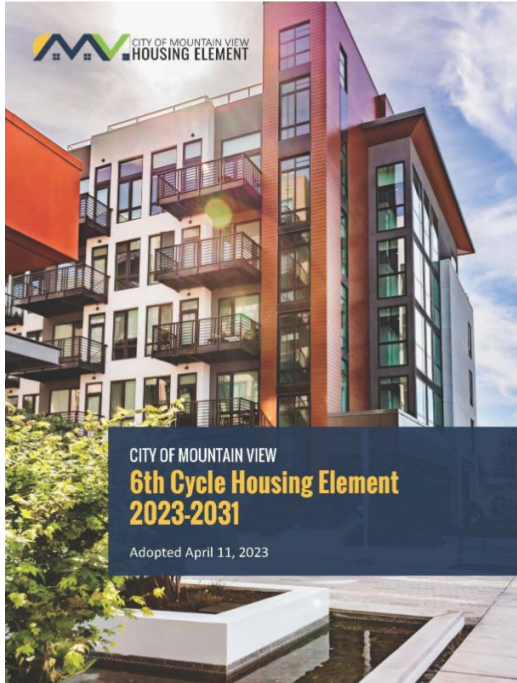


**MOUNTAIN VIEW small LOT
R3 DESIGN STANDARDS**

THURSDAY SEPT 17, 2026 | STAFF DISCUSSION

HOUSING ELEMENT PROGRAM 1.3 & R3 STANDARDS



1.3 Review and Update Ordinance and Precise Plan Residential Standards

Review development standards to ensure they reflect contemporary building types, improve ease of implementation and improve consistency across districts.

- a) Conduct a development prototype study, update definitions as necessary for consistency between plans and districts, and revise multifamily development standards in major districts (including R3) and Precise Plans to ensure projects can, at minimum, meet their allowed density and are economically feasible, where possible through reductions of physical development standards. Economic feasibility and the cumulative effects of standards will be inputs in the reduction of standards. Where appropriate, calibrate standards to lot size. Focus on standards with the greatest feasibility impacts on underutilized sites, such as open area, parking, and building coverage.

RESIDENTIAL LOTS CAN HOLD MORE THAN ONE HOME.

Mountain View has many lovely examples.

I USED TO LIVE IN THIS MOUNTAIN VIEW TRIPLEX



Lot size: 50'x150'=7,500 sf (0.1721 acre)

of Units: 3

Actual Density: 17 units/acre

Existing Zoning: R-1

Allowed Density: 8 units/acre

This comfortable residence has

- 2 parking spots in the front setback
- A 9'-10' wide driveway
- 2-story rear apartments close to the property line
- Little open space



THIS TRIPLEX



SITS ON A 50 X 150 LOT

Lot size: 50'x150'=7,500 sf (0.1721 acre)

of Units: 3

Actual Density: 17 units/acre

Existing Zoning: R-3

One unit in the front

Two stories in the back

No on site parking

9' driveway

Shared curb cut w/327 View

THIS QUADPLEX



SITS ON A 50' x 160' LOT

Lot size: 50'x160'=8,000 sf (0.1836 acre)

of Units: 4

Actual Density: 21 units/acre

Existing Zoning: R-1

Allowed Density: 8 units/acre

This parcel would not conform to new R-3 design standards because

- Parking in the front setback
- <12' wide driveway,
- No landscape buffer
- Doesn't meet setbacks

THIS DUPLEX



SITS ON A 50' X 152' LOT

Lot size: 50'x152'=7752 sf (0.178 acre)

of Units: 2

Actual Density: 11 units/acre

Existing Zoning: R-1

Allowed Density: 8 units/acre

This parcel would not conform to new R-3 design standards

- Rear building is in rear setback
- Doesn't meet 15% open space requirement



THIS TRIPLEX



681 EHRHORN

SITS ON A 50' X 150' LOT

Lot size: 50'x150'=7500 sf

of Units: 3

Actual Density: 17 units/acre

Existing Zoning: R-1

Allowed Density: 8 units/acre

This parcel would not conform to new R-3 design standards

- Driveway is 9' wide
- Rear building is in rear setback
- Doesn't meet 15% open space requirement



MOUNTAIN VIEW R3 LOT SIZE MIX

How many R3 lots are in Mountain View?
What size/dimensions are they?

61% OF R3 PARCELS ARE SMALL/NARROW (<65' WIDE)

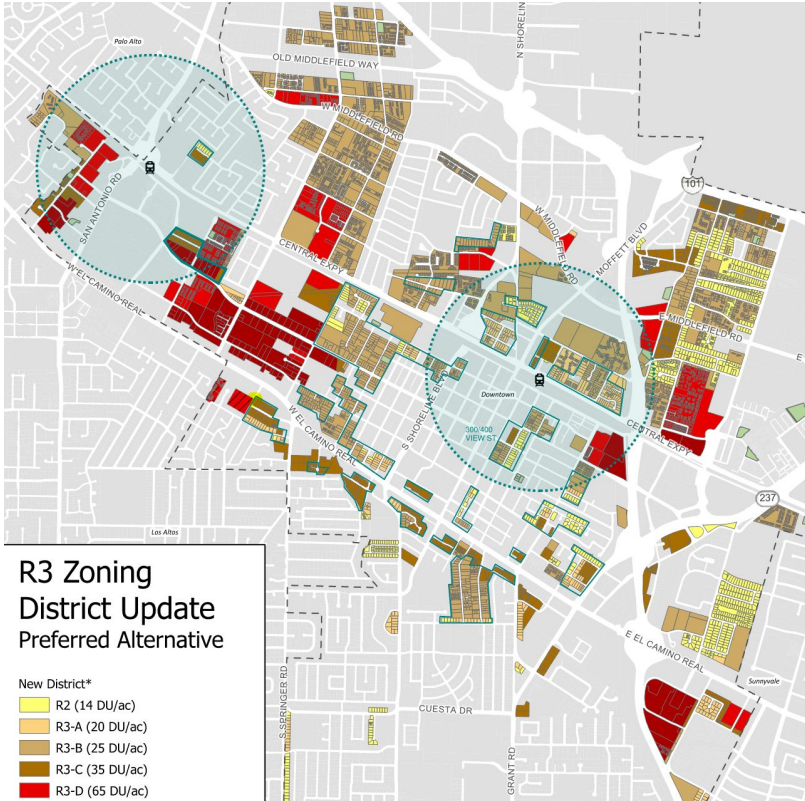
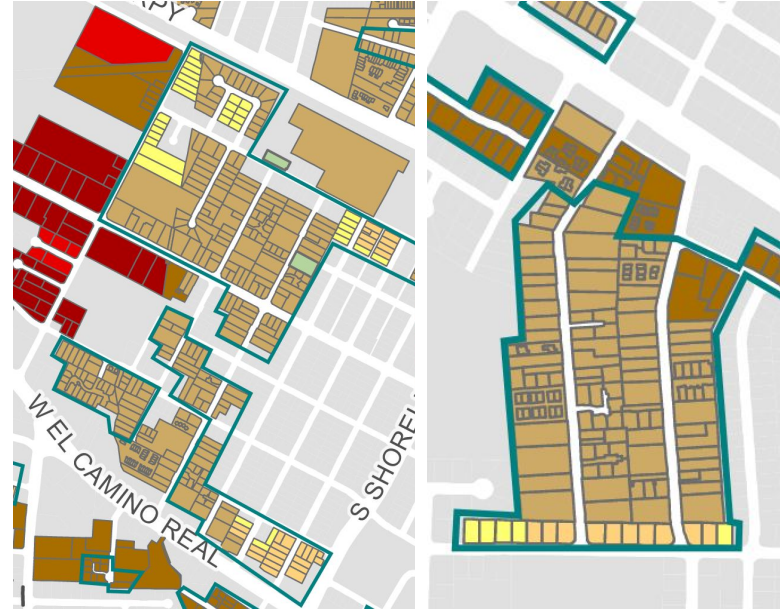
R3 is used to regulate diverse development types in many contexts

Category	Lots Criteria	Lots	Acres
Small	< 65' wide; < 300' deep 65'-99' wide; < 90' deep	1076 (61%)	131.7 (23%)
Medium	65'-99' wide; 90'-300' deep 100'-199' wide; 90'-154' deep	433 (24%)	114.0 (20%)
Large	100'-199' wide; 155'-300' deep	151 (9%)	92.7 (16%)
Extra Large	100'-199' wide; >300' deep > 200' wide	93 (5%)	215.9 (38%)
Outlier	< 100' wide; > 300' deep	22 (1%)	18.8 (3%)
Total		1775*	573.2

* Many of the 5,648 R3 parcels are part of a condominium and for the purposes of this analysis are not expected to redevelop.

