

# VEP NEWS

JANUARY 12, 1979

REPRESENTING OVER 2000 HOMEOWNERS IN VISTAPARK,  
ENCORE, ECHO VALLEY, BLOSSOM HEIGHTS, AND PARKVIEW VALLEY

Santa  
Clara  
Valley  
CORRIDOR  
EVALUATION



## NOTICE OF MEETING

**\*\*SPECIAL VEP MEETING THIS MONTH\*\***

PLACE: GUNDERSON HIGH SCHOOL THEATER  
(TO RIGHT OF MAIN ENTRANCE)

TIME: 7:30 P.M.

DATE: JANUARY 18, 1979 (THURSDAY)

VEP Homeowners Association and the South San Jose Alliance of Homeowners Associations invite you to attend an important meeting to discuss the Santa Clara Valley Corridor Evaluation (SCVCE). Staff members from the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC) will present the findings and recommendations of this 30 month, \$1.2+ million study of regional transportation needs through 1990. These recommendations include transportation and land use proposals which will impact the South San Jose, Almaden, and Edenvale areas for years to come. (See related story inside this paper for details.)

This special meeting replaces VEP's regular (third Monday each month) general membership meeting. Due to the significant long term impacts of the SCVCE, and the desire of ABAG/MTC for citizen input that CAN change the final results, YOU ARE URGED TO ATTEND THIS MEETING WHETHER OR NOT YOU ARE A PAID MEMBER OF VEP. Unless you have never been involved in traffic congestion, are perfectly happy with the County Transit system, or don't mind the possibility of higher density commercial and residential development in our area, THIS MEETING IS FOR YOU. BE THERE.

## MESSAGE FROM THE PRESIDENT

### A MESSAGE ABOUT VEP - YOUR ASSOCIATION

Because it is the beginning of a new year, and because it is also time to promote the VEP annual membership drive, it is also time to explain briefly just what VEP is about, for the benefit of residents who may be unfamiliar and for those who are new in the area.

VEP is a volunteer homeowner association. It has annual dues of only \$4.00 per household. It is not a business, and it is not in the business of making money. It is a service organization devoted to improving the area, helping members, dealing with various levels of government. It is one of the oldest, largest, and most effective homeowner groups in the area. The fact that it is still active and growing attests to its effectiveness.

Officers and board members are elected annually and serve without any pay while helping on any association endeavor. In addition to working with various agencies to obtain street signs and striping, traffic signals, speed limits, street resurfacing, effective school liaison, student transportation arrangements, block parent representation, and other community improvements, the association has also represented members in law suits; sponsors Fourth of July Parades, Easter Events; Halloween Happenings and Parades; and Track and Field events for our children. These last activities not only provide entertainment for the family, they also afford an opportunity for school organizations to make money for their needs. Of course, these events can only occur if VEP receives your support for each of them.

Each month, the association delivers the VEP News to over 2,000 homes. This is accomplished by over 75 volunteer block representatives - your neighbors. Each month, the officers and board members devote hundreds of hours to meetings - the city council, the board of supervisors, the planning commission, the public works department - the list goes on and on. Please support this worthwhile activity with a simple act: join now for 1979 by sending your check for only \$4.00. Your membership will provide several benefits. It will help support the publication of the newsletter. It will provide the funds necessary to continue such neighborhood events as the parades and the other holiday activities, including those which offer an opportunity for school groups to raise money. It will help keep VEP growing, active and effective. It will help you have a cleaner,

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President's Message (Continued)

safer, nicer and more attractive neighborhood for your family. It has been said here before, but it deserves to be repeated. A \$4.00 membership in VEP is one of today's better bargains.

Send a check today to VEP Homeowners' Association. A convenient envelope is provided. If it isn't enclosed in your copy, just mail your check to VEP at P.O. Box 18111, San Jose, 95158. Or better yet, come to this Thursday's meeting about implementation of the light rail Proposal as described by ABAG and MTC representatives and bring your \$4.00 with you. You will save a stamp, learn a lot, and have an opportunity to let your thoughts be known.

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**ABAG/MTC RECOMMENDATIONS TO BE PRESENTED FOR DISCUSSION TO VEP HOMEOWNERS AND AREA RESIDENTS IN SPECIAL MEETING AT GUNDERSON JANUARY 18, 1979**

The Santa Clara Valley Corridor recommendations are based on detailed analyses of land use and transportation alternatives. They are intended to establish a better balance between housing and jobs as a means of making the most effective use of existing facilities, having the least impact on the environment, and assuring the continued economic health of the County. They are also intended to improve the mobility in the County through careful consideration of future job locations, development of an adequate transit system, and investments in highways which can make the existing system work better. In addition, the recommendations reflect realistic projections of financial resources available to the County.

