Exhibit 2

Topics Discussed:	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage	Building Scale	Architectural Style	Transit	Question	Recommended Changes to R3
GROUP 1			Use car-stackers, avoids issue of number of cars without having a lot of parking garges/surface lots; systems will get cheaper as people use	Important to engage with pedestrian access		Sitelines through large buildings (ex- central expresway at Moffitt)	How to be non-restrictive but not get ugly building? Allow interesting, but not too prescriptive.	Build a transit system, alongside building housing. (Given that there are concerns about increased traffic - can we build a transit system that can accomodate the increased density? existing transit isn't frequent enough, is not sufficient. we don't want to see the congestion that could result.)	Who is the governing body that decides what's allowed? - Is this going to be a council, how are things like rent control going to be determined, density, etc?	See Architectural Style (H3)
Cal			R3 currentlny has one space per unit and it causes issues with neighbors, things like garbage, sweeping - if we cut back parking too much, this is something that can be increased - Mixed neighborhoods this is potentially a problem	Add shade elements - trees, arcades			California style preferred			
				Keep nature of the area, do not remove heritage trees						

Topics Discussed:	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage	Building Scale	Architectural Style	Transit	Question	Recommended Changes to R3
GROUP 2			Support less parking			Block Scale construction: Option to the developer to arcade on top of sidewalk for better streetscape and pedestrian experience and allow the developer to build on top of the arcade canopy. This is used in many big City or Campus towns. Would definitely be zero setback development on the whole block along the street side.	Consider neighborhood character		How were various limitations chosen to raise or lower in lot testing scenarios?	
Diana (CITY)									How is architecture different from streetscape?	

Topics Discussed:	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage	Building Scale	Architectural Style	Transit	Question	Recommended Changes to R3
GROUP 3			support decoupling parking fees from land cost		Arcades to reduce setbacks while retainig space for travel (group agreement). Option to build in setback - avoids issues with public works dept. re: building in ROW)					Support increasing FAR limit
Roger			Excessive parking is detrimental to walkability.							See Frontage (F10)
			Different parking strategies: surface, basement, podium, lifts, etc. These have widely different costs per space. Incentives for basement parking, etc.?							Takes too long to get new apartments; need to make the process clear so that people can plan accordingly.
			Support decoupling of parking from unit; make it a choice. How this is implemented is important. Avoid losing provided spaces to non-residents							
			Parking regulations should be forward-looking. Possibility of more people relying on alternatives. Decoupling of parking will incentivize these.							

Topics Discussed:	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage	Building Scale	Architectural Style	Transit	Question	Recommended Changes to R3
GROUP 4	Start from small to big to create density without impacting the residential character inmediatly while moving step by step		What are you to do to protect parking residents? And not just commuters that are parking all day and all week? All the density jobs make this more difficult Parking permits would be nice and moving traffic to wider roads				Multifamily can be nice and effective Also Mixed use can be done in a beautiful way	Considerations between increase of density and how transit actually works today and in the next 10 years		Gradually change R3
Martin	Quality of life should be pleasant for both groups, in pro of more housing and not in pro. Let's try not to have a broad policy		Parking permits programs in scope?							City to think about how to make the process and change more pleasant so it's more acceptable
	We definitely need more housing and affordable,									The City needs more housing, zoning regulations that are thoughtful
										When things go project by project things never get done. Having standard sounds more efficient and straightforward

Topics Discussed:	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage	Building Scale	Architectural Style	Transit	Question	Recommended Changes to R3
GROUP 5	Concerns on density	how many R3 lots are infill projects?	parking creativity could give developers more options (i.e. podium)			Distribution of housing types is key				any considerations of reducing minimum lot size?
Soroush (CITY)	Is this kind of topic going to CNC? -Some are also not concerned about density.		parking was limited in some TODs, and there are gripes among residents - unbundling (of cars and parking) -flexibility - reducing minimum requirement could be helpful.							flag lots are an issue lot consolidation could be helpful
	concerns about density being clustered in specific locations									**See parking (D22)**
										It's striking how little you can do with the existing R3 standards

Topics Discussed:	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage	Building Scale	Architectural Style	Transit	Question	Recommended Changes to R3
GROUP 6	Mostly Block Scale: Higher densities can be supported		Concern on reducing parking - impact on adjacent properting and street parking adjacent uses that are lower density	Change in the short term and in the long term due to COVID	Especially with some articulation on street level	Increasing stories to 5 or 6 story buildings with setbacks on the higher stories	Developments with garages- garages become storage spaces rather than utilized parking Developments without garages- (surface level) tends to be more utilized			SB330- feasibility taken into account- make clear any assumptions regarding replacement requirements etc.
Anna (CITY)			Parking Permits- possibility to make reduced parking standards more acceptible	Concern on Garage entrance @street level, rather than other uses or residential entrances on street level		Concern of Massing on the back end if adjacencies onto lower density				FAR needs to increase for feasibility
and Joseph?			Reduced parking/unbundled parking doesn't guarantee that residents							
			Parking in newer areas where parking has been reduced parking has been contentious within the area							