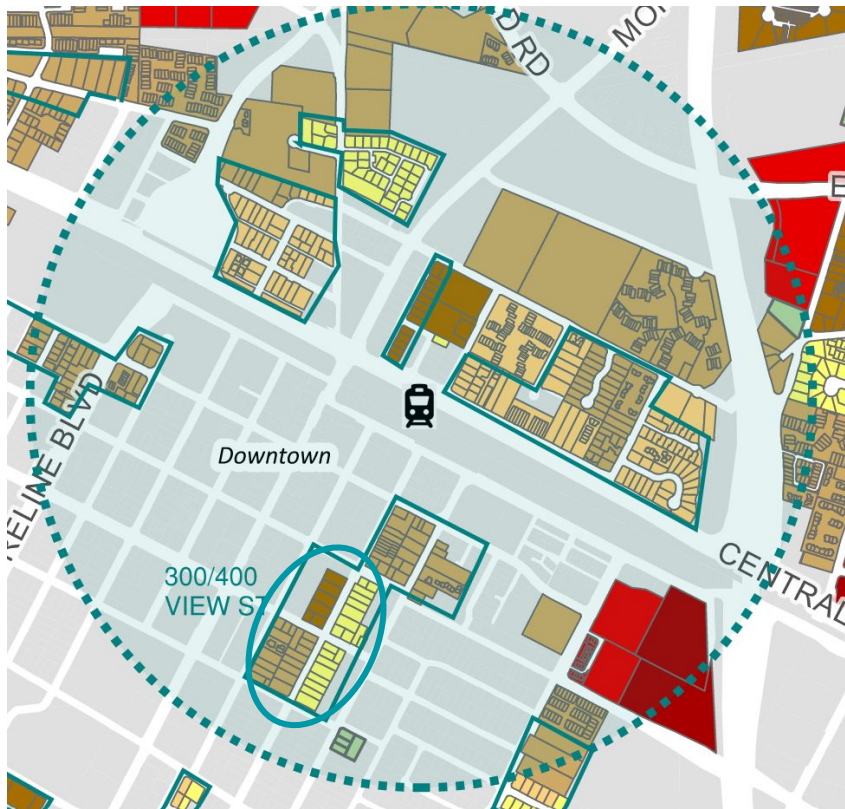
FROM MOUNTAIN VIEW R3 STANDARDS KEY FINDINGS & OBSERVATIONS, OCT 13, 2020

MOST R3 LOTS ARE NARROW/FINE GRAINED - 40'-65' WIDE



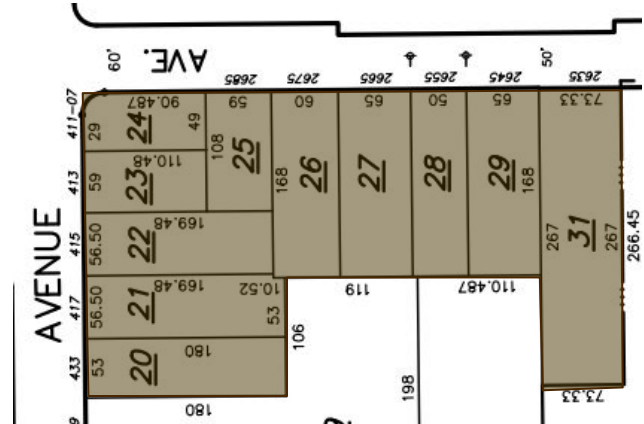
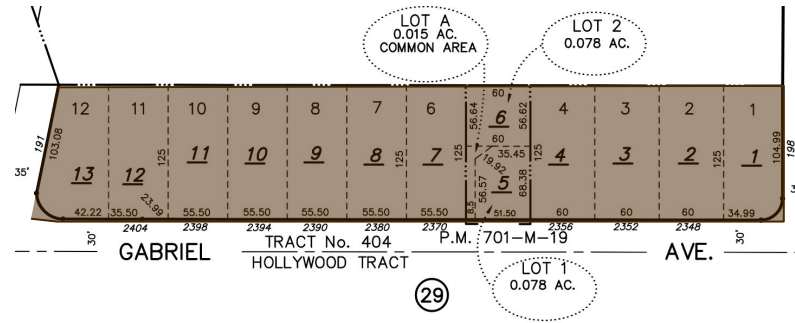
LOT CONSOLIDATION IS NOT ALWAYS POSSIBLE/FEASIBLE

EXISTING R3 LOTS NEAR DOWNTOWN MOUNTAIN VIEW

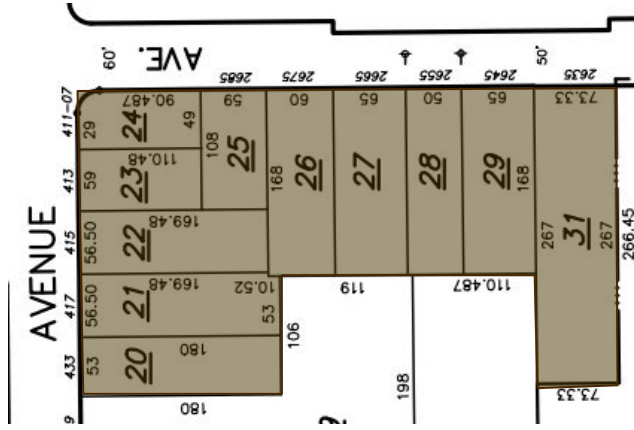




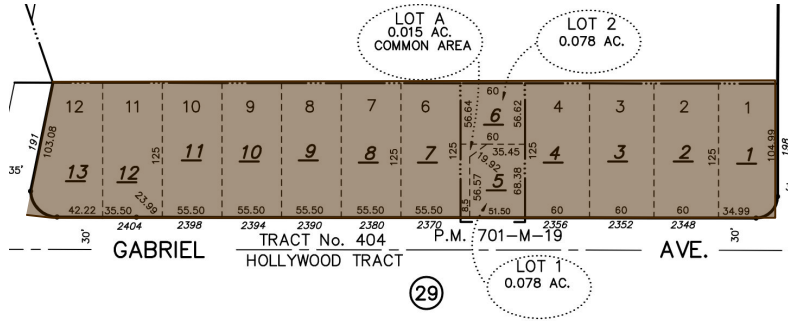
EXISTING R3 LOTS NEAR SAN ANTONIO



EXISTING R3 LOTS NEAR SAN ANTONIO



EXISTING R3 LOTS NEAR SAN ANTONIO



MULTIFAMILY

2398 GABRIEL
55.50x125

MULTIFAMILY



R3 small LOT DESIGN

Most R3 lots are <50' wide. To accommodate 3 units, they need flexible site design standards to balance parking, housing and open space

ARE MINIMUM LOT SIZES/DIMENSIONS REMOVED?

