

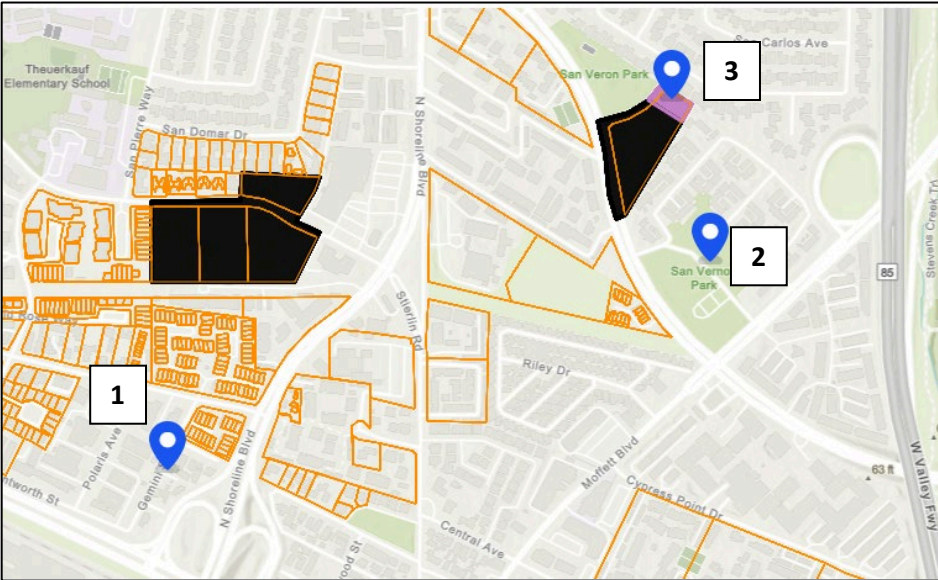
Public Comments Received on Collaborate Mountain View

R3 Change Areas

The following sections show map comments regarding the R3 Change Areas.

<u>East of Downtown</u>	
<p>1. R3 parcels near train stations (Downtown and Moffett) should be zoned at max density under R3 to maximize use of transit and the walkable businesses.</p>	<p>Daniel Hulse</p>
<p>2. Recommend re-allocating density change areas to other parts of the city not next to freeways. Development should *also* be encouraged in places where tenants *don't* have to huff tire particles.</p>	<p>Daniel Hulse</p>
<p>3. Seems like a decent area, I think there's a mix of medium sized developments here some may be more interested in redevelopment than others</p>	<p>Adam</p>
<p>4. Consider making the downtown r3 pockets be its own change area</p>	<p>Adam</p>

Shoreline Blvd/Middlefield Rd Area



1. The intersections (Gemini St/Jackson St, Gemini St/Asbury Way, Gemini St/Washington St) are all surrounded by R3 zones, while this area is R1 zone. what is the process to file for a conversion request ? R1 to R2/R3.

