

To: City of Santa Barbara City Council

RECEIVED 18 March, 2016

Subj: Appeal of Planning Commission Finding on 1417 San Miguel Ave (MST2015-00426)

2016 MAR 18 PM 1:25

Date of meeting Planning Commission finding was made; 10 March 2016

CITY OF SANTA BARBARA  
CITY CLERK'S OFFICE

Attachment 1; Copy of Planning Commission presentation by Applicant on 10 March, 2016

Description of decision being appealed: "The Planning Commission finds that the Modification to allow an uncovered parking space within the Front Setback is not consistent with the purposes and intent of the Zoning Ordinance and is not necessary to secure an appropriate improvement on the lot, as the uncovered parking space is inconsistent with the pattern of development within the neighborhood and three conforming parking spaces currently exist onsite."

Grounds claimed for appeal: Our grounds for appeal are that we feel that the stated findings are not in accord with provisions of the Zoning Ordinance (Title 28) and that the Staff Hearing Officer/Planning Commission findings are based on a restrictive interpretation of the zoning ordinance. We will address three key areas; I) Accommodations for Persons with Disabilities and preventing unreasonable hardship, II) Modification for uncovered parking space with in the Front Setback is not necessary, as other options are available, and III) inconsistent with the pattern of development with the east Mesa neighborhood.

**I) Accommodations for Persons with Disabilities and preventing unreasonable hardship;**

During the hearing the Commissioners asked questions to the Staff Hearing Officer/Senior Planner (SHO) about American Disabilities Act (ADA) applicability in this case, and the correct response was that it did not apply. Without referencing the ADA requirements, the discussion left us with the impression that if a person does not have a "disability sticker" or is not wheelchair bound or is able to walk the neighborhood on a daily basis, the City does not need to consider an accommodation, since ADA does not apply in residential areas. I have listed an excerpt from the ADA website below;

The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.

We understand that accommodations are not required on our property, based on the ADA requirements since it is not open to the general public. However, we are asking for a Modification to allow an uncovered parking space within the Front Setback on our own property to improve our quality of life and is an issue of accommodating persons with disabilities and preventing unreasonable hardship.

After the hearing, I reviewed the entire Title 28 and found that the City Council intent for the accommodation of persons with disabilities is much clearer than the discussion of ADA applicability during the hearing. Based on the definition of a person with disabilities, as referenced in Title 28 (shown below), combined with statements from our doctors (shown below), we consider ourselves as "persons with disabilities", as such we feel the denial of the Modification to allow an uncovered parking space within the Front Setback request was restrictive by not addressing the accommodations afforded in Title 28 (excerpts below).

**Chapter 28.15**  
**A-1, A-2, E-1, E-2, E-3 and R-1**  
**ONE-FAMILY RESIDENCE ZONES**

**28.15.005 Legislative Intent.**

The City Council intends that buildings within these residential districts may be used for housing a person or persons with disabilities, as defined in the Federal Fair Housing Act of 1989 and State Housing Law.

Person(s) with disabilities is defined by the Act as;

**“The Fair Housing Act protects a broad range of disabilities, both physical and psychological. To qualify under the Fair Housing Act, the disability must substantially limit at least one major life activity. This can include everyday activities such as eating, sleeping, seeing, hearing, walking, talking, breathing, climbing, reaching, standing, sitting, bathing, or caring for oneself. Further, the disability need not be obvious or require an apparatus to qualify for protection. For example, if an individual has severe arthritis, which makes the use of his hands difficult, this qualifies. If an individual has trouble hearing, but does not use a hearing aid, they would qualify as well.”**

-Our research has found that the determination of who is considered a “person with disabilities” is largely based on the person who has the disability. We are not wheelchair bound, can walk if we push thru the pain that is permanently present, etc... We understand that most of the issues cannot be helped with any Modification to any ordinance and are just a natural part of the life cycle. However, the issues such as loading and unloading issues that are creating unreasonable hardships; have lead us to accommodate these hardships in a manner that is both unsafe and illegal per Title 28. Modification to allow an uncovered parking space within the Front Setback will prevent these unreasonable hardships.

**Chapter 28.87**  
**GENERAL PROVISIONS**

**28.87.062 Setback, Open Yard, Common Outdoor Living Space, and Distance Between Main Buildings Encroachments.**

**B. 5. Accessible uncovered parking spaces, access aisles, and accessibility ramps necessary to make an existing building accessible to persons with disabilities may encroach into required setbacks to the extent reasonably necessary to accommodate the existing building.** This encroachment is not available for new buildings or additions to existing buildings where the addition precludes the development of a conforming accessible improvement.

-The existing building is on a steep sloped hill and our front setback is at our front door. The circular driveway along with the approved landscaping (SFBD approved) is the safest and most accommodating to persons of disabilities, of all the options reviewed and presented during the hearing.

**Chapter 28.92**  
**VARIANCES, MODIFICATIONS AND ZONE CHANGES**

**28.92.110.7. Accommodation of Disabilities.** A modification of any zoning regulation where the modification is necessary to allow improvements to an existing building in order to provide reasonable accommodations to individuals with disabilities. This modification is not available in the case of new buildings, demolitions and rebuilds, or additions where the proposed construction precludes a reasonable accommodation that would not require a modification.

-We never asked for improvements to an existing building, just the legitimization of our heritage method of loading/unloading and were told by the SFDB that we needed a Modification to allow an uncovered parking space within the Front Setback. The Modification approval would then allow us finalize and obtain the permit to install the second driveway approach, hardscape our existing dirt parking spot, completely re-landscape the front yard and connect to the existing shared driveway; all of which has been deemed acceptable by the SFBD and Transportation department.

Copies of letters from our doctors are submitted below.

## **The Permanente Medical Group, Inc.**

**MEDICINE UNIT 'B'  
555 Castro Street  
Mountain View CA 94041-2009  
Dept: 650-903-3020  
Main: 650-903-3000**

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November 3, 2015

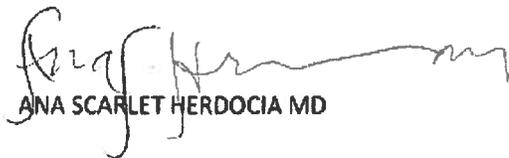
Jami Gott  
2625 Middlefield Rd 705  
Palo Alto CA 94306

To Whom It May Concern,

Ms. Jami Gott was in a motor vehicle accident in 2000 which resulted in multiple injuries. She broke her back and shattered her right shoulder/arm in multiple places which required shoulder reconstructive surgery with placement of a rod. She also has nerve damage in the involved area, of her right shoulder, that will never be fully resolved. As a result, she has chronic back and right should/arm pain that is exacerbated by walking and carrying items such as grocery bags especially up/down stairs. In addition the combination of injuries has caused her to have a limited range of motion of her neck/shoulder/back making it difficult to perform "backing maneuvers" with her vehicle.

