



Lafayette

Public Meetings

City Council Special Meeting:
Monday, Jan. 31, 10 a.m. - 4 p.m.

Regular Meeting:
Monday, Feb. 13, 7 p.m.
Lafayette City Offices, Conference Room #265, 3675 Mt. Diablo Blvd.

Planning Commission

Monday, Feb. 6, 7 p.m.
Lafayette Library & Learning Center, Community Hall, 3491 Mt. Diablo Blvd.

Design Review

Monday, Feb. 13, 7 p.m.
Lafayette Library & Learning Center, Arts & Science Discovery Center, 3491 Mt. Diablo Blvd.

School Board Meetings

Acalanes Union High School District
Wednesday, Feb. 1, 7:30 p.m.
AUHSD Board Room
1212 Pleasant Hill Road, Lafayette
www.aalanes.k12.ca.us

Lafayette School District

Wednesday, Feb. 8, 7 p.m.
Regular Board Meeting
District Office Board Room
3477 School St., Lafayette
www.lafsd.k12.ca.us

Check online for agendas, meeting notes and announcements

City of Lafayette:

www.ci.lafayette.ca.us
Phone: (925) 284-1968

Chamber of Commerce:

www.lafayettechamber.org



Lafayette Police Department Incident Summary Report Dec. 11 - Dec. 24

Alarms	75
911 Calls (incl hang-ups)	18
Noise complaints	5
Traffic stops	144
Suspicious Circumstances	14
Suspicious Subjects	24
Suspicious Vehicles	27
Welfare Check	16

Abandoned Vehicle

Los Arabis Dr./Upper Happy Valley Rd.
60 Block Bacon Ct.
Knox Dr./Hidden Valley Rd.
900 Block Block Risa Rd.

Auto Burglary

1000 Block Via Roble
3400 Block Golden Gate Way
4000 Block Mt. Diablo Blvd.
Reliez Station Rd./Olympic Blvd.

Beat Info

4100 Block Canyon Rd.
Lafayette Reservoir Rec Area
3900 Block Happy Valley Rd.

Civil Disturbance

3200 Block Acalanes Ave

Commercial Burglary

3600 Block Mt. Diablo Blvd.

Counterfeit

900 Block Moraga Rd.
3600 Block Mt. Diablo Blvd.

Disturbing the Peace

3400 Block Mt. Diablo Blvd.
Moraga Blvd./Moraga Rd.

Fire/ems Response Info

1800 Block Reliez Valley Rd.
St Marys Rd./S. Lucille Ln.
10 Block Vista Via Rd.
1000 Block Miller Dr.

Fireworks

3600 Block Walnut St.
1200 Block Pleasant Hill Rd.

Forgery

1200 Block Panorama Dr.

Found Property

3500 Block St. Marys Rd.
Lana Ln./Foye Dr.
20 Block Lafayette Cr.

Hailed by Citizen

Mountain View Dr./Mt. Diablo Blvd.

Harassment

3300 Block Mildred Ln.

Hit And Run Misdemeanor

1st St./Mt. Diablo Blvd.
900 Block Moraga Rd.
1st St./Mt. Diablo Blvd.

Identity Theft

3300 Block Moraga Blvd.
3200 Block Marlene Dr.

Juvenile Disturbance

Martino Rd./Southampton Pl
500 Block Block Silverado Dr.
1200 Block Pleasant Hill Rd.
Jennie Ct./Sweet Dr.
3500 Block Golden Gate Way
3400 Block School St.

Loitering

3500 Block Mt. Diablo Blvd.
3300 Block Mt. Diablo Blvd.

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Outrage over Waiver of Lafayette Development Fee

By Nick Marnell

New Lafayette council members Cameron Burks and Ivor Samson voted against waiving a portion of the city's local transportation development fee for the Lennar Corporation, citing the appearance of a quid pro quo, a lack of transparency and lost revenue for future city transportation projects.

