

353 W. SCHOOL STREET

PLAN COMMISSION REVIEW PACKET

Request to Revoke Second Driveway Waiver

Submitted by Kyle and Heather Mosher
September 2, 2026

REQUESTED ACTION

Revoke the previously approved waiver for a second residential driveway at 353 W. School Street based on the complete record now available, including material discrepancies, insufficient parking depth, pedestrian and sight-line concerns, prior permit noncompliance, and inadequate verification of information affecting adjoining property rights and public safety.

This packet is intentionally focused on the driveway waiver, objective site conditions, City records, and supporting photographs. Additional law-enforcement and historical documentation is available if needed but is not included here unless necessary to correct the record.

Cover Letter

Dear Plan Commission Members,

Please accept the enclosed information in support of my request that the waiver previously granted for a second residential driveway at 353 W. School Street be revoked.

After reviewing the application materials, the Plan Commission discussion, City records, and the conditions that became apparent once excavation began, we believe the Commission made its original decision without material information that should have been considered. Several representations made in support of the request can now be compared with objective photographs, measurements, permit records, and the City's own subsequent engineering requirements.

The City's materials state that residential lots are ordinarily limited to one driveway and that this request was specifically for a second driveway. The reason presented was essentially the accommodation of three vehicles. Three ordinary household vehicles do not, by themselves, establish why an additional access point is necessary where the property already has a garage and substantial existing driveway.

More importantly, the proposed location creates concerns involving the public sidewalk, children and pedestrians, sight lines from immediately adjoining driveway, and traffic in an area directly adjacent to local schools. The historical photograph included in this packet shows the same physical space being used as a driveway in the past and demonstrates that even a passenger car extended into the sidewalk area.

There are also material discrepancies regarding my position as the adjoining property owner, the available parking depth and ability of the identified vehicle to fit, whether curb work would be necessary, and the documentation used to support construction affecting property boundaries and setbacks.

The City's own records further acknowledge that the prior W. School Street driveway associated with an earlier addition was not constructed in accordance with several permit requirements, including the flared apron, curb/gutter work and utility relocation. That history should weigh in favor of verification before another exception involving the same property is allowed to remain.

We respectfully ask the Commission to evaluate the complete record now available and revoke the second-driveway waiver. This request is about preventing an avoidable safety problem and protecting the adjoining property and public right-of-way before an exception becomes permanent.

Respectfully,

Kyle and Heather Mosher

1. Executive Summary

The waiver should be reconsidered based on the combined weight of the following issues:

- No demonstrated property-specific need for a second driveway beyond accommodating three vehicles, despite an existing garage and substantial School Street driveway.
- The proposed parking depth is approximately 15.5 feet by field measurement, while the zoning materials in the Plan Commission packet state that a driveway parking space must be at least 18 feet deep.

- The vehicle identified as the 'compact' option is an extended-cab Chevrolet Colorado Z71 and is longer than the available parking depth. Over 17 feet long
- A historical photograph of the former driveway at the same building-to-sidewalk location shows even a passenger car extending into the sidewalk area.
- The proposed driveway is immediately adjacent to the Mosher driveway and creates a foreseeable sight-line conflict for a driver backing out while pedestrians or children may emerge around a parked truck.
- The property is in a school-area environment with frequent pedestrian, bicycle and vehicle activity.
- Gary stated that an existing opening meant the curb would not need to be opened/cut; however, the City's July engineering review subsequently requires a new curb opening at the approved location. Separate additional permit would be needed.
- City records document prior noncompliance with the earlier W. School Street driveway permit, including apron, curb/gutter and utility requirements.
- The 2018 addition records raise a serious separate verification concern: the permit application lists setbacks of Front 25', Rear 20', Left 9', and Right 25'. The supporting documentation does not appear to establish how those setbacks were independently verified. The survey submitted with the project was not a project-specific survey prepared for the Tucker addition, but an existing survey of the Mosher property prepared decades earlier, onto which the proposed Tucker construction appears to have been drawn. Inaccurate and unsupported setback information was relied upon in issuing that permit, the result was construction with a direct and lasting impact on the adjoining property and the protections afforded to it. This warrants further City review and accountability, particularly given the current request again relies upon applicant-provided measurements and representations affecting the same adjoining property.
- Excavation began before these concerns were resolved, creating additional questions regarding utility locating, excavation procedures and the reliability of construction representations.
- Public street parking would be significantly diminished: The proposed second driveway would eliminate additional usable public curb space between our driveway and the stop sign. This is particularly concerning because the property directly across the street is a multi-family residence with three units whose tenants and guests rely on available public street parking. The waiver therefore impacts parking availability beyond the Tucker property and further increases congestion in an already constrained school and intersection area.

The request is not that the Commission accept any characterization of motive. The request is that it compare the representations made with the objective record and determine whether maintaining the waiver remains justified.

2. Material Representations and Discrepancies

A. Representation that the adjoining property owner was 'okay with' the driveway

I was not okay with the proposed driveway. There is a documented history of conflict between the properties that made an additional driveway immediately beside my property a significant concern

from the beginning. I am intentionally not placing the broader history into this public packet unless necessary. Documentation is available to correct the record if my position is disputed. The important point for this proceeding is simple: any representation that the adjoining owner had no objection was inaccurate and should not have been relied upon.

B. Available parking depth and vehicle fit

The excavated area now allows the physical space to be measured. The available depth between the building and sidewalk is approximately 15.5 feet. The Plan Commission zoning materials state that required driveway parking spaces must be at least 12 feet wide and 18 feet deep. The vehicle described during the discussion as the smaller or “compact” truck is an extended-cab Chevrolet Colorado Z71. Photographs included below identify the actual vehicle and its extended-cab configuration. Published specifications list the extended-cab Chevrolet Colorado at 207.1 inches in overall length, or approximately 17 feet 3 inches. The proposed parking area has been field-measured at approximately 15.5 feet from the building to the sidewalk. The vehicle is therefore approximately 1 foot 9 inches longer than the available parking depth. Additionally, the proposed space itself is already shorter than the City’s stated 18-foot parking-space depth. This is not simply a question of whether the vehicle can physically pull into the area—the dimensions indicate that the vehicle cannot be fully contained within the proposed parking area without extending beyond it, creating a direct concern for obstruction or encroachment into the public sidewalk.

