

v's Block Number Shown in Ellipses
r's Parcel Number Shown in Circles

TOWN OF FAIRFAX
Assessor's Map Blk. 2, Pg. 17
County of Marin, Calif.

INMENCHVILLE

IMPROVED SPRING LANE
UNIMPROVED SPRING LANE

1" = 100'



thompson studio architects

16 October 2020

Planning, Design Review, & Hill Area Development Resubmittal and Review responses

Address: Undeveloped lot on the unimproved R/W off of Spring Lane

APN: 002-174-05

Project: New single-family home, site improvements, fire apparatus turn and access, and driveway

We are submitting revised and additional drawings and documents for design review. The current revisions on the sheets are clouded and noted with "delta 2" and the sheet date is 16 October 2020.

OVERVIEW

The proposed single-family residence project has been designed to create a modest three-bedroom home on an up-slope property that sets above the intersection of Spring Lane and an unimproved 20' wide Right-of-Way (R/W). The project also includes the construction of a Fire Apparatus Access to serve additional properties on the unimproved R/W and a Fire Truck turn around to serve the overall Spring Lane neighborhood.

SITE

The property is located in a hillside neighborhood next to the city limits against the MMWD Mt. Tamalpais Watershed. The 1-acre property has had previous development; however, there are only remnants of those structures. The primary vegetation is California Bay Laurel, with a few Coast Live Oaks. The neighborhood is served by a (mostly) single lane road with tight turns and no fire apparatus turn around; the configuration of which makes it impossible to safely bring fire trucks up to serve any of the existing properties.

Ross Valley Fire Department requested that, in order for any property along the unimproved R/W to be developed, the first project will have to design and construct a fire truck turn and access road that will both allow for future access farther down the R/W and for the fire truck to safely exit the neighborhood. Considerable study, engineering, and coordination with RVFD has gone into the proposed scheme which meets the RVFD Standards 210-3 for Driveways and 213 for turns. The proposed fire apparatus access driveway and fire truck turn brings to the neighborhood an improvement that will enhance fire safety and

ATTACHMENT D

improve property values for all properties. Sheet A1.1 illustrates the fire apparatus access and in-bound and out-bound turns.

The fire apparatus driveway has been designed in such a manner that in the future it can easily be extended onto the unimproved R/W by the other property owners that have frontage on the R/W, so that a fire truck can reach their property. Refer to sheet C7. Without the fire access turn provided by this project, neither of the two remaining lots would be accessible by fire trucks and could therefor never meet the fire service minimum distance length of 150'.

It is important to understand how this 150' distance rule is more impactful to the other two lots than to the proposed project. There is a possible scheme where a new house could be constructed on this site at the bottom of the hill up to the front yard setback. At this location, with a fire truck parked in the existing paved Spring Lane, all points of the house could be reached within 150' of the fire truck. This scheme would not need to build a very expensive fire apparatus turn, no easement on lot 65 Spring Lane would be needed, no re-building of the lower portion of the existing driveway that serves 65 Spring Lane would be needed; however, most significantly, this scheme would eliminate the opportunity to construct a fire apparatus access driveway meeting truck turning radius requirements that provides access onto the R/W so that the two remaining lots might in the future develop their properties.

The owners of the proposed project see many benefits to locating their new house farther up the property where they gain more sun light, more privacy and engage their lot better. Recognizing these benefits, they have agreed to take on the burden of constructing an expensive driveway/fire apparatus access turn rather than proposing a more modest project that is closer to Spring Lane.

Once this decision to pull back from Spring Lane and locate the new house farther up the hill was made, the siting had to be carefully coordinated with where a fire truck could drive to and continue along to the R/W, where the fire truck could park and still have a 150' reach around the entire house (shown on sheet A1.2), and where the house is configured in a manner that would minimize the impact of construction and the overall impact of a new structure in the neighborhood, while affording the owners enjoyment of the house and site.

