




City Council Meeting

Item # 5
 RTC 24-1105
Mission Point by Kylli Mixed-Use Project General Plan Amendment, Planned Development Rezoning, Tentative Map, and Development Agreement at 3005 Democracy Way

November 19, 2024
 Reena Brilliot, Director of Economic Development & Sustainability


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Mission Point



Request


- Approve and certify the project **EIR** and Statement of Overriding Considerations
- **General Plan Amendment** from High-Intensity Office/Research-and-Development (R&D) to two newly created land use designations, Urban Center Mixed Use and Urban Center Mission Point
- **Rezoning** from HO-RD High-Intensity Office/ Research & Development to PD Planned Development
- **Vesting Tentative Subdivision Map**
- **Development Agreement**



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Project Location


- Nine parcel, 48.6-acre project site (including Democracy Way)
- Developed with four light industrial buildings on the northern portion of the site
- Current use: Provides 3,300 temporary parking spaces for events at Levi's Stadium



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Project History

- **October 17, 2017:** General Plan Amendment submitted:
 - 3.5 million square feet of office/R&D
 - 400,000 square feet of office amenity/hotel
 - 6.1 million square feet of residential uses (6,000 units)
 - 600,000 square feet of retail
 - Max height of 600'



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Project History

- **July 2018:**
 - Planned Development Rezoning submitted and CEQA process began.
 - NOP released (revised version on October 1, 2018)
 - CSJ Airport Department provided NOP comments identifying inconsistencies with the proposed project heights and FAA regulations
- **September 2019:**
 - Kylli submitted a letter indicating they were working through FAA comments and would resubmit project with a reduced scope.



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Project History

- **March 2022:**
 - Project resubmitted with reduced scope, including:
 - up to 1.8 million square feet of residential (1,800 units)
 - up to 3 million square feet of office/R&D
 - up to 100,000 square feet of commercial retail
 - 10,000 square feet of childcare facilities
 - Height maximums vary 123'-192'





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Planned Development Zoning Context




Development Plan and Land Uses



Parkland and Open Space




Streets and Streetscapes



Design Guidelines and Standards

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Land Uses

- Two New General Plan Land Use Designations:
 - **Urban Center Mixed Use:** high-rise commercial office and residential development (in either mixed-use or stand-alone buildings) (60 - 250 du/ac)
 - **Urban Center Mission Point:** high-rise commercial office/ R&D development (Min. FAR 1.5)
- Development plan divided into four development areas (A, B, C, D).
- Vacation of Democracy Way
- New street “Kylli Drive”

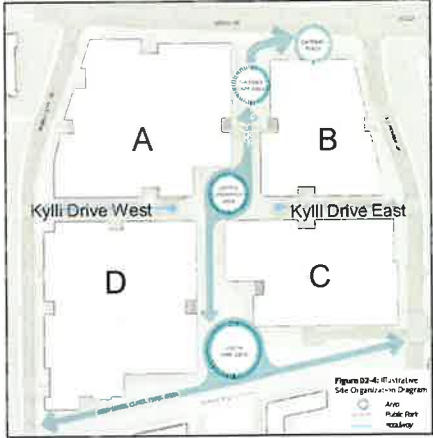



Figure 02-4: R-1111111111 Site Organization Diagram

AVO
Public Park
Kylli Drive


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Parkland

- The project proposes three main publicly accessible park areas:
 - Gateway Park Area
 - Central Green Area
 - South Park Area



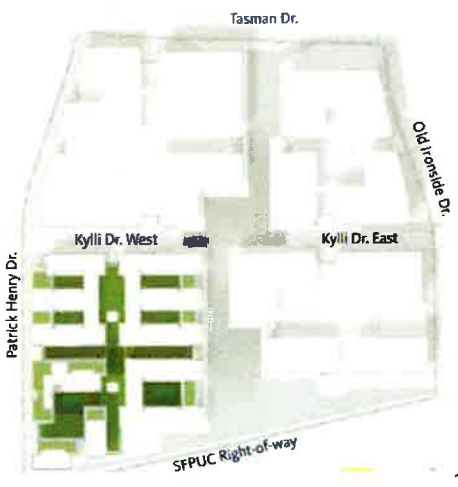
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Private Open Space

- The project would provide private open spaces for residential uses, which may include indoor and outdoor spaces.



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Streetscapes & Design Guidelines

- Each street has prescribed widths for travel lanes, bicycle lanes, sidewalks, and parking.

	VEHICULAR LANES		BICYCLE LANE		ON-STREET PARKING	SIDEWALK AREA		
	Travel Lane Width (approx.)	Turn Lane Width (approx.)	Classification	Lane Width (approx.)	Parking/Loading Width (approx.)	Sidewalk Width (approx.)	Pedestrian Clear Area (approx.)	Landscaping Area
Tasman Drive	11'	10'	II	5'-6"	Prohibited	12'	5'	Varies
Kylli Drive (West/East)	10'	12'	II	5'-6"	9'	12'	5'	Varies
Patrick Henry Drive	10'	12'	IV	5' Lane -3' Buffer	Prohibited	12'	5'	Varies
Old Ironside Drive	10'	12'	IV	5' Lane -3' Buffer	8'	12'	5'	Varies

Figure 04-2_01: Street Typologies & Standards

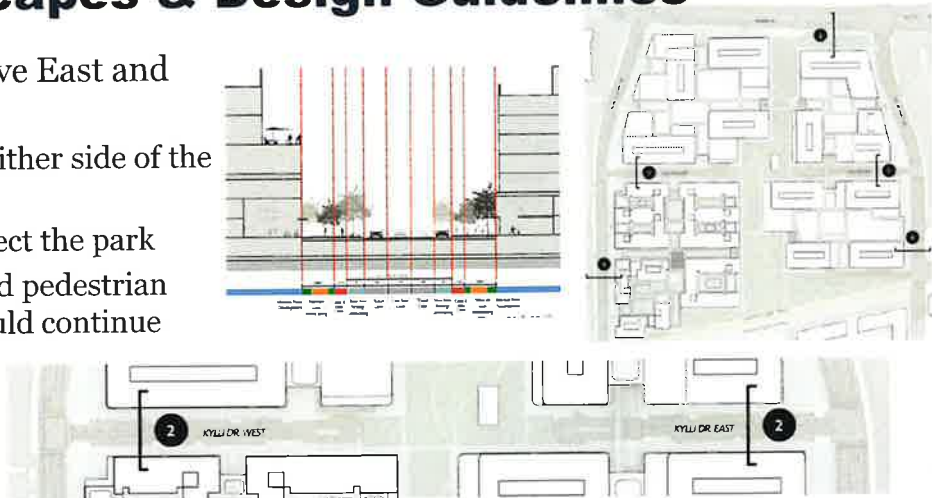
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Streetscapes & Design Guidelines

New Kylli Drive East and West:

- Located on either side of the central park
- Does not bisect the park
- Bike path and pedestrian walkway would continue through



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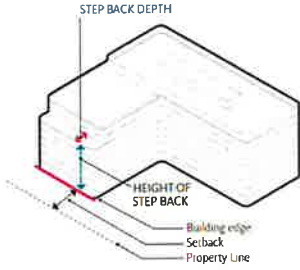
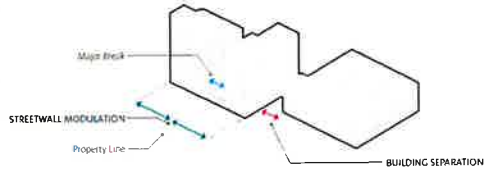
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Design Guidelines & Standards

The PD Zoning establishes standards and guidelines for development, including:


- Building Heights
- Setbacks
- Upper story building stepbacks
- Building modulation
- Ground floor design
- Vehicle and bicycle parking

	PROGRAM AREA A	PROGRAM AREA B	PROGRAM AREA C	PROGRAM AREA D
GROUND FLOOR				
Ground floor height, non-residential (ft)*	Approx. 20'	Approx. 20'	Approx. 20'	Approx. 20'
Ground floor height, residential (ft)**	Approx. 10'-12'	Approx. 10'-12'	Approx. 10'-12'	Approx. 10'-12'


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Bicycle & Pedestrian Infrastructure

- Class IV bike lanes:
 - Patrick Henry Drive, Old Ironsides Drive
- Class II bike lanes:
 - Kylli East/West Drive & Tasman Drive (project frontage)
- New multi-use trail “Santa Clara Trail” along southern perimeter
- Gateway Park & South Park would have north south bicycle & pedestrian connections
- New sidewalks and improved sidewalks along frontages of Patrick Henry Drive, Old Ironsides Drive, & Tasman Drive



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Parking

- AB2907 prohibits applying parking requirements within 1/2 mile of transit
- Project proposes vehicle parking in above and below ground garages at a reduced ratio from Zoning Ordinance standards
- Project proposes short term and long term bicycle parking throughout the site

CAR PARKING	RATIO PROVIDED	% OF CODE*
Office	0.7 / 300 sq. ft.	73%
Retail	0.9 / 200 sq. ft.	86%
Residential	1.0 / unit	59%
Childcare	1.0 / 300 sq. ft.	100%
Parks/Open Space	-	NA

*APPROX. PER CITY OF SANTA CLARA PARKING REGULATIONS.

