

**From:** Marie [REDACTED]  
**Sent:** Thursday, March 19, 2026 10:59 AM  
**To:** City Council <city.council@mountainview.gov>  
**Cc:** Jimmy [REDACTED]  
**Subject:** Public Comment Opposing Proposed 8-Story Development at 843–903 Castro Street

**CAUTION:** EXTERNAL EMAIL - Ensure you trust this email before clicking on any links or attachments.

Dear Members of the City Council,

I am writing to formally express my strong opposition to the proposed eight-story mixed-use development at 843–903 Castro Street, 700 West El Camino Real, and 750 Fairmont Avenue, as described in the Notice of Public Hearing.

The escalation of this project’s height—from an originally understood five stories, to seven, and now to eight—raises serious concerns regarding consistency, transparency, and community expectations. A five-story development is far more aligned with the existing neighborhood character and represents a reasonable and predictable scale. The continued increase in height appears excessive and incompatible with the surrounding residential environment.

There are several substantive concerns that I respectfully ask the Council to consider:

1. Sunlight and Shadow Impacts

An eight-story structure will significantly alter sunlight access for existing residents. Reduced natural light can negatively affect quality of life, property enjoyment, and even health outcomes. The scale of shadowing from an eight-story building is materially different from that of a five-story structure and warrants careful reconsideration.

2. Neighborhood Character and Compatibility

The surrounding area is not designed to accommodate a building of this height and density. The proposed structure would create a stark visual and architectural contrast, undermining the established character of the neighborhood.

3. Traffic and Parking Constraints

Increased residential density and commercial activity will inevitably lead to more traffic congestion. Local streets in this area are already narrow and heavily utilized. Additional demand for parking will likely result in spillover into surrounding residential streets, increasing safety risks and reducing accessibility for current residents.

#### 4. Precedent and Incremental Intensification

Approving an eight-story development after prior lower-scale expectations sets a concerning precedent. It signals that project scope can expand significantly over time without adequate community alignment, potentially eroding trust in the planning process.

#### 5. Environmental and Livability Considerations

While the project may be considered for exemption under CEQA guidelines, the cumulative impacts on livability—including noise, congestion, and reduced open space—should not be underestimated. A project of this scale deserves a more thorough evaluation of its real-world impacts on current residents.

For these reasons, I respectfully urge the City Council to reject the eight-story proposal and require that the project be scaled back to a maximum of five stories. This would better balance the need for development with the preservation of neighborhood livability, environmental quality, and community trust.

Thank you for your time and consideration of this important matter.

Sincerely,

Marie

Resident of [REDACTED]

**From:** [REDACTED]  
**To:** [Maravilla, Edgar](mailto:Maravilla, Edgar)  
**Cc:** [josh.becker@sen.ca.gov](mailto:josh.becker@sen.ca.gov); [assemblymember.berman@assembly.ca.gov](mailto:assemblymember.berman@assembly.ca.gov)  
**Subject:** Objections to applicant PL-6753  
**Date:** Wednesday, October 22, 2025 3:30:49 PM

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Hello Edgar,

I am a longtime resident of Mountain View and new first-time homeowner on Fairmont Ave in Old Mountain View. I had hoped to be able to attend this evening's meeting regarding the proposal at 843-903 Castro, 700 W El Camino, and 750 Fairmont Ave (PL-6753) but unfortunately am out of town for work at the moment. I am writing to you to express my strong objections to the current proposal.

I chose to live in Old Mountain View because of the unique character of this segment of the city. It is somehow both a bustling little downtown and a quiet neighborly area with a quaint neighborhood association. Adding the proposed 140 residential units in addition to underground parking and additional storefronts, with the dramatic increase in traffic, will really significantly affect this area in ways that must be considered.

As someone who was paying rent until less than 6 months ago, I know how badly we need more **affordable** housing. However an 8-story mixed-use complex of (presumably) luxury condos is not the way to do this. Not only will these skyscrapers block out the sun for the modest 1-2 story homes across the street but if downtown Los Altos is any clue, they will sit vacant and unsold for months or years. Because the people who can afford \$1-2M properties don't want condos, they want townhomes or freestanding houses. And downtown Mountain View doesn't exactly need more storefronts at the moment, considering the number of properties that have been sitting vacant for years, just a few blocks away.