C. Representation that curb work would not be necessary

Gary stated that there was already an opening and therefore he would not need to open/cut the curb. The actual proposed driveway has been shifted from the former opening. The City’s July 15 engineering review subsequently requires a new curb opening at the approved driveway location and inspection before curb, gutter, sidewalk and apron work. This is a material construction requirement that differs from the representation made during the waiver discussion.

D. Claimed cleanup/parking need

Photographs show substantial existing vehicle, trailer, camper, equipment and material storage on the property all at the same time. These photographs are not offered as an aesthetics complaint. They are relevant because they distinguish a property-use/storage choice from a physical hardship requiring another driveway access point. Existing garage and driveway capacity should be evaluated before a second access point is justified.

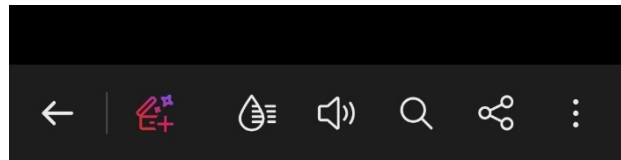
City Standards Applicable to This Waiver

The Commission’s review can be framed against the City’s own standards. The zoning materials provided for Plan Commission review state that a driveway parking space for a single- or two-family use must be at least 12 feet wide and 18 feet deep. The proposed area has been field-measured at approximately 15.5 feet from the building to the sidewalk.

City standard	Why it matters here
Parking-space depth: at least 12' wide x 18' deep	The proposed space is approximately 15.5' deep by field

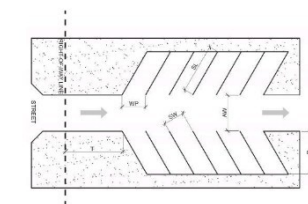
	measurement, before accounting for the sidewalk.
Residential driveway limit: generally no more than one driveway per lot	The present approval is a waiver for an additional residential driveway, so the exception itself requires scrutiny.
Waiver standard: no detrimental effect on public safety	The Commission should consider sidewalk obstruction, sight-line conflict with the adjoining driveway, school-area pedestrian activity, congestion, and loss of public curb parking.

These standards are important because the issue before the Commission is not simply whether another paved area can physically be created. It is whether maintaining the waiver is consistent with the dimensional and public-safety standards the City applies to residential driveways.



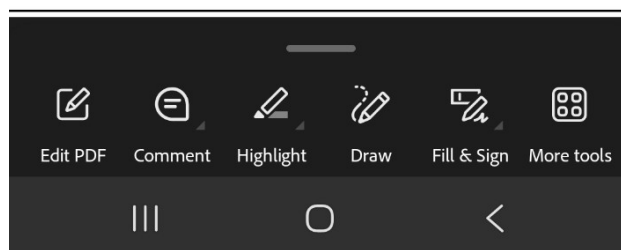
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Item #6:

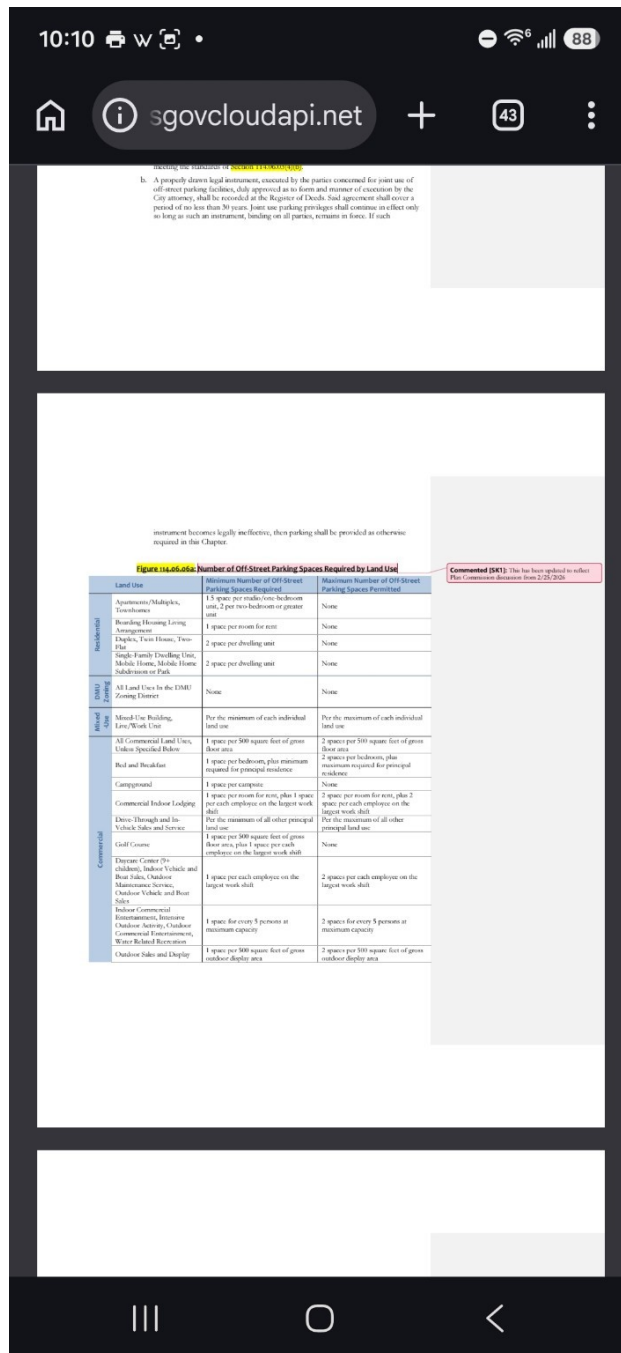


- (b) Parking Space Design for Single and Two-Family Uses.
1. Surfacing: All off-street parking and traffic circulation areas shall follow the surfacing requirements of [Section 114.06.06\(7\)\(b\)](#).
 2. Legal Spaces: Parking spaces shall be provided either within a garage, in a driveway, or in unoccupied parking spaces meeting the requirements of this Section. See [Figure 114.06.06c](#).
 3. Driveway Parking Spaces: A driveway parking space shall be at least 12 feet wide and 18 feet deep. Driveway Parking Spaces may be stacked within each space as the stack is for the same dwelling unit.
 - a. Parking is not permitted in the front yard, except for driveways leading to legal parking spaces.
 4. Lots shall not exceed the maximum impervious surface ratio for the applicable zoning district.
- (c) Parking Space Design for Multi-Family Land Uses served by individual driveways shall comply with the following standards:
1. Surfacing: All off-street parking and traffic circulation areas shall follow the surfacing requirements of [Section 114.06.06\(7\)\(b\)](#).
 2. Driveway Parking Spaces:
 - a. Driveways shall be considered legal, "stacked" (meaning in front of one another) parking spaces for all required units.
 - b. Required parking spaces may be located in a driveway or in a garage. Each space shall be at least 12 feet wide and 18 feet deep.
 3. Parking is not permitted in the front yard, except for driveways leading to legal parking spaces.
 4. All driveways shall meet the minimum pavement setbacks as required in [Section 114.04.11 or 114.06.12](#) for the applicable zoning district.