- Proposed R3 design guidelines should apply to ALL R3 parcels
- Proposed R3 design guidelines do not explicitly remove minimum lot areas or widths
- Existing Section 36.10.70:
 - Minimum Lot Area is 12,000 sf (most R3 lots are <12,000 sf)
 - Minimum Lot Width is 80' or ½ lot depth (most R3 lots are <65' wide)

SEC. 36.10.70. - R3 zone development standards.



The following table entitled "R3 Zone Development Standards" defines minimum standards for development within the R3 zoning district. See [Sec. 36.14.75](#) for exceptions to the standards that may be granted for home improvements and minor additions to properties subject to R1 or R2 development standards. See [Sec. 36.16](#) for development standards for small-lot, single-family developments and [Sec. 36.16.10](#) for development standards for townhouse developments and [Sec. 36.16.20](#) for development standards for rowhouse developments.

R3 ZONE DEVELOPMENT STANDARDS

EXPAND

Dwelling Unit Types	The following standards apply to multi-family housing. Standards for small-lot, single-family developments, townhouse and rowhouse developments are listed separately in Sec. 36.16 , 36.16.10 and 36.16.20 , respectively. The R1 standards (Sec. 36.10.25) apply when there is only one single-family dwelling on a lot, and the R2 standards (Sec. 36.10.50) apply when there is a duplex or two detached single-family dwellings on a lot.
Lot Area	12,000 sq. ft. minimum except that lots in small-lot, single-family, townhouse and rowhouse developments approved through a PUD permit may be smaller. See Sec. 36.10.75 for lot area required for multiple-family dwellings.
Lot Width	80 ft. or ½ the lot depth (up to 200 ft. maximum), whichever is greater.
Lot Frontage	As provided above for lot width, except that lots on cul-de-sacs or curved portions of streets may have a minimum frontage of 35 ft.
Floor Area Ratio	1.05 maximum.

ARE PARKING MINIMUMS ADJUSTED?

- Current Article X parking minimums are high
 - Reductions necessary for small lot R-3 to be physically possible
- Uncovered parking is most cost effective, should be explicitly allowed
- January 7, 2026 Staff report has adjusted recommendations
- Recommend 1 car space per unit, even for large 1 br and 2 br units

January 7, 2026 EPC Meeting Staff Report, Item 5, p. 18

Table 6: Existing and Proposed Minimum Parking for Multi-Family

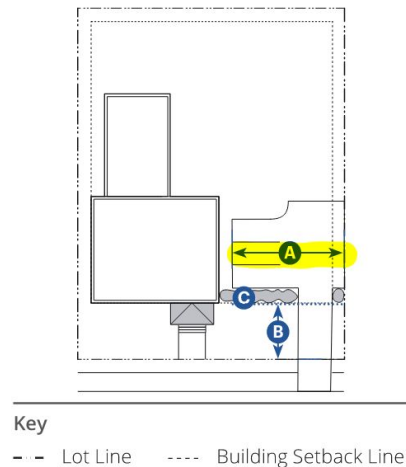
	Existing Minimum	"Model Parking Standard"	Proposed Minimum
One bedroom and smaller	1.5 stalls per unit*	1 stall per unit	1 stall per unit
Two bedroom and larger	2 stalls per unit*	2 stalls per unit	1.5 stalls per unit
Accessory ground-floor commercial	1 stall per 100 to 180 sq. ft., depending on use	N/A	None for the first 1,500 sq. ft. per building, 1 stall per additional 1,000 sq. ft.



* One-bedroom units greater than 650 square feet require two stalls.

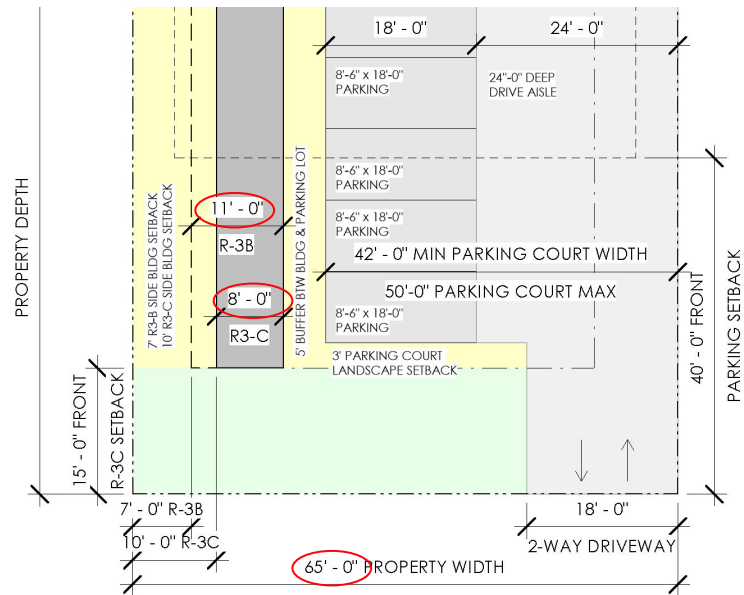
TRIPLEXES ARE POSSIBLE ON 40'-65' WIDE LOTS, BUT REQUIRE PARKING FLEXIBILITY

Figure 36.10.61.1: Parking Court



Parking Court Standards

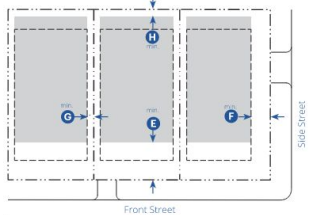
- | | | |
|----------|-----------------------|---|
| A | Parking Court Width | 50' max; measured parallel to adjacent street/right-of-way |
| B | Parking Court Setback | Front parking setback shall be behind the primary building façade. Parking Court is otherwise exempt from front parking setback. |
| C | Landscape Buffer | A landscaped buffer with a minimum inside width of 3 feet and a fence or hedge 42 inches in height shall be provided between parking court and all front and side street property lines for the length of the parking area. Fence or hedge shall comply with the front and side street building setbacks for the subdistrict. |



PARKING COURTS ONLY WORK ON WIDER LOTS (>80')

TRIPLEXES ARE POSSIBLE ON 40'-65' WIDE LOTS, BUT REQUIRE PARKING FLEXIBILITY

Figure 36.10.70.3: R3-A Parking Placement



Key
--- ROW/Lot Line
----- Building Setback Line
■ Parking Area

Table 36.10.70.C: R3-A Parking Placement

Parking Setback (from Lot Line) ^a		
Front	50' min.	E
Side Street	15' min.	F
Side	5' min.	G
Rear	5' min.	H

Sidewalk and/or Landscaping Buffer Between Surface

Parking/Driveway and Building

Parking lot ≤ 20 spaces	5' min.
Parking lot > 20 spaces	12' min.
Private Driveway	3' min.

Table 36.10.70.D: R3-A On-Site Open Area

Required Open Space	10% min. of site
---------------------	------------------

^a Applies to parking spaces only; not driveways.

Zoning Chapter 36, Article X Parking & Loading

e. **Driveways.** Driveways providing ingress and egress to off-street parking spaces shall be designed, constructed and maintained as follows:

1. **R1 and R2 zoning districts.** See [Section 36.10.25](#) (R1 zone development standards) and [36.10.50](#) (R2 zone development standards) for details.
2. **Other zoning districts.** Driveways shall be a minimum width of twelve (12) feet for a one (1) way driveway and eighteen (18) feet for a two (2) way driveway; and
3. **Obstructions.** The driveway width shall be maintained free and clear of all obstructions.

Section 36.10.25 R1 Driveway

Driveway

Minimum dimensions. Minimum width of 9 ft., with direct access to at least a 1-car garage or carport. Minimum length of 20 ft. measured from the property line to the front of the covered parking space.

