



Letters to the Editor

Opinions in Letters to the Editor are the express views of the writer and not necessarily those of the Lamorinda Weekly. All published letters will include the writer's name and city/town of residence -- we will only accept letters from those who live in, or own a business in, the communities comprising Lamorinda (please give us your phone number for verification purposes only). Letters should be 350 words or less; letters of up to 500 words will be accepted on a space-available basis. Visit www.lamorindaweekly.com for submission guidelines.

email: letters@lamorindaweekly.com; Regular mail: Lamorinda Weekly, P.O.Box 6133, Moraga, CA 94570



Editor:

Roads have been a major concern for Orinda ever since the Infrastructure Committee came out with its report in 2006. In the 2008 City Council Member election, the two winning candidates stated that their top three priorities were roads, roads, and roads.

A recent article in the Orinda News reports on the City's current 10 Year Plan (adopted last April). However, the article did not include information contained in the latest (December 2014) consultant's report to the City which is prepared bi-annually (available on the City web site "Pavement Management Program Budget Options Report - CAPS Dec 2014"). This report shows five road repair financing options, all of which have a cost of about \$60 million to bring all roads up to the condition that the City's 10 Year Plan specifies; no road below 50 PCI.

However, the report's repair scenarios assume compressing the repairs into a five year time frame while the City Plan assumes ten years. Extending the report's time frame four more years to accurately compare it to the current

City Plan would add costs for inflation, additional road degradation, and four years of maintenance for roads already brought up to reasonable standards.

This would bring the total cost of repairing the roads to \$80 million. When the \$15 million for associated storm drain work is included, the total cost becomes \$95 million; \$30 million more than the current 10 Year Plan projects. A new 10 Year Plan needs to be created. Hopefully the City will keep the community advised as to what its plans and deliberations are. This will require an education process to demonstrate to the taxpayers that it is both affordable and in their own best interests to come up with the \$50 million or more of additional taxes required to fix their roads and then \$3-5 million per year thereafter to maintain them.

Note: The City Council will be meeting jointly with the CIOC to discuss roads on June 10. All Orinda residents interested in having their roads repaired and then maintained should attend.

Steve Cohn
Orinda

Lafayette

Woodbury Launch



Photo Cathy Tyson

Although there are multiple units in each building, the developer went over and above the call on "sound attenuation," as Thomsen calls it, to ensure quiet from neighbors. The sloping site and generous patios also help orient the views to a wall of lush greenery on the hillside of the Lafayette Reservoir. While there is a feeling of seclusion within the roomy units, the buildings, now under construction, seem shoulder to shoulder on the parcel.

For those who would like to check it out, a model will be open daily at the development behind the Veterans Memorial Center on Mt. Diablo Boulevard. There was a level of excitement at the first official open house with many positive comments from viewers who came from as far away as Pleasanton and San Francisco, along with potential buyers from Lafayette.

When the project is complete there will be a total of seven buildings; six three-story buildings will have six units each for a total of 36 luxury "Garden Flats" ranging from 1,457 to 3,000 square feet, with up to three bedrooms and three bathrooms priced

in the low million dollar range. The 20 "Terrace Flats" condominiums will be located in a single three-story building over a podium garage, are all two-bedroom and two-bathroom units that are a bit smaller, 1,111 to 1,700 square feet, than the Garden flats, with a slightly more modest price tag, starting around \$800,000. A number have already been pre-sold.

Originally the project was proposed in 2007, by Branagh Development, but it was purchased by New Home in March of 2013. The site includes a major challenge for architects with the large East Bay Municipal Utility District underground water pipe and the associated easement for the utility. The two-and-a-half-acre parcel was formerly home to an aging apartment complex and restaurant.

The Woodbury is part of a building trend that has some residents concerned. Other projects coming soon, or in the review stages include KB Homes' 69 units on Dewing Avenue behind the Panda Express, and Lennar Corporation's 66-unit development on the site of Celia's, that is still going through review. Two sen-

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ior-oriented projects were recently completed: Eden Housing and Merrill Gardens, both located on Mt. Diablo Boulevard.

Adding to the construction on the west end of town is a two-story medical office building just across the street from the Woodbury at the corner of Risa Road and Mt. Diablo Boulevard -- a Branagh Development project, also by Ward Young Architecture, a thoughtful amenity for future condo owners.

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Sick of Local Traffic? Say Something!

Nelson/Nygaard Consulting Associates is inviting Lafayette, Moraga and Orinda Residents to participate in a simple, quick online survey about potential new transportation alternatives to better serve Lamorinda. One way to lessen congestion is, not surprisingly, getting cars off the road. The team has come up with several ways to do that, but the options may all not be appealing or practical to users, hence their request for real live residents to chime in with opinions.

The consultants did a survey back in November and based on that feedback, they developed several potential service alternatives for commute, school-based and community trips. A few minutes of clicking would help them further refine their recommendations on what folks would actually use or not use due to convenience, cost or hassle factors.

Go to www.lamorindatransitsurvey.com to share your thoughts. Any questions, call Terra Curtis at (415) 284-1544. The survey started in late May and will be open through June 12. C. Tyson

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