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Plan Commission zoning material: driveway parking space minimum 12' wide x 18' deep.



City zoning table included in the Plan Commission materials for off-street parking requirements.

3. Public Safety and Adjoining Driveway Impact

The most important issue is safety. The proposed driveway is immediately beside the Mosher driveway. The Mosher driveway sits farther back from the street, so a large truck parked in the proposed Tucker space would be positioned forward of a vehicle backing from the Mosher driveway.

- A parked pickup with a topper can obstruct the driver's view toward pedestrians, bicyclists and approaching traffic.
- A pedestrian or child may emerge from behind the truck into the driver's path before becoming visible.
- If a vehicle extends into the sidewalk, pedestrians may be forced to alter their path around it.

- The location is in a school-area environment where children routinely walk and bicycle.
- Adding another driveway opening increases vehicle-pedestrian conflict points in an already constrained area.

The concern does not depend on speculation about how someone might park. A historical photograph from the former driveway at the same building-to-sidewalk location shows what occurred when an ordinary passenger car occupied the space: the car extended into the sidewalk area.



Historical photograph of the former driveway at the same building-to-sidewalk location. The passenger car extends into the sidewalk area.

Loss of Public Street Parking and Neighborhood Impact

The proposed second driveway also affects the public right-of-way beyond the Tucker parcel. Between the Mosher driveway and the stop sign/intersection, another driveway opening would substantially reduce the remaining usable public curb space on that side of the street.

This is particularly significant because the corner property directly across the street is a multi-family residence with three apartments whose residents and visitors rely on available street parking. Those spaces are public and are not reserved to any household; however, eliminating additional curb space for a second private driveway shifts the consequences of one property's parking and storage choices onto the surrounding block.

The Commission should consider the cumulative effect: reduced public parking, another vehicle crossing of the sidewalk, an immediately adjoining driveway with limited sight lines, pedestrian and bicycle traffic, and proximity to the stop sign and schools.

4. Current Site Conditions



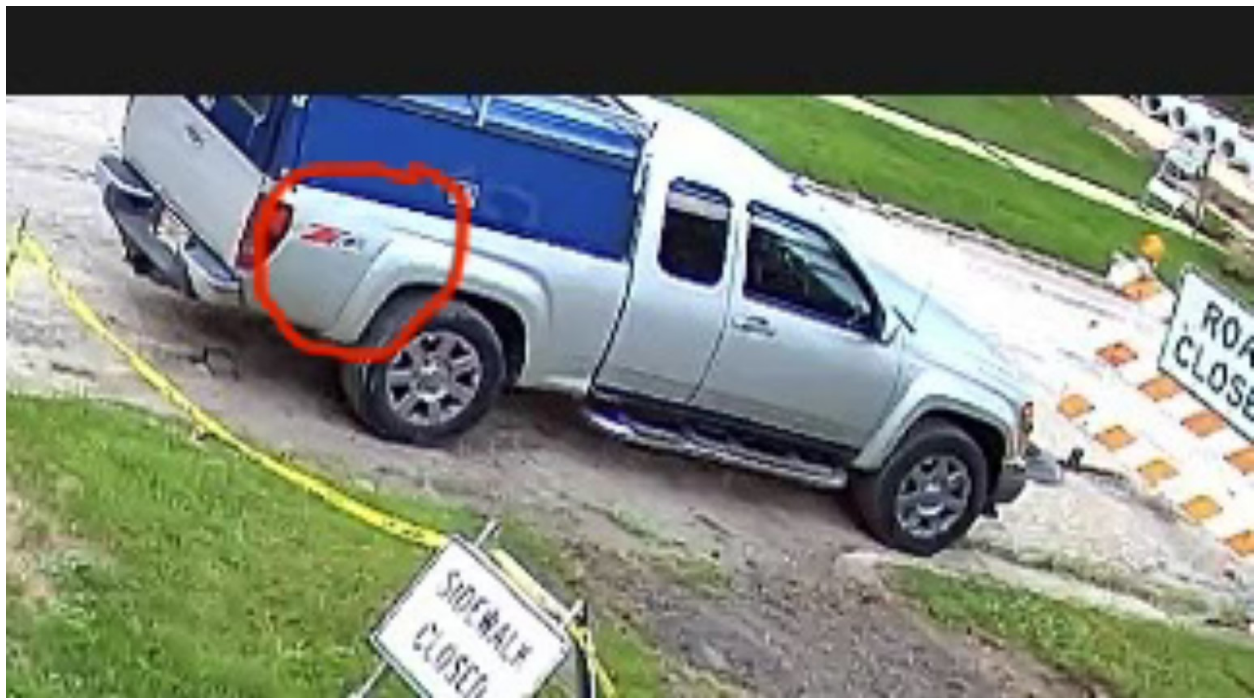
Current street-level view. Gray Tucker property at left; excavated proposed Main Street driveway area at left-center; adjoining Mosher driveway and property at right.

The current excavation makes the physical relationship between the proposed driveway, sidewalk and adjoining driveway visible.

5. Vehicle Identification and Fit

Issue	Evidence
Proposed usable depth	Approximately 15.5 feet by field measurement.

City zoning material	Driveway parking space: at least 12 feet wide and 18 feet deep.
Vehicle represented	Chevrolet Colorado Z71, extended-cab configuration; photographs document the actual vehicle. Published specifications list the extended-cab Chevrolet Colorado at 207.1 inches overall length (approximately 17 feet 3 inches).



Photograph showing the actual Colorado and visible Z71 identification.



Wheelbase

Regular cab 111.2 in
(2,824 mm)
Extended cab 126 in
(3,200 mm)
Crew cab 120 in
(3,048 mm) (Thailand
Ver.)

Length

Regular cab 192 in
(4,877 mm)
Extended cab
207.1 in (5,260 mm)
Crew cab 194 in
(4,928 mm) (Thailand
Ver.)

