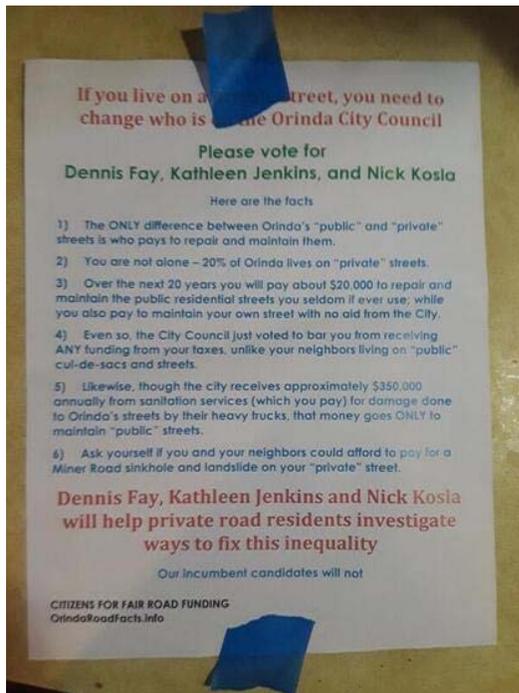


NextDoor.Com Posting by [Chris Flum](#)
[i live on a private street and I call BS](#)
October 25, 2018

I just found this taped to our house, This seems straight up as a power grab for the people that want to build downtown into stack n packs for their developer friends. I do not believe for a second the candidates Fay, Kolsa and Jenkins would do anything to improve all the private streets. as they say they will Investigate.. we know how investigations go.. a bad website [orindaroadfacts.info](#) set up just for them without all candidates input.. nope don't believe it, i understand living on a private street the costs of upkeep and how the city doesn't require new houses to put a bond up to cover the damages done by developers on private streets as the city only covers what they want but that could have been changed by many city council members, If they want to make it an issue then lets hear all the council members views and not a phony website made for the prodevelopers..



[Em MCB](#)

, Lower El Toyonal · Edited 25 Oct

Orindafacts has been up for a while; I signed their petition to get the city to consider taking over the private roads months ago. I believe that they were also pushing for the private road task force to investigate the issue that the city abandoned. However, while I appreciate the hard work and dedication of the private road advocates, I am also unconvinced that the candidates will take a different approach to the issue if elected. I suspect that they will consider it for about five minutes before deciding that there's too much cost and liability associated with it, even though

private road residents pay the same in taxes. Although the private road issue is upsetting, I intend to vote with the big picture in mind because there are many things at stake.

[Theresa Slaman](#)

, North Orinda·25 Oct

Chris - Have you been following this important issue at all?

[Nick Waranoff](#)

, Miner Road·25 Oct

Chris: Kathleen Jenkins has promised to support the formation of a task force regarding private roads. She is adamantly opposed to stack n pack and will require that any new development comply with current height and density limits, and parking requirements. Dennis Fay will not be able to vote on private roads issues because he lives on one and will have to recuse himself, just as Eve Phillips did. He will not commit to require that any new development comply with current height and density limits, and parking requirements, is extremely pro-development, and is on the OrindaVision steering committee. I don't know Nick Kosla's position on private roads but he has made a career of representing developers and will not commit to require that any new development comply with current height and density limits, and parking requirements.

[Joe Barakeh](#)

, Orinda Oaks·25 Oct

Thank you for concise summary, Nick!

[Kathy Rainsford](#)

, Upper Happy Valley Area·25 Oct

I live on a private Street in Lafayette, every day tons of trucks, vans, suv and cars come flying down at speeds as high as 60 miles, taking the short cut to downtown. We pay huge money to repave and repair. Wish we could block the perpatrators

[Lisa Dyson](#)

, North Orinda·25 Oct

Kathy, apologies if I am not grasping the entirety of the private road thing, but if it is a private road, then why can't you block access to the road to all except the ones who live on it?

[Anne Lagache](#)

, Del Rey·25 Oct

It's been passed! Didn't you read the paper. Orinda's made private streets public and we'll paved them!