USE	BICYCLE PARKING REQUIREMENTS	
	LONG TERM (CLASS I)**	SHORT TERM (CLASS II)
Office	1 per 20 rooms + 1 per 20 employees	1 per 20 rooms
Retail	1 per 10 employees	1 per 4,000 sq. ft.
Residential	1 per dwelling unit	1 per 20 dwelling units
Childcare	1 per 20 employees	1 per 40 children

Based on SDC § 17.02.030.
 **Term: minimum number of employees and term of occupancy spaces is 4, except when the density is 1 or less, in which case, 2 bicycle spaces must be provided.
 ***Maximum bicycle parking for any site is 100 spaces, with no more than 10 long-term spaces, regardless of site type or bicycle mode. Minimum bicycle parking is 100 spaces.

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Vesting Tentative Subdivision Map

- The proposed Tentative Map would subdivide the property into five lots and includes the vacation of Democracy Way
- Deemed complete by the City's Subdivision Clearance Committee on January 16, 2024

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Affordable Housing

Residential Portion of Mission Point:


- 15% will be deed-restricted affordable units (If all 1,800 units are constructed, 270 would be deed-restricted)
- Affordability level for the affordable homes at 80% of AMI (the City's baseline requirement is a maximum affordability average of 100% of AMI)

Non-Residential Portion of Mission Point:

- Met through payment of the City's Affordable Housing Fee

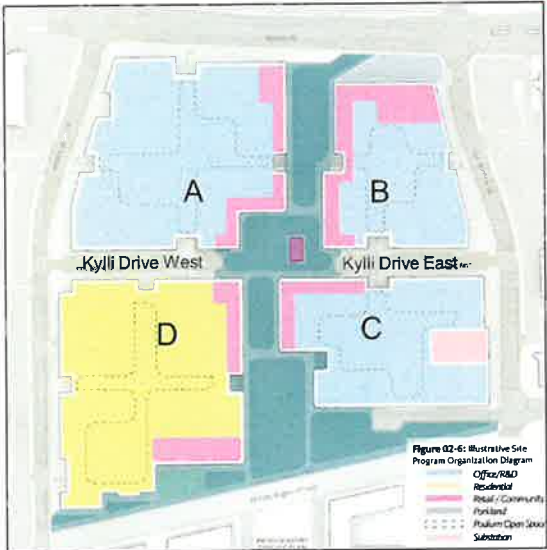
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Project (Option A)

- up to 1.8 million square feet of residential (1,800 units) in Area D
- up to 3 million square feet of office/R&D
- up to 100,000 square feet of commercial retail
- 10,000 square feet of childcare facilities



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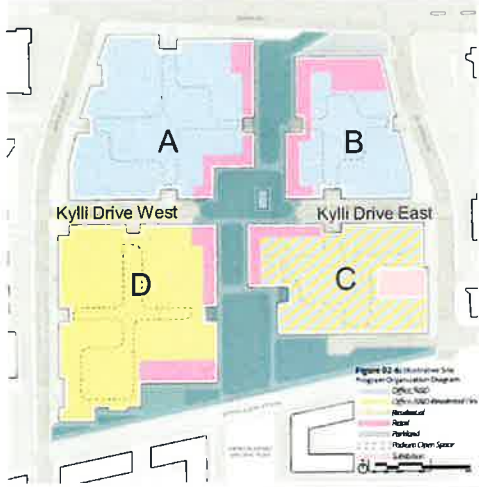
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Project (Option B)

Housing/Office Flex alternative For Area C presented to Planning Commission at the October 23, 2024 meeting:

- 2,600 units (option for 800 units in Area C)
- up to 2.2 million square feet of office/R&D
- up to 100,000 square feet of commercial retail
- 10,000 square feet of childcare facilities




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Development Agreement - Term

- **Initial Term:** 10 years
- **Extensions:** (3) 5-year options to extend (total: 25-years)
Extensions tied to delivery of affordable housing, parks and open space, grocery store and childcare or payment required if benefits not yet delivered.

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Development Agreement - Community Benefits Option A

- **Affordable Housing:** Inclusionary units @80% AMI (vs. 100% AMI required)
- **Grocery Store (10k sq ft) & Childcare (8k sq ft):** build core and shell + 3-year good faith marketing period
- **Parks, Open Space, Trails:** 1.5 acre minimum, including play areas for children ages 2 – 5 and 5 – 12; Developer to maintain public parks for 40 years; Public access to ground-level private open space

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Development Agreement - Community Benefits Option A (continued)

- **Arts:** \$5+ Million invested in publicly visible or accessible art
- **Fire Equipment:** \$3.5 million for fire engine and tractor drawn aerial apparatus
- **Regional Traffic Fees:** up to \$3 million payable at a rate of \$1/SF of office and R&D
- **Construction Sales and Use Tax:** contractors to designate jobsite as place of use/sale for materials
- **Minimum Residential Parking.** Minimum of one (1) parking space per residential unit in the Project, and may provide up to twenty-five percent (25%) through shared parking

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Development Agreement - Community Benefits Option B

All of the Option A Community Benefits with the following addition:

- **Parks, Open Space, Trails:** If any residential is developed on Area C, a minimum of one and a half (1.5) acres of public park land, or private open space area with a public access easement, will be dedicated to the City, with a Park Improvement Agreement executed between the City and Developer prior to the issuance of any building permit on Area C.

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CEQA Process

- 45-day public review between November 17, 2023 and January 2, 2024, with eight comment letters submitted
- EIR identifies traffic, greenhouse gas, energy, biology, geology and soils, cultural resources, tribal cultural resources, utilities, water quality, and hazards and hazardous materials as having impacts that with the incorporation of mitigation measures would be reduced to less than significant
- EIR also identifies air quality and noise as having a significant unavoidable impact with mitigation incorporated; therefore, Council approval of a Statement of Overriding Considerations is needed

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CEQA Process – Option B

- Option B would be essentially the same as the Project (Option A) that was analyzed in the Draft Environmental Impact Report (DEIR).
- Option B would result in impacts that are the same as or similar to those of the Project (Option A) and some Air Quality and Population and Housing impacts would be less than those caused by Option A.
- No impacts under the Revised Project would be greater than the Project
- Impacts of Option B are fully within the scope of the analysis in the Final EIR, and there is no “Significant new information” requiring recirculation.

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Community Outreach

Over the course of the project, Kylli conducted the following outreach events:

- 11 community meetings and workshops between November 2017 and June 2023. Several of the meetings were specific to different neighborhood groups (Adobe Wells residents and Rivermark residents), while others focused on specific topics such as parkland and open space.
- Community meeting at Mission College on February 29, 2024, to show the plan final to the community as it would be presented to the Planning Commission and City Council for their consideration.

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Planning Commission Recommendation

Recommend the Council:

1. Adopt a resolution to certify the Final EIR prepared for the Mission Point Project (SCH # 2018072068) and adopt a Mitigation Monitoring and Reporting Program, CEQA Findings, and a Statement of Overriding Considerations, "Option B".
2. Adopt a resolution to approve a General Plan Amendment to add new land use designations, Urban Center Mixed-Use (UCMU) and Urban Center Mission Point (UCMP), and to change the land use designation for the project site from High Intensity Office/Research & Development (HI O/R&D) to UCMU (on Areas C and D) and UCMP (on Areas A and B), "Option B".
3. Adopt a resolution to approve the Planned Development Rezoning from HO-RD - High-Intensity Office/Research and Development to PD - Planned Development, with land use "Option B".
4. Adopt a resolution to approve a Vesting Tentative Subdivision Map, "Option B".
5. Waive first reading and introduce an ordinance to approve the Development Agreement, "Option B".

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Planning Commission Recommendation (continued)

Recommend the Council:


(1) seriously consider additional parking requirements for a successful project as the parking ratio provided raises great concern with the Planning Commission;

(2) include condition of approval in the Planned Development Zoning conditions to encourage the Owner and any contractors or subcontractors working on the project to evaluate hiring local labor, hiring from or contributing to approved, accredited apprenticeship programs, increasing resources for labor compliance, and providing living wages during the development of this Project (added to Attachment #17 Planning Commission Recommendation PD Rezoning COAs as G10);

(3) engage with the State of California about the cumulative impact of state-mandated high density housing policies on the environment and City resources, given concerns over long-term sustainability as available land and resources continue to diminish.

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Staff Recommendation – Option B

- The fiscal analysis of Option A and Option B shows that both Options are fiscally positive with Option A providing about \$4.0M in net revenue to the General Fund, versus Option B providing \$3.1M in net revenue.
- The fiscal analysis assumes the full build out of the project; however Option B may facilitate redevelopment of development Area C sooner therefore increasing property taxes and City revenue sooner.
- Option B’s added 800 housing units with the DA requirement of 15% of units at an average of 80% AMI or lower, result in at least 390 affordable units with Option B versus 270 affordable units provided with Option A. These added affordable units would be helpful for the City to achieve its specific RHNA requirements of 1,653 low income units and 1,981 moderate income units.