Section 36.10.50 R2 Driveway

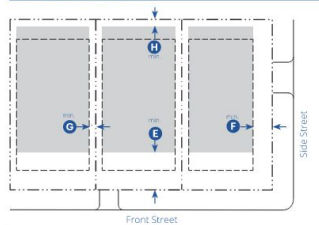
Driveway

Minimum width of 9 ft., with direct access to at least a 1 car garage or carport.
Minimum length of 20 ft. measured from the property line to the front of the covered parking space.
Where access to a garage, carport, or open parking space is perpendicular (90 degrees) to the driveway, a minimum 24 ft. deep unobstructed back-out area shall be provided.

PARKING IN THE BACK ONLY WORKS WITH NARROW DRIVEWAYS

Proposed R-3A Design Guidelines

Figure 36.10.70.3: R3-A Parking Placement



Key

--- ROW/Lot Line ■ Parking Area

----- Building Setback Line

Table 36.10.70.C: R-3-A Parking Placement		
Parking Setupback (from Lot Line) ^a		
Front	50' min.	E
Side Street	15' min.	F
Side	5' min.	G
Rear	5' min.	H
Sidewalk and/or Landscaping Buffer Between Surface Parking/Driveway and Building		
Parking lot < 20 spaces	5' min.	
Parking lot > 20 spaces	12' min.	

Table 36.10.70.D: R3-A On-Site Open Area	
Required Open Space	10% min. of site

³ Applies to parking spaces only; not driveways.

Vehicle Access

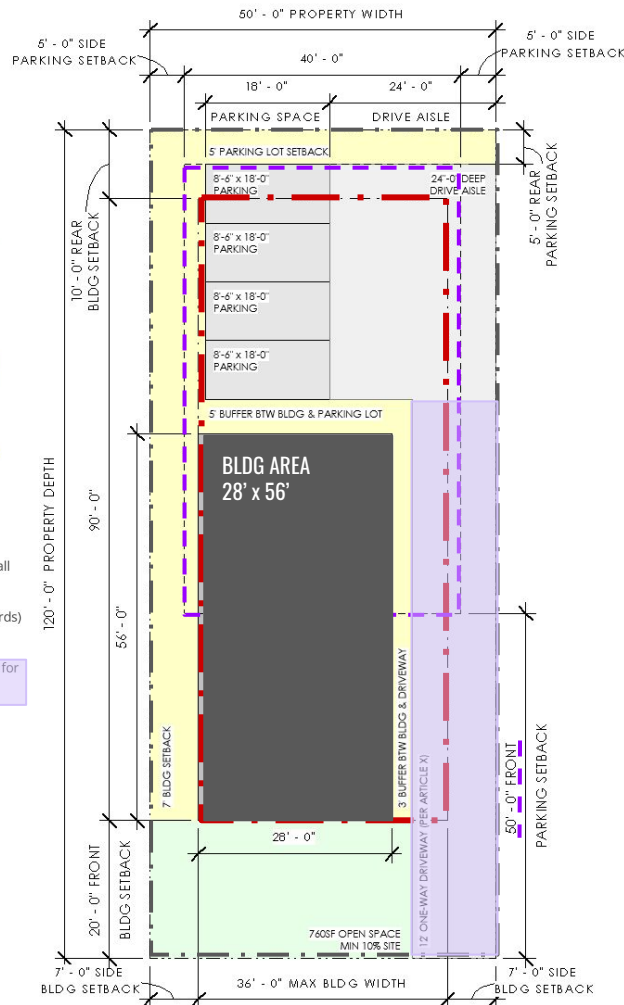
- ## 2. Driveways

- | Lot Frontage (Front and Side Street) | Maximum Number of Driveways |
|--------------------------------------|-----------------------------|
| Up to 150' | 1 |
| 150' to 299' | 2 |
| Each additional 300' over 299' | 1 |

- B. Driveway widths shall be in compliance with Article X (Parking and Loading), Division 5 (Development Standards for Off-Street Parking).

e. **Driveways.** Driveways providing ingress and egress to

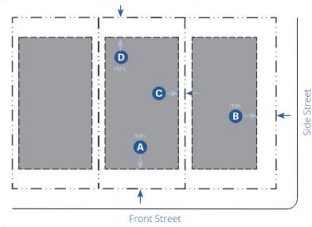
3. **Obstructions.** The driveway width shall be maintained free and clear of all obstructions.



R3-B DESIGN GUIDELINES + ARTICLE X PARKING & LOADING

Proposed R-3B Design Guidelines

Figure 36.10.70.6: R3-B Building Placement



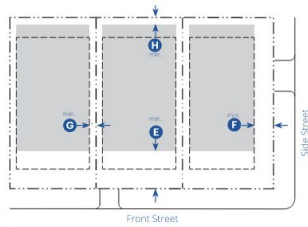
Key
--- ROW/Lot Line
--- Building Setback Line
■ Building Area

Table 36.10.70.H: R3-B Building Placement

Building Setback (from Lot Line)	
Front	15' min.
Side Street	10' min.
Side ¹	7' min.
Rear ¹	10' min.
Between Adjacent Buildings	10' min.
Building Footprint	
Width	100' max.
Depth	100' max.

¹ Any setback required by Subsection 36.10.73 (Pedestrian Connections) shall supersede setbacks required by this Section.

Figure 36.10.70.7: R3-B Parking Placement



Key
--- ROW/Lot Line
--- Building Setback Line
■ Parking Area

Table 36.10.70.I: R3-B Parking Placement

Parking Setback (Distance from Lot Line) ²	
Front	40' min.
Side Street	10' min.
Side	5' min.
Rear	5' min.
Sidewalk and/or Landscaping Buffer Between Surface Parking/Driveway and Building	
Parking lot ≤ 20 spaces	5' min.
Parking lot > 20 spaces	12' min.
Private Driveway	9' min.

Table 36.10.70.J: R3-B On-Site Open Area

Required Open Area	10% min. of site
--------------------	------------------

² Applies to parking spaces only; not driveways.

36.10.74

Vehicle Access

1. **Corner Site Access.** Corner site access must be from the side street unless access from the front can be approved as an exception per Section 36.10.80 (Exceptions to Standards).

2. Driveways

- A. The maximum number of driveway curb cuts for a building lot shall be in compliance with Table 36.10.74.A (Number of Driveways).

Table 36.10.74.A: Number of Driveways

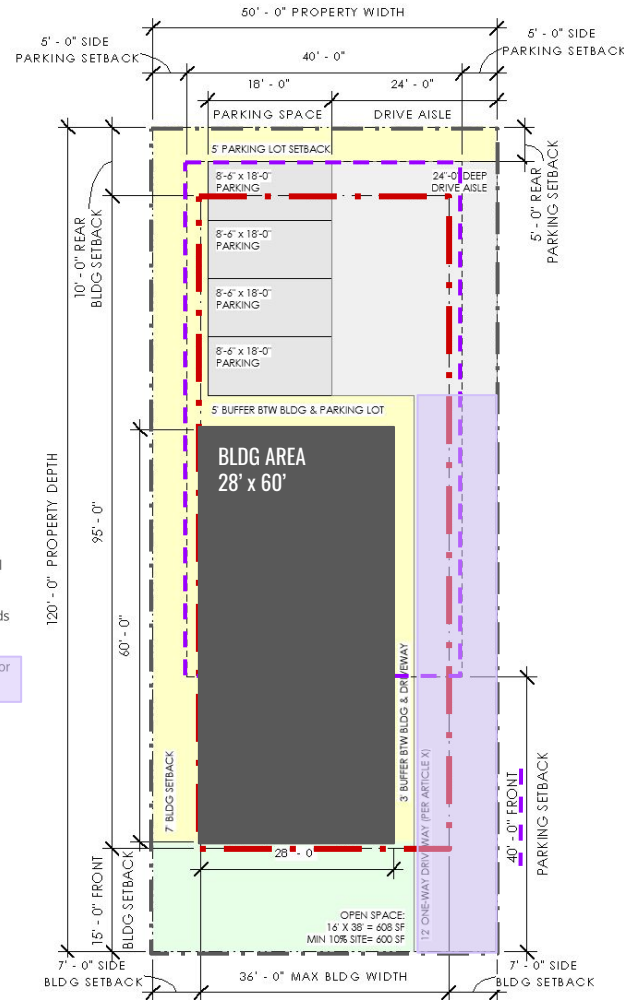
Lot Frontage (Front and Side Street)	Maximum Number of Driveways
Up to 150'	1
150' to 299'	2
Each additional 300' over 299'	1

- B. Driveway widths shall be in compliance with Article X (Parking and Loadings, Division 5 (Development Standards for Off-Street Parking)).

