

# VEP NEWS

June 18, 1979

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

The next meeting of the VEP Homeowners' Association will be Monday, June 18, 1979, at 7:30 PM, at Mercury Savings & Loan, located on Blossom Hill Road at Pearl Avenue (next to Angels).

## AGENDA

### Short Business Meeting

Water Supply And Water Conservation (Use The Wet Stuff Wisely)  
- Presentation By James R. Melton of Santa Clara Valley Water District.

### JUNE MEETING

Do you have a Water Bandit in your home? If so you are throwing away hard-earned money as well as the wet stuff.

An information-packed program on the subject of water conservation and supply will be presented at the June 18 meeting by James R. Melton, VEP homeowner (his wife, Cathy, is VEP secretary) and Public Information Officer for the countywide Santa Clara Valley Water District. Jim is responsible for various water conservation education programs for schools, Water District Speaker's Bureau Programs and news media services. Water District conservation programs during the 1976-77 drought won national award for effectiveness.

Part of Jim's presentation will be the screening of a new, 11 minute film on water conserving gardening that his office did in partnership with the California Nurseryman's Association. It is titled "Gardening: California Style."

Jim will briefly summarize the history of water in our valley and describe current and future water supply plans.

There will be plenty of time for Q&A at the end of the presentation, so bring any questions you have about our water supply, flood control, statewide water questions, San Felipe, conservation, reservoirs, percolation ponds, recreation or whatever.

## MESSAGE FROM THE PRESIDENT

Since the May issue of VEP News, the request by Arcadia to rezone its land located just south of Capitol Expressway and west of the main S.P. line has been considered by the City Planning Commission. Arcadia wants the area rezoned to increase the allowable density to 25 dwelling units per acre. As we reported last month, this would allow the developer to build almost 2000 apartment units (1917 to be exact), to be known as Monterey Village, in this area which has extremely limited access because of the physical restrictions of the main railroad line to the east and the elevated expressway to the north. In fact the only road which residents of this proposed development will have direct access to is Snell Avenue. The traffic impact on Snell and the nearby intersections would obviously be tremendous.

On behalf of VEP, I appeared at the Commission meeting and argued against allowing this increase in housing density. VEP also strongly urged that a traffic signal is needed now at Snell and Rosenbaum, whereas the City Planning staff had recommended that the developer only be required to place one-half the cost of such signal into an impound account and even that amount be returned to him unless the City planners decided within the next 5 years that the signal was in fact needed there. Do you think any of them have to turn left onto Snell from Rosenbaum to leave their residence for work, the store, or whatever? A corollary effect of the proposed massive development on this 78 acre parcel would be the necessity of making the already heavily impacted left turn lane for southbound Snell traffic from Capitol Expressway into a double left turn lane, and to do so (since there is insufficient width in the median for another lane) also re-routing the through traffic lanes on Capitol Expressway itself (read: making them swerve to one side and then back again); this in itself would create a new unforeseen safety hazard to traffic on Capitol Expressway which already has to dodge left turn stackups in the left traffic lane and drive-in movie or even gas lines stacked up in the right lane. One wonders what other ideas the City has for our area.

The Planning Commission was concerned about these objections and delayed for a couple more weeks their decision on this application. VEP was not the only voice expressing concern about the effects of this proposed development. A deputy for Mr. Hamilton, Director of Planning, stated, in an addendum to the E.I.R: "As proposed, at 25 dwelling units per acre, cumulatively with other projects, it could lead to exceeding of the planned General Plan holding capacity for

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the Edenvale Area." And note, fellow residents, that the "General Plan" includes highways in our area which were never built and other services which have never been provided. Similarly, Mr. Sullivan, Senior Property Agent with the County Transportation Agency, stated in a letter to the Planning Department: "It was felt (by personnel in the County Transportation Agency and Transit District) that the less intensive development alternative (alternative 4, page 33 of the E.I.R.) was not explored in depth and concerned itself only with relative profitability to the developer." (Emphasis added)

As you read this, the Planning Commission may already have made its recommendation on this application to the City Council. The Council will have the ultimate decision on whether the application is approved or not. As an organization we intend to continue to present to our politicians the legitimate and reasonable needs and expectations of residents of our area as it relates to this and other proposed massive developments in Edenvale.