Width

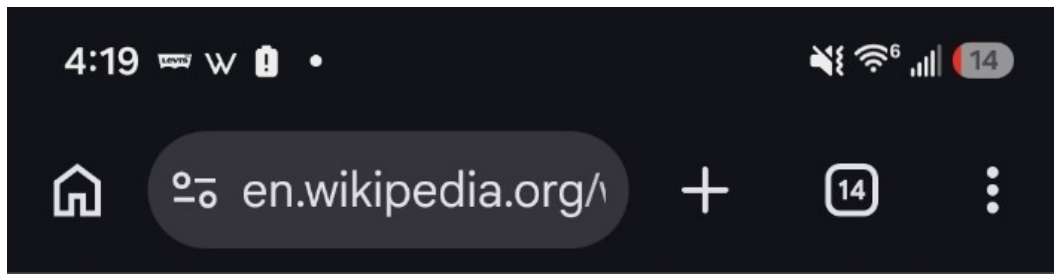
68 in (1,727 mm)^[2]
70.8 in (1,798 mm)
(Thailand Ver.)

Height

65 in (1,651 mm)
69.1 in (1,755 mm)
(4x4 Thailand Ver.)



Published specification table showing extended-cab length of 207.1 inches.



either five or six passengers. Top trim levels in crew-cab configuration offered upscale features such as leather-trimmed seating surfaces, dual power-adjustable front bucket seats with lumbar support and heat, a six-disc, in-dash CD changer, [XM satellite radio](#), and rear side-impact [airbags](#).

Three different suspension options were offered on the Colorado and Canyon: The base Z85 suspension, which offered a comfortable ride quality; the Z71 Off-Road suspension, which added a locking rear differential axle (RPO code G80), heavier-duty shock absorbers for improved performance off-road, and an increased ride height for better clearance; the ZQ8 Sport suspension (see below), which offered a lower ride height than the standard Z85 suspension, as well as firmer suspension for improved handling. All suspension packages were offered on 4x2 or

Reference information identifying the Colorado Z71 configuration.

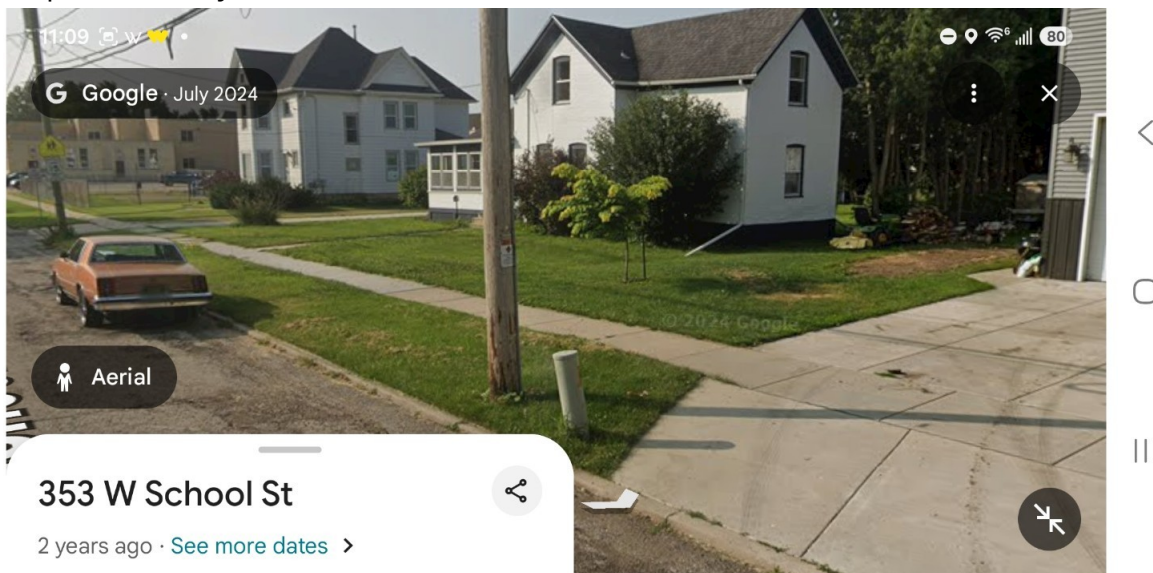
*Published specification evidence for the extended-cab Chevrolet Colorado: overall length 207.1 inches (approximately 17 feet 3 inches).
The accompanying Z71 information confirms the Z71 configuration was offered on the Colorado.*

6. Existing Parking, Garage and Property Use

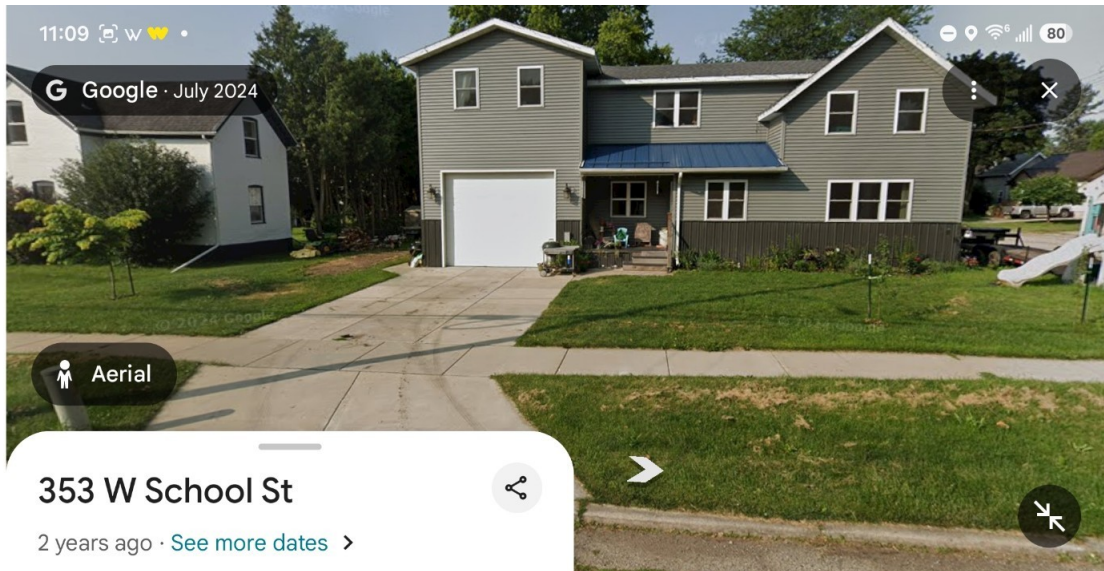
These photographs are included to evaluate the stated need for another driveway and the long-standing use of the parcel for vehicle, trailer, camper, equipment and material storage. They show that the property has an existing garage and substantial driveway while other portions of the parcel have repeatedly been used for storage. The question is not whether the City should regulate aesthetics; it is whether years of unaddressed storage conditions should now be used to justify converting additional public curb and sidewalk access into a second private driveway.

