



COUNCIL REPORT

DATE: November 18, 2025

CATEGORY: Public Hearing

DEPT.: Community Development

TITLE: **Mixed-Use Project at 749 West El Camino Real**

RECOMMENDATION

1. Adopt a Resolution of the City Council of the City of Mountain View Certifying the Final Supplemental Environmental Impact Report and Adopting Findings of Fact, a Mitigation Monitoring and Reporting Program, and a Statement of Overriding Considerations for the Mixed-Use Project at 749 West El Camino Real (APN 193-02-049 and 193-02-050), to be read in title only, further reading waived (Attachment 1 to the Council report).
2. Adopt a Resolution of the City Council of the City of Mountain View Conditionally Approving a Planned Community Permit and Development Review Permit to Remove an Existing Commercial Bank Building, a Vacant Restaurant Building, and Surface Parking Lot and Construct a Mixed-Use Development Comprised of 299 Residential Rental Units, Utilizing State Density Bonus Law, in a Six-Story Building with 10,830 Square Feet of Ground-Floor Neighborhood Commercial Space and At-Grade Podium Parking Above Two Levels of Underground Parking; and a Two-Story, 8,483 Square Foot Bank Building; a Provisional Use Permit for a Rooftop Deck; a Heritage Tree Removal Permit to Remove 28 Heritage Trees; on a 3.05-Acre Site at 749 West El Camino Real (APN 193-02-049 and 193-02-050); and a Supplemental Environmental Impact Report was Prepared for the Project Pursuant to Sections 15152 and 15163 of the California Environmental Quality Act, to be read in title only, further reading waived (Attachment 2 to the Council report).
3. Adopt a Resolution of the City Council of the City of Mountain View Conditionally Approving a Vesting Preliminary Parcel Map to Create One Lot with Up to Four Commercial Condominium Units on a 3.05-Acre Lot at 749 West El Camino Real (APN 193-02-049 and 193-02-050), to be read in title only, further reading waived (Attachment 3 to the Council report).
4. Adopt a Resolution of the City Council of the City of Mountain View Ordering the Vacation of Public Easements at 749 West El Camino Real, to be read in title only, further reading waived (Attachment 4 to the Council report).

BACKGROUND

Project Location: 749 West El Camino Real (APN 193-02-049 and 193-02-050) at the southeast corner of the intersection of El Camino Real and Castro Street (see Figure 1).

Project Site Size: Approximately 3.05 acres.

General Plan Designation: Mixed-Use Corridor.

Zoning Designation: Village Centers Area within the P(38) El Camino Real Precise Plan (ECRPP).

Surrounding Land Uses: West—four-story mixed-use residential building (Elan Apartments); south—one- to two-story multi-family residential uses on Victor Way; north—one- to four-story commercial buildings and Gateway Park; and east—two-story multi-family residential uses across Lane Avenue.

Current Site Conditions: Two one-story buildings (a vacant restaurant building and an operational Chase bank building).

Applicant/Owner: Greystar, in partnership with the property owner, Metropolitan Life.

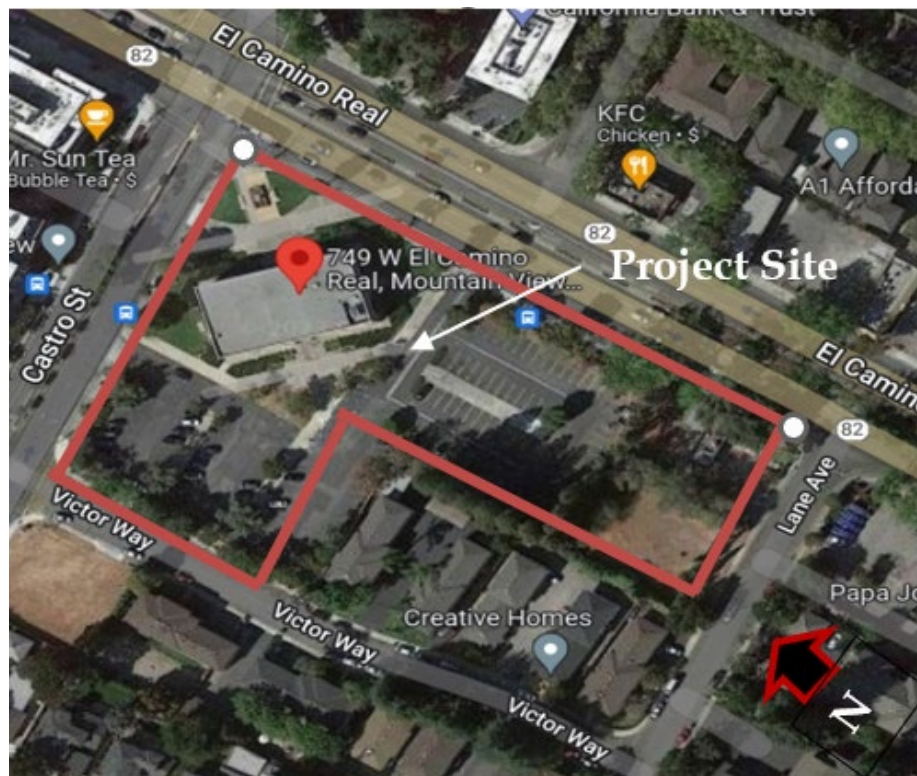


Figure 1: Location Map

Project Overview

The applicant, Greystar, in partnership with the property owner, Metropolitan Life, proposes a new mixed-use development that will redevelop the existing site, replacing the bank building, vacant restaurant, and surface parking with:

- A six-story 299-unit apartment complex, with 10,830 square feet of ground-floor retail space and at-grade podium parking above two levels of below-grade parking; and
- A new, 8,483-square foot bank building.

The applicant submitted a Senate Bill (SB) 330 Preliminary Application on January 7, 2022, which was deemed complete, with the SB 330 vesting provisions effectuating on that date. The formal application was submitted on June 30, 2022 and deemed complete on September 26, 2024.

Prior Meetings and Hearings

Neighborhood Meetings

The applicant hosted several neighborhood meetings to introduce the project and solicit feedback from interested parties.

- May 11, 2022: Virtual community meeting with 20 community members to introduce the project to the community and provide an overview of the project and schedule.
- September 2, 2022: Virtual meeting with the Mountain View Coalition for Sustainable Planning, which included a presentation on the proposed development and a general question and answer session.
- March 9, 2023: A second virtual meeting with the Mountain View Coalition for Sustainable Planning, which provided a presentation and discussion on the potential reuse of the on-site artwork.
- April 20, 2023: An in-person community meeting with 27 community members in attendance. The applicant provided an updated overview of the project and gathered community input on the proposed traffic circulation of the project and the potential preservation of the on-site artwork.

