

From: [John Parkes](#)
To: [Los Altos Planning Commission](#)
Subject: Negative Impact of SB 9 Bill on Narrow, One-sided Streets and Provisions for City Objective Standards
Date: Friday, April 08, 2022 12:53:01 PM

I live at 791 Westminster Lane in Los Altos, a narrow dead-end lane 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 Los Altos Avenue. 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, that will cause congestion, noise/air pollution and safety issues for residents. This will be especially acute in front of our home where there is an island that narrows the street substantially on both sides of the island.
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.
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 traversing and turning around at the end of the cul-de-sac even now. Any additional parking will make this much more difficult and lead to damage to parked cars.

What is now one house with two cars could become four (eight?) houses with eight (16?) or more cars. Parking and traffic 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,

Jack Parkes

President

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