Al Bender



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## HIGHWAY TRANSPORTATION: GETTING THERE FROM HERE

The San Jose area has been planned around the existence and adequacy of key highway development programs that depend upon outside help from the state and federal government for funding. These highways were built into our city's General Plan on the basis of firm promises by those agencies, and have been used by our planners as mitigation for traffic congestion they knew would occur as our city grew. Our homes in V.E.P. Country, for example, were allowed to be built on the state's promise that the Guadalupe (Rt. 87) and West Valley (Rt. 85) Freeways would be constructed in timely fashion to serve our commute needs.

Obviously, the state has reneged on their promise. While tens of thousands of homes and businesses were being built and traffic congestion steadily mounted on our city streets, the cost of highway construction skyrocketed. In a desperate move to fill the gap, our city has had to redouble its efforts in street building, diverting scarce local tax money from other important programs that relate to the quality of life in our neighborhoods. After years of senseless delays, we're now told that the state doesn't have the money to build our roads.

That's very hard to believe. Last year alone, California motorists paid 7¢ per gallon in state taxes on 11.9 BILLION gallons of gas, netting CALTRANS \$833 million. Our federal contribution at 4¢ per gallon amounted to \$476 million, little of which will be returned to our state because we're not building roads-- that money will be used by other states who've applied for federal funding. Currently \$560 million of state highway user taxes have been allowed to accumulate while another \$700 million (plus) of federal-aid funds are unobligated.

Of the 7¢ per gallon collected by the state, 3.4¢ is returned to the cities and counties where it is collected according to customarily complex allocation formulas. The state accumulation results from "banking" their 3.6¢ per gallon share. It is estimated that California cities and counties are sitting on more than \$500 million additional reserves. Moreover, "Federal-aid" is a misnomer; these are special taxes levied on California highway users by the Feds and reallocated to California. This amounts to roughly 60¢ out of every dollar collected. In other words, the \$700 million of unobligated federal-aid funds represent nearly \$1.2 billion paid by Californians-- the rest is spent in other states.

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HIGHWAY TRANSPORTATION (CONT'D)

While these currently available funds remain unspent on needed highway projects, the death and injury rate is accelerating, excessive fuel is being consumed, the economy is suffering, and inflation is eroding the highway construction dollar. Revenues from our highway user taxes are exceeding expenditures by more than \$100 million per year. At the same time the value of the dollar is shrinking more than 13% annually because of the construction cost inflation rate. Interest earned on those banked reserves falls far short of this inflation rate, yet it is estimated that unspent revenues will be allowed to reach the level of \$650 million by January 1, 1980.

The current backlog of urgently needed highway projects in this state is estimated by CALTRANS at \$4.4 billion (1979 dollars). The Brown Administration plans to spend only \$1.4 billion over the next five years to reduce this backlog. There are no plans to meet the current shortfall or future needs. The \$1.4 billion programmed for that five year period includes 90% federal dollars-- only 10% of new facilities funding will come from state funds. Yes, Uncle Sam matches every state dollar spent on roads with nine out of "his" pocket (by way of comparison, the MAXIMUM match for rail construction is 80% or less); imagine the funding we'd have if CALTRANS would harness all of its reserves!!

The California Legislature (by authority of AB402 passed in 1978) is expected to augment the Brown Administration's highway budget request to provide additional funds for highway projects for the 1979-1980 fiscal year. It is anticipated that the governor will "blue pencil" the additional funds and in that event an attempt will be made to override his veto. A statewide cooperative effort is being planned should this occur.

You will be hearing more about the cooperative effort for an increased highway budget in the near future; right now, however, it's up to people like us to let the governor and our state legislators know of our concerns.

**PUBLIC TRANSPORTATION**

Do you have a complaint or suggestion to make about our public transportation? Then come to the July 23rd VEP meeting.