- January 8, 2024:
 - Virtual meeting with the Mountain View Historical Association, which included a presentation and discussion on the reuse of the existing artwork on-site.
 - Virtual meeting with Livable Mountain View, which included a presentation and discussion on the reuse of the existing artwork on-site.
- January 16, 2024: Third meeting with the Mountain View Coalition for Sustainable Planning. The applicant provided a presentation and discussion on the artwork preservation concepts that had been evaluated by the applicant team. Another community group, Green Spaces Mountain View, was also in attendance at this meeting for a presentation and discussion regarding the civic plaza.
- July 21, 2025: An in-person meeting with Cuesta Park Neighborhood Association, which included a presentation of the final project.
- August 21, 2025: Fourth meeting with the Mountain View Coalition of Sustainable Planning. The applicant provided a general presentation to the group on the project.

Several iterations of the project have been reviewed by staff which incorporate modifications that came from the community outreach efforts by the applicant. These modifications included updates to the project to preserve the existing art pieces on the bank building: the mosaic mural, stained glass window, and canvas mural. A fourth art piece, a bronze seagull sculpture set in a brick planter, will also be preserved on-site. Other comments received by the applicant team through the community outreach process pertained to concerns with the incorporated design elements from the Chase Bank building on the new development, notably the Richardsonian Romanesque arches. Additional modifications to the design elements were incorporated by the applicant to address those concerns.

Design Review

Staff has worked with the applicant over the course of the development review process to refine the design based on code requirements, design guidance from the ECRPP, and preservation of the associated artwork. The applicant attended two Design Review Consultation (DRC) meetings on August 17, 2022 and October 16, 2024.

Four members of the public spoke at the first DRC meeting and provided comments regarding the importance of preserving the historic bank and associated artwork along with the hiring of union labor. During the second DRC meeting, five members of the public spoke and provided comments regarding support of affordable housing, concerns with the removal of Heritage trees and a request that the applicant explore ways to preserve additional Heritage trees, design

concerns, interest in having outdoor seating behind the public walkway, and concerns over the adequacy of the proposed parking.

After each of the DRC meetings, the applicant worked with staff to address design review input in subsequent plan submittals. Revisions made to the proposed project include:

- Architectural Integration: Brick material was incorporated to establish a visual and material connection between the existing bank building and the proposed development.
- Historical Reference: Richardsonian Romanesque arches were incorporated at the plaza to reflect and honor the architectural history of the existing development.
- Art Preservation: The four existing on-site art pieces will be preserved.
- Public Realm Enhancements:
 - Increased planting along the frontage road.
 - Integrated seating elements for public use.
 - Designated areas for future outdoor tables and chairs to support future tenants.
- Architectural Articulation: Greater variation in materials, finishes, and accents was introduced to elevate the design of the building and enhance visual interest across elevations.
- Residential Transition Design: Outdoor patios with trellis features have been added to create a more seamless and sensitive transition to the surrounding neighborhood.

Environmental Planning Commission

On September 17, 2025, the Environmental Planning Commission (EPC) held a public hearing, received oral testimony on the project before continuing the item to the EPC hearing on October 15, 2025. On October 15, 2025, the EPC reviewed the project at a public hearing (see Attachment 6—[EPC Staff Report dated October 15, 2025](#)). Prior to the meeting, staff received six written public comments, including a letter from the applicant (see Attachment 7—Public Comments). All written comments expressed support for the project, emphasizing the need for more housing in Mountain View.

During the hearing, one member of the public spoke in person, raising concerns about delivery truck parking (e.g., Amazon, FedEx). Additionally, four virtual speakers supported the project, including two union labor advocates.

The EPC expressed support for the project due to several positive elements, including the preservation of a grove of trees adjacent to existing multi-family housing, exceeding the tree replacement requirements, preservation of the on-site artwork, and design changes informed by extensive community outreach. However, the EPC also raised several concerns during their discussion, including the lack of pedestrian access to the public plaza from Castro Street, insufficient retail activation along Castro Street, and the issue of a loading zone for delivery parking vehicles.

The EPC voted 6-0 (with one recusal) to recommend that the City Council adopt the staff recommendation to certify the Final Supplemental Environmental Impact Report (SEIR) and conditionally approve the project and the Vesting Preliminary Parcel Map.

ANALYSIS

General Plan

The General Plan envisions El Camino Real as a boulevard that connects Mountain View with other cities, links diverse neighborhoods, and creates a vibrant, landscaped, comfortable, and convenient place with pedestrian activity. The General Plan Form and Character guidance encourages residential and mixed-use buildings to be compact, varied, and interesting and offer a range of places to live and work close to services and transit stops. Buildings and public plazas should engage the street and create pedestrian activity, and buildings should transition gracefully to residential neighborhoods.

The site has a General Plan Land Use Designation of Mixed-Use Corridor, which allows for a mix of multi-family residential, office, commercial, and lodging uses in addition to public spaces that will serve surrounding neighborhoods and visitors. Development in this land use designation is allowed a maximum floor area ratio (FAR) of 1.85 (or approximately 60 dwelling units per acre), of which up to 0.50 FAR can be office or commercial; however, on El Camino Real, intensities above 1.85 FAR and up to 3.0 FAR may be permitted at key locations with significant public benefits and amenities specified within Zoning or Precise Plan standards. Projects above 1.85 FAR may include office or commercial intensities greater than 0.50 FAR. Development under this General Plan land use designation can have a maximum height of up to four stories, or six stories for projects with a FAR above 1.85.

In general, the proposed project is consistent with the General Plan's vision for the site as it includes a mix of commercial and residential uses at six stories, consistent with the land use designation. The project is in a key location (near downtown and adjacent to a Rapid Bus stop)

and is entitled to the proposed 3.05 FAR through the State Density Bonus Law (more information provided below). In addition, the following General Plan policies further support the project:

1. **LUD 20.1: Increased redevelopment.** Encourage private properties along El Camino Real to be redeveloped and enhanced.

The project proposes redevelopment of two parcels on El Camino Real with a mixed-use project in conformance with the ECRPP.

2. **LUD 20.3: Building height variation.** Support a variety of building heights along El Camino Real to create a wide-ranging and interesting street.

The frontage along El Camino has been designed with upper-level setbacks and multiple recesses, introducing massing breaks and articulation. At the prominent corner of El Camino Real and Castro Street, the new Chase bank building stands at approximately 41' tall. Adjacent to it, the mixed-use building rises to a height of 74', creating a height variation that enhances visual interest and contributes to a diverse urban form along El Camino Real.

3. **LUD 20.4: Residential design transitions.** Require sensitive design transitions between E Camino Real development and surrounding residential neighborhoods.

The proposed development includes building frontages along Lane Avenue and Victor Way that incorporate residential-scale design features such as appropriate materials, detailing (articulation), and step-downs in height to transition the project into the nearby residential neighborhoods.

4. **LUD 20.5: Landscaped pedestrian amenities.** Encourage development to provide landscaped pedestrian amenities and gathering places.