As such, any accommodation that can be made so Ms. Gott's carrying of items over distance/up/down stairs and the backing-up of vehicles is minimized would be prescribed.

Sincerely,

  
ANA SCARLET HERDOCIA MD

# The Permanente Medical Group, Inc.

MEDICINE UNIT 'A'  
555 Castro Street  
Mountain View CA 94041-2009  
Dept: 650-903-3020  
Main: 650-903-3000

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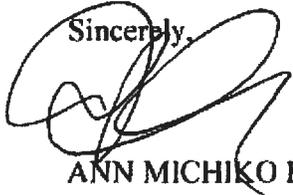
November 5, 2015

Michael H Gott  
2625 Middlefield Rd # 705  
Palo Alto CA 94306-2516

To: Whom It May Concern,

I am writing on behalf of my patient, Michael Gott. He is 58 years old, 6'4" tall and weighs 245 lbs. He has diabetes, arthritis, and a foot neuroma, which make it painful for him to walk. Any accommodations that would reduce his lateral and vertical movement (walking up and down stairs) would reduce the aggravation caused by his condition and enhance his quality of life.

Sincerely,



ANN MICHIKO KODANI DO

**Below are photos of our current methods of unloading/loading and parking.**

The original owner and the Gott's (2<sup>nd</sup> owners) use the street and front yard for all major loading/unloading tasks as these are the closest to the front door for the loading of items from the main house and the accommodation of loading of aging family members;



(Example of unloading in the front yard setback)

(Example of unloading in the no-parking zone in the street)



(Example of parking in the front yard setback)

***Please Note; now that it is a matter on public record we want the City Council to be aware of the following:***

***A Planning Commissioner, during the hearing, challenged the fact that if we walked about one mile/day (which our doctors encourage) we were not experiencing that much of a hardship loading /unloading our vehicles without this modification approval. This was disheartening to hear and we realized our modification was not going to be looked upon favorably.***

***In hindsight, this same Commissioner made a comment during the site visit that demonstrated the same prejudice. The following statement was heard by myself and witnesses; "I have a steeper driveway and stop and get out of my car to get my mail". I did not know what getting the mail had to do with loading/unloading items multiple times and carrying them across the property had to do with our Front Setback Modification.***

*With the exception of one Commission who approved our Modification request; each Commissioner indicated, on the record, that they concurred with what the other Commissioners reasons for their specific denial of the Modification request. The implication being, that if my wife can make daily walks in the neighborhood, and has not been declared handicapped by some recognized authority, she must not be a person with disability. These comments are considered derogatory and demeaning to my wife and I, which appeared to be based on an unclear definition of a disabled person. As such we can only surmise that this publicly displayed attitude was influential to other commissioners and subsequently prevented any consideration for persons with disabilities and the denial of our Modification request. We feel this was unbecoming of a City representative.*

## **II) Modification for uncovered parking space with in the Front Setback is not necessary, as other options are available;**

The Staff Hearing Officer identified three conforming parking spaces on the property; two of which are in the garage and one parking location on the side of the recreation room. All three locations require an extended walk up/down the hill to reach the front or rear door, which is why we perform these task in the front setback or the street (both illegal and one unsafe).

Due to the slope of the property and the original placement of the home, all three parking spaces are behind the front line of the house and significantly below the level of the home, which negatively impacts our enjoyment of the property and that of the neighborhood, as we are forced to load/unload items in the street or in the front yard illegally/unsafely.

Discussion focused on the slope of our ramp to our parking areas and everyone acknowledged it was steep and based on Title 28, does not comply with 28.90.045.C.4. We would have thought this would make our parking non-conforming, but this point was not finalized as nobody had the ordinance in front of them for review, however, we would have thought this would have been a part of the research prior to deeming our parking spaces conforming. Yet the definition of conforming is vague. I have provided excerpts of the ordinance, our topo map and several pictures below for your consideration.

### **28.90.045 Parking Design Standards.**

#### **A. REQUIREMENTS. All parking facilities must be designed and constructed pursuant to the following:**

1. Backing out onto a public street or sidewalk from a parking space shall be permitted only for a one-family or two-family dwelling, where not more than four (4) spaces are provided.
2. All turnaround movements shall be accomplished in one (1) maneuver. One (1) maneuver is considered to be one (1) back up and one (1) forward movement.

#### **C. VEHICLE RAMPS.**

1. A vehicle ramp is defined to be a sloping connection between a street level and a parking level or two (2) parking levels.
2. For multiple-family dwellings or nonresidential uses, all parking plans involving ramps shall be accompanied by a profile showing the ramp, ramp transitions and overhead and adjacent wall clearances.
3. The length of a ramp is defined as that portion of the ramp from the beginning of the transition at one end of the ramp to the end of the transition at the opposite end thereof.
4. For ramps longer than sixty-five feet (65'), the ramp grade shall not exceed twelve percent (12%) with the first and last eight feet (8') of the ramp not exceeding six percent (6%).



We have shown that we have significant driveway slope (>20% in some areas, average of 14%), in excess of 28.90.045.C.4 (shown above), a shared driveway with two neighbors (3 homes for 6 parking spaces), block retaining walls and power poles that make it difficult for us to make it out of our “conforming spaces” to the street without using more than the required “two movements” to exit our driveway as required by ordinance 28.90.045.A.2 (which is directly applicable to Mrs. Gott’s medical letter).



(damage from backing into power pole)



(damage from hitting the block wall)



(ramp slope to enter and exit conforming parking spaces)



(we actually use this spot, but if the shared drive is crowded we must back out of the driveway)