[Steve Cohn](#)

, Ardor/Valley View·26 Oct

Anne is joking. This is a very complicated issue which the current City Council, with the exception of Darlene Gee, has punted on. Our group, Citizens for Fair Road Funding (www.OrindaRoadFacts.info) has been attempting to get the City to openly discuss the issue for over a year. In April they agreed and in July they rescinded that agreement. They then passed a resolution that bans 27 miles of roads, which look just like 27 miles of roads the CIty publicly maintains, and which are used by people who pay the same taxes as those living on the City-

maintained streets, from ever being maintained with the tax dollars we all pay. 20 percent of Orinda, 1,500 families, are negatively impacted. What if 20% of Orinda was told they could not use the public schools but had to find a private school? Would everyone be OK with that because their money makes the public schools better without creating overcrowding? That's what it is all about. Public roads are cheaper when 100% of the people pay for 80% of the roads. The argument that we all use the public roads is the only thing that is BS. Those 27 miles of public roads I mentioned are cul de sacs. Only the people living on them use them yet we are all paying for them. And 50% of the "private" roads feed directly into the City's major streets (arterials and collectors) which state and county money pay for. They never venture onto the 64 miles of residential streets we are all paying \$75 million to repair after years of neglect. The three Council challengers, Fay, Kosla and Jenkins have all pledged to bring the discussion out into the open. You may like them or dislike them for other positions they take, but with regards to fair treatment of all Orindans, they are at least willing to talk about it.

[Sally Lubben](#)

, Lower El Toyonal·26 Oct

Lisa, on our private road, "private" means the road is a public access, but privately maintained.

[Steve Cohn](#)

, Ardor/Valley View·26 Oct

Sally, I assume the public access you grant is voluntary. In Wilder, granting public access was part of the terms the Council forced on the developers, and thus the residents, while denying them any public support. The entire community should be embarrassed by the actions of our elected representatives.

[Sally Lubben](#)

, Lower El Toyonal·27 Oct

This precedence was determined decades ago probably in the same manner as Wilder, but back then, the County approved all the developments, and said they won't adopt the road. It's not voluntary.

[Nick Waranoff](#)

, Miner Road·27 Oct

It is counterproductive for the private roads advocates to support Dennis Fay. He lives on a private road and will have to recuse himself just as Eve Phillips did. Nick Kosla has made a career of working for and representing residential developers. If history, as reflected in some of the comments above, is any guide, developers are not interested in protecting residential buyers against the drawbacks of private roads. Only Kathleen Jenkins is free of conflicts and pro-developer bias in pledging to listen to the private roads advocates.

[Steve Cohn](#)

, Ardor/Valley View·27 Oct

Nick - You are the recipient of the largess of the City's road policy. Pardon me for accessing the public record but you live on a City-maintained cul de sac which in 2014 had a PCi of 13.

Among the worst of the worst and one of the first to be repaired with the half cent sales tax and the two bond measures which will ultimately cost us all \$75 million. Your street, all 1,685 feet of

it, probably cost about \$300,000 to completely rebuild (assuming \$1 million a mile for that). That averages about \$17,000 for each of the 18 families living on your street. You are welcome. 1,500 other families in Orinda are not so fortunate. While they each have to pay about \$10,000 to repay the \$75 million we are spending on your street and others like it, they will get no benefit. Eve Phillips opted out of even attempting to find out the facts about this travesty. Dennis Fay, as a CIOC Commissioner (and yes, a private street resident), led the discussion at the CIOC to determine the facts and to recommend to the Council that they form a Task Force. There are no benefits in just finding facts other than being well educated. And the benefits that the private street holders are seeking are not special benefits but general benefits that 80% of Orinda already receive and we all pay for. What their stance is on downtown development is a different subject. If that is what floats your boat, use that as a criteria for electing Council members. If fairness to 1,500 Orinda families is important, the current Council, with the exception of Darlene Gee, has let you down.

[Melissa Roeder](#)

, North Orinda · 27 Oct

Chris, thanks for writing. I don't agree with all of the positions or ideas from all these candidates - certainly not stack and pack - and we do not constitute a sinister PAC or ally with Orinda downtown or any other groups. We are informal, not moneyed and have this one issue to bring to the attention of Orindans because it is a terrible policy to perpetuate and too widespread. We are seeking benefits we already pay for. I am hoping for change from new players because the existing council is hostile to providing basic city service to its own taxpayers. Denying a task force is a sign of fear and ignorance - they haven't even surveyed 20% of streets within Orinda! - and signals that they won't tolerate intelligent discussion or allow voters to have one. It's a great deal for them, and a nice discount to you if you live on a public road. The city Requires access to streets in new developments but won't maintain them, with no tax relief for those residents. Election choices are imperfect and mixed bags and we rely on campaign statements at some risk.

