

From: [mimi blaurock](#)
To: [City Council](#); [Los Altos Planning Commission](#); [Laura Simpson](#); [Jia Liu](#)
Subject: Input on Objective Standards for Single Family Residences to Implement Senate Bill 9
Date: Tuesday, April 05, 2022 2:45:27 PM

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

I live on Westminster Lane, a narrow dead-end street with houses on the east side, and a hedge and back fences on the west side. The fences are the rear lot fences for houses on Los Altos Avenue. I am writing to you all to consider an important consequence of SB-9 and ask that you incorporate these ideas into the city's Objective Standards. There are several streets that I know of that have the same condition, including Westminster Lane, Solana Drive (south of Almond Avenue), Yerba Santa Ave. (west of Los Altos Avenue), and Robles Ranch Road; there may be more. The council needs to implement standards so that access to these narrow streets is maintained for emergency and other service vehicles.

SB-9 could result in multiple homes and cars where there is currently one home and usually two cars; and 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 (in my case, the lots on the east side of Los Altos Ave, south of West Portola; for Solana Drive, the lots on the east side of North Avalon between Edith and Almond; for Yerba Santa Ave, the lots on the south side of Raquel Lane east of Hacienda Way; etc,) the city should require access for all lots and any and all new structures be from the current street where the current house has access, with no access on Westminster Lane, Solana Drive, Yerba Santa Avenue, etc. These streets are too narrow to give emergency vehicles access with cars parked on both sides of the street; in event of emergency, EMS and fire would not be able to get down the streets. In addition, on a weekly basis, garbage trucks would not be able to drive down these streets; and delivery and construction vehicles also would not be able to drive down these streets.

2. ADUs and subdivisions are for the convenience and financial benefit of the owners on Los Altos Ave, N. Avalon, Raquel Lane, etc and they should not burden and disrupt residents of the small narrow streets at the back of their lots with congestion.

3. Gates in back fences between hedges and bushes means egress is a hazard for cars and pedestrians. Children and pets would be in danger of being hit by cars coming out of these driveways.

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

Traffic, parking, emergency access and both city services (garbage, utilities) and private services (delivery trucks, construction, even yard care) would be severely impacted by any access onto these narrow streets from the rear of the adjoining lots.

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.

Sincerely,

Madeleine Blaurock
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