

# Lynhaven Neighborhood Association

February 18, 2016 Minutes Approved at the

March 17, 2016 Business Meeting

**Meeting:** called to order by Jerry Giles at 7 PM.

**Officers for 2016:** Susan & Jerry Giles Co-Presidents, VP – Tony Madeiros, Secretary, Clark Leakins, and Treasurer, Susan Larson

## **Approval of the minutes:**

Attendance=26: January 21, 2015 meeting minutes approved by quorum.

**Treasures Report:** Susan Larson

Paid membership of 68 residents. Bank balance \$6,358.39.

Natalie Heling: **Fruit Harvest** is on Saturday March 19 from 9am to 12pm. Register by March 5th to have your fruit picked by the **Village Harvest** crew to avoid straining your body. Volunteers needed to sort fruit and/or pick up bins.

**LNA Dumpster Day** is Saturday April 23 8am to 12pm. Only **ONE** dumpster. Clark Leakins in charge. Volunteers needed, donuts and coffee provided!

**LNA BBQ** is Friday May 20 on Cypress at Duprey residence. Details forthcoming.

## **City Tax measures being proposed:**

.25% Sales tax increase - city council voting on March 8, 2016, 9-year life, *NOT* a citizen ballot item.

VTA .50% tax increase proposal - *NOT* a citizen ballot issue, commission vote date pending.

Proposal of business tax increase of gross receipts over \$1 million, currently a signature ballot initiative in circulation.

**District 1** – City has hired a manager for the city Residential Parking Permit Program. Community meetings will be held soon to explain/offer program methods, prioritize. Majority of residents on the street must agree in order to

implement program. *NOT* yet defined if program will apply to duplex/triplex/4plex etc.

**Mobile Home Community** – City council votes on February 23 to approve city policy for retaining mobile home park residence rights. This policy *WILL NOT* stop conversion/removal, only establish policy/requirements of proper processes.

**Reserve Apartments** – Majority of the meeting spent on Q 7 A with our D1 council representative Chappie Jones. Chappie supports the project development based upon the following:

The severe housing shortage in the whole bay area must be addressed by every city.

The future of any new housing must be high density, with transit nearby, to bring living/working in closer proximity.

“Smart development”, will bring opportunity for shuttle service to Diridon station for transit to jobs in cities to the north.

Neighborhood parking reduction will be possible, millennials bike more, use buses more, and drive less.

Chappie is of the opinion that the status quo is not good, or proper, for the housing future.

This project will contribute millions of dollars to improve traffic flow. Money will be specifically dedicated to improving Moorpark/San Thomas; Winchester/280; Winchester/ Williams.

Q: Where is the water coming from to supply all of the population increase?

A: Increased density and new construction methods using high-efficiency components will use less water than existing homes.

Q: Why is this project not paying into the “affordable housing” program?

A: The project will be approved before the date that the program is due to take effect. Also, this new additional “market rate” housing will free up class C rent control units, which are currently within the existing Reserve complex, to be used at other housing locations. Lastly, younger tenants don’t mind paying more for small, high-quality living space.

Q: Employers are not required to hire local, or live local. How will the streets handle the additional cars?

A: VTA will provide VRT (Rapid Route Transit). VTA “Flex Service” phone App is currently rolling out. The future will also bring autonomous vehicles.

Q: How will the intersection of Williams/Winchester, Winchester/Moorpark be addressed, there are elementary children in crosswalks?

A: There will be a total of \$1.8 million available in a “transportation bucket” for the community. Community meetings will be held to determine best use. \$500k will be dedicated to Winchester/Williams intersection improvements.

The total amount of “improvement” fees contributed by the developer is \$22 million. Much will be spent on Moorpark/San Thomas and Winchester/280.

\$6 million will be dedicated for park acquisition, or park improvements, to be used within a 3-mile radius. Chappie suggested that the \$6 million park \$ could be available to purchase the ICC property for a local park.

Q: Will lanes be added to Williams?

A: No. It will be changed similar to Moorpark between Saratoga and Williams where traffic lanes were reduced to add bicycle lanes, which resulted in reduced traffic and speeds.

Q: Will the bike tunnel near the Moorpark/South Monroe intersection be cleared of vagrants? Will the Winchester Bridge over 280 be improved for safer/better bike access to enjoy Santana Row/Valley Fair?

A: Recommend that you stay involved with the community meetings to improve the situation.

Q: What is the anticipated increase in new housing requirements along Winchester, between 280 and Hamilton, based upon the 2040 city plan?

A: Answer was not clear. Anywhere from 2,000 to 2,400 was estimated. However, per Jerad Ferguson (D1 Office), the figures are currently under review.

Q: What is the maximum building height allowed for this project?

A: Per Jerad, 85 feet. Per Andrea C. (community resident) with latest plans submitted, indicates 95 feet.

Q: How will streets handle all of the additional cars, especially with the proposed additional housing to be coming?

A: Assumption that more cars are coming is not accurate. Most new residents will use bus, bikes, and “other infrastructure options currently under development”. The increased density requires this “right strategy”.

Q: Higher density requires additional available parking, not less parking!

A: This “new strategy” will “force the tenant to choose between car/no car in the high density areas. They will have no access to street parking due to the Residential Permit Program.

Q: How will the permit program be enforced?

A: Not specified, however, additional parking will be added to the Reserve that will lower or maybe eliminate the need for the permit program.

Q: Who has inquired with the schools, discussed the additional children impact on the local schools?

A: Existing residents will have first pick. However, new residents may have to travel to a more-distant school.

Q: You were elected to serve the citizens in this district, immediate community, why are you voting against the community’s desires on this project?

A: I was involved with this project prior to being elected. There are many other local citizens who are in approval of this project moving forward. I am also responsible to the city of San Jose to balance the process, consider local inputs VS city benefits. The community, and city, benefits from the additional money being contributed by this development. This will also spur future development on Winchester.

Q: Have we changed your mind about changing/modification of this project?

A: No.

Latest testament from the Reserve Development Committee meeting with Chappie:

Q: Reduce the density to 600 units, <6%>, would remove the top story.

Q: "Screening trees" on rear, was proposed to be 3 rows, to Opal Drive residents. Latest proposal indicates 8-foot tall, slow growth trees, planted two feet below existing grade. Please deny this change.

Q: Proposed Parking Permit Program on Opal, study will cost \$1 million, no guarantee of implementation. Please remove the cost.

Q: Impact Mitigation Fees to be spent directly in local LNA, Eden, Haman neighborhoods only. The fees of \$2.4 million are a "voluntary donation" by the developer.

A: Chappie answered No to all of the above, suggested compromises.

EVERYONE PLEASE attend the Tuesday February 23 city council meeting to voice your opinion. You can also sign a letter being circulated by Andrea C.

Meeting minutes respectfully submitted by

Clark Leakins, Secretary, LNA 2016