The photographs also show a truck with a trailer and a separate trailer positioned along the adjoining property-line area. These conditions are relevant because they demonstrate that the claimed parking pressure is not simply a lack of physical parking capacity. Existing space is being allocated among vehicles, trailers and stored items.

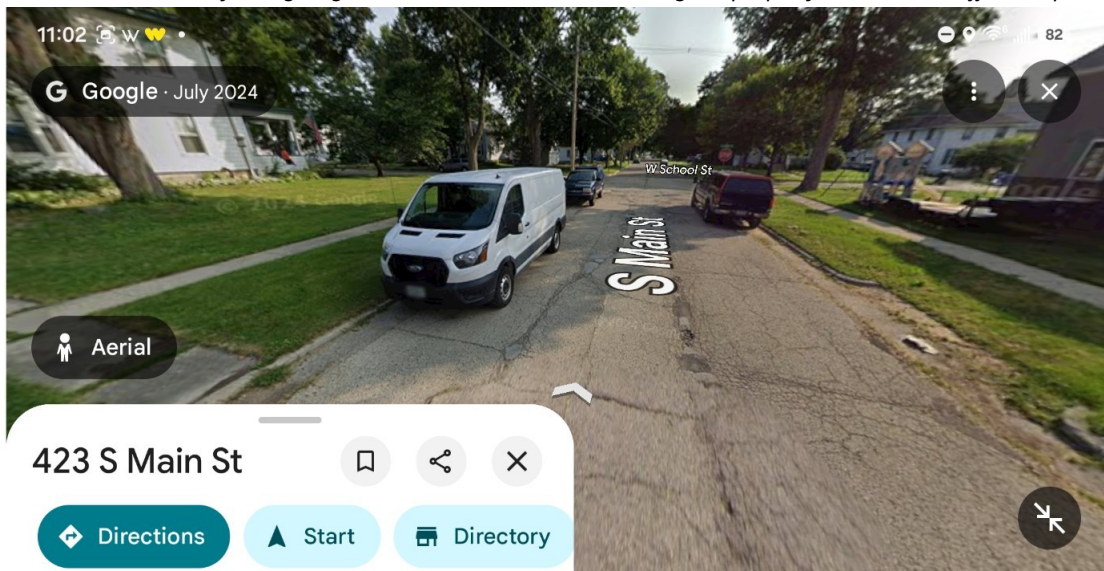
The Google Street View photographs below are included for two separate purposes. First, they show the public curb space available directly in front of the Tucker parcel on W. School Street. Second, they show where Tucker vehicles have actually been parked on surrounding public streets while the existing driveway and garage area remained available or was being used for other vehicles/items. Street parking is public and no resident owns a particular curb space. The relevance is whether a second private driveway is necessary when existing off-street parking and public curb space immediately in front of the parcel already exist.



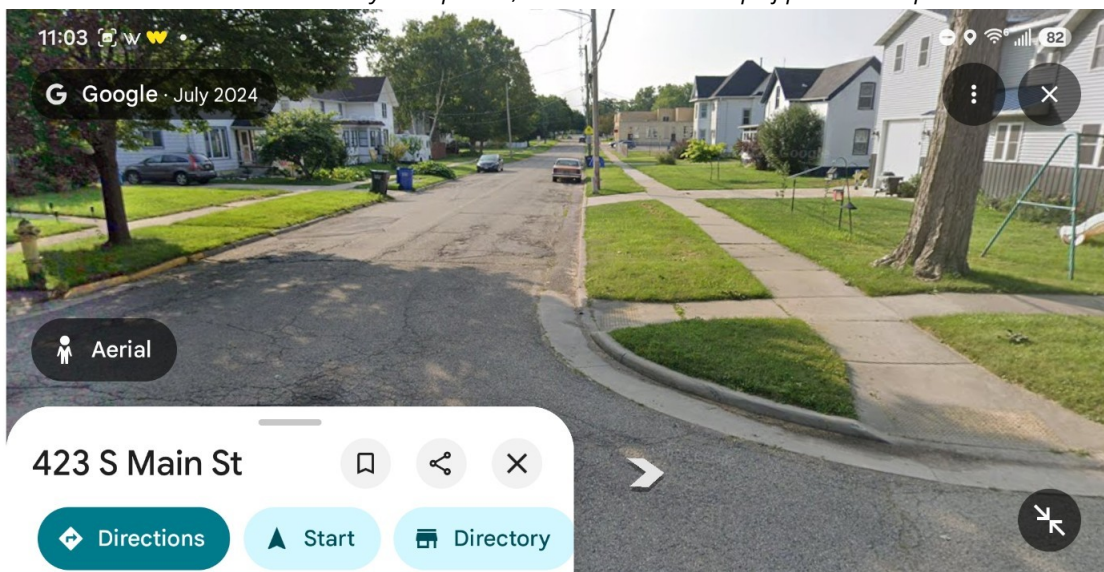
Front of 353 W. School Street. This image is included to show the existing public curb/street-parking options directly in front of the Tucker parcel.



Existing School Street driveway and garage at 353 W. School Street, showing the property's established off-street parking access.



Google Street View showing vehicles parked on S. Main Street away from the Tucker parcel. This image is included to document where vehicles have actually been parked, not to claim ownership of public curb space.



Additional Google Street View context showing parking farther along the surrounding block and the relationship to the existing neighborhood street-parking supply.