The fire apparatus access and fire truck turn require a curve with an outside radius of 43' minimum and a driveway width of at least 16'. Setting this outside radius to the far side of Spring Lane establishes where the center point of the curve will be. In order to meet the RVFD Standards for maximum slope of the driveway, the curve has to start at a point where the existing Spring Lane has

begun to flatten. In order to work, the curving portion of the fire apparatus access and turn overlap the adjacent property at 65 Spring Lane. This property owner has provided an easement to allow the construction and use of this portion of the driveway - fire access - fire truck turn around. Refer to the survey and the recorded easement.

Stacy and John Peoples, the owners of the project property, have also agreed to provide an easement on their property that will cover the portion of the truck access and turn driveway that crosses their property. This easement will allow for the remaining two lots along the unimproved R/W to, in the future, extend the fire apparatus access to their lots by connecting a driveway to the R/W. Sheet A1.0A describes this easement. The intent is that, once the project entitlements are agreed to and approved, an easement will be created and recorded, and the recorded documents will be submitted with the building permit application.

To satisfy staff's concern about whether the proposed driveway and fire apparatus access would restrict any future R/W road improvements from Spring Lane down the R/W to the two unimproved properties, the Civil Engineer and the Architect ensured that the proposed project would in fact easily facilitate future work by others to build a road in the R/W from Spring Lane back to their lots. The proposed design has a smooth low-cross-slope in the area of connection to Spring Lane, where the future connection to the street would occur, and the proposed fire apparatus driveway is relatively level and close to existing grade along the R/W where the connection for other lots could be constructed. If and when either property owner on the unimproved R/W chooses to move forward with a project, they will need to go through an engineering and design review process for their work. They could construct up to approximately a 20' wide standard road in the R/W from Spring Lane to their lots. This road will have a RFVD pre-approved Fire Apparatus Access from the driveway built by the Peoples and an easement granted by the Peoples. This future road will serve as the public day to day access for down the R/W. This scheme was fully reviewed and coordinated with the Principal Planner and the City Engineer and are illustrated on sheet C7.

Please note that the lot at APN 002-174-02, which is two lots down the R/W from the project site and the last one that would be accessed from the R/W, was recently purchased by the owners of the lot below (52 Spring Lane, APN 002-173-02), who intend to keep the lot undeveloped so as to maintain their privacy. Also note that there is another 20' wide unimproved R/W access to the lot shown on sheet A1.0B.

BUILDING

The house has been designed to follow the natural contours of the site and to utilize a natural bowl to minimize excavation and grading. The house sets on the contours in a manner that allows a second-floor bedroom to walk out on to grade and the top floor living spaces and master bedroom to also exit directly to grade. The house steps back, so that when viewed from the street below, walls are two-stories maximum. The building volumes are broken into several masses that represent interior functions such as the entry stair element and the bedrooms over the garage at the front right. These masses step up the hill to follow contours and minimize their overall heights.

Exterior finish materials and colors have been chosen to further break up the mass and to blend into the hill side. The main third floor volume is a dark warm grey cement plaster; however, this form is hardly seen from the street as it has several dark wood sided elements in front of it. To the left at the NE end of the house the dark wood siding clads the end of the house and wraps around a bay that anchors the end of the house visually into the landscape. The dark wood siding starts again at the center stairway, steps down and back to the second-floor bedrooms and wraps around the SW end of the house at the second floor. Both ends of the house have stepping masses and dark wood siding. These are the elevations that could be seen from neighbor's properties. Both end elevations follow grade and are never more than two-stories high.

The roof is a dark grey non-reflective metal batten seam. The roof slopes to parallel the natural contour of the site, thus minimizing its height above grade.

Dark window and exterior door frames, and dark metal railings are proposed so that these elements will be as invisible as possible.

LANDSCAPING & HARDSCAPING

There are several at grade patios proposed. All of these will have permeable natural surfaces. These patios have been configured to minimize excavation, and the patio off of the second floor is configured to use excavated material from elsewhere on the site as backfill. This reduces construction traffic.

Landscaping is all drought tolerant materials approved by both the MMWD and the RVFD. Several trees and tall shrubs are proposed to mask some of the

building and to naturalize the new driveway and parking area. Refer to sheet A1.3.