[Juana Rudati](#)

, Sleepy Hollow · 27 Oct

In the special case of Wilder, I don't blame the city council. This was a multi year negotiation and there were many active citizens overseeing this (I'm not one since I moved at the end). One developer gave up and a second one proposed this deal without which I am not sure there would have been any development at all.

[Carol Sensendorf](#)

, Oak Springs · 28 Oct

Politics as usual - just shows how each side spins the story to benefit their personal outcome. Bottom line, the private road issue is splitting this town. We all must live together and part of living together is sharing the burden. I also don't like the idea of council members recusing themselves -- what if all council members lived on private roads... or none did? Council members should research and vote for the benefits of the town people as a whole, not for themselves. Which IMO, is why they should not recuse themselves.

[Charlie Brown](#)

, Sleepy Hollow·28 Oct

I'll try once more. Eve Phillips was TOLD to recuse herself due to living on a private road. This is the regulation: CA Gov. Code sect. 87100 "No public official at any level of State or local government shall make, participate in making or in any way attempt to use his official position to influence a governmental decision in which he knows or has reason to know he has a financial interest." AND Eve Phillips did not want the City to spend money on a series of consultants (from which we have gained zero) when such monies would have paid for a task force to examine the issue of private roads, not to mention the deferred maintenance Orinda is experiencing on its public amenities and for which there is NO money for road maintenance. Amen.

[Madelyn Mallory](#)

, Stein Way·29 Oct

Charlie, If a City Council member is a property owner in Orinda they would potentially benefit from participating in a discussion of private roads: public road residents are benefiting from the tax revenues paid by private road residents and private road residents want their fair share. I have found the City Attorney does not reflect or dig deep before giving her off the cuff advice. I can see why Eve would take it, but it was wrong and all City Council members need to participate in the discussion of private roads.

[Lenny Sass](#)

, Glorietta School·29 Oct

What are the advantages of owning a home on a private street-why do people choose to buy a home on one?

[Steve Cohn](#)

, Ardor/Valley View·29 Oct

There are no advantages. It is simply a home in Orinda which many people find attractive. Until recently, when we started pouring tens of millions of tax dollars into refurbishing our public streets, the benefit may have been living on a well-maintained Private Street. No more. Now it is a dis-benefit of paying to maintain your private street AND paying to maintain your neighbor's public street. The reason this has never come to a head before now is that, again, until 2014 no one's street was being maintained with tax dollars. If you wanted your street maintained, the neighbors got together and paid to do so: public or private. Before we voted for the sales tax and bonds, the Council actually passed a policy that allowed public streets to self-fund. Only two streets took them up on the offer (Crestview and Tappan Ln), and as a way of saying thank you, when the City did have the money to repair streets, it moved Tappan Ln down the list because it was not in as miserable a condition as it was before the neighbors passed the hat. (It has finally been repaved.) Does that answer the question?

[Joe Barakeh](#)

, Orinda Oaks·29 Oct

I see no advantage. Orinda inventory is small. You find a house that meets your other criteria if you're lucky. The road issue is incidental.

[Kathy Finch](#)

, Stein Way · 29 Oct

For us, there were few houses for sale in Orinda that were not on private streets, and Orinda has required new neighborhoods, like Wilder and Orinda Woods, to make their streets private. Wilder is also required by the city to keep its streets open to the public.

[Lenny Sass](#)

, Glorietta School · 30 Oct

Steve, you say the only advantage to being on a private street is that residents will definitely share in the costs to maintain their road to their own satisfaction, I guess by some binding agreement to do so. Are you then saying that till 2014 the only way public roads were maintained is if residents banded together to finance the work? Is that why only some streets came to be private? Who's decision was (is) it to designate a street as private? Is there a limit to the number of houses on a typical private street? Is it then like a small gated community, somehow limited to residents agreeing to share costs for street maintenance? Also I see from Kathy that some new neighborhoods are created with a requirement that they be private. Are those neighborhoods part of this discussion or will they also be unhappy with their private status after some time and mobilize to have the town pay for their road maintenance?