VM

2. Shouldn't this label be Shenandoah Square? The green area shown is currently open space but not a city park.

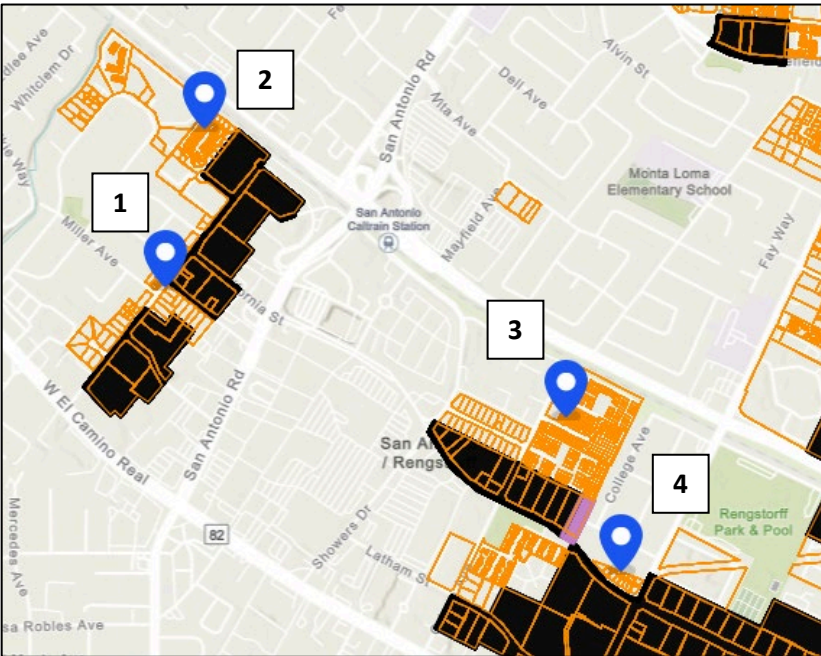
Albert

3. I question whether a 100 ft wide transition zone is sufficient to preserve the privacy of the adjacent single story homes. I disagree with the current defacto standard of a 45 degree daylight plane. I think it should be 30 degrees or less, so that a buffer of twice the building's height is used. There are many examples around the city where the current transition standards are insufficient.

Albert



West of Rengstorff Ave



1. I don't understand why change areas 1 and 2 aren't contiguous. This is all one area, leaving these here will create an ugly gap of smaller, older buildings.

Daniel Hulse

2. Extend densification out this way. Recommend placing easements to enable better ped access to San Antonio Station.

Daniel Hulse

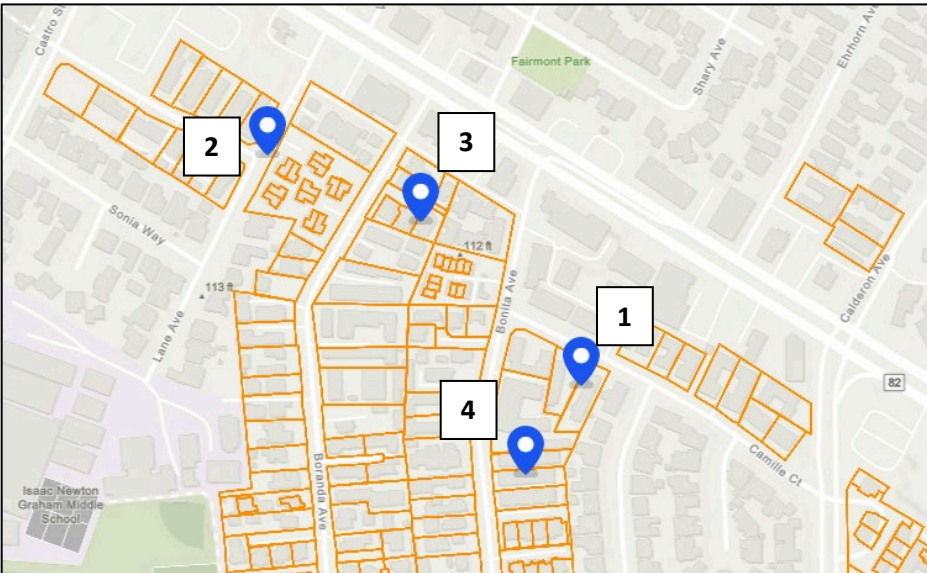
3. This is way too close to the caltrain station but to be anything other than max density R3. Why hold things back?

Daniel Hulse

4. There is already a severe shortage of parking for the existing apartment units in this area. What requirements is the City putting in place to ensure developers provide adequate parking for the increased density in units?

Tklm02

South of El Camino Real



1. All of this side of Bonita should be a transition area as they are defined. They back up to R1 properties on Nilda. We also will have huge parking issues if the number of units on Bonita grow (especially with the talked about minimal parking requirements) as the parking for new units will flow around to Nilda and R1 Bonita blocks that already have crowded street parking.

Jess

2. The areas adjacent to El Camino will all face significant parking issues because of the developments happening in the corridor with reduced parking requirements, causing overflow into adjacent streets. For ex. development at the Chase Bank lot.

Toni

3. Maximize development on the ECR corridor (north and south side) to encourage use of 522 and 22.

Daniel Hulse

4. Upzoning this area to R3 would create serious issues for safety, infrastructure, and neighborhood character. Here's why: Massive Scale Mismatch – Proposed 4-story buildings will dwarf adjacent 1-story homes. The small 5,500 sq. ft. lots on Nilda mean rear setbacks won't prevent these structures from overwhelming existing homes. Severe Sunlight & Privacy Loss – Bonita buildings will block all afternoon sun by 2 PM, leaving Nilda backyards in full winter shade. Residents will lose privacy as towering units loom over fences. Traffic & Parking Nightmare – Bonita is already Cuesta Park's densest SFH street. Adding 100+ units (200+ cars) without parking will lead to extreme congestion. No alternative parking exists—Bonita dead-ends, and Hans & El Camino can't absorb the overflow. Loss of Neighborhood Character – This area is a quiet, single-family neighborhood, not a transit hub.

