require that an EIR identify the likelihood that a proposed project could “foster” or stimulate “economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment” (Section 15126.2(d)). This section of the EIR is intended to evaluate the impacts of such growth in the surrounding environment.

Direct growth inducement results if a project involves construction of new housing that would result in new residents moving to the area. A project can have indirect growth-inducement potential if it establishes substantial new permanent employment opportunities (e.g., commercial, industrial, or governmental enterprises) or if it involves a substantial construction effort with substantial short-term employment opportunities and indirectly stimulates the need for additional housing and services to support the new employment demand. Similarly, under CEQA, a project could indirectly induce growth if it expands roadway capacity or removes an obstacle to additional growth and development,

such as removing a constraint on required public services or utilities (e.g., adding a sewage treatment plant that has capacity to serve demand beyond the associated project).

These findings are based on the discussion of growth inducing impacts in Section 4.0 of the Draft EIR, the discussion and analysis of which is hereby incorporated in full by this reference.

The proposed project site is within the City's existing boundaries, already served by existing infrastructure, and planned for urban uses. Redevelopment of the El Camino Real Focus Area was envisioned as part of the City's General Plan. The proposed El Camino Real Specific Plan has increased the allowed density in the El Camino Real Specific Plan area from what was assumed in the General Plan. The El Camino Real Specific Plan would result in the development of 4,392 residential units. Redevelopment of underutilized properties within the El Camino Real Specific Plan boundary would result in an estimated reduction of approximately 289,000 square feet of retail space. The impacts to infrastructure and services resulting from the proposed El Camino Real Specific Plan are described throughout the Draft EIR.

The proposed El Camino Real Specific Plan is a previously envisioned growth area in the General Plan and is not anticipated to result in increased growth outside the City where urban development is not already planned. For these reasons, the proposed El Camino Real Specific Plan would not result in growth-inducing impacts beyond what is envisioned in the City's General Plan.

VIII. SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126(c) requires that an EIR also address significant and irreversible environmental changes that may occur as a result of project implementation. Significant irreversible changes include the use of nonrenewable resources, the commitment of future generations to similar use, irreversible damage resulting from environmental accidents associated with the project and the irretrievable commitment of resources.

These findings are based on the discussion of significant and irreversible environmental changes in Section 5.0 of the Draft EIR, the discussion and analysis of which are hereby incorporated in full by this reference.

Use of Nonrenewable Resources

Future development under the proposed El Camino Real Specific Plan, during construction and operation, would require the use and consumption of nonrenewable resources. Renewable resources, such as lumber and other wood byproducts, could also be used. Unlike renewable resources, nonrenewable resources cannot be regenerated over time. Nonrenewable resources include fossil fuels and metals. Energy would be consumed during both the construction and operational phases of the El Camino Real Specific Plan development. The construction phase would require the use of nonrenewable construction material, such as concrete, metals, and plastics, and glass. Nonrenewable resources and energy would also be consumed during the manufacturing and transportation of building materials, preparation of the site, and construction of the buildings. The operational phases would consume energy for multiple purposes including building heating and cooling, lighting,

appliances, and electronics. Energy, in the form of fossil fuels, would be used to fuel vehicles traveling to and from Plan area.

The proposed El Camino Real Specific Plan would result in a substantial increase in demand for nonrenewable resources. However, the project is subject to the standard California Code of Regulations Title 24 Part 6 and CALGreen energy efficiency requirements. As discussed in Section 3.6 Energy, the El Camino Real Specific Plan is consistent with the City's General Plan policies regarding energy use, which fosters development that reduces the use of nonrenewable energy resources in transportation, buildings, and urban services (utilities).

Irreversible Damage from Environmental Accidents

The project does not propose any new or uniquely hazardous uses, and its operation would not be expected to cause environmental accidents that would impact other areas. As discussed in Section 3.9 Hazards and Hazardous Materials, the El Camino Real Specific Plan area contains individual parcels that have been confirmed or may contain soil and groundwater contamination that may expose construction workers, future occupants, and the surrounding environment to contaminated soils and soil vapor intrusion. Phase I ESAs and Phase II ESAs (if warranted) shall be implemented by future development under the El Camino Real Specific Plan to mitigate potential risks to construction workers, future occupants, and the environment from potential exposure to hazardous substances. There are no known significant unmitigable on-site or off-site sources of contamination that would substantially affect the proposed uses in the El Camino Real Specific Plan area. There are no significant geology and soils impacts from implementation of the project. Based on the discussion above, the proposed El Camino Real Specific Plan would not result in irreversible damage that may result from environmental accidents.

IX. ALTERNATIVES

CEQA requires that an EIR identify alternatives to a project as it is proposed. Section 15126.6 of the CEQA Guidelines specifies that the EIR should identify alternatives which "would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project." The EIR considered alternatives of design, scope, or location, which would substantially lessen the project's significant impacts, even if those alternatives "impede to some degree the attainment of the project objectives" or are more expensive. While CEQA does not require that alternatives must be capable of meeting all of the project objectives, an alternative's ability to meet most of the objectives is relevant to its consideration.

Project Objectives

The El Camino Real Specific Plan is intended to achieve the following project objectives and desired outcomes as it is implemented over time.

- **Land Use**: Establish a land use plan and policy framework that will guide future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including; an increase in housing density to help meet the City's state-mandated RHNA numbers; new development that appropriately transitions to existing

adjacent residential neighborhoods, and more intensive development and public improvements focused at key nodes, which will include a concentration of retail, services, housing, and new public gathering areas.

- **Transportation:** Improve vehicular, pedestrian, and bicycle facilities along the El Camino Real corridor by establishing a mobility framework that balances El Camino Real's many functions while improving mobility and safety for people of all ages, means, and abilities. The Plan area's circulation network consists of the roadways and sidewalks that serve vehicles, pedestrians, bicyclists, and transit vehicles, as well as off-street shared-use paths and pedestrian-only connections.

The El Camino Real Specific Plan envisions and accommodates improvements to transit service, including increased frequencies and better connections to the Santa Clara Transit Station, which provides Caltrain, Amtrak, and Altamont Corridor Express transit service.

- **Public Realm:** Provide standards and guidelines to achieve the future vision for El Camino Real. These standards and guidelines will apply to all new development in the El Camino Real Specific Plan area, as well as public improvements and extensive renovations to existing structures. Develop and implement urban design standards to improve the pedestrian experience, public space, aesthetics, safety, and design quality throughout the Plan area to attract visitors, serve residents, and promote walking.
- **Parks:** Increase the amount of parks, green space, plazas, and other public space that encourages pedestrian activity, recreation, and access to nature, including recreation opportunities along Calabazas and Saratoga Creeks. In addition to the existing parkland dedication requirements of City Code Chapter 17.35, require developers to create new plazas and open spaces along the corridor that provide a place where residents and visitors can gather comfortably, that have their own distinctive identity, are safe and visually attractive, and contribute to local character. This network of open spaces could include new public neighborhood and community parks as well as publicly-accessible privately-owned open space.
- **Environmental:** Create a sustainable urban environment that incorporates green building, energy efficiency, water conservation, and stormwater management best practices.

CEQA, the CEQA Guidelines and applicable case law have determined that feasibility can be based on a wide range of factors and influences. Section 15126.6(f)(1) of the CEQA Guidelines advises that such factors can include, but are not limited to, the suitability of an alternate site, economic viability, availability of infrastructure, consistency with planning documents or regulatory limitations, jurisdictional boundaries or whether the project proposed can "reasonably acquire, control or otherwise have access to the alternative site."

The City Council, having reviewed and considered the information contained in the EIR, hereby finds that the alternatives described below are not feasible. The City finds that there are specific economic, legal, social, technological or other considerations, including consideration for the provision of employment opportunities for highly trained workers, and important matters of public policy that render these alternatives infeasible.

As explained above, "feasible" is defined in CEQA Guidelines Section 15364 to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." According to CEQA Guidelines

Section 15091(a)(3), the City may reject an alternative to the project if the City finds that it would be infeasible to implement that alternative because of “[s]pecific economic, legal, social, technological, or other considerations, including the provision of employment opportunities for highly trained workers.” An agency also may reject an alternative that does not meet the public policy goals of the agency. In *Rialto Citizens for Responsible Growth v. City of Rialto* (2012) 208 Cal.App.4th 899, 947, the City of Rialto approved a project while rejecting as infeasible a reduced-density alternative that stripped out the portions of the project that would have created a synergistic mix of retail and restaurant tenants. Additionally, in *Environmental Council of Sacramento v. City of Sacramento* (2006) 142 Cal.App.4th 1018, 1039, the appellate court upheld the City of Sacramento's findings that additional preservation of open space would be infeasible because it would “at the very least [slow] the progress of necessary development such that the public's health and welfare is harmed through the lack of economic growth and productivity and a shortage of housing supply.”⁶

These findings are based on the discussion of alternatives in Section 7.0 of the Draft EIR and Section 5.0 of the Final EIR, the discussion and analysis of which are hereby incorporated in full by this reference.

Alternatives Considered but Rejected

The CEQA Guidelines encourage consideration of an alternative site when significant effects of the project might be avoided or substantially lessened (Section 15126.6(f)(2)(A)). Only locations that would avoid or substantially lessen any of the significant impacts of the project and meet most of the project objectives need to be considered for inclusion in the EIR.

Location alternatives are frequently considered to reduce the site-specific impacts of a project. The alternative location would typically need to be of similar size to the Plan area, within the urban service area of the City, near existing transit, and have the appropriate General Plan land use designation(s). Given that the Specific Plan was developed to address planned growth within the El Camino Real Focus Area that was identified in the City's General Plan, and redevelopment in the current phase of the General Plan is a primary goal for this particular location, a location alternative was not considered further. The City has previously identified the El Camino Real Focus Area as an appropriate location for housing to meet the City's Regional Housing Needs Allocation and other goals and policies of the General Plan. Moreover, there is not an equivalent area available for redevelopment within the El Camino Real Focus Area or immediate vicinity. For these reasons, an alternative location to the Plan area was considered but rejected as infeasible.

No Project Alternative

The CEQA Guidelines specifically require consideration of a “No Project” Alternative. The purpose of including a No Project Alternative is to allow decision makers to compare the impacts of approving the project with the impacts of not approving the project. The Guidelines specifically advise that the No Project Alternative is “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with

⁶ Similarly, courts have upheld an agency's infeasibility finding on a policy-based rationale in the following cases: *Gilroy Citizens for Responsible Planning v. City of Gilroy* (2006) 140 Cal.App.4th 911, 936, and *Defend the Bay v. City of Irvine* (2004) 119 Cal.App.4th 1261, 1270.

available infrastructure and community services.” The Guidelines emphasize that an EIR should take a practical approach, and not “...create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment (Section 15126.6[e][3][B]).”

The majority of the Plan area is currently developed with residential, commercial, public, and recreational uses. The No Project Alternative assumes that the Plan area would remain as it is developed today. Because the No Project Alternative would not result in any new development with the El Camino Real Specific Plan area, this Alternative would avoid all of the environmental impacts of the project. However, this Alternative would not meet any of the City’s project objectives.

No Project – Commercial, Residential and Office Redevelopment Alternative

The No Project - Commercial, Residential and Office Redevelopment Alternative assumes that the Plan area would be redeveloped with the maximum allowable development under the current zoning districts, summarized below. Maximum allowable building heights within these zoning district range from 25 to 100 feet, and the City’s Zoning Code does not require height step backs for properties that abut residential neighborhoods.

Existing Zoning in the Specific Plan Area

Zoning Designation	Allowed Height Within 20 feet of R1-6L, R1-8L, and R2 zones¹/ Within all Other Zones	Acres	Percent of Total	Allowed Uses
R4	32 feet/80 feet	1.0	0.4	Multi-family dwellings (i.e., rowhouses, townhouses, low-rise apartments)
MUCC	32 feet/40 feet	94.1	39.5	Pedestrian- oriented developments that focus on community serving commercial uses (e.g., grocery stores, banks, pharmacies, restaurants, retail establishments). A mix of residential and commercial uses, with residential on the upper floors and commercial and office on the lower floors, as well as stand-alone uses in certain circumstances, is allowed.
MURC	32 feet/60 feet	85.4	35.8	Pedestrian- oriented developments that focus on regional-serving commercial uses (e.g., big box stores, entertainment establishments, restaurants, retail establishments). A mix of residential and commercial uses, with residential on the upper floors and commercial and office on the lower floors is allowed.

Zoning Designation	Allowed Height Within 20 feet of R1-6L, R1-8L, and R2 zones¹/ Within all Other Zones	Acres	Percent of Total	Allowed Uses
OS	25 feet/32 feet	2.4	1.0	Open space and outdoor recreational opportunities for the community.
PD	N/A	43.4	18.2	Uses consistent with the General Plan land use designation and description.
PQP	32 feet/60 feet	10.5	4.4	Public and quasi-public uses including, but not limited to government offices, fire and police facilities, transit stations, commercial care centers, religious institutions, schools, cemeteries, hospitals and convalescent care facilities, places of assembly and other facilities that have a unique public character as their primary use.
R1-6L	25 feet/25 feet	1.5	0.6	Single-family dwellings, secondary dwellings authorized by Government Code Section 65852.21, and accessory dwelling units.

Source: Raimi + Associates. Personal Communication. October 1, 2025.

Note: ¹ This applies to all zoning districts listed exempt for OS and PQP. The maximum height applies to development within 20 feet of R1 and R2 zones.

The El Camino Real Specific Plan area could be developed with approximately 75 percent mixed-use, one percent residential, and 24 percent of Open Space (OS), Planned Development (PD), and Public/Quasi Public (PQP) uses under this alternative.

The most common land use existing within the El Camino Real Specific Plan area is retail commercial, with lesser amounts of public/institutional, mixed-use, medium/high density residential, single-family residential and light industrial making up the remaining properties. There are approximately 2,265,000 square feet of commercial space, including 100,000 square feet of local office uses, and 2,500 residential units existing within the El Camino Real Specific Plan area currently. Approximately 30 percent of the El Camino Real Specific Plan area’s buildable land (excluding streets, rail rights-of-way, creeks, and parks) is currently occupied by buildings. Most of the remaining 70 percent is occupied by surface parking lots and associated drive aisles and landscaping.⁷

Build out of the El Camino Real Specific Plan area under the No Project - Commercial, Residential and Office Redevelopment Alternative would substantially increase vehicle trips over the existing condition, as much of the area that is currently vacant or used for parking would convert to commercial and residential uses that generate traffic. The No Project - Commercial, Residential and

⁷ City of Santa Clara. El Camino Real Specific Plan: Area Profile.

Office Redevelopment Alternative, which would allow a greater proportion of commercial uses to residential uses than the proposed project, would also exacerbate the City's existing jobs/housing imbalance and likely increase commute times and distances which would be a significant unavoidable impact due to inconsistency with General Plan policies that were adopted to mitigate environmental impacts. The No Project - Commercial, Residential and Office Redevelopment Alternative would also likely result in greater significant criteria pollutant impacts and potentially significant GHG emissions impacts due to the increased number of trips and VMT from workers traveling to the El Camino Real Specific Plan area.

This alternative would not meet the City's primary project objectives of increasing housing density to help meet the City's state-mandated RHNA numbers, allowing new development that appropriately transitions to existing adjacent residential neighborhoods, and allowing more intensive development and public improvements focused at key nodes, which would include a concentration of retail, services, housing, and new public gathering areas. This alternative would also be unlikely to provide substantial public open space to serve the needs of area residents. The No Project - Commercial, Residential and Office Redevelopment Alternative, therefore, would not meet the City's primary objectives for the El Camino Real Focus Area consistent with the General Plan.

Reduced Scale Development Alternative

A Reduced Scale Development Alternative would have a reduced number of residential units and a reduced amount of retail/commercial and office square footage within the boundaries of the El Camino Real Specific Plan area. The residential unit and commercial square footage totals would represent the maximum amount that would avoid any significant unavoidable impacts and achieve as many of the project objectives as possible. Any development with a smaller project of any size would be built over a shorter timeframe and have less heavy equipment use which would lessen construction and operational air quality impacts compared to the proposed project. Under this alternative, all development would still be required to implement all identified mitigation and conditions of approval identified for this project to reduce construction and operational impacts. While the Reduced Scale Development Alternative would meet the City's objectives for providing public space, increase housing density, and improve multi-modal uses, it would be at a far lower density than what is currently proposed.

Environmentally Superior Alternative

The CEQA Guidelines specify that an EIR must identify the environmentally superior alternative among those alternatives discussed. If the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative amongst the other alternatives [Section 15126.6(e)(2)].

Based upon the previous discussion, the environmentally superior alternative would be the No Project Alternative, which would avoid the identified significant impacts. This alternative would not meet the City's primary objectives of guiding future development and redevelopment activities within the area toward multi-modal supportive uses and improvements, including an increase in housing density to help meet the City's state-mandated RHNA numbers, and more intensive development and public improvements focused at key nodes, which would include a concentration of

retail, services, housing, and new public gathering areas. Beyond the No Project Alternative, the Reduced Scale Development Alternative would be the environmentally superior alternative.

The Reduced Scale Development Alternative would lessen construction and operational air quality and noise impacts when compared to the project. While this alternative would meet the City's objectives, the development would be at a far lower density than what is currently proposed.

X. STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires decision makers to balance, as applicable, the economic, legal, social, technological and/or other benefits of a project against its significant and unavoidable environmental impacts when determining whether to approve the project. If the specific economic, legal, social, technological and/or other benefits of the project outweigh the significant and unavoidable impacts, those impacts may be considered "acceptable" (CEQA Guidelines Section 15093(a)). When significant impacts are not avoided or lessened, CEQA requires the agency to state, in writing, the specific reasons for considering a project acceptable. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative record (CEQA Guidelines Section 15093(b)).

The proposed project has no significant unavoidable impacts. As such, no overriding considerations are required.

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA RECOMMENDING ADOPTION OF THE EL CAMINO REAL SPECIFIC PLAN, A SPECIFIC PLAN PURSUANT TO GOVERNMENT CODE SECTION 65450, et seq.

El Camino Real Specific Plan

WHEREAS, the City intends to adopt the El Camino Real Specific Plan, a Specific Plan for a transit-oriented pedestrian-friendly corridor of up to 4,390 residential units with supportive commercial uses, located on approximately 240 acres along the 3.2 mile El Camino Real corridor between the western City limits and Lafayette Street in the east, which is currently largely developed with auto oriented uses;

WHEREAS, the El Camino Real Specific Plan is intended to be a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses; and,

WHEREAS, the El Camino Real area will include a variety of forms of urban housing, including podium buildings, mid-rise residential mixed-use buildings, and medium density townhomes;

WHEREAS, a Specific Plan is a tool for providing regulatory direction for specific parts of a city, and can include policy guidance, regulatory requirements, and design guidelines;

WHEREAS, as a part of implementation of the Specific Plan, the City intends to adopt a General Plan Amendment (“GPA”) to align the General Plan land use diagram by changing the existing land use designations of the Project Site from Community Mixed Use and Regional Mixed Use to Regional Commercial Mixed Use (55-100 dwelling units per acre; 0.20 FAR of commercial required), Corridor Mixed Use (45-65 dwelling units per acre; commercial allowed but not required), Corridor Residential (26-45 dwelling units per acre; commercial allowed but not required), Corridor Residential-Low (12-25 dwelling units per acre; commercial allowed but not required), and Ground Floor Commercial Overlay which requires commercial uses at specific sites;

WHEREAS, as a part of implementation the Specific Plan, the City is also proposing to amend Title 18 (“Zoning”), of the City Code to create the new El Camino Real zoning districts;

WHEREAS, the proposed El Camino Real Specific Plan is consistent with the Goals and Policies of the El Camino Real Focus Area in the General Plan;

WHEREAS, Santa Clara City Charter Section 1007 and Government Code sections 65353 and 65453 require that the Planning Commission provide input to the City Council on proposed Specific Plans and General Plan Amendments;

WHEREAS, notice of the public hearing on the proposed Specific Plan was published in the Santa Clara Weekly, a newspaper of general circulation for the City, on March 18, 2026; and

WHEREAS, notices of the public hearing on the Specific Plan and General Plan Amendment were mailed to all property owners within 300 feet of the Project Site, according to the most recent assessor’s roll, on March 18, 2026;

WHEREAS, notice of the hearing was mailed to each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, including the Santa Clara Unified School District, on March 18, 2026;

WHEREAS, before considering recommending adoption of the Specific Plan for the area, the Planning Commission reviewed and considered the potential environmental impacts of the Project, including the implementing General Plan Amendment, Zoning Code Amendment, and identified mitigation measures, and recommended that the City Council adopt and certify the Environmental Impact Report (“EIR”) for the Project (SCH #2025010508), as well as a set of CEQA Findings, in accordance with the requirements of CEQA; and

WHEREAS, on April 8, 2026, the Planning Commission reviewed the Specific Plan and 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 Specific Plan.

