

SUPPLEMENT TO  
AGENDA ITEM # 13

SEP 30 2013

30 September 2013

RECEIVED

130 Wood Lane: Application #13-23 (Carport)  
Appeal of denied Side Setback Variance of August 15, 2013  
Enclosures: Lot drawings of Four (4) Options for Carport Location

Dear Fairfax Planning Commission,

Thank you for the opportunity to submit appeal documentation for the unpermitted carport built at 130 Wood Lane in Fairfax. We appreciate your time on this.

We have explored four (4) options for alternate Carport locations and would like to present these findings to you.

Option 1 – Pivot the carport on an angle to meet the 5' setback.

This option shifts the current carport in the same basic location approximately 4.5 feet to the north. Although this option meets the 5' setback requirement it places the footing and post in the current driveway, limiting or perhaps eliminating one of the existing parking spaces. It also results in the carport no longer being in alignment with the other building structures on the property (i.e., a special circumstance of the property). Additionally, the sewer lateral runs down that side of the driveway and the post would likely impede that lateral (as per the sewer inspection video survey of the lateral at time of purchase). Finally, this angling likely puts one of the front footings within the 6' street setback.

Option 2 – Move the carport beside the existing shed structure.

This option relocates the carport entirely to another part of the driveway. While this option eliminates the setback issues altogether, moving the carport to this location eliminates one of the current parking places entirely, blocks the only window into the kitchen, and likely impedes the sewer lateral running down the left side of the driveway.

Option 3 – Move the carport over the existing front fence

This option relocates the carport entirely to a space that straddles the current front yard fence. While this option potentially retains both parking spaces in the driveway, moving the carport to a location on the fence line requires removing a tree and blocks one of two windows into the main living space. Depending on how the footings measure into the driveway, this option may also require eliminating or moving the front fence altogether.

Option 4 – Move the shed and the carport to run along the 5' setback

A suggested option from the Principal Planner, this option involves moving the existing shed structure (a weak and deteriorating structure today) back several feet and pivoting it on the setback line, and placing the carport in front of it. This option will not work as moving the current shed would require a shed rebuild and would back right up to a large tree located between the existing shed and the house. This option also doubles project cost (excessive or unreasonable hardship) as it requires moving two buildings.

While there are other spaces within the fenced property for a carport, none will work as there is no driveway access to those locations and these would exceed the 20' driveway permissible on any property.

Any move of the current carport requires significant effort and financial outlay (excessive or unreasonable hardship). The following actions are required:

- Temporary support structure to be built
- New footings to be dug
- Demolition of current footings
- Dig and pour new footings
- New support posts
- A crane to lift and move existing carport (Power lines will be a factor)
- Labor est \$2000.00, Materials est \$1500.00, Crane fees \$1000.00 Total est \$4500.00

The current location was determined by several factors:

1. Alignment (literally "in line") with the other buildings on the property.
2. Utilizing a previous vehicle storage location (as seen in For Sale pictures of property by previous owner, the space was gated and both horse trailer and then boat were stored there; the current footings are behind that gate location).
3. There was a large redwood tree stump filled with termites in the southeast corner of the property that had to be removed in order to build the carport. Upon removing the stump and roots, a large hole was left which was subsequently filled with concrete for that corner footing of the carport.
4. The location of the sewer lateral.
5. Maintaining the current parking spaces on the property.
6. Access to the carport from the side, via the driveway, is possible with the design of the beams to allow for one open side of the carport.

Very careful consideration was given to the location of the current carport in an effort to maintain as many positive aspects of the property as possible. As noted above, relocating the carport to any of the four options mentioned above will result in issues and significant detractions to other aspects of the property.

We apologize again for not consulting the Planning Commission in our planning and building process. We regret that we didn't take this step as we recognize it would have streamlined the process and had you engaged with us throughout.