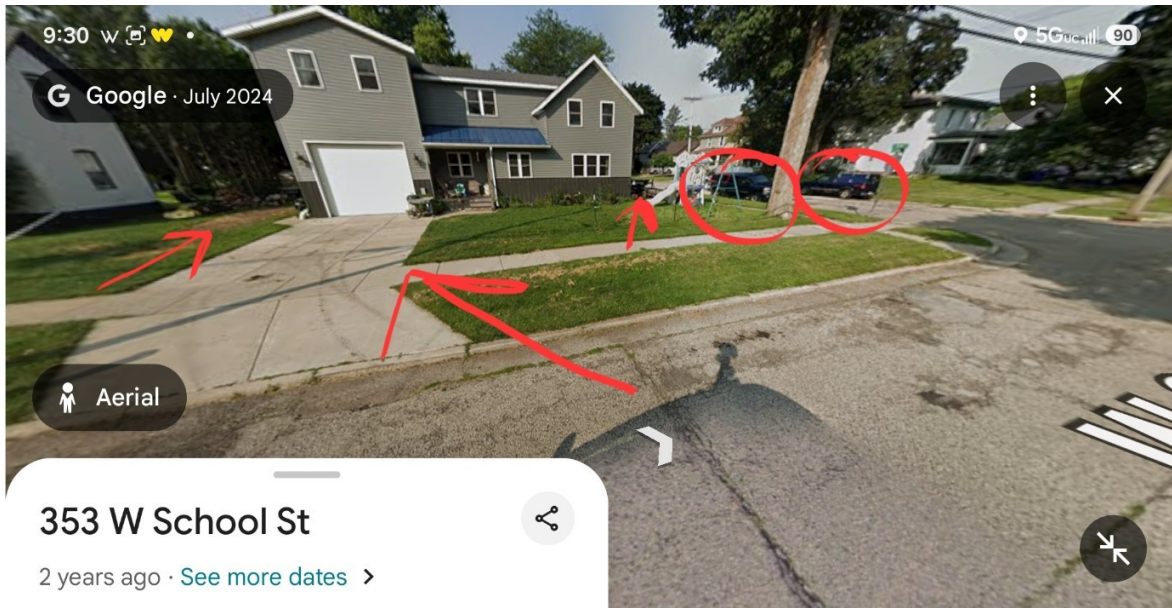
This is also a matter of ordinary impact on neighbors. Public parking may be legally available to everyone, but repeated use of curb space around neighboring homes while existing parking at the applicant's own property remains available does not establish a hardship or need for another driveway.



Current property-use photograph showing a trailer/material storage adjacent to the sidewalk area and property lines.



Current property-use photograph showing a trailer/material storage adjacent to the sidewalk area.



Google Street View showing the existing School Street garage, driveway, and public curb area directly in front of 353 W. School Street.



Current property-use photograph showing a camper, older vehicle and existing driveway/vehicle area.

7. Prior Driveway Permit Noncompliance - City Record

The City's July 9, 2026 Plan Commission agenda report states that the earlier W. School Street driveway was associated with an addition to the home and that several items required by that driveway permit were not constructed, including the flared apron, curb/gutter cut and moving of utilities.

This is significant because the current request asks the City to grant and maintain another exception involving driveway construction on the same parcel. Prior documented noncompliance is a reasonable basis for requiring stronger independent verification before another waiver remains in effect.

The July 15 engineering review for the present project also requires a new curb opening at the approved location and notification/inspection before curb, gutter, sidewalk and apron work and after completion.

These are City-record facts, not conclusions supplied by the adjoining property owner.

8. Prior Addition Permit - Setback and Survey Verification

The 2018 General Building Permit Application for 353 W. School Street identifies the project as an addition and lists setbacks of Front 25', Rear 20', Left 9', and Right 25'. The floor plan shows a substantial addition incorporating garage and living space.

The supporting survey raises a separate documentation concern. The survey used in the 2018 Tucker addition materials is the Mosher property survey, not a survey of the Tucker property. The original Mosher survey does not contain the later building/addition box; that box appears on the version used with the Tucker permit.

The concern is therefore not simply the age of the survey. A survey of the adjoining Mosher property does not, on its face, establish the surveyed boundaries or setback measurements of the Tucker property. The records provided should establish what separate survey, property-pin verification, field measurement, certification, or other documentation was used to substantiate the represented setbacks.

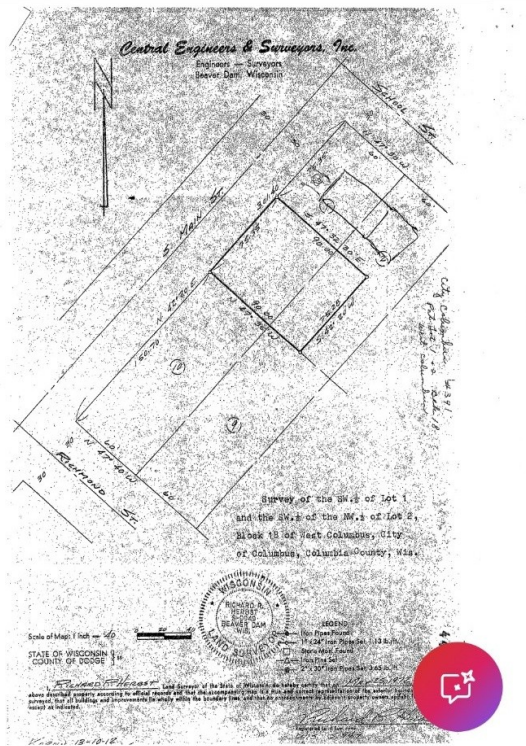
The City should identify the project-specific survey, zoning determination, variance, approved site plan, inspection record, field measurement, property-pin verification, or other documentation it relied upon before approving setbacks represented as Front 25', Rear 20', Left 9', and Right 25'. This packet does not ask the Plan Commission to adjudicate the legality of the 2018 addition; these records are included because they demonstrate why independent verification of applicant-provided site information is warranted in the current driveway matter.