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. Specific Plan Findings. That the Planning Commission finds and determines that the Specific Plan is in the interest of the public good for the following reasons:

A. The proposed Specific Plan is deemed to be in the public interest, in that:

The Specific Plan is located in an urbanized area served by existing municipal services and implements smart growth principles by redeveloping underutilized properties with high intensity mixed-use, pedestrian- and transit-oriented development that will contribute to the City both socially and economically.

B. The proposed Specific Plan is consistent and compatible with the General Plan and any implementation programs that may be affected, in that:

The Plan furthers and is consistent with the goals, policies and major strategies of the General Plan that enhance the City's quality of life, preserve and cultivate neighborhoods, promote sustainability, enhance City identity, support Focus Areas and community vitality, maintain the City's fiscal health and quality of services, and maximize health and safety benefits with the creation of new land use designations that allow for the development of a high-density mixed-use transit-oriented environment.

C. The proposed Plan has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act (CEQA), in that:

A Draft Environmental Impact Report ("DEIR") was prepared in accordance with CEQA and the City circulated copies of the DEIR and Notice of Availability to the public agencies which have jurisdiction by law with respect to the Project, as well as to other interested persons, organizations and agencies, and the City sought the comments of such persons, organizations

and agencies. The City prepared and circulated written responses to the comments received during the Comment Period and included those responses in a Final Environmental Impact Report (“FEIR”), in accordance with CEQA.

D. The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare, in that:

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for implementation with Project development to reduce potentially significant impacts identified in the DEIR and FEIR, that combined constitute the EIR for the Project, to less than significant; and the Planning Commission recommended that the City Council adopt all of these documents.

3. That based on the findings set forth in this Resolution, the EIR Resolution and the evidence in the City Staff Report and such other evidence as received at the public hearing on this matter, the Planning Commission hereby recommends that the City Council adopt the Specific Plan.

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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 8th DAY OF APRIL, 2026, BY THE FOLLOWING VOTE:

AYES:

COMMISSIONERS:

NOES: COMMISSIONERS:

ABSENT: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

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

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA CLARA, CALIFORNIA RECOMMENDING APPROVAL OF A GENERAL PLAN AMENDMENT TO (1) CHANGE THE LAND USE DESIGNATION FROM COMMUNITY MIXED USE AND REGIONAL MIXED USE TO REGIONAL COMMERCIAL MIXED USE, CORRIDOR MIXED USE, CORRIDOR RESIDENTIAL AND CORRIDOR RESIDENTIAL-LOW FOR THE AREA ON BOTH SIDES OF EL CAMINO REAL BETWEEN THE WESTERN CITY LIMITS AND LAFAYETTE STREET TO THE EAST; (2) ADD THE LAND USE DESIGNATIONS TO CHAPTER 5 OF THE GENERAL PLAN; AND (3) REMOVE THE EL CAMINO REAL FOCUS AREA

El Camino Real Specific Plan General Plan Amendment

WHEREAS, the City intends to adopt the El Camino Real Specific Plan, a Specific Plan for a transit-oriented, pedestrian-friendly corridor of up to 4,390 residential units with supportive commercial uses, located on approximately 240 acres along the 3.2 mile El Camino Real corridor between the western City limits and Lafayette Street in the east, which is currently largely developed with auto oriented uses;

WHEREAS, the El Camino Real Specific Plan is intended to be a tree-lined, pedestrian- and transit-oriented corridor with a mix of residential and retail uses; and

WHEREAS, the El Camino Real area will include a variety of forms of urban housing, including podium buildings, mid-rise residential mixed-use buildings, and medium density townhomes;

WHEREAS, the proposed El Camino Real Specific Plan is consistent with the El Camino Real Focus Area Goals And Policies in the General Plan;

WHEREAS, as a part of implementing the Specific Plan, the City intends to adopt a General Plan Amendment (“GPA”) to align the General Plan land use diagram by changing the existing land use designations of the Project Site from Community Mixed Use and Regional Mixed Use to Regional Commercial Mixed Use (55-100 dwelling units per acre; 0.20 FAR of commercial required), Corridor Mixed Use (45-65 dwelling units per acre; commercial allowed but not required), Corridor Residential (16-45 dwelling units per acre; commercial allowed but not

required), Corridor Residential-Low (12-25 dwelling units per acre; commercial allowed but not required), and Ground Floor Commercial Overlay which requires commercial uses at specific sites;

WHEREAS, the City is also proposing to amend Title 18, the Zoning Code, to create the new El Camino Real zoning districts;

WHEREAS, Santa Clara City Charter Section 1007 and Government Code Section 65353 require that the Planning Commission provide input to the City Council on any proposed General Plan Amendment;

WHEREAS, 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 March 18, 2026;

WHEREAS, notices of the public hearing on the General Plan Amendment were mailed to all property owners within 300 feet of the Project Site, according to the most recent assessor's roll, on March 18, 2026;

WHEREAS, notice of the hearing was mailed to each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, including the Santa Clara Unified School District, on March 18, 2026;

WHEREAS, before considering making a recommendation for the General Plan Amendment for the Project Site, the City of Santa Clara Planning Commission reviewed and considered the potential environmental impacts of the Project, identified mitigation measures, and recommended that the City Council adopt and certify the Environmental Impact Report ("EIR") for the Project (SCH #2025010508), as well as a set of CEQA Findings and a Mitigation Monitoring and Reporting Program, in accordance with the requirements of CEQA; and

WHEREAS, on April 8, 2026, the Planning Commission conducted a duly noticed public hearing to consider the proposed General Plan Amendment, 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 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. General Plan Amendment Findings. 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 Project is located in an urbanized area served by existing municipal services and implements smart growth principles by redeveloping underutilized properties with higher intensity mixed-use, pedestrian- and transit-oriented development that will contribute to the City both socially and economically.

B. The proposed General Plan Amendment is consistent and compatible with the rest of the General Plan and any implementation programs that may be affected, in that:

The Project furthers and is consistent with the goals, policies and major strategies of the General Plan that enhance the City's quality of life, preserve and cultivate neighborhoods, promote sustainability, enhance City identity, support Focus Areas and community vitality, maintain the City's fiscal health and quality of services, and maximize health and safety benefits with the creation of the following new land use designations: Regional Commercial Mixed Use (55-100 dwelling units per acre; 0.20 FAR of commercial required), Corridor Mixed Use (45-65 dwelling units per acre; commercial allowed but not required), Corridor Residential (16-45 dwelling units per acre; commercial allowed but not required), Corridor Residential-Low (12-25 dwelling units per acre; commercial allowed but not required), and Ground Floor Commercial Overlay which requires commercial uses at specific sites.

C. 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:

A Draft Environmental Impact Report (“DEIR”) was prepared in accordance with CEQA and the City circulated copies of the DEIR and Notice of Availability to the public agencies which have jurisdiction by law with respect to the Project, as well as to other interested persons, organizations and agencies, and the City sought the comments of such persons, organizations and agencies. The City prepared and circulated written responses to the comments received during the Comment Period and included those responses in a Final Environmental Impact Report (“FEIR”), in accordance with CEQA.

D. The potential impacts of the proposed amendment have been assessed and have been determined not to be detrimental to the public health, safety, or welfare, in that:

A Mitigation Monitoring and Reporting Program (MMRP) has been prepared for implementation with Project development to reduce potentially significant impacts identified in the DEIR, FEIR and Appendix to the FEIR, that combined constitute the EIR for the Project, to less than significant and a set of CEQA Findings has been prepared in accordance with CEQA; and the Planning Commission recommended that the City Council adopt all of these documents.

3. That the Planning Commission hereby recommends that the City Council amend the General Plan by adding the following text to Subsection 5.2.2 (“Land Use Classifications and Diagram”) of Section 5.2 (“Land Use Diagram”) of Chapter 5 (“Goals and Policies”), to be inserted in the mixed use land use designations section, after the existing definition of “Santa Clara Station Area” :

“Regional Commercial Mixed Use (55-100 dwelling units per acre; 0.20 FAR of commercial required)

This classification is intended for high-intensity commercial or mixed-use residential and commercial development with open space that can serve

as a center for community gathering and activity. A large variety of commercial uses are allowed including retail, restaurant, entertainment, offices, hotel, and service uses to meet local and regional needs. Auto-oriented uses and live/work uses are not appropriate in this designation. Residential uses are allowed in a vertical or horizontal mixed-use form. Development under this designation should have an urban feel and typically be composed of mid-rise buildings featuring pedestrian-oriented frontages and facades and structured or below-grade parking. All new development under this designation with a frontage along El Camino Real must include ground floor commercial uses along El Camino Real.”

“Corridor Mixed Use (45-65 dwelling units per acre; commercial allowed but not required, except where the Ground Floor Commercial Overlay is applied)

This classification is intended to encourage a mix of commercial uses and medium-to-high density residential at smaller cross-streets along El Camino Real. This designation allows for standalone commercial or residential uses, and mixed-use development in a horizontal or vertical format. However, there are key locations along the El Camino Real corridor where ground floor commercial uses are required. Commercial uses under this designation are intended for local and neighborhood serving retail, office, and service uses. Auto-oriented uses are not appropriate in these areas.”

“Corridor Residential (26-45 dwelling units per acre; commercial allowed but not required)

This classification is intended for low- to mid-rise residential building types such as townhomes and garden apartments, with garages, tuck under or below-grade parking. These areas provide a moderate-intensity residential

character and a transition to adjacent single-family residential neighborhoods. This designation is generally applied to small to moderate-sized parcels along the corridor.”

“Corridor Residential-Low (12-25 dwelling units per acre; commercial allowed but not required)

This classification is intended for townhome development. These areas provide a low-intensity residential character in keeping with adjacent single-family residential neighborhoods. This designation is generally applied to smaller parcels along the corridor that are constrained by shallow lot depths and parcel aggregation challenges. Commercial ground floor uses are allowed and encouraged in this designation, but not required. Additionally, standalone commercial development with compatible commercial uses that promote pedestrian activity along the street shall be permitted. Auto-oriented uses are not appropriate under this designation.”

“Ground Floor Commercial Overlay

This classification illustrates where ground floor commercial is required in selected parcels with the Corridor Mixed Use (CMU) land use designation; this classification also applies to all parcels designated Regional Commercial Mixed Use (RCMU). These concentrations of commercial uses will support pedestrian activity and create opportunities for vibrant public spaces. The Ground Floor Commercial Overlay does not cover any Corridor Residential areas, where ground floor commercial is encouraged but not required.”

4. That the Planning Commission, pursuant to Government Code § 65354, hereby recommends that the City Council amend the General Plan by changing the General Plan Land Use Designation for the Project Site by modifying Figures 5.2-2 and 5.2-3 of the General Plan to

the land use designations described in the land use plan, Figure 3-1, of the El Camino Real Specific Plan, which is attached hereto and incorporated herein by this reference.

5. That the Planning Commission hereby recommends that the City Council amend the General Plan by removing reference to the El Camino Real Focus Area in Section 5.4 Focus Areas and Figure 5.4-1.

6. That based on the findings set forth in this Resolution, the EIR Resolution and the evidence in the City Staff Report and such other evidence as received at the public hearing on this matter, the Planning Commission hereby recommends that the City Council approve the General Plan Amendment.

7. 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 SPECIAL MEETING THEREOF HELD ON THE 8TH DAY OF APRIL, 2026, BY THE FOLLOWING VOTE:

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

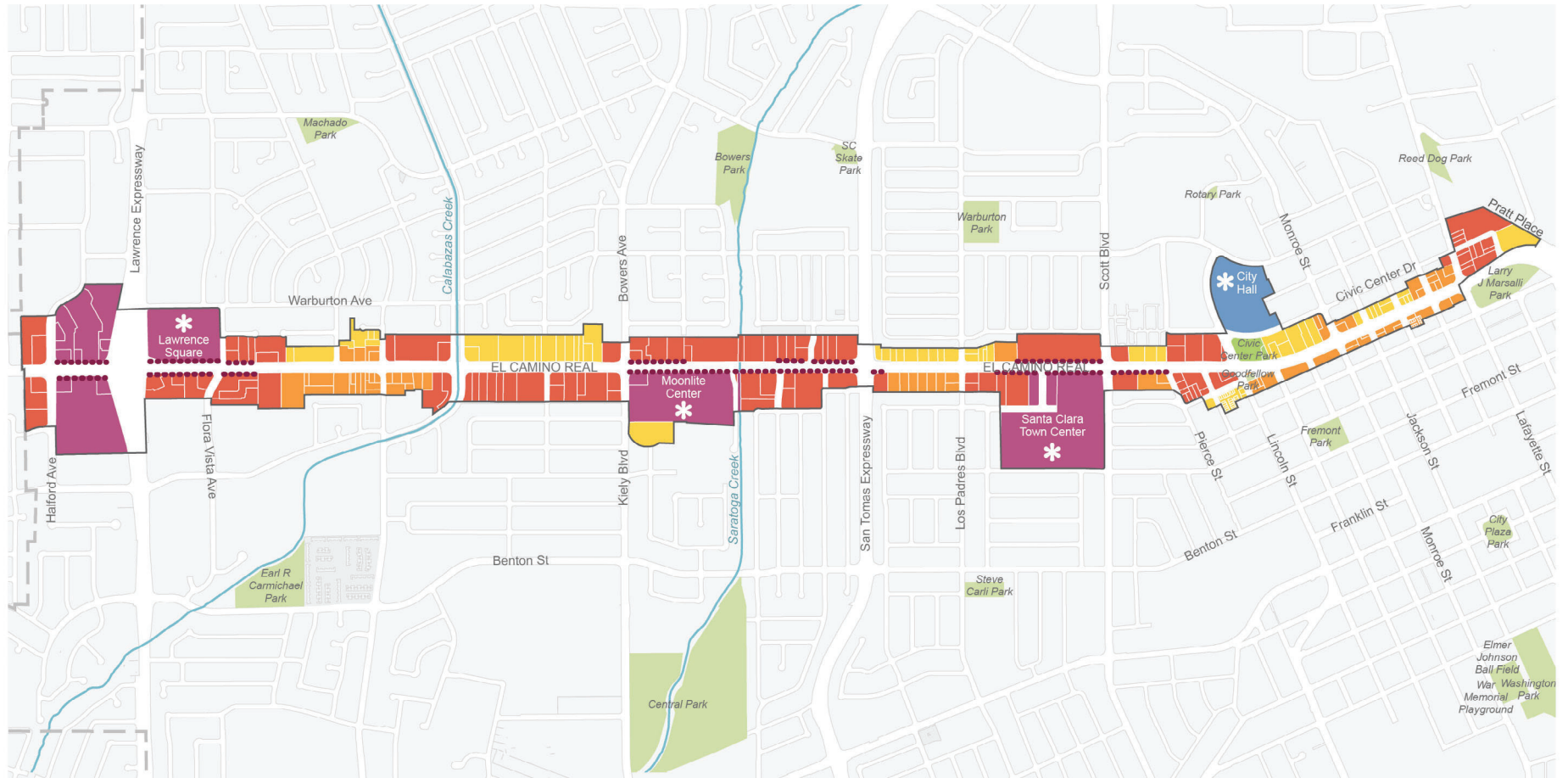
ABSENT: COMMISSIONERS:

ABSTAINED: COMMISSIONERS:

ATTEST: _____
ANDREW CRABTREE
DIRECTOR OF COMMUNITY DEVELOPMENT
CITY OF SANTA CLARA

Attachments Incorporated by Reference:
1. Land Use Plan

Figure 3–1. Land Use Plan



Legend

- City Boundary
- - - Plan Boundary
- ▭ Parcels
- * Landmarks
- ▭ Parks
- Creeks

Land Use Designation

- ▭ Regional Commercial Mixed Use
- ▭ Corridor Mixed Use
- ▭ Corridor Residential
- ▭ Corridor Residential - Low
- ▭ Public/Quasi-Public

Commercial Overlay

- ⋯ Ground Floor Commercial Required

0 0.125 0.25 0.5 Miles



ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SANTA CLARA, CALIFORNIA, AMENDING TITLE 18 OF “THE CODE OF THE CITY OF SANTA CLARA, CALIFORNIA” TO ADD A NEW CHAPTER 18.27, REGULATIONS FOR THE EL CAMINO REAL CORRIDOR; REVISING CHAPTER 17.15, PROPERTY DEVELOPMENTS, TO CLARIFY THAT THE NEW EL CAMINO PROPERTY STANDARDS WILL SUPERSEDE THAT CHAPTER; AND ADDING A NEW SECTION 17.40.117 TO CHAPTER 17.40, CITYWIDE AFFORDABLE HOUSING REQUIREMENTS, TO SPECIFY AFFORDABILITY LEVELS APPLICABLE TO THE EL CAMINO REAL ZONING DISTRICTS

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

SECTION 1: That a new Chapter 18.27, “Regulations for the El Camino Real Corridor”, is hereby added to Title 18 (entitled “Zoning”), of “The Code of the City of Santa Clara, California” (“SCCC”) as follows:

“Chapter 18.27

Regulations for the El Camino Real Corridor

Table of Contents

Article I. Regulations for the El Camino Real Corridor

18.27.010	Application
18.27.020	Intent
18.27.030	Purpose
18.27.040	Permitted and Conditional Uses
18.27.050	Land Use Table

Article II. Minor Use Permits

18.27.070	Purpose
18.27.080	Intent
18.27.090	Applicability
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Article III. Development Standards for the El Camino Real Corridor

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Article I. Regulations for the El Camino Real Corridor

18.27.010 Application.

The regulations set forth in this chapter apply to all parcels in the El Camino Real Specific Plan area.

18.27.020 Intent.

The El Camino Real Corridor zoning districts are designed to implement the Regional Commercial Mixed Use, Corridor Mixed Use, and Corridor Residential General Plan designations, creating a range of residential densities that are transit-oriented with supportive commercial services. The El Camino Real corridor zoning districts include the Regional Commercial Mixed Use District (RCMU), Corridor Mixed Use District (CMU), the Corridor Residential District (CR), and Corridor Residential – Low District (CR-L) and are expected to be implemented over time, and the district contains provisions for the continuation of existing auto-oriented uses.