[Steve Cohn](#)

, Ardor/Valley View · 30 Oct

To the best of my knowledge, no street in Orinda ever asked to be "private". "Becoming Private" is just a negative action by the County or City of not accepting a road as public. There are streets in Orinda, mapped out in the 20's, that go from public to private right in the middle of the street. No rhyme or reason for it. If you look at the list of private and public roads at http://orindaroadfacts.info/orinda_street_data, you will see that there are 52 public cul de sacs with 5 or fewer homes on them, one private street with 51 homes and Wilder, which is all "private" with the exception of Wilder Rd, with 210 homes on private streets. Not "some new neighborhoods" are required to be private, ALL new neighborhoods (Wilder, Orinda Grove, Miller Ct.) It is how the City pulls in new revenue without generating expenses from people who don't even live here yet. Prudent? Divisive? Community building? As for private streets having binding agreements to repair themselves: some do, some don't. Mine does not and we just spent \$20,000 repairing it. Most neighbors came through (one kicking and screaming), still trying to get the last \$1,000. The City's suggestion for dealing with this? Sue your neighbor. That makes for good neighborly relations. Nice to know that the City has my back. Again, leadership at its finest.

[Kathy Finch](#)

, Stein Way · 30 Oct

Lenny, many of us in Wilder are already unhappy that our streets are required to be "private." We are already mobilized. Wilder's roads are probably the best in Orinda right now, and the city most likely won't have to spend anything to maintain or repair them for many years. Each household pays monthly HOA dues from the time their lot is purchased, and part of those dues go to build up a fund to pay for eventual street maintenance. We are not a gated community. We are required by the city to keep our community open and accessible to all of Orinda, so we have the double whammy of traffic and sanitation trucks, etc but nothing to repair and maintain except

what we pay for ourselves. This private vs. public street issue is SO divisive. As Steve notes, it is not always possible to collect funds from neighbors to repair private streets -- some people simply don't have the wherewithal, and that is when the street either deteriorates or other neighbors cover the costs for their less able/willing neighbors. The City Council suggested that neighbors should simply sue their less fortunate/willing neighbors. This is an issue of fairness. We all pay taxes and should all have the same benefits from those taxes.

Paola Cresti

, Lower El Toyonal-30 Oct

Charlie, we all get it, Eve Phillips was TOLD to recuse herself. That's not the issue here, the issue is whether this is really a correct assessment of "No public official at any level of State or local government shall make, participate in making or in any way attempt to use his official position to influence a governmental decision in which he knows or has reason to know he has a financial interest." Because you can argue that the people getting 1.25\$ back per dollar spent in taxes for their road maintenance have to gain from the preemptory exclusion of some people from having their roads paved by the city. Lawyers can be wrong/make bad calls too.

Nick Waranoff

, Miner Road-31 Oct

I don't think you all "get" the significance of Eve Phillips having been told to recuse herself. As Laura Abrams, who served 12 years on the Council including two terms as Mayor, has explained, "When the City Attorney advises you to recuse you really have no choice." Absent a lawsuit, there is no way to determine "whether this is really a correct assessment" of the applicable law. You are certainly not going to get an answer to that question on Nextdoor. I believe that the City Attorney was correct. The legal standard requires that the financial interest be "material." Like many legal concepts, there is no "bright line." But certainly the interest of a person who owns a home on a private road is material, based on the numbers and potential liability discussed on Nextdoor. Moreover, if it were not, this issue would not have generated so much passion. By contrast, the interest of those living on public roads probably isn't material and is shared by the vast majority of residents; indeed, Steve has gone to great lengths to point out how small the financial cost would be. More importantly, you need to "get" the consequences of, for example, Dennis Fay (if elected) disregarding advice of the City Attorney regarding recusal. Fay lives on a private road. Assume Fay is elected, disregards the advice of the City Attorney, and casts a decisive vote on a private roads issue. Any taxpayer can file a lawsuit challenging that action. The City, acting through the City Attorney, won't contest the lawsuit, and the court will order that the vote be invalidated. To try to prevent that result, you and others might be able to intervene in such a suit, and try to defend Fay's vote. To do so, you would have to raise the money on short notice to hire a lawyer. In my opinion, the court would likely side with the city anyway. Those opposing the challenge might even be ordered to pay the legal fees incurred by the challenger. I suspect that that liability might discourage most from investing in opposing the lawsuit in the first place. For these reasons, you and other private road advocates are better off if you do not vote for Fay. I hope that this long discussion proves helpful. And by the way, Eve's vote didn't make any difference in the outcome. Also, there wasn't a "preemptory exclusion of some people;" there was a vote on the bonds.