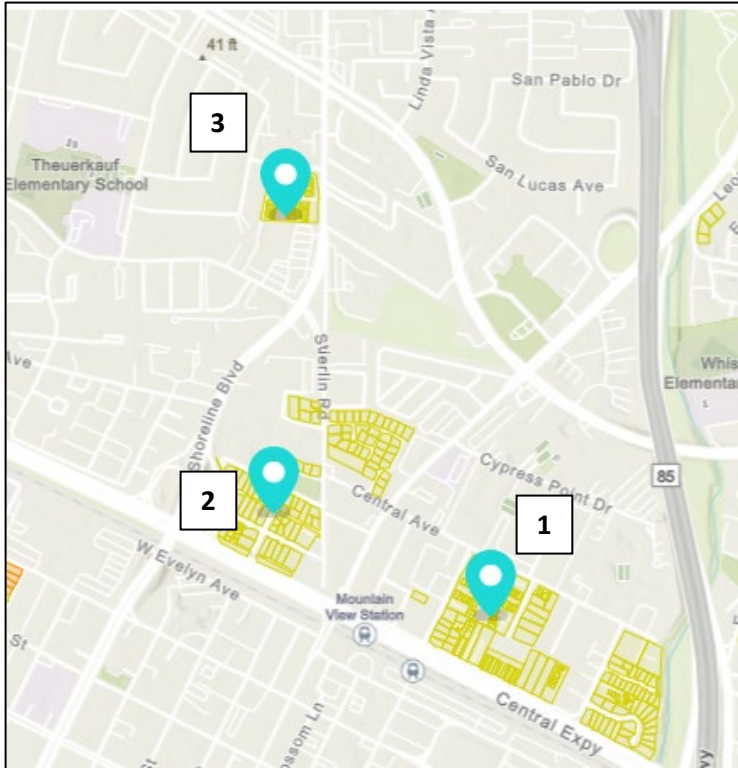
Cramming R3 developments into a low-density street with no overflow options will fundamentally alter the character of Cuesta Park. Conclusion This upzone is misaligned with the city's stated goals of transit-oriented, well-integrated housing growth. Instead of a blanket R3 designation, the city should consider more appropriate, gradual density increases that respect Cuesta Park's scale and infrastructure. Would love to discuss this further and explore smart growth alternatives that balance housing needs with livability for current and future residents. Nilda is just a lot of small lots with SFH and is going to be overwhelmed with even one 4-story building (density bonus!) on that east side of Bonita!

andersonsteve

R2 Areas to Include in R3

The following sections show map comments regarding the R2 Areas to Include in R3.

North of Downtown



1. Support conversion to R3 (1) as transit-supporting measure (2) to mesh with Moffett Precise Plan effort and (3) to drive activity downtown