Zoning Chapter 36, Article X Parking & Loading

- e. **Driveways.** Driveways providing ingress and egress to off-street parking spaces shall be designed, constructed and maintained as follows:

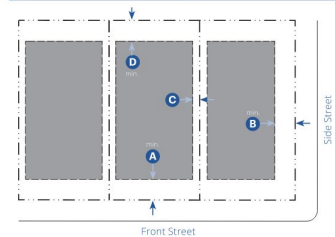
1. **R1 and R2 zoning districts.** See [Section 36.10.25](#) (R1 zone development standards and [36.10.50](#) (R2 zone development standards) for details.
2. **Other zoning districts.** Driveways shall be a minimum width of twelve (12) feet for a one (1) way driveway and eighteen (18) feet for a two (2) way driveway; and
3. **Obstructions.** The driveway width shall be maintained free and clear of all obstructions.



R3-C DESIGN GUIDELINES + ARTICLE X PARKING & LOADING

Proposed R-3C Design Guidelines

Figure 36.10.70.10: R3-C Building Placement



Key
 --- ROW/Lot Line
 --- Building Area
 - - - - - Building Setback Line

Table 36.10.70.N: R3-C Building Placement

Building Setback (from Lot Line)

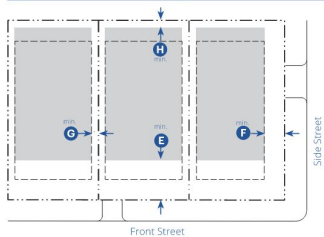
Front	15' min.	A
Side Street	10' min.	B
Side	10' min.	C
Rear	10' min.	D
Between Adjacent Buildings	10' min.	

Building Footprint

Width	120' max.
Depth	150' max.

* Any setback required by Subsection 36.10.73 (Pedestrian Connections) shall supersede setbacks required by this Section.

Figure 36.10.70.11: R3-C Parking Placement



Key
 --- ROW/Lot Line
 --- Parking Area
 - - - - - Building Setback Line

Table 36.10.70.O: R3-C Parking Placement

Parking Setback (Distance from Lot Line)²

Front	40' min.	E
Side Street	10' min.	F
Side	40' min.	G
Rear	5' min.	H

Sidewalk and/or Landscaping Buffer Between Surface Parking/Driveway and Building

Parking lot ≤ 20 spaces	5' min.
Parking lot > 20 spaces	12' min.
From Private Driveway	3' min.

Table 36.10.70.P: R3-C On-Site Open Area

Required Open Area	15% min. of site
--------------------	------------------

² Applies to parking spaces only; not driveways.

36.10.74

Vehicle Access

- Corner Site Access.** Corner site access must be from the side street unless access from the front can be approved as an exception per Section 36.10.80 (Exceptions to Standards).

2. Driveways

- The maximum number of driveway curb cuts for a building lot shall be in compliance with Table 36.10.74.A (Number of Driveways).

Table 36.10.74.A: Number of Driveways

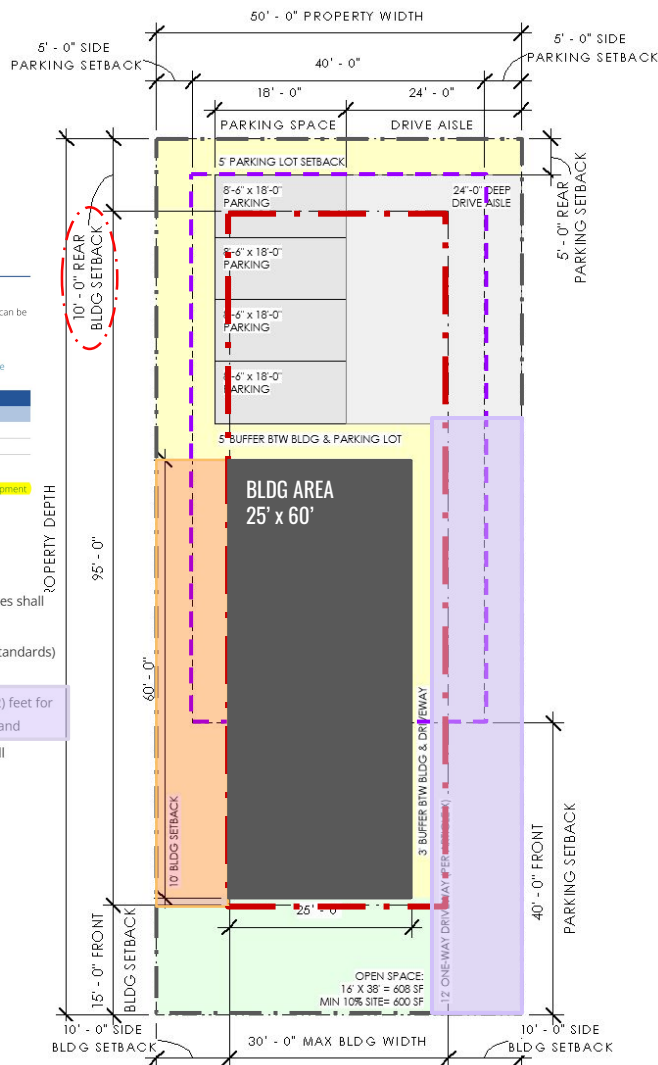
Lot Frontage (Front and Side Street)	Maximum Number of Driveways
Up to 150'	1
150' to 299'	2
Each additional 300' over 299'	1

- Driveway widths shall be in compliance with Article X (Parking and Loadings, Division 5 (Development Standards for Off-Street Parking)).

Zoning Chapter 36, Article X Parking & Loading

- Driveways.** Driveways providing ingress and egress to off-street parking spaces shall be designed, constructed and maintained as follows:

- R1 and R2 zoning districts.** See [Section 36.10.25](#) (R1 zone development standards) and [36.10.50](#) (R2 zone development standards) for details.
- Other zoning districts.** Driveways shall be a minimum width of twelve (12) feet for a one (1) way driveway and eighteen (18) feet for a two (2) way driveway; and
- Obstructions.** The driveway width shall be maintained free and clear of all obstructions.