The public plaza will contain newly planted trees, seating areas, accent lighting, and planter areas. It will also contain restaurant seating areas for the commercial tenant spaces located on the ground floor of the mixed-use building.

5. **LUD 20.6: Parcel assembly.** Support the assembly of parcels that foster new development projects.

The proposed project includes the application for a parcel map that creates a single parcel from the existing two parcels for the development project.

Zoning

El Camino Real Precise Plan Standards

The project site is zoned P(38) El Camino Real Precise Plan. The project site is within the Village Centers area of the Precise Plan, which allows a variety of land uses, including residential, commercial, office, and lodging. The Village Centers designation requires all ground-floor building areas to be commercial except for lobbies, parking areas, and service areas. With the provision of public open space, developments within the Village Centers area are allowed a maximum FAR of 2.3 and a maximum building height of six stories (or 75'). The Precise Plan includes other development standards applicable to development in the Village Centers areas, such as setbacks, height bonuses, parking, and landscaping. To achieve the maximum 2.3 FAR in the Precise Plan, the project must adhere to the requirements under the "Tier 1" process, which requires City Council approval and the provision of public benefits.

The land uses proposed are consistent with the uses allowed within the Village Centers area of the Precise Plan. The proposed FAR of 3.05 will surpass the maximum FAR of 2.3 allowed for Tier 1 process projects in this area of the Precise Plan; however, as described in greater detail below, this exceedance is allowed through implementation of the State Density Bonus Law. As shown in Table 1 below, the project is consistent with most Precise Plan and Zoning Code requirements; however, various waivers and one concession are requested to implement the project design as proposed. These waivers and the concession, detailed in Table 1 and the Density Bonus discussion below, may be requested under State Density Bonus Law and allow for exceptions to various ECRPP development standards.

Table 1: Project Compliance with the ECRPP

Standard	Requirement	Proposed
Public plaza	Village Centers must provide a public plaza with commercial frontage	Provided
Ground-floor commercial	100% of ground floor, except lobbies, parking, and service spaces; some residential allowed when facing a neighborhood	Residential proposed on most of the ground floor (waiver requested)
Building height	6 stories/75' max. (Tier 1 development)	6 stories/74'
Height adjacent to residential-zoned parcels	No taller than distance from parcel (45 degree daylight plane)	Project is taller than this at various locations (waiver requested)

Standard	Requirement	Proposed
Height across street from Residential zoned parcels	45' max.	72' (Lane Avenue) 70'6" (Victor Way) (waiver requested)
Tier 1 project area	15,000 sf min.	135,036 sf
Floor area	2.3 max. (as a Tier 1 project)	3.05 (allowed through State Density Bonus Law)
Pavement coverage	25% max.	4.5%
Open space	40% min.	44.8%
Minimum El Camino Real setback	Ground floor commercial 10' min.	0' for 185' linear feet (waiver requested) 10' for the remainder
	Other ground-floor uses and Floors 2-4 10' min.	0' for 106' linear feet (waiver requested) 15' for the remainder
	Structured parking 25' min.	25' min.
	Special upper floor setbacks for 5th and 6th stories additional 10' min.	10' setbacks except architectural projections (waiver requested)
Special upper-floor setbacks for 5- to 6-story development (from residential)	5th story no closer than 80', and 6th story no closer than 100'	55'—5th story 65'—6th story (waiver requested)
Maximum El Camino Real setback	15' max.	0'-10'
Non-El Camino Real Street setback	Ground-floor commercial 10' min.	10' Castro Street at bank building
	Other ground-floor uses and all upper floors 15' min.	10' Castro Street at bank building (concession requested) 15' remainder of Castro Street, Victor Way, and Lane Avenue
	Surface parking 15' min.	N/A No surface parking is proposed

Standard	Requirement	Proposed
Side and rear setback adjacent to residential-zoned parcels	Ground-floor commercial 25' min.	N/A Not proposed adjacent to residential-zoned parcels
	Other ground-floor uses and all upper floors 25' min.	25'
	Surface parking 10' min.	N/A No surface parking is proposed
Commercial parking spaces	98 min.	115
Residential parking spaces	No minimum parking requirement	344
Short-term bicycle parking	30 residential min.	30
	4 commercial min.	4
Long-term bicycle parking	329 min.	424
Common useable open space	175 sq. ft. per unit min.	199.9 sq. ft. per unit
Sidewalk and access along El Camino Real	7' min. sidewalk 5' min. planter	10'-13' sidewalk, inclusive of planters, within property boundary (waiver requested)

Project Details

Site Plan

The project has frontage on four public streets: El Camino Real, Castro Street, Victor Way, and Lane Avenue, and most of the site will be developed with building area. The project orients ground-floor retail, common areas, lobbies, and other residential amenity spaces along El Camino Real and Castro Street with the new bank building proposed near its current location, which is close to the intersection of El Camino Real and Castro Street. The new bank building will be two stories and will be adjacent to a public plaza sited along El Camino Real. The public plaza on El Camino Real will be wrapped by ground-floor commercial space with landscape features, lighting, and outdoor seating (See Figure 2—Site Plan). The existing bus stop along El Camino Real will be retained and integrated into the design of the public plaza as shown in Attachment 5, Project Plans.

The remainder of the ground floor space is developed with at-grade podium parking, which includes internal access to below-grade parking levels. Along Lane Avenue, the podium parking is wrapped by utility/service rooms and residential access, while Victor Way features some ground-floor units in addition to service areas. The parking is accessible via driveways on

El Camino Real, Lane Avenue, and Victor Way. The building will largely provide common open space in three podium courtyards, oriented southerly (which also serves as a major massing break toward adjacent residential uses), and a roof deck at the top level for resident use. General amenities in the courtyard for use of the residents include a pool, seating area, and landscaping.