Daniel Hulse

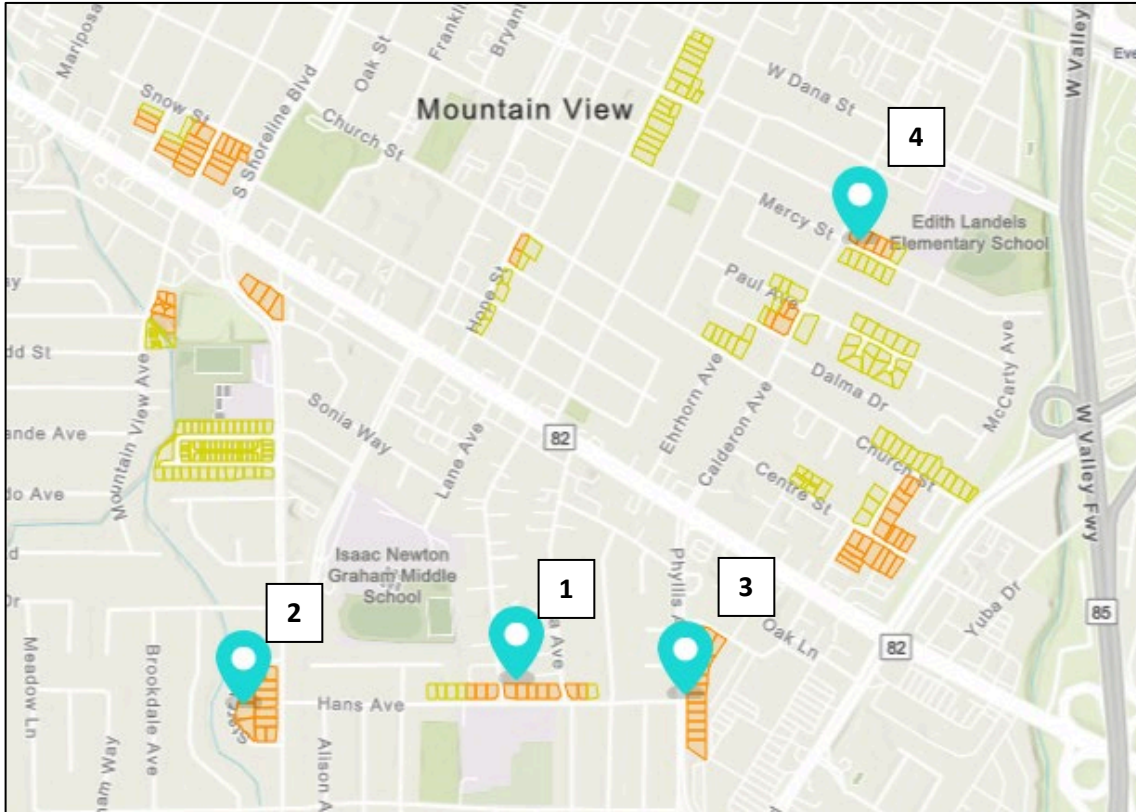
2. This r2 area seems like a good candidate to consider including in r3 at r3a or b. Very close to medium density at central expressway and moffett, near the moffett precise plan change area and future developments

Adam

3. This is near one of the proposed change area and is mostly one development, consider adding to a r3 category ?

Adam

South and East of Downtown



1. This location might seem ideal due to its proximity to R3s, but in reality, it's a terrible choice. The street is already packed with kids biking to Graham, many of whom are regularly doored by parked cars. Pedestrian traffic is also heavy due to the nearby schools. With parking requirements eliminated, street parking will inevitably increase on both sides, further squeezing space needed for drop-offs, bicyclists, and pedestrians. Adding more volume to an already congested and hazardous block—especially during school drop-off and pick-up times—is a recipe for disaster. I walk this area regularly, and parking is already a chaotic mess.

andersonsteve

2. lol, this is kind of cheating by saying it's not adjacent because it's across the street.

andersonsteve

3.

1. Unsafe for School Traffic (Bikers & Pedestrians) This section of Phyllis Avenue and Pamela Drive is a key route for students biking and walking to Graham Middle School and nearby elementary schools. The street already experiences frequent "dooring" incidents, where parked cars open their doors into passing cyclists. Pedestrian crossings at Hans Ave, Phyllis Ct, and Pamela Dr are already busy, and more

density would further strain these routes. 2. Increased Congestion at School Drop-Off/Pick-Up Graham Middle School's catchment area sends many students through this corridor. Morning and afternoon peak times are already difficult—more density means more cars fighting for space when children are most vulnerable. 3. Parking Will Spiral Out of Control Current street parking is already maxed out. Many of the existing homes rely on street parking. If new multi-family developments don't provide parking, residents will park on both sides of Phyllis Ave and Pamela Dr, further reducing space for bikers, pedestrians, and emergency vehicles. Nearby cul-de-sacs like Katie Ct and Phyllis Ct could also see overflow parking pressure, impacting current residents. 5. Neighborhood Character Mismatch This area consists of single-family homes and townhouses that fit a suburban, family-oriented character. An upzone to R3 could result in bulkier multi-unit buildings that do not match the existing neighborhood scale.

andersonsteve

4. Consider making all r2 in central mtv between central expressway and el Camino part of one of the r3 zones. This would align some density with the high amenities area and walkable transir. Maybe r3a for the ones near single family and r3b for the others ?