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The Center of What's Possible

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City Council Meeting

Item # 5

RTC 24-1105

Mission Point by Kylli Mixed-Use Project General Plan Amendment, Planned Development Rezoning, Tentative Map, and Development Agreement at 3005 Democracy Way

November 19, 2024

Reena Brilliot, Director of Economic Development & Sustainability

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Area Context



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Development Program

AREA	ACREAGE*	BUILT COVERAGE	LAND USE	SQUARE FOOTAGE	OPEN SPACE	ACREAGE
"A"	Approx. 13.3 acres	Approx. 48%	Office Retail Total	Max. 1,179,000 gsf Approx. 30,000 gsf Approx. 1,209,000 gsf	Accessible L1 Open Space Private Open Space	Approx. 2.8 acres Approx. 3.3 acres
"B"	Approx. 8.9 acres	Approx. 44%	Office Retail Total	Max. 1,034,000 gsf Approx. 43,000 gsf Approx. 1,077,000 gsf	Accessible L1 Open Space Private Open Space	Approx. 2.7 acres Approx. 1.7 acres
"C"	Approx. 12.7 acres	Approx. 33%	Office Retail Total	Max. 790,000 gsf Approx. 19,000 gsf Approx. 809,000 gsf	Accessible L1 Open Space Private Open Space	Approx. 4.6 acres Approx. 2.5 acres
"D"	Approx. 13.7 acres	Approx. 50%	Residential Retail Childcare Total	Approx. 1,800,000 gsf (Max. 1800 units) Approx. 8,000 gsf Approx. 10,000 gsf Approx. 1,818,000 gsf	Accessible L1 Open Space Private Open Space	Approx. 2.7 acres Approx. 4.8 acres

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Community Benefits Included in DA

- **Affordable Housing:** inclusionary units @80% AMI (vs. 100% AMI required)
- **Grocery store and childcare facility:** build core & shell and 3-year good faith marketing period
- **Parks, Open Space, Trails:**
 - 1.5 acre minimum, including play areas for children ages 2 – 5 and 5 – 12
 - Developer to maintain public parks for 40 years
 - Public access to ground-level private open space
- **Arts:** \$5+ Million invested in publicly visible or accessible art (sculpture, murals, performance, functional art)
- **Fire Equipment:** \$3.5 million for fire engine and tractor drawn aerial apparatus purchase
- **Intersection Improvement funding:** up to \$3 million payable at a rate of \$1/SF of office and R&D
- **Construction Sales and Use Tax:** contractors to designate jobsite as place of use /sale for materials
- **DA extension options:** tied to delivery of affordable housing, parks & open space, grocery store and childcare. Payment required if benefits not yet delivered.

Value of Community Benefits Estimated at*


\$46 to \$90 Million

*Range in estimated value is due to potential for development at less than maximums proposed; for example, fewer residential units.

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Transportation Demand Management

- TDM Plan to be prepared for each phase of development and will adhere to CAP requirements (20% VMT reduction for multifamily residential & 25% reduction for office)
- Condition of Approval to participate in north Santa Clara Transportation Management Association

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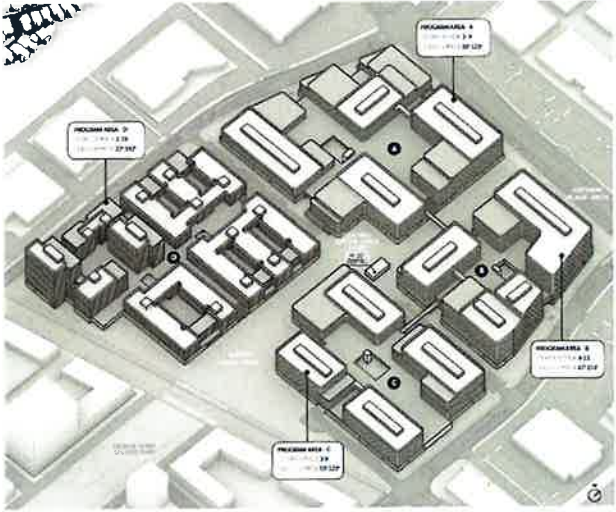
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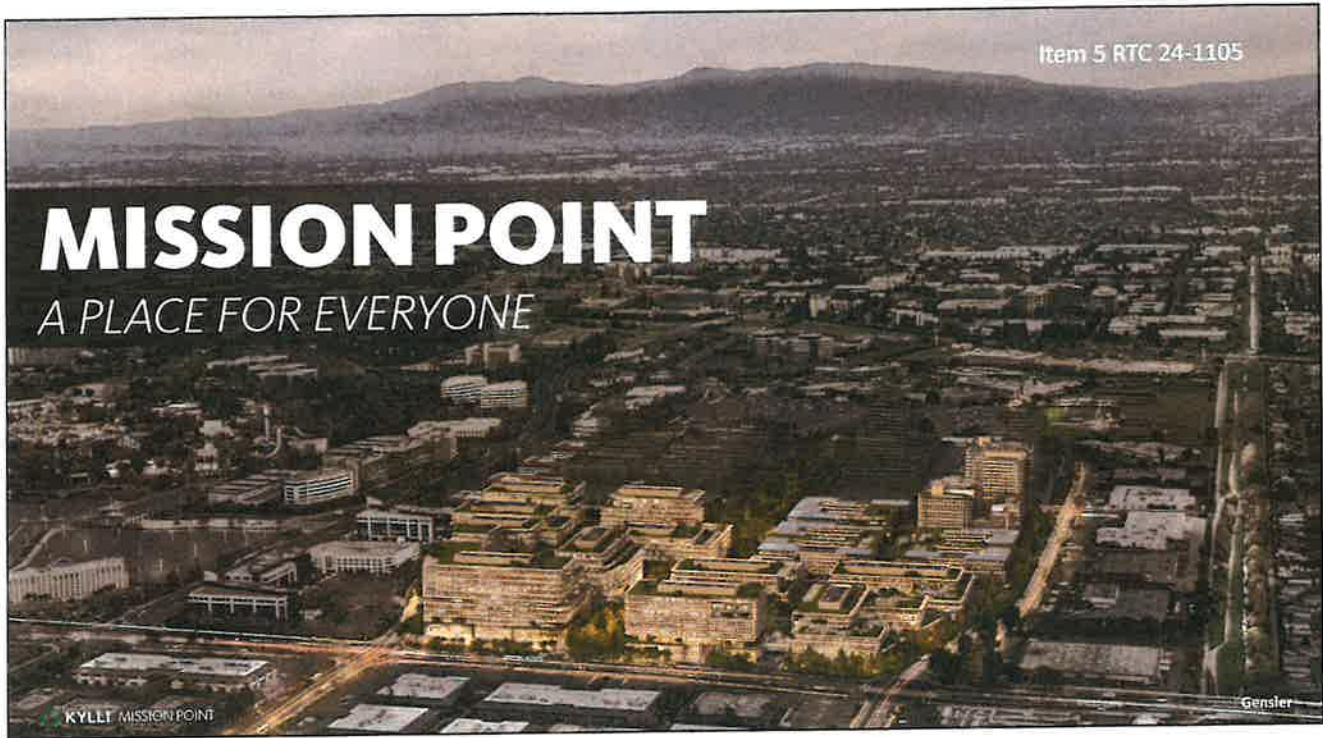
Building Heights

- Area A: 33'-123' (3-9 stories)
- Area B: 47'-153' (4-11 stories)
- Area C: 33'-133' (3-9 stories)
- Area D: 22'-192' (2-19 stories)



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BUILDING A VISION WITH THE COMMUNITY

Over **7 years**, we have hosted over **20 community meetings**, participated in over **100 large and small events** to learn what the people of Santa Clara want....

- On-going **community engagement**, which will continue throughout the development and construction process.
- Our work with **housing advocates** has allowed them to bring their voices to the discussion tonight.
- Our on-going conversations with **labor and trades unions** has also given us the opportunity to share updates and build on these relationships.



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HOUSING AND COMMUNITY

Approx
7.5 acre
City Park/
Community Spaces

Approx
1,300 DU
15% Affordable
Housing

Approx
3,000,000 sq. ft
Class A
Commercial Office/Lab

Approx
10,000 sq. ft
Childcare &
Playground

Approx
100,000 sq. ft
Retail

Flex-Use-Mix
Approx. 300,000 sq. ft
Commercial Office/Lab
and/or
Up to 300 DU
15% Affordable Housing

A new neighborhood with a **diverse and complimentary mix of uses** that will enrich connections between people, places, and nature.

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CITY PARKLAND

NETWORK OF ACTIVE PARKS & TRAILS

Promoting wellness and community engagement with spaces for gathering!



TURFED PLAY FIELD



FAMILY GATHERING & PICNIC AREA



DOG PARK



OUTDOOR FITNESS



INFORMAL RECREATION



CHILDREN'S PLAY AREA

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OPEN SPACE PLAN

PUBLIC, PRIVATE, AND PRIVATE WITH PUBLIC ACCESS

Up to **25 acres** of public and private open spaces, including up to:

- **7.6 acres** of public parkland
- **6.6 acres** of grade level, privately owned with public access open space
- **6.9 acres** of residential private amenity space
- **4 acres** private commercial open space



KYLLI MISSION POINT



Figure 05-17.01: Illustrative Parks and Open Space

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Seamless Transit Integration



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PROXIMITY TO HIGH VALUE TRANSIT TRANSPORTATION DEMAND MANAGEMENT

First TDM that meets city new standards with a reduction of **20%** for the residential area; and at least **25%** for the commercial area.