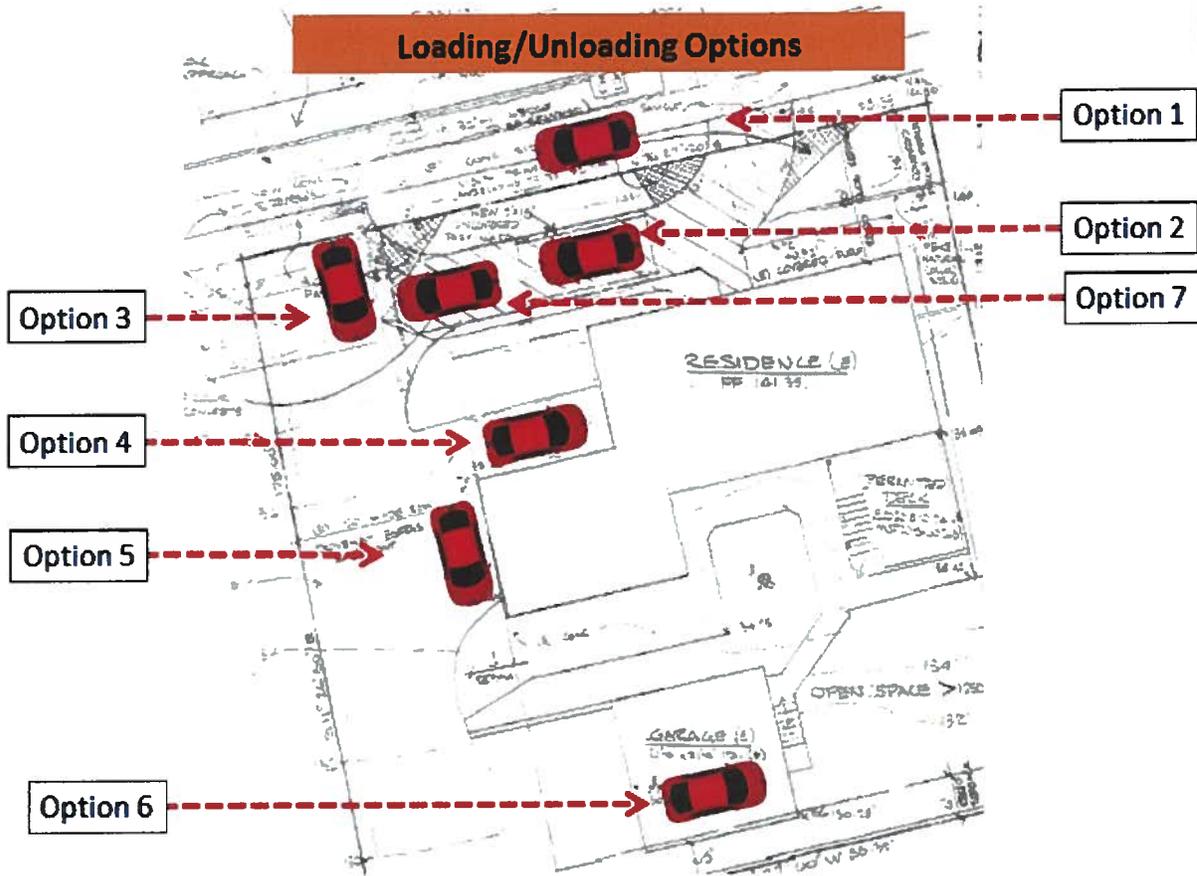


(steep ramp slope entering garage) and (steep ramp slope to enter declared conforming spot by recreation room-located a hard left in this picture)

As such we have had damage sustained to vehicles, the garage and block wall; due to the power/phone/cable pole and block wall located around the entry/exit to the garage (two of the Gott's conforming parking spaces). The third conforming parking space is at the base of the step part of the driveway. We do not park our vehicles there, as the turn into the spot is dangerously steep and if the pavement is wet you can slide into the side of the recreation room. As such we park one car next to the recreation room and either turnaround, if room is available, or back up the driveway.

We strongly disagree that we have three existing conforming parking spaces, in that the ramp access to these spaces must meet zoning requirements for the maneuvering area into and out of these spaces; otherwise it becomes hazardous to the public (backing out of a shared driveway on to public street, and neighbors walking up/down drive as there is no sidewalk) and property (damage to vehicles, block walls and stucco on house).

With respect to other options possible in lieu of the Modification requested (circular driveway). We did a comparison of all options that the applicant, SHO and PC (during their site visit) put forth. We showed the safest option was the one already approved by the SFB. The other options were shown to be either unsafe or did not provide the relief of physical pain or enjoyment of our property that the applicants desire (details in attached PC presentation of 10Mar16). I have provided a couple summary charts from our hearing presentation for your review and consideration.



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Options	Total distance (4 round trips per load/unload)	Elevation change (ft)	Comments
1 -street	160	1	Unsafe, illegal, steps-trip hazard
2 -setback	120	0	Safe, no rushing, Heritage parking in front setback
3- slope	464	0	Unsafe slope (brake failure) blocks shared drive
4-trailer	368	6	Unsafe turn off slope for vehicles, steps-trip hazard
5-rec rm	616	6	Unsafe over steps- trip hazard, Furthest distance
6-garage	368	11	Unsafe over more steps- trip hazard
7-partial parking	272	0	Safe in most cases, worry, no about the slope, no 2 <sup>nd</sup> approach, needs landscaping

**Please Note, as a matter of record we want the City Council to be aware of the following:**

**A Commissioner after reviewing the comparison of all options, during the recorded public hearing, actually recommended the continuance of performing illegal and unsafe acts, by continuing to load/unload in the no-parking zone in the street, or illegally in the front setback. Since this was the first Commissioner to deny the Modification request and recommended to me to continue the illegal and unsafe options in front of a City attorney, it gave me great concern as to whom would be liable, if anyone is injured while loading/unloading, it is unconceivable to us that a City representative would condone the continued use of unsafe and illegal acts, which was exactly what we are attempting to avoid.**

**III) Inconsistent with the pattern of development with the east Mesa neighborhood.**

The SFBD finding was that; “The Board finds the requested zoning modification aesthetically appropriate and does not pose consistency issues with the design guidelines.”

Below – Photos depict-Current front yard, with illegal driveway in front setback and existing landscaping (ugly). We do not landscape since the dirt driveway provides the best and safest access for loading/unloading. Another picture shows the illegal parking in the street (which is posted as no parking), and the sidewalk access thru the hedge that was installed many years ago to accommodate the fact that it is very hard to enter/exit the illegal spot in the front yard.





# Plant Legend



We always felt, as do our immediate neighbors that we were not only conforming to the neighborhood, since we already had ¾ of the driveway in the front yard for many years and were just completing the driveway with new landscaping, ultimately improving the appearance of the neighborhood and legitimizing our unsafe and illegal methods of loading/unloading.

During the hearing the SHO acknowledged to the PC's, that she did not know the neighborhood that well, and described a couple other circular driveways nearby, leaving the impression that, our modification does not have conformity with the neighborhood.

The SHO confirmed, with our review of public records, that there was no real record of permits for circular driveways because to install a circular driveway if it was just "flat-work" and that no building permits were required. The Title 28 requirement says there shall be no parking in the front setback, and because it is evident that so many people were parking in the front setback, the City is using the Modification for uncovered parking in the front setback as a tool for parking enforcement. It was also stated by the SHO that this is why she does not approve any modifications for uncovered parking within the front setback.