The addition of these hundred of vehicles to the corner of Castro and El Camino will also have major impacts on traffic. Although it would be great if some of the residents went vehicle-less, the public transit system in the greater bay area is just not what it needs to be to do that. Trust me. I've tried to take a combination of trains and buses to work and it just isn't practical or feasible, and I work less than 7 miles away. So conservatively, for 140 units, you're adding about 200 vehicles, as many will have 2 adults, each with their own vehicle. How many parking spots will be available to residents in the proposed underground garage? Where will the remaining vehicles park? My street, Fairmont, seems a logical choice. But it is a fairly narrow street and the garbage truck can only barely pass through when there are vehicles legally parked on both sides. Additionally, young kids frequently bike home from school, taking Fairmont as a safer alternative to El Camino. And tons of extra cars plus narrow road plus young children biking should be a serious safety concern to anyone involved.

Again, I understand the need for more housing. But we need affordable housing that fits in the character of this particular part of the city of Mountain View. I think with modifications, additional consideration of traffic and safety, and a limit of 4-stories, which is more in fitting with other buildings on Castro and El Camino, this project could potentially be a positive

addition to our city.

I have also cc'd my state assembly member, Marc Bergman, and state congressperson, Josh Becker, in the hopes that they can read my concerns and understand why some of these laws favoring "development at any cost" (ie builder's remedy, SB 79) make it more challenging for cities to address reasonable concerns about safety and overly rapid development, particularly as this is one of three separate developments being proposed at this specific intersection, each 7+ stories and adding a total of over 350 housing units without thought to infrastructure, safety to our children and community, or the city itself.

Thank you for your consideration,  
Holly Cooper

**From:** [REDACTED]  
**To:** [Maravilla, Edgar](#)  
**Subject:** Project on Castro and El Camino  
**Date:** Friday, November 1, 2024 12:45:08 PM

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Dear Sir,

I am a long time resident of Mountain View and I object to this 8 story project.

Castro St can't support the the businesses they have and didn't support the ones that are gone.

The parking facility would need to have at least over two hundred parking spaces and an outside lot , if businesses did occupy the lower levels.

That corner is very dangerous, children and adults cross at that corner all the time.

El Camino is so busy already and more traffic is unthinkable at that corner.

Sincerely,

Carolyn Blatt

[REDACTED]

**From:** [REDACTED]  
**To:** [Maravilla, Edgar](#)  
**Subject:** Public Comment on 881 Castro (Castro Commons)  
**Date:** Sunday, July 14, 2024 7:52:41 PM

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Hi Edgar,

The project at 881 Castro is coming before the Development Review Committee this Wednesday. I would like to urge the DRC to have the applicant come up with a more original design for the exterior appearance of the buildings. As it stands, the project bears a striking resemblance to the apartments under construction at 1001 N. Shoreline Blvd. Here's a rendition of Castro Commons taken from the Plan Set:



SITE 1 VIEW FROM CASTRO STREET

And here is a photo of the building at 1001 N. Shoreline Blvd.:



This same style is present in too many recently constructed buildings. Here is 100 Moffett:



It's also prevalent in office buildings, like the Bank Of America building in Palo Alto

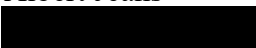


or the Google building on Pear Ave:



All these buildings use rectangular blocks with exaggerated framing elements around walls of windows. The project at 881 Castro will occupy a prominent location in Mountain View. Surely the architects can come up with a more original design that will not look dated in another twenty years.

Sincerely,  
Albert Jeans





Oct 22, 2025

City of Mountain View  
500 Castro St.  
Mountain View, CA 94041

Re: Proposed Housing Development Project at 881 Castro Street

To: [Edgar.Maravilla@mountainview.gov](mailto:Edgar.Maravilla@mountainview.gov); [planning.division@mountainview.gov](mailto:planning.division@mountainview.gov);

Cc: [cityattorney@mountainview.gov](mailto:cityattorney@mountainview.gov); [city.mgr@mountainview.gov](mailto:city.mgr@mountainview.gov);  
[community.development@mountainview.gov](mailto:community.development@mountainview.gov); [city.clerk@mountainview.gov](mailto:city.clerk@mountainview.gov);  
[diana.pancholi@mountainview.gov](mailto:diana.pancholi@mountainview.gov);

Dear Mountain View Zoning Administrator,

The California Housing Defense Fund (“CalHDF”) submits this letter to remind the City of its obligation to abide by all relevant state laws when evaluating the proposed 140-unit housing development project at 881 Castro Street, which includes 11 moderate income units and 11 very low income units. These laws include the Housing Accountability Act (“HAA”), the Density Bonus Law (“DBL”), AB 130, and California Environmental Quality Act (“CEQA”) guidelines.