**MOUNTAIN VIEW HAS MANY
small LOT 3-UNIT HOMES.**

**LET'S TAKE INSPIRATION FROM THEIR
PRACTICAL SITE LAYOUTS!**

THESE R3 small LOTS HAVE PRACTICAL SITE PLANS



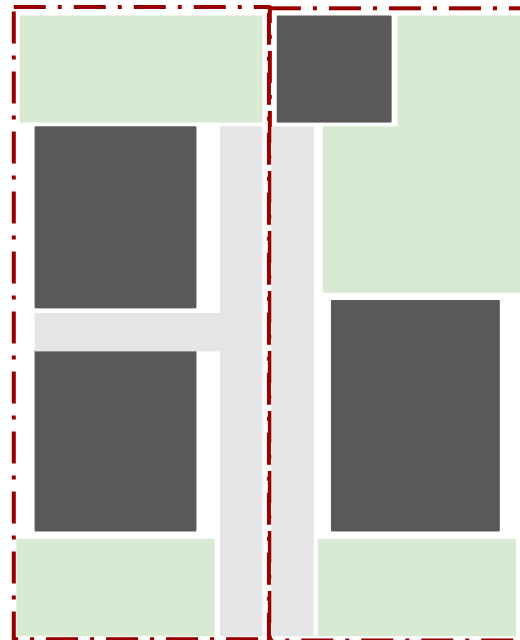
R-3 Lot size: 50'x150'=7500sf
315/327 View Street

Tandem Drive Aisle

- No prop line buffer
- Narrow 8'-9' driveway
- Shared curb cut

5' side setbacks, not 10' side setbacks

Less than 10' rear setback



THIS R1 small LOT TRIPLEX HAS A PRACTICAL SITE PLAN

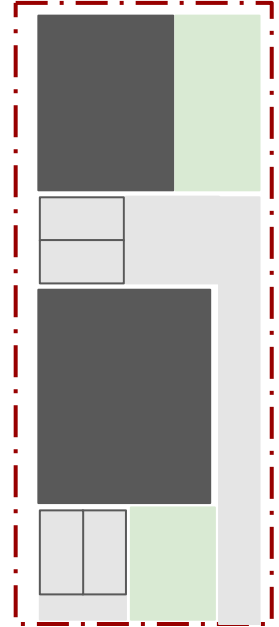


R-1 Triplex: 50'x150'=7500 sf
768 Calderon Ave

2 parking spaces in front setback

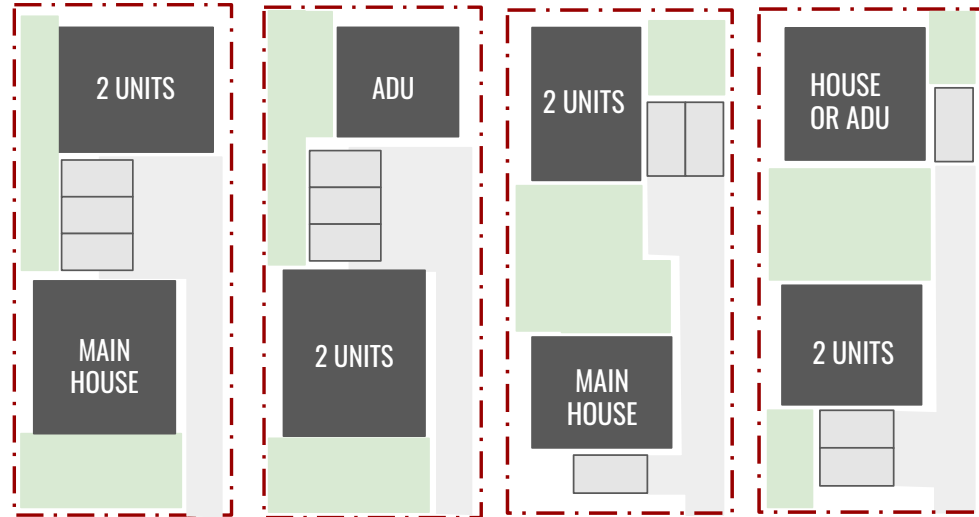
9' driveway to access 2 units and 2
car parking spaces in the back

Side building setback is less than 7'
Rear building setback is less than 10'



R3 small LOT PARKING RECOMMENDATIONS

- Small lot parcels require parking space reductions
- 1 parking space per unit, regardless of unit size (studio, 1 br, 2 br, etc)
- No covered parking required
- Allow parking in front, side, rear setbacks
- Practical dimensions for R-3 parking
 - Each parking space is 8'-6" x 18'
 - Backup space is 24' deep
 - 3 spaces and backup 25'-6" x 42'
- Balance car parking with building square footage & resident open space



**THE DRAFT R3 STANDARDS
DO HAVE EXCEPTIONS.**

**BUT THE EXCEPTIONS AS WRITTEN
ARE NOT FLEXIBLE ENOUGH:**

R3 STANDARDS EXCEPTIONS ARE NOT ENOUGH

Table 36.10.80.A: Exceptions to Standards

Applicable Standards	Required Findings	Allowed Exception	Reference
1. Main Building Form			
a. Size of Footprint Increase in the allowed width and/or length	i. Existing site condition(s) prevents compliance with the standard; and ii. The building complies with the setbacks of the subdistrict or as allowed to be adjusted by this Section.	Up to 20% of the standard	Section 36.10.70 (Development Standards by Subdistrict)
b. Habitable Ground Floor Space Decrease in the required depth	i. Existing site condition(s) prevents compliance with the standard; and/or ii. The existing lot is 80' or less in depth, preventing compliance with the habitable ground floor space standard.	Up to 20% of the standard	Section 36.10.70 (Development Standards by Subdistrict)

2. Building Placement

a. Front', Side Street', Side or Rear Setback Decrease in the minimum required setback for a primary building	i. Existing site condition(s) prevents compliance with the standard; and/or ii. The existing lot is 80' or less in depth, preventing compliance with the rear setback standard.	Up to 25% of the standard	Section 36.10.70 (Development Standards by Subdistrict)
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3. Parking Location

a. Front or Side Street Setback Reduction in the required parking setback	i. Existing site condition(s) prevents compliance with the standard; and ii. The driveway is in compliance with Section 36.10.74 (Vehicle Access); and iii. The ground floor space remains habitable in compliance with Section 36.10.70, as allowed to be adjusted by this Section.	Up to 10% of the standard when the required setback is 20' or more; or Up to 20% of the standard when the required setback is less than 20'.	Section 36.10.70 (Development Standards by Subdistrict)
b. Sidewalk and/or Landscaping Buffer Between Surface Parking and Building Reduction in the required width for sidewalk and/or landscaping	i. Existing site condition(s) prevents compliance with the standard; and ii. The driveway is in compliance with Section 36.10.74 (Vehicle Access).	Up to 50% of the standard	Section 36.10.70 (Development Standards by Subdistrict)

**10% FRONT PARKING SETBACK =
45' FOR R-3A
36' FOR R-3B & R-3C**

Table 36.10.80.A: Exceptions to Standards

Applicable Standards	Required Findings	Allowed Exception	Reference
4. Vehicle Access			
a. Front Street Access Access from front street for a corner site	i. The site is a corner site abutting a front street and side street; and ii. Existing site condition(s) prevents compliance with the standard; and iii. The driveway is in compliance with Section 36.10.74 (Vehicle Access).	Vehicular access from front street instead of side street access	Section 36.10.74 (Vehicle Access)

*Standards for building entries apply in compliance with Sections 36.17.01 (Multifamily Building Entry Design) and 36.17.02 (Building Entry Types), and any exception shall not preclude the application of an allowed building entry type.

36.10.85 Development Review Required

All development, including exterior modifications to existing structures or site improvements, within the R3 zoning district shall be subject to development review pursuant to Article XVI (Zoning Ordinance Administration), Division 2 (Development Review Process), Section 36.44.45 (Development Review). No subdivision may be approved without a concurrent development application approval.