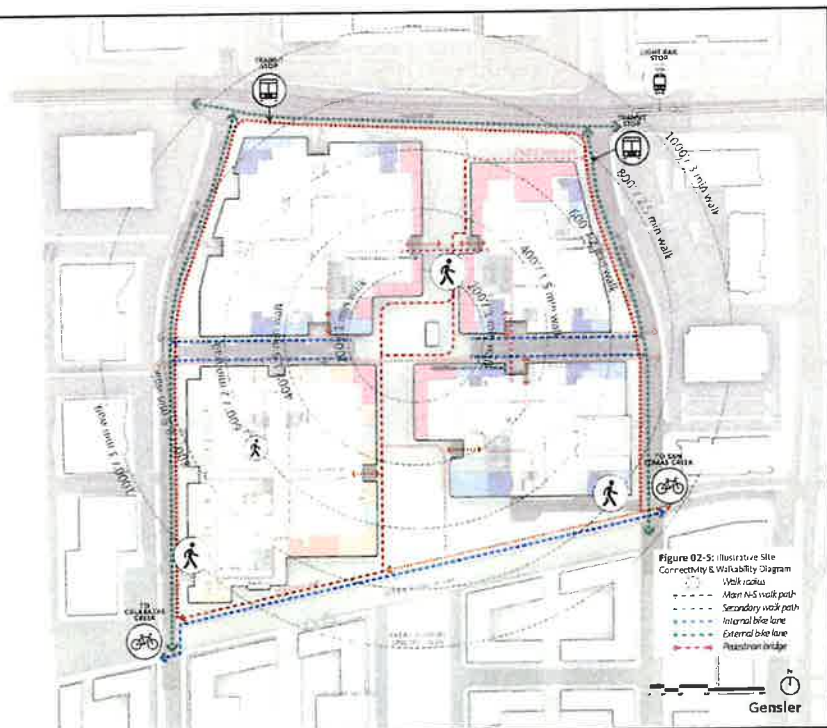
- Lower car usage
- Walkable, scalable streets
- Close to what you need (Mix of uses)



- Parking not required but will be provided based on market demand

- Based on **Planning Commission comments**, committing to **1 space/residential unit**, shared parking model appropriate and designated for some fraction of these.

KYLII MISSION POINT



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Prioritizing Sustainability & Natural Systems



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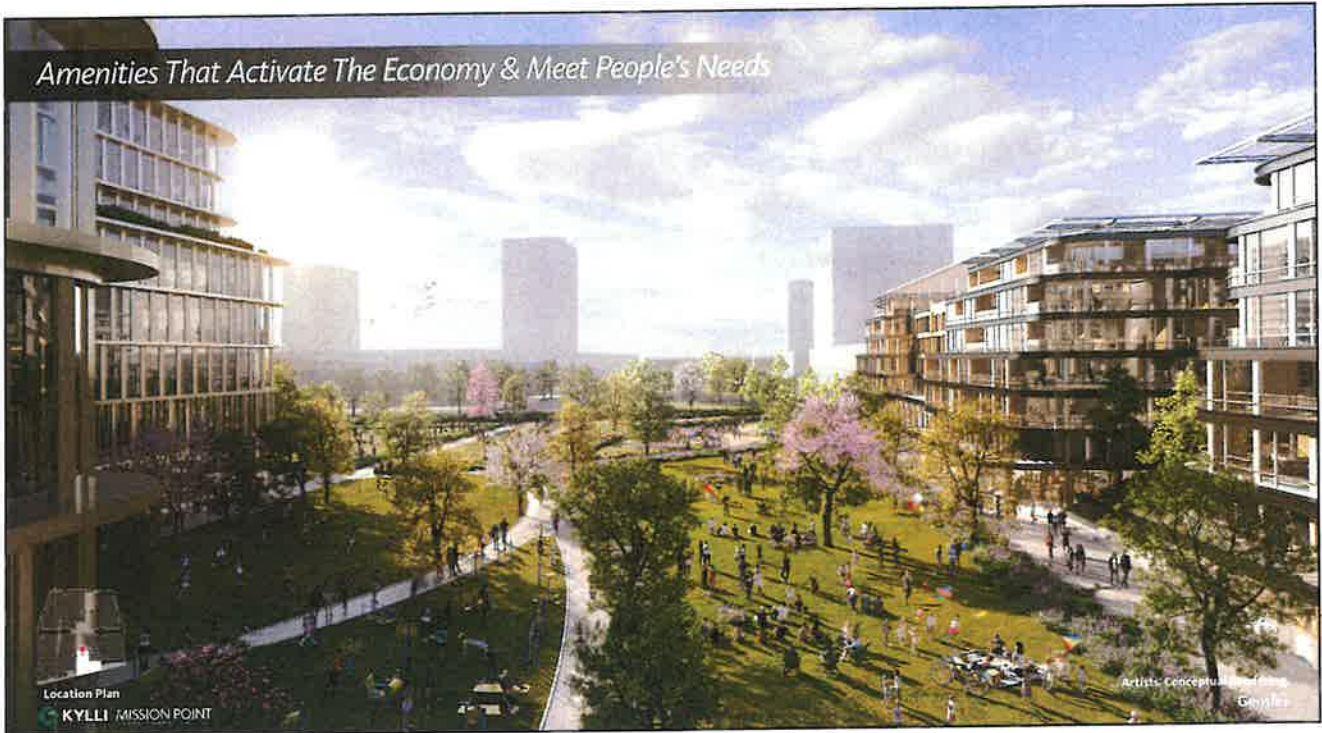
A RESILIENT COMMUNITY



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PROJECT BENEFITS

One time **Development Impact Fees** of up to **\$90M.**

- Commercial Linkage Fee
- Traffic Impact Fee
- School Impact Fees

Annual Net Revenues:

- General Fund Annual Net Revenues: **\$3.1M**
- Santa Clara Unified School District Annual Net Revenues: **\$9.2M**

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COMMUNITY BENEFITS

In addition to providing **public parkland**, **15% affordable housing**, and **infrastructure improvements**, the project will provide at buildout a **Robust Community Benefit Package**, valued at up to **\$109.3M**, which includes:

- Deeper level of affordability **(\$66.9M)**
- Park maintenance **(\$10.6M)**
- Arts and cultural programming **(\$5M)**
- Fire apparatus **(\$3.5M)**
- Supplemental intersection improvements **(\$3M)**
- Childcare **(\$1M)**
- A grocer **(\$6M)**
- Construction materials sales and use taxes **(\$10M)**

KYLLI MISSION POINT



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QUESTIONS ?

KYLLI MISSION POINT

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APPENDIX

PROJECT OPTION A



Approx
7.5 acre
City Park/
Community Spaces



Approx
1,800 DU
15% Affordable
Housing



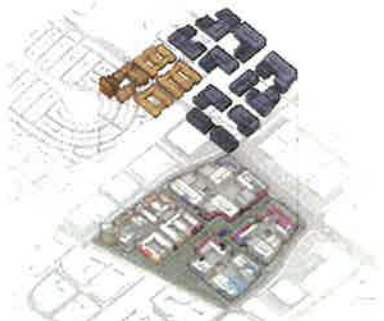
Approx
3,000,000 sq. ft
Class A
Commercial Office/Lab



Approx
10,000 sq. ft
Childcare &
Playground



Approx
100,000 sq. ft
Retail



A new neighborhood with a **diverse and complimentary mix of uses** that will enrich connections between people, places, and nature.

PROJECT TIMELINE



DEVELOPMENT PLAN AREAS



Figure 02-7_02* Program Area Tables

Development Transfer

To provide flexibility in responding to changing market demands and ensure ongoing feasibility through a sequenced development process, density transfers of nonresidential maximum floor area are allowed among Program Areas A, B, C, and D (See Figure 02-7_02* for Area Identification). The developer may elect to transfer up to 5 percent of the maximum

allowed floor area of each of the individual Areas to one or more of the other Areas. As a result, the total amount of development in these Areas could increase or decrease proportionally, while not exceeding the maximum build-out for the entire project.

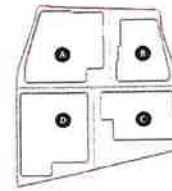


Figure 02-7_02* Program Area Key

* Note that Figure 02-7_02* demarcated areas are approximate and subject to change based on development plans

CONNECTIVITY

With a human-centric design approach, Mission Point will include pedestrian and cycling infrastructure to provide a safe, accessible, and enjoyable community. These linkages will be both internal and external, connecting to existing and planned trail systems in the neighborhood.

See Figure 02-5 for a site non-vehicular connectivity diagram, which indicates the multiple access points and circulation flow within the project.