The HAA provides the project legal protections. It requires approval of zoning and general plan compliant housing development projects unless findings can be made regarding specific, objective, written health and safety hazards. (Gov. Code, § 65589.5, subs. (d), (j).) The HAA also bars cities from imposing conditions on the approval of such projects that would render the project infeasible (*id.* at subd. (d)) or reduce the project’s density (*id.* at subd. (j)) unless, again, such written findings are made. As a development with at least two-thirds of its area devoted to residential uses, the project falls within the HAA’s ambit, and it complies with local zoning code and the City’s general plan. Increased density, concessions, and waivers that a project is entitled to under the DBL (Gov. Code, § 65915) do not render the project noncompliant with the zoning code or general plan, for purposes of the HAA (Gov. Code, § 65589.5, subd. (j)(3)). The HAA’s protections therefore apply, and the City may not reject the project except based on health and safety standards, as outlined above. Furthermore, if the City rejects the project or impairs its feasibility, it must conduct “a

thorough analysis of the economic, social, and environmental effects of the action.” (*Id.* at subd. (b).)

CalHDF also writes to emphasize that the DBL offers the proposed development certain protections. The City must respect these protections. In addition to granting the increase in residential units allowed by the DBL, the City must not deny the project the proposed waivers and concessions with respect to building height, rear yard setback, and Privately Owned/Publicly Accessible (“POPA”) open space credit. If the City wishes to deny requested waivers, Government Code section 65915, subdivision (e)(1) requires findings that the waivers would have a specific, adverse impact upon health or safety, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact. If the City wishes to deny requested concessions, Government Code section 65915, subdivision (d)(1) requires findings that the concessions would not result in identifiable and actual cost reductions, that the concessions would have a specific, adverse impact on public health or safety, or that the concessions are contrary to state or federal law. The City, if it makes any such findings, bears the burden of proof. (Gov. Code, § 65915, subd. (d)(4).) Of note, the DBL specifically allows for a reduction in required accessory parking in addition to the allowable waivers and concessions. (*Id.* at subd. (p).) Additionally, the California Court of Appeal has ruled that when an applicant has requested one or more waivers and/or concessions pursuant to the DBL, the City “may not apply any development standard that would physically preclude construction of that project as designed, even if the building includes ‘amenities’ beyond the bare minimum of building components.” (*Bankers Hill 150 v. City of San Diego* (2022) 74 Cal.App.5th 755, 775.)

Furthermore, the project is exempt from state environmental review under the Class 32 CEQA categorical exemption (In-Fill Development Projects) pursuant to section 15332 of the CEQA Guidelines, as the project is consistent with the applicable general plan designation and all applicable general plan policies as well as the applicable zoning designation and regulations; the proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; the project site has no value as habitat for endangered, rare, or threatened species; approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and the site can be adequately served by all required utilities and public services. The project is likely also eligible for a statutory exemption from CEQA pursuant to AB 130 (Pub. Res. Code, § 21080.66), which was signed into law on June 30, 2025 and effective immediately (Assembly Bill No. 130, 2025-2026 Regular Session, Sec. 74, available [here](#)) Caselaw from the California Court of Appeal affirms that local governments err, and may be sued, when they improperly refuse to grant a project a CEQA exemption or streamlined CEQA review to which it is entitled. (*Hilltop Group, Inc. v. County of San Diego* (2024) 99 Cal.App.5th 890, 911.)

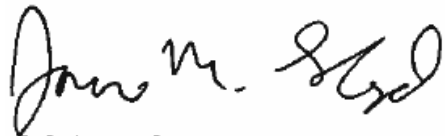
As you are well aware, California remains in the throes of a statewide crisis-level housing shortage. New housing such as this is a public benefit: by providing affordable housing, it will mitigate the state's homelessness crisis; it will increase the city's tax base; it will bring new customers to local businesses; and it will reduce displacement of existing residents by reducing competition for existing housing. It will also help cut down on transportation-related greenhouse gas emissions by providing housing in denser, more urban areas, as opposed to farther-flung regions in the state (and out of state). While no one project will solve the statewide housing crisis, the proposed development is a step in the right direction. CalHDF urges the City to approve it, consistent with its obligations under state law.