**25% SIDE BLDG SETBACK =
5'-3" FOR R-3A & R-3B
7'-6" FOR R-3C**

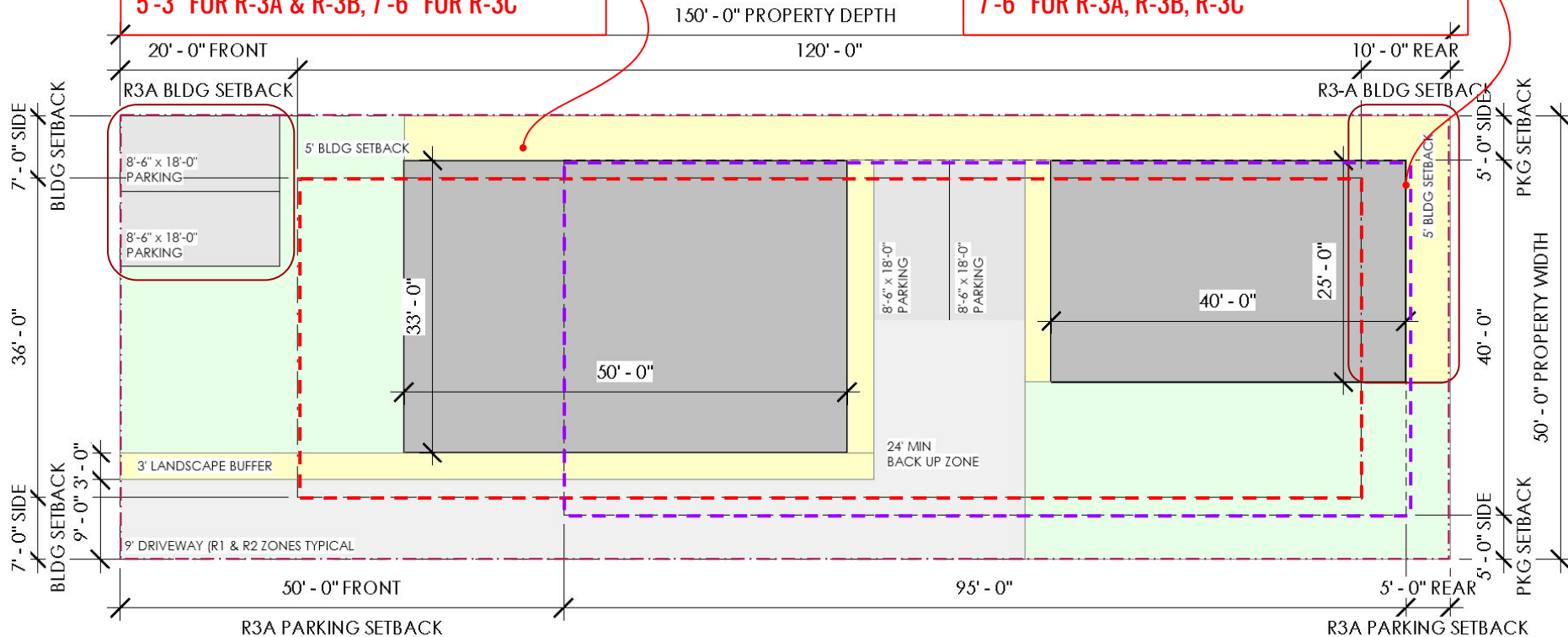
**NO PROVISIONS FOR
REDUCED DRIVEWAY
WIDTH**

**25% REAR BLDG SETBACK =
7'-6" FOR R-3A, R-3B R-3C**

EXISTING TRIPLEX SITE LAYOUT IN DOWNTOWN MV

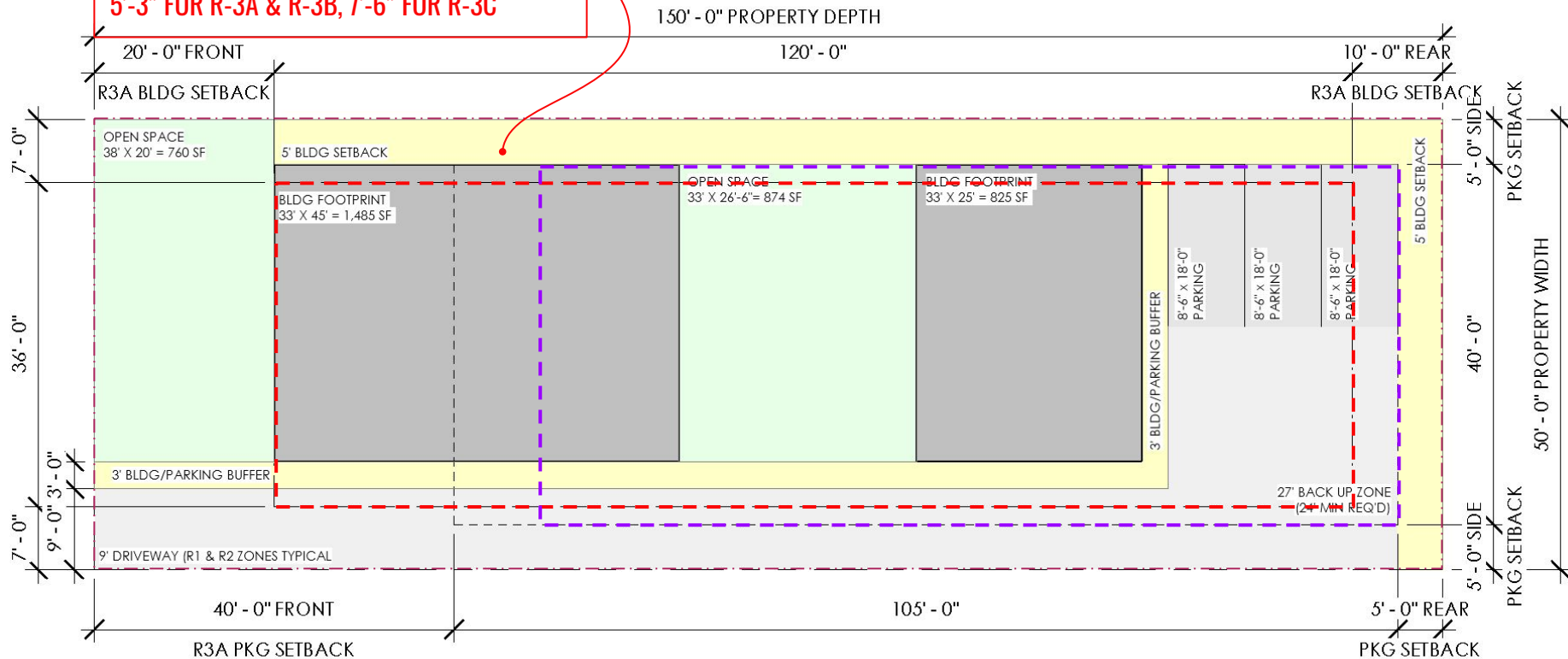
RECOMMEND: 5'-0" SIDE SETBACK
25% SIDE SETBACK EXCEPTION NOT ENOUGH
5'-3" FOR R-3A & R-3B, 7'-6" FOR R-3C