Adam

[General Comments About R3 Zoning District Update](#)

Joe J.

Please ensure sufficient parking requirements on the new builds to not overly burden the existing neighborhood. Additionally, some thought on solar panels shading on the immediate neighbors should be looked at as well.

Ryan Doherty

Love that we're doing this and I think we should go denser, above 12 stories and remove any parking requirements. Make it all mixed use and have other regulations about noise and pollution keep businesses in check. Density is the #1 way we can improve housing costs, reduce traffic and build a better Mountain View!

Bryan L

I think it's great the city is looking at densifying and reducing barriers to building more/taller/higher. I support of reduced parking requirements and more "walkable" feel -- though I recognize this is hard to do given how car-centric Silicon Valley is. Are there parallel efforts to improve walk/bike-ability and ensure high frequency transit? Is there additional densification possible near the two Caltrain stations?

David W

I'd also echo the comment about more high density residential near the CalTrain stations. Really I can't imagine any upper limit on height within a 5 or 10 minute walk from a Caltrain station, considering the billions the state is spending on building and improving that infrastructure.

Daniel Hulse

My general comments is that I support the densification effort, but it's not clear why these parcels were chosen for change. As long as we aren't doing a uniform densification you would want, parcels should be densified more in proximity to train stations and high-quality bus routes (ECR, VTA Orange Line, Caltrain). Right now, it seems like we're fine allocating R3 to areas next to freeways and highways that subject tenants to environmental pollution in the form of tire particulates--exactly the kind of land use conflict that is supposed to avoid. If we're fine subjecting tenants to that, why aren't we also fine with subjecting homeowners in high-resource areas (downtown, south of el camino etc) to living next to tall buildings? Fairness means we shouldn't be exempting certain people from change just because they have more resources to complain. Additionally, the whole point of zoning (as opposed to precise plans) is just letting the chips fall where they may and not having to micromanage development. So overall I support a more uniform densification for the sake of fairness, and especially more density in transit-supporting parcels.

Daniel Hulse

It seems like not very many R2 parcels are being converted to R3. Why not convert the parcels downtown and next to the Caltrain station?

Mt View citizen

I think it's great the city is looking at how to make housing more affordable and I want to share my appreciation for all the time and thought you're putting into this. My big concern is safety and not making parking and traffic worse than it already is. Two of the streets that are chosen- Bonita and Boranda (and I'm sure others I'm not familiar with) are streets elementary and middle school students are crossing to get to school. Putting so much more traffic on those roads that have one main outlet (El Camino) concerns me for their safety. The city should watch one morning or afternoon what this looks like so they understand the number of kids using these routes. Additionally, parking is already an issue on those streets and spills over onto surrounding streets. It's nice to think people won't have a car but I don't believe we're there yet. We don't have a transit system in that area to support that change. So I would proceed cautiously. Try one or two of these in different areas, please don't put a lot of them on one street.

Isaac Stone

I understand it is unlikely condos and rowhome areas will be redeveloped. So it doesn't maybe make sense to count these areas towards RHNA - but I don't see the sense in excluding these areas from higher density zones only for that reason. Zoning changes only happen once in a few decades, after all. There is a non-zero chance within that time some one or two of these areas will build homes - but only if we let it happen! Anywhere that makes sense should have higher density zoned

Bing Li

Upzoning some of the proposed Cuesta Park Streets to R3 would create serious issues for safety, infrastructure, and neighborhood character. Here's why: Massive Scale Mismatch – Proposed 4-story buildings (what you get with density bumps) will dwarf adjacent 1-story homes. The small 5,500 sq. ft. lots on Nilda mean rear setbacks won't prevent these structures from overwhelming existing homes. Severe Sunlight & Privacy Loss – Bonita buildings will block all afternoon sun by 2 PM, leaving Nilda backyards in full winter shade. Residents will lose privacy as towering units loom over fences. Traffic & Parking Nightmare – Bonita is already Cuesta Park's densest street. Adding 100+ units (200+ cars) without parking will lead to extreme congestion. No alternative parking exists—Bonita dead-ends, and Hans & El Camino can't absorb the overflow. Loss of Neighborhood Character – This area is a quiet, single-family neighborhood, not a transit hub. Cramming R3 developments into a low-density street with no overflow options is a real burden on neighbors. This upzone is misaligned with the city's stated goals of transit-oriented, well-integrated housing growth. Instead of a blanket R3 designation, the city should consider more appropriate, gradual density increases (e.g. one side of Bonita is R3 and the other is R2.5) that respect Cuesta Park's scale and infrastructure. Would love to discuss this further and explore smart growth alternatives that balance housing needs with livability for current and future residents.