CalHDF is a 501(c)(3) non-profit corporation whose mission includes advocating for increased access to housing for Californians at all income levels, including low-income households. You may learn more about CalHDF at [www.calhdf.org](http://www.calhdf.org).

Sincerely,

A handwritten signature in blue ink, appearing to read 'Dylan Casey', with a long horizontal flourish extending to the right.

Dylan Casey  
CalHDF Executive Director

A handwritten signature in black ink, appearing to read 'James M. Lloyd', with a long horizontal flourish extending to the right.

James M. Lloyd  
CalHDF Director of Planning and Investigations



## Catalyze SV Members Score Castro Commons Project in Mountain View

**From** Shreya Chokshi [REDACTED]  
**Date** Mon 9/18/2023 3:25 PM  
**To** Ken Rodrigues [REDACTED]; philrolla [REDACTED]; glen [REDACTED]  
**Cc** Alex Shoor <alex@catalyzesiliconvalley.org>; Shrivastava, Aarti <Aarti.Shrivastava@mountainview.gov>; Hicks, Alison <Alison.Hicks@mountainview.gov>; Hollister, Aaron <Aaron.Hollister@mountainview.gov>; Matichak, Lisa <Lisa.Matichak@mountainview.gov>; Abe-Koga, Margaret <Margaret.abe-koga@mountainview.gov>; Blizinski, Amber <Amber.Blizinski@mountainview.gov>; Ramirez, Lucas <Lucas.Ramirez@mountainview.gov>; Chen, Wayne <Wayne.Chen@mountainview.gov>; Kamei, Ellen <Ellen.Kamei@mountainview.gov>; [REDACTED] omvna [REDACTED]; [REDACTED] peninsulaforeveryone [REDACTED]; MV YIMBY [REDACTED]; Ramos, Emily Ann <Emily.Ramos@mountainview.gov>; Bruce England [REDACTED]; Showalter, Pat <Pat.Showalter@mountainview.gov>; Maravilla, Edgar <Edgar.Maravilla@mountainview.gov>

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Team GPR and Team KRP,

Thanks again for bringing your Castro Commons project to our Catalyze SV members at Project Advocacy Committee last month.

In terms of project features, our members particularly liked:

- The paseo and community spaces that are open to all, making the neighborhood more vibrant;
- Your efforts on maximizing the building density with parking underground to provide more homes; and
- Your commendable community engagement so far.

Your project scored **4 out of 5** among our members. Although, our members are supportive of your proposal, we encourage you to consider implementing the suggested improvements mentioned below.

Our members' constructive recommendations are explained here:

1. [Letter](#) : Our members' feedback on the most positive elements of the project and the ones needing the most improvement.
2. [Scorecard](#) : Our members' thoughts on each of [our seven project categories](#).

In the meantime, we're happy to set up a call and answer any questions you might have about our members' feedback. Can we set up a time in the next month to review our feedback and answer any questions you have about it?

In the coming days, the project will be [up on our website](#) and it will include the letter and scorecard above. We look forward to continuing to work with you on this project.

Thanks again for working with us!

Best,

**Shreya Chokshi**

**Manager of Development Projects | Catalyze SV**

[REDACTED]

E: [REDACTED]

[www.CatalyzeSiliconValley.org](http://www.CatalyzeSiliconValley.org)

September 18, 2023  
Glen Yonekura & Phil Rolla  
GPR Ventures  
843 Castro Street,  
Mountain View CA, 94041

## **RE: GPR Venture's Proposal for Castro Commons in Mountain View**

Dear Glen & Phil,

Thank you for presenting your Castro Commons proposal for 843 Castro Street in Mountain View to Catalyze SV members at our Project Advocacy Committee on August 23, 2023. As we understand it, the mixed-use project located on the corner of Castro Street and El Camino Real proposes the construction of 128 new condominiums, including units designated for affordable housing. Some of the project's amenities include an active city park, open spaces, paseos, ground-floor retail and restaurant spaces, and community-dedicated meeting rooms to gather. With the project's community engagement well underway, our members have the following feedback on the project.

