

From: pbmsv@icloud.com
To: [City Council](#); [Neysa Fligor](#); [Anita Enander](#); [Lynette Lee Eng](#); [Sally Meadows](#); [Jonathan Weinberg](#); [Los Altos Planning Commission](#); [Laura Simpson](#); [Jia Liu](#)
Cc: [Monica Waldman](#)
Subject: Revising Objective Standards to safely implement SB-9
Date: Monday, April 11, 2022 2:48:32 PM
Attachments: [SCC Fire Department Road Standards for apparatus access.pdf](#)

Dear Los Altos City Council and Planning Commission and Community Development:

As we implement SB-9 throughout our town, I want to be sure we proactively address important safety issues that arise from the additional housing units that SB-9 allows. 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. There are four other streets with similar configurations, Westminster Lane, Robles Ranch Rd., and Autumn Lane, along with Yerba Santa Ave. (a private street). There may be others. Santa Clara County fire department Road Standards (see attached, under Road Design, items 6 and 9) prohibit parking on streets less than 28 feet wide, to preserve emergency vehicle access. The standards also require a cul de sac to be a minimum of 36 feet radius. My street is only 24' 8" wide and the cul de sac radius is only 30' 6".

As Los Altos implement SB-9 by subdividing lots and adding housing units, it is imperative that the city's objective standards not impede safe access on these narrow streets. Therefore, I and my neighbors request that the objective standards include a clause, similar to the following: "Access to the housing units cannot be through a back fence where the back fence is adjacent to a road that is less than 36' wide, per Santa Clara County Fire Dept Road Design Standards." SB-9 prohibits on site parking for more than one vehicle per housing unit, so additional cars for residents will be forced onto street parking. Our narrow streets are too narrow for on-street parking and such street parking would violate the fire department safety standards and create dangerous conditions for residents on our and neighboring streets.

Quick reference for FD standards:

Parking: When parking is permitted on streets, in both residential/commercial applications, it shall conform to the following:

- parking is permitted both sides of the street with street widths of 36 feet or more
- parking is permitted on one side of the street with street widths of 28 – 35 feet
- no parking is permitted when street widths are less than 28 feet

Turning Radius (Cul-de-sacs): The minimum outside turning radius is 36 feet.

Our fears about safe access for emergency vehicles are founded on experience: in about 1997, the house on the cul de sac at the end of the street caught fire and burned. It was a complete loss and the owners had to build a new house.

Please do not delay. Add this language to the next approved version of the objective standards so that emergency vehicle access is preserved as the town moves forward with SB-9 and new construction does not lead to unsafe conditions for our residents.

Sincerely,

Peter Mills

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Attached: FIRE DEPARTMENT SANTA CLARA COUNTY, STANDARD DETAILS & SPECIFICATIONS

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