18.27.030 Purpose

The purpose of the El Camino Real Corridor individual districts and the way they are applied are as follows:

- 1. Regional Commercial Mixed Use (RCMU).** The purpose of the RCMU - Regional

Commercial Mixed Use Zone is to provide land areas for the construction, use, and occupancy for pedestrian- oriented developments that focus on regional-serving commercial uses (e.g., big box stores, entertainment establishments, restaurants, retail establishments). It is the intent of this zone to be located on high-traffic corridors and to provide a mix of residential and commercial uses, with residential on the upper floors and commercial and office on the lower floors. This zone has a minimum Floor Area Ratio (FAR) of 0.2. The allowable residential density range is 55-100 dwelling units per acre.

2. Corridor Mixed Use (CMU). The purpose of the CMU - Corridor Mixed Use Zone is to provide land areas for the construction, use, and occupancy for pedestrian-oriented developments that focus on community-serving commercial uses (e.g., grocery stores, banks, pharmacies, restaurants, retail establishments). It is the intent of this zone to provide a mix of residential and commercial uses, with residential on the upper floors and commercial and office on the lower floors, as well as, stand-alone uses in certain circumstances. This zone does not have a minimum Floor Area Ratio (FAR). The allowable residential density range is 45-65 dwelling units per acre.

3. Corridor Residential (CR). The purpose of the CR - Corridor Residential Zone is to provide land areas for the construction, use, and occupancy for a variety of multi-family residential housing types that focus on the transition between higher-intensity mixed use and single-family residential. This zone also allows commercial uses. It is the intent of this zone to be located small parcels on high-traffic corridors and to provide a mix of residential and commercial uses, with residential on the upper

floors and commercial and office on the lower floors. This zone does not have a minimum Floor Area Ratio (FAR). The allowable residential density range is 26-45 dwelling units per acre.

4. **Corridor Residential – Low.** The purpose of the CR-L Corridor Residential – Low Zone is for townhome development. This designation is generally applied to smaller parcels along the corridor that are constrained by shallow lot depths and parcel aggregation challenges. Commercial ground floor uses are allowed and encouraged in this designation, but not required. Auto-oriented uses are not appropriate under this designation. This zone does not have a minimum Floor Area Ratio (FAR). The allowable residential density range is 12-25 dwelling units per acre.

18.27.040 Permitted and conditional uses.

The land uses in the following table, are as defined in the Santa Clara City Code (SCCC). The requirements under “Required Ground Floor Commercial Areas” apply to required ground floor commercial spaces in locations identified in the Ground Floor Commercial Overlay as described in the El Camino Real Specific Plan. If a land use is not listed in the Land Use Table, the use is not allowed, otherwise, uses will be denoted as either; P - Allowed by Right; MUP - Minor Use Permit; CUP - Conditional Use Permit; or Blank - Not allowed. Additional regulations may apply to specific uses per SCCC Title 18, Article 4 (Standards for Specific Land Uses).

18.27.050 Land Use Table.

Allowed Uses and Permit Requirements	Designations	
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Land Use (see SCCC for land use definitions)	CR-L	CR	CMU	RCMU	Additional Regulations and Exceptions
Residential Uses					
Caretaker Housing	-	-	-	-	See SCCC Chapter 18.60
Dwelling, Multifamily		P	P	P	
Dwelling, Attached Single-Family/Townhomes	P	P	P	P	
Employee Housing	-	-	-	-	
Home Occupations	P	P	P	P	See SCCC Chapter 18.60
Live-Work	p ²	p ²	p ^{1,2}	p ^{1,2}	¹ Permitted except along the El Camino Real street frontage in the RCMU designation or the Ground Floor Commercial Overlay. ² Live/work facilities shall not count towards commercial FAR requirements but shall count toward residential density.
Single-Room Occupancy (SRO) Facilities	-	-	P	P	
Supportive Housing	P	P	P	P	
Transitional Housing	-	-	-	-	
Land Use (see Zoning Ordinance for land use definitions)	CR-L	CR	CMU	RCMU	Additional Regulations and Exceptions
Human Services Uses					
Assisted Living Facilities	-	-	CUP	CUP	See SCCC Chapter 18.60
Child Day Care Facilities		P	P	P	See SCCC Chapter 18.60
Community Care Facilities	CUP	CUP	CUP	-	
Residential Care Facilities, six or fewer residents	P	P	P	-	

Residential Care Facilities, seven or more residents	MUP	MUP	MUP	-	
Day Care Homes, Up to 14 Children	P	P	P	P	
Supportive Housing		P	P	P	
Low Barrier Navigation Centers	P	P	P	P	
Emergency Shelters	-	-	-	-	See SCCC Chapter 18.60
Recreation, Education, and Public Assembly Uses					
Cemeteries and Mausoleums	-	-	-	-	
Community Gardens		MUP	MUP	MUP	
Commercial Recreation Facilities, Indoor	P	P	P	P	
Commercial Recreation Facilities, Outdoors	-	-	-	-	
Fitness Facilities	P	P	P	P	
Libraries	P	P	P	-	
Museums	P	P	P	P	
Parks and Public Plazas	P	P	P	P	
Places of Assembly	-	-	CUP	CUP	
Public Schools	P	P	P	P	
Private Schools	CUP	CUP	CUP	CUP	
Public/Private Colleges and Universities	-	P	P	P	
Vocational/Trade Schools	-	P	P	P	
Land Use (see Zoning Ordinance for land use definitions)	CR-L	CR	CMU	RCMU	Additional Regulations and Exceptions

Utility, Transportation, and Communication Uses					
Broadcasting and Recording Studios	-	-	-	-	
Park and Ride Facilities	P	P	P	P	
Parking Structures	MUP	MUP	MUP	MUP	Section 18.14.040(I)
Public Safety Facilities	P	P	P	P	
Wireless Telecommunications Facilities and Towers Co-location/Small Cell	P	P	P	P	See SCCC Chapter 18.66
Wireless Telecommunication Facilities and Towers, Minor (less than 70 feet)	MUP	MUP	MUP	MUP	See SCCC Chapter 18.66
Wireless Telecommunication Facilities, Major (70 feet or higher)		-	CUP	CUP	See SCCC Chapter 18.66
Transit Stations and Terminals	P	P	P	P	
Utility Facilities and Infrastructure	CUP	CUP	CUP	CUP	CUP required for private utility facilities and infrastructure. Public utilities and infrastructure are permitted uses.
Photovoltaic Systems	P	P	P	P	
Retail, Service, and Office Uses					
Alcoholic Beverage Sales and Service	MUP	P	P	P	Retail sale of beer, wine, and/or other alcoholic beverages for off-premises consumption at a retail establishment which has 50 percent or more of the shelving or gross floor area devoted to the public display. See SCCC Chapter 18.60.

Ambulance Services	-	-	-	-	
Animal Sales and Grooming Facilities	P	P	P	P	
Banks and Financial Establishments, General	P	P	P	P	
Banks and Financial Establishments, Stand-alone ATM	P	P	P	P	
Bars	CUP	CUP	CUP	CUP	See SCCC Chapter 18.60
Bed and Breakfast Inns	-	-	-	-	See SCCC Chapter 18.60
Business Support Centers	P	P	P	MUP	
Drive-in/Drive-through Establishments	-	-	-	-	See SCCC Chapter 18.60
Equipment Sales and Rental	-	-	-	-	
Garden Centers/Plant Nurseries	-	-	-	-	
Hotels and Motels	-	-	P	P	Section 18.14.040.0
Land Use	CR-L	CR	CMU	RCMU	Additional Regulations and Exceptions
Retail, Service, and Office Uses (continued)					
Kennels	-	-	CUP	-	
Live Entertainment, Incidental	CUP	p	P	P	
Live Entertainment, Standalone	MUP/CUP	MUP/CUP	MUP/CUP	MUP/CUP	Section 18.14.040.K
Maintenance and Repair Services	P	P	P	P	
Nightclubs	-	-	-	CUP	See SCCC Chapter 18.60
Offices	P	P	P	P	

Outdoor Dining and Seating	MUP	MUP	MUP	MUP	See SCCC Chapter 18.60
Outdoor Displays and Sales	CUP	CUP	CUP	CUP	See SCCC Chapter 18.60
Personal Services	P	P	P	P	
Personal Services, Restricted	MUP	MUP	MUP	MUP	See SCCC Chapter 18.60
Restaurants	P	P	P	P	See SCCC Chapter 18.60
Retail Establishments:					
General, Small Format	P	P	P	P	
General, Medium Format	-	P	MUP	P	
General, Large Format	-	-	-	CUP	
Veterinary Facilities	P	P	P	P	
Vehicle Oriented Uses					
Vehicle Rental Facilities, Limited	-	-	MUP	MUP	
Vehicle Rental Facilities, Office Only	-	-	P	P	
Vehicle Repair Facilities, Minor	-	-	-	-	See SCCC Chapter 18.60
Vehicle Service Stations	-	-	CUP	CUP	See SCCC Chapter 18.60
Industrial, Manufacturing, and Processing Uses					
Printing and Publishing Facilities	P	P	P	P	
Wineries, Distilleries, Breweries, and Micro-Breweries	MUP	MUP	MUP	MUP	See SCCC Chapter 18.60
Personal Storage Facilities	-	-	-	-	

Article II. Minor Use Permits (MUPs).

18.27.070 Purpose

Minor Use Permits are for uses of land that require special review and control to ensure they are compatible with the neighborhood and surrounding land uses. They are considered more likely to have greater impacts than land uses permitted by right in the zone, but lesser impacts than uses requiring a Conditional use Permit.

18.27.080 Intent.

The Minor Use Permit procedures are intended to provide sufficient flexibility in the use regulations to further the objectives of this Chapter and of the Zoning Code and to provide the City with the opportunity to impose special conditions to mitigate potential impacts that could result from allowing the use(s) at the requested location.

18.27.090 Applicability

Approval of a Minor Use Permit is required to authorize proposed land uses specified by Table 18.27.050 above (Land Use Table), and Development Standards as being allowable in the applicable zone when subject to the approval of a Minor Use Permit.

18.27.100 Application Filing, Processing, and Review

A. Filing and Processing. An application for a Minor Use Permit shall be filed and processed in compliance with Article II (Minor Use Permits) of this Chapter 18.27.

B. Application Contents. The application shall include the information and materials specified in the most up-to-date Department handout for Conditional and Minor Use Permit applications, together with the required fee in compliance with the Fee Schedule.

C. Responsibility. It is the responsibility of the applicant to provide evidence in

support of the findings required by Section 18.27.300 (Findings and Decision), below.

D. Applicable Review Authority.

1. Except as provided in paragraph 2 below, Minor Use Permits shall be reviewed and either approved or denied by the Director.

2. The Director may choose to refer any Minor Use Permit application to the Planning Commission.

18.27.200 Project Review, Notice, and Hearing

Each application for a Minor Use Permit shall be reviewed by the Director to ensure that the proposal complies with all applicable requirements of this Chapter 18.27 and the Zoning Code.

A. Notice Required. Before a decision on a Minor Use Permit is made, the City shall provide notice as follows.

1. The notice shall state that the Director will decide whether to approve, conditionally approve, or deny the Minor Use Permit application on a date specified in the notice, and that a public hearing will be held only if requested in writing by any interested person before the specified date for the decision.

2. Any written request for a hearing shall be based on issues of significance directly related to the application (e.g., provision of evidence that the request cannot meet one or more of the findings specified in Section 18.27.030 [Findings and Decision], below).

3. If the Director determines that the evidence has merit and can be properly addressed by a condition(s) added to the Minor Use Permit approval, the Director may consider the permit in compliance with paragraph B.2, below.

B. Hearing.

1. A hearing before the Director shall be scheduled and noticed if either of the following apply:

- a. If a public hearing is requested and the provisions of paragraph A.3, above, do not apply; or
- b. The Director determines that a hearing would serve the public interest.

2. In all other circumstances, the Director shall render a decision on the date specified in the notice referred to in paragraph A.1, above.

C. Appeals. The Director's decision is appealable to the Planning Commission. In the event of such an appeal to the Planning Commission, the Planning Commission decision shall be final and non-appealable.

18.27.300 Findings and Decision

The Review Authority may approve or conditionally approve a Minor Use Permit only after first making all of the following findings:

A. The proposed use is consistent with the General Plan and any applicable specific plan to the maximum extent practicable;

B. The proposed use is allowed within the subject zone and complies with all other applicable provisions of this Zoning Code and the City Code;

C. The design, location, size, and operating characteristics of the proposed use are compatible with the allowed uses in the vicinity;

D. Operation of the use at the location proposed would not 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; and

E. The subject site is:

1. 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; and

2. Served by highways and streets adequate in width and improvement to carry the type and quantity of traffic the proposed use would likely generate.

18.27.400 Conditions of Approval

When considering approval of a Minor Use Permit, the Review Authority may impose any conditions deemed reasonable and necessary to ensure that the approval will comply with the findings required by Section 18.27.300 (Findings and Decision), above.

Article III. Development Standards for the El Camino Real Corridor

18.27.500 Existing Buildings and Uses.

(a) Notwithstanding any other provision in this Chapter, the lawful use of buildings existing prior to the adoption of this Chapter may continue and none of the other sections of this Chapter 18.27 shall apply, as though the prior zoning of the parcel remained in place, until such time as the existing use (including any expansions) has been discontinued in its entirety, at which time the prior zoning shall become inapplicable and the other sections of this chapter shall apply from that point forward.

(b) Allowed Uses. For parcels with legal uses of buildings existing prior to the adoption of this Chapter, permitted uses of the prior zoning district are allowed, and none of the other sections of this chapter shall apply to such building and use, until such time as

the existing use (including any expansions) has been discontinued in its entirety.

(c) Conditional Uses. For parcels with legal uses of buildings existing prior to the adoption of this chapter, conditional uses of the prior zoning district are conditionally permitted, and none of the other sections of this chapter shall apply, until such time as the existing use (including any expansions) has been discontinued in its entirety.

(d) Development Standards. For parcels with legal uses of buildings existing prior to the adoption of this chapter, development standards of the prior zoning district shall apply, and none of the other sections of this chapter shall apply, until such time as the existing use (including any expansions) has been discontinued in its entirety.

18.27.600 Regional Commercial Mixed Use District (RCMU) Development

Standards Table.

Standards	Regional Commercial Mixed Use
Height, Density, & Intensity ¹	
Maximum Stories/Height to Top of Wall	70 ft (6 stories) ^{2,3,4,5}
Minimum Commercial Floor Area Ratio	0.2
Maximum Dwelling Units per Acre	100 du/acre ⁵
Minimum Dwelling Units per Acre	55 du/acre
Minimum Commercial Ground Floor Area	50% of the ground floor along ECR parcel frontage. See Specific Plan Table 4-13, Ground Floor Commercial Overlay Requirements.
Transitions Adjacent to Single-Family/Duplex Zoning Districts	
Maximum Height adjacent to Single-Family and Duplex residential zoning districts	<p>Parcels on the Northern Side of ECR: No portion of the building volume shall encroach into a daylight plane starting six feet above grade at the property line and sloping upward at a 30-degree angle toward the interior of the lot.</p> <p>Parcels on the Southern Side of ECR: No portion of the building volume shall encroach into a daylight plane starting six feet above grade at the property line and sloping upward at a 45-degree angle toward the interior</p>

	of the lot. (see Figure 4-19 of the Specific Plan). See also <i>Neighborhood Transitions</i> in Section 4.4 of the Specific Plan.	
Maximum Height across the street from Single-Family and Duplex residential zoning districts ⁶	At the setback line, the height of the roof plate ⁷ may be no taller than one story above the maximum height allowed in the opposing residential zone. Behind the setback line, building heights may step up away from the street following a 45-degree angle measured from the roof plate (see Figure 4-22 of the Specific Plan). See also <i>Neighborhood Transition</i> in Section 4.4 of the Specific Plan.	
<ol style="list-style-type: none"> 1. Density shall be calculated as net density, which excludes public streets and dedicated public parkland (per Chapter 17.35 of the Santa Clara City Code). The lot area that contains publicly-accessible private open space, private streets and pathways, and required easements will be counted toward lot area for the purposes of calculating residential density and commercial floor area ratio. 2. See Specific Plan Figure 4-1, Heights. 3. Projects must comply with both stories and overall height maximums. Height exceptions up to 10 feet above the maximum may be allowed to accommodate architectural features, rooftop stair access and elevator shafts, mechanical equipment, or other rooftop amenities, as approved by City staff. 4. FAA airspace safety clearance may be required on a project-specific basis pursuant to Federal Aviation Regulations/Part 77. 5. Projects may be eligible for additional height, density, or FAR in exchange for providing community benefits above and beyond what is required by the Plan, as outlined in Specific Plan section 6.2, Community Benefits Program. 6. Applies to portions of a development directly opposite a residentially zoned property where the street is less than 50 feet wide. 7. A roof plate is defined as the top horizontal framing member of a wall where the roof structure is attached. 		
Standards	Regional Commercial Mixed Use	
Lot or Development Site Setbacks and Frontage	Ground Floor Commercial	Other Ground Floor Uses
ECR Minimum Front Setback, from back of walk ²	0 or 5 ft ³	10 ft ⁴
ECR Maximum Front Setback, from back of walk ^{1,2}	10 ft	15 ft
Minimum Street Setback, other than ECR	10 ft	15 ft
Maximum Street Setback, other than ECR	15 ft	20 ft
Minimum Rear Setback (from adjacent parcel or alley)	10 ft	
Minimum Side Setback (from adjacent parcel)	5 ft	
Minimum Rear Setback adjacent to single family and duplex residentially-zoned parcel	25 ft	

Minimum Side Setback adjacent to single-family and duplex zoned parcel	25 ft		
Private Open Space ⁵	Non-Residential	Hotel	Residential/Residential Portion of Mixed-Use Project
Minimum Required Personal Open Space	NA	NA	120 sf per unit, of which at least 40 sf shall be personal ⁶⁷
Minimum Required Common Usable Open Space	NA	20 sf per room	
Minimum Required Publicly-Accessible Open Space	10% of lot area ⁸		
Storage			
Personal Storage	110 cubic ft per unit		
Standards	Regional Commercial Mixed Use		
Parking⁹			
Maximum Surface Parking Length along ECR parcel frontage	30% (See also Parking and Loading Location and Frontage standard in Section 4.4)		
Minimum Setback for Off-Street Surface Parking, Loading, Service and Vehicular Circulation	Off-Street parking, loading, service, and vehicular circulation areas are prohibited in the front and street side setback, except for driveway access. Off-Street parking, vehicular circulation, loading, and service areas shall be located behind the minimum setback or 5 feet from the back of walk, whichever is greater.		
Required Off-Street Parking and Loading	Private off-street parking and loading shall be provided in accordance with SCCC Chapter 18.38 (Off-Street Parking Regulations and Design Standards).		
Required Bicycle Parking Spaces	See Specific Plan Chapter 5, Transportation and Public Spaces		

1. At least 75% of the building facade shall be located within the minimum and maximum setback lines; up to 25% of the building facade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range.
2. The intent is to achieve a total sidewalk width of 20 feet along El Camino Real, with a minimum sidewalk width of 15.5 feet. Setbacks are measured from the new back of walk. As sites are redeveloped over time, the City will work with property owners to negotiate the appropriate dedication and/or public easement to meet new sidewalk requirements on a case-by-case basis.

3. The minimum setback is 0 feet in instances where the sidewalk width is 20 feet. In areas where that cannot be achieved and the sidewalk is less than 20 feet wide, the minimum setback is 5 feet from the back of walk.
4. The minimum front/street side setback for live/work units shall be 10 feet from the back of walk.
5. Open space requirements are separate from parkland dedication requirements established by SCCC Chapter 17.35. However, depending on the size, location, and amenities provided, it is possible that the open space would qualify for private open space credit under Chapter 17.35. In the RCMU designation, onsite public parks provided per the City's parkland dedication requirements may count towards fulfilling the 10% publicly-accessible open space standard, subject to approval by the Director of Parks and Recreation (per Section 17.35.080).
6. The required personal open space for up to 50% of the units may be provided as common private open space (i.e. 120 sf per unit could be provided as common open space).
7. Includes roof decks and other shared common open areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line. Up to 40 sf per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
8. Must be ground floor publicly-accessible open space.