Another issue discussed during the hearing seemed to be that the SHO had to take into account the "Land Use" issues and that by approving this or any Modification to allow parking in a Front Setback ,

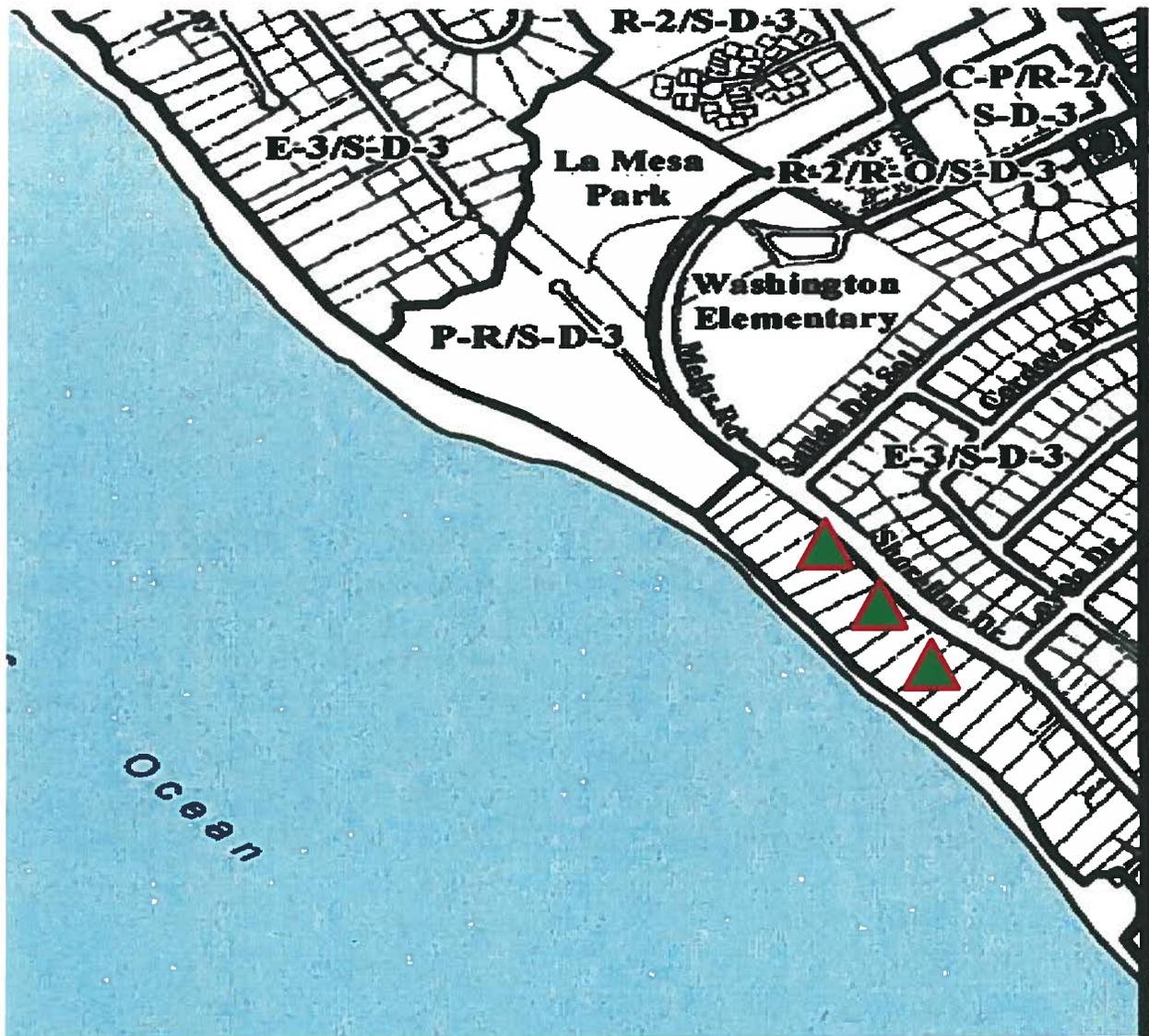
would be allowing us to park in a front setback legally; but it would also increase the amount of vehicles currently parking in their front setbacks, and that to many homes are doing this illegally now. Thus, we can only surmise that this is a parking enforcement position which over showed our modification request. This type of circular argument only frustrates the public and does not resolve issues; if we want people to not park in the front setbacks we must enforce/change our existing ordinances.

We originally stated in previous letters that we did not need additional parking just a loading/unloading area, but were told by the City that we need a front setback modification to load/unload, since we were told that it did not matter if it was for 3 minutes or 3 days so a Modification would be needed. Now we are told that the Modification is denied because it would increase overall neighborhood parking in the front setback.

For clarification, since no one was familiar with our neighborhood specifically and were compared to the overall city in general. We reside in the East Mesa neighborhood and feel that we are enhancing the neighborhood conformity, as do our neighbors, specifically those who share the driveway with us and those directly across the street who have to look at our property permanently.

After the hearing the applicants went out and drove every street in the neighborhood. The neighborhood has exactly eight (8) circular driveways (see map for locations), all of which are appealing, as would ours be based on the SFBF finding. Note that they are all in the middle to west side of the neighborhood. The location of each lot was such that it could handle the appropriate driveway turn radius required by the Transportation Department, such as ours does. It became evident after reviewing the neighborhood that the east side lots are too small and the west side lots on the hill have stair-stepped front yards, so circular driveways would not be able to meet the turn radius requirement due to their lot size or excessively sloped front yard, otherwise I suspect we would see more circular driveways being requested.