Topics Discussed:	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage	Building Scale	Architectural Style	Transit	Question	Recommended Changes to R3
GROUP 8	Achieving affordability requirements allowed in 8-year prediction.	Consider allowing mixed-use near R3 zones. Need more Corner Stores and coffee shops, need more than just Castro Street.	Require underground parking garages to maintain sufficient number of parking spaces	Zoning and infrastructure. Schools, parks, roads. Should infrastructure come first? Or should it grow along with development?	Walkability as a priority + how it relates to front setback.	Sometimes upzoning near transity is at odds with the goal to look similar to Single-Family zones?	Require developer to enhance the quality of construction of the units for privacy, insulation, and comfort.	Make sure there is good density near transit.	Is it difficult to predict feasibility for the future?	
Beth			Transit-centered areas and Main Street, need fewer parking spots.							"I really liked the suggestions Opticos presented. I hope we can implement most if not all of them. "	

WORKSHOP 1

Information recorded from the Webinar Recording
https://mountainview.zoom.us/rec/share/xmBRxz4N3vFVFL8Gto6d99-
vlkqndolPPhbxiaocB1VTpKTeG0BCS8PbSj_fVO1f.9SCWVdTcyjN6b94z
Passcode: ZZ2@4DJY

Question	Additional Votes	People Voting (10/25/20)		
Q1				
	1	32	47%	a
		19	27%	b
		13	19%	c
		5	7%	d
		70	100%	

1) What do you think about the type of change needed in the R3 standards to achieve market feasibility? Select only one

a) Acceptable with context-sensitive design

b) Only acceptable if it produces more and varied housing choices

c) Only acceptable in certain locations

d) Not acceptable

Question	Additional Votes			
Q2				
			60%	a
			40%	b
			25%	c
			39%	d
			81%	e
			61%	f
		69		

2) In addition to the key standards that need to be addressed in this update of the R3, are there any that weren't mentioned but need to be included?
Pick all that apply

a) New trees along streetscape

b) Tree preservation

c) Carshare

d) Architectural style (e.g., Art Deco, Mid-Century Modern)

e) Better sidewalks/walkability/streetscapes

f) More/better transit options

Question Q3	Additional Votes		
		27	38% a
		13	18% b
		10	14% c
		21	30% d
		71	100%

3) Changes to parking standards are going to be necessary. Which of the following best describes your outlook on parking? Select only one

a) Support less parking for all developments along with unbundling of parking from each unit

b) Support less parking for all developments (1 space per unit) and less within short walking distance of transit

c) Support less parking (<1 space per unit) only when within short walking distance of transit

d) Do not support less parking than what is currently required

Question Q4	Additional Votes		
		20	29% a
		27	39% b
		22	32% c
		69	100%

4) There are several different character areas and adjacencies in the R3. How aware were you of this prior to this workshop? Select only one

a) Highly aware

b) Somewhat aware

c) Not aware

Question	Additional Votes			
Q5		20	29%	a
		26	38%	b
		19	28%	c
	2	WRITE IN	3%	d (all of the above)
	1	WRITE IN	1%	e (none of tha above)
		68	100%	

5) What areas of the R3 would you prioritize for change? Select only one

a) House-Scale Multi-Family

b) Block-Scale Multi-Family

c) Mixed Residential/Civic

Question	Additional Votes		
Q6		36%	a
		37%	b
		43%	c
		35%	d
		66	

6) In addition to needing more housing choices, what should the R3 prioritize? Select all that apply