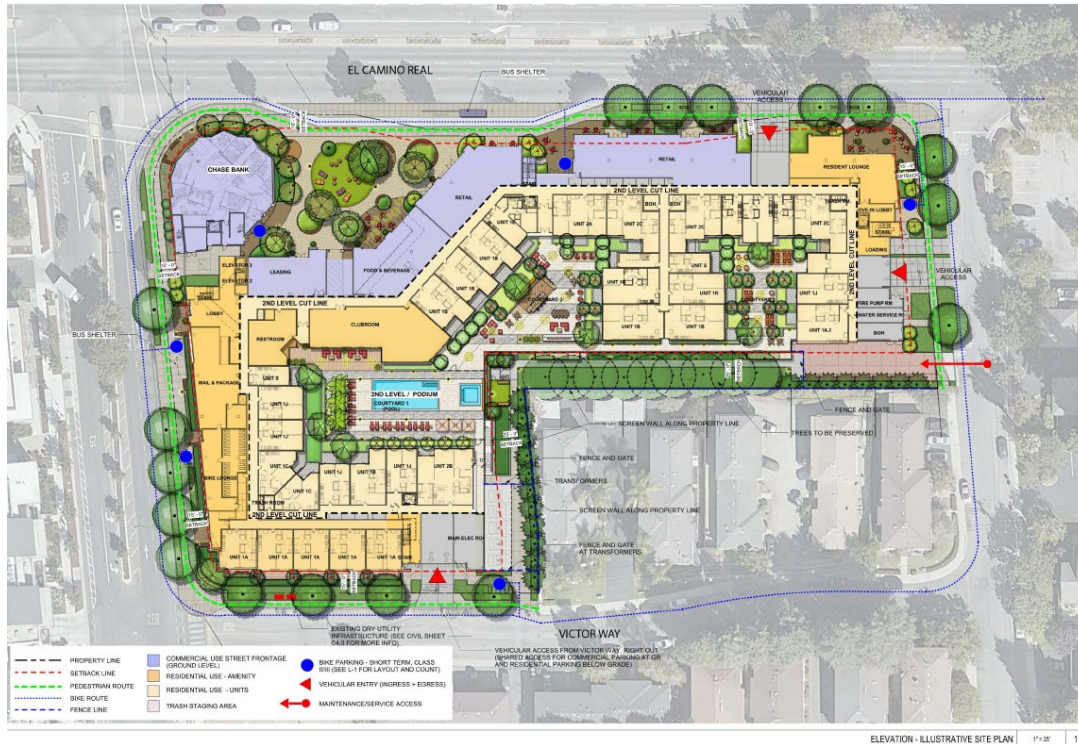


Figure 2: Site Plan

Project Phasing

The project is proposed to be built in three phases: Phase 1 includes construction of the new bank building, Phase 2 includes demolition of the existing bank building and construction of the interim parking lot, and Phase 3 includes construction of the mixed-use building.

Phase 1—New Bank Building

Phase 1 will include construction of the new two-story bank on the northwest corner of the site adjacent to the El Camino Real and Castro Street intersection. The new bank building will be constructed in front of the existing bank building, which will remain in operation during Phase 1 construction activities (see Figure 3).

The new bank building will be approximately 8,483 square feet and have a maximum height of 41' at the highest point. During construction of the new bank building, parking for the existing

bank building will continue to be provided by the 40 existing surface parking stalls located on-site.



Figure 3: New Chase Bank Building

Phase 2—Demolition of Existing Bank Building and Construction of Interim Parking Lot

Once the new bank building is completed, the existing bank building will be demolished, and an interim surface parking area with 20 stalls will be constructed in its place. Parking for the new bank building will continue to be provided by the existing surface parking lot on-site until the completion of the interim parking lot. The interim parking lot will be accessed via a new, two-way driveway on El Camino Real and will remain in use until the completion of the mixed-use building in Phase 3. After the interim parking lot is completed, the remaining improvements on-site, including the vacant 1,487 square foot restaurant building, surface parking areas, and landscaping, will be demolished.

Phase 3—Construction of the New Mixed-Use Building

After completion of Phase 2, the six-story mixed-use building will be constructed. Upon completion of the mixed-use building, the project will demolish the interim surface parking area and convert the space to a public plaza that will be accessible to the public via the sidewalk along El Camino Real (see Figure 4). Demolition of the interim parking lot will also include demolition of the two-entry driveways from El Camino Real, and the final project will have one vehicular entry point from El Camino Real. The components of the mixed-use building and the proposed amenities (i.e., public plaza and residential amenities) are described in more detail below.



Figure 4: Aerial View

Project Design

The General Plan Land Use Designation for the site, Mixed-Use Corridor, allows for higher intensities and building heights but also calls for new development to include sensitive height and setback transitions to surrounding buildings. The proposed modern design of the building includes a circular form for the new bank building with the residential portion of the building stepping back from the bank area toward the other project street frontages. At its tallest, the maximum building face height is six stories at 74' to the top of the wall plate and 85' to the highest parapets along El Camino Real. The project proposes an upper-level step-back in massing and upper-level recesses to provide both visual relief and physical relief from adjacent existing residential neighborhoods. Most of the residential units within the mixed-use building are located on the second through sixth floors, with the ground-floor level containing five residential units on the southwest side of the building along Victor Way. The building will contain a total of 299 units, including 38 studio apartments, 192 one-bedroom apartments, 62 two-bedroom apartments, and 7 three-bedroom apartments.

Building Height Transitions

The ECRPP calls for design sensitivity for height and setback transitions to surrounding buildings and lower intensity neighborhoods along the El Camino corridor. The building frontages on Lane Avenue and Victor Way have been designed with a residential scale and building heights stepped down towards the existing adjacent residential neighborhood. The Victor Way and Lane Avenue elevations transition from six stories to four stories as shown in Figures 5 and 6.



Figure 5: Corner of El Camino Real and Lane Avenue



Figure 6: Corner of Castro Street and Victor Way

Commercial and Residential Entries

The ECRPP requires that principal building entries and open spaces (i.e., the plaza) face the primary street frontage and activate the street and provide pedestrian-scale building features by

incorporating doors and windows along the primary street. The project provides entries to the commercial spaces oriented toward the public street and the plaza with approximately 10,830 square feet of ground-floor commercial space along El Camino Real. The approximately 1,899 square foot leasing area for the residential units also opens to the plaza. Potential tenant space that may be occupied by a restaurant use could utilize the outdoor seating area provided in the public plaza, which is described in additional detail below. Residential amenities, including the mail room, lobby, and a bike lounge, are provided along Castro Street with an entrance to the plaza by the new bank building.

Public Plaza

The public plaza will contain newly planted trees, seating areas, accent lighting, and planter areas. Additionally, the plaza will provide space for outdoor seating for a future restaurant to utilize.

Residential Amenities

The mixed-use building will include amenities on the ground-floor level, such as a fitness center, mail room, and a lounge area for residents. Each residential unit will have a personal storage unit in the underground parking garage.

The second floor of the mixed-use building (on top of the podium parking garage) will include three courtyards and a club room. The three courtyard areas will be buffered from El Camino Real and Castro Street by the residential units on Floors 2 through 6. The courtyards will include amenities such as lounge furniture, landscaping, a pool and spa, barbecue areas, and raised planter beds. All three courtyards will be accessible to residents from the second floor of the mixed-use building. A proposed roof deck above the sixth floor along the northwest corner of the building facing El Camino Real will provide amenities such as a trellis, dining and kitchen areas, lounge chairs, an edible garden, and a game area.

Existing Art

The current bank building includes four pieces of art attributed to the studio of Millard Sheets. The bank building was designed by Milard Sheets Studio, which was an atelier-style design studio headed by Millard Sheets, a master designer, and is the product of a decades-long collaboration with the Home Savings & Loan Association.

1. A large mosaic mural located on the exterior of the northern facade of the existing bank building.
2. A canvas mural located inside the existing bank lobby.

3. A stained-glass window above the southern entrance of the existing bank building facing the parking lot.
4. A bronze seagull sculpture set in a brick planter located in front of the existing bank building in the public plaza adjacent to the Castro Street and El Camino Real intersection.

