

KEY NOTES

1	EXISTING CONCRETE
2	EXISTING ASPHALT DRIVEWAY
3	EXISTING GRAVEL DRIVEWAY
4	EXISTING ASPHALT DRIVEWAY
5	EXISTING ASPHALT DRIVEWAY
6	EXISTING ASPHALT DRIVEWAY
7	EXISTING ASPHALT DRIVEWAY
8	EXISTING ASPHALT DRIVEWAY
9	EXISTING ASPHALT DRIVEWAY
10	EXISTING ASPHALT DRIVEWAY
11	EXISTING ASPHALT DRIVEWAY
12	EXISTING ASPHALT DRIVEWAY
13	EXISTING ASPHALT DRIVEWAY
14	EXISTING ASPHALT DRIVEWAY
15	EXISTING ASPHALT DRIVEWAY
16	EXISTING ASPHALT DRIVEWAY
17	EXISTING ASPHALT DRIVEWAY
18	EXISTING ASPHALT DRIVEWAY
19	EXISTING ASPHALT DRIVEWAY
20	EXISTING ASPHALT DRIVEWAY
21	EXISTING ASPHALT DRIVEWAY
22	EXISTING ASPHALT DRIVEWAY
23	EXISTING ASPHALT DRIVEWAY
24	EXISTING ASPHALT DRIVEWAY
25	EXISTING ASPHALT DRIVEWAY
26	EXISTING ASPHALT DRIVEWAY
27	EXISTING ASPHALT DRIVEWAY
28	EXISTING ASPHALT DRIVEWAY
29	EXISTING ASPHALT DRIVEWAY
30	EXISTING ASPHALT DRIVEWAY
31	EXISTING ASPHALT DRIVEWAY
32	EXISTING ASPHALT DRIVEWAY
33	EXISTING ASPHALT DRIVEWAY
34	EXISTING ASPHALT DRIVEWAY
35	EXISTING ASPHALT DRIVEWAY
36	EXISTING ASPHALT DRIVEWAY
37	EXISTING ASPHALT DRIVEWAY
38	EXISTING ASPHALT DRIVEWAY
39	EXISTING ASPHALT DRIVEWAY
40	EXISTING ASPHALT DRIVEWAY
41	EXISTING ASPHALT DRIVEWAY
42	EXISTING ASPHALT DRIVEWAY
43	EXISTING ASPHALT DRIVEWAY
44	EXISTING ASPHALT DRIVEWAY
45	EXISTING ASPHALT DRIVEWAY
46	EXISTING ASPHALT DRIVEWAY
47	EXISTING ASPHALT DRIVEWAY
48	EXISTING ASPHALT DRIVEWAY
49	EXISTING ASPHALT DRIVEWAY
50	EXISTING ASPHALT DRIVEWAY
51	EXISTING ASPHALT DRIVEWAY
52	EXISTING ASPHALT DRIVEWAY
53	EXISTING ASPHALT DRIVEWAY
54	EXISTING ASPHALT DRIVEWAY
55	EXISTING ASPHALT DRIVEWAY
56	EXISTING ASPHALT DRIVEWAY
57	EXISTING ASPHALT DRIVEWAY
58	EXISTING ASPHALT DRIVEWAY
59	EXISTING ASPHALT DRIVEWAY
60	EXISTING ASPHALT DRIVEWAY
61	EXISTING ASPHALT DRIVEWAY
62	EXISTING ASPHALT DRIVEWAY
63	EXISTING ASPHALT DRIVEWAY
64	EXISTING ASPHALT DRIVEWAY
65	EXISTING ASPHALT DRIVEWAY
66	EXISTING ASPHALT DRIVEWAY
67	EXISTING ASPHALT DRIVEWAY
68	EXISTING ASPHALT DRIVEWAY
69	EXISTING ASPHALT DRIVEWAY
70	EXISTING ASPHALT DRIVEWAY
71	EXISTING ASPHALT DRIVEWAY
72	EXISTING ASPHALT DRIVEWAY
73	EXISTING ASPHALT DRIVEWAY
74	EXISTING ASPHALT DRIVEWAY
75	EXISTING ASPHALT DRIVEWAY
76	EXISTING ASPHALT DRIVEWAY
77	EXISTING ASPHALT DRIVEWAY
78	EXISTING ASPHALT DRIVEWAY
79	EXISTING ASPHALT DRIVEWAY
80	EXISTING ASPHALT DRIVEWAY
81	EXISTING ASPHALT DRIVEWAY
82	EXISTING ASPHALT DRIVEWAY
83	EXISTING ASPHALT DRIVEWAY
84	EXISTING ASPHALT DRIVEWAY
85	EXISTING ASPHALT DRIVEWAY
86	EXISTING ASPHALT DRIVEWAY
87	EXISTING ASPHALT DRIVEWAY
88	EXISTING ASPHALT DRIVEWAY
89	EXISTING ASPHALT DRIVEWAY
90	EXISTING ASPHALT DRIVEWAY
91	EXISTING ASPHALT DRIVEWAY
92	EXISTING ASPHALT DRIVEWAY
93	EXISTING ASPHALT DRIVEWAY
94	EXISTING ASPHALT DRIVEWAY
95	EXISTING ASPHALT DRIVEWAY
96	EXISTING ASPHALT DRIVEWAY
97	EXISTING ASPHALT DRIVEWAY
98	EXISTING ASPHALT DRIVEWAY
99	EXISTING ASPHALT DRIVEWAY
100	EXISTING ASPHALT DRIVEWAY

