



# Old Mountain View Neighborhood Association Newsletter

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The Old Mountain View Neighborhood Association consists of residents interested in preserving the quality of life in our neighborhood. Together we can make a difference—join us.

## Council Approves Plan

### What the Council Did

You've probably already heard that the City Council approved the Old Mountain View Neighborhood Preservation Plan—even the *San Jose Mercury News* covered the event. There were several parts to the Council's vote, which took place at the July 30th meeting:

- The Plan will be used as a general policy guide for future actions affecting our neighborhood.
- Annual Capital Improvement Proposals will be prepared for the Plan's major traffic control and neighborhood improvement recommendations.
- \$60,000 was authorized for a demonstration traffic improvement plan involving measures such as temporary traffic diverters and traffic signage.
- Staff was directed to proceed with all minor traffic improvements such as stop signs.

### Traffic Control Measures Being Installed

The first visible result of the plan occurred in September: a number of stop signs were installed. The intersection of Hope and Church is now a four-way stop. In addition, Hope, View, and Bush now have a two-way stop at least every second block between El Camino and Church.

The other traffic control measures, such as the demonstration diverters, require more design work; the City hopes to have them installed by February, 1992.

### Your Presence is Needed

Based on their latest studies, the City Staff believe that the traffic on Church Street will require stronger measures than those originally envisioned in the Neighborhood Preservation Plan. One of the possibilities being discussed is adding another partial diverter

at the corner of Hope and Church to prevent through traffic from Castro to Calderon (traffic in the opposite direction would not be affected). Since this represents a change from the measures discussed at the original public workshops, the City Staff have requested that an OMOVNA general meeting be held, so residents can hear about and comment on the new recommendations.

Thus we've scheduled a meeting for 7-9pm, Wednesday, October 23rd, in the Plaza Conference Room of the new City Hall, 500 Castro Street. We hope you'll attend, especially if you live near, or drive on, Church Street.

### Please Attend the General Meeting

**Why:** To hear the City's additional traffic control recommendations  
**Where:** Plaza Conference Room  
City Hall, 500 Castro  
**When:** 7-9pm, Wednesday, October 23rd

### R1 Neighborhood Zoning Study

For several years, the City's Planning Department and the Environmental Planning Commission (EPC) have been studying single-family zoning regulations. The study is in response to two opposing kinds of complaints. Some residents were alarmed by new or remodeled homes that seemed too large or too close to their neighbors. Other residents (especially those with smaller lots) felt that the current 45% Floor Area Ratio (FAR) is too restrictive.

The Planning Department and EPC have a proposal that they hope will improve the situation. Their proposal involves a number of points, including:

- Changing the basic FAR from a fixed 45% to a sliding scale ranging from 40% on small lots to 35% on large lots.
- Establishing a design review process through which a larger FAR could be obtained: up to 50% on small lots and 40% on large lots.
- Increasing the setbacks for second-story houses, and requiring second-story additions to install street trees if none already exist.

Perhaps most important for us is the recommendation to allow the creation of "Overlay Districts" for



areas such as Old Mountain View where residents have undertaken a comprehensive neighborhood plan. The Overlay District would place some additional restrictions on those planning to build and remodel. For Old Mountain View, these would probably include:

- For interior lots, the maximum driveway width would be 12 feet. Detached garages would be stated as preferred, and attached garages would be limited to 12 feet in width.
- For corner lots, the maximum driveway width would be 18 feet, and the maximum garage width would be 20 feet.
- All attached garages would be required to be set back at least 5 feet behind the main facade.

There will be a public hearing on these proposals. It will probably occur at the October 29th City Council meeting.

### Evelyn Avenue Corridor Study

The City Council adopted the Concept Plan produced by the first phase of the Evelyn Avenue Corridor Study. The second phase of the study will begin in November, and will be carried out by a team of consultants who will do a detailed analysis of environmental aspects, traffic, zoning, and financial impacts.

The Concept Plan envisions residential usage for much of the study area, which is bounded by Central Expressway, Castro and Dana streets, and Highway 85. There will be a range of densities, from single-family along Dana to apartments near Evelyn. The plan proposes an enclosed transit terminal serving both CalTrain and light rail. There will be measures to ensure that Evelyn Avenue can handle the increased traffic caused by the additional residents and transit users.

### Bicycling Can Be Good for the Neighborhood

*Editor's note: This column is the first in what we hope will be a series written by Ronnie Falcão, a resident of Old Mountain View and a member of the Santa Clara Valley Bicycling Association. If you have questions about bicycle routes or safety, you can call her at 961-5475.*

If you were asked to describe the ideal neighborhood, what would you think of? Perhaps your thoughts would turn to romanticized notions of neighborhoods such as those in movies and TV shows like "It's a Wonderful Life" and "Leave It To Beaver." These were neighborhoods where the air was clean and children were safe playing in their yards or running across the street to ask if a friend could come out to play.

What has changed since those times? Well, the biggest change has been the shift towards the automobile as the primary means of personal transportation. This shift has brought dramatic increases in noise and air pollution as well as greater danger in the streets.

The successful efforts of OMVNA to obtain City Council acceptance of the Old Mountain View Neighborhood Preservation Plan will provide a

quantum leap towards bringing our neighborhood closer to the ideal. But, even if we're successful in eliminating through traffic from nonresidents, we must recognize the fact that our own driving habits contribute to levels of traffic that degrade the quality of life for ourselves, our families and our neighbors.

I used to think about the amount of air pollution caused by a car as being proportional to the number of miles driven. I was very surprised to learn that for many trips, most of the air pollution is generated in starting up a cold engine and in the evaporation of hazardous fumes from the engine once it's turned off and cools down. In a half-mile trip, over 95% of the pollution is created at the beginning and end of the trip. This has particular significance for trips within the neighborhood because *all* of the pollution is left behind in the neighborhood. It's kind of ironic that a short trip to the library for a couple of hours is twice as polluting to your home environment as a commute trip to a destination further away.

The easiest way for us to improve the air quality in our neighborhood is to replace polluting car trips with non-polluting walks or bicycle rides to nearby destinations. In subsequent articles, I'll write about other benefits and considerations of bicycling in downtown Mountain View.



Write to OMVNA at P.O. Box 391328, Mountain View, CA 94039.

The steering committee meets at 7pm on the 1st and 3rd Wednesday of each month; to attend, call one of us:

Jeff & Kim Farmer 964-6759 • Chuck Darrah & Janice Konevich 967-2591

Tom & Judy Hunter 968-6164 • Stephen & Ann Lewis 968-4341

Paul & Raquel McJones 964-1068 • Eric Schweitzer & Marian Concus 969-9308