18.27.610 Additional Standards for Regional Commercial Mixed Use

- A. Limitation on Townhomes. Townhomes/single-family attached dwelling units shall be limited to a maximum of 25% of the site/lot area for developments in the RCMU designation.
- B. Shared Parking. Regional Commercial Mixed Use Centers shall include shared parking between uses with different peak periods to encourage the efficient use of parking resources and are eligible for reduced parking requirements, in accordance with SCCC Section 18.38.040.A. For example, residential visitor and retail customer parking spaces can be shared. The total number of spaces and their distribution through the site shall be substantiated through a parking demand study and a parking management plan prepared by a qualified traffic engineering professional subject to approval by the Director. See Specific Plan Chapter 5, Transportation and Public Spaces, for additional details and requirements.

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18.27.700 Corridor Mixed Use District (CMU) Development Standards Table.

Standards	Corridor Mixed Use
Height, Density, & Intensity ¹	
Maximum Stories/Height to Top of Wall	60 ft (5 stories) ^{2,3,4}
Minimum Floor Area Ratio	None
Minimum Dwelling Units per Acre	45 du/acre
Maximum Dwelling Units per Acre	65 du/acre ⁴
Minimum Commercial Ground Floor Area	See Specific Plan Table 4-13, Ground Floor Commercial Overlay Requirements. Specific Plan Figure 4-18 shows locations where commercial is required for 50% of the ground floor building frontage along El Camino Real. All other areas - commercial allowed, not required.
Transitions Adjacent to Single-Family/Duplex Zoning Districts	
Maximum Height adjacent to Single-Family and Duplex residential zoning districts	Parcels on the Northern Side of ECR: No portion of the building volume shall encroach into a daylight plane starting six feet above grade at the property line and sloping upward at a 30-degree angle toward the interior of the lot. Parcels on the Southern Side of ECR: 1 No portion of the building volume shall encroach into a daylight plane starting six feet above grade at the property line and sloping upward at a 45-degree angle toward the interior of the lot. (see Figure 4-19 of the Specific Plan). See also <i>Neighborhood Transitions</i> in Section 4.4 of the Specific Plan.
Maximum Height across the street from Single-Family and Duplex residential zoning districts ⁵	At the setback line, the height of the roof plate ⁶ may be no taller than one story above the maximum height allowed in the opposing residential zone. Behind the setback line, building heights may step up away from the street following a 45-degree angle measured from the roof plate. See also <i>Neighborhood Transitions</i> in Section 4.4 of the Specific Plan.

1. Density shall be calculated as net density, which excludes public streets and dedicated public parkland (per Chapter 17.35 of the Santa Clara City Code). The lot area that contains publicly-accessible private open

space, private streets and pathways, and required easements will be counted toward lot area for the purposes of calculating residential density and commercial floor area ratio.

2. See Specific Plan Figure 4-1, Heights.
3. Projects must comply with both stories and overall height maximums. Height exceptions up to 10 feet above the maximum may be allowed to accommodate architectural features, rooftop stair access and elevator shafts, mechanical equipment, or other rooftop amenities, as approved by City staff.
4. Projects may be eligible for additional height, density, or FAR in exchange for providing community benefits above and beyond what is required by the Plan, as outlined in Specific Plan section 6.2, Community Benefits Program.
5. Applies to portions of a development directly opposite a residentially zoned property where the street is less than 50 feet wide.
6. A roof plate is defined as the top horizontal framing member of a wall where the roof structure is attached.

Standards	Corridor Mixed Use		
Lot or Development Site Setbacks and Frontage	Ground Floor Commercial	Other Ground Floor Uses	
ECR Minimum Front Setback, from back of walk ²	0 or 5 ft ³	10 ft ⁴	
ECR Maximum Front Setback, from back of walk ^{1,2}	10 ft	15 ft	
Minimum Street Setback, other than ECR	10 ft	10 ft	
Maximum Street Setback, other than ECR	15 ft	20 ft	
Minimum Rear Setback (from adjacent parcel or alley)	5 ft		
Minimum Setback adjacent to single family and duplex residentially-zoned parcel	25 ft		
Minimum Side Setback adjacent to single-family and duplex zoned parcel	15 ft		
Private Open Space ⁵	Non-Residential	Hotel	Residential / Residential Portion of Mixed-Use Project
Minimum Required Personal Open Space	NA	NA	150 sf, of which at least 50 sf shall be personal ⁶⁷
Minimum Required Common Usable Open Space	NA	20 sf per room	
Minimum Required Publicly-Accessible Open Space	NA	NA	
Personal Storage			
Personal storage	110 cubic square feet		
Standards	Corridor Mixed Use		

Parking ⁹	
Maximum Surface Parking Length along ECR parcel frontage	30% (See also <i>Parking and Loading Location and Frontage</i> standard in Section 4.4)
Minimum Setback for Off-Street Surface parking, Loading, Service, and Vehicular Circulation	Off-Street parking, loading, service, and vehicular circulation areas are prohibited in the front and street side setback, except for driveway access. Off-Street parking, vehicular circulation, loading, and service areas shall be located behind the minimum setback or 5 feet from the back of walk, whichever is greater.
Required Off-Street Parking and Loading	Private off-street parking and loading shall be provided in accordance with SCCC Chapter 18.38 (Off-Street Parking Regulations and Design Standards).
Required Bicycle Parking Spaces	See Specific Plan Chapter 5, <i>Transportation and Public Spaces</i>

1. At least 75% of the building facade shall be located within the minimum and maximum setback lines; up to 25% of the building façade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range.
2. The intent is to achieve a total sidewalk width of 20 feet along El Camino Real, with a minimum sidewalk width of 15.5 feet. Setbacks are measured from the new back of walk. As sites are redeveloped over time, the City will work with property owners to negotiate the appropriate dedication and/or public easement to meet new sidewalk requirements on a case-by-case basis.
3. The minimum front/street side setback for live/work units shall be 10 feet from the back of walk.
4. The minimum setback is 0 feet in instances where the sidewalk width is 20 feet. In areas where that cannot be achieved and the sidewalk is less than 20 feet wide, the minimum setback is 5 feet from the back of walk.
5. Open space requirements are separate from the parkland dedication requirements established by SCCC Chapter 17.35. However, depending on the size, location, and amenities provided, it is possible that the open space would qualify for private open space credit under Chapter 17.35.
6. Required personal open space for up to 50% of units can be provided as common private open space.
7. Includes roof decks and shared common areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line. Up to 50 sf per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
8. The minimum setback for parcels adjoining Saratoga Creek ROW shall be 20 feet.
9. Refer to the Zoning Code for additional off street parking and loading requirements.

18.27.800 Corridor Residential District (CR) Development Standards Table.

Standards	Corridor Residential	Corridor Residential - Low
Height, Density, & Intensity ¹		

Maximum Stories/Height to Top of Wall	50 ft (4 stories) ^{2,3,4}	40 ft (3 stories) ^{2,3,4}
Minimum Floor Area Ratio	None	None
Minimum Dwelling Units per Acre	26 du/acre	12 du/acre
Maximum Dwelling Units per Acre	45 du/acre ⁴	25 du/acre ⁴
Minimum Commercial Ground Floor Area	Commercial allowed, not required	Commercial allowed, not required
Transitions Adjacent to Single-Family/Duplex Residential Districts		
Maximum Height adjacent residential zoning district	<p>Parcels on the Northern Side of ECR: No portion of the building volume shall encroach into a daylight plane starting six feet above grade at the property line and sloping upward at a 30-degree angle toward the interior of the lot.</p> <p>Parcels on the Southern Side of ECR: No portion of the building volume shall encroach into a daylight plan starting six feet above grade at the property line and sloping upward at a 45-degree angle toward the interior of the lot (Specific Plan Figure 4-19).</p>	NA
Maximum Height across the street from residential zoning district ⁵	At the setback line, the height of the roof plate ⁶ may be no taller than one story above the maximum height allowed in the opposing residential zone. Behind the setback line, building heights may step up away from the street following a 45-degree angle measured from the roof plate (Specific Plan Figure 4-22).	NA

1. Density shall be calculated as net density, which excludes public streets and dedicated public parkland (per Chapter 17.35 of the Santa Clara City Code). The lot area that contains publicly-accessible private open space, private streets and pathways, and required easements will be counted toward lot area for the purposes of calculating residential density and commercial floor area ratio.
2. See Specific Plan Figure 4-1, Heights.
3. Projects must comply with both stories and overall height maximums. Height exceptions up to 10 feet above the maximum may be allowed to accommodate architectural features, rooftop stair access and elevator shafts, mechanical equipment, or other rooftop amenities, as approved by City staff.
4. Projects may be eligible for additional height, density, or FAR in exchange for providing community benefits above and beyond what is required by the Plan, as outlined in Specific Plan section 6.2, Community Benefits Program.
5. Applies to portions of a development directly opposite a residentially zoned property where the street is less than 50 feet wide.
6. A roof plate is defined as the top horizontal framing member of a wall where the roof structure is attached.

Standards	Corridor Residential		
	Ground Floor Commercial	Other Ground Floor Uses	
ECR Minimum Front Setback, from back of walk ²	0 or 5 ft ^{3,4}	10 ft ⁴	
ECR Maximum Front Setback, from back of walk ^{1,2}	10 ft	15 ft	
Minimum Street Setback, other than ECR	10 ft	15 ft	
Maximum Street Setback, other than ECR	15 ft	10 ft	
Minimum Rear Setback (from adjacent parcel or alley)	5 ft	10 ft	
Minimum Side Setback (from adjacent parcel)	5 ft		
Minimum Setback adjacent to single family and duplex residentially-zoned parcel	20 ft		
Private Open Space ⁵	Non-Residential	Hotel	Residential / Residential Portion of Mixed-Use Project
Minimum Required Personal Open Space	NA	NA	180 sf per unit, of which
Minimum Required Common Usable Open Space	NA	20 sf per room	at least 50 sf shall be personal ⁶⁷
Minimum Required Publicly-Accessible Open Space	NA	NA	NA
Storage			

Personal Storage	110 cubic feet per unit
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1. At least 75% of the building facade shall be located within the minimum and maximum setback lines; up to 25% of the building façade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range.
2. The intent is to achieve a total sidewalk width of 20 feet along El Camino Real, with a minimum sidewalk width of 15.5 feet. Setbacks are measured from the new back of walk. As sites are redeveloped over time, the City will work with property owners to negotiate the appropriate dedication and/or public easement to meet new sidewalk requirements on a case-by-case basis.
3. The minimum setback is 0 feet in instances where the sidewalk width is 20 feet. In areas where that cannot be achieved and the sidewalk is less than 20 feet wide, the minimum setback is 5 feet from the back of walk.
4. The minimum front/street side setback for live/work units shall be 10 feet from the back of walk.
5. Open space requirements are separate from parkland dedication requirements established by SCCC Chapter 17.35. However, depending on the size, location, and amenities provided, it is possible that the open space would qualify for private open space credit under Chapter 17.35.
6. Includes roof decks and other shared common open areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line. Up to 50 sf per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
7. Includes shared common areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line.
8. The minimum setback for parcels adjoining Saratoga Creek ROW shall be 20 feet.

Standards	Corridor Residential - Low		
	Ground Floor Commercial	Other Ground Floor Uses	
ECR Minimum Front Setback, from back of walk ²	0 or 5 ft ^{3,4}	10 ft ⁴	
ECR Maximum Front Setback, from back of walk ^{1,2}	10 ft	15 ft	
Minimum Street Setback, other than ECR	10 ft	10 ft	
Maximum Street Setback, other than ECR	15 ft	20 ft	
Minimum Rear Setback (from adjacent parcel or alley)	5 ft ⁸	10 ft ⁸	
Minimum Rear Setback adjacent to single-family and duplex residentially-zoned parcel	15 ft		
Minimum Side Setback (from adjacent parcel)	5 ft		
Minimum Setback adjacent to single family and duplex residentially-zoned parcel	10 ft		
Private Open Space ⁵	Non-Residential	Hotel	Residential /

			Residential Portion of Mixed-Use Project
Minimum Required Personal Open Space	NA	NA	200 sf per unit, of which at least 100 sf shall be personal ⁶⁷
Minimum Required Common Usable Open Space	NA	20 sf per room	
Minimum Required Publicly-Accessible Open Space	NA	NA	NA
Storage			
Personal Storage	NA		
Parking⁷			
Maximum Surface Parking Length along ECR parcel frontage	30%		
Minimum Setback for Surface Parking	10 t		

1. At least 75% of the building facade shall be located within the minimum and maximum setback lines: up to 25% of the building facade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range.
2. The intent is to achieve a total sidewalk width of 20 feet along El Camino Real, with a minimum sidewalk width of 15.5 feet. Setbacks are measured from the new back of walk. As sites are redeveloped over time, the City will work with property owners to negotiate the appropriate dedication and/or public easement to meet new sidewalk requirements on a case-by-case basis.
3. The minimum setback is 0 feet in instances where the sidewalk width is 20 feet. In areas where that cannot be achieved and the sidewalk is less than 20 feet wide the minimum setback is 5 feet from the back of walk.
4. The minimum front/street side setback for live/work units shall be 10 feet from the back of walk.
5. Open space requirements are separate from parkland dedication requirements established by SCCC Chapter 17.35. However, depending on the size, location, and amenities provided, it is possible that the open space would qualify for private open space credit under SCCC Chapter 17.35.
6. Includes roof decks and shared common areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line. Up to 50 sf per unit can be provided in an indoor communal space so long as it opens directly on to a common outdoor space.
7. Includes shared common areas. Setback areas are not considered usable open space unless they are at least 20 feet wide from the building to the property line.
8. The minimum setback for parcels adjoining Saratoga Creek ROW shall be 20 feet.

Corridor Residential and Corridor Residential – Low Parking Standards

Standards	Corridor Residential	Corridor Residential - Low
Parking		
Maximum Surface Parking Length along ECR parcel frontage	30% (See also <i>Parking and Loading Location and Frontage</i> standard in Section 4.4 of the Specific Plan)	
Maximum Garage Frontage for Townhomes	See <i>Townhome Garage Frontage</i> standard in Section 4.4 of the Specific Plan	
Minimum Setback for Off-Street Surface Parking, Loading, Service, and Vehicular Circulation	Off-Street parking, loading, service, and vehicular circulation areas are prohibited in the front and street side setback, except for driveway access. Off-Street parking, vehicular circulation, loading, and service areas shall be located behind the minimum setback or 5 feet from the back of walk, whichever is greater.	
Required Off-Street Parking and Loading	Private off-street parking and loading shall be provided in accordance with SCCC Chapter 18.38 (Off-Street Parking Regulations and Design Standards)	
Required Bicycle Parking Spaces	See Specific Plan Chapter 5, <i>Transportation and Public Spaces</i>	

18.27.900 Additional Development Standards.

In addition to the standards specified in the following, all development standards contained in the El Camino Real Specific Plan shall be applicable.

- A. **Landscape Screening Between Uses.** A landscape buffer shall be provided between residential and mixed-use/nonresidential uses, and between single-family uses and multi-family uses containing three or more units. Buffer areas shall include a minimum 5-foot wide planter strip with a minimum of one tree per 20 to 40 linear feet on center depending on trees species and canopy at maturity. Buffer areas shall also be planted with ground cover and shrubs. Additional landscaping and fencing requirements are set forth in Chapters 18.34 and 18.36.
- B. **Balconies.** Balconies on floors greater than 25 feet in height shall be set back a minimum of 25 feet from an abutting property line with a single-

family/duplex residential zoned parcel or existing single- family/duplex home.

C. Building Frontage Location. At least 75% of the building facade shall be located within the minimum and maximum setback lines; up to 25% of the building facade may be located behind the maximum setback to allow for massing breaks, forecourts, plazas, etc. Publicly-accessible plazas/open spaces may be subtracted from the overall facade length to calculate the minimum percentage of building facade to be located within the setback range. See Specific Plan Figure 4-25.

D. Maximum Building Length. Buildings shall not exceed 450 feet in length or width. See also Smaller Blocks and New Connections standard.

E. Major Massing Breaks. Buildings greater than three stories in height with a building facade greater than 200 feet in length shall have a minimum of one major massing break. Major massing breaks shall be a minimum of five feet deep and a minimum of 10 feet wide and shall extend the full height of the building including a break in the roofline. Building facades greater than 400 feet in length shall include at least two major massing breaks with one major break with a minimum depth of 10 feet and minimum width of 20 feet. See Specific Plan Figure 4-26.

F. Minor Massing Breaks. Continuous building facades greater than 100 feet in length shall have at least one minor massing break through the use of varying setbacks, building entries and recesses, or structural bays. Minor breaks shall be a minimum of two feet deep and five feet wide and shall extend at minimum the full height of the building above the ground floor,

including a break in the roofline. See Specific Plan Figure 4-26.

G. Facade Rhythm and Pattern. Residential and residential mixed-use buildings shall express a rhythm and pattern of lines, shapes, forms, and/or colors that reflects the size and scale of a housing unit and/or individual rooms and spaces. This may be achieved through building modulation to create vertically-oriented facades (height greater than the width of the facade), facade articulation, and repeating vertically- oriented patterns of fenestration. This rhythm shall be between 20 to 50 feet in width of linear frontage. See Specific Plan Figure 4-27.

H. Building Components (Base/Middle/Top). This standard applies to buildings that are designed using a traditional architectural style. Buildings four stories and higher, on lots wider than 75 feet, shall be designed to differentiate a defined base, a middle or body, and a top, cornice, or parapet cap. Buildings three stories or less on lots wider than 75 feet shall include at minimum a defined base and top. See Specific Plan Figure 4-28. Each of these elements shall be distinguished from one another for a minimum of 70% of the facade length through use of two or more of the following:

- a. Horizontal facade modulation. Horizontal facade modulation which could include upper floor or ground floor step backs. Ground floor step backs shall include a horizontal shift of the ground floor facade with a minimum depth of two feet to create an overhang or arcade. Upper floor step backs shall include at minimum a five- foot step back from the primary facade for a minimum of 80% of the length of the

facade.

- b. Horizontal facade articulation and/or variation in facade articulation strategy (see Facade Articulation standard).
 - c. Variation in facade rhythm and pattern (see Facade Rhythm and Pattern standard).
 - d. Variation in fenestration strategy (size, proportions, pattern, and depth or projection) (see Fenestration standard).
 - e. Variation in material (facade material, material size, texture and/or pattern) and color.
- I. Façade Articulation. Building facades shall use a variety of strategies including building modulation, fenestration, and facade articulation to create visual interest and express a variety of scales through a variety of strategies. All facades shall include a minimum of two of the following facade articulation strategies to create visual interest:
- a. Recesses. Vertical and horizontal recesses such as a pattern of recessed grouping of windows, recessed panels, or similar strategies. The recess shall be a minimum four inches in depth.
 - b. Projections. Vertical and horizontal projections such as shading and weather protection devices, applied art reliefs and sculptures, decorative architectural details, or similar strategies. Projections shall be a minimum four inches in depth. Shading and weather protection shall be a minimum of two feet in depth. Art reliefs are exempt from minimum depths.