PRELIMINARY

OCT 15 2010

CITY OF PLEASANTON
 PLANNING DIVISION

M I C H A E L T O L L E S O N , R A , A I A

1331 40TH ST
#309
EMERYVILLE, CA 94608
MICHAEL@MICHAELTOLLESON.COM

05 October 2010

Planning & Community Development
City of Pleasanton
200 Old Bernal Ave
Pleasanton, CA 94566

Attn: Jenny Soo, Planner

Jenny,

Attached please find the Administrative Development Review Application for the requested Variance for 4267 Churchill Drive, Pleasanton including:

Cover Letter/Written Narrative
Existing & Proposed Site Plans
Annotated Site Photographs

This cover letter shall serve as the Written Narrative for the request.

As indicated in the Site Plans and Annotated Site Photographs, the Project for the property proposes the relocation of the Existing Garage to allow for direct entry to the interior.

The single-family residence located on the Property was originally the model home for the tract development of which it is a part. The typical model garage location flanked the entry in the front elevation.

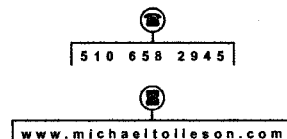
This residence is an anomaly as this "garage" space was utilized as a sale office. A restroom was constructed within this space for office staff, the typical front-yard driveway was constructed for homebuyer parking and the existing side-yard-rear garage was constructed to satisfy the enclosed parking requirements. City of Pleasanton records researched do not provide information on the date of construction of the tract, but it's age is estimated at 40 years. This was the condition of the property at the time of the current Owner's purchase.

The Owner cannot simply convert the original sales office space to a Garage for direct interior entry without the loss of an Entertainment space, its current use, and demolition of the original Restroom, which encroaches on the required Garage proportions.

The Zoning Code establishes limits for corner-lot side-yard setbacks at 10 feet for the R-1-65 zone, at "twice the depth of the minimum side yard prescribed for the district" per 18.84.090.A. A street-side side-yard setback of 12'-5" will be provided for the proposed Garage relocation closest point.

The code, however, also requires that for garages "on the side street of a corner lot, the minimum side yard for a garage, carport, or off-street parking space required to serve a dwelling in an R district shall be 20 feet; provided, that if the garage, carport or off-street parking space is entered parallel to the street, the minimum side yard shall be the same as the side yard otherwise required on the site" per 18.84.090.D.