[Lisa Dyson](#)

, North Orinda · 31 Oct

Thank you Nick. As usual, you offer an easy to understand, and well articulated explanation.

[Chris Flum](#)

, Oak Springs · Edited 31 Oct

Nick, simple question, why would it not be in the best interest of a council member who lives on a public street to vote against giving money to private streets when they can keep the money for the paving of their streets. Sounds like a recusal should be mutual, that said I wouldn't vote for either of the men running and only two of the three women as they are pro keep downtown Orinda height limits at 35' and not 55'. The city council has had a long running standard of backroom recusal votes and Orindans do not have a say..

[Paola Cresti](#)

, Lower El Toyonal · Edited 1 Nov

Nick, I don't think you're "reading" the posts we're making, the issue is not Eve's following the attorney's advice, she's fine, the issue is the advice itself. Just because one attorney said that it doesn't mean it's right, he's just looking after the course of least contention... but honestly both parties are contestable as both have personal gain from voting one way or the other on the issue. Actually, technically the people living on "public" roads have all to gain and people living on "private" roads have all to lose... I have to wonder on what kind of road the city attorney lives on...

[Nick Waranoff](#)

, Miner Road · 1 Nov

Chris and Paola: the legal standard is not a "best interest" standard. Recusal isn't "mutual." Ninety percent of the residents derive at least some benefit from the repair of the public residential streets, according to Steve Cohn. Under the law, the "benefit" councilmembers receive from living on a public street would not be deemed "material" nor would it be deemed different from the public generally. By contrast, a councilmember living on a private street would receive a material benefit if relieved of the ongoing maintenance cost and the liability. I did my best to explain this above, and in other posts. I cited the standard; tried to apply it; and laid out how this would unfold in the real world. The scenario you posit is not what occurred. There was not first a pot of money, and then a vote as to what roads to spend it on. The private roads predated the bond vote. The size of the bond was based (i believe) on the length of the roads to be repaired, and their condition. If more roads were included, the bond amount would have been higher. You and anyone else are free to hire an attorney to research the issue. In my opinion another attorney would either conclude Osa Wolff was correct, or say it is in the gray area. i have tried to explain how this would play out in court..

[Paola Cresti](#)

, Lower El Toyonal · Edited 2 Nov

thank you for your explanations, Nick and I understand what you're saying, but it doesn't necessarily apply to the issues discussed. Legal standards are written by people and as such can be altered. Recusal isn't mutual, clearly not all members can recuse themselves, but if it is likely then there shouldn't be any at all. 90% of people derive interest from public streets, but not 80%

of the streets in Orinda are really public, are they? I would say the opposite the majority of the streets in Orinda could be considered only serving the people that live there. As for your explanation of the law regarding public vs private streets, again the issue is what is so public of some streets deemed public as opposed to the ones deemed private? Most streets in Orinda can be considered private as only the people living there use them. The issue is the determining of a private street. private streets in Orinda aren't private in any way shape or form except for the fact that people living on them have to pay for maintenance. So to consider that " a councilmember living on a private street would receive a material benefit if relieved of the ongoing maintenance cost and the liability. " seems to go out the window when that public road they are living on is by use and practice the same as the private one. As to how you described how the private roads and the bond came to be, that may be so, but the vote to never allow private roads to be ever considered for coverage, came now and the bond setting I wish I was living here when it came about so I could say whether they made it known or not that it was going to exclude so many residents, but given how it is it is unfair that it covers some people's privately used roads just because they are not named private and not others. The gist is that people are unhappy and we are just trying to say that this is now fair and is being handled poorly so don't be surprised if this will be reflected in the voting. As for hiring my own attorney to fight this I would but I cannot afford it as I need to save up money to pay for paving my own road next time it needs fixing.... which as private hosts a PG&E Tower with cellular antennas for at least 2 different companies that pay the city or PG&E for this use, and all come with their trucks, on my private road, to service their equipment... and for a while were also watering the greenery around it, hooking up on my water main. Not that the city cared or reimbursed me. So yeah some of us are feeling a bit put upon.