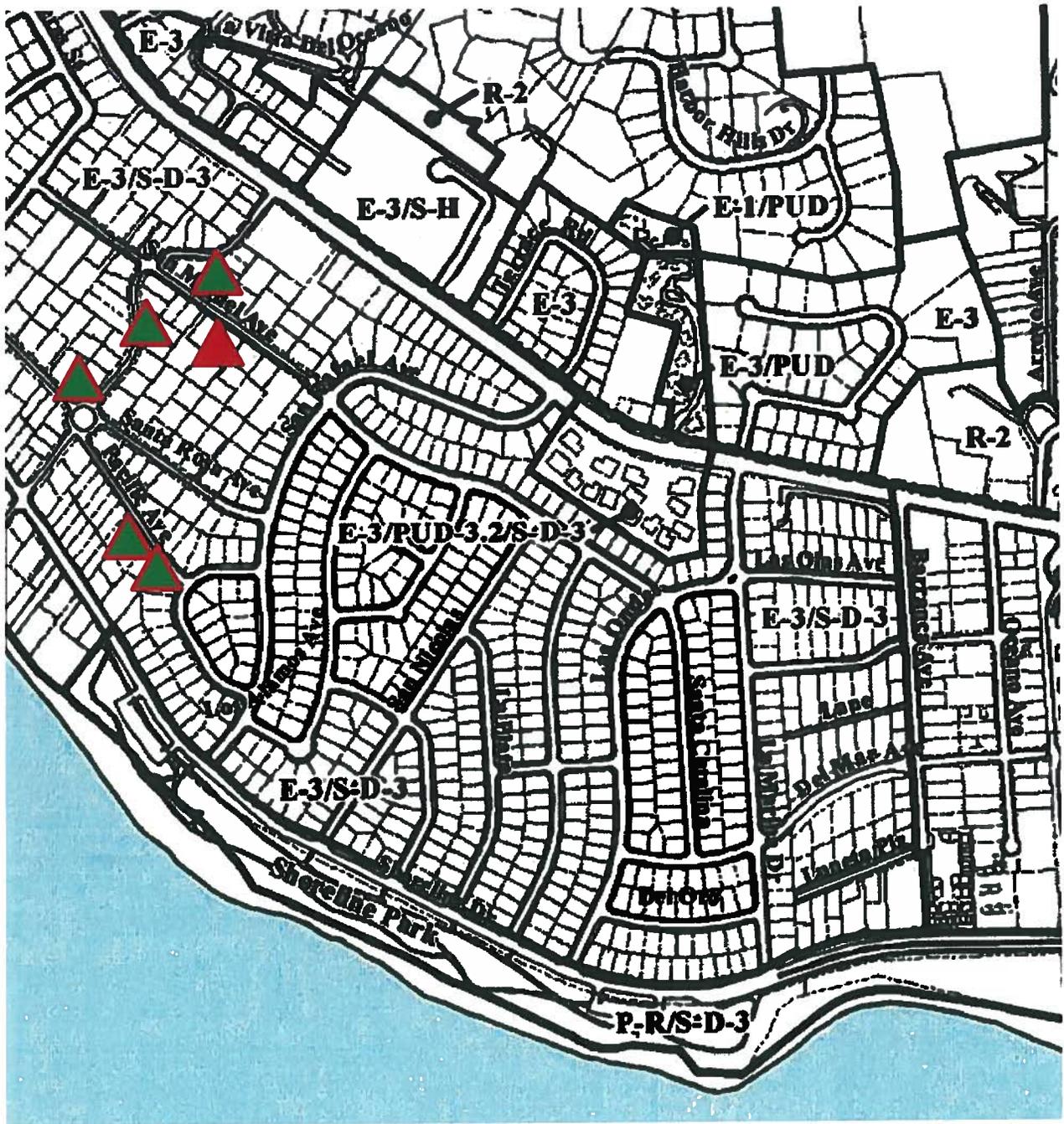
By approving our Modification the increase in the number of circular driveways in our community is relatively insignificant compared to the number of homes. With respect to the amount of vehicles in our neighborhood that use the front setback for illegal parking, it is significant and not enforced as is evidenced by driving through the neighborhood in the evening when the work day is over. Yet this is our neighborhood community and we love it. Thus, by accommodating one more front setback parking space, with a legal modification the net impact to the community is insignificant.



(Meigs Rd/Shoreline defines the east side of neighborhood above)



(Google map of the three circular driveways along Shoreline)



(remained of East Mesa neighborhood – note smaller lots to the east)



As the hearing discussion wrapped up, it was evident to us that the majority of the Planning Commission was going to concur with the SHO to deny the modification request.

Based on some of the discussion during the Planning Commission hearing, we could only conclude that this is the method used by the City to ban additional parking within the front setbacks throughout the City. This was put into place in order to limit the massive violations throughout Santa Barbara and had nothing to do with circular driveways, but more of an enforcement action to curb parking in front setbacks. The conclusion is that the Planning Commission/SHO will never approve a modification for a Front Setback Modification as they would be authorizing someone to park legally in their front setback, which was the reason to apply for the modification.

Examples of illegal parking in the setback;





Example of why;

We were lead to believe by City staff that by following the process to legitimize the parking within a front setback was the correct path to follow and now feel that we were deceived , wasted our time, embarrassed, publicly humiliated and wasted considerable funds to purse this project (over \$10k with site plans, landscape plans, City fees and other costs).

To address the fact that the City is concerning about approving this Modification as it will “Run with the Land”, we would like to propose, if determined necessary by the City Council, we will do the following;

- File with the Clerk of the City a written agreement that binds the property owner (present and future) to remove the circular driveway within the front setback in the event of any public acquisition by condemnation or other recognized process approved by the City Council.

- or other means as recommended by the City Council, if deemed necessary

We feel that those extraordinary circumstances discussed and that the stated conditions are applicable to the property involved and that these circumstances and conditions do not apply generally to other properties. Furthermore the approval of the Modification request alleviates unreasonable and unnecessary hardships, and is necessary for the preservation and enjoyment of a substantial property right of the applicant in consonance and harmony with the enjoyment of their property by our neighbors.

For all the reasons above we are requesting that the City Council reconsider the negative finding and approve our appeal.

Please feel free to contact me if any additional questions are necessary.

Appellant information:

Michael and Jami Gott; 1417 San Miguel Ave, Santa Barbara, CA 93109; 805-770-7717 (home)/408-242-2614(cell); [Mhgott01@comcast.net](mailto:Mhgott01@comcast.net)

Thank You,

Michael H. Gott

# **Attachment 1 to Appeal letter to City Council**

**Presentation to Planning Commission 10Mar16**

**Concerning Front Setback Modification for 1417 San Miguel Ave**

# 1417 San Miguel Ave

**A few facts about the Gott Residence at 1417 San Miguel Ave. and the relationship to the street to justify the circular driveway.**

- **Narrow, two-way 20 foot wide street with allowed parking on the opposite side only. This is applicable for only the 1400 and 1500 blocks on San Miguel Ave.**
- **The driveway to the Gott's garage is along the west side of the property, is 13% average slope and serves two additional properties down to the south.**
- **Unfortunately the steepest slope is from the sidewalk to the recreation room, which is a 6' drop over 25' (covers the entire front set back for the width of the shared driveway (25% slope).**
- **Their home is the only residence on the south side of the street with the entry facing the street that doesn't have a driveway near the front door to park and unload passengers or packages before putting away the car in the garage.**

# San Miguel Ave



- Street is 20' wide (curb-to-curb)
  - Assume 7' wide car/truck
  - 13' remaining for traffic and turning in/out of driveway
- No sidewalk on north side
- No parking allowed on south side
  - Posted no parking
- Only between Santa Cruz and Santa Rosa
  - One block

# 1417 San Miguel Ave

**Alternate Options that were suggested or discussed at SHO hearing.**

- **Provide parking space beside west end of house, beyond the front setback.....**
  - **Not Physically feasible with terrain restraints to locate the parking space beyond the front setback.**
- **Install a chair rail system from the garage to the kitchen door**
  - **Would impact the entire back yard**
  - **Would not be practical to make multiple trips (grocery bags)**
  - **Suspect future owners would remove the system due to the impact on the back yard**