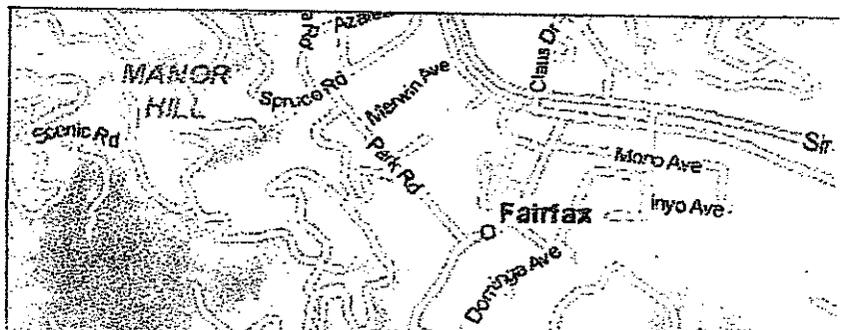
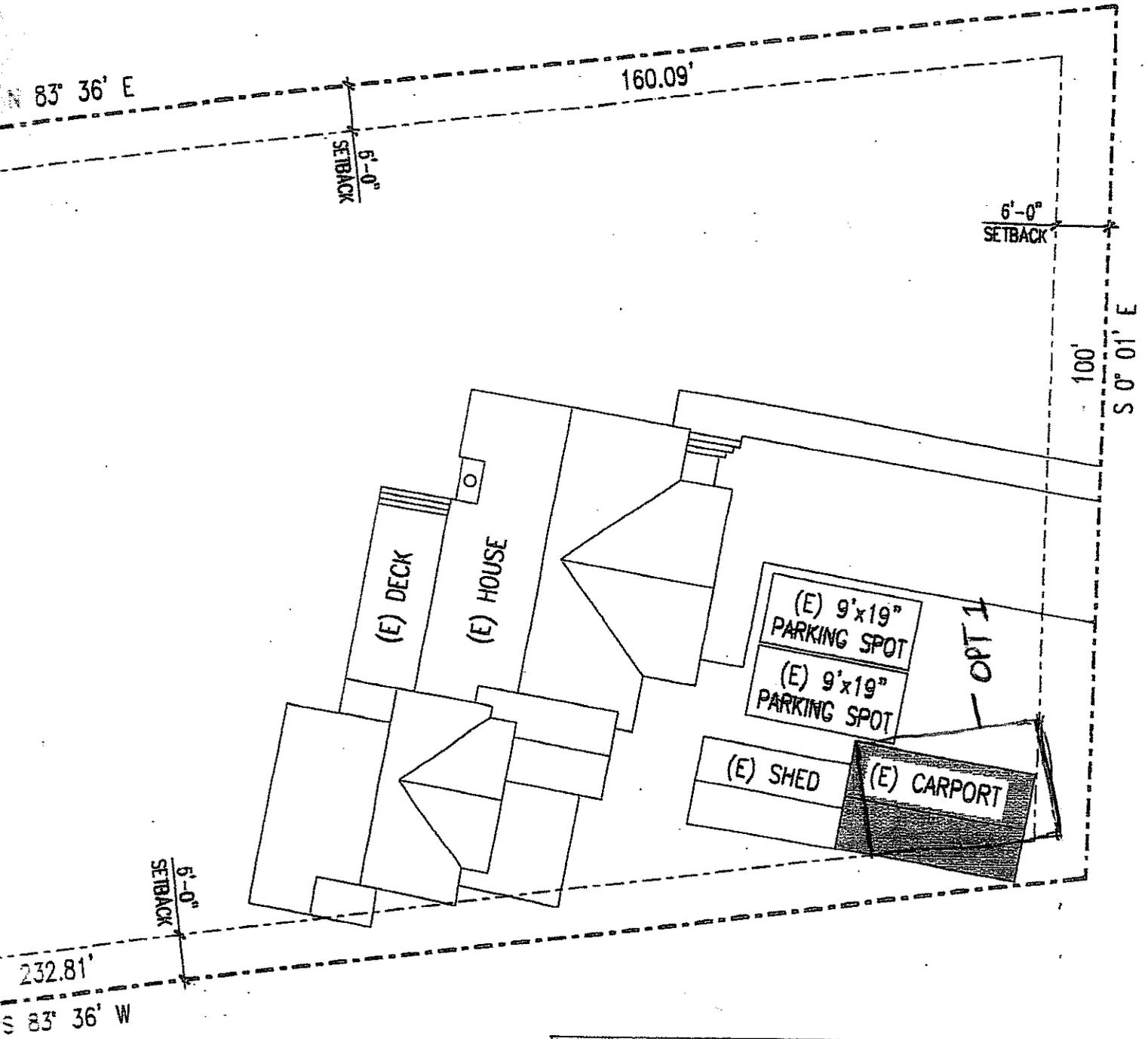
Given the documentation and considerations provided within this document, we very graciously request that you grant a Use Permit and Setback Variance for the existing carport structure.

Thank you very much.