- c. Datum lines. Datum lines that continue the length of the building, such as cornices, with a minimum four inches in height and a minimum two inches in depth with a change in material.
- d. Balconies. Balconies or Juliet balconies (every 20 to 50 feet). Balconies shall be a minimum of five feet in depth; Juliet balconies shall be a minimum of eight inches in depth.
- e. Screening devices. Screening devices such as lattices, louvers, perforated metal screens, or similar strategies; that are distinct in material from the primary facade.

J. **Fenestration.** Fenestration shall meet the following standards:

- a. Fenestration shall reinforce vertical proportions and patterns with vertically oriented windows that shall not exceed a 2:1 horizontal-to-vertical ratio.
- b. Windows shall be recessed a minimum of three inches to provide a “punched” recessed character, or shall provide a combination of trim and recess with minimum one inch recess.
- c. Curtain walls, if used, shall have a vertical orientation of mullions, joints, or solid panels that create a vertical pattern that does not exceed a 2:1 horizontal-to-vertical ratio.

K. **Blank Walls.** Blank walls (facades without doors, windows, landscaping treatments, artistic treatments, or facade articulation as identified in the Facade Articulation standard) shall be less than 30 feet in length along sidewalks, pedestrian walks, or open spaces. For parking structure facade

treatments and screening, see the Parking Structure Design and Screening standard.

L. **Roof Edge Treatment.** Buildings shall be designed with at least one of the following roofline edge treatments:

- a. A decorative cornice treatment (other than just colored “stripes” or “bands”). Cornices shall project a minimum of four inches from the facade.
- b. A sloped roof with overhangs and brackets.
- c. A parapet, which shall include a cap and corner detail to create a shadow line to enhance the building.

M. **Front Yard Setback Landscaping.** Required setbacks shall provide landscaped areas to create a transition between public and private space. The following standards apply based on intended use, and are exclusive of areas devoted to the required dedication/public easement to meet the new 20-foot sidewalk requirement, outdoor seating, front porches, door swing of building entries, and publicly accessible open space:

- a. Ground floor retail or active uses. A minimum of 10 percentage of the required setback shall be landscaped.
- b. Other ground floor non-residential uses. A minimum of 20% of the required setback area shall be landscaped.
- c. Ground floor residential uses. A minimum of 40% of the required setback area shall be landscaped. Front yards that are greater than 10 feet in depth shall also include at minimum one tree per 40 linear

feet of street frontage.

N. Retail/Storefront Ground Floor Design.

- a. Ground floor height. Ground floor height shall be a minimum 16 feet interior floor-to-ceiling height.
- b. Minimum tenant space depth. All ground floor commercial/retail tenant spaces shall be at least 50 feet deep for a minimum of 50% of primary street building facades. All other commercial frontages shall be a minimum 30 feet in depth. Parcels less than 100 feet in depth are exempt from this requirement.
- c. Minimum tenant space width. Ground floor retail and commercial shall have tenant space width of at least 16.5 feet.
- d. Transparency. Ground floor retail and commercial uses shall contain transparent openings, doors, and windows for a minimum of 60% of the total wall area located between 30 inches and eight feet above ground level for facades facing sidewalks, pedestrian walks, or publicly-accessible open space areas. Dark tinted, reflective, mirrored, or opaque glazing is not permitted for any required wall opening along ground floor retail facades.
- e. Bulkheads and solid base walls. If provided, shall not be less than 12 inches or higher than 30 inches.
- f. Transom windows. Commercial clerestory and transom windows are recommended to provide a continuous horizontal band or row of windows across the upper portion of the shopfront.

- g. Weather protection. Primary ground floor entrances shall include weather protection that is a minimum six feet wide and four feet deep by recessing the entry, providing an awning/ canopy, or using a combination of these methods.

O. Other Non-Residential Ground Floor Design.

- a. Ground floor height. Ground floor height shall be a minimum 15 feet floor-to-ceiling or shall match the second floor datum line of an abutting building.
- b. Transparency. Other non-residential ground floor facades shall contain transparent openings, doors, and windows for a minimum of 50% of the total wall area located between 30 inches and eight feet above ground level for facades facing sidewalks, pedestrian walks, or publicly-accessible open space areas. Dark tinted, reflective, mirrored, or opaque glazing is not permitted.
- c. Non-residential spaces. Lobbies, common amenity spaces, leasing offices, and similar non- residential spaces that are a part of new mixed-use development shall provide direct access to an adjacent street, patio, or open space.
- d. Weather protection. Primary entries shall include weather protection that is a minimum eight feet wide and six feet deep by recessing the entry, providing an awning/canopy, or using a combination of these methods.

P. Venting Shafts and Grease Interceptors. Mixed-use multi-story buildings

with ground floor commercial shall provide grease interceptors and venting shafts for cooktops, ovens, and other food heating equipment for a minimum of 50% of the ground floor square footage. This equipment shall meet the requirements of Environmental Health and/or the Sanitary District. Side discharge vents are discouraged.

Q. Structural Columns. Structural columns shall be at least 20 feet from each other in each direction to facilitate functional tenant space configuration.

R. Single-Story Non-Residential Frontages. For new single-story non-residential buildings, at least 75 percent of the street-facing portion of the building shall be at a height of at least 20 feet to the top of the parapet, to ensure pedestrian-supportive street presence and appropriate scale with neighboring uses.

S. Residential Ground Floor Design.

- a. The finished floor of ground floor residential units shall be within the minimum and maximum heights according to setback distance from back of walk identified in Specific Plan Figure 4–32, and as follows:
 - i. Setback 10 - <15 feet: Minimum finished floor height of three feet above grade; maximum finished floor height of five feet above grade.
 - ii. Setback 15 - <20 feet: Minimum finished floor height of two feet above grade; maximum finished floor height of four feet above grade.
 - iii. Setback \geq 20 feet: Minimum finish floor height of zero feet

above grade; maximum finished floor height of three feet above grade.

- b. Setbacks/dooryards/stoops shall be terraced such that any retaining wall is no taller than three feet.
- c. On sites with a cross slope greater than two percent along a building facade, the average height of the finished floor and back of walk shall be used. Where ADA accessibility requirements prohibit raised unit entries for some or all units, those units are exempt. For corridor buildings, accessible entries shall be located on the corridor.
- d. Ground floor units shall include ground cover and/or shrubs to limit views into residential units. Where the front setback is 15 feet or greater, trees shall be planted in the building setback at a minimum of one tree per 40 linear feet of facade.

T. Primary Shared Residential Entries. Primary entries shared by multiple units shall meet the following standards:

- a. At least one pedestrian entry is required for each building on each primary street frontage, unless a greater number is required by the adopted Building or Fire Codes. A single corner entry may be provided to fulfill this requirement.
- b. Primary shared residential entries shall provide weather protection that is a minimum eight feet wide and six feet deep by recessing the entry, providing an awning/canopy or using a combination of these methods.

U. Primary Individual Residential Entries.

- a. A minimum of 50% of the ground floor residential units that face a public right-of-way, publicly-accessible path, or open space shall have unit entries that face the street, path, or open space (Senior units or other deed-restricted units for special populations are exempt.).
- b. Primary ground floor entrances serving individual residential units shall include weather protection that is a minimum of four feet wide and four feet deep by recessing the entry, providing an awning/canopy, or using a combination of these methods.

V. **Windows.** Windows shall be recessed a minimum of three inches to provide a “punched” recessed character, or shall provide a combination of trim and recess with minimum one inch recess.

W. **Curtain Walls.** Curtain walls, if used, shall have a vertical orientation of mullions, joints, or solid panels that create a vertical pattern that does not exceed a 2:1 horizontal-to-vertical ratio.

X. **Durable Materials.** Buildings shall be designed with high-quality, durable finishing materials which include concrete, steel, stone, brick, tile, hardwood, stucco, and glass. Low quality materials including corrugated metal, stucco foam trim, and T1-11 siding are prohibited.

Y. **Variation in Materials.** At least two materials shall be used on any building frontage, in addition to glazing and railings. Any one material must comprise at least 20 percent of the building frontage, excluding windows, railings, base bulkheads, and trim.

Z. Communal Refuse and Recycling Collection Areas.

- a. For development projects with communal refuse and recycling areas/containers, a communal refuse room or enclosure structure shall be provided that is adequate in capacity, number, and distribution to accommodate all waste generation of the site. The number of containers and collection areas shall be reviewed and approved by the local disposal service.
- b. Location and Screening of Communal Refuse and Recycling Enclosures. Refuse and recycling collection areas shall be integrated into building and landscape design and located to minimize impact on the pedestrian experience and neighboring properties by complying with the following the standards. See additional requirements in SCCC Section 18.30.060 (Solid Waste and Recycling Enclosures and Storage Areas).
 - i. Refuse and recycling collection areas shall be prohibited along front or street side frontages, or in any required parking spaces, required landscape areas, and open space areas.
 - ii. Refuse and recycling collection areas shall be located inside of buildings or inside of covered enclosures located along alleys, in parking areas, or at the rear and side of buildings.
 - iii. Refuse and recycling collection areas, to the extent feasible, shall be located as far as possible from the residential portion of mixed-use buildings and open space areas. Storage areas

shall not be located closer than 20 feet from doors or operable windows of adjacent structures.

- iv. Enclosures shall be on a concrete pad with a concrete apron that facilitates the handling of the individual bins or containers.
- v. Enclosures shall be adequate in height to fully screen containers and materials.
- vi. Enclosures shall be opaque and made of a primary exterior finish material(s) used on other portions of buildings, masonry, decorative block, or architectural grade wood, and may be accented with metal. Barbed wire and chain-link fencing are prohibited.
- vii. Enclosure doors shall not swing into any public right-of-way, driveway approaches, or drive aisles. In these cases, sliding doors may be used.
- viii. Separate pedestrian access shall be provided to encourage main gates to remain closed. Enclosures shall be properly secured to prevent access by unauthorized persons, while allowing authorized persons access for disposal of materials.

AA. Lighting and Security.

- a. Open parking areas and common open space areas shall include lighting which provides a minimum illumination of one footcandle. Lighting fixtures shall be weather and vandal resistant. Lighting shall reflect away from residential areas and public streets.

- b. All main entrance doors to individual dwelling units shall be equipped with one hundred eighty (180) degree door viewers. Each main entrance door shall be equipped with a deadbolt lock with a cylinder guard, a minimum of one-inch bolt projection and a maximum security strike plate.
- c. All sliding glass doors and ground floor windows shall be equipped with auxiliary locks, as approved by the Chief of Police.

18.27.910 Additional Development Standards Townhomes.

A. **Maximum Townhome Units in Row.** There shall be a maximum of 10 townhome units per building/row.

B. **Minimum Building to Building Distance:**

- a. When townhomes face each other onto a landscaped central path/open space (personal and/or common) there shall be a minimum width of 30 feet from building face to building face. Balconies may project up to five feet from either building face into the central path/open space. Other building projections are allowed to encroach within the minimum width of the common path/open space per SCCC Section.
- b. The minimum garage alley width (from building face to building face) shall be 20 feet for emergency vehicle access. The minimum distance from garage door to garage door shall be 26 feet.

C. **Facade Modulation.** Townhome units shall employ at least two of the following building modulation strategies:

- a. Varied roof forms, including but not limited to changes in roof height, offsets,

change in direction of roof slope, dormers, parapets, etc.;

- b. Use of balconies, front porches, overhangs, or covered patios; and/or,
- c. Projections, offsets, and/or recesses of the building wall at least two feet in depth, such as bay windows.

D. Facade Articulation. All building elevations that face a street or a shared driveway shall employ varied facade articulation of wall surfaces. Facades shall incorporate at least three of the following features, consistent with the design style, which provide articulation and design interest:

- a. Variation in texture or material, provided all exterior wall textures and materials are consistent with the overall architectural style of the dwelling;
- b. Building base (typically bottom three feet) that is faced with a stone or brick material, or is delineated with a channel or projection;
- c. Railings with a design pattern and materials such as wood, metal, or stone which reinforces the architectural style of the building;
- d. Decorative trim elements that add detail and articulation, such as door surrounds with at least a two-inch depth, decorative eave detailing, belt courses, etc.;
- e. Decorative window elements such as, lintels, shutters, window boxes, etc.; and/or,
- f. Roof overhangs at least 18 inches deep.

E. Corner Side Units. Any end unit where the side facade faces the public right-of-way, private street, or publicly-accessible pathway is considered a Corner Side Unit and shall meet the following standards:

- a. The Corner Side Unit building facade shall have a glazing area greater than or equal to 15 percent of the facade area.
- b. The Corner Side Unit facade shall have at least one architectural projection that projects a minimum of 18 inches from the street facing facade (e.g., bay windows on the exterior of the house, canopies/screening devices, etc.) with a minimum width of two feet.

F. Building Entries.

- a. Orientation.
 - i. Dwelling units that abut a public right-of-way shall orient the primary entryway toward the public street. Deviations from this requirement may be approved by the Director for projects where the project site is located on an expressway, provided the facade facing the public street is designed with similar details and treatments to those of the front facade.
 - ii. Dwelling units located in the interior of a development shall orient the primary entryway toward and be visible from a private street, pedestrian pathway, or courtyard/ common open space.
- b. Weather Protection. Primary entries shall have a roofed projection (such as a porch) or recess that is a minimum four feet wide and three feet deep by recessing the entry or using a combination of these methods (not including primary roof overhang).

G. Roof Edge Treatment. All townhomes with sloping roofs shall have eave overhangs of not less than 12 inches measured from the vertical side of the

residential structure unless overhangs are incompatible with the architectural style of the structure.

H. **Window Recess/Trim.** Windows shall be recessed at least three inches from the plane of the surrounding exterior wall or shall provide a combination of trim and recess with a minimum one-inch recess.

I. **Colors and Materials.**

- a. Variation in Materials. At least two materials shall be used on any building frontage, in addition to glazing and railings. Any one material must comprise at least 20% of the building frontage, excluding windows, railings, and trim.
- b. Material Changes at Corners. A change in material shall be offset by a minimum of two inches in depth. Materials shall continue around corners for a minimum distance of four feet. If feasible, the same material should continue to the next change in the wall plane.

J. **Durable Materials.** Buildings shall incorporate durable finish and/or accent materials, which include masonry, tile, stone, stucco, architectural grade wood, brick, glass, and finished metal. Low quality materials including corrugated metal, stucco foam trim, and T1-11 siding are prohibited.

K. **Building Component Colors.** All vents and electrical conduits shall be painted the same color as the adjacent surface.

SECTION 2: That section 17.15.310 (“Standards deemed minimum requirements”) of Chapter 17.15 (“Property Developments”) of Title 17 (“Development”) is hereby amended to read as follows:

“17.15.310 Standards deemed minimum requirements.

- A. The standards established by this Chapter are minimum standards only, and the City Council reserves the right to require higher standards in the event that the City Manager of the City shall find that the minimum standards established by this chapter are not adequate, suitable, or proper because of traffic patterns, the location, soil structure or any other cause in the area in which the improvement of facility is located.
- B. Notwithstanding any other provision of this Chapter, in the event of any conflict between the terms of this Chapter and the terms of Chapter 18.27 (“Regulations for the El Camino Real Corridor”) of Title 18 (“Zoning”), as may be amended, the terms of Chapter 18.27 shall control.”

SECTION 3: That a new section 17.40.117 is hereby added to Chapter 17.40, Citywide Affordable Housing Requirements, of Title 17 (entitled “Development”), of “The Code of the City of Santa Clara, California” (“SCCC”) to read as follows:

“17.40.117 Affordability Levels – El Camino Real Specific Plan.

For either ownership or rental housing developed under the El Camino Real Corridor Zoning Districts in the El Camino Real Specific Plan Area, the following affordable housing requirements apply:

- (a) Notwithstanding Subsection 17.40.080(a), residential ownership projects of ten or more units must provide at least fifteen percent (15%) of the units at affordable housing costs for extremely low, very low, low and moderate income households, or some combination of those income categories. A developer shall select income categories for each of the affordable units such that the average income of purchasers will not exceed eighty percent (80%) of AMI. Residential ownership projects of fewer than ten units may

either provide one dwelling at an affordable housing cost for a household earning up to eighty percent (80%) of AMI, or pay an in-lieu fee identified for residential ownership projects in the affordable housing master fee schedule.

(b) Notwithstanding Subsection 17.40.090(a), residential rental projects of ten or more units must provide at least fifteen percent (15%) of the units at affordable housing costs made available at affordable rental prices to extremely low, very low, low, and moderate income households as long as the distribution of affordable units averages to a maximum of eighty percent (80%) of AMI. Residential rental projects of fewer than ten units may either provide an affordable unit at an affordable housing cost for a household earning up to eighty percent (80%) of AMI, or pay an in-lieu fee identified for residential rental projects in the affordable housing master fee schedule.

(c) In-Lieu Fee for Rental Units. In order for residential development projects under the El Camino Real Corridor Zoning Districts in the El Camino Real Specific Plan Area to satisfy the affordable housing requirement through payment of an In Lieu Fee, the City Council shall establish a fee per square foot for the Specific Plan Area to reflect the reduced average AMI of 80 percent.”

SECTION 4: Effective date. This ordinance shall take effect thirty (30) days after its final adoption; however, prior to its final adoption it shall be published in accordance with the requirements of Section 808 and 812 of “The Charter of the City of Santa Clara, California.”

PASSED FOR THE PURPOSE OF PUBLICATION this 19th day of May, 2026, by the following vote:

AYES: COUNCILORS:

NOES: COUNCILORS:

ABSENT: COUNCILORS:

ABSTAINED: COUNCILORS:

ATTEST:

NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference: None

Web Links

Name of Document: El Camino Real Specific Plan (April 2026)

<https://www.santaclaraca.gov/home/showpublisheddocument/89199>

Environmental Website:

Here you will find documents related to the environmental assessment of the project and any information regarding meetings related to the environmental assessment of the project.

<https://www.santaclaraca.gov/Home/Components/BusinessDirectory/BusinessDirectory/547/15209?alpha=E>

Project Website:

Here you will find the Specific Plan document and a summary of the project planning process and information regarding past community meetings.

<https://www.santaclaraca.gov/our-city/departments-a-f/community-development/planning-division/specific-plans/el-camino-real-specific-plan-revision>

These documents are available for viewing in the Community Development Department



Agenda Report

26-173

Agenda Date: 4/8/2026

REPORT TO PLANNING COMMISSION

SUBJECT

Action on an Ordinance of the City of Santa Clara, California, Authorizing the Installation of Supergraphic Signs on Building Surfaces in the Vicinity of Levi's Stadium During a Limited Time Period Surrounding FIFA World Cup 2026 Special Events

BACKGROUND

On December 9, 2025, the City Council approved a Special Event Zone Ordinance (Ordinance) intended to support public health, safety, and general welfare, including mobility management, and operational logistics for Special Events, including the 2026 Super Bowl LX and FIFA World Cup events at Levi's® Stadium (Staff report and Ordinance provided as Attachment 1). This Ordinance included an approved Special Event Zone boundary map that focused on the streets, public access routes, and outdoor gathering areas surrounding the Stadium and the adjacent entertainment and transit corridors (Attachment 2).

During the Super Bowl LX event, there was interest in authorizing the temporary installation of Supergraphics, however at the time the Ordinance did not allow for such use. In planning for the upcoming FIFA Special Events, the City is now proposing to allow temporary Supergraphic signs within the Special Event Zone boundary. To allow such signs, an amendment to the Sign Ordinance (Title 18, Chapter 18.42) is required, as such signs are prohibited under the current code. Therefore, the City is proposing an ordinance (Attachment 3) authorizing the installation of Supergraphic signs (Supergraphic Ordinance) on building surfaces in the vicinity of Levi's Stadium during a limited time period surrounding FIFA World Cup 2026 special events.