a) Better streetscape

b) Better massing/scale

c) Better ground floor design along sidewalk

d) Better architecture

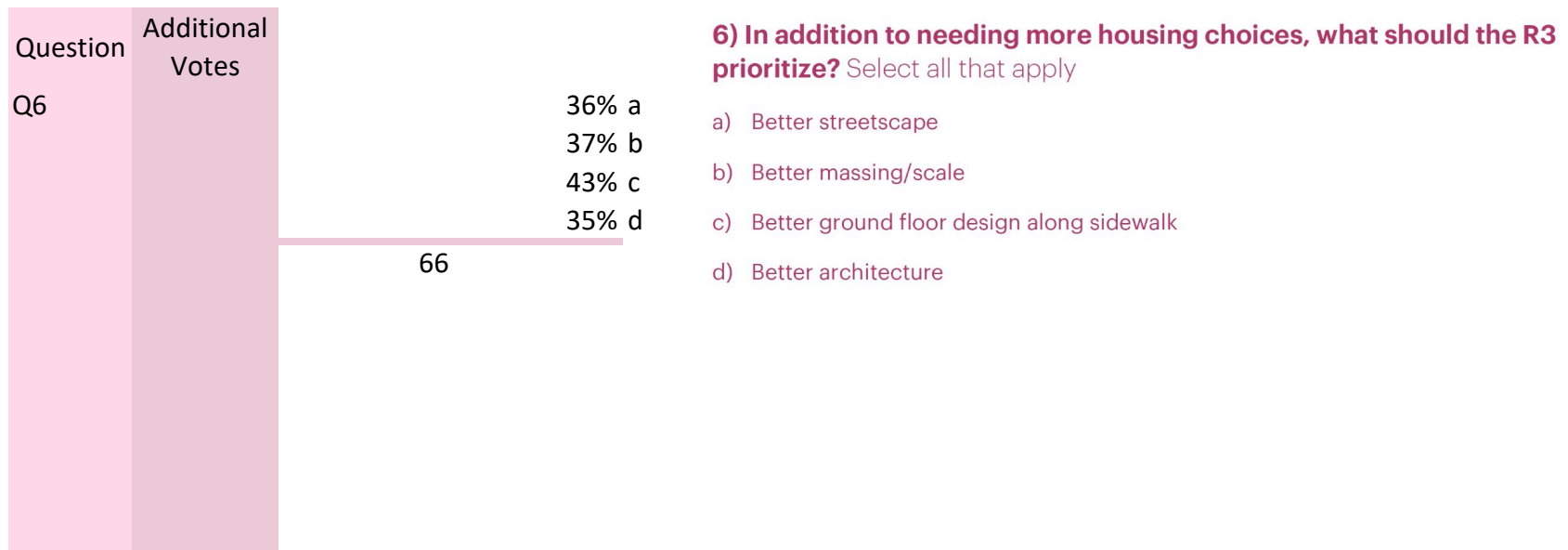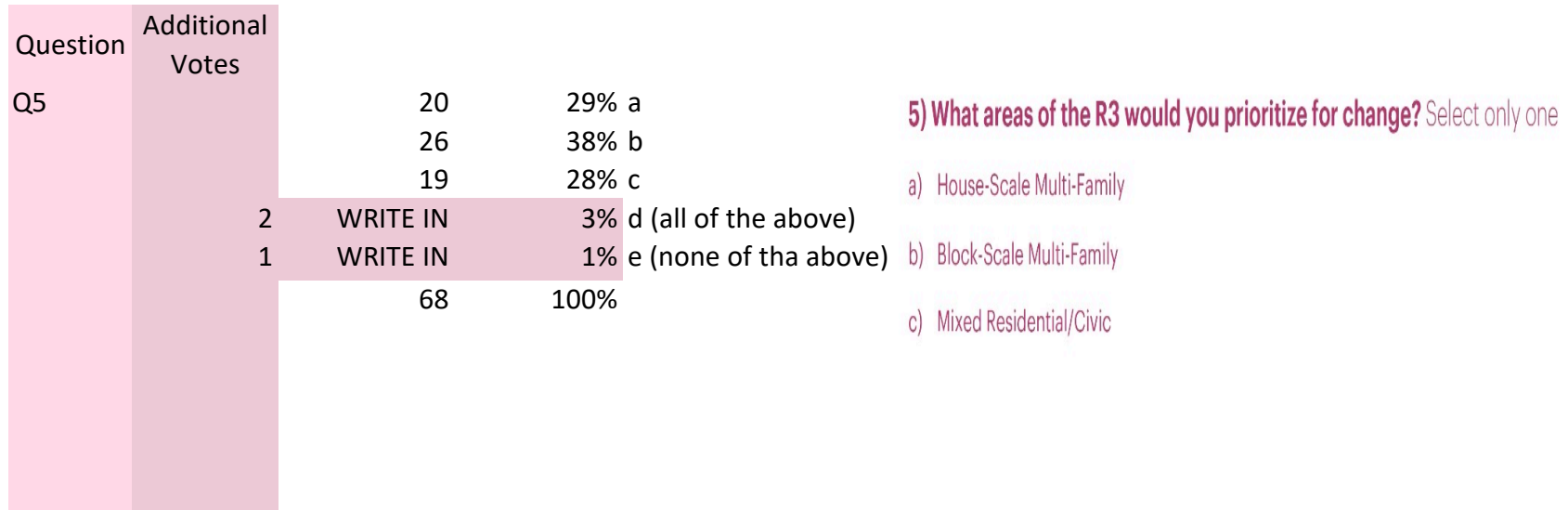| Row Labels	Responses - Count	Responses - %
Changes to parking standards are going to be necessary. Which of the following best describes your outlook on parking?	**71**	**15%**
Support less parking for all developments along with unbundling of parking from each unit	27	38%
Do not support less parking than what is currently required	21	30%
Support less parking for all developments (1 space per unit) and less within short walking distance of transit	13	18%
Support less parking (<1 space per unit) only when within short walking distance of transit	10	14%
How familiar are you with the R3 zone standards and the development patterns they have been encouraging?	**65**	**14%**
Not at all	28	43%
Somewhat familiar	25	38%
Very familiar	12	18%
In addition to needing more housing choices, what should the R3 prioritize?	**66**	**14%**
Better massing/scale	12	18%
Better streetscape	12	18%
Better ground floor design along sidewalk	7	11%
Better architecture	6	9%
Better streetscape;Better massing/scale;Better ground floor design along sidewalk;Better architecture	6	9%
Better streetscape;Better ground floor design along sidewalk	5	8%
Better streetscape;Better massing/scale	3	5%
Better massing/scale;Better ground floor design along sidewalk	3	5%
Better streetscape;Better architecture	3	5%
Better streetscape;Better massing/scale;Better ground floor design along sidewalk	2	3%
Better streetscape;Better massing/scale;Better architecture	2	3%
Better streetscape;Better ground floor design along sidewalk;Better architecture	2	3%
Better ground floor design along sidewalk;Better architecture	1	2%
Better massing/scale;Better ground floor design along sidewalk;Better architecture	1	2%
Better massing/scale;Better architecture	1	2%
In addition to the key standards that need to be addressed in this update of the R3, are there any that weren't mentioned but need to be included?	**69**	**15%**
New trees along streetscape;Better sidewalks/walkability/streetscapes;More/better transit options	7	10%