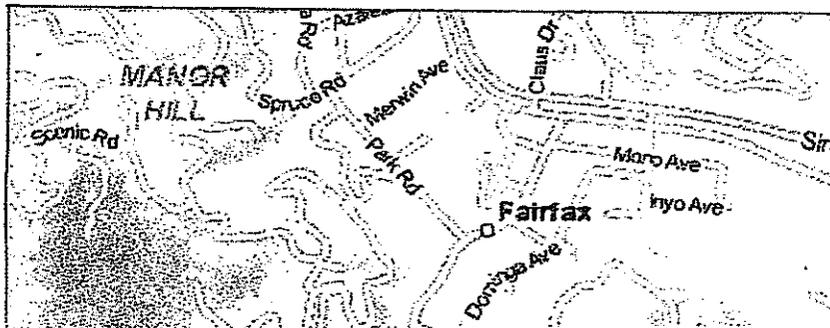
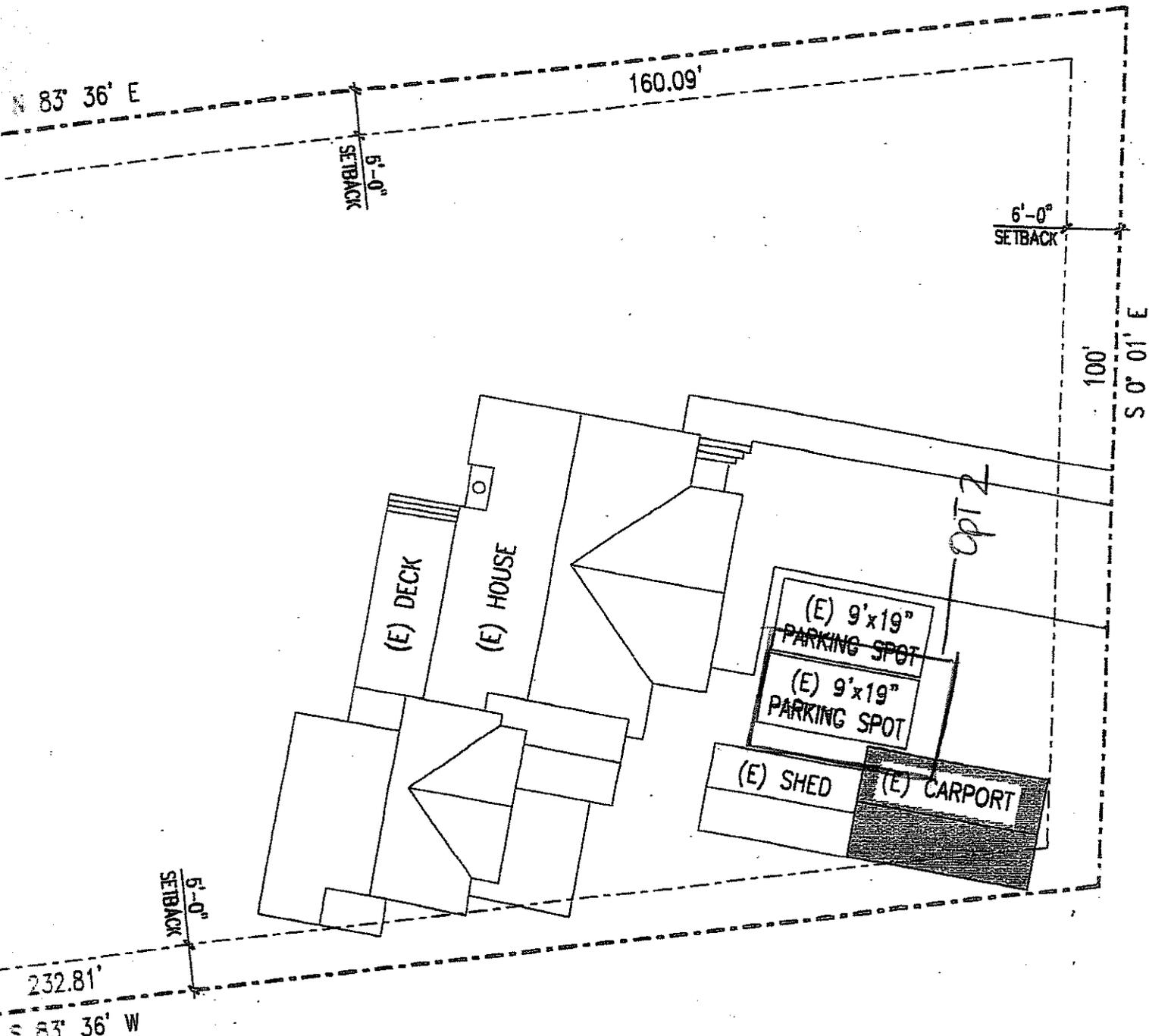
The image shows two handwritten signatures in black ink. The signature on the left is for Suzanne Quentin, and the signature on the right is for John Leimer. Both signatures are fluid and cursive.