### **Standout Elements:**



#### **Community**

Our members commend the developer for going above and beyond in their community engagement efforts, which has notably enhanced the project. Their proactive approach to engaging with residents and stakeholders is commendable. We appreciate the developer's responsiveness to feedback, especially regarding the park, given the project's prime location at the southern entrance to Castro Street, a focal point in the community. Nevertheless, there is a shared consensus among our members that the developer should consider broadening their outreach efforts to encompass underrepresented groups, with a particular focus on potential tenants of the Below Market Rate (BMR) units. Overall, the developer's commitment to fostering a collaborative environment and their proactive engagement with stakeholders is greatly appreciated.



#### **Vibrancy**

Our members highly value the vibrant and community-oriented design of the project. Among the best-received features: the Paseo concept, wider sidewalks, and outdoor spaces, all of which effectively integrate the project into the neighborhood. We also appreciate the inclusion of community spaces, outdoor decks, and the project's focus on retail serving the broader neighborhood and the thoughtful preservation of light and space in the Paseo. The building's design, characterized by its human scale and potential to become an anchor at the El

Camino end of Castro Street, was well-received by CSV members. One of them suggested enhancing the project's vibrancy by considering art installations or murals. However, there is a shared concern among our members about ensuring that the Paseo remains accessible to everyone, not just residents. Overall, our members praised the project for its community-focused design and potential to enliven the area.



## **Intensity/Zoning**

The project's proposal to construct a 7-story building with 128 homes using the State Density Bonus Law garnered positive feedback from our members. We are pleased to see this intensely zoned development situated close to transit access. The prospect of a seven-story structure stands out as an opportunity to set a precedent for increased density and vertical development on Castro Street that can encourage further growth and revitalization along it. Underlining the significance of addressing local housing requirements and the need for more homes, our members voiced their preference for maintaining the existing height and density without making *any* reductions.

### **Elements to Improve:**



## **Transportation**

Our members are pleased with the proposed project's proximity to the bus stop, light rail station and mountain view transit center. The current design includes 216 residential parking spaces and 149 bike parking spaces, including electrical vehicle (EV) charging stations. While we largely support a lower parking ratio, there's a strong preference for unbundling car parking. The inclusion of these bike parking spaces and parking underground to provide more homes was well received by our members. One of our members recommended outreach to bicycle pedestrian advisory committees and bike advocacy groups to improve bike storage facilities. Additionally, we appreciate the inclusion of EV charging infrastructure for various types of electric vehicles, such as cars, e-bikes, and e-scooters. However, we suggest additional charging capacity to meet the anticipated shift toward all-electric vehicles in the next decade. Overall, our members prioritize unbundled parking, transit passes, and robust bike storage to encourage sustainable transportation choices.



## **Sustainability**

Our members emphasize buildings that go above and beyond on sustainability. As we understand, this project includes solar rooftop and LEED Silver certification. Although we understand third-party certifications such as LEED or Greenpoint Rated (GPR) can be challenging, there are 2 higher standards for LEED – Gold and Platinum – that we recommend developers pursue. In the absence of those, our members emphasize indoor air quality, sustainable materials for energy efficiency and noise reduction. There's encouragement to

explore a zero-carbon construction process through third party service providers like [Moxion Power](#).



## Affordability

Our members are staunch supporters of including on-site affordable housing in residential projects. We appreciate the project's proposal to designate 15% of the units on-site as affordable housing. The bedroom mix was well received by our members. That being said, we have a collective desire for the developer to exceed this 15% threshold, with a particular emphasis on targeting lower income ranges, such as 30-50% Area Median Income (AMI). We also have concerns regarding the displacement of businesses and residents currently on the site, with a desire to explore options for their return. Overall, our members value the inclusion of affordable housing but encourage an increase in both quantity and extent lower AMI levels.

We are very thankful to you for bringing your project to our Project Advocacy Committee (PAC). Our members are eager to see more affordable homes as part of a vibrant, mixed-use development coming to such a prime area of Mountain View that desperately needs housing. Our members look forward to seeing new homes and retail along with community spaces within proximity of transit. With a retail store front, paseo and a variety of amenities, the project promotes an active and connected community. As a 7-story building, this project gets us closer to the kind of housing solutions our region needs.