# 1417 San Miguel Ave

## **Inquiries to Public Works:**

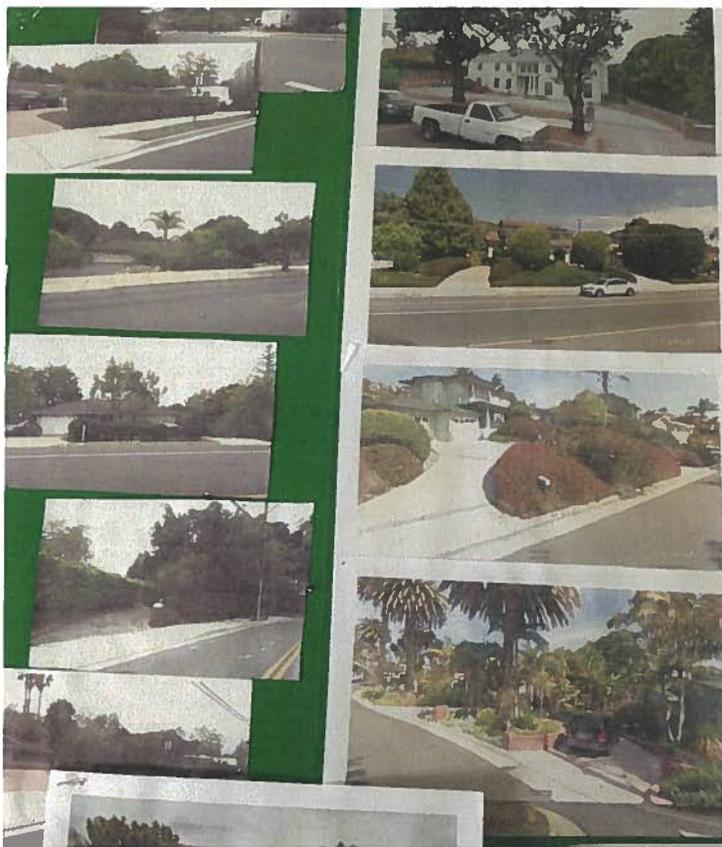
- **What is the possibility to allow an ADA space on street?.....**
  - **Answer – Not allowed**
- **At some time in the future, would it possible that the street could be made One – Way with parking on both sides?**
  - **Answer: No! Street is too narrow.**
- **About circular drive....Transportation Dept . do not approve circular driveways when parking spaces on the street are reduced.**
  - **This requirement has no effect on 1417 SM, as confirmed by the SHO as no parking exists on this side of the street.**

# 1417 San Miguel Ave

## **The Proposed Circular Drive**

- **The Transportation Dept. has reviewed the design (Chelsea Swanson) and approved the traffic pattern proposed. Additional support was given by the field inspector, Randy Wade.**
- **The Single Family Design Board also approved the layout and positive comments were made about the landscaping proposed. Close attention was also made to comply with visibility issues for the new and existing driveway.**
  - **The new landscaping is also designed to screen as much as possible any vehicle that would be parked in the circular drive.**
- **As to other circular drives that exist on the Mesa and in other areas of the city.**
  - **Of the City's Street Files we observed, there is little to no indication that any Permits/ Applications, where circular drives exist today, were ever approved and additional parking spaces never received a modification to be in the front yard.**

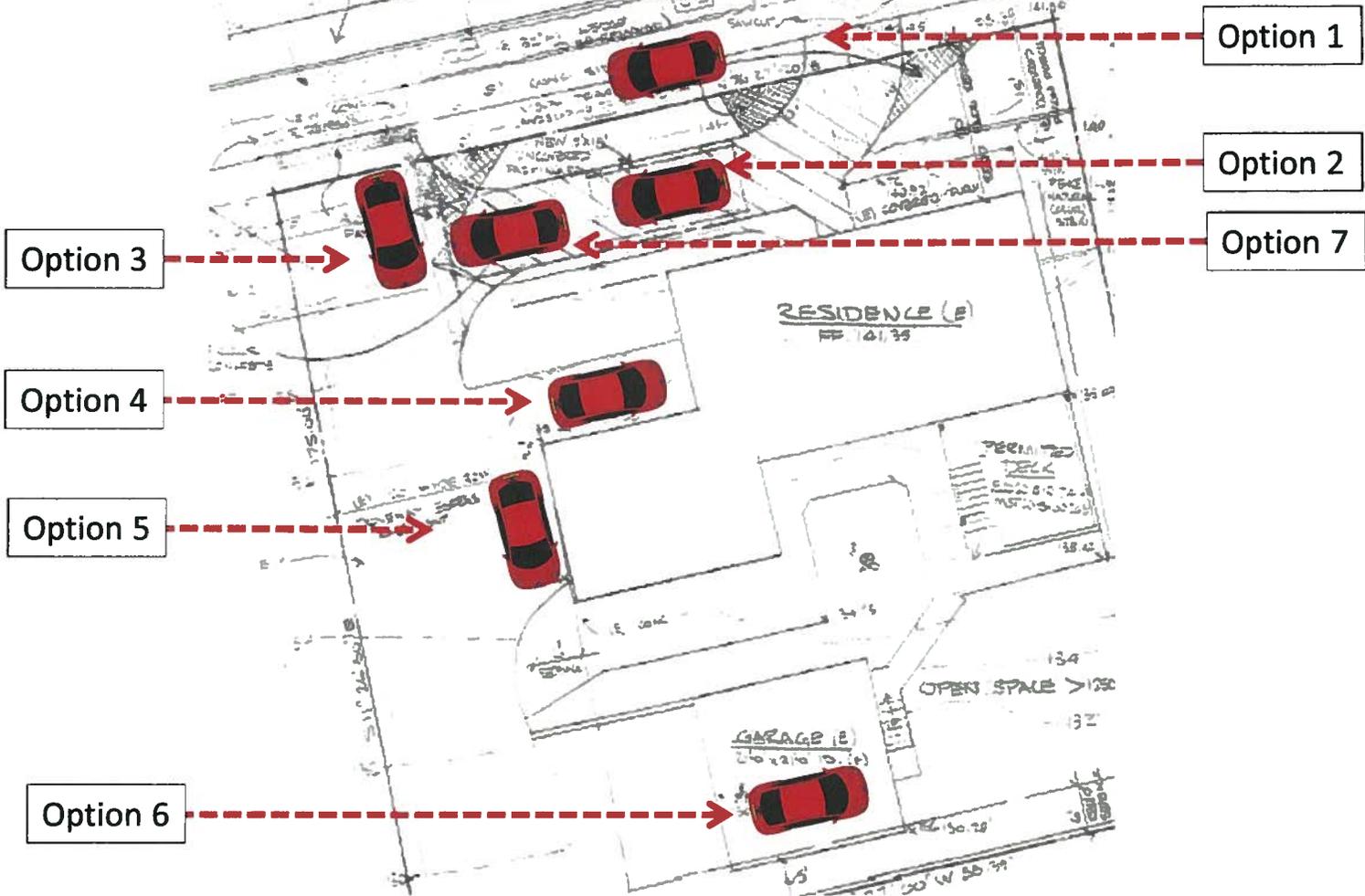
# Various Circular Driveways



# Loading/Unloading Issue

- **1417 San Miguel Ave is unique**
  - **For over 50 years**
    - **loading/unloading has occurred in the No Parking zone on the street**
      - **Do not feel safe doing this**
      - **Cars go around if possible**
        - » **but it is embarrassing and demeaning for us!!!**
      - **Causes us to rush the loading/unloading**
    - **Loading/unloading in the front yard**
      - **No traffic impacted**
      - **No rushing**