January 18 meeting participants will be given details on the land development recommendations which will mean extensive revamping of San Jose's General Plan and have particular impact on housing and commercial densities in our area. In addition, the following transportation recommendations will be explained further:

**RECOMMENDATIONS FOR TRANSPORTATION**

1. Transportation projects should be used to reinforce desired land use patterns.
2. Transportation projects should be selected which maximize total systems effectiveness.
3. Where possible, options for the future should be preserved.
4. Strategies need to be defined which will support the County in its quest for state and federal discretionary funds.

**HIGHWAYS.** The following specific highway projects are recommended for implementation by 1990:

- \*\* Route 85-- Protect right-of-way and continue land purchases as required. (Route 85 = West Valley Freeway Corridor)
- \*\* Develop and implement ramp metering and preferential treatment for buses where appropriate (\$3-5 million).
- \*\* Route 101-- Widen from four to six lanes in the vicinity of Alum Rock interchange (\$5-10 million).
- \*\* Add auxiliary lanes (weaving lanes between interchanges) north of Route 17 (\$4-6 million).
- \*\* Route 280-- Add two inside lanes between Route 17 and Magdalena Road (\$14-16 million).
- \*\* Route 237-- Upgrade to a four-lane freeway east of Route 17 (\$20-25 million).

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ABAG/MTC (Continued)

- \*\* Route 17-- Widen by adding one lane in each direction from Route 101 to Fremont (\$8-12 million).
- \*\* Route 85-- Make operational improvements in Cupertino. The existing CalTrans project which would cost approximately \$7-10 million to extend a freeway or expressway to Sunnyvale-Saratoga Road will be considered.

In addition to the above projects, \$4-6 million should be committed to make safety improvements, particularly on Route 152 (Pacheco Pass).

TRANSIT

- \*\* The bus system should be expanded to approximately 750 buses to provide adequate service within the urban limits.
- \*\* Development of a light rail line should proceed in the Edenvale Corridor, and the full existing right-of-way for the proposed Route 87 south of Almaden Expressway should be preserved for rail transit. Implementation of this light rail line will depend upon several conditions to be explained by ABAG/MTC staff on January 18th.
- \*\* Expansion beyond the basic 500+ bus system should emphasize express service to downtown San Jose, express service from residential terminals to jobs in the industrial parks, and feeders to Southern Pacific and regional bus connections with BART.

Pricetag for the entire package is an estimated \$400 million in capital improvements and almost \$100 million in annual operating costs. Transit improvements break down to \$150 million (current dollars) for light rail, \$55 million for new buses, and \$45 million for support facilities. Road improvements total \$140-160 million, or approximately 38% of capital funding. (Ed. note: These road improvement monies are optimistically pinned to the remote possibility that Gov. Brown will agree to a 2¢ per gallon hike in state gasoline taxes. In light of recent disclosures that enormous reserves exist in state transportation revenues, this is a political hot potato; what politician in their right mind would sponsor such tax hike legislation?)

Credits: The foregoing was excerpted from ABAG/MTC summaries and the Santa Clara Transportation Agency newsletter, TRANSCRIPT.



THE VEP NEWS

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## SCHOOL NOTES

BY  
Marion Ward

HAPPY NEW YEAR TO YOU - THE SCHOOL YEAR IS ALMOST HALF OVER. BELDEN AND PARKVIEW ELEMENTARY SCHOOLS ARE BACK IN SESSION AND HAVE A FULL SPRING PLANNED. CARSON ELEMENTARY SCHOOL HAS SOME SPECIFIC THINGS TO REPORT - SO MAKE NOTE OF THE FOLLOWING DATES:

JANUARY 9TH CARSON SCHOOL WILL SHOW A BUS EVACUATION FILM. YOU SHOULD GO TO THIS! 7:30PM.

JANUARY 11TH HOME & SCHOOL CLUB BOARD MEETING. 7:30PM.

JANUARY 15TH PARENT PREVIEW OF 'FAMILY LIFE' FILM. 3:00PM

JANUARY 16~~TH~~ TH SHOWING OF 'FAMILY LIFE' FILM TO STUDENTS.

FEBRUARY 1~~ST~~~~8~~TH C.P.R. COURSE OFFERED AT SCHOOL. 1 - 6 PM. PLAN TO ATTEND - YOU MAY SAVE A LOVED ONE'S LIFE!