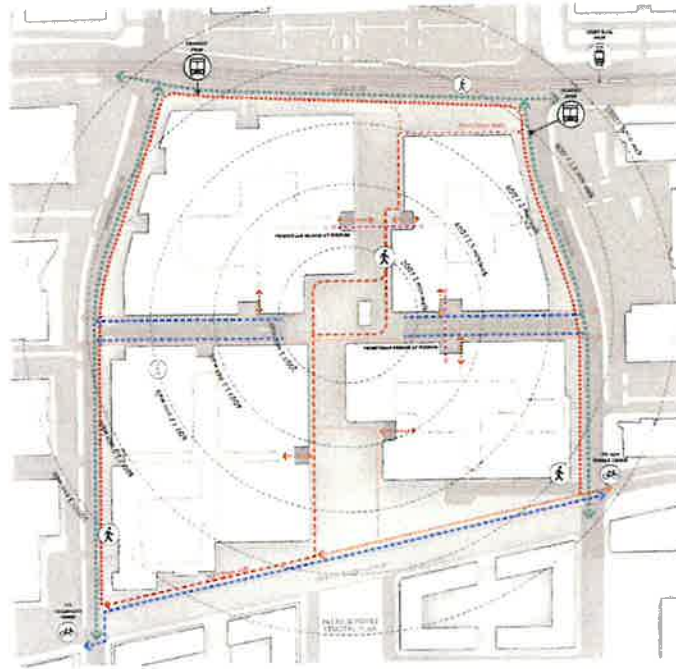


Figure 02-5: Illustrative Site Connectivity & Viability Diagram

- Walk route
- Main N/S walk path
- Secondary walk path
- Internal bike lane
- External bike lane
- Pedestrian bridge

Genster

KYLLI MISSION POINT

23

PROGRAM PLAN

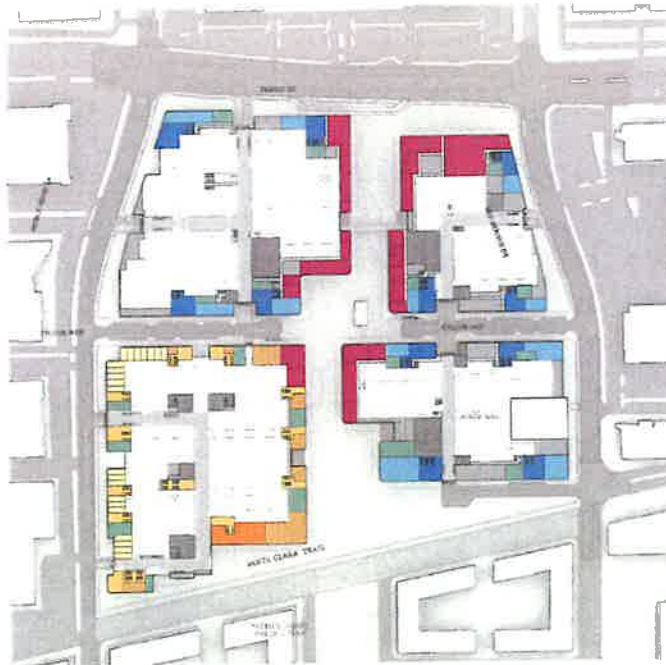


Figure 02-9_02: Illustrative Level 1 Program Plan

- Vehicular Access
- Parking
- Access to LI / Ramp to B1
- Retail
- Support / Loading
- Office Lobby
- Office Amenity
- Residential Lobby
- Residential Amenity
- Residential Dwelling Units
- Bike Parking / Service
- Community Room
- Day Care

Genster

KYLLI MISSION POINT

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TRANSPORTATION DEMAND MANAGEMENT (TDM)

The purpose of TDM is to promote more efficient utilization of transportation facilities and to maximize the potential for sustainable transportation usage, while minimizing negative impacts on the community and reducing congestion. The project will implement a combination of services, incentives, facilities, and actions to shift employees, residents, and customers from driving alone to using transit, carpooling, cycling, and walking. The Project Sponsor will prepare and submit a TDM Plan for the City's approval with the building permit application for each phase of development.

Vehicle Trip Reduction Targets

The project, upon build-out, is projected to reduce daily vehicle trips by at least 20% for the residential area; and at least 25% for the commercial area.

This reduction reflects the combined effects of the project's location, diversity of land uses, design, density, and TDM measures. The reduction in daily vehicle trips is expected to be approximately equal to the reduction in VMT.



Gensler

KYLLI MISSION POINT

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM Measures and Strategies

The TDM measures to be implemented for the site include design features, programs, and services that promote sustainable modes of transportation and reduce the number of vehicle trips as well as VMT that would be generated by the project. The project will form a Transportation Management Association (TMA) or participate in an existing TMA to oversee and coordinate TDM activities of various employers and residential communities on site. A TMA is a non-profit, member-controlled organization that provides transportation services in a particular area.

The TMA may include other proximate developments, employers, or residential developments in nearby Focus/Specific Plan Areas.

TDM measures will be described in detail in the TDM plan, including the party responsible for implementing each measure (e.g., developer, tenant, TMA, City, etc.).

The specific elements of the TDM plan may vary over time, with periodic changes in the plan to reflect changes in the transportation environment and new technologies. Examples of TDM measures that may be included in the TDM plan for the project include:

- Privately operated long-haul commuter shuttle service for office workers with on-site shuttle stops.
- Participating in city organized/operated shuttle service to Caltrain and BART stations with on-site shuttle stops available to all site workers and residents.
- Transit subsidy for office workers.
- Rideshare matching program
- 'Guaranteed ride home' program for all office workers.
- Preferential parking for carpools and vanpools.
- Unbundled parking for market-rate residential units.
- Participation in regional bikeshare and scooter program, and/or establishment of on-site bicycle and scooter fleet.
- Bike repair stations and ample bicycle parking.
- Showers and lockers provided in office buildings.
- Real-time transit information displayed on screens throughout the site.
- On-site parking spaces reserved for carshare service(s) (e.g. ZipCar or equivalent provider).
- Dedicated curb space for ride hail and taxi service passenger loading.

- On-site transportation coordinator.
- Website and marketing program to disseminate information on commute options.
- High speed Internet infrastructure to enable telecommuting.
- Distribution of a TDM information packet to new employees and residents.
- On-site bicycle and pedestrian network linking buildings to transit stations and nearby trails.

Monitoring and Reporting

The TDM Plan will be monitored to measure its effectiveness in meeting the vehicle trip reduction target. The monitoring activities will be managed by the TMA and will include traffic counts at all site driveways, and a survey of employee, resident, and customer transportation mode shares and travel preferences. Reports will be submitted to the City of Santa Clara to document progress towards achieving the vehicle trip reduction target. The results of the surveys will be used to design possible future changes to the TDM plan (to add, intensify, or change TDM measures). The TDM plan will explain the monitoring and reporting process in detail, including the location, duration, and methodology of counts and surveys.

KYLLI MISSION POINT

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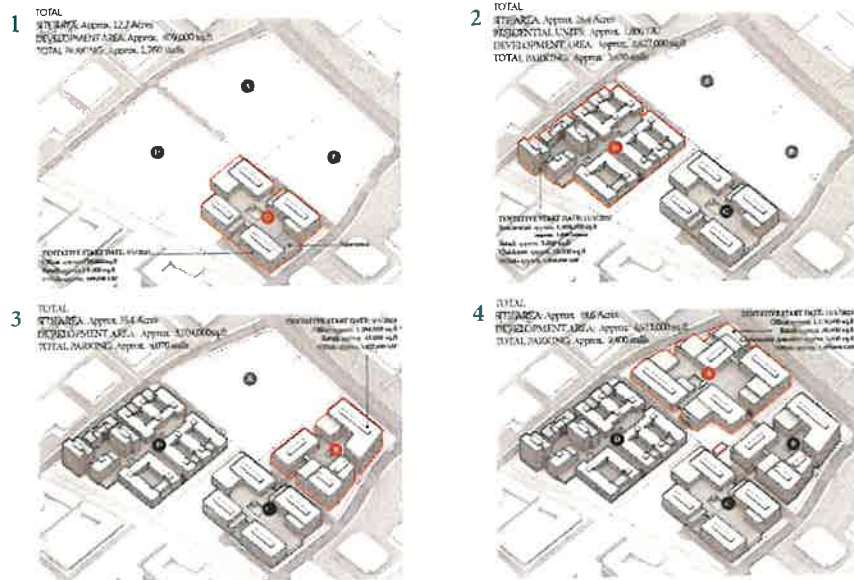
DEVELOPMENT PLAN

Construction of the project will include consideration of the following overarching objectives:

- Provide an orderly build-out of the project based on projected market demand and other factors, such as local and regional growth, project financing, and development of final construction plans.
- Provide critical infrastructure improvements, including several key upfront infrastructure components, which will also provide important sustainability benefits. Most notable are the project substation and other site utilities.

It is anticipated that the project will be constructed in response to market conditions. There is no set development sequence, but one potential order is shown for informational purposes in Figure 02-12.

Other potential development orders, as well as overlapping/concurrent development and more sequential development, have been studied in the Environmental Impact Report to ensure the project can respond to the market, while ensuring any necessary environmental mitigations.



1 Totals in each area refers to the sum of the area and previous sequences
2 Approximate total level of parking area and parking spaces for the development

Figure 02-12: Illustrative Project Construction Sequencing Plan

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OPEN SPACE STANDARDS

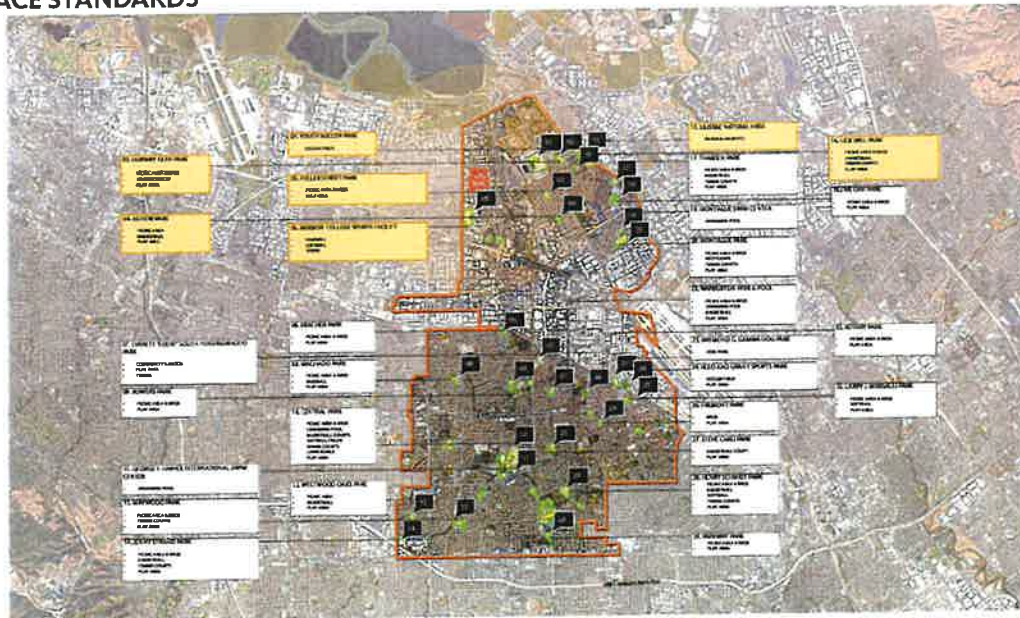


Figure 03-1_01: Existing Santa Clara Parks

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COMMUNITY OUTREACH

In order to create a thriving parkland that all can enjoy, Kylli and Project Team have hosted events and workshops, and conducted a public online survey to invite the wider community to contribute ideas, feedback and inputs to the design process. The results of this survey are available to the public through City of Santa Clara Park Department. The diversity and creativity of public participation continues to be a key source of insight and priority-setting for the design team. As the site is an important "center" in the context of Santa Clara and the Bay, it is crucial that any design bears the hallmarks of its community.