Although a parallel garage entry is geometrical feasible, it would be extraordinarily insensitive to occupy the side-yard with the quantity of concrete drive to make that solution work.



PV-203
RECEIVED

OCT 08 2010
CITY OF PLEASANTON
PLANNING DIVISION

M I C H A E L T O L L E S O N , R A , A I A

1331 40TH ST
#309
EMERYVILLE, CA 94608
MICHAEL@MICHAELTOLLESON.COM

It is clear that the spirit of the code is that it should be possible to park vehicles in a driveway, outside the garage and on the property, without encroachment onto a public walk. The anomaly of this Property is that, given the original conditions of construction, this off-street parking can be provided in the original homebuyer parking driveway flanking the entry in the front elevation, thus the side-yard-rear driveway is redundant.

The above conditions meet the Variance requirements for physical constraints and special circumstances unique to this property, would not constitute a special privilege and would not be detrimental to public health, safety or general welfare.

Elevations have not been provided, per "if applicable" of the Variance document requirements (Page 2), as the Site Plans and Site Photographs have been determined to be sufficient to describe the request. Elevations will be provided in a separate Design Review Application, if the Variance Application is approved.

I look forward to your review and response.

Sincerely,



Michael Tolleson, Architect
1331 40th St
Unit 309
Emeryville, CA 94608
510 658 2945
510 332 9520 iPhone
michael@michaeltolleson.com
<http://www.michaeltolleson.com>

510 658 2945

www.michaeltolleson.com



Front Elevation - South

> (E) Driveway <

Michael Tolleson, Architect
Churchill Dr Remodel
4267 Churchill Dr
Pleasanton, CA 94588

PV-203
RECEIVED

OCT 15 2010
CITY OF PLEASANTON
PLANNING DIVISION



Side Elevation - West

> (E) Driveway/Garage <

Michael Tolleson, Architect
Churchill Dr Remodel
4267 Churchill Dr
Pleasanton, CA 94588



Side & Rear Elevations - East & North

> >

Side Yard

<

Rear Yard

<

Michael Tolleson, Architect
Churchill Dr Remodel
4267 Churchill Dr
Pleasanton, CA 94588