The project will preserve the four pieces of art prior to demolition of the existing bank building and plaza and will incorporate the pieces into the project design. The mosaic mural will be reinstalled on the western facade of the new bank building facing Castro Street. The interior canvas mural will be reinstalled in the fitness center on the ground floor of the mixed-use building where it will be visible to residents of the building. The stained-glass window will be reinstalled above the southern entrance of the new bank building, which will face the public plaza and be visible from the entry to the main parking garage. Lastly, the bronze seagull sculpture will be reinstalled in the public plaza and integrated into the landscaping.

State Density Bonus Law Request

State law imposes a mandatory density bonus program (Gov. Code, § 65915, *et seq.*) that requires the City to permit the construction of additional residential units and, if requested by the applicant, provide reduced parking standards, regulatory incentives/concessions, and waivers of development standards to applicants that agree to build a certain percentage of affordable housing that meets the statutory criteria. (Gov. Code, § 65915(b)(1))

The Mixed-Use Corridor land use designation under the General Plan allows a maximum of up to 3.0 FAR contingent upon the provision of significant community benefits. The General Plan provides, “on El Camino Real intensities above 1.85 FAR and up to 3.0 FAR may be permitted at key locations with significant public benefits and amenities specified within zoning or precise plan standards” (General Plan, p. 84). Table 5 in the El Camino Precise Plan provides a base maximum FAR of 1.35 and a Tier 1 maximum FAR of 2.30 (Precise Plan, p. 21). Development above 1.35 FAR “shall provide public benefits, with value proportional to the project’s building square footage in excess of 1.35 FAR...” (Precise Plan, p. 66). As the project is requesting a base FAR of 2.3, which is a Tier 1 project under the ECRPP, the applicant will be conditioned to provide community benefits totaling \$5,045,161.74. This amount is calculated in accordance with Resolution No. 17914 titled “A Resolution Adopting a Minimum Value for Public Benefits Provided by El Camino Real Precise Plan.” The calculation is based on the Master Fee Schedule for Fiscal Year 2021-22 at a rate of \$24.39 per net new square footage for the portion of the project that exceeds the 1.35 FAR. The project has 209 “base units” pursuant to the methodology in Section 36.48.75 of the City Code, with these base units being utilized for application of any applicable density bonus under state law. The applicant proposes that 31 of the 209 units be designated for very-low-income households, qualifying the project for a 46.25% density bonus, two concessions, and unlimited waivers or reductions of development standards. This density bonus would allow 97 additional units beyond the base density units, or 306 units. While the

project qualifies for a 97-unit density bonus, the applicant proposes a lesser percentage of density increase and seeks to construct only 90 of those units. In total, the applicant is requesting a total of 299 units, one concession, and nine waivers, as further described below and in the applicant's density bonus request letter (see Attachment 8—Density Bonus Request Letter).

Concessions

The project qualifies for two concessions under State Density Bonus Law. Concessions are modifications to development standards or regulations that result in identifiable and actual cost reductions to provide for affordable housing costs. The applicant is requesting one concession from the ECRPP development standards for the upper-floor setback at the bank building along Castro Street, as noted in Table 1 and described in the density bonus letter submitted by the applicant (see Attachment 8—Density Bonus Request Letter). The applicant's density bonus letter states that the project cannot proceed without this concession. Because noncompliance with contractual obligations to the bank could result in damages, a concession that allows the applicant to honor its contractual obligations would reduce the cost of delivering the project at the densities and at the affordability levels proposed by the applicant pursuant to Government Code Section 65915(d).

Waivers

Under State Density Bonus Law, the City is required to waive or reduce any development standard that has the effect of physically precluding the construction of a development at the density permitted. The applicant is requesting nine waivers from the ECRPP development standards, as noted in Table 1 and which are outlined in the density bonus letter submitted by the applicant (see Attachment 8—Density Bonus Request Letter) and includes details on how these standards, if applied to the project, would physically preclude the construction of the development at the proposed density.

The waivers that have been requested for the project are as follows:

- Minimum El Camino Real setback—ground-floor commercial;
- Minimum El Camino Real setback—upper (second to fourth) floors;
- Special upper-floor setbacks for five- to six-story development (El Camino Real);
- Sidewalk and access along El Camino Real;
- Special upper-floor setbacks for five- to six-story development (from residential);
- Maximum height adjacent to residential;
- Maximum height across a street from residential (Victor Way);
- Maximum height across a street from residential (Lane Avenue); and
- Ground-floor commercial requirements in the Village Centers zoning designation.

Below-Market-Rate Housing

Percentage Requirement and Affordability Levels

Currently, under the Mountain View Below-Market Rate (BMR) Ordinance, rental residential developments with seven or more units shall provide at least 15% of the total number of dwelling units as BMR units affordable to low-income households and moderate-income households. The affordable rental units must be provided at a minimum of two income levels with a resulting income level no greater than a weighted average of 65% of the area median income (AMI) when considering all the affordable rental units cumulatively. BMR rental units set an income level less than 50% AMI may count toward meeting the project's BMR requirement, provided that the BMR units cumulatively meet the AMI weighted average requirement.

The project proposes to provide 15.8% of the base units for lower-income households. A total of 31 units will be reserved for very low-income households (50% AMI), and two units will be reserved for low-income households (80% AMI). By offering the majority of BMR units at 50% AMI, the applicant is delivering housing at a deeper affordability level than required under the City's BMR Ordinance, thereby complying with the requirement.

Location and Design (Proportionality)

The City's BMR Ordinance (Section 36.40.10(f), Location and design of BMR on-site units) of the City Code requires affordable units to be reasonably dispersed throughout the project and have a distribution of units by the number of bedrooms proportionate to the market-rate units. The project proposal includes four studio units, 16 one-bedroom units, 5 one-bedroom plus den units, 6 two-bedroom units, 1 two-bedroom plus den unit, and 1 three-bedroom unit. Table 2 below compares the proposed BMR unit mix to the BMR unit mix required under the City's BMR Ordinance.

Table 2: Proportionality of Affordable Units

Unit Mix	Total Units	Proposed BMR Unit Mix	Required BMR Unit Mix
Studio	38	4	4
One-bedroom	146	16	16
One-bedroom plus den	46	5	5
Two-bedroom	55	6	6
Two-bedroom plus den	7	1	1
Three-bedroom	7	1	1
Total	299	33	33

According to the applicant's submitted plans, the 33 BMR units are appropriately distributed by bedroom type and are well integrated across the development. The proposal meets the City's proportionality and dispersion requirements.

ECRPP Streetscape Improvements

The ECRPP identifies specific streetscape design standards intended to promote a pedestrian friendly environment along El Camino Real. The proposed project complies with these sidewalk standard details by generally providing a 12' wide sidewalk with 5' wide tree wells. A 6' wide Class IV protected bikeway and bus duck-out/boarding island will also be provided along El Camino Real. The sidewalk is narrowed to 7' adjacent to the bus duck-out/boarding island.