New trees along streetscape;Tree preservation;Architectural style (e.g., Art Deco, Mid-Century Modern);Better sidewalks/walkability/streetscapes;More/better transit options	6	9%
New trees along streetscape;Tree preservation;Architectural style (e.g., Art Deco, Mid-Century Modern);Better sidewalks/walkability/streetscapes	6	9%
Better sidewalks/walkability/streetscapes	6	9%
Better sidewalks/walkability/streetscapes;More/better transit options	5	7%
New trees along streetscape;Tree preservation;Carshare;Architectural style (e.g., Art Deco, Mid-Century Modern);Better sidewalks/walkability/streetscapes	3	4%
New trees along streetscape;Tree preservation;Better sidewalks/walkability/streetscapes;More/better transit options	3	4%
New trees along streetscape;Tree preservation;More/better transit options	3	4%
New trees along streetscape;Better sidewalks/walkability/streetscapes	3	4%
Carshare	2	3%
New trees along streetscape;Tree preservation;Carshare;Architectural style (e.g., Art Deco, Mid-Century Modern);Better sidewalks/walkability/streetscapes;More/better transit options	2	3%
New trees along streetscape;Carshare;Better sidewalks/walkability/streetscapes;More/better transit options	2	3%
Carshare;Architectural style (e.g., Art Deco, Mid-Century Modern);Better sidewalks/walkability/streetscapes	2	3%
New trees along streetscape;More/better transit options	2	3%
Carshare;Better sidewalks/walkability/streetscapes;More/better transit options	2	3%
Tree preservation;Better sidewalks/walkability/streetscapes;More/better transit options	2	3%
Architectural style (e.g., Art Deco, Mid-Century Modern);Better sidewalks/walkability/streetscapes	1	1%
Carshare;Better sidewalks/walkability/streetscapes	1	1%
Architectural style (e.g., Art Deco, Mid-Century Modern);Better sidewalks/walkability/streetscapes;More/better transit options	1	1%
More/better transit options	1	1%
Tree preservation	1	1%
New trees along streetscape;Architectural style (e.g., Art Deco, Mid-Century Modern);Better sidewalks/walkability/streetscapes;More/better transit options	1	1%
New trees along streetscape;Tree preservation;Carshare;Better sidewalks/walkability/streetscapes;More/better transit options	1	1%
New trees along streetscape;Tree preservation;Architectural style (e.g., Art Deco, Mid-Century Modern);More/better transit options	1	1%

