

**From:** [Lew Zaretski](#)  
**To:** [City Council](#); [Los Altos Planning Commission](#); [Jia Liu](#); [Laura Simpson](#)  
**Date:** Tuesday, April 05, 2022 4:22:18 PM  
**Attachments:** [image.png](#)  
[image.png](#)

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Dear City of Los Altos Executives,

I live on the south end of Solana Dr., a narrow dead-end street with houses on the east side, but just a hedge and back fences on the west side. The fences are the rear lot fences for houses on North Avalon. I am writing to the city council, planning commission, and community development to consider an important consequence of SB-9 and ask that you incorporate these ideas into the city's objective standards. There are six streets (that I know of) that have the same condition, and the council should implement standards before there are disagreements between neighbors based on someone building houses or ADUs as a result of SB-9. These streets are Solana Dr. (south of Almond Ave.), Westminster Lane, Autumn Lane, Robles Ranch Rd., Marvin Ave. and Yerba Santa Ave. (west of Los Altos Ave.).

SB-9 could result in eight homes and 16 or more cars where there is currently one home and usually two cars. Our street will be lined with parking, like San Francisco, because SB-9 prohibits the city from requiring more than one off street parking space per home (and in some cases none).

1. If SB9 allows subdividing lots that back onto these streets, (on the east side of North Avalon between Edith and Almond, or on the south side of Raquel Lane east of Hacienda Way and backing onto Yerba Santa Ave., or on the east side of Los Altos Ave. south of West Portola that back onto Westminster Lane), the city should require access for both lots and any new structures be from the current street where the current house has access, with no access on Solana Dr. or Yerba Santa Ave. or Westminster Lane. These three streets are too narrow to give emergency vehicles easy and uninhibited access with cars parked on both sides of the street, along with delivery vehicles, garbage trucks, and construction vehicles.

Note below the present degree of usage witnessed on the south branch of Solana Drive this past weekend.



2. ADUs and subdivision are for the convenience and financial benefit of the owners on N. Avalon, Los Altos Ave., and Raquel Lane and they should not burden and disrupt residents of the small narrow streets at the back of their lots with additional congestion and parking that will impede emergency vehicles for these residents. The homeowners who build and benefit from the additional density should bear the burden of any congestion and parking problems, not the residents of these small streets. This symmetry will cause residents (perhaps not investors) considering projects from choosing to pursue financial returns while divesting costs to others. Allowing such externalities is a recipe for socially problematic decision makings and future strife. Residents bearing these congestion costs might also be more likely to respect and consult with their direct neighbors, reducing the likelihood of subsequent problems.

3. Gates in back fences between hedges and bushes means egress is a hazard for cars and pedestrians. Children and pets may get hit as they dart out unseen from between parked cars.

4. Garbage trucks and other large vehicles have a difficult time turning around at the end of the cul-de-sac right now. Any additional parking will make this even more difficult and lead to damage to parked cars.

Note the below photo from this morning's garbage truck visit, in which a single truck blocks

the street even with few other parked cars present at that time of day. The same occurs with any large vehicles involved in construction or delivery.



What is now one house with two cars could become four (eight?) houses with eight (16?) or more cars. Parking and traffic congestion and emergency access on these small streets would be a disaster. If you have any doubts about the importance of this issue, please contact me and I would be happy to walk my street with you so you can see firsthand how important such an ordinance would be. If there are other, similar narrow, one-sided streets in Los Altos, please include them in the Objective Standards as well.

Best Regards,

Lew Zaretski  
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Los Altos