# Loading/Unloading Options





Option 1; Heritage unloading; **Use No Parking zone**

Distance   Elevation change

20'      1'

Average load of 4 bags requires 160 ' travel



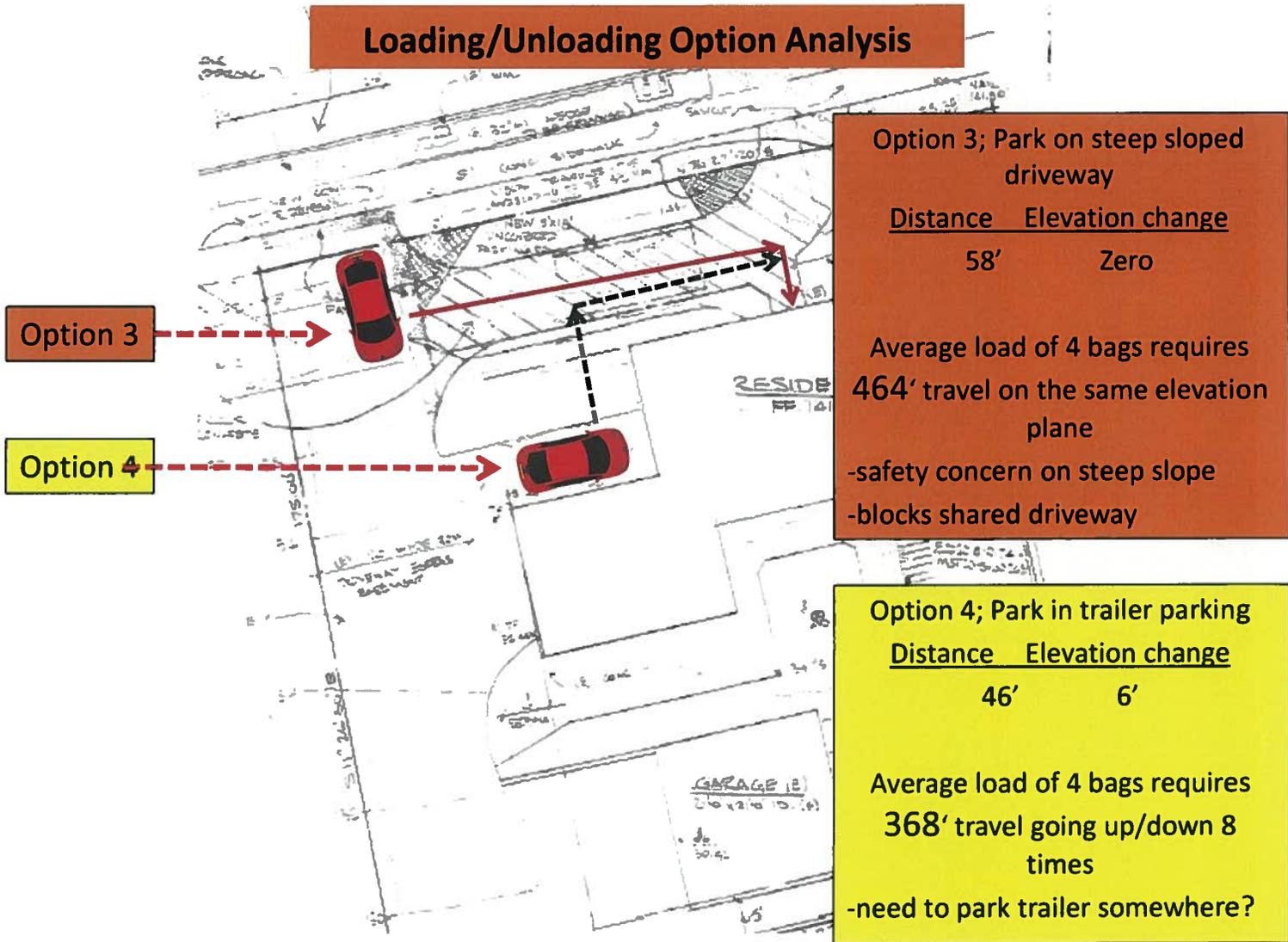
Option 2; Heritage unloading; **Use front setback**

Distance   Elevation change

15'   Zero

Average load of 4 bags requires 120' travel on the same elevation plane

## Loading/Unloading Option Analysis



**Option 3; Park on steep sloped driveway**

<u>Distance</u>	<u>Elevation change</u>
58'	Zero

Average load of 4 bags requires 464' travel on the same elevation plane

- safety concern on steep slope
- blocks shared driveway

**Option 4; Park in trailer parking**

<u>Distance</u>	<u>Elevation change</u>
46'	6'

Average load of 4 bags requires 368' travel going up/down 8 times

- need to park trailer somewhere?

## Loading/Unloading Option Analysis

**Option 5; Park next to Rec Rm**

Distance    Elevation change

77'            6'