From: [Anderson, Eric B.](#)
To: [Peter Spitzer](#)
Subject: RE: R3 update
Date: Thursday, February 6, 2025 4:39:00 PM

Peter,

Thanks very much for the comments. I can include them in the upcoming EPC and Council packets.

Please let me know if you have any other questions or comments, or if you would like to discuss any of the materials.

Have a good one,
-Eric

From: Peter Spitzer
Sent: Thursday, February 6, 2025 11:55 AM
To: Anderson, Eric B. <Eric.Anderson2@mountainview.gov>
Subject: R3 update

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

Hello Eric,

I was unable to attend the outreach Zoom meeting, but have looked over some of the documents that you discussed.

I want to thank you for not targeting for intensification the block bounded by Central Avenue, Santa Rosa, Horizon, and Willowgate. I have been concerned that even after upzoning, developers would (predictably) apply the density bonus on top of any new upzoning.

Another rationale, as mentioned in your documents, is that the parcels are generally small, which makes lot consolidation impractical. Not least, from our viewpoint, is the existing single-family character of the neighborhood.

Still, I would respectfully request that the new zoning for our block be designated "Medium-Density," rather than the "Medium High-Density" that the map seems to suggest.

One related suggestion: If the City is considering buying and preserving existing affordable R3 properties, please consider Shoreline Village (in this same block), a “naturally-affordable” development that is close to transit and to downtown.

Thanks again,

Peter Spitzer (Santa Rosa Avenue)

From: [Peggy Murphy](#)
To: [Anderson, Eric B.](#)
Subject: Re: R3 Zoning District Update
Date: Wednesday, February 5, 2025 9:19:01 AM

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Yes, please include my email!

And, thank you again.

Peggy Murphy

Sent from my iPhone

On Feb 5, 2025, at 9:06 AM, Anderson, Eric B.
<Eric.Anderson2@mountainview.gov> wrote:

Peggy,

Thanks for sharing your thoughts. Would you like me to include this email chain in our EPC and Council reports? The decisions really rest with them. Would you like to compose a separate comment email?

Thanks,

-Eric

From: Peggy Murphy
Sent: Tuesday, February 4, 2025 3:27 PM
To: Anderson, Eric B. <Eric.Anderson2@mountainview.gov>
Subject: Re: R3 Zoning District Update

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Thank you so much for your prompt reply!

I do hope Target site will not have more than 3 stories, as it is right behind me. Don't mean to be a NIMBY, but I already live in dense housing. So I fell I can express my thoughts!

Again, thank you,

Peggy Murphy

Sent from my iPad

On Feb 4, 2025, at 8:48 AM, Anderson, Eric B.

<Eric.Anderson2@mountainview.gov> wrote:

Peggy,

Thanks for the questions! These issues and regulations can be complicated. Your questions are not dense at all, but I appreciate the pun!

██████████ is zoned in the San Antonio Precise Plan, which includes policies, standards, and public improvements in the San Antonio shopping center area. However, the precise plan references the R3 zone for that particular property. So, indirectly, the R3 zone already applies.

Your 3rd question depends on where you are asking about. For example, the Target site is not part of the R3 project (the precise plan sets specific standards for that site, not referencing the R3 zone), and is already allowed more than 3 stories if it redevelops. The townhomes across Ortega are unlikely to redevelop anytime soon, so they are not included in the draft R3 change areas proposed on the website. Some other properties, like those on the north side of California Street, are included in the change areas. If the city council adopts denser zoning and the property owners choose to redevelop, there could be taller buildings there.

Let me know if you have any other questions,
Eric

Eric Anderson

Advance Planning Manager
City of Mountain View

From: Peggy Murphy
Sent: Monday, February 3, 2025 8:46:03 PM
To: Anderson, Eric B. <Eric.Anderson2@mountainview.gov>
Subject: R3 Zoning District Update

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Dear Eric:

Thank you for your detailed presentation on Feb. 3. (I am the person who asked about 'parcels selected/not selected').