FOR INSPECTIONS CALL: <u>(608) 697-8009</u>		GENERAL BUILDING PERMIT APPLICATION		PERMIT # <u>18-37</u>	
		GENERAL ENGINEERING COMPANY		EXPIRATION DATE:	
OFFICE: (608) 745-4070 FAX: (608) 745-5763					
Parcel Number: <u>11211 392</u>	Property is Located in ☐ Town of ☐ Village of ☒ City of <u>Columbus</u>	Municipality Number <u>11-2-11</u>			
PROJECT DESCRIPTION (Submit Building Plans & Site Plan) <u>House Addition</u>		Does this project require any additional approvals or permits? ☐ yes ☐ no			
Building Project Address: <u>353 W. School St Columbus WI</u>		Finished Project Value \$ <u>40,000.00</u>			
Zoning District(s):	Zoning Permit No.:	Corner Lot ☒ Yes ☐ No	Bldg. Height <u>27'6"</u> Ft.	Setbacks: <u>Front 25'</u>	Rear <u>20'</u> Left <u>9'</u> Right <u>25'</u>
Owner's Name(s) <u>Gary Tucker</u>		Mailing Address <u>353 W. School St.</u>		Telephone <u>608-225-6227</u>	
Contractor Name & Type <u>Gary Tucker</u>		Licen. / Cert #	Exp. Date	Mailing Address <u>353 W. School St. Columbus</u>	
Construction Contractor <u>Gary Tucker</u>				Tel. <u>608-225-6227</u>	
Dwelling Contractor Qualifier				Email <u>gtcruiser@hotmail.com</u>	
HVAC Contractor <u>Unlimited Heating & Cooling</u>		<u>1344615</u>	<u>3-16-21</u>	Tel. <u>920-382-9091</u>	
Electrical Contractor <u>Brad McGuire Electric LLC</u>		<u>1288303</u>	<u>6-30-21</u>	Email <u>Heimer.Bryant@gmail.com</u>	
Master Electrician <u>Brad McGuire</u>		<u>171 894</u>	<u>6-30-18</u>	Tel. <u>608-577-4442</u>	
Plumbing Contractor <u>Doug Wilken</u>		<u>WI 125955</u> <u>230814</u>	<u>2831 N. Main Ln</u> <u>St. Francis WI</u>	Email <u>608-843-6177</u>	
RESIDENTIAL Single Family/Duplex	Addition: ☒ Electrical ☒ Plumbing ☒ HVAC ☒ Construction		1800.00 sq. ft. ☐ Erosion Control		
	Detached Accessory Building: ☐ Electrical ☐ Plumbing ☐ HVAC ☐ Construction		sq. ft.		
	Remodel: ☐ Electrical ☐ Plumbing ☐ HVAC ☐ Construction		sq. ft.		
	Other: ☐ Fence ☐ Electrical ☐ Plumbing ☐ HVAC ☐ Construction		sq. ft. ☐ Erosion Control		
☒ Electrical Service Upgrade (Amp <u>200</u>) ☐ Removal of Structure (Raze) ☐					
COMMERCIAL	New Commercial Building: _____ Bldg. Sq. Ft. ☐ Electrical ☐ Plumbing ☐ HVAC ☐ Construction ☐ Erosion Control				
	Commercial Ad _____		Erosion Control		
	State of Wisconsin _____		Structure (Raze) _____ Application) _____		
Zoning - When applicable, owner shall research setback information regarding height, lot coverage, etc. prior to submittal of this application.					
I agree to comply with all applicable codes, statutes and ordinances and with the conditions of this permit; understand that the issuance of the permit creates no legal liability, express or implied, on the state or municipality; and certify that all the above information is accurate. If I am an owner applying for an erosion control or construction permit, I have read the cautionary statement regarding contractor financial responsibility on the reverse side of the last page of this application. I expressly grant the building inspector or the inspector's authorized agent permission to enter the premises for which this permit is sought at all reasonable hours and for any proper purpose to inspect the work which is being done. It is the Owner/Contractors Responsibility to Call in ALL INSPECTIONS to the Inspector.					
APPLICANT'S SIGNATURE <u>[Signature]</u>		DATE SIGNED <u>3-28-18</u>			
APPROVAL CONDITIONS This permit is issued pursuant to the following conditions. Failure to comply may result in suspension or revocation of this permit or other penalty. ☐ See attached for conditions of approval.					
BELOW SECTION FOR OFFICE USE ONLY					
FEES:		PERMIT(S) ISSUED		PERMIT ISSUED BY:	
Construction	\$ <u>450.00</u>	☒ Construction		Name <u>Mike Hennings</u>	
Plumbing	\$ <u>96.00</u>	☒ HVAC		Date <u>4-11-18</u> Telephone <u>608-697-8009</u>	
Electrical	\$ <u>108.00</u>	☒ Electrical		Cert No. <u>92698</u> Census Code <u>434</u>	
HVAC	\$ <u>96.00</u>	☒ Plumbing		www.generalengineering.net	
Zoning	\$ _____	☐ Erosion Control		VER 1/3/2018	
Other	\$ _____				
Administrative	\$ _____				

2018 General Building Permit Application. Setback entries shown on the application: Front 25', Rear 20', Left 9', Right 25'.

ORIGINAL MOSHER PROPERTY SURVEY



Original Mosher survey. No Tucker addition/building box is shown.

VERSION USED WITH 2018 TUCKER ADDITION

The image shows a mobile app interface displaying a survey map. The map is titled "Central Engineers & Surveyors, Inc." and "Engineers - Surveyors". It shows a rectangular lot with dimensions of 100' x 100'. The lot is divided into two sections, 1 and 2. The setbacks are shown as follows: Front 25', Rear 20', Left 9', and Right 25'. The map includes a north arrow, a scale bar, and a legend. The survey was conducted on 10/10/18. The app interface includes a toolbar with icons for navigation and editing. A building box is overlaid on the map, indicating the location of the Tucker addition.