Average load of 4 bags requires  
616' travel going up/down 8  
times

-furthest distance

**Option 6; Park in garage**

Distance    Elevation change

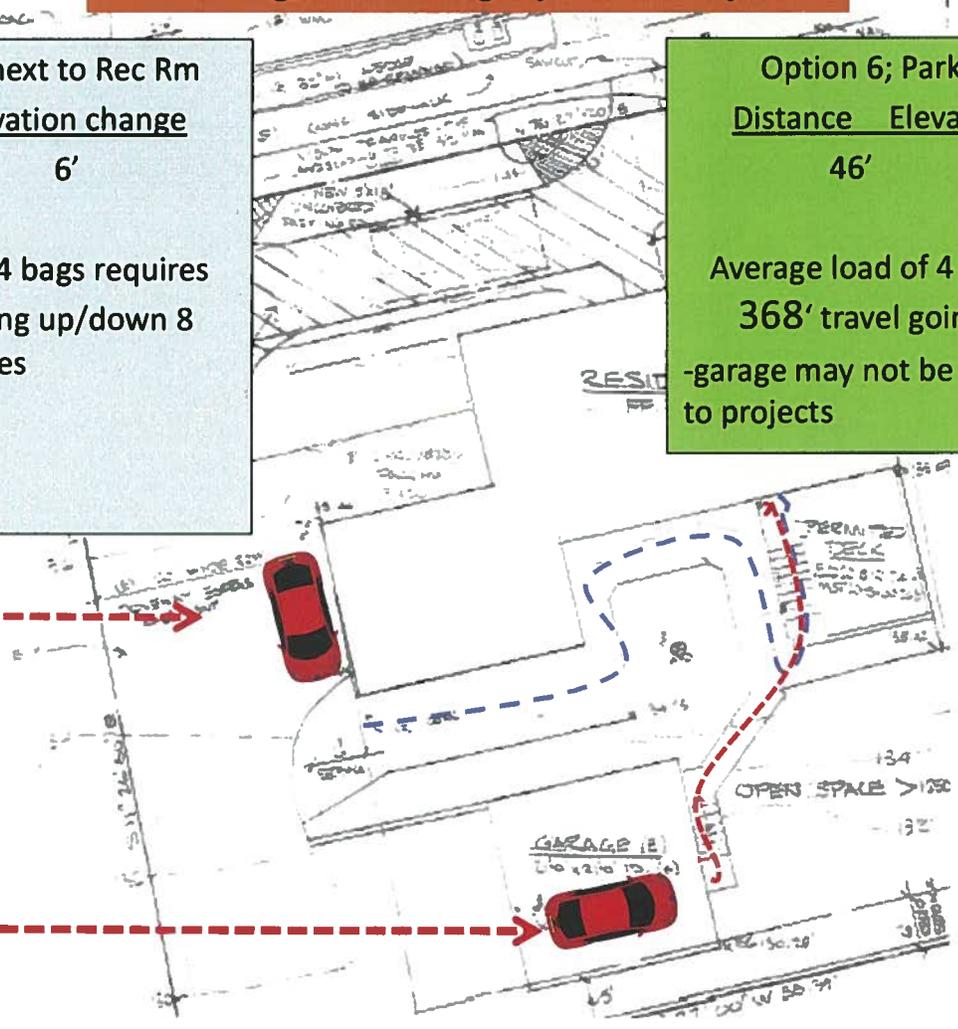
46'            11'

Average load of 4 bags requires  
368' travel going up/down

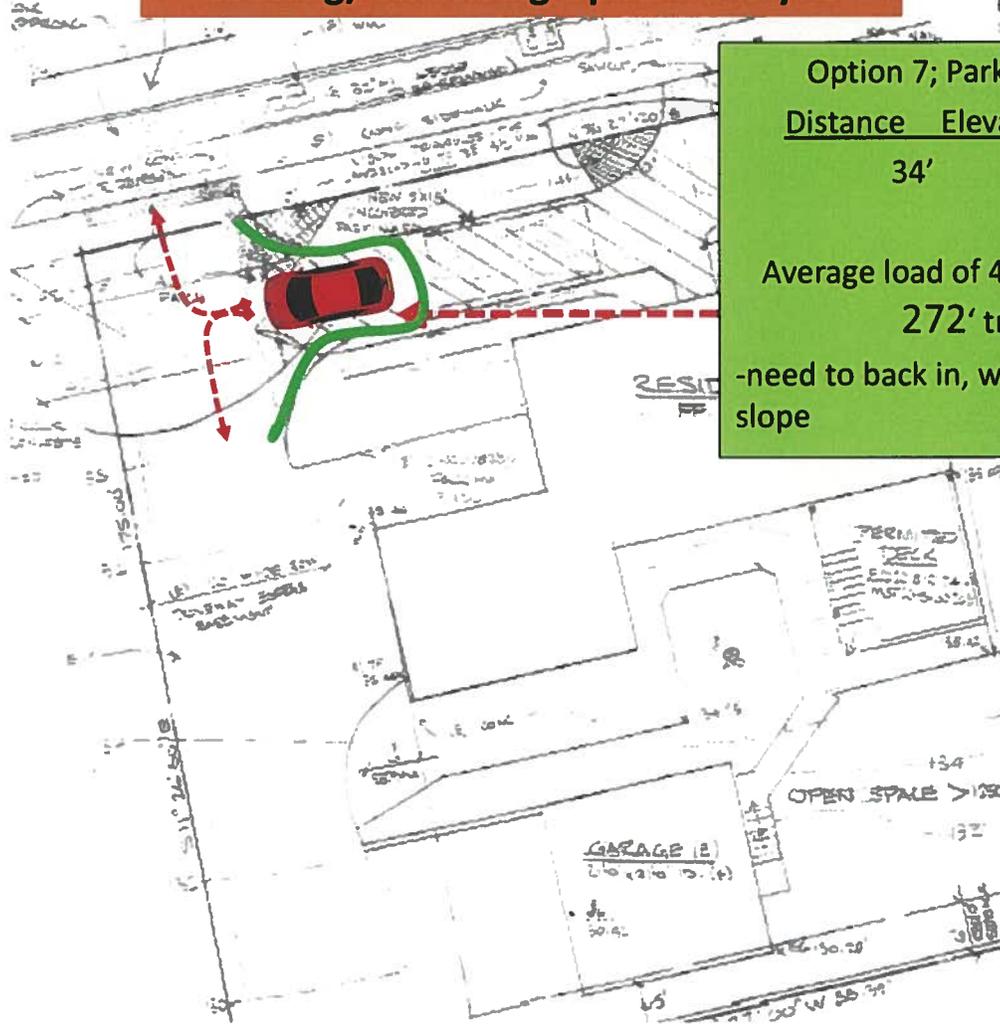
-garage may not be available due  
to projects

**Option 5**

**Option 6**



## Loading/Unloading Option Analysis



Option 7; Park in setback  
Distance   Elevation change

34'   0'

Average load of 4 bags requires  
272' travel

-need to back in, while on step  
slope

## Option Comparison

Options	Total distance (4 round trips per load/unload)	Elevation change (ft)	Comments
1 -street	160	1	Unsafe, illegal, steps-trip hazard
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5-rec rm	616	6	Unsafe over steps- trip hazard, Furthest distance
6-garage	368	11	Unsafe over more steps- trip hazard
7-partial parking	272	0	Safe in most cases, worry, no about the slope, no 2 <sup>nd</sup> approach, needs landscaping

**Option 2 is Safest and Shortest**

# Summary

- **1417 San Miguel Ave is unique**
  - **Comparison indicates the safest and shortest access to main level of house**
    - **Illegally parking in street or front setback**
  - **For safety reasons the front setback is primary option**
    - **Owners wants to legitimize the safe primary option**
      - **Negates ever having to illegally park on the street**
      - **No negative impact to on street parking**
      - **Landscaping plan reduces water consumption**
      - **Improve safety for pedestrians and vehicles**
  - **SRBD finds the project “...aesthetically appropriate and does not pose consistency issue with design guidelines**
  - **Enhances the community, neighborhood and property for the future**
    - **Believe families with small children, families with disabilities would appreciate the improvement**

**Want to team with City to create a Win-Win situation**