The project will provide a 10' wide detached sidewalk and 5' wide planter strip along Castro Street and a 5' wide detached sidewalk and 12.5' wide planter strip along Lane Avenue. The planter strip provides a landscape buffer with new street trees and C.3 stormwater treatment between the roadway and new public sidewalk. A new 5' wide monolithic sidewalk will be provided along Victor Way.

The project proposes two driveways to access the ground-floor retail parking, one on El Camino Real and one on Victor Way. Access to the two levels of underground residential parking will be provided with a driveway on Lane Avenue. Two additional driveways will be provided on Lane Avenue for trash collection and access to the on-site residential move-in loading area. As Lane Avenue is a Suggested Route to School, Lane Avenue will have additional improvements, including new speed humps, speed limit signs and other signage, intersection improvements at Victor Way such as a median island and striped crosswalk, and the removal of street parking adjacent to the alley to enhance sight distance visibility. The project will also provide five years of funding for a school crossing guard at the Lane Avenue/alley intersection to assist during school drop-off and pick-up periods (see Condition of Approval No. 198 in Attachment 2—Project Resolution).

Easement Vacation

The applicant has requested the City vacate two existing public easements for transit shelter purposes, one on Castro Street and the other on West El Camino Real (see Vacation Resolution included as Attachment 4). The easements were established in 1976 per recorded documents in Book C468, Pages 451-456, and Book C468, Pages 457-463, Santa Clara County Records. The existing shelters within the easements are proposed to be relocated as part of this project with a new public easement to be dedicated on Castro Street to align with the new transit shelter location. The new transit shelter on West El Camino Real will be accommodated within the public right-of-way. The new locations of the transit shelters have been coordinated with the Valley Transportation Authority (VTA) and will be constructed to VTA's latest standards.



Figure 7: Easement Vacation Location

When the City plans to vacate easements as part of a private development process, staff evaluates whether there is any value contributed to the developer by the vacation. In some cases, for example, vacating an easement will provide space for the development of additional residential units and increase the value of the development. Staff also considers how the easements were created and their intended use.

Staff is recommending vacating the easements without compensation for the following reasons:

1. No value is added to the development;
2. The easements were dedicated to the City and not purchased by the City; and
3. The easements were intended as a general benefit to all public transit providers and were not granted to the City for the City's exclusive use. If City had purchased the easements (rather than being dedicated at no cost) and/or if the easements were exclusively for the

benefit of the City, staff would recommend compensation for relinquishing the easements, but neither of these conditions apply in this case.

Subdivision

Vesting Preliminary Parcel Map

The project's proposed Vesting Preliminary Parcel Map for the mixed-use residential and commercial project proposes to create a single lot for condominium purposes, which will accommodate the development of up to four commercial condominium units (see Attachment 3—Vesting Parcel Map Resolution).

Park Land Dedication In-Lieu Fee

The General Plan sets a goal for an expanded and enhanced park and open space system to meet current City needs for parks and open space based on population growth arising from new residential development. Increases in population due to new residential development place additional burdens on City parks and recreational facilities and negatively impact the City's standard of providing parks and recreational facilities to its residents. Within a one-mile radius of the project, there is a deficiency of 14.69 acres of park land for existing residents based on the General Plan Standard of three acres of park land per 1,000 residents. The area is currently developed with 60.31 acres of park land where 75 acres of park land are required to serve the current population within a one-mile radius. Therefore, the existing park land is not adequate to serve the existing and proposed area, and additional park facilities are necessary.

As a condition of approval, prior to the final inspection that grants occupancy, the applicant shall pay a Park Land Dedication In-Lieu Fee in the amount of \$3,582,920 for the 266 net new residential units subject to the fee. This fee is based on a land value of \$11,000,000 per acre, as established in Chapter 41 of the City Code, and represents the project's proportional share of the cost of providing three acres of park and recreational space per 1,000 residents. No credit against the Park Land Dedication Fee is allowed for private open space and recreational facilities.

Provisional Use Permit

A Provisional Use Permit (PUP) is required for properties within the Precise Plan that have any rooftop amenities above the third floor. This project proposes a common rooftop deck above the sixth floor, which requires approval of a PUP. The proposed rooftop deck is approximately 5,149 square feet and is located along the northwest corner of the roof facing El Camino Real behind the new bank building.

The PUP is intended to facilitate discretionary review of the location and design of such improvements, with the aim of limiting off-site impacts. The rooftop deck will include amenities

such as dining and kitchen areas, a trellis, lounge chairs, an edible garden, and a game area. Project Condition of Approval No. 17 limits the hours of operation from 9:00 a.m. to 9:00 p.m., seven days per week, and no amplified music is allowed. Staff supports the proposed rooftop deck as it assists with the project's compliance with open space requirements in the Precise Plan.

Open Space and Landscaping

Open Space

The project proposes 60,012 square feet (approximately 45%) of open area, which exceeds the minimum ECRPP requirement. The open space area includes a combination of both publicly accessible and private common open spaces in multiple locations, including the plaza on El Camino Real that will contain landscaping and seating, passive landscape areas around the perimeter of the project site and along residential buildings at street level, three courtyards for residents on the second level of the building that will include amenities such as lounge furniture, landscaping, a pool and spa, barbeque areas, and raised planter beds, and the rooftop of the building will include additional amenities such as dining and kitchen areas, lounge chairs, an edible garden, and a game area for residents, in addition to the private patios/balconies associated with individual units. The rooftop deck is located above the sixth floor (top) on the northwest side of the building facing El Camino Real behind the new bank building.

The proposed improvements will result in an increase in impervious area of approximately 26,003 square feet (19%) compared to existing conditions.

Tree Preservation and Removal

The project site currently contains 90 trees (including 18 street trees), 35 Heritage trees, and 55 non-Heritage trees. The project proposes to remove a total of 81 trees, including 28 Heritage trees, 53 non-Heritage trees, and will preserve two non-Heritage trees and seven Heritage trees. The existing inventory is comprised largely of mature parking lot trees with some larger trees located around the perimeter of the site and along the existing interior property line between the bank building and the vacant restaurant. The most prevalent species include sweetgum, coast redwood, southern magnolia, evergreen pear, olive, Siberian elm, evergreen ash, and glossy privet. Nine existing trees, comprised of coast redwood trees (see Attachment 9—Arborist Report for more information), will be preserved along the southern portion of the project site adjacent to the residential development.

The applicant collaborated with the Planning Division, Public Works Department, and Urban Forestry Division staff to closely evaluate the health of existing trees and identify opportunities to preserve additional trees, including preservation through transplantation. Given the comprehensive redevelopment proposed on the site, there were limited locations where existing trees did not directly conflict with required public street improvements and/or proposed building

footprints. Therefore, focus was placed on studying the limited remaining areas where existing trees could feasibly be retained in place, particularly the nine trees lining the southern border adjacent to the multi-family residential on Victor Way.