New trees, also drought tolerant and from the approved list, will be planted to reestablish hillside cover, control erosion, and create natural habitat. Several clusters of planting materials will be created to provide privacy from and for neighbors and from the street below. The proposed landscaping follows the guidelines of the new RVFD VMP (sheets A1.4 and A1.4A) fire hazard zones. MMWD compliant irrigation and landscaping has been proposed, sheets A1.3A, A1.3B, and A1.3C.

EXCAVATION & GRADING

The building has been stepped to follow existing contours and to minimize overall heights above grade. Doing this provides a finished building that is more in scale with its site and minimizes the apparent mass. To achieve this, the house has to be benched into the existing hillside as it steps up the site.

To build a driveway that meets the RVFD Fire Protection Standard 210 for apparatus access on driveways serving up to 4 dwellings, a maximum slope has to be followed. The Civil Engineer has laid out the project driveway so that it meets these standards. This slope establishes a garage level elevation of 121.5' (sheet C3). The upper floor steps back so that it is close to existing natural grade at the rear wall, which establishes a finish floor elevation at 145.0'. The second-floor sets between these elevations so that its finish floor is close to existing grade. These steps will require retaining walls be built along the backs of rooms. Some of the excavated material will be kept on site to be used as backfill in the crawl space and at the second-floor SE patio. The off haul that the house construction creates is 165 CY, see sheet C1.

The fire apparatus driveway and turn will reach into the existing hillside where it leaves the Spring Lane R/W and will require a site retaining wall be constructed so that the code maximum slopes are not exceeded. It should be noted that most of the earthwork associated with the project is required to build this fire apparatus access that serves all properties fronting the unimproved R/W and a fire truck turn around that allows RVFD to safely bring fire trucks into and out of the neighborhood. This construction and earthwork significantly benefit the community.

Note that if there were no RVFD access requirements, an at-grade driveway could be built in the existing unimproved R/W and turn on to the site with far less grading than as proposed and the garage floor level could be raised to reduce

excavation associated with the building. The proposed project permanently benefits the neighborhood by providing a fire truck access and turn around. This benefit greatly outweighs the temporary construction inconveniences and impacts that occur while building the fire truck access and turn.

Drainage is proposed on sheet C3 that meets the Geotechnical Engineer's recommendations and approval and has been reviewed by the Town Engineer. The site drainage has been engineered to reduce the existing exposure to hillside erosion and potential sliding.

SUMMARY

We submit that through careful collaboration with the design team, the Town of Fairfax Principal Planner, and the Town Engineer, a well-designed single-family residence and site improvement project has been proposed. The project meets or exceeds the design and hillside guidelines, will have a positive impact to the neighborhood when completed, provides fire apparatus access to two adjacent properties giving them development potential where none currently exists, and brings to the neighborhood a critically important fire safety benefit with a new fire truck turn around.

The updated and revised drawing package includes new sheets added and significantly updated sheets to clarify design intent and how review issues have been addressed.

- A1.0A Site plan diagram of the proposed easement that will be created at the completion of the entitlement approval process on the project site to provide for truck and fire apparatus access back onto the R/W.
- A1.0B A site diagram showing how future access for day-to-day use and for fire access could occur for the two undeveloped properties farther back on the undeveloped R/W.
- A1.1 Revised to show driveway compliance with the RVFD Standard 210 & 213.
- A1.3A Landscaping redesigned to conform with the new Cal Fire & RVFD VMP standards and to the MMWD review.
- A1.3B Irrigation redesigned to coordinate with the planting revisions.
- A1.4 The VMP has been revised to conform with the new Cal Fire & RVFD VMP standards and to the MMWD review.

- A1.4A Small-scale site plan sheet added to identify the 100' fire hazard zone impacts on the property and neighboring properties.
- A1.6 The Tree Management Plan is modified to coordinate with the updated fire access and turn.
- A3.0-3.4 The Elevation and model sheets have been revised to show the revisions to exterior finish material and massing.
- A3.2-3.4 The building sections have been modified to retain more of the excavated material as crawl space back fill.
- C1-C7 Civil sheets have been revised to coordinate the current fire access configuration.