[Chris Flum](#)

, Oak Springs·2 Nov

Imagine this if you will. Every road in orinda is public, your new road tax will skyrocket to how much? The sad thing is many of the road projects are for main roads and corridors fir people who do not live in orinda, we should let the ends/entrances go so people would use other routes and thus relieve traffic ;-)

[Kim Applegate](#)

, Stein Way·3 Nov

It seems to me that this flyer and the one in the mail connecting Fay,Kosla and Worth are meant to confuse voters. Fay and Kosla are the common denominator in both of these flyers and one possible intent is to split votes for Worth and Jenkins and leave unchallenged votes for Fay and Kosla. I do not know who is responsible for the flyer attached to my door (I also live on a private street and I am in support of having the city take control of it) but it is clear that Fay or his campaign is responsible for the first , as he is a member of OrindaVision the group listed at the bottom of the flyer. When voting please consider that Fay and Kosla will most likely be helping the state fulfill the goals of SB35 and other high density measures. SB35 has already had its first development group override local control in Sunnyvale. This was done on a narrow city council vote. <https://www.mercurynews.com/2018/10/03/cupertino-city-council-approves-second-reading-of-alternative-plan-for-vallco-mall/> <https://sf.curbed.com/2018/2/2/16965222/california-sb35-housing-bill-list-wiener> We all need to educate ourselves on what is happening at the state level. Scott Weiner blames communities like ours for the housing crisis. Developers want to

develop in areas like ours because they have higher profit margins here. I highly doubt the majority of new units will be low income. If we look at Pine Grove according to the papers only 4 of the units built by Pulte Homes (Kosla's former employer btw) were affordable. We need to find candidates that can help us solve both the private road issue and protect us from irresponsible growth. I do not consider Fay and Kosla to be in that group.

[Lisa Dyson](#)

, North Orinda · 3 Nov

Forgive me if this issue has already been discussed in this thread, as I have not been following it that closely, but what happens if one or some of the residents on a private road refuse to contribute their fair share towards the maintenance of the road?

[Anne Lagache](#)

, Del Rey · 3 Nov

That's the problem. The road doesn't get fixed.

[Burt Simpson](#)

, North Orinda · 3 Nov

Yep...

[Steve Cohn](#)

, Ardor/Valley View · 3 Nov

Kim: The flyer in question is clearly authored (at the bottom of the flyer) by Citizens for Fair Road Funding. Our web site is also listed, www.OrindaRoadFacts.info. Who we (the real people; your neighbors) are is on the web site (<http://orindaroadfacts.info/fair-road-funding-group>). I am the webmaster (<http://orindaroadfacts.info/about-this-website>) and responsible for the data. We have no connection to Fay, Kosla and Jenkins other than we have spoken with all of them and they agree that this issue should be explored by the City. We have no personal animosities toward Worth and Phillips. But as City Council members, they have dropped the ball on what we consider to be an important issue. Phillip's recusal, which we believe is questionable at this early in the process, does not show good leadership. Worth literally voting to not publicly discuss the issue based on "facts" presented by staff that we showed her were flawed shows a lack of decision making powers and a disregard for the rights of a significant percent of Orinda's citizens. We cannot endorse either sitting Council Members. It is that simple. Our opinion with regards this issue, which, as a group, we have spent far more time understanding and developing data on than any City Official, elected, appointed or employed, is that the current Council, with the exception of Darlene Gee, has tragically mishandled it and others should be put in charge. You are looking for a conspiracy that does not exist.

[Nick Waranoff](#)

, Miner Road · 3 Nov

It is a sad day for those of us who believe in the integrity of the political process when people with no legal knowledge or training whatsoever take it upon themselves to punish an elected official who, on the advice of the City Attorney, recused herself from a vote. It is a sad day when such people characterize the act of following the advice of the City Attorney as a lack of "good leadership." In my opinion, good leadership is following the advice of the City Attorney, not

deviating from it because some citizens don't like it or agree with it. Rejecting the advice of the City Attorney, as I have explained, would invite an expensive lawsuit. The rules of ethics, which i for one believe to be important, do not depend upon how "early in the process" a vote is taken. Notably, Phillips' vote made no difference in the outcome, which suggests that perhaps the private roads advocates have a different, hidden agenda. To characterize the actions of the Councilmembers (other than Gee) as "tragic" (when no one has died or been injured by their decision, and the amount per homeowner has now been acknowledged to be small) is inappropriate hyperbole.