RECOMMEND: 5'-0" REAR SETBACK
25% REAR SETBACK EXCEPTION NOT ENOUGH
7'-6" FOR R-3A, R-3B, R-3C

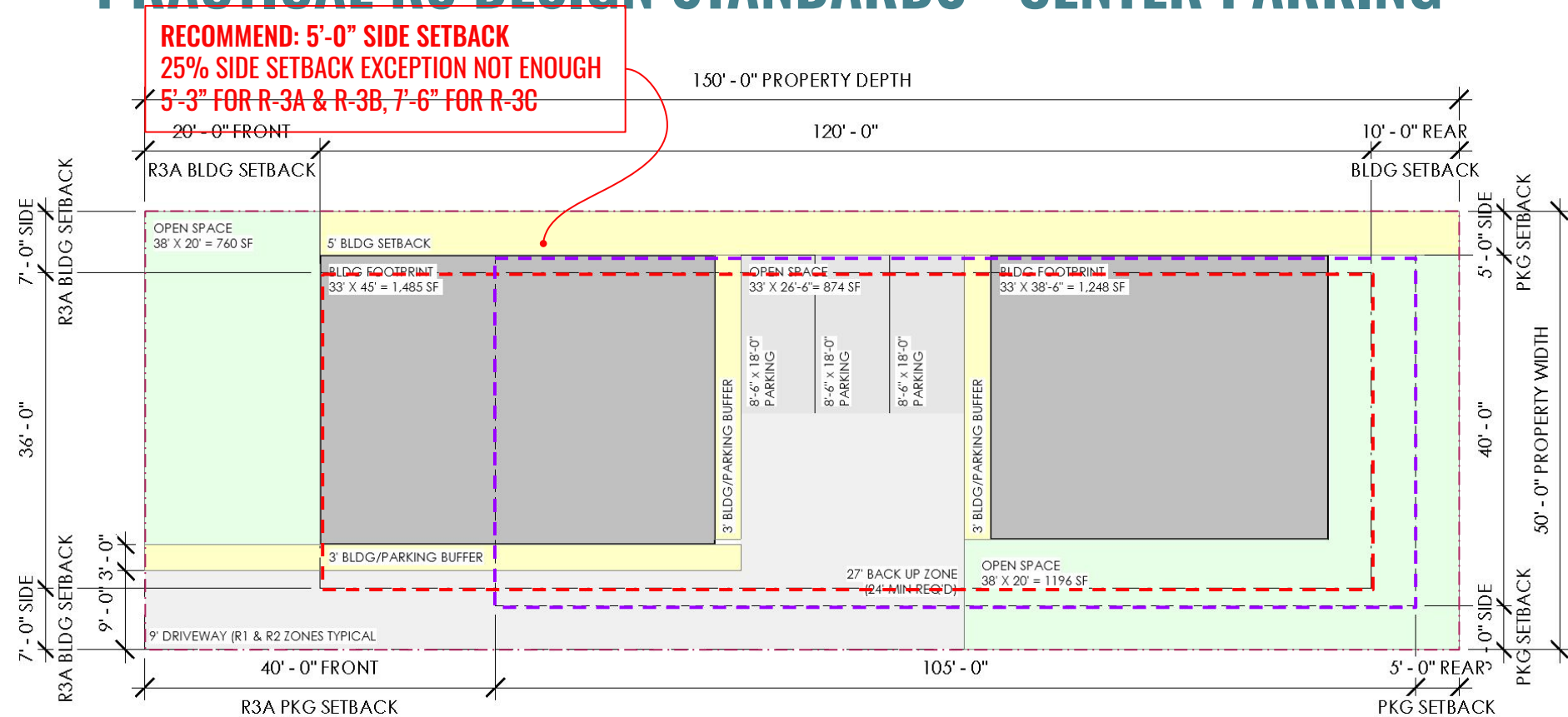


PRACTICAL R3 DESIGN STANDARDS - REAR PARKING

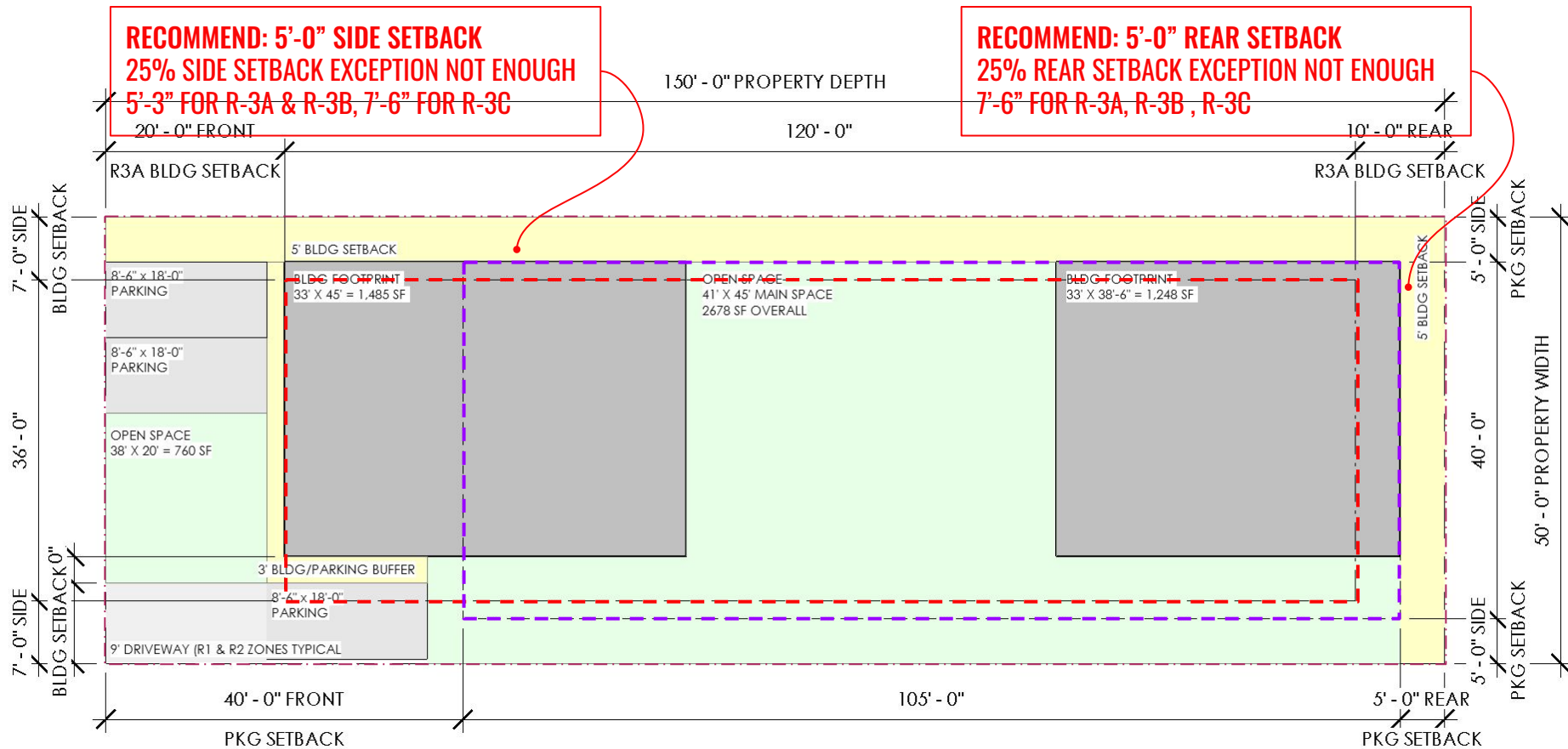
RECOMMEND: 5'-0" SIDE SETBACK
25% SIDE SETBACK EXCEPTION NOT ENOUGH
5'-3" FOR R-3A & R-3B, 7'-6" FOR R-3C



PRACTICAL R3 DESIGN STANDARDS - CENTER PARKING



PRACTICAL R3 DESIGN STANDARDS - FRONT PARKING



CONSIDER THESE
small LOT R3 STANDARDS
TO MAKE IT PRACTICAL AND REALISTIC
FOR TRIPLEXES TO BE BUILT.

small LOT R3 RECOMMENDED STANDARDS

Create one set of R3 small lot development standards for parcels <65' wide to maximize residential area & open space, while balancing parking requirements and setbacks.

Suggested Revisions for Parking:

- Car Parking Requirement: allow 1 parking space per unit
- Eliminate covered parking requirement
- Parking Access: 9' wide driveway (not 12' or 18')
- Parking Locations: allow up to 2 car spaces in front setback

Suggested Revisions for Setbacks (instead of exceptions)

- Reduced Side Setbacks: 5' max, consider 4' ADU side setback
- Reduced Rear Setbacks: 5', consider 4' ADU rear setback

small LOT R3 CLARIFICATIONS

- Clarify that R3 design standards apply to all R3 lots
 - Minimum lot size (12,000sf) eliminated
 - Minimum lot width (80' width) eliminated
- Clarify R3 minimum parking requirements
 - Is it proposed new multifamily ratios (1 space/1bdm, 1.5 space/2bdm)
 - Or is 1 space per unit acceptable (to unlock larger small lot units)
- Clarify if uncovered parking is acceptable.
 - Covered parking makes small lot R3 projects harder and expensive to achieve

**PLEASE PROVIDE FLEXIBLE,
FEASIBLE INCENTIVES TO BUILD
TRIPLEXES ON R3 small LOTS.**

THANK YOU FOR YOUR TIME!