A representative of the Santa Clara County Transportation Agency, Jim Lightbody, will be there to discuss route planning and future expansion of our bus fleet.

Here is your chance to tell Santa Clara County where you think the buses should run!

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PRESCRIPTION SUNGLASSES FOUND NEAR BARRON PARK DRIVE. CALL 226-6741

## HELP NEEDED

THE VEP BOARD OF DIRECTORS BELIEVES IT IS IMPERATIVE THAT STOP LIGHTS BE PLACED AT ROSENBAUM AND SNELL IMMEDIATELY!! There has been a traffic death at that corner. The best form of action is to have a petition signed by homeowners who would benefit by having stop lights installed there, namely all homeowners who use that exit in and out of Encore I. Volunteers are needed to take the petitions around for signatures. A date will be set soon. The petition will be given to the San Jose City Council. Anyone interested in volunteering please call Cathy Melton 226-3256 or Norma Majumdar 629-0570.

### VEP'S UNSUNG HEROES (AND HEROINES)

Who has been trudging along with armloads of VEP NEWS, delivering door to door in your street? It is your friendly Block Representative! One of your neighbors who contributes his or her time to community service. When your Block Rep comes next time, take time to say "Thank you! You are a good neighbor."

Who gives the VEP NEWS to your friendly Block Rep? It is the Distributor - another good neighbor, perhaps your next door neighbor. This is how the VEP NEWS is delivered to your home. The 1st Vice-President distributes some 2000 newspapers among its several Distributors. Each Distributor in turn further distributes these among several of its assigned Block Reps. The Block Reps deliver door to door. So far 11 Distributors and 72 Block Reps have been delivering the VEP NEWS to over 2000 homes. The VEP NEWS salutes these dedicated people without whose support it would not exist.

We at VEP NEWS convey our heartfelt thanks to the following Distributors: Dianne Christensen, Bob & Marion Ward, Bill Rogers, Roberta Rinde, Mauro Valcazar, Ed Casey, Bonnie Hartter, Chuck & Dianne Maclean, Don Och and all the Block Reps. We are unable to print the names of our Block Reps due to lack of space. But we at VEP NEWS are considering ways by which we can properly acknowledge their help.

At present we need Distributors in two areas of VEP country. If you live on Viewpark Circle, Bluefield Drive, Grandpark Circle or Sunpark Place we have a job for you. The other area that needs a Distributor consists of Kingspark Drive, Monet Circle and Monet Place. We are

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airaid that if we cannot get Distributors, the homes along these streets would not receive their VEP NEWS. We hope that would never happen. If anybody would like to volunteer as a Distributor please call 1st Vice President Norma Majumdar at 629-0570. We will appreciate your help very much.

**FROM THE EDITOR'S DESK**

The deadline for submitting News Articles, requests for Ads and Neighborhood Want Ads etc. for the July issue of VEP NEWS is July 2nd, 1979.

Starting July 1979, the monthly VEP Homeowner's Association Meetings will be held on the 4th Monday of each month. Time and Place: 7:30 PM at Mercury Savings & Loan, located on Blossom Hill Road at Pearl Ave (next to Angels), unless posted otherwise in the VEP NEWS.

San Jose Fire Department has published a pamphlet on preventing or reducing fire hazards in your home. You can call or write to them asking for this pamphlet. A few excerpts from this pamphlet: Do not smoke in bed. Have large, safe ashtrays available where people smoke. Dispose of contents carefully making sure the ashes are cold. Keep matches, lighters out of reach of children. Periodically check electrical cords for worn insulation, unplug appliances when inrequently used. Keep your TV sets and similar appliances far enough away from walls and draperies to ensure adequate ventilation. Do not overload circuits by connecting several appliances to a single outlet. Never leave your stove unattended while frying foods and keep your oven clean. Never use or store any flammable liquid around or near any source of flame. Above all, install smoke detector / alarm in your home and make sure these are in working condition.



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## THE VEP NEWS

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