Carshare;More/better transit options	WORSHOP 1	1	1%
New trees along streetscape;Tree preservation;Better sidewalks/walkability/streetscapes		1	1%
Tree preservation;Carshare;Architectural style (e.g., Art Deco, Mid-Century Modern);More/better transit options		1	1%
Architectural style (e.g., Art Deco, Mid-Century Modern)		1	1%
New trees along streetscape;Carshare;Architectural style (e.g., Art Deco, Mid-Century Modern);Better sidewalks/walkability/streetscapes;More/better transit options		1	1%
There are several different character areas and adjacencies in the R3. How aware were you of this prior to this workshop?		**69**	**15%**
Somewhat aware		27	39%
Not aware		22	32%
Highly aware		20	29%
What areas of the R3 would you prioritize for change?		**65**	**14%**
Block-Scale Multi-Family		26	40%
House-Scale Multi-Family		20	31%
Mixed Residential/Civic		19	29%
What do you think about the type of change needed in the R3 standards to achieve market feasibility?		**69**	**15%**
Acceptable with context-sensitive design		32	46%
Only acceptable in certain locations		19	28%
Only acceptable if it produces more and varied housing choices		13	19%
Not acceptable		5	7%
Grand Total		**474**	**100%**

Discussion Question	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage/ Setbacks	Building Scale/ Transitions	Architectural Style	Transit	Against Changes	Pro Changes to R3
GROUP 1 / Tony, Megan, Martin (City)										
Discussion 1 **Which areas of the R3 zone do you support change from the existing physical character?**			California Street.- Worried about 1:1 parking, already tight on	California Street - should keep current public space					El Camino - Concerned about R1 properties abutting without transitions	California Street (Apartment Corridor), Large parcels north of expressway, restrictive zoning,
Discussion 2 **What type of change do you support in these areas?**	Prioiritize Density over open space + FAR; Current Density is very very low			Roof decks cause noise issues; roof decks are great! And balconies- they let developers get the most, espcially when we are already squeeing developers from both ends;			Priority predictable regulations + additional units over open space + grade			
Discussion 3 **In areas where you have concerns, what type of change could you support?**	-	-	-	-	-	-	-	-	-	-
Discussion 4 **Where are transition strategies important to you?For example, requiring a combination of the building stepping down in height with massing breaks on facades to avoid a monolithic façade. (rank in importance: 1 most to 5 least)**						Transitions to occur across streets (natural boundaires and buffers), not in backyards; Backyard adjacencies cause cast shadows				
Discussion 5 **What other transition strategies are important to you? (rank in importance: 1 most to 5 least)**					No frontage setbacks, maybe some side setbacks	Upper story setbacks don't do much (depends on design)				See Castro + El Camino's building as a good setback example (group divided on this, 1 yes 1 no, 1 abstains)
Discussion 6 **The City is studying increased building sizes in the R3 zone which could include taller buildings with larger footprints.** **What strategies do you prefer to address increased building size?**							articulation requirements are not effective - simpler is better; Albert disagrees "it all depends on the deisng"			

Discussion Question	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage/ Setbacks	Building Scale/ Transitions	Architectural Style	Transit	Against Changes	Pro Changes to R3
GROUP 2 / Martin (Opticos) + Elena (City)										
Discussion 1 **Which areas of the R3 zone do you support change from the existing physical character?**			Think outside the box, consider parking requirement with more intense development. Require developers to build underground garages to meet needs					More intense areas with transit-oriented areas (support change everywhere)		up-zone near El Camino Real to Bayshore, every parking lot
Discussion 2 **What type of change do you support in these areas?**				Better streets, walkable places and more trees		Sensitive transition to lower density areas		Better bike; Higher density wont work with good public transit, consider City Shuttle		infrastructure, transit, parking, services, open spaces
Discussion 3 **In areas where you have concerns, what type of change could you support?**				More trees/upgraded sidewalks		Green areas can help with transition from small to large buildings	Regulation of Architectural Styles, we want to see nice desgins			
Discussion 4 **Where are transition strategies important to you?For example, requiring a combination of the building stepping down in height with massing breaks on facades to avoid a monolithic façade. (rank in importance: 1 most to 5 least)**	**See Public Realm (E15)**	Response to low, med and high neighborhoods accordingly,		Open space, consider Vancouver examples; density and attractive open spaces including frontages, consider limitations in height with this example; Better use of roofs, solar panels, green area	**See Public Realm (E15)**	need a mild transition into the zoning				
Discussion 5 **What other transition strategies are important to you? (rank in importance: 1 most to 5 least)**	-	-	-	-	-	-	-	-	-	-
Discussion 6 **The City is studying increased building sizes in the R3 zone which could include taller buildings with larger footprints.** **What strategies do you prefer to address increased building size?**	What if you replace with R3 with R4?					Ok with higher intensity as long as context is considered				