DISCUSSION

Supergraphic signs are large static signs on a flexible material (generally vinyl-based) attached to a building with adhesive or anchor bolts. The City's sign ordinance currently prohibits establishment of any new commercial billboards anywhere in the City except in the immediate vicinity of the Related Santa Clara project, or when old billboards are replaced at a 3:1 ratio. Outside of those circumstances, new advertising signs are limited to on-site or non-commercial advertising. The proposed ordinance would create a separate, one-time exception for supergraphics installed in the designated Special Event Zone. An example would be the "Uber" sign that was displayed on the Hilton Santa Clara hotel building at 4949 Great America Parkway during Superbowl LX in February 2026, see Attachment 4, Supergraphic Sign Example.

The proposed Supergraphic Ordinance was prepared to be applicable during FIFA World Cup 2026 special events at the Stadium, and is designed to advance two core objectives: (1) orderly operations around the Stadium and related sites; and (2) aesthetics, creating a visually vibrant Event Zone.

To achieve these objectives, the proposed Supergraphic Ordinance regulations have been narrowly

tailored. First, they only apply during designated event activation periods for the event (generally, just before, during, and just after the events themselves), and second, the Ordinance includes a sunset date of July 31, after which the sign code would revert to its prior form. The regulations also only apply within the specified geographic area as previously approved by the City Council with the adoption of the Special Event Zone Ordinance. The geographic area is the area expected to be impacted by event activities and is shown on the attached Special Event Zone boundary map (Attachment 2).

The Supergraphic Ordinance will allow Supergraphic Signs on buildings within the Special Event Zone subject to regulations including, but not limited to:

- The Building shall have no residential uses;
- The Building height must be three (3) or more stories above grade;
- Each Supergraphic sign may wrap around a building (around multiple facades);
- A Supergraphic Sign may consist of non-contiguous segments;
- No Supergraphic Sign may extend above a building parapet;
- No Supergraphic Sign shall be displayed at a height less than forty (40) feet above grade; and
- No Supergraphic Sign shall be externally illuminated.

Allowance of a Supergraphic sign will require the approval of a Sign Permit issued by the City pursuant to Santa Clara City Code Section 18.42.060 - Application and Review of Sign Permits.

Proposed Planning Commission Actions

The project is presented to the Planning Commission for consideration and action. The following specific actions are required:

1. CEQA: Determine the project to be exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 (Class 1 - Existing Facilities); and
2. Zoning Code Amendment: Recommend that the City Council approve the Ordinance of the City of Santa Clara, California, Authorizing the Installation of Supergraphic Signs on Building Surfaces in the Vicinity of Levi's Stadium During a Limited Time Period Surrounding FIFA World Cup 2026 Special Events.

The proposed action is a legislative decision (as opposed to a quasi-judicial decision); as such, no specific findings are required to make (or decline to make) the recommendation. The Planning Commission may also provide an alternate recommendation to the City Council different from adopting the Supergraphic Ordinance as proposed or recommend modifying any of its additional provisions. The proposed Supergraphic Ordinance is included as Attachment 3, with code changes presented in strikethrough and underline.

ENVIRONMENTAL REVIEW

The action being considered is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 (Class 1 - Existing Facilities), in that the project consists of the temporary allowance of flat building mounted signs that would involve negligible or no expansion of an existing use.

FISCAL IMPACT

There is no fiscal impact to the City for processing the zoning code amendment other than administrative time.

COORDINATION

This report and Ordinance have been coordinated with the City Attorney's Office and the City Manager's Office.

PUBLIC CONTACT

Public contact was made by posting the Planning 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 or at the public information desk at any City of Santa Clara public library.

Newspaper notice of this item was published in *The Weekly*, a newspaper of general circulation, on March 18, 2026. At the time of this staff report, no comments have been received by the Planning Division in support or opposition to the project.

RECOMMENDATION

1. Determine the project to be exempt from the California Environmental Quality Act (CEQA) formal pursuant to CEQA Guidelines Section 15301 (Class 1 - Existing Facilities); and
2. Recommend that the City Council approve an Ordinance in substantially the form presented Authorizing the Installation of Supergraphic Signs on Building Surfaces in the Vicinity of Levi's Stadium During a Limited Time Period Surrounding FIFA World Cup 2026 Special Events.

Prepared by: Lesley Xavier, Planning Manager

Reviewed by: Alexander Abbe, Assistant City Attorney

Approved by: Afshan Hamid, Director of Community Development

ATTACHMENTS

1. Special Event Zone Ordinance Staff Report and Ordinance
2. Special Event Zone Boundary Map
3. Supergraphic Ordinance
4. Supergraphic Sign Example
5. Planning Commission Resolution



Agenda Report

25-1671

Agenda Date: 12/9/2025

REPORT TO COUNCIL

SUBJECT

Action on Introduction of a “Special Event Zone” Ordinance Regulating and Prohibiting Certain Activities within a Protected Area in Connection with the 2026 Major Events at Levi's® Stadium

BACKGROUND

At the November 18, 2025 Council meeting, the City Council considered a proposed Special Event Zone ordinance (Ordinance) intended to support public health, safety, and general welfare, including mobility management, and operational logistics for Special Events, including the 2026 Super Bowl LX and FIFA World Cup events at Levi's® Stadium (Attachment 1, RTC 25-1591). The City Council conducted an extensive discussion regarding the proposed regulations for the 2026 Major Events and raised questions related to the geographic boundaries of the proposed Special Event Zone, the effects of temporary restrictions on local businesses and residents, enforcement roles, community outreach, and opportunities to ensure that local vendors are appropriately informed and able to participate within permitted activations.

In response, staff prepared a simplified ordinance, making it easier for the public to understand, and removing restrictions the City Council felt were too restrictive and not necessary to address public health, safety, and welfare concerns. To better evaluate the effects of event time periods and the geographic footprint involved, staff recommends narrowing the current ordinance to address only Super Bowl LX at this time. A separate resolution for the FIFA World Cup will be brought forward once the operational plans for those events are further developed and can be more accurately assessed. The updated Ordinance also expressly requires compliance with existing City Code provisions to ensure the City's standard protections remain in place. While staff continues to recommend adoption of the originally proposed map, a reduced-footprint alternative is also provided for Council consideration, along with clarifying explanations in the FAQ sheet, Attachment 2, and enhanced implementation and outreach strategies consistent with Council direction.

DISCUSSION

Overview of the Updated Ordinance Structure

The updated Ordinance, Attachment 3, restricts itself to six temporary special event specific regulations that apply only during the Special Event Time Period and within the designated Special Event Zone. A comparison of the original ordinance and the updated Ordinance, Attachment 4, is also included with this report.

All other regulatory frameworks for sidewalk vending, special events permits, temporary uses, counterfeit goods enforcement, signage, noise, and public safety requirements remain governed by existing State, Federal, and local (City Code) regulations and do not need restatement in the ordinance.

Key Elements of the Revised Ordinance

The simplified Ordinance introduces only the following Special Event-specific restrictions:

1. **Pause on Sidewalk Vending Permits within the Zone**

Only Chapter 5.05 permits within the Zone are paused during activation; permits remain valid elsewhere.

2. **Prohibition on Outdoor Sales of Food and Beverage**

The prohibition applies to outdoor sales when visible from public areas **except when** food and beverage sales are distributed in the ordinary course of business, at the usual location of properly permitted businesses.

3. **Prohibition on Outdoor Merchandise Sales**

The prohibition applies to outdoor sale or distribution of merchandise when visible from public areas **except when** merchandise sales are distributed in the ordinary course of business, at the usual location of a properly permitted business.

4. **Prohibition on Mobile-Unit Vending and Advertising**

The prohibition applies to any trucks, trailers, carts, bikes, or any wheeled vending unit not fixed to a foundation.

5. **Prohibition on Free Product Sampling or Giveaways in Public Areas**

This prohibition applies to promotional giveaways on streets, sidewalks, and outside an enclosed building. Based on feedback from the City Council, staff modified this section to expressly allow distribution of coupons when directly connected to businesses operating within the enclosed building, and where the distribution occurs wholly on private property outside of that building. Staff feels that adding this exception assists in narrowly tailoring the regulation in a way that still addresses the safety impact created by free product sampling or giveaways happening in public areas.

6. Permit Required for Temporary Structures. No temporary structure shall be constructed, placed, occupied or used (including, but not limited to, temporary location of tents, canopies, umbrellas and air supported, air-inflated and tensioned membranes) on non-residential property unless it is approved as an associated use with a Temporary Use Permit issued by the City pursuant to Santa Clara City Code Chapter 18.122.

In addition, and in response to concerns expressed from the City Council at the November 18, 2025 City Council meeting, staff removed the following prohibitions:

- 1. Permit requirements for Parades, Races and Block Events.** Staff felt comfortable removing this requirement as the City's Code provides sufficient protections in Chapter 12.15 (Parades and Processions).
- 2. Outdoor Commercial Signs and Advertising Displays.** Staff felt comfortable removing this requirement as the City's Code provides sufficient protections in Chapter 18.42 (Sign Regulations). Section 18.42.080 of the City Code broadly prohibits a wide range of sign types citywide including animated, inflatable, portable, rooftop, natural-feature-mounted, nonconforming, billboard, and certain illuminated signs unless expressly allowed elsewhere in the Sign Regulations.

These changes improve clarity, maintain public safety goals, and respond directly to the City Council concerns expressed during the prior meeting. The Ordinance also includes standard clarifying sections on compliance with existing laws, enforcement authority, and administrative penalties.

Special Event Zone Time Periods

The Special Event Zone time periods remain unchanged from the original Ordinance. They are proposed as follows:

- Super Bowl LX: Proposed activation February 1, 2026 (8:00 a.m.) - February 10, 2026 (10:00 p.m.).
- Additional Special Events, including, FIFA World Cup 2026: By separate Council resolution designating the event, dates, and map.

Special Event Zone Map Options

In response to the City Council's feedback, staff has developed an alternative Special Event Zone Map, "Map A", that reduces the overall boundary area, thereby limiting the application of regulations in residential and commercial neighborhoods farther from the Stadium and its associated impacts. Additionally, the initial proposed map, "Map B", is included in this staff report for reference and as an option for the City Council to consider, should it feel that the changes to the ordinance sufficiently address prior concerns and the initial zone is preferred.

The updated Special Event Zone boundary continues to focus on the streets, public access routes, and outdoor gathering areas surrounding the Stadium and the adjacent entertainment and transit corridors. The revised boundary reflects current patterns of pedestrian and vehicle activity anticipated during major event operations, including event load-in, active event days, and post-event load-out. It also incorporates key ingress and egress routes that remain essential for emergency response, transit services, rideshare operations, Stadium patrons, and credentialed event vehicles, ensuring that temporary commercial activity does not interfere with critical mobility needs.

The Special Event Zone boundary is important for the City to maintain public health, safety, and general welfare by allowing for predictable and coordinated management of outdoor commercial activity, crowd movement, and emergency access during Special Events. The boundary is intended to establish a refined geographic approach providing a consistent and transparent regulatory framework that builds on Santa Clara's established major-event practices, enabling the City to continue prioritizing public health, safety, and mobility while supporting efficient event operations and improved experience for residents and visitors.

A. Map A

Map A was designed to reduce the area affected by temporary restrictions while still retaining core public safety and mobility benefits. This area is a slightly smaller boundary and provides a more limited, tightly drawn zone, focusing primarily on:

- Immediate area surrounding the Stadium
- Critical emergency and transit corridors
- Key ingress/egress routes with historically high pedestrian and traffic congestion

B. Map B

Alternatively, Map B, Larger Boundary (Original Proposal) was designed to fully integrate all areas utilized for load-in/out, fan mobility, broadcast, temporary security perimeters, and emergency response staging. Map B reflects the full operational footprint identified for Super Bowl LX and FIFA World Cup 2026, including:

- Levi's® Stadium and immediate surroundings
- Circulation corridors used for pedestrian flow, shuttles, rideshare, and emergency access

- Large sections of the surface parking lots
- Adjacent properties expected to host hospitality, media operations, or credentialing
- Portions of Great America Parkway, Tasman Drive, and associated access point

Both maps are provided as Attachment 5 (Map B) and Attachment 6 (Map A) for City Council consideration. Map B remains Staff's recommendation because it most accurately reflects the full area anticipated to experience increased activity, traffic, and commercial impacts associated with Super Bowl LX. This broader boundary provides clearer expectations for residents and businesses while ensuring the City can effectively manage public safety, operations, and enforcement during the event period.

Enforcement

The updated Ordinance continues the enforcement structure previously discussed. Enforcement will happen primarily through Code Enforcement with back-up support from the City's Police Department, as well as partnerships with other law enforcement agencies to address particular violations, such as counterfeit goods. We have outlined the enforcement process to provide a clearer division of responsibilities. Enforcement will follow a coordinated, tiered approach:

1. Administrative Citations
 - Violations of mobile-unit vending restrictions within public streets/parks: penalties under City Code Chapter 5.05.
 - All other violations: administrative penalties under § 1.10.
2. Immediate Abatement and Seizure where applicable
3. Coordinated Field Teams
 - Police Department: primary response for safety risks, coordination of various law enforcement agencies, traffic management, and provides support for Code Enforcement when needed
 - Code Enforcement: monitoring of temporary structures, signage, and unpermitted activities
 - Public Works: right-of-way management
 - Event Security / NFL / FIFA: coordination for perimeter controls and credentialed access
4. Education-First Approach

Prior to the activation period, staff will emphasize education and voluntary compliance, including multilingual materials and on-site pre-event outreach to small businesses and vendors.

The Ordinance uses existing administrative citation authority and does not create any new enforcement mechanisms.

Community Outreach

In response to the City Council direction, staff have broadened and strengthened the outreach plan to ensure clear communication and wide community awareness:

- A dedicated Special Event Zone webpage featuring updated maps, FAQs, and related resources.
- Notices distributed through City email lists, social media channels, and local business associations.
- Coordination with residential HOAs and the Stadium Relations Ad Hoc Committee to support targeted outreach.

- Opportunities for community members to subscribe for updates and request additional information.

The goal is to provide consistent, transparent, and early information to ensure residents and businesses understand what the ordinance does and does not do.

Major Event Agreement Provisions Regarding Adoption of a Special Event Zone

Both the FIFA Assignment and Assumption Agreement (FIFA Agreement; Section 5.14) and the Super Bowl League Event Agreement (LEA; Section 6.9) contemplate City Council consideration and adoption of a Special Event Zone ordinance. Neither agreement, however, requires the City Council to adopt an Ordinance, and the City Council reserves the right to approve or disapprove such an ordinance in its sole discretion. There would be consequences, however, under the LEA if the City Council does not take action to approve an SEZ. As provided in LEA Section 6.9, if the Council doesn't initiate action to approve an SEZ by a specified date (now updated to be December 9, 2025), in a form consistent with NFL standards, StadCo and City shall meet and confer on what other lawful measures can be taken to assure that, to the maximum extent possible, equivalent protections can be implemented for the Super Bowl event. If such alternative measures cannot be agreed to by January 8, 2026, StadCo would have the right to terminate the LEA (and, if StadCo took such action, the City would have the right to terminate its agreements with BAHC for use of the Convention Center). Although a StadCo election to terminate the LEA seems unlikely, given the uncertainty this would create for all parties, the effect of such an election would be to revert the parties to their respective rights and obligations for hosting the Super Bowl under the original Stadium Lease (Article 21) and the related agreements with the City for public safety support for such events. Under these agreements, the SCSA's position has been that an LEA must be entered into to allow for a Super Bowl at the Stadium. SCSA also takes the position that while the City may be required to provide public safety support for the Super Bowl, StadCo would be responsible to reimburse City costs, and there is no "threshold" above which the SCSA would have to reimburse such costs to StadCo. While StadCo has agreed that they would be obligated to reimburse City public safety costs, they have not agreed that the SCSA can require an LEA as a condition to hosting the Super Bowl, or that no public safety cost "threshold" applies to this event. If agreements cannot be reached, such matters would likely need to be resolved under the applicable Stadium Lease arbitration provisions.

Next Steps. If introduced with the first reading waived, staff will return for final adoption at the next regular City Council meeting.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a "project" within the meaning of a California Environmental Quality Act ("CEQA") pursuant to the CEQA Guidelines section 15378(a) as it has no potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment. Even if adoption of the Ordinance was considered to be a project under CEQA, it would be exempt from CEQA review pursuant to CEQA Guidelines section 15061(b)(3) because it can be seen with certainty that there is no possibility that adoption of the Ordinance would have a significant effect on environment given that it does not involve or authorize any construction or physical activity that could impact the environment.

FISCAL IMPACT

There is no General Fund impact anticipated beyond staff time to implement and enforce time-limited

activations.

COORDINATION

This report and ordinance were coordinated with the City Manager's Office, City Attorney's Office, Police, Public Works, Community Development (Planning/Building/Code); Economic Development and Marketing; Communications; and the Stadium Authority.

PUBLIC CONTACT

Public contact was made by posting the Council agenda on the City's official notice bulletin board outside the 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, and hard copies of any agenda report may be requested by contacting the City Clerk's Office at (408) 615-2220, emailing clerk@santaclaraca.gov, or visiting the public information desk at any City of Santa Clara public library.

In addition, the City developed a dedicated Special Event Zone webpage to provide ongoing updates, information, and FAQs, and created a subscription option to allow interested community members to receive notifications. Direct email outreach was also conducted to businesses located within the original proposed zone, as well as to all permitted mobile vendors citywide, to ensure broad awareness of the proposed ordinance and engagement opportunities.

RECOMMENDATION

Introduce an uncodified ordinance entitled "An Ordinance of the City of Santa Clara, California, Regulating Certain Activities within a Protected Area in Connection with Major Events and Related Activities in the City of Santa Clara," with Map B, waive first reading, and direct staff to return for final adoption at the next regular meeting, with authority for the City Attorney to make non-substantive edits.