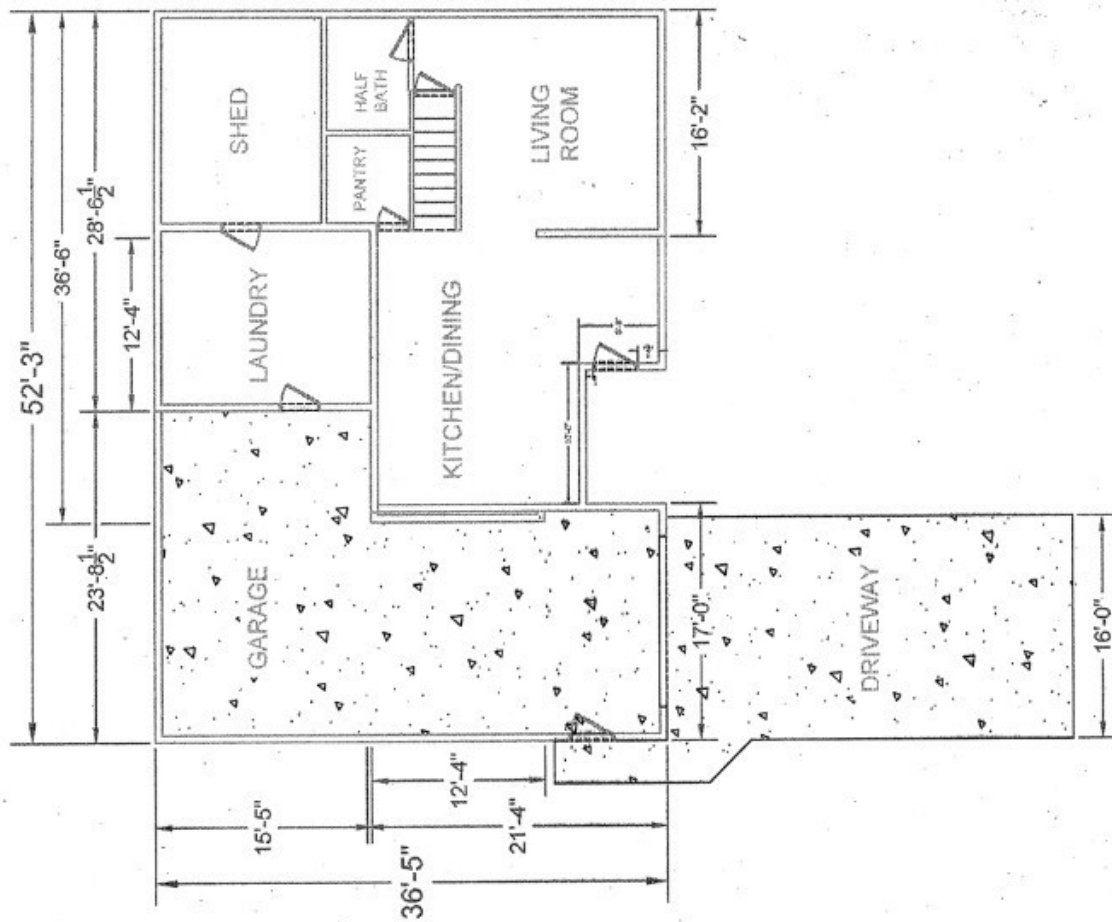
Planning	\$ 100.00	\$ HVAC		Date	4-11-18	Telephone	608-977-8009
Electrical	\$ 100.00	\$ Electrical		Permit No.	420895	Camera Code	434
ITVAC	\$ 75.00	\$ Plumbing		www.centralengineersurveyors.net			
Zoning	\$	\$ Brokers Control					
Other	\$	\$ Other					
Administrative	\$						
Total Permit Fee	\$ 750.00						



Mosher survey as it appears in the Tucker permit materials, with the later addition/building box drawn onto it.

Notes
 $\frac{1}{4}" = 3'0"$

Current House
 as built



2018 addition floor plan showing the scale and configuration of the garage/addition project.

9. Excavation and Utility-Safety Concern

Excavation began before the neighboring concerns were resolved. Heavy equipment was used in the area of underground utilities. Photographs are being preserved.

This packet does not make a technical determination that a utility law or excavation rule was violated. It asks the City and/or appropriate utility to determine whether required locating, clearance, notification and excavation procedures were followed before and during the work.

The potential consequence of striking a gas utility is serious. That is why this issue is relevant to the larger question of whether construction representations and required procedures at this property should be independently verified rather than assumed.

Photograph from the excavation/work period showing the disturbed driveway area and work-zone controls.

Image from the work period showing heavy equipment and vehicles near the excavation area.



A close-up photograph of a person's hand holding a bright yellow rectangular flag. The flag is attached to a white plastic stake. The flag features bold black text and a logo. The background is a blurred outdoor area with dry grass and some green plants.

CAUTION
BURIED NATURAL GAS LINE

Located byUSIC
800-762-0592



10. Concern Regarding Administrative Handling

We are disappointed by the manner in which these concerns have been handled after discrepancies, prior permit noncompliance and potential errors were brought to the City's attention. Our concern is not that mistakes can never occur; it is what happens after they are identified.

For years, conditions at 353 W. School Street have included substantial vehicle, trailer, camper, equipment and material storage. When those conditions are left unaddressed and are then relied upon as a reason to grant additional private access, it creates the appearance that the City has effectively enabled the property to function as unauthorized storage without requiring the underlying use of the property to be addressed. We believe adjoining owners and the public have the right to ask for accountability, consistent enforcement and verification before additional exceptions are granted. The City's own current records establish prior driveway-permit noncompliance at this parcel. The present record also contains discrepancies that can be objectively checked. We are asking that the response to those facts be greater scrutiny, correction and accountability - not another exception based on information that has not been independently verified.

I am not asking the Commission to accept a claim that anyone is intentionally enabling violations. I am explaining why the repeated absence of correction has created that appearance and has left me feeling that my adjoining property rights have received less protection than they should. The appropriate response is a transparent review of the documents, measurements, permits and safety conditions.

11. Requested Commission Action

Based on the complete record now available, I respectfully request that the Plan Commission:

- Revoke the waiver previously granted for the second driveway at 353 W. School Street.
- Require that no work dependent upon that waiver proceed unless and until a lawful future approval is obtained.
- Preserve and review the current photographs, measurements, application materials, meeting record, prior driveway permit history and engineering requirements as part of the record.
- Refer the separate 2018 setback/survey documentation issue to the appropriate City official for independent review rather than attempting to decide that separate matter within this driveway proceeding.

If the Commission concludes that any factual statement in this packet is incorrect, I respectfully request identification of the specific City record, survey, permit, inspection, measurement or other documentation establishing the contrary.

12. Exhibit Index

Item	Description
Exhibit A	Historical former-driveway photograph - passenger car at same building-to-sidewalk location.
Exhibit B	Current street-level/excavation photographs.
Exhibit C	Actual Chevrolet Colorado photographs and vehicle-identification images.
Exhibit D	Existing garage, driveway and property-use photographs / Google Street View image.
Exhibit E	2018 General Building Permit Application showing represented setbacks.
Exhibit F	Survey page used with 2018 permit materials.
Exhibit G	2018 addition/garage floor plan.
Exhibit H	Excavation/work-zone photographs.
City Record 1	July 9, 2026 Plan Commission packet - second driveway waiver agenda report and site documentation.
City Record 2	July 15, 2026 engineering review - Main Street driveway opening requirements.
Reserve	Additional law-enforcement/body-camera and historical conflict documentation, only if needed to correct representations regarding the adjoining owner's position or history.

Note: Photographs are presented as documentary/context evidence. No AI-generated reconstruction is relied upon in this packet.