The photos and drawings created by the community were shared on the website of the City of Santa Clara Park Department. Community members can view the photos at: <http://www.santacleara.gov/parks>

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SITE CIRCULATION

Bicycle Network

Mission Point's bicycle network connects to a larger regional bicycle network.

In addition, the new Santa Clara Trail will be included in the parkland, adjacent to (but not a part of) the Hetch Hetchy ROW. Within the site itself, north-south and east-west bike paths further establish a connective network throughout Mission Point. Short-term bike parking facilities will be provided near bus stops, buildings and park entrances.

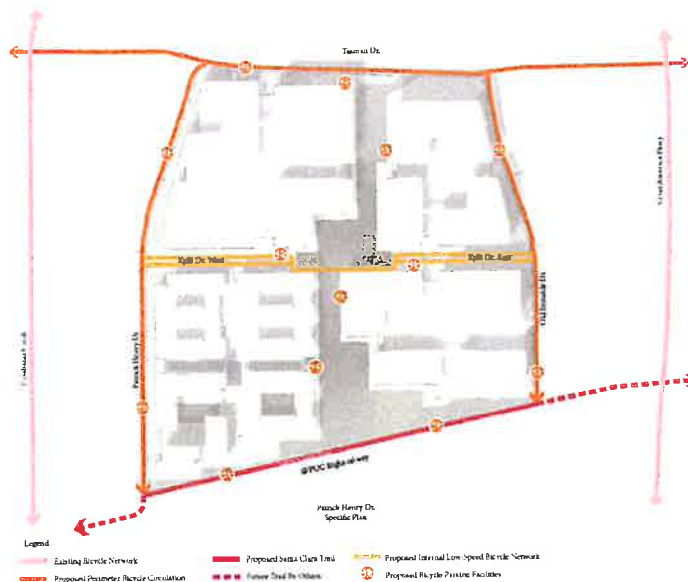


Figure 03-H.01: Illustrative Bicycle Circulation Diagram

KYLLI MISSION POINT

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30

PEDESTRIAN NETWORK

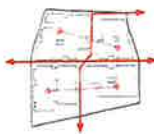
Pedestrian Network

The pedestrian network of Mission Point includes perimeter pathways, sidewalks and trails, including the Santa Clara Trail to the south and continuous sidewalks around the perimeter. Within the site itself, the pedestrian network provides a series of fully accessible, meandering pathways that allow visitors to stroll, jog and circulate through the diverse outdoor spaces, as well as support clear way-finding and efficient connections.



Figure 03-8_02: Illustrative Pedestrian Circulation Diagram

SITE DESIGN PRINCIPLES



INTERCONNECTED

Working as a whole, the development will include interconnected buildings at multiple scales. Design elements may vary including pedestrian bridges, podium parks, terraces, balconies, and more.



SUSTAINABLE BY DESIGN

Mission Point's built environment will aim to comply with high standards in sustainability, from the choice of facade materials to the implementation of energy consumption. Each individual building will be thought of as a living organism, able to evolve and give back to its ecosystem.



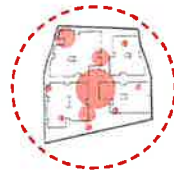
INCLUSIVE

Beyond being a mixed-use development, each Area in the development will embody an inclusive community approach of welcoming all types of users—from flexible interconnected office floor plates with high amounts of exterior spaces to a wide range of residential unit types for all stages in life.



A RANGE OF BUILDING TYPES

Mission Point will provide a unique mix of building types and massing to ensure that urban character and local identity accompany the efficiencies and sustainability benefits inherent to a compact urban neighborhood, engaging with its existing surroundings.



BUILDING HARMONY

Create a family of places and experiences that follow a distinctive urban form and support the range of public open spaces.



ACCESS TO NATURE

Building forms will host a range of outdoor spaces including balconies, terraces, and rooftops to allow for seamless connections with the outdoors.

BUILDING HEIGHTS

INTENT

Building heights in Mission Point should be cohesive and complementary of the uses and activities occurring at both the ground plane and upper building levels.

GUIDELINES

- Building height should vary across the site to create a visually engaging environment, making use of different tower heights to pair with consistent podium and ground floor spaces.

STANDARDS

- All building heights shall be consistent with the definition of *Height (Structure)* in SCCC section 18.160.080. ("H" Definitions)
- All building heights shall be limited to the Federal Aviation Administration (FAA) requirement.
- All buildings shall generally adhere to the heights identified in Figure 05-4_01.

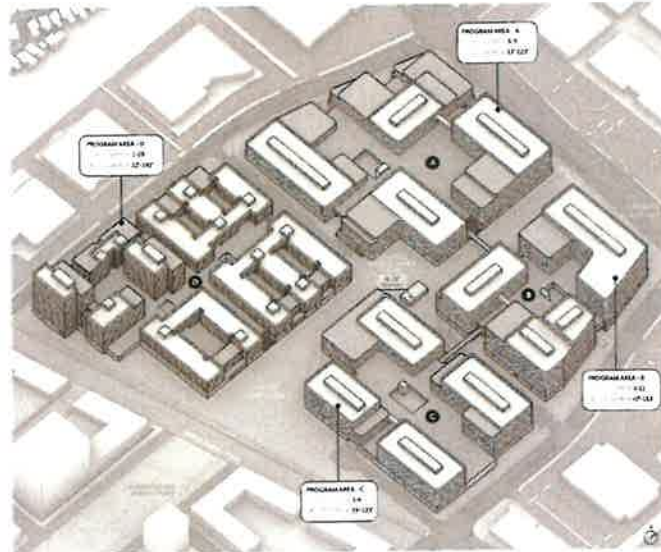


Figure 05-4_01: Illustrative Massing and Height Diagram

PARKS AND OPEN SPACE



Figure 05-17_01: Illustrative Parks and Open Space

SUSTAINABILITY GOALS

Mission Point's sustainability goals are defined in five key environmental and well-being categories. These goals will be achieved through a suite of potential sustainability strategies, described in the following subsections. Some strategies have co-benefits and support multiple goals.

1. Reduction in Energy and Carbon Emissions

- On-site solar PV renewable energy generation
- All-electric buildings
- All new residential construction will be zero net energy (ZNE)*
- All new commercial construction will be ZNE by 2030

2. Water and Ecosystems

- Water-efficient buildings (targeted reduction from CAL Green baseline)
- Water-efficient landscaping (targeted reduction from CAL Green baseline)
- Maximize open space
- Municipal recycled water

*Per the California Department of General Services (DGS) a ZNE building is an energy-efficient building which, in a single energy year, the actual annual consumed energy is equal to or less than the renewable energy generated.

3. Material Resources

- No and very-low VOC finishes
- Minimum 75% construction/demolition debris diversion from landfill
- Recycling and compost collection infrastructure

4. Well-being and Community

- 15-minute neighborhood
- Community green spaces - parks, plazas, terraces, multi-use trail
- Sustainable design-based transportation measures to help Santa Clara achieve its VMT reduction goals

5. Preparing for the Future

- Base elevation 15' above sea level (NAVD88)
- On-site renewable energy generation to reduce total energy consumption and reliance on the grid
- Target LEED ND (Neighborhood Development) Silver or equivalent for the entire campus
- LEED CS (Core & Shell) Gold or equivalent for the commercial buildings
- LEED NC (New Construction) Silver for high-use office buildings (30% of total)



UTILITY PLAN SEWER OPTION 3A



COMMUNITY BENEFITS

PROJECT BENEFITS

One-Time Development Impact Fees to City of **\$117M** (all for-sale) - **\$130M** (all for-rent). This is in addition to public parkland and infrastructure improvements already required for the project.

Upon project buildout, **\$4M** annually in net General Fund revenues generated, and over **\$12.4M** annually to the Santa Clara Unified School District

COMMUNITY BENEFITS

Valued between **\$46.2 – \$88.7M**, depending on total buildout square footage. Includes deeper levels of affordability, park maintenance, arts and cultural programming, fire apparatus, support for supplemental transportation improvements, childcare, a grocer, and construction materials sales and use taxes.