Tree Planting Plan

The project will plant approximately 123 replacement trees which exceeds the replacement requirement and will result in 43 additional trees on-site in areas surrounding the buildings and within the courtyards on-site. In addition to the replacement trees, the project will plant other new landscaping, including new shrubs and groundcover, around the perimeter of the site, within the public plaza, in the second-floor courtyards, and on the roof of the mixed-use building. Within the plaza, large trees will be planted, including 84" box and 48" box size trees. The overall tree canopy at maturity will exceed the existing tree canopy by 5,153 square feet. The landscaping will incorporate low- to moderate-water-use plants and California native species throughout the project site. The project proposes 76% California native plantings, which exceeds City Council's 75% native landscaping goal.

Table 3: Tree Canopy Coverage

Canopy	Site Coverage
Existing Canopy	23.2%
New Canopy (Completion of Construction)	5.8%
New Canopy (5-10 years)	15.5%
New Canopy (Maturity)	27.1%

Parking

Vehicle Parking

The mixed-use building will contain one level of ground-floor podium parking reserved for the commercial uses on-site and two levels of underground parking reserved for residents. Although there is no minimum parking requirement for the residential portion of the project in the ECRPP, the applicant is voluntarily providing parking for both the residential and commercial components of the mixed-use development. The podium parking garage level will provide a total of 115 parking stalls, including 40 stalls reserved for the new bank building, seven stalls reserved for the leasing office, and 68 stalls reserved for the ground-floor commercial uses. Four of the stalls will be Americans with Disabilities Act (ADA) accessible spaces, 25 will be electric vehicle (EV) equipped spaces, and 88 will be standard stalls. Access to commercial stalls in the ground-floor podium parking garage will be provided via two new, two-way driveways: (1) access from the north side of the property will be provided via the driveway on El Camino Real (approximately 22' wide); and (2) access to the south side of the property will be provided via the driveway on Victor Way (approximately 22' wide).

A third two-way driveway will be located on Lane Avenue that will provide access to the two levels of below-ground parking reserved for residents and guests. The first level of below-ground parking will provide 158 parking stalls (107 stalls reserved for residents and 51 stalls for guests), and the second level of below-ground parking will provide 186 stalls which will be reserved for residents. In summary, a total of 344 parking stalls will be provided in the two below-ground parking levels, 293 will be reserved for residents, and 51 will be available for guests. Of the 344 parking stalls, 11 will be ADA accessible spaces, 62 will be EV charging spaces, and 271 will be standard stalls.

The project will include a loading dock area and associated driveway adjacent to the driveway leading to the below-ground parking levels on Lane Avenue. Both the loading dock and below-ground parking driveways will be accessible via a curb cut approximately 33.6' wide. These two driveways will be separated by a landscaping strip that will be approximately 2.5' wide. Removable bollard(s) will be installed on-site at the mouth of the loading dock driveway to prevent parking and ensure adequate site distance for vehicles exiting the adjacent driveway to the below-ground parking levels. The driveway to the below-ground parking levels will also include a gate with a raisable arm to ensure vehicles come to a complete stop before entering Lane Avenue.

Once the residential component of the project is occupied, the use of the loading dock will be allowed by appointment only and will be controlled by apartment management staff. This scheduling system will include established blackout times aligned with school drop-off/pick-up windows (i.e., no usage of the loading dock between 7:00 a.m. and 9:30 a.m., and 2:00 p.m. and 4:00 p.m. on school days). Apartment management staff will also be required to be present when the loading dock is reserved for moving trucks to provide access and prevent conflicts with pedestrians and/or bicyclists. These regulations and usage limitations will be clearly outlined on signage near/on the exterior of the loading dock (Condition of Approval No. 198 in Attachment 2—Project Resolution).

Bike Parking

The project also includes a total of 424 long-term bicycle parking spaces on-site, 412 of which will be reserved for residents and 12 of which will be available to customers of the commercial uses. The long-term residential bicycle parking spaces will be in secure storage rooms on each of the two underground parking levels. The long-term commercial bicycle parking spaces will be in a secure room within the podium parking garage level. The secure storage rooms will be accessible through doorways within each of the parking levels. The project will also provide 30 short-term bicycle parking spaces for residents and four short-term bicycle parking spaces for the customers of the commercial uses on-site. These short-term spaces will be provided on racks outside of the building, adjacent to Victor Way, Castro Street, El Camino Real, and Lane Avenue.

Pedestrian access to the new bank building will be provided via sidewalks along Castro Street and El Camino Real. Pedestrian access to the mixed-use building will be provided via sidewalks on Victor Way, Castro Street, El Camino Real, and Lane Avenue, which will provide access to the various entry points surrounding the building.

Transportation

Transportation Demand Management Plan

The ECRPP specifies that this project should provide a Transportation Demand Management (TDM) plan with programs and measures to reduce vehicle trips.

The applicant has provided a draft TDM plan (see Attachment 10—Transportation Demand Management Plan) that meets ECRPP requirements for projects and supports a 4% reduction of vehicle miles traveled (VMT) and a 7% peak-hour trip reduction for the project. Included in the draft TDM plan are items, including membership in the Mountain View Transportation Management Association (MVTMA), secured bicycle parking, carpool/car share measures, transit subsidies, commuter resources, and transportation screen kiosks, that serve to reduce dependency on single-occupant vehicles.

Vehicle Miles Traveled

On June 30, 2020, the City adopted a new transportation policy in accordance with Senate Bill (SB) 743, establishing VMT as the methodology for evaluating potential transportation impacts of new developments for the purposes of California Environmental Quality Act (Public Resources Code, § 21000, *et seq.*) (CEQA) analysis. The policy included VMT screening criteria, under which projects that meet these criteria are presumed to have a “less-than-significant” transportation impact, eliminating the need for further VMT analysis. If a project does not meet the criteria, a VMT analysis is required, typically conducted alongside a Multi-Modal Transportation Assessment (MTA).

This project meets the screening criteria based on being within one-half mile of a major transit service on El Camino Real, has a FAR over 0.75, is consistent with the Plan Bay Area 2050 (Sustainable Communications Strategy), provides less parking than required in the City Code, and does not replace affordable units with fewer moderate- or higher-income residential units; therefore, the project will not be required to complete a detailed VMT analysis and will have a less-than-significant VMT impact.

Multi-Modal Transportation Analysis

In conjunction with June 30, 2020 Council-adopted transportation policy and VMT methodology, projects are also required to provide a local-level analysis of multi-modal transportation impacts (including bicycle, pedestrian, and vehicle movements), referred to as an MTA.

An MTA was prepared for the project by Hexagon Transportation Consultants, which provides analysis and supplemental review of the project's multi-modal transportation improvements and setting. The MTA includes an evaluation of ECRPP conformance, analysis of the traffic operational effects at key intersections in the project vicinity, a review of site access and on-site circulation, and an evaluation of impacts on pedestrian and bicycle facilities and neighborhood streets.