Alas, I just could not understand the presentation. Can I ask 2 questions?

I live at [REDACTED]

- is this now R3 zoning?
- is it to be moved into the R3 zoning?
- would any of this mean buildings taller than 3 stories?

I certainly apologize for being so 'dense'; I just cannot seem to understand from the maps or your detailed presentations.

Thank you so much for your attention to our community,

Peggy Murphy
[REDACTED]

Sent from my iPhone

R3 Zoning District Update - Public Q&A - Public Comments/ Questions

February 3, 2025

6:30 p.m. to 8:07 p.m.

Total Attendees: 67

Summary of public questions

Written Questions:

1. Will this cover R2 to R3 zone updates or are there any R1 to R3 as well?
2. Will you be posting the slides on the city webpage?
3. What does R-3 Parcels selected mean?
4. if I'm currently owning a R2 lot. Can I join the r3 rezoning?
5. Do the zones selected for upzoning disproportionately affect specific demographic groups?
6. Will the city make efforts to ensure that these apartments will not all be luxury units, and affordable to families of different income groups?
7. What kind of comment is most useful to you on the website?
8. Is there a reason why responses on the website are public?
9. what is between Del Medio 1 and Del Medio 2 sections? (why not one big area?)
10. R-3 Parcels selected was one of the legends on the map; as was Parcels Not selected. Selected to what?
11. Is there a blanket R3 rezoning happening across the city or just the sites highlighted?
12. How much notice will be given to tenants living in the rezoning area when this plan actually starts?
13. will any commercial zoned properties be considered
14. Are there any plans to allow more units in smaller R3 lots (with width of 60 feet). Currently development on these lots are restricted to R2 provisions. Thanks
15. The city needs more single level condominium units (not three story townhouses). How will this be accomplished?

16. Can firetrucks navigate in congested areas. I have been in areas where this is questionable. My husband and daughter are volunteer firepersons.
17. With potentially so many new multi-family developments, I am concerned that most will become rental units, and not ownership opportunities. What, if anything, can the city do to encourage more ownership opportunities, including for lower-income residents?
18. what are the incentives for affordable housing? And what could the incentives look like for low income and extreme low income housing?
19. Will the staff, EPC, and/or council assign specific densities to each of the upzoning areas? When will that be done?
20. Does city have any plan for the willowgate community garden next to the downtown Caltrain station?
21. What is the density represented by R3-D? How many stories before the state density bonus is applied?
22. Are building code changes (like AMMRs) in scope?
23. This might be out of scope, but is there any way to avoid developers demolishing older lower rent developments and putting in more expensive town homes or other higher rent developments?
24. I just wanted to once again mention that it would be great if we could remove the dual staircase requirement for buildings with sufficient fire control systems to help projects pencil while allowing for more building shape variation.

Questions from Speakers:

1. How will you inform us and council on how many people will be displaced by this?
2. If you are going to have all these compensation for people to have right of return, will city do something for landlords who would try to empty the units in anticipation of this effort and will this increase the housing crisis?
3. Are there any connection to soft story apartment building for owners to do retrofits and ensure safeguard before the next earthquake?
4. Development Feasibility: Previous Opticos (CONSULTANT) presentation showed a density below which it would not pencil out for a developer. Would your analysis show it would cross this threshold for project feasibility?
5. Question on First right of return: Do you have any leverage over which the development in different places would happen? Would you prioritize development which don't require demolition or displacement first? And provide units for displaced folks first? If demolition/ displacement can be avoided it would be better.

6. In context of previous meetings there were 4-5 different zoning classes, will it be folded into this, from 1-14 which zoning fits the best or discarding the framework council provided earlier, for e.g. R3A, R32 etc.?
7. Does it mean in the upcoming meeting the focus will be on these change area and others will come later?
8. Are you going to ask EPC and Council which areas will get R3D districts?
9. Can we modify the zone to allow higher / denser buildings on r3 parcels close to Caltrain? Seems wasteful to get the relatively short buildings like the one on the corner of Moffett and Central. How large of a radius are you drawing around transit station? (Note this was also in the written questions)
10. Is the development under construction at Shoreline and Montecito an R3 project?