Reviewed by: Glen Googins, City Attorney

Approved by: Jovan Grogan, City Manager

ATTACHMENTS

1. RTC 25-1591
2. FAQs on Special Event Ordinance
3. Proposed Ordinance
4. Ordinance Comparison
5. Special Event Zone Map B
6. Special Event Zone Map A

ORDINANCE NO. 2083

**AN ORDINANCE OF THE CITY OF SANTA CLARA,
CALIFORNIA, REGULATING CERTAIN ACTIVITIES
WITHIN A PROTECTED AREA IN CONNECTION WITH
MAJOR EVENTS AND RELATED ACTIVITIES IN THE CITY
OF SANTA CLARA**

WHEREAS, the City of Santa Clara (“City”) is home to Levi’s® Stadium (“Stadium”) which opened in 2014 and regularly hosts football events, concerts, soccer matches, and other events (“Events”);

WHEREAS, some of the Events hosted at the Stadium attract statewide, national and/or international interest, with increased potential for safety and security risks due to their large crowds, enhanced level of media attention, large number of high-profile attendees, and increased commercial and community activity at and around the Stadium (“Special Events”);

WHEREAS, in 2026, the Stadium will host two Special Events, Super Bowl LX (and related events) in February 2026, and FIFA World Cup 2026 (and related events), from late May through early July 2026;

WHEREAS, in addition to the Stadium, the City also has within its jurisdiction various other public and private facilities, parking areas, access roads, thoroughfares and other areas which may be used for the purposes of staging and conducting activities related to the Special Events at the Stadium, including support of Special Event security, logistics, traffic management and other community or commercial activities associated with the Special Events;

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WHEREAS, the Special Events will require extensive event load-in and load-out operations, including temporary structures, hospitality installations, security screening areas, broadcast compounds, fencing, and wayfinding systems, all of which necessitate maintaining clear and predictable access routes for emergency services, credentialed personnel, and freight deliveries;

WHEREAS, the primary ingress and egress corridors serving the Stadium are essential for the safe movement of attendees, emergency vehicles, transit providers, rideshare operations, and Event support staff;

WHEREAS, the Stadium is supported by extensive surface parking areas, pedestrian walkways, shuttle zones, and transit connections that experience significant pedestrian volumes before and after Special Events, and temporary restrictions on unpermitted vending and commercial activity within these areas are necessary to safeguard pedestrian travel and protect adjacent residential neighborhoods from spillover impacts;

WHEREAS, event and hospitality facilities adjacent to the Stadium, including the Santa Clara Convention Center, California's Great America theme park, and nearby hotels are expected to host Special Event related activities such as credentialing operations, media production, hospitality functions, fan activations, and community programming, creating additional demand for coordinated public safety, mobility management, and regulation of outdoor commercial activity;

WHEREAS, the Santa Clara City Code already prescribes regulations and restrictions to ensure smooth operations of Events at the Stadium, including local permit requirements and regulations for soliciting and peddling, signs, temporary short-term activities, and parades, races and block events;

WHEREAS, given increased security risks, increased number of people visiting the City to attend or participate in, and the large scale nature of Special Events, and related activities, the City has determined that it is within the public interest to adopt certain additional and temporary regulations (“Special Event Regulations”) to mitigate and manage these risks consistent with City’s interest in preserving the public’s health, safety and welfare;

WHEREAS, the City’s specific purposes for adopting the Special Event Regulations include: (1) promoting and protecting public health, safety, and welfare in and around the Stadium and other areas within the City impacted by Special Events; (2) exercising responsible public stewardship by managing Special Events to maximize economic benefits to the community, while protecting the public interest; (3) promoting and protecting good order and aesthetic qualities in and around the Stadium during Special Events and minimizing commercial blight; and (4) managing congestion and pedestrian and vehicular traffic flow within a specifically defined area around the Stadium (“Special Event Zone”) that would otherwise impede the free and safe flow of traffic, presenting safety and security risks, by hindering security operations and interfering with emergency vehicle access;

WHEREAS, the Special Event Zone boundaries will be specific to each Special Event, and will generally align with the autonomous vehicle geofenced rideshare map, underscoring the need to preserve adequate traffic flow, avoid congestion, and maintain safe and orderly transportation operations during Special Events;

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WHEREAS, establishing the Special Event Zone in advance of Special Events will allow the City to implement predictable and transparent regulations, coordinate enforcement, and maintain safe and efficient event operations from early event preparation through post-event crowd dispersal;

WHEREAS, certain Special Event Regulations regulate sidewalk vendors and those regulations are directly related to the health, safety, and welfare concerns identified in Santa Clara City Code section 5.05.440 which exist upon the sidewalks and other pedestrian paths within the Special Event Zone;

WHEREAS, in order to tailor the application of the Special Event Regulations to the time periods and the specific geographic areas where the public health, safety and welfare concerns are expected to arise, the Special Event Regulations will only apply, during the time periods designated for each Special Event and only within the Special Event Zone designated for each Special Event;

WHEREAS, these designated time periods are intended to encompass not only the days on which the Special Events occur, but also the necessary lead-up and operational phases including load-in, construction of temporary facilities, credentialing, security screening, and crowd-management preparations during which health, safety and welfare impacts similarly exist;

WHEREAS, maintaining these regulations continuously throughout the full preparation, event, and dispersal periods, rather than intermittently turning them on and off, is essential to ensuring consistent application, effective enforcement, operational clarity for the public and stakeholders, and the uninterrupted protection of public safety and orderly event operations; and

WHEREAS, based on the foregoing, the City has a substantial interest in adopting the Special Event Regulations set forth in this Ordinance, which shall be effective only during the specified dates and times applicable to Special Events and within the Special Event Zone designated.

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

SECTION 1: That the findings contained in the preamble of this Ordinance are determined to be true and correct and are hereby adopted by the City Council as a part of this Ordinance.

SECTION 2: Definitions. For purposes of this Ordinance the following terms shall have the meanings ascribed thereto:

- a. “Special Event” shall mean (1) Super Bowl LX, (2) FIFA World Cup 2026, or (3) any similar event held at the Stadium, expected to attract statewide, national and/or international interest, with increased potential for safety and security risks due to their large crowds, enhanced level of media attention, large number of high-profile attendees, and increased commercial and community activity at and around the Stadium that is designated as a “Special Event” by resolution adopted by the City Council.

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- b. "Special Event Time Period" shall mean the time period leading up to and after a Special Event during which Special Event Regulations shall be in effect. For Super Bowl LX the Special Event Time Period shall commence on February 1, 2026, at 8:00 a.m. and shall expire on February 10, 2026 at 10:00 p.m. Other Special Event Time Periods, including FIFA World Cup 2026, shall be designated by the City Council by Resolution.
- c. "Special Event Zone" shall mean with respect to Super Bowl LX that certain area surrounding the Stadium expected to be impacted by the conduct of such events and any related activities thereby necessitating the imposition of the Special Event Zone Regulations as more particularly shown on the map and description attached hereto as Exhibit "A" including all publicly owned property, public rights of way and private property located therein. Other Special Event Zones, including for FIFA World Cup 2026 shall be designated by the City Council by Resolution.

SECTION 3: Special Event Zone Regulations. With respect to each Special Event designated in accordance with the terms of this Ordinance, the following regulations shall apply for the duration of the Special Event Time Period and within the Special Event Zone designated for such Special Event.

- a. Pause on Existing Permits within Special Event Zone. All permits issued pursuant to Chapter 5.05 of the Santa Clara City Code for approved locations within the Special Event Zone shall be paused. If any such permit holder peddles at alternative approved locations designated in the permit, the permit shall only be paused in part, as applied to the approved location within the Special Event Zone, and shall remain in full force and effect as applied to the alternative approved location.

- b. Prohibition on Outdoor Sales of Food and Beverage. The outdoor sale of any food or beverages to the public visible from any public street, sidewalk or public rights of way shall be prohibited, including alcoholic beverages, except food or beverages sold or distributed in the ordinary course of business at a location for which the City has issued a Certificate of Occupancy, Conditional Use Permit or other permit authorized by the Santa Clara City Code.
- c. Prohibition on Outdoor Sales of Merchandise. The outdoor sale or distribution of merchandise (used in its broadest sense and including commercial property or transaction(s) of every kind) to the public visible from any public street, sidewalk or public right of way shall be prohibited, except merchandise sold or distributed in the ordinary course of business at a location for which the City has issued a Certificate of Occupancy, Conditional Use Permit or other permit authorized by the Santa Clara City Code.
- d. Prohibition on Mobile Unit Commercial Vending. Commercial vending from any "mobile unit," which includes any vehicle, truck, trailer, pushcart, wagon, bicycle, dray, conveyance or structure on wheels, not firmly fixed to a permanent foundation, whether or not required to have a license to operate issued by the California Department of Motor Vehicles, is prohibited.

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- e. Prohibition on Distribution of Free Products. The distribution or provision of free products, commercial services or coupons (otherwise referred to as sampling) and other promotional giveaways on public streets, sidewalks or rights of way or outside an enclosed building is prohibited. This prohibition does not apply to distribution of coupons outside of an enclosed building, and wholly occurring within private property, where the distributions provides direct support for the business operating within the enclosed building upon which the property is located.
- f. Prohibition on Mobile Advertising Displays. Mobile advertising (including, but not limited to signs on or attached to a “mobile unit” portable device or person) is prohibited. Notwithstanding the foregoing, buses, taxicabs, and other delivery vehicles that display advertising as a secondary use of the vehicle in the ordinary course of business, may travel within the Event Zone to pick up and drop off passengers and goods.
- g. Permits for Temporary Structures. No temporary structure shall be constructed, placed, occupied or used (including, but not limited to, temporary location of tents, canopies, umbrellas and air supported, air-inflated and tensioned membranes) on non-residential property unless it is approved as an associated use with a Temporary Use Permit issued by the City pursuant to Santa Clara City Code Chapter 18.122.

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SECTION 4: Compliance with Existing Federal, State and Local Laws. Nothing in this Ordinance modifies requirements to comply with existing federal, state, and local laws. This includes but not limited to requirements to comply with state and federal laws related to sale or distribution of counterfeit merchandise. It also does not change requirements to comply with the City's local regulations, including but not limited to requirements to obtain permits for activities when required by the Santa Clara City Code.

SECTION 5: Violations and Penalties.

- a. Mobile Unit Commercial Vending Violations. Violations of the "Prohibition on Mobile Unit Commercial Vending" provision within the public right-of-way or in a park owned and operated by the City, are punishable by the administrative remedies authorized in Santa Clara City Code Chapter 5.05.
- b. Administrative Remedies. Except as otherwise prohibited by state law, violations of any other provision of this ordinance by any person, firm, corporation, agent or employee thereof may be prosecuted as an administrative citation as set forth in Santa Clara City Code Chapter 1.10. Each day that a violation is permitted to exist shall constitute a separate offense.
- c. Other Enforcement Options. In addition to any other remedies herein, this ordinance may be enforced by an injunction issued by the Superior Court upon any suit by the City. If any activity that constitutes a violation of this ordinance also constitutes a violation of any state, federal, local, or common law, this ordinance shall not be the exclusive remedy and shall not be deemed to abrogate any other rights and remedies that may exist under law.

SECTION 6: Severability. If any section, subsection, clause or phrase of this ordinance is for any reason held to be invalid, such decision shall not affect the validity of the remaining portion or sections of the ordinance. The City Council declares that it would have adopted the ordinance and each section, subsection, sentence, clause or phrase irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases be declared unconstitutional.

SECTION 7: No Impact on Existing Prosecutions/Fees. The changes provided for in this Ordinance shall not affect any offense or act committed or done or any penalty or forfeiture incurred or any right established or accruing before the effective date of this Ordinance; nor shall it affect any prosecution, suit or proceeding pending or any judgment rendered prior to the effective date of this Ordinance. All fee schedules shall remain in force until superseded by the fee schedules adopted by the City Council.

SECTION 8: CEQA. Adoption of this Ordinance is not a “project” as defined by CEQA pursuant to CEQA Guidelines section 15378 because it does not have any potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment and it involves only organizational and administrative activities of the City; it does not involve or otherwise authorize any construction or physical activity that could impact the environment. Even if adoption of the Ordinance was considered to be a project under CEQA, it would be exempt from CEQA review pursuant to CEQA Guidelines section 15061(b)(3) because it can be seen with certainty that there is no possibility that adoption of the Ordinance would have a significant effect on environment given that it does not involve or authorize any construction or physical activity that could impact the environment.

PASSED FOR THE PURPOSE OF PUBLICATION this 9TH day of DECEMBER, 2025,

by the following vote:

AYES:	COUNCILORS:	Chahal, Cox, Gonzalez, Hardy, Jain, and Park, and Mayor Gillmor
NOES:	COUNCILORS:	None
ABSENT:	COUNCILORS:	None
ABSTAINED:	COUNCILORS:	None

ATTEST:



NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

FINALLY PASSED AND ADOPTED BY THE CITY COUNCIL OF THE CITY OF

SANTA CLARA this 16TH day of DECEMBER, 2025, by the following vote:

AYES:	COUNCILORS:	Chahal, Cox, Gonzalez, Hardy, Jain, and Park, and Mayor Gillmor
NOES:	COUNCILORS:	None
ABSENT:	COUNCILORS:	None
ABSTAINED:	COUNCILORS:	None

ATTEST:

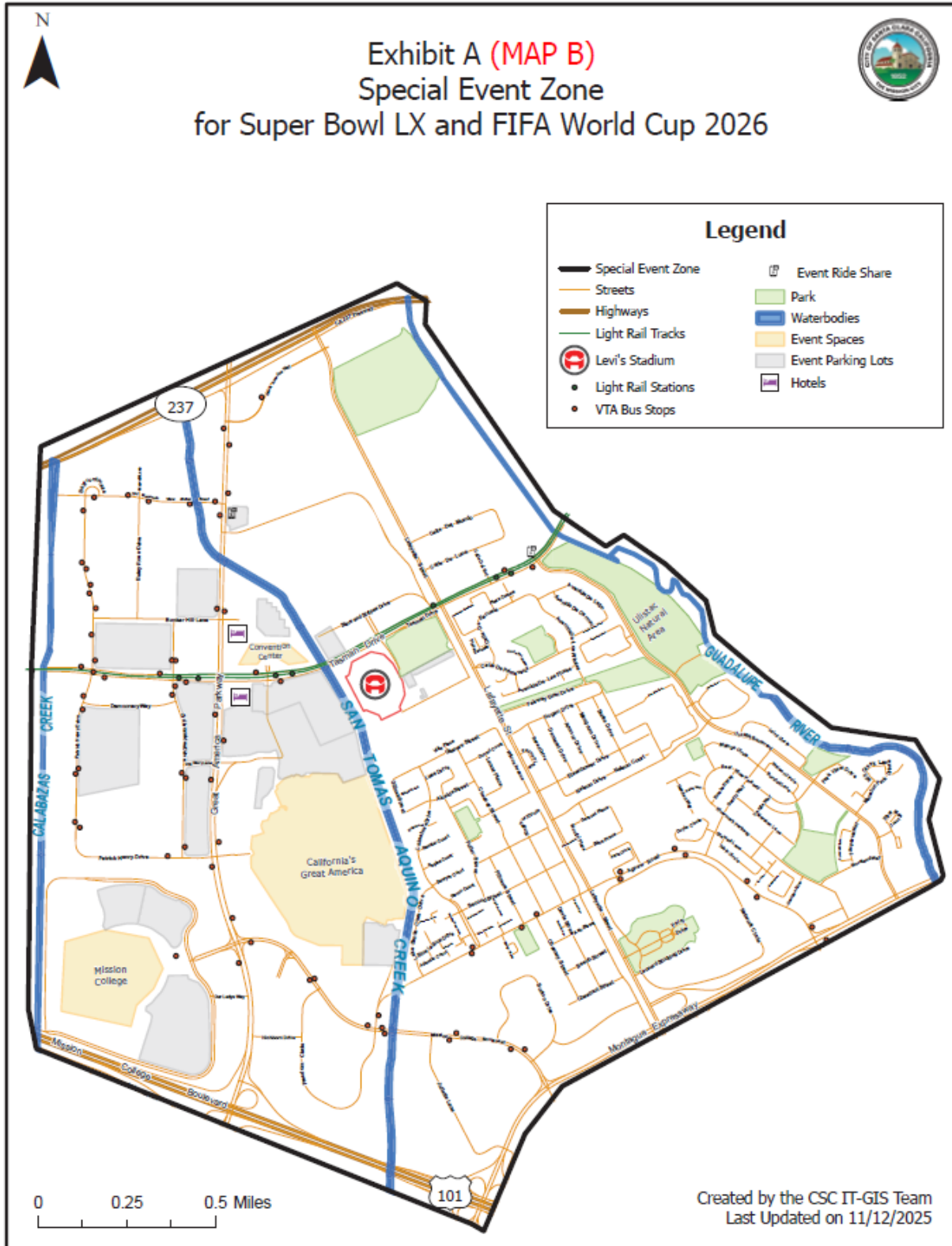


NORA PIMENTEL, MMC
ASSISTANT CITY CLERK
CITY OF SANTA CLARA

Attachments incorporated by reference:

1. Exhibit A - Special Event Zone for Super Bowl LX

EXHIBIT A
Special Event Zone for Super Bowl LX



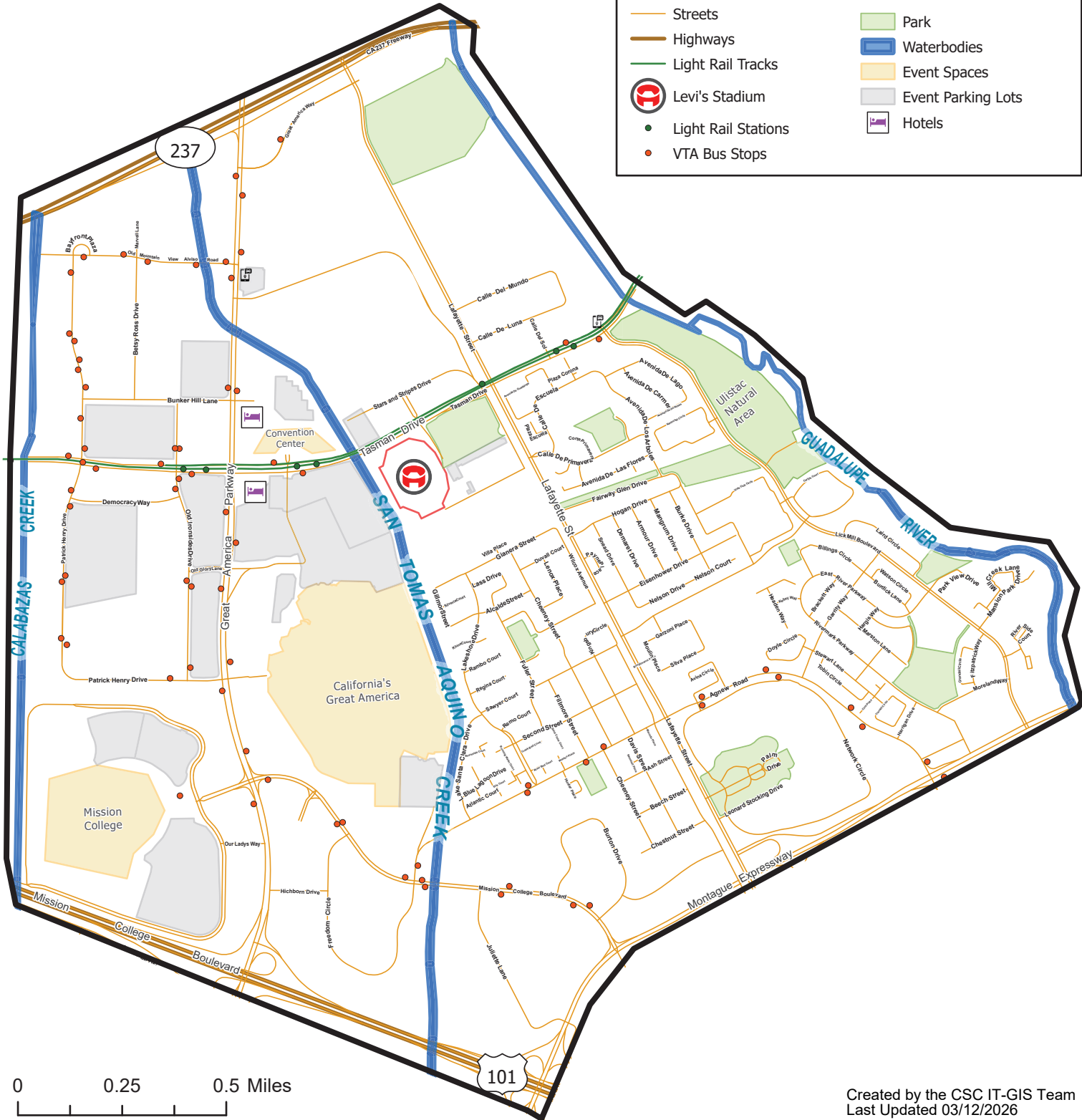
N

Exhibit A (MAP B) Special Event Zone for FIFA World Cup 2026



Legend

- Special Event Zone
- Streets
- Highways
- Light Rail Tracks
- Levi's Stadium
- Light Rail Stations
- VTA Bus Stops
- Event Ride Share
- Park
- Waterbodies
- Event Spaces
- Event Parking Lots
- Hotels



0 0.25 0.5 Miles

101

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF SANTA CLARA, CALIFORNIA, ADDING A NEW SECTION 18.42.220 (“SUPERGRAPHIC SIGNS”) TO, AND AMENDING SECTION 18.42.090 (“BILLBOARDS”) OF, CHAPTER 18.42 (“SIGN STANDARDS”) OF TITLE 18 (“ZONING”) OF “THE CODE OF THE CITY OF SANTA CLARA, CALIFORNIA”) TO AUTHORIZE THE INSTALLATION OF SUPERGRAPHIC SIGNS ON BUILDING SURFACES IN THE VICINITY OF LEVI'S STADIUM DURING A LIMITED TIME PERIOD SURROUNDING FIFA WORLD CUP 2026 SPECIAL EVENTS

WHEREAS, on December 9, 2025, the City Council approved a Special Event Zone Ordinance (Ordinance) intended to support public health, safety, and general welfare, including mobility management, and operational logistics for Special Events, including the 2026 Super Bowl LX and FIFA World Cup events at Levi’s® Stadium;

WHEREAS, the City wishes to allow temporary Supergraphic Signs on building surfaces in the vicinity of Levi’s® Stadium during a limited time period surrounding FIFA World Cup 2026 Special Events;

WHEREAS, the City’s Zoning Ordinance does not allow for the placement of Supergraphic Signs;

WHEREAS, the City is proposing to amend the City’s Zoning Ordinance to temporarily allow for Supergraphic Signs in support of events around FIFA World Cup 2026;

WHEREAS, on April 8, 2026, the Planning Commission conducted a duly noticed public hearing to consider the Supergraphic Ordinance, at the conclusion of which, the Planning Commission voted to recommend adoption of the Supergraphic Ordinance; and

WHEREAS, on April 21, 2026, the City Council conducted a duly noticed public hearing to consider the Supergraphic Ordinance, 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 Ordinance.