Suzanne Quentin, property owner and John Leimer, builder

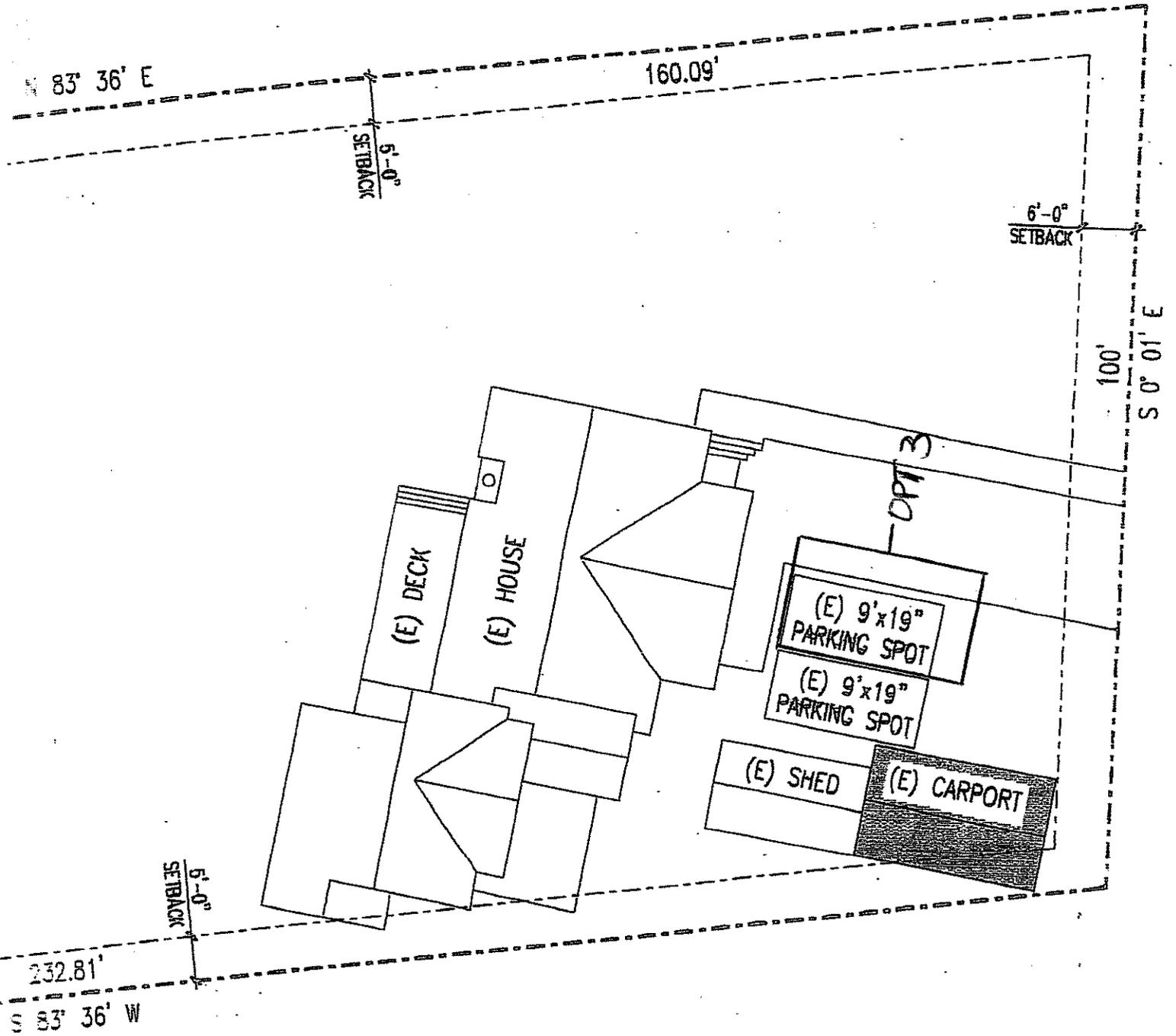
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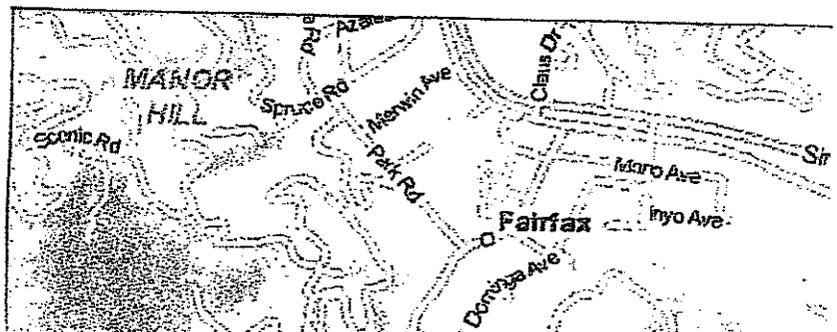