Sincerely,

Catalyze SV's staff and Project Advocacy Committee members

CC:

Aarti Shrivastava ([aarti.shrivastava@mountainview.gov](mailto:aarti.shrivastava@mountainview.gov))  
Amber Blizinski ([amber.blizinski@mountainview.gov](mailto:amber.blizinski@mountainview.gov))  
Aaron Hollister ([aaron.hollister@mountainview.gov](mailto:aaron.hollister@mountainview.gov))  
Wayne Chen ([wayne.chen@mountainview.gov](mailto:wayne.chen@mountainview.gov))  
Edgar Maravilla ([edgar.maravilla@mountainview.gov](mailto:edgar.maravilla@mountainview.gov))  
Alison Hicks ([Alison.Hicks@mountainview.gov](mailto:Alison.Hicks@mountainview.gov))  
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Ellen Kamei ([Ellen.Kamei@mountainview.gov](mailto:Ellen.Kamei@mountainview.gov))  
Lisa Matichak ([Lisa.Matichak@mountainview.gov](mailto:Lisa.Matichak@mountainview.gov))  
Lucas Ramirez ([Lucas.Ramirez@mountainview.gov](mailto:Lucas.Ramirez@mountainview.gov))  
Emily Ramos ([Emily.Ramos@mountainview.gov](mailto:Emily.Ramos@mountainview.gov))  
Old Mountain View Neighborhood Association [REDACTED]  
Mountain View YIMBY [REDACTED]  
Peninsula for Everyone [REDACTED]  
KRP architects [REDACTED]  
GPR ventures [REDACTED]

# CATALYZE SV

[www.CatalyzeSiliconValley.org](http://www.CatalyzeSiliconValley.org)

Bruce England [REDACTED]

Catalyze SV [REDACTED]

## About Catalyze SV

*Catalyze SV's Project Advocacy Committee is comprised of community members who identify, evaluate, & lead advocacy efforts around specific development projects.*

## Project Review Scorecard

**Project Under Review: Castro Commons**

**Project Applicant: GPR Ventures**

**Review Date: August 23, 2023**

Page 3 of this scorecard explains the criteria below, as does: [catalyzesiliconvalley.org/project-list](https://catalyzesiliconvalley.org/project-list)



### **Community**

**Score: 4/5**

Our members commend the developer for going above and beyond in their community engagement efforts, which has notably enhanced the project. Their proactive approach to engaging with residents and stakeholders is commendable. We appreciate the developer's responsiveness to feedback, especially regarding the park, given the project's prime location at the southern entrance to Castro Street, a focal point in the community. Nevertheless, there is a shared consensus among our members that the developer should consider broadening their outreach efforts to encompass underrepresented groups, with a particular focus on potential tenants of the Below Market Rate (BMR) units. Overall, the developer's commitment to fostering a collaborative environment and their proactive engagement with stakeholders is greatly appreciated.



### **Vibrancy**

**Score: 5/5**

Our members highly value the vibrant and community-oriented design of the project. Among the best-received features: the Paseo concept, wider sidewalks, and outdoor spaces, all of which effectively integrate the project into the neighborhood. We also appreciate the inclusion of community spaces, outdoor decks, and the project's focus on retail serving the broader neighborhood and the thoughtful preservation of light and space in the Paseo. The building's design, characterized by its human scale and potential to become an anchor at the El Camino end of Castro Street, was well-received by CSV members. One of them suggested enhancing the project's vibrancy by considering art installations or murals. However, there is a shared concern among our members about ensuring that the Paseo remains accessible to everyone, not just residents. Overall, our members praised the project for its community-focused design and potential to enliven the area.



### **Transportation**

**Score: 3/5**

Our members are pleased with the proposed project's proximity to the bus stop, light rail station and mountain view transit center. The current design includes 216 residential parking spaces and 149 bike parking spaces, including electrical vehicle (EV) charging stations. While we largely support a lower parking ratio, there's a strong preference for unbundling car parking. The inclusion of these bike parking spaces and parking underground to provide more homes was well received by our members. One of our members recommended outreach to bicycle pedestrian advisory committees and bike advocacy groups to improve bike storage facilities. Additionally, we appreciate the inclusion of EV charging infrastructure for various types of electric vehicles, such as cars, e-bikes, and e-scooters. However, we suggest additional charging capacity to

# CATALYZE SV

meet the anticipated shift toward all-electric vehicles in the next decade. Overall, our members prioritize unbundled parking, transit passes, and robust bike storage to encourage sustainable transportation choices.