Discussion Question	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage/ Setbacks	Building Scale/ Transitions	Architectural Style	Transit	Against Changes	Pro Changes to R3
GROUP 3 / Joseph + Drew										
Discussion 1 **Which areas of the R3 zone do you support change from the existing physical character?**	Middle density is important — duplexes, etc.									Everywhere! Especially where it is most feasible.
Discussion 2 **What type of change do you support in these areas?**	Form-Based zoning is exciting — especially as regards removing dwellings-per-acre limitations.	Upzone areas adjacent to existing R3 zones, especially near transit.		Open space alternatives such as roof decks and balconies are supported		Support for setbacks if its a compromise with surrounding neighborhoods regarding their concern about building size/height,		More housing, especially near transit. Improved bike and pedestrian infrastructure — greener forms of mobility. Consider trading parking for bike lanes.		More units is #1 priority, affordable is a priority
Discussion 3 **In areas where you have concerns, what type of change could you support?**				More trees and upgraded sidewalks to promote a more walkable city design			support regulating architecture if it means a more streamlined/expedited approvals process; other disagrees "Architectural standards may not be necessary — buildings will be around for a long time"; Appreciate characteristic architectural style (ex: Paris) but there may not be enough consensus to determine appropriate styles	Transportation improvements should not get tied up by slower housing production, or vice versa — pursue each independently		
Discussion 4 **Where are transition strategies important to you? For example, requiring a combination of the building stepping down in height with massing breaks on facades to avoid a monolithic façade. (rank in importance: 1 most to 5 least)**						"none of the above" option —transitions do not serve the purpose of providing a transition that adjacent neighborhoods will be happy with, so it does not seem worth it to limit housing using a tool that doesn't provide the benefit it is meant to provide.	Let architect do their job, don't mandate from above, don't need a one-size-fits-all			
Discussion 5 **What other transition strategies are important to you? (rank in importance: 1 most to 5 least)**		Rezoning to put more R3 next to R3 to reduce need for transition.		Landscaping/trees (currently have a reduced tree population)		There is a difference in perception between when a balcony/window in R1 overlooks an R1 lot (perceived as OK) compared to an R3 overlooking an R1 lot (perceived as problem); Stepback of upper stories				
Discussion 6 **The City is studying increased building sizes in the R3 zone which could include taller buildings with larger footprints.** **What strategies do you prefer to address increased building size?**					Stoops/porches are a good option — specifically because they improve the walkability of a place	Larger buildings are a positive (more housing) and should be encouraged.				

Discussion Question	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage/ Setbacks	Building Scale/ Transitions	Architectural Style	Transit	Against Changes	Pro Changes to R3
GROUP 4 / Amanda + Mitali										
Discussion 1 **Which areas of the R3 zone do you support change from the existing physical character?**		higher intensity near walkable centers, amenities, open spaces/ parks								California - Villa and Mountainview Ave - What else is in the neighborhood? Site by site (referenced Xs from presentation) - Rengstorff, Sierra Vista, Google campus
Discussion 2 **What type of change do you support in these areas?**	R3 lots underutilized, mixed with R1			not in favor of open space in the area		in favor of sensitive transitions to lower density areas (massing slide)	character of neighborhoods maintained while expanding housing units (more dense)			
Discussion 3 **In areas where you have concerns, what type of change could you support?**			change that includes more realistic look at parking (ex. 2 single people in 2 bdrm will have 2 cars)							
Discussion 4 **Where are transition strategies important to you?For example, requiring a combination of the building stepping down in height with massing breaks on facades to avoid a monolithic façade. (rank in importance: 1 most to 5 least)**	high density in a clump and then a greenspace - look at other options that don't focus on individual site			roof decks seem monolithic vs spaces between buildings more like single family		along the street frontage where step down is most important; sides are important, depending on what's in the back and side of the building (ex. single family home, hwy)	preserve neighborhood character, community, and open space			
Discussion 5 **What other transition strategies are important to you? (rank in importance: 1 most to 5 least)**	-	-	-	-	-	-	-	-	-	-
Discussion 6 **The City is studying increased building sizes in the R3 zone which could include taller buildings with larger footprints.** **What strategies do you prefer to address increased building size?**							Add design/ architecture consistent with the neighborhood despite size - "El Camino look" may not fit into other areas			