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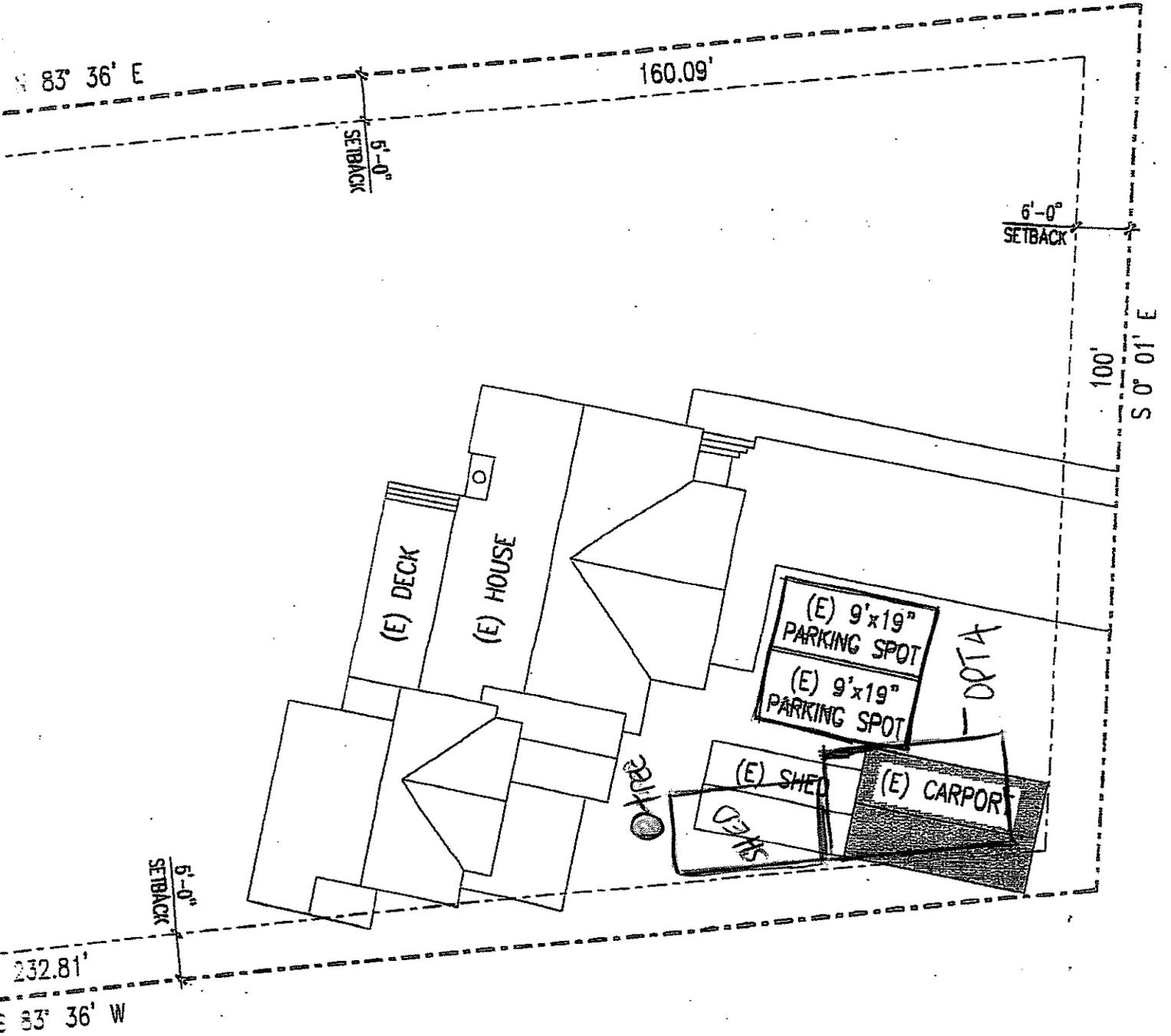
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NORTH



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Carport.



NORTH