## Sustainability

Score: 3/5

Our members emphasize buildings that go above and beyond on sustainability. As we understand, this project includes solar rooftop and LEED Silver certification. Although we understand third-party certifications such as LEED or Greenpoint Rated (GPR) can be challenging, there are 2 higher standards for LEED – Gold and Platinum – that we recommend developers pursue. In the absence of those, our members emphasize indoor air quality, sustainable materials for energy efficiency and noise reduction. There's encouragement to explore a zero-carbon construction process through third party service providers like [Moxion Power](#).



## Intensity/Zoning

Score: 5/5

The project's proposal to construct a 7-story building with 128 homes using the State Density Bonus Law garnered positive feedback from our members. We are pleased to see this intensely zoned development situated close to transit access. The prospect of a seven-story structure stands out as an opportunity to set a precedent for increased density and vertical development on Castro Street that can encourage further growth and revitalization along it. Underlining the significance of addressing local housing requirements and the need for more homes, our members voiced their preference for maintaining the existing height and density without making *any* reductions.



## Affordability

Score: 4/5

Our members are staunch supporters of including on-site affordable housing in residential projects. We appreciate the project's proposal to designate 15% of the units on-site as affordable housing. The bedroom mix was well received by our members. That being said, we have a collective desire for the developer to exceed this 15% threshold, with a particular emphasis on targeting lower income ranges, such as 30-50% Area Median Income (AMI). We also have concerns regarding the displacement of businesses and residents currently on the site, with a desire to explore options for their return. Overall, our members value the inclusion of affordable housing but encourage an increase in both quantity and extent lower AMI levels.



## Legacy

Score: N/A

Members of Catalyze SV didn't think this category was applicable to this site. However, the project's efforts to preserve oak trees, a Gateway sign, maintain the park, and include murals are appreciated. The idea of a "Gateway" sign was particularly well-received as a potential place marker for Castro Street's entrance.

**Cumulative Score: 4 out of 5**

# CATALYZE SV

## OVERVIEW

This project review scorecard provides guidelines for consistently evaluating how a proposed development aligns with Catalyze SV's values. Catalyze SV's values are:

- Inclusive, Diverse Communities
- Healthy, Sustainable Development
- Convenient Transportation Choices
- Housing Solutions for All
- Vibrant Places for People
- Equitable Community Engagement

## Grading Criteria - Merits



**Community:** The applicant is making significant efforts to reach out to the community, including underrepresented\*\* voices, and has addressed recommendations collected through community engagement.



**Vibrancy:** The proposal seizes locational opportunities and includes features to enhance the human experience of the site and neighborhood. Public and private space is designed to promote physical, mental, and/or social well-being while connecting with parks, fresh food, and/or other community amenities.



**Transportation:** The project recognizes the growing importance of a variety of mobility solutions, incentivizes reduced automobile usage, and measures mobility after the project is built and occupied. Transportation Demand Management plans are encouraged.



**Sustainability:** The project incorporates measurable green building features. CalGreen Tier 1/2 measures and/or third-party certifications (LEED, WELL, Living Building Challenge, etc) are encouraged. Some features can be found here:

<https://www.catalyzesiliconvalley.org/sustainable-features>.



**Intensity/Zoning:** The project utilizes nearly the full density allowed under its zoning and general plan designations.



**Affordability:** The proposal considers protections or relocation benefits for existing residential and/or commercial tenants that may be displaced. It goes beyond current government requirements for onsite, below-market-rate homes, stabilized commercial leases, or appropriate substitutes.



**Legacy (when applicable):** The project undertakes efforts to incorporate, protect, or preserve any objects of significant cultural or historic merit identified by the community on or near the site.

\*\* = Research has shown that renters, new residents, people of color, younger people, and females tend to be underrepresented voices on local development issues. (1, 2, 3)

## Grading Scale - Merits

*An average score of 3.5 is required for Catalyze SV to consider advocating full support for a project.*

1 = Fails to meet project review criteria

N/A = Category does not apply

2 = Meets some project review criteria

3 = Meets basic project review criteria

4 = Exceeds project review criteria

5 = Goes far beyond project review criteria