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

SECTION 1: That a new Section 18.42.220 (“Supergraphic Signs”) is hereby added to Chapter 18.42 (“Sign Standards”) of Title 18 (“Zoning”) of “The Code of the City of Santa Clara, California”) (“SCCC”) to read as follows:

“18.42.220 Supergraphic Signs

A. **Definitions.** For purposes of this Ordinance the following terms shall have the meanings ascribed thereto:

1. “Supergraphic Sign” means a sign, other than a banner sign, which consists of flexible material attached flush to a building façade.
2. “Special Event” shall mean FIFA World Cup 2026 events held at the Stadium during the Special Event Time Period, expected to attract statewide, national and/or international interest, with increased potential for safety and security risks due to their large crowds, enhanced level of media attention, large number of high-profile attendees, and increased commercial and community activity that are designated as “Special Events” by resolution adopted by the City Council.
3. “Special Event Time Period” shall mean the Time Periods for FIFA World Cup 2026 designated by the City Council by Resolution.
4. “Special Event Zone” shall mean with respect to FIFA World Cup 2026 that certain area surrounding the Stadium expected to be impacted by the conduct of

such events and any related activities thereby necessitating the imposition of the Special Event Zone Regulations as more particularly shown on the map and description attached hereto as Exhibit "A" including all publicly owned property, public rights of way and private property located therein.

B. Limited Authority to Place Supergraphic Signs. One (1) Supergraphic Sign may be placed on a Building in connection with a Special Event, subject to the following:

1. The Building shall be located within the Special Event Zone;
2. The Building shall have no residential uses;
3. The Building height must be three (3) or more stories above grade;
4. No Supergraphic Sign shall cover any portion of a door; and
5. No Supergraphic Sign shall be displayed for more than one hundred twenty (120) consecutive days.
6. No Supergraphic Sign shall be mounted above the parapet of a roof.
7. One additional flat-mounted Supergraphic Sign attached to the roof of a Building shall be allowed in connection with a Special Event.
8. No Supergraphic Sign shall be located on a building or structure located on the City's Historic Resource Inventory (HRI);
9. Each Supergraphic Sign may wrap around a building (around multiple facades);
10. A Supergraphic Sign may consist of non-contiguous segments;
11. No Supergraphic Sign shall be displayed at a height less than forty (40) feet above grade;
12. No Supergraphic Sign shall be externally illuminated;

13. A Supergraphic Sign shall be maintained in good condition at all times and the Sign surface shall be free of dirt, rips and tears;
14. A Supergraphic Sign shall not reduce the otherwise allowable Sign Area for a Building or Parcel;
15. No Supergraphic Sign shall obstruct Fire Department aerial access, and all structures with a Supergraphic Sign shall continue to comply with all applicable California Fire Code requirements, including but not limited to CFC Section D105 and City Code Section 15.60.140.
16. A Supergraphic Sign shall require the approval of a Sign Permit issued by the City pursuant to Santa Clara City Code Section 18.42.060 – Application and Review of Sign Permits.”

SECTION 2: Section 18.42.090 (“Billboards”) of Chapter 18.42 (“Sign Standards”) of Title 18 (“Zoning”) of “The Code of the City of Santa Clara, California”) is hereby amended to read as follows:

“A. Intent.

1. The City has had a policy since 1978 (Ordinance No. 1365) to limit the number of outdoor advertising signs (also commonly referred to as “billboards”) in order to improve the quality of urban life for its citizens. It had been determined that billboards, by their very nature, constitute visual clutter and blight to the appearance of the City. It has also been determined that billboards impede traffic safety by unduly distracting motorists and pedestrians, creating traffic hazards, and reducing the effectiveness of signs needed to direct the public.

2. In 2016, the City Council approved a Master Community Plan and Comprehensive Sign Program for the CityPlace Santa Clara Project. In adopting the Master Community Plan, the Council made a finding that creating a specific, limited exception to the limitations on billboards for outdoor advertising facing inward into the “City Center” portion of the CityPlace Santa Clara Project, or facing toward Levi’s Stadium on Tasman Drive, would facilitate the City’s objective to create a pedestrian friendly “live, work, and play” environment that would function as a well-defined center of for the Santa Clara community. The City Council further found that creating this specific limited exception did not weaken the direct link between the City’s objectives and its general prohibition of new billboards, and would not denigrate the City’s interests in reducing visual clutter and blight to the appearance of the City, and in promoting traffic safety and reducing traffic hazards.
3. In 2026, the City has a once-in-a-generation opportunity to host several games of the FIFA Men’s World Cup matches and related events at Levi’s Stadium. In order to facilitate advertising for this extremely rare event and generate synergistic interest in the City and its businesses, the City Council determined that a narrow, short-term exception to the billboard prohibition should be provided in the vicinity of the Stadium during the Special Event Period.
4. The City reasserts its policy that the obtrusive nature of billboards makes it imperative that the City control the number, size, and location of billboards.

With the exception of the billboards authorized pursuant to the Master Community Plan for the CityPlace Santa Clara Project and the Comprehensive Signage Program for that project (the “CityPlace Billboards”), and the billboards installed as Supergraphics in connection with the 2026 FIFA Men’s World Cup matches during the Special Event Period (the “FIFA Supergraphics”), it is the continued position of the Council that billboards are not permitted within the jurisdictional boundaries of the City unless a particular billboard location has been approved. In the absence of a billboard location receiving affirmative approval from the Council, the application shall be denied.

4. It is the Council’s intent to permit no more billboards within the City except for the specific, limited exception for the CityPlace Billboards and the FIFA Supergraphics. The Council intends to restrict the presence of other billboards in the City by limiting the number of billboards (other than CityPlace Billboards and FIFA Supergraphics) to those physically in place or for which approvals have been granted as of the effective date of the ordinance codified in this chapter. Additionally, as billboards are physically removed or destroyed, it is the intent of the Council that the number of billboards will be permanently reduced by that number. As of December 19, 2023, there are 14 billboards physically in place that do not qualify as CityPlace Billboards or FIFA Supergraphics. There are two signs which have been treated historically as directional signs, and there is one approval for a directional sign yet to be constructed. It is the intent of the Council to

encompass all signs which conceivably could be construed as billboards within the definition of billboard other than the CityPlace Billboards and FIFA Supergraphics. Consequently, the total of 17 billboards is the starting point and ceiling for billboards at the effective date of the ordinance codified in this chapter.

5. It is the express intent of the Council to permit no further billboards within the City, other than the CityPlace Billboards and FIFA Supergraphics, and to reduce their number through attrition rather than pay compensation pursuant to the provisions of Article 7 (commencing with Section 5400) of Chapter 2 of Division III of the California Business and Professions Code, which provisions require compensation for billboards removed at governmental insistence.

B. General Provisions. All Billboards, other than the CityPlace Billboards and FIFA Supergraphics, are subject to the following:

1. Existing billboards shall not be relocated on the property.
2. There shall be no moving, rotating, or revolving signs or panels.
3. Signs are to be painted, repaired, backed with lattice when single-faced, and panels aligned as appropriate, and maintained in good condition.
4. The signs and sites of signs are to be maintained in a clean condition, and landscaping is required where such is practical.
5. In no event shall the total of billboards in the entire City exceed 17.
6. There are currently 17 billboards in place or approved for

construction. If and when a billboard, either nonconforming or with a permit, is physically destroyed or in a state of disrepair (50 percent or more of its reasonable construction value in either case), dismantled, removed, ceases to be used as a billboard for at least 120 consecutive calendar days, or is in any way terminated for any reason, the maximum number of billboards permitted to be in the City shall be reduced by that extent.

C. Outdoor advertising display relocation requirements.

1. Subject to the provisions in SCCC 18.42.090(A) and (B) and pursuant to Section 5412 of the California Business and Professions Code, the City may enter into agreements with advertising display owners to provide for the relocation of outdoor advertising displays.
2. The Council, following the review and recommendation from the Commission, may approve the relocation of advertising displays relocated pursuant to agreements made under this section.”

SECTION 3: Sunset Clause. This ordinance is intended to apply only during Special Event Time Period. Effective July 31, 2026, this Ordinance is automatically repealed, and all affected sections of the City Code shall revert to the language that was in effect prior to the adoption of this Ordinance.

SECTION 4: Savings clause. The changes provided for in this ordinance shall not affect any offense or act committed or done or any penalty or forfeiture incurred or any right established or accruing before the effective date of this ordinance; nor shall it affect any prosecution, suit or proceeding pending or any judgment rendered prior to the effective

date of this ordinance. All fee schedules shall remain in force until superseded by the fee schedules adopted by the City Council.

SECTION 5: Effective date. This ordinance shall take effect thirty (30) days after its final adoption; however, prior to its final adoption it shall be published in accordance with the requirements of Section 808 and 812 of “The Charter of the City of Santa Clara, California.”

PASSED FOR THE PURPOSE OF PUBLICATION this 21ST day of APRIL, 2026, by the following vote:

AYES:	COUNCILORS:
NOES:	COUNCILORS:
ABSENT:	COUNCILORS:
ABSTAINED:	COUNCILORS:

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

Attachments incorporated by reference:
1. Exhibit A - Special Event Zone Boundary Map

Hilton

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Agenda Report

26-370

Agenda Date: 4/8/2026

REPORT TO PLANNING COMMISSION

SUBJECT

Planning Commission Input on the Charter Revision Process

BACKGROUND

At the March 11, 2026 Planning Commission meeting, City Attorney Glen Googins gave an overview of the ongoing Charter review process (commonly referred to as the “Charter Project”). He explained that this will be the first comprehensive update to the City Charter in many years, with the goal of modernizing it to better support efficient, transparent, and adaptable governance.

The Bylaws of the Charter Review Committee (CRC) formed to implement the Charter Project describe the general purpose of the CRC and the project as follows:

The purpose of the CRC is to work with City staff, with input from the community, to facilitate the implementation of the “Charter Project.” The Charter Project involves a process for comprehensive review of the City Charter to identify provisions in the Charter that should be corrected, clarified or modified for the Charter to be fully consistent with applicable state law, aligned with current best practices for City operations and, in general, easier to understand and apply. At the end of the process, the objective of the Charter Project is to produce a draft comprehensive Charter Amendment for presentation to the City Council and, if the City Council so directs, possibly the voters at the November 2026 Election.

Other relevant considerations include:

- **The Charter as a structural document.** It defines roles of officials and staff, distribution of authority, and high-level governance principles. Charters typically do not dictate operational details. Such details are better left to implementation by City codes and policies.
- **Improving efficiency and reducing administrative burdens.** Current processes require that too many routine items go to the City Council, creating staff workload inefficiencies, delays in project delivery, and unnecessary use of high-level decision-making. The amendments will result in more decisions at staff level where appropriate, and reserve Council involvement for true policy decisions.
- **Clarifying roles and responsibilities.** The revised Charter should better define what the City Council does (policy direction and oversight), what staff does (implementation and operations), and what commissions do (review of specific subject matter)
- **Maintaining flexibility for the future.** The Charter should avoid overly prescriptive language, ensuring that the Charter can accommodate new technologies, evolving procurement methods, and changing governance needs.

The Planning Commission has been identified as an important stakeholder in the review process,

particularly in connection with the review of Article X of the Charter, "Boards and Commissions." The City Attorney asked the Commission for their formal input on the role of the Planning Commission, as well as broader governance principles that affect planning, development, and project review.

DISCUSSION

The Planning Commission provided some initial feedback to the City Attorney at the March 11 meeting. Several Commissioners also individually provided written comments to Department staff since the March 11 meeting. The City Attorney and Planning staff also advised the Commission that some broader vision issues, such as transportation, sustainability, and connectivity, might be better suited for the General Plan, rather than the Charter, which is structural and more agnostic as to policy.

The City Attorney asked the Planning Commission to focus on the following issues:

1. Does the current composition of the Planning Commission (seven qualified electors) still make sense?

Charter Section 1006 currently identifies the size of the Commission (seven members); other than that, the only requirement to serve is that members be qualified electors. There are no other specific requirements, such as a background in Planning, development, or real estate. The Commission is also composed of seven "at-large" members; Commissioners are not appointed based on geographic districts.

Commissioners provided the following feedback:

- One Commissioner suggested that there should be some method of ensuring that there is an array of different backgrounds or professions on the Commission. For example, a Commission made up of seven real estate agents, or seven developers, or seven engineers, or seven laypersons with no knowledge of any of these topics, would provide a skewed perspective.
- Another Commissioner submitted a written comment that the current composition and requirements are satisfactory.

2. Does the current list of Commission powers and duties properly describe your role and function?

Charter Section 1007 currently lists the following powers and duties for the Planning Commission:

- a) Recommend to the City Council the adoption, amendment, or repeal of the General Plan or any part thereof for the physical development of the City;
- b) Exercise powers set by ordinance regarding land subdivisions, planning, and zoning; and
- c) Exercise other planning, zoning, and environmental functions

Commissioner comments on this Section, so far, included the following:

- *Public input.* The description of Commission in the Charter should emphasize the importance

of hearing and understanding the voices of the people.

- *Appeals.* The Planning Commission's decisions could be given more weight in subsequent City Council appeals. For example, if the Planning Commission made a decision via unanimous vote, the City Council should only overturn the Planning Commission by a unanimous vote. Or, if the Council overturned the Planning Commission, the Council would remand the decision back to the Commission for further consideration.

3. Do you have other general concerns about Article X, such as appointment, vacancies, terms, or attendance?

Commissioner comments included:

- *Attendance.* The attendance requirements for Commissioners need to be clarified, as there are currently no details.
- *Outreach Policies.* A Commissioner sought more accountability to establish whether notice had been properly provided, in response to circumstances when members of the public complain that they were never notified.
- *Modernization of Noticing.* Technology should be harnessed to provide broader noticing, such as "push" notifications on cellular devices instead of relying upon newspaper publications, and the Charter should continue to adapt to future technological changes.
- *Role of the Mayor.* A Commissioner asked whether, in the wake of going to district elections, the City would modify or integrate the role of a Mayor as an elected (at-large) representative, but holding no additional power beyond that of any of the other district representatives. The Commissioner asked whether this division of representation was fair and sustainable.

4. Do you have other concerns you would like to raise?

Commissioners raised several other concerns in both verbal comments on March 11, and in subsequent written comments, about both the content of the Charter and the process used for the Charter Review Project:

- *Flexibility.* A Commissioner stressed the need for the Charter to be able respond to technological innovations. As an example, regulations on where people can park their vehicles will not immediately translate to self-driving vehicles that have no driver and may not technically be "parking".
- *Guiding Principles.* The Project should include clear guiding principles, to enable transparency, accountability and inclusion of feedback from stakeholders and our community members.
- *Community Involvement.* The Project should clarify how community engagement and trust is being built through the process.
- *Providing Feedback.* A Commissioner was concerned that the method for Planning Commissioners to participate in the Charter Review Process may be inadequate to ensure that the Council get the full insight and information from the Commission and other bodies. The Commissioner is concerned that relaying this feedback through City staff may result in information being lost or modified before it can be reviewed or considered by the decisionmakers.
- *Evaluating Success.* The Project should have both qualitative and quantitative metrics to

measure the success of the effort.

- *Subsequent Review.* The Charter should include a process for periodic review of its terms (on the order of every ten years or so), to ensure that it continues to align with the values of future generations
- *Integration with Other Documents.* While the Charter is a broad umbrella of City government and governance structures, it should be vertically and horizontally integrated with other policies, ordinances, and plans
- *Measure R and Telecomm.* Charter Section 714.1 prohibits the lease or disposition of parkland for 180 days or more without a 2/3 vote of the electorate. This section could be revised to allow for the installation of wireless facilities.
- *Police Chief.* A Commissioner asked whether it was still appropriate for the Police Chief to be elected, rather than the more common municipal model of an appointed Police Chief.
- *Ease of Access.* The Charter should be interconnected to other documents with live links and references.
- *Flexibility in Timing to Respond to Urgent Issues.* The Charter should provide opportunities for the City to respond to pressing issues. The current timeline for adoption of ordinances does not allow for sufficiently swift responses to issues that arise (for example, the potential for ICE to appear at the Super Bowl, FIFA, and other unique events).
- *Robots.* A Commissioner asked whether the City could enact policies regulating unattended “bots” roaming in City parks, using City roads, and traveling in pedestrian paths. Delivery bots are already roaming the streets and increasing in frequency. The City could adopt regulations to ensure they safely share our public spaces.

Proposed Planning Commission Actions

The Charter Review Subcommittee on Boards and Commissions has its next meeting on April 16th. The Planning Commission should consider consolidating its comments in a manner that reflects the position of the entire Commission, ideally in areas where Planning Commission issues are implicated. Such comments can either be presented on your behalf by City Attorney staff and/or the Commission may also appoint a representative to present these comments to the Subcommittee.

ENVIRONMENTAL REVIEW

The action being considered does not constitute a “project” within the meaning of the California Environmental Quality Act (“CEQA”) pursuant to CEQA Guidelines section 15378(b)(5) in that it is a governmental organizational or administrative activity that will not result in direct or indirect changes in the environment.

FISCAL IMPACT

There is no fiscal impact to the City.

COORDINATION

This report has been coordinated with the City Attorney’s Office.

PUBLIC CONTACT

Public contact was made by posting the Planning 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 or at the public information desk at any City of Santa Clara public library.

RECOMMENDATION

Provide consolidated comments to staff on Planning Commission relevant charter revisions for the Charter Review Committee and City Council to consider as a part of the "Charter Project" Charter Review Process. The Commission also has the option of appointing a representative to present these comments to the Subcommittee on Boards and Commissions.

Prepared by: Alexander Abbe, Assistant City Attorney

Reviewed by: Glen Googins, City Attorney

Reviewed by: Lesley Xavier, Planning Manager

Approved by: Afshan Hamid, Director, Community Development Department