Transportation development fees are negotiated with developers and are used to defray transportation-related costs inherent with a new project, such as the expense of road widening or erecting a traffic signal. These fees are normally negotiated in advance but this time the \$132,000 transportation fee credit proposed by the city was not. "Lennar is considered anomalous in this case," transportation planner James Hinkamp wrote in his report for the Jan. 9 council meeting. City

Manager Steve Falk outlined how the development negotiations deviated from the norm.

Lennar, a Miami-based home-builder, plans to construct on the western end of Lafayette a mixed-use development that includes 66 residential units, 10 of which Lennar will offer at below-market rates. Initially, Falk said, an agreed-upon access to the project was opposed by the neighbors and rather than litigate, Lennar chose to cooperate, moving the entrance to a new location. The city did not approve the location and Lennar proposed another entrance, which produced more negotiations with those neighbors. Then the city demanded a traffic signal, opposed by a nearby property owner, resulting in another year of negotiation. "The most expensive alternative worked

best for the city," Falk said. "We think this refund is due and warranted."

The argument did not convince Burks. "What is our message?" he said. "If you provide a certain number of low-priced housing units, you qualify for a transportation fee credit?"

Samson objected on behalf of Lafayette voters, who rejected a proposed citywide sales tax increase in November. "Now we're walking away from \$132,000 that could have been used for transportation improvements," he said. "We have to hold ourselves accountable."

Samson and Burks voted against granting the waiver. "This process was not transparent and may result in delaying our transportation projects," Burks said.

"I'm not comfortable telling the public that I voted tonight to take money out of their pocket."

Other council members insisted that the city was not treating Lennar any differently than it does other developers, though they agreed the fee waiver should have been negotiated in advance.

The council passed the motion 3 to 2 to waive the \$132,000 portion of the transportation development fee, but Mayor Mike Anderson made clear his unhappiness with the process. He admonished the city staff to wrap up development negotiations earlier and not tack on surprises at the end.

"We've got to do a better job of clarifying what we're doing, and do it at the right time," Anderson said. "This was not our best moment."

Deer Hill Roundabout Defeats Traffic Signal 3-2

By Nick Marnell

A divided Lafayette City Council rejected calls for a conventional signaled intersection and approved the construction of a roundabout at the proposed entrance to the Homes at Deer Hill development in the eastern end of the city.

Northern California-based O'Brien Homes will develop the 45 single-family home project that includes a 10-acre park, a sports field, a 2.9-acre dog park and a parking lot; the roundabout will lie adjacent to the entrance to the dog park.

The council reviewed documents in November that recommended building a roundabout at the Deer Hill intersection but doubted whether it was a smarter solution than erecting a traffic signal. City engineer Tony Coe presented the council further information Jan. 9 confirming that not only will a roundabout be safer and less expensive, it will more easily comply with the requirements of the Americans with Disabilities Act.

While a conventional inter-

section with traffic signals could be built at the Deer Hill development, it could not be designed with an accessible crosswalk without extensive grading of the roadway in order to create a flat connection between two streets. Since crosswalks at a roundabout are not at the intersection but set back along the approach roadway, Coe said they can be built more quickly and inexpensively in the proposed location because less grading of the roadway would be required.

Speakers praised the roundabout as better for the environment since drivers waste fuel idling at a stoplight, which itself uses energy to switch signals, and presented anecdotal evidence that drivers tend to slow down as they approach a roundabout.

A majority of the council members agreed that the roundabout was a reasonable solution for safety and life-saving purposes, and the motion to approve the roundabout for the future Deer Hill intersection passed 3 to 2.

Council members Mark Mitchell and Ivor Samson, while not vehemently opposed to the roundabout, voted against it because they needed more research on exactly how a roundabout functions as opposed to a traffic signal, and more detail on the incremental cost of grading for a conventional signal versus a roundabout.

Vice mayor Don Tatzin summed up the prevailing sense of the council at the Deer Hill entrance: "It's just not a great location for an intersection," he said.



The proposed roundabout on Deer Hill Road is the green circle.

Rednering provided

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