The MTA concludes that the project is in conformance with the ECRPP, and the results of the intersection level of service analysis show that the study intersections will operate at an acceptable level of service with and without the project. The MTA makes recommendations for the project to provide on-site and off-site improvements and operational measures to address the site access and circulation, pedestrian and bicycle facilities, and neighborhood streets, which are identified in detail in the project conditions of approval.

ENVIRONMENTAL REVIEW

As part of the environmental review for the project, the City commissioned a peer review of the Historic Resource Evaluation (HRE) prepared by the applicant team to verify whether any structures on-site qualify as historic resources under CEQA. Based on the analyses completed, it was determined that the primary structure on-site (i.e., the bank building and associated artwork) is eligible for individual listing in the California Register of Historical Resources and the Mountain View Register of Historic Resources and is, therefore, considered a historic resource under CEQA.

The project has been evaluated and analyzed under the previously certified 2014 El Camino Real Precise Plan Final EIR (State Clearinghouse [SCH] No. 2014032002) (2014 EIR) and the Mountain View 2023-2031 Housing Element Update EIR (SCH No. 2022020129) (Housing Element EIR). The City has completed a Final SEIR in accordance with CEQA, Public Resources Code Section 21000, *et seq.*, and the Guidelines for Implementation of the California Resources Environmental Quality Act (14 Cal. Code Regs., Section 15000, *et seq.*) (CEQA Guidelines), and identified certain significant effects and potentially significant adverse effects on the environment, various mitigation measures that would substantially lessen or avoid the project's significant effects on the environment, and a reasonable range of feasible alternatives.

Supplemental Environmental Impact Report

In accordance with CEQA, a Notice of Preparation (NOP) was circulated to the public and responsible agencies for input regarding the analysis in the SEIR, and a scoping meeting was held on May 24, 2023.

The Draft SEIR was circulated for public review for a 45-day comment period, which commenced on March 11, 2025, and ended on April 25, 2025. The City received six written comment letters on the Draft SEIR. Staff has responded to these comments in the Final SEIR. The response to comments, together with the Draft SEIR, comprises the Final SEIR. The Final SEIR was made available to the public on August 19, 2025 and is attached to this report (see Attachment 1—Supplemental Environmental Impact Report Resolution).

Significant and Unavoidable Impact

The SEIR includes mitigation measures that will reduce most potential environmental impacts from the project to a less-than-significant level with the incorporation of the project-specific mitigation measures. However, the project will result in a significant and unavoidable impact on a cultural resource resulting from the demolition of the existing bank building, which was determined to be a historic resource under CEQA. This impact cannot be mitigated to a less-than-significant level, even with the implementation of the identified mitigation measures. A Mitigation Monitoring and Reporting Program (MMRP) has been prepared (see Attachment 1—Supplemental Environmental Impact Report Resolution), the adoption of which will ensure compliance with environmental mitigation measures.

As identified in the Draft SEIR, the project will demolish the existing bank building and associated plaza on-site to allow for the construction of the new mixed-use building and public plaza. Prior to demolition, the project will salvage the individual art pieces associated with the bank building (i.e., the exterior mosaic, interior mural, exterior sculpture, and round stained-glass window) and preserve them for reinstallation in the new development. The demolition of the bank building results in the loss of historic integrity for the site as the building, artwork, and plaza all contribute to the historical significance of the property. Because the primary structure on-site will no longer be eligible for listing in the California Register of Historical Resources (CRHR) due to the proposed demolition, the impact on the historical resource, according to CEQA Guidelines Section 15064.5, will be considered significant and unavoidable.

CEQA requires the SEIR to evaluate a reasonable range of full and partial preservation alternatives with the intent to avoid or reduce the project's significant and unavoidable impact on a historic resource. The SEIR considered six alternatives for the project but rejected them because they do not meet the project objectives. While CEQA does not require that alternatives must be capable of meeting all project objectives (detailed in Section 2.4, Project Objectives, of the SEIR, Attachment 1), the ability to meet most of the objectives is considered relevant to the

consideration of each alternative to the project. As detailed in the SEIR, the project itself meets all of the project objectives identified in the SEIR and allows for the development to occur at the requested density.

The significant and unavoidable impact will require the adoption of a Statement of Overriding Considerations by the City Council at the time the Final SEIR is certified. A Statement of Overriding Considerations demonstrates that the benefits of a project outweigh the significant and unavoidable impacts. The benefits of the project have been included in the attached “Findings of Fact and Statement of Overriding Considerations” in Attachment 1.

FISCAL IMPACT

The City’s current share of the County of Santa Clara property taxes from the project site is approximately \$19,900 per fiscal year for the General Operating Fund (GOF). If the site were redeveloped with the proposed project, the City would receive a net additional property tax of approximately \$232,500 for a total of approximately \$252,400 in property tax revenue per fiscal year.

LEVINE ACT

California Government Code Section 84308 (also known as the Levine Act) prohibits city officials from participating in any proceeding involving a “license, permit, or other entitlement for use” if the official has received a campaign contribution exceeding \$500 from a party, participant, or agent of a party or participant within the last 12 months. The Levine Act is intended to prevent financial influence on decisions that affect specific, identifiable persons or participants. For more information see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html.

Please see below for information about whether the recommended action for this agenda item is subject to or exempt from the Levine Act.

SUBJECT TO THE LEVINE ACT

☒ Land development entitlements

For more information about the Levine Act, please see the Fair Political Practices Commission website: www.fppc.ca.gov/learn/pay-to-play-limits-and-prohibitions.html.

CONCLUSION

This project is consistent with applicable development standards (upon approval of the requested State Density Bonus Law waivers and concession); achieves General Plan, Housing Element, and ECRPP goals by increasing market-rate and affordable housing opportunities in the

City; and helps the City meet its Regional Housing Needs Allocation (RHNA) requirements. Staff recommends approval of the project subject to conditions of approval as well as vacation of the easements as described in the staff report.

ALTERNATIVES

1. Approve the project with modified conditions of approval.
2. Refer the project back to the Environmental Planning Commission.
3. Do not vacate the easements as requested.
4. Deny the project based on specific findings in state law.

PUBLIC NOTICING

The City Council's agenda is advertised on Channel 26, and the agenda and this report appear on the City's website. All property owners and tenants within a 750' radius and interested stakeholders were notified of this meeting.

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CDD/MN-11-18-25CR

- Attachments:
1. Supplemental Environmental Report Resolution
 2. Project Resolution
 3. Vesting Preliminary Parcel Map Resolution
 4. Public Easements Vacation Resolution
 5. Project Plans
 6. [EPC Staff Report, October 15, 2025](#)
 7. Public Comments
 8. Density Bonus Request Letter
 9. Arborist Report
 10. Transportation Demand Management Plan