Summary Table of Total Development Impact Fee Obligations

Development Impact Fees	Alternative A (For Rent)	Alternative B (For Sale)
Traffic Impact Fee	\$6,825,000	\$6,825,000
Affordable Housing	\$87,090,000	\$87,090,000
Parkland and Improvement Fees	\$25,399,600	\$12,375,400
Santa Clara School District Impact	\$11,040,000	\$11,040,000
Total	\$130,354,600	\$117,330,400

Annual Recurring Fiscal Impacts of Proposed Project (\$Millions)

	A. Applicant FIA	EIA Findings with B. Full Project	KMA Adjustments C. Residential Phase
City of Santa Clara General Fund			
General Fund Revenues	\$7.7	\$8.0	\$2.1
General Fund Expense	(\$4.8)	(\$4.0)	(\$1.8)
City Net Fiscal Impact	\$2.9	\$4.0	\$0.3
Santa Clara Unified School District			
Revenue	\$17.7	\$17.3	\$5.0
Expense	(\$4.3)	(\$4.9)	(\$4.9)
SCUSD Net Fiscal Impact	\$13.3	\$12.4	\$0.1

Community Benefits Valuation Summary

Community Benefit Item	Community Benefit Value (\$Millions)		Basis for range in community benefit value
	Low	High	
1. Reduced Rent Levels for Affordable	\$21.1	\$46.3	Low based on minimum density, yielding 820 units in project, high based on 1,800 unit maximum
2. Grocery Store	\$6	\$6	n/a
3. Minimum Park Improvements	\$0	\$0	n/a
4. Private Maintenance of Public Parks and Trails	\$2.1	\$10.6	Park and trail acreage ranging from 1.5 to 7.6 acres
5. Public Access Easement of Private Open Space	\$0	\$3.3	Low based on no private open space, since none is required. High based on 3.3 acres of private open with access easement
6. Arts and Cultural Programming	\$5	\$5	n/a
7. Childcare Center	\$1	\$1	n/a
8. Mission College/Great America Intersection	\$1.5	\$3	Low assumes half of office/R&D is built. High assumes buildout of all 3 million square feet.
9. Fire Service Equipment Funding	\$3.5	\$3.5	n/a
10. Jobsite sub-permit for construction material sales and use tax	\$6	\$10	Range in materials cost attributed to jobsite for sales and use tax purposes.
Total	\$46.2	\$88.7	

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Item # 5

RECEIVED

NOV 19 2024

City Clerk's Office
City of Santa Clara

Steve Kelly
DRE #01100262



RE: Agenda Item #24-1105

Dear Mayor Gillmor & Council Members,

I want to thank you for your dedication to serving our great City of Santa Clara.

I am excited to support option B of the Kyli mixed-use project. It will provide the area with critically needed housing & affordable housing, shopping, dining, and childcare at the site. I am happy to see it is moving forward since the Related-City Place project has stalled. Furthermore, I am happy to see this site will have a new city park.

Further, we need to have more housing in this part of Santa Clara since there are so many major employers in this area. This will reduce the vehicle miles traveled, and number of trips residents must make by car. Additionally, Mission Point has many alternate transportation options other than by car. The light-rail, Cal-train, Bus connections all are close to the site.

Finally, I urge you to support the Mission Point project since it will revitalize the area with outdoor gathering spots and community events.

Thank You,


Steve Kelly
3093 Forbes Ave
Santa Clara, CA 95051

POST MEETING MATERIAL



Silicon Valley Properties | WWW.SteveKellyBroker.com
3093 Forbes Ave | Santa Clara, CA 95051 | 408.482.0318 | svproperties@att.net

From: [Seher Awan](#)
To: [Clerk](#)
Cc: [Jennifer Johnson](#); [Allie Hughes](#)
Subject: Letter of Support - Mission Point
Date: Tuesday, November 19, 2024 1:49:25 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[Mission Point Letter of Support - Mission College - City of Santa Clara.pdf](#)

You don't often get email from seher.awan@missioncollege.edu. [Learn why this is important](#)

Good Afternoon,

On behalf of Mission College, please find the attached letter of support for the Mission Point Project. If you need any other information, please don't hesitate to reach out. Thank you and have a wonderful day.

Warm Regards,



Seher Awan, Ed.D., MBA, MPA
President, Mission College



#IKnowMyMission

Pronouns: she, her, ella

o: 408.855.5123

[President's Office Priorities](#)

Mission College
3000 Mission College Blvd
Santa Clara, CA 95054

Well Being Notice: *Receiving this email outside of normal working hours? Managing work and life responsibilities is unique for everyone. I have sent this email at a time that works for me. Please respond at a time that works for you, within normal working hours.*

POST MEETING MATERIAL



**PRESIDENT'S
OFFICE**

November 18, 2024

RE: MISSION POINT PROJECT – MISSION COLLEGE LETTER OF SUPPORT

To the City Council of Santa Clara,

On behalf of Mission College, I would like to encourage your approval of the Mission Point project before you this evening. This project represents the kind of growth that makes sense for our city – it brings 1,800 much-needed new residences, as well as new community gathering spaces and services to Santa Clara.

Our mission at Mission College is to support the students and employees of Mission College, while creating opportunities for educational attainment, workforce development, career enhancement, and engaging events for our Santa Clara community. With the immediate proximity to amenities for Mission College students and employees, the new residential opportunities, as well as the parks and trails that this brings to the city; Mission Point directly aligns with and will contribute to our mission.

We are hopeful that you will support this project and look forward to the positive impacts of this project on not just our students and campus community, but the Santa Clara Community as a whole. We thank you for your dedication and service. Mission College supports this proposal without reservation, and I am available to provide any additional information via email at seher.awan@missioncollege.edu or phone (323) 362-3477. Thank you for your time and consideration.

Sincerely,

Seher Awan, Ed.D., MBA, MPA
President, Mission College

POST MEETING MATERIAL

From: [Gia Pham](#)
To: [Clerk; Mayor and Council; Lisa Gillmor; Kathy Watanabe; Raj Chahal; Karen Hardy; Kevin Park; Sudhanshu Jain; Anthony Becker; Reena Brilliot; Lesley Xavier; Baoshan@kylli.com; ritad@kylli.com; jenniferjohnson@canyonsnow.com; Leslee Guardino; mattlarson@canyonsnow.com; Ali Sapirman; Jordan Grimes; varvelo@greenbelt.org; hello@southbayyimby.org; leora@vimbyaction.org; SCHousingAdvocates@gmail.com; projects@catalyzesiliconvalley.org](#)
Subject: Approve Mission Point Item 5 on the 11/19 Santa Clara City Council Meeting
Date: Monday, November 18, 2024 11:00:21 AM

You don't often get email from gia@housingchoices.org. [Learn why this is important](#)

Dear Santa Clara City Council,

I support Option A or B of Kylli's Mission Point proposal, with a strong preference for Option B, as it provides more homes.

Santa Clara and Silicon Valley are facing a severe housing shortage, particularly for low-income families and individuals, such as those with intellectual and developmental disabilities (IDD). Affordable housing is vital for enabling these individuals to integrate into society, achieve independence, and contribute meaningfully to our community. A way we can support this often marginalized community is by creating more affordable housing.

Mission Point will transform nearly 50 acres of underutilized parking lots and old office buildings into a new, vibrant, urban hub for Santa Clara by creating 2,600 new homes, new jobs, and new parks.

To maximize the benefits of Mission Point, I recommend the following enhancements:

- **Signature Park Element:** Incorporate a central feature such as an outdoor amphitheater or a space for arts and cultural events to foster community engagement.
- **Diverse Affordable Housing:** Ensure on-site affordable housing accommodates a range of household incomes, supporting workers from the project's retail and service sectors.

I urge the City Council to:

- **Maintain Proposed Density:** Preserve the current density levels proposed by Mission Point, as they are essential for meeting our regional housing needs.
- **Limit Parking Spaces:** Do not increase the number of parking spaces beyond the current plan to prevent additional congestion and environmental impact.

Mission Point will transform nearly 50 acres of underutilized land into a vibrant, sustainable urban hub with 2,600 new homes, jobs, and parks. This development promotes a walkable, transit-friendly community that is a step in the right direction for addressing our housing crisis. If we want a more sustainable future, we must reduce our total reliance on cars for our transportation needs, and Mission Point is an example of how we can do this.

Please approve the Mission Point project to help build an inclusive and sustainable Santa Clara that will pave the way for more businesses and jobs.

Warm Regards,
Gia Pham





November 19, 2024



bikesiliconvalley.org
95 S. Market Street, Suite 648
San Jose, CA 95113
408-287-7259

City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050
Via email: clerk@santaclaraca.gov

Dear Mayor Gillmor, Vice Mayor Becker, and Councilmembers,

**RE: Support for Item 5: Mission Point by Kylli Mixed-Use Project
Located at 3005 Democracy Way**

On behalf of Silicon Valley Bicycle Coalition (SVBC), I am writing to extend our enthusiastic support for the approval of the Mission Point by Kylli development in North Santa Clara.

SVBC's mission is to build healthier and more just communities by making bicycling safe and accessible for everyone. Our goal is to increase the number and diversity of people using bicycles for everyday transportation.

Our team has been working with Kylli for many years to share our expertise in bicycle safety and the needs of the cycling community. They have welcomed our team of local residents for a site walk and have sought our input from the earliest stages and throughout the development process.