CITY OF PLEASANTON
BUILDING INSPECTION DIVISION
APPLICATION FOR BUILDING PERMIT

DESCRIPTION OF WORK

New Add'n Alter Repair Demo

Occupancy Garage Group Permit Number

Location Corner Churchill & Fairland Receipt Number

Address Lot TRACT BLOCK ZONE Permit Fee 9.00

Floor Area 400 Height Plan Checking Fee ~~.....~~

Estimated Value, \$ 1200.00 Water Connection

INCLUDES ALL MATERIAL AND LABOR

Owner Ray Halli Home Sewer Connection

Address S Zone-7 Fee

City San Carlos Construction Water

Builder Same No. Water Meter

Address

City Total 9.00

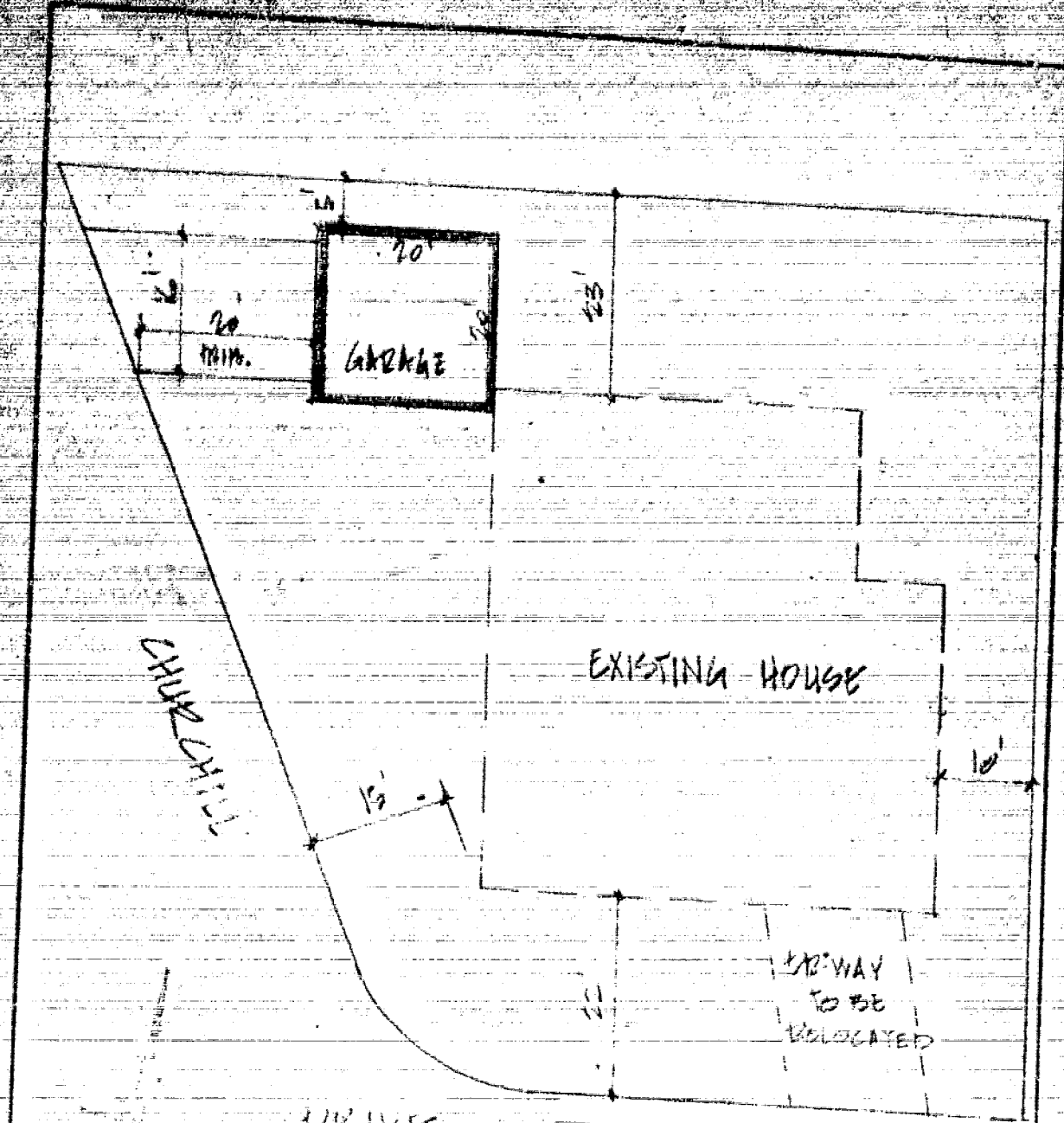
(I) (We) hereby agree to save, indemnify, and keep harmless the City of Pleasanton against all liabilities, judgments, costs and expenses which may be incurred by the City in consequence of the granting of this permit, or from the use of occupancy of any sidewalk street or subsidewalk space by virtue thereof, and in all things comply with the conditions of this permit and the ordinances and/or rules of any government agency involved whether specified herein or not. No person shall be employed in violation of the Labor Code or the Contractor's License Law of the State of California.

City License No. SIGNATURE OF OWNER, AGENT OR BUILDER

Date Address Telephone Number 592-6904

Date Issued: Examined By: E.H.

Type Of Construction ✓



PLOT PLAN LOT 72 TR. 2164
 GARAGE ADDITION
MacKay & Samps
 CIVIL ENGINEERS
 120 SPRING ST. PLEASANTON, CALIFORNIA
 SCALE 1" = 15' DATE APR 1970 DRAWN 4318

0:25:50/100 FT CLEARPRINT 1000 H

 THIS DRAWING IS THE PROPERTY OF THE ENGINEER OR ARCHITECT AND IS NOT TO BE REPRODUCED OR COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ENGINEER OR ARCHITECT.