[Melissa Roeder](#)

, North Orinda·3 Nov

Nick and Kim: There's no hidden agenda. There is no link or cooperation with Orinda Vision or any group. I petitioned the city for my road to become public 1.5 years ago, long before this election and discovered other Orindans in the same boat along the way. You can read all about these efforts and discussions in the City Council minutes, CioC minutes, Orinda News or LaMo weekly. The flyer is not written by, funded or designed by any candidate or 'PAC.' It's an honest, low-cost attempt to communicate with other Orinda residents to raise awareness. The flyer is from a group of us who want a change in city policy. I responded to Chris's original post to explain this same thing. I think the recusal issue has been well covered here. Eve can't or won't help with the road policy for now. I hope for candidates who can. Please stop the insinuation of some greater political 'agenda.' It's just wrong. I also prefer to stop the string that says BS on it, that is rude There is another string called Orinda Private Roads. We all know that candidates are a mixed bag. I favor some for their position on infrastructure and don't like them for other issues. We all have to weigh pros and cons.

[Nick Waranoff](#)

, Miner Road·3 Nov

Melissa: Chris Flum can close this thread. If you want candidates who can address this issue, then do not vote for Fay. Let him continue to work on the CIOC. As far as i can tell, there are 16 members of your group (based on steve's website) and 1500 families (perhaps 3,000 adults) living on the private roads. I assume a majority of the 16 voted to make the endorsements. The endorsement of specific candidates, as distinguished from discussing the issues, appears to violate the Nextdoor Community Guidelines against campaigning

[Lisa Dyson](#)

, North Orinda·3 Nov

You're right, Nick. As far as I understand, endorsement for or against any candidate or issue up for a vote, does violate the Nextdoor Community Guidelines against campaigning. Thanks for the reminder.

[Valerie Colber](#)

, Stein Way·3 Nov

Wow Nick and Chris! Are you telling Melissa and everyone else on [nextdoor.com](#) that you and/or Chris will censor your neighbors just because you didn't like or disagreed with what they said when they expressed or shared their thoughts and ideas in an appropriate manner? Do you actually believe that civil discourse is not a part of democracy? Look at all participation in this

good conversation that has occurred because all these nextdoor.com participants were obviously interested. If people, neighbors and candidates do not listen to each other and cannot have civil discourse, we do not have a democracy. Are you judging the validity of what people in any minority are saying by how many say something or belong to a group? Really? People don't have to ultimately agree, but civil discourse is a healthy part of our democracy. You might as well close down nextdoor.com, especially if freedom of speech in a respectful and appropriate manner (even with facts and data) isn't allowed for all on nextdoor.com because there are other suitable sites for posting freebies and garage sales, stuff for sale, lost pets, people connections, and events, and there is no room for censorship.

[Nick Waranoff](#)

, Miner Road · 3 Nov

I am not censoring anyone and i have no idea why you have the notion that i am. Melissa found the title of this thread objectionable and rude, and observed that there is another thread (actually there are two others) on the same subject on Nextdoor (not on another site), so i noted that Chris, who started it, could close it, and let the discussion CONTINUE on the other two threads. Most of the discussion is about the facts and the issues, which i agree is great. I didn't write the Guidelines and have tried to keep my posts in conformity to the Guidelines. They permit discussion of issues but not campaigning. Again, it was just an observation that we should all follow the same rules. I was also just observing that the endorsement represented the view of a majority of 16 people, not all of the owners of property on private roads. I found that to be a useful fact. I am an advocate for free speech and i agree that Nextdoor has been a great forum for sharing views and information. I didn't intend to create a different impression.

[Kim Applegate](#)

, Stein Way · 3 Nov

Steve and Melissa, Thank you for clarifying which group was responsible for the flyer as well as the independence of OrindaRoadFacts from OrindaVision. It has been really hard to digest all of the flyers in the mail as we approach the election. I really appreciate all the effort you have put into the private road issue and I sincerely hope you will succeed. However I think the pro development issue will have a much bigger impact on the city and it is my impression that Fay and Kosla are united in that area. I cannot vote for them based on just the private road issue.

[Mary Ruppert](#)

, North Orinda · 3 Nov

For what it's worth, just to correct the record above about Orinda Grove (the Pulte development), we actually have 8 below market rate houses, not 4. Many of them are occupied by the wonderful teachers in the Orinda School District. It makes me happy that there is a way for them to afford to be part of the Orinda community on the meager salaries we pay them. And they are fantastic neighbors!