Mission Point - with its circulation design, access to trails and transit, open space and amenities - is an example of the kind of neighborhood development that we at Silicon Valley Bicycle Coalition work toward and applaud. We are excited to see such a wonderful new neighborhood in Santa Clara!

Please approve this project today.

Sincerely,

A handwritten signature in black ink, appearing to read "Clarissa Cabansagan".

Clarissa Cabansagan
Executive Director

BOARD OF DIRECTORS
Amie Ashton
Gary Brustin
Jennifer Fierman
Poncho Guevara
Andrew Hsu
James Lucas
Josh Mello
Jim Parker
Alyssa Plicka
Christina Salvatier
Ed Morimoto
Hong Quan

Clarissa Cabansagan
Executive Director

From: [Annmarie Bustamante](#)
To: [Clerk; Mayor and Council; Lisa Gillmor; Kathy Watanabe; Raj Chahal; Karen Hardy; Kevin Park; Sudhanshu Jain; Anthony Becker; Reena Brilliot; Lesley Xavier; Baoshan@kylli.com; ritad@kylli.com; jenniferjohnson@canyonsnow.com; lesleeguardino@canyonsnow.com; mattlarson@canyonsnow.com; ali@housingactioncoalition.org; jgrimes@greenbelt.org; varvelo@greenbelt.org; hello@southbayvimby.org; leora@vimbyaction.org; SCHousingAdvocates@gmail.com; projects@catalyzesiliconvalley.org](#)
Subject: My Thoughts on Mission Point for Item 5 on the 11/19 Santa Clara City Council Meeting
Date: Monday, November 18, 2024 9:56:50 AM

Some people who received this message don't often get email from summersew17@gmail.com. [Learn why this is important](#)

Hello,

I am writing to support Option A or B for Kylli's Mission Point proposal. Option B is also a good option because it provides more homes than Option A.

Mission Point will transform nearly 50 acres of underutilized parking lots and old office buildings into a new, vibrant, urban hub for Santa Clara by creating 2,600 new homes, new jobs, and new parks.

Mission Point is a model of sustainable development that reduces reliance on cars for transportation by combining housing, jobs, and parks all in one place. Mission Point creates a walkable, bikeable, and public transit-friendly urban center. If we want a more sustainable future, we must reduce our total reliance on cars for our transportation needs, and Mission Point is an example of how we can do this.

I support the project, and I'd like to see the following improvements incorporated into the project as part of a motion from you:

- A central, defining, signature park element such as an outdoor amphitheater or space for arts and cultural events
- On-site affordable housing must cover a variety of household incomes to accommodate workers employed by the project's retail and service businesses

Meanwhile, the City Council should:

- Maintain the density proposed by the project because it is appropriate for this area and necessary for our region
- NOT increase the number of parking spaces beyond what is already proposed, as doing so will merely increase congestion and pollution.

As a region, we face a staggering housing shortage and the pressing need to develop sustainable neighborhoods capable of handling whatever the future might bring us.

Mission Point addresses both issues by laying out a plan for a dense, mixed-use, transit-oriented community. This project creates more homes and more jobs.

Once completed, Mission Point will revitalize a huge chunk of North Santa Clara and attract even more future development.

POST MEETING MATERIAL

Mission Point is exactly what Santa Clara and Silicon Valley need.

Please approve this project!

Warmly,
Annmarie Bustamante

From: J'Carlin
To: [Clerk](#); [Mayor and Council](#); [Lisa Gillmor](#); [Kathy Watanabe](#); [Raj Chahal](#); [Karen Hardy](#); [Kevin Park](#); [Sudhanshu Jain](#); [Anthony Becker](#); [Reena Brilliot](#); [Lesley Xavier](#); [Baoshan@kylli.com](#); [ritad@kylli.com](#); [jenniferjohnson@canyonsnow.com](#); [lesleeguardino@canyonsnow.com](#); [mattlarson@canyonsnow.com](#); [ali@housingactioncoalition.org](#); [jgrimes@greenbelt.org](#); [varvelo@greenbelt.org](#); [hello@southbayvimby.org](#); [leora@vimbyaction.org](#); [SCHousingAdvocates@gmail.com](#); [projects@catalyzesiliconvalley.org](#)
Subject: My Thoughts on Mission Point for Item 5 on the 11/19 Santa Clara City Council Meeting
Date: Saturday, November 16, 2024 11:01:52 AM

Some people who received this message don't often get email from jcarlinsv@gmail.com. [Learn why this is important](#)

I am writing to support Option A or B for Kylli's Mission Point proposal. Option B is also a good option because it provides more homes than Option A. Mission Point will transform nearly 50 acres of underutilized parking lots and old office buildings into a new, vibrant, urban hub for Santa Clara by creating 2,600 new homes, new jobs, and new parks. Mission Point is a model of sustainable development that reduces reliance on cars for transportation by combining housing, jobs, and parks all in one place. Mission Point creates a walkable, bikeable, and public transit-friendly urban center. If we want a more sustainable future, we must reduce our total reliance on cars for our transportation needs, and Mission Point is an example of how we can do this. I support the project, and I'd like to see the following improvements incorporated into the project as part of a motion from you: - A central, defining, signature park element such as an outdoor amphitheater or space for arts and cultural events. - Meanwhile, the City Council should: - Maintain the density proposed by the project because it is appropriate for this area and necessary for our region - NOT increase the number of parking spaces beyond what is already proposed, as doing so will merely increase congestion and pollution. As a region, we face a staggering housing shortage and the pressing need to develop sustainable neighborhoods capable of handling whatever the future might bring us. Mission Point addresses both issues by laying out a plan for a dense, mixed-use, transit-oriented community. This project creates more homes and more jobs. Once completed, Mission Point will revitalize a huge chunk of North Santa Clara and attract even more future development. Mission Point is exactly what Santa Clara and Silicon Valley need. Please approve this project!

-Carlin

Carlin Black
San Jose, CA
Aka J'Carlin

POST MEETING MATERIAL

From: [Melissa Johns](#)
To: [Clerk](#)
Subject: Support for Mission Point
Date: Tuesday, November 19, 2024 10:23:19 AM
Attachments: [Outlook-bvuzu110.png](#)

You don't often get email from melissa.johns@wvm.edu. [Learn why this is important](#)

Dear Members of the Santa Clara City Council,

I write to offer my support for the Mission Point project in North Santa Clara. This type of neighborhood would be exciting for the community which surrounds Mission College, and the developer, Kylli, has shown its commitment to strengthening our community through its partnership with Mission College.

Kylli stepped up in a way that we'd love to see from all our neighbors. As a sponsor of the Mission College Summer Concert Series and the Mission College 5k Walk/Run events, Kylli has contributed to the ongoing success of Mission College and its students. The team at Kylli is present, engaged, and always open to hearing ideas for building strong partnerships.

I look forward to seeing the Mission Point project come to life so that we can welcome a vibrant, inclusive neighborhood as our Mission College neighbors.

Thank you for your consideration,
Melissa Johns
Associate Vice Chancellor, Advancement
West Valley-Mission Foundation



Melissa Johns

Associate Vice Chancellor, Advancement

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From: [Divya Dhar](#)
To: [Clerk; Mayor and Council; Lisa Gillmor; Kathy Watanabe; Raj Chahal; Karen Hardy; Kevin Park; Sudhanshu Jain; Anthony Becker; Reena Brilliot; Lesley Xavier; Baoshan@kylli.com; ritad@kylli.com; jenniferjohnson@canyonsnow.com; lesleeguarding@canyonsnow.com; mattlarson@canyonsnow.com; ali@housingactioncoalition.org; jgrimes@greenbelt.org; varvelo@greenbelt.org; hello@southbayvimby.org; leora@vimbyaction.org; SCHousingAdvocates@gmail.com; projects@catalyzesiliconvalley.org](#)
Subject: Thoughts on Mission Point for Item 5 on the 11/19 Santa Clara City Council Meeting
Date: Saturday, November 16, 2024 11:34:27 AM

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I am writing to support Option A or B for Kylli's Mission Point proposal. Option B is also a good option because it provides more homes than Option A.

Mission Point will transform nearly 50 acres of underutilized parking lots and old office buildings into a new, vibrant, urban hub for Santa Clara by creating 2,600 new homes, new jobs, and new parks.

Mission Point is a model of sustainable development that reduces reliance on cars for transportation by combining housing, jobs, and parks all in one place. Mission Point creates a walkable, bikeable, and public transit-friendly urban center. If we want a more sustainable future, we must reduce our total reliance on cars for our transportation needs, and Mission Point is an example of how we can do this.

I support the project, and I'd like to see the following improvements incorporated into the project as part of a motion from you:

- A central, defining, signature park element such as an outdoor amphitheater or space for arts and cultural events
- On-site affordable housing must cover a variety of household incomes to accommodate workers employed by the project's retail and service businesses

Meanwhile, I wish the City Council could:

- Maintain the density proposed by the project because it is appropriate for this area and necessary for our region
- NOT increase the number of parking spaces beyond what is already proposed, as doing so will merely increase congestion and pollution.

As a region, we face a staggering housing shortage and the pressing need to develop walkable and sustainable neighborhoods capable of handling whatever the future might bring us.

Mission Point addresses both issues by laying out a plan for a dense, mixed-use, transit-oriented community. This project creates more homes and more jobs.

Once completed, Mission Point will revitalize a huge chunk of North Santa Clara and attract even more future development.

Mission Point is exactly what Santa Clara and Silicon Valley need.

Please approve this project!

Thank you,

Divya