Discussion Question	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage/ Setbacks	Building Scale/ Transitions	Architectural Style	Transit	Against Changes	Pro Changes to R3
GROUP 5 / Roger + Cal										
Discussion 1 **Which areas of the R3 zone do you support change from the existing physical character?**					A lot has been built on el camino already, but we don't want it to look like what Palo Alto (the lack of setbacks)					California Avenue, over time - not rapid, but potentially areas along California - many apartments are really old near Rengstorff and Rich Ave (off El Camino Real)
Discussion 2 **What type of change do you support in these areas?**	But still very importatn to add density					sensitive transitions to lower density areas	we do not want to be a city of apartment buildings! We need condos, townhouses, single family houses. We want to come up with standards that can be applicable to condos, houses (things that have to do with ownership),	Improve bike pedestrian infrastructure in order to accomodate lower parking		
Discussion 3 **In areas where you have concerns, what type of change could you support?**			alternative strategies like tandem parking that should be considered; parking lifts, reducing parking standard support existing character	encourage open space and tree design without being too prescriptive Green infrastructure*** support street trees infrastructure. if possible/where possible, recommending for climate ready trees and natural landscaping, continguous green spaces similar building	mental health - frontage design - any social connectedness, neighborhood relations can be achieved with active frontages and building types		architectural character - siding materials, style of windows,spacing, entrances, walkways, how they integrate with sidewalks and greenways - keep standard - doesn't have to 'match' but be deliberate, have firm direction but is cohesvie - relating, not copying regulation of architectural styles - to keep consistent consistency within each neighborhood. can we encourage development that activates 'healthier behaviors' - multi fam residences - activate walking, biking, scootering, safety in neighborhoods so you could do that.	bike and pedestrians infastructure		
Discussion 4 **Where are transition strategies important to you?For example, requiring a combination of the building stepping down in height with massing breaks on facades to avoid a monolithic façade. (rank in importance: 1 most to 5 least)**				not sure if the type of roofs really does more to help with the goal		Stepping between the sides of buildings can be limiting if there is redevelopment - accounting for the sun and other natural elements can be more important (potentially views); solar panels step back with upper stories can be helpful - but not so sure it should depend on this				all of the above examples (Between the sides of buildings • Along the rear of lots • Along the street frontage • Depends on the height of the building

Discussion Question	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage/ Setbacks	Building Scale/ Transitions	Architectural Style	Transit	Against Changes	Pro Changes to R3
Discussion 5 **What other transition strategies are important to you? (rank in importance: 1 most to 5 least)**				trees	we don't want increasing setbacks! It's relevant to the adjacent properties taht is more important.					
Discussion 6 **The City is studying increased building sizes in the R3 zone which could include taller buildings with larger footprints.** **What strategies do you prefer to address increased building size?**					stoops, porhces (functional frontages) are much better ideas - not just aspects of the facade, really build in sociability make the whole building more accessible- include smaller scale details like stoops and porches that are both functional and helpful	standards might be too limiting - really has to depend on the size of the standard - should be appropriate to size of lot				

Discussion Question	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage/ Setbacks	Building Scale/ Transitions	Architectural Style	Transit	Against Changes	Pro Changes to R3
GROUP 6 / David (LWC) + Singeh										
Discussion 1 **Which areas of the R3 zone do you support change from the existing physical character?**	Few high density areas in the city; GP does not provide for long term, just waivers; Need community input to change GP; need to understand logic behind planning for future								555 Middlefield (is R4) will impact neighbors; taking too long to complete (5 years), removing trees; adding 3-story parking garages, no need to double intensity; will impact a small culdesac; ill conceived project in the wrong place; should be in higher density areas that can support traffic, noise; it's in the center of a middle density area Two people defend Middlefield project - Middlefield project helps	Add density along RR, arteries (El Camino, Expressway); may not be close enough to transit so need to fix that first
Discussion 2 **What type of change do you support in these areas?**		R3 can be a safety valve to relieve pressure from higher intensity areas like R4	free and easy on-street parking	Maintain trees	improved pedestrian environment...these are already part of Planning process but due to pressures there are exemptions and waivers					Moffett Blvd has lots of dev but commercial is underused (high rent?)
Discussion 3 **In areas where you have concerns, what type of change could you support?**	-	-	-	-	-	-	-	-	-	-
Discussion 4 **Where are transition strategies important to you? For example, requiring a combination of the building stepping down in height with massing breaks on facades to avoid a monolithic façade. (rank in importance: 1 most to 5 least)**		Prioritize how bldg relates to its neighbors more than relationship to the Street								
Discussion 5 **What other transition strategies are important to you? (rank in importance: 1 most to 5 least)**										
Discussion 6 **The City is studying increased building sizes in the R3 zone which could include taller buildings with larger footprints.** **What strategies do you prefer to address increased building size?**										

Discussion Question	Density	Adjacency	Parking	Public Realm/ Open Space	Frontage/ Setbacks	Building Scale/ Transitions	Architectural Style	Transit	Against Changes	Pro Changes to R3
GROUP 7 / Diana (City), Beth, Stefan										
Discussion 1 **Which areas of the R3 zone do you support change from the existing physical character?**										Walking distance of Google Plex (san antonio + central roads) Wisman Station and to the West - near Central Park. Single Family's neighbor response. Near Caltrain Stations El Camino (the transit cooridor)
Discussion 2 **What type of change do you support in these areas?**	goal of high density		Put in parking that is needed/realistic. Reduce parking + put in paid street parking? (supports parking reduction)							
Discussion 3 **In areas where you have concerns, what type of change could you support?**	Need to allow for additional unit count, because redevelopment is inevitable (seconded)					Regarding stepping down. Where will transitions happen? Answer: where adjacent to other zoning district.				
Discussion 4 **Where are transition strategies important to you?For example, requiring a combination of the building stepping down in height with massing breaks on facades to avoid a monolithic façade. (rank in importance: 1 most to 5 least)**					Frontage design is more important than massing breakdown.	Oppose stepbacks along frontage - specifically in commercial zones (arcades welcome).				
Discussion 5 **What other transition strategies are important to you? (rank in importance: 1 most to 5 least)**	How will this impact the other Precise Plan? Understand what ancillary impacts will be?						Do not over-do standards, but do avoid 6-story monolithic structures.			
Discussion 6 **The City is studying increased building sizes in the R3 zone which could include taller buildings with larger footprints.** **What strategies do you prefer to address increased building size?**										