CARSON SCHOOL IS TO BE COMMENDED FOR TAKING THE EXTRA TIME TO SHOW A SPECIAL FILM ABOUT SCHOOL BUS EVACUATION. I USED TO HAVE THIS SECURE FEELING WHEN MY LITTLE ONES CLIMBED ON THE BIG YELLOW BUS. I NEVER WORRIED WHEN MY OLDER ONES GOT ON THE BUS FOR TRACK MEETS, CONCERTS, TRIPS TO SAN FRANCISCO, ETC. THEN ONE DAY I HAPPENED TO BE BEHIND A SCHOOL BUS - IT GROANED AND CREAKED, IT BARELY RAN. THE KIDS CAME HOME AND TALKED ABOUT HOW THE SCHOOL BUS 'BROKE DOWN'. NOW I BEGAN TO LISTEN TO THEM - YOU SHOULD LISTEN, TOO. THAT'S VERY PRECIOUS CARGO BEING TRANSPORTED - TOUR A SCHOOL BUS, FIND OUT ABOUT SCHOOL BUS CONSTRUCTION, LISTEN TO THE MOTOR, AND ASK ABOUT THE QUALIFICATION STANDARDS FOR SCHOOL BUS DRIVERS. YOU MIGHT BE SURPRISED!

THANK-YOU, MR EVERETT, FOR YOUR CONTINUING COMMUNITY SERVICE.

### NEW SPEED LIMIT ON BRANHAM LANE

A radar enforceable speed limit of 40 MPH will be posted along Branham Lane between Narvaez and Vistapark Drive. This relatively high limit is justified by recent traffic surveys performed there by the City of San Jose which measured an average speed of 39.7 MPH.

VEP urges motorists to observe this limit. However, please be especially careful during school hours; some of our children have to cross that busy street on their way to and from Carson Elementary School. Remember: Although the limit is set at 40 MPH, you CAN go slower! Also remember that state law requires you to STOP for pedestrians waiting to cross at striped crosswalks.

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PROPOSED MAJOR DEVELOPMENT AT CAPITOL & SNELL

Cherrywood Development Company, a subsidiary of Arcadia, is presently seeking environmental clearance for a rezoning of the 78 acre parcel on the southeast corner of Capitol Expressway and Snell Avenue. The rezoning is sought to enable a planned development consisting of 1897 apartment units and 20 duplexes. Phased construction plans schedule completion of approximately 640 dwelling units by 1980 and the balance by 1985. The project is called "Monterey Village" and is described as a 'moderate-to-middle income' adult residential complex.

Because of the potentially severe impact of a project of this size on our community, the city planning staff has required the developer to prepare an environmental impact report (EIR). The purpose of an EIR is to identify any and all adverse impacts of a development on the TOTAL environment-- including not only air quality, noise, energy, and other natural aspects of our environment, but man-made aspects also; such as streets, sewers, police/fire protection, schools, etc. If adverse impacts are identified, the EIR is then to describe corrective actions, mitigation, which will be performed by the developer or by the developer in harmony with scheduled municipal improvements. If impacts are found for which no improvement can remedy-- as is the case at two intersections in this EIR-- they are to be stated.

VEP has performed a thorough review of the Monterey Village EIR. We found it to be lacking in both scope and depth of investigation. Our formal written response was submitted to the Planning Commission in preliminary hearings on December 6, 1978, and will be attached as a supplement to that EIR. The planning staff is currently reviewing our comments and will report back to the Commission for their advisory recommendation on January 24. The City Council has final say-- usually two weeks after Commission hearings.

Our primary concern is for added traffic congestion. Although the EIR addressed this concern, we do not believe its analyses are based upon conservative assumptions, nor do they factor in the cumulative effects of other major developments ongoing or anticipated in our area. The analyses are extremely localized also, failing to consider intersections (such as Snell/Blossom Hill Road, etc.) more than a few blocks distant from the project site.

In our constant surveillance of development in the Edenvale Planning Area, we recognize the tendency of all proposals in a given locale to use the same programmed street improvements as mitigation for their

Continued on page 8

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Major Development (Continued)

individual traffic impacts. What we ask in our response to the Monterey Village EIR is an end to this kind of "double-counting". The ultimate consequence of anything less than comprehensive, area-wide planning will be perpetual urban service deficiencies in our neighborhoods-- especially in the wake of recent municipal revenue reductions.

We do NOT oppose this major development proposal, per se. We DO insist upon adequate front-end planning to avert further sacrifices in public safety and services, however. VEP aims to protect the quality of life in and around its membership area. If you wish to help, or want more information regarding this proposal, please call a VEP officer listed elsewhere in this paper.

## NEIGHBORHOOD WANT ADS

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CHILD CARE - Ages, three and up weekdays, near Parkview, call Mrs. Saroj, 226-7463.

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JENNY - Age 14, \$1/hr	578-1037
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LANEL - Age 13, \$1/hr	227-8758
MEG - Age 15, \$1/hr	226-9339
SHARON- Age 16, \$1/hr	225-1791
VALERIE-Age 14, \$1/hr	226-6301
LISA - Age 11½, \$.75/hr	227-7196
DEE - Age 11½, \$.75/hr	225-4141

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