method recommendation- meet with local residents to discuss. Bruce England offered to meet "offline", he's in favor but he knows the neighbors

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GROUP 8 / Karen (LWC) + Xenia										
Discussion 1 **Which areas of the R3 zone do you support change from the existing physical character?**				In support to increase air quality and green areas. Mountain View ''the city of trees'' has lost many heritage tress already, there is a noticeable change in air quality since I have moved into mt view. (Leslie)					Cypress area – too much construction , too much noise	Rengstroff corridor could support changes to the existing physical character (Dana) El Camino real – not a lot of open space, too much noise etc
Discussion 2 **What type of change do you support in these areas?**				People moved here for the open space.		Sensitive transitions to lower density. In Los Altos it was important to accommodate transitions. When smaller lots get blocked by gigger buildings get really undesirable. Some lots are more appropriate than other.				Attract people that want to stay in the area, not just renters – more stable population. - Dana as a renter feels that it is her only way because of the great unaffordability. She is not less dedicated than any other homeowner. She cannot be possible to buy a house otherwise. This status is not sustainable for her generation
Discussion 3 **In areas where you have concerns, what type of change could you support?**						It would be better to step down to neighboring properties and add more tress	More Regulation of the architectural style and better sidewalks			
Discussion 4 **Where are transition strategies important to you? For example, requiring a combination of the building stepping down in height with massing breaks on facades to avoid a monolithic façade. (rank in importance: 1 most to 5 least)**		We cannot answer the question before we know to what it is adjacent to. It might be either a single-family home or an apartment building. It is context specific.								
Discussion 5 **What other transition strategies are important to you? (rank in importance: 1 most to 5 least)**		In some cases, stepback might be not as important as in other places. Breaking up the R3 zone depending on the adjacencies.		Trees!		Define the stepback of the upper stories especially along the street - The landscaping and tress it feels is going away				
Discussion 6 **The City is studying increased building sizes in the R3 zone which could include taller buildings with larger footprints.** **What strategies do you prefer to address increased building size?**					The string pedestrian/ ground floor design elements – the part that allows for greenery makes it more pleasant. And pleasant for people that have kids.	stepback of the upper stories.	Depends on the size of the building and the size of the land and what it can support.			

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GROUP 9 / Diana (City) + Jen (LWC)								Near public transit; Moffit; towards Sunnyvale, by Caltrain - VTA light rail stops		Area near Googleplex, north of 101 - Area across from Bayshore freeway (just south of Bayshore Fwy) - Major corridors - Whisman area - near Google employees also - closer to office developments - Rengstorff - Near public transit; Moffit; towards Sunnyvale, by Caltrain - Darker purple areas except when adjacent to single family areas
Discussion 1 **Which areas of the R3 zone do you support change from the existing physical character?**	Tradeoffs with aesthetic vs. people trying to find a place to live - some value more units over aesthetics		If reduce parking in area w/o parking permits will impact existing residents; discuss what's fair	Rooftop decks could be incompatible with single family nearby Trees help to soften transition		Sensitive transitions to lower density (next to single story home) - stepping up looks out-of-scale, privacy issue, looking into yards below Do transitions well, should be material step-back, not minor step-back; needs to be in scale Use to have 45 degree step back angle; Terra Bella - denied bc not adequate transitions show transitions that work well	similar looking buildings, but with more units	Improving bike & ped infrastructure, narrowing streets, slow traffic		
Discussion 2 **What type of change do you support in these areas?**			Great aesthetics w/o parking/garage facing the street; reduce parking to get better design/building frontage Parking w/ COVID/post-COVID - future level of transit use TBD; in places where pandemic has subsided, transit use has resumed (as well as walking and biking)	Ok to eliminate open space, but change street from being car-centric so a place people want to be; making streetscape part of the community's open space Private open space vs. community open space If reduce amount of private yard open space, set aside more community park space; but park space/cost is expensive (fee on development - makes development infeasible) connectivity to trails too in lieu of private open space						
Discussion 3 **In areas where you have concerns, what type of change could you support?**					street frontage (agree - eyes on street; commercial on 1st floor for activity), rear (not block sun) (agree)					

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