RESPONSES TO COMPLETENESS REVIEW LETTER, July 29,2020

Improvement on 65 Spring Lane

1. The recorded easement documents were previously transmitted to Planning.
2. N/A per above.

Planning Application Form

A separate planning application signed by the 65 Spring Lane Property owner has been submitted under separate cover.

Vegetation Management Plan

An updated VMP complying with the new Cal Fire codes and RVFD standards has been reviewed by RVFD. See sheet A1.4

Project Design and Excavation

1. Revisions to the design have been made to maximize the retention of excavated material as fill in the crawl spaces and at exterior patios. See Building Sections Sheets A3.2 and A3.3
2. The rear patio is almost entirely created with fill, please see Building Sections Sheet A3.3

REVISIONS PREVIOUSLY SUBMITTED TO DESIGN REVIEW COMMENTS

The following items were part of a Second Completeness Review Resubmittal and are noted here to aid in understanding the current submission package.

Issues previously addressed:

1. We have added or corrected graphic bar scales on the plans, elevations and sections.
2. The tree removal report and the site plans have been updated to respond the Tree Committee review, and to coordinate and reflect the revisions associated with fire apparatus driveway. Refer to the VMP, sheet A1.4, and the Tree Management Plan, sheet A1.5.
3. Retaining wall heights are called out on the Site Plan, A1.2, and the Grading & Drainage Plan, C3. Additional all site retaining walls are shown in elevation on sheet A3.5 or where they are attached to the house and the house elevations and sections, A3.1 thru A3.3.

ACCESS:

1. Several discussions have occurred addressing the fire apparatus driveway and the project has been substantially redesigned to accommodate RVFD. The access improvements are shown on the following sheets:
 - A1.0 – Is a diagram of the easement that will be created for the portion of the driveway that will provide fire apparatus access back to the existing unimproved R/W if other properties along the R/W submit for future development.
 - A1-1 – Is an overall site plan & fire apparatus access diagram that shows the configuration of the fire apparatus access driveway and proposed location of fire truck.
 - A1-2 – 1/8" scale site plan of the area of improvement with more detailed information about the driveway and future access extension by others.
 - C3 – Grading information for driveway.
 - C7 – Site plan showing configuration and grade information for proposed access improvement and for future access.

DESIGN:

1. The house has been revised to articulate the mass in more detail and exterior siding materials are revised to further articulate the mass. Refer to the 3-D model views, cover sheet & sheet A3.0, the exterior

elevations, sheets A3.1 and A3.2, and the rendered exterior elevations, A3.1R and A3.2R.

2. In the areas of exterior wall where the siding will be wood boards a layer of 5/8" fire code DensGlass will be installed between the water-resistant membrane and the exterior wood cladding. The wood siding will be from reSawn Timber company and they have an assembly that has been accepted in many jurisdictions in WUI areas. We will include the details and product specs in the building permit package. The exterior wall assembly will be:
 - Plywood sheathing
 - WRB, water resistant membrane
 - 5/8" DensGlass
 - Battens for rainscreen venting
 - 3/4" reSawn Timber Co. Tora charred wood 1x6 boards

LANDSCAPE PLAN

1. The revisions to the projected necessary to address the RFVD fire apparatus access driveway has modified the scope of trees outside of the defensible space and/or the construction zone. Previously there were 9 trees above the defensible zone. With the redesign there are now only 2. These two trees are identified as T-29 and T-30 on the Tree Management Plan, A1.5. Tree T-30 is dead. T-29 is a large California Bay Laurel whose canopy hangs well into the defensible zone getting close to the proposed house. It would be a continuous nuisance dropping debris onto the proposed patio.
2. Replacement trees have been shown on the Planting Plan, A1.3A.

ENGINEERING

1. Three copies of the recorded survey were submitted under separate cover.
2. The surveyor has verified the distance and dimensions. The architecture sheets have been revised to coordinate.
3. The existing easement has been added to the survey. The proposed easement is dependent on the approval of the project and it is premature to have the proposed easement shown on the survey. To comply with the intent of the plan review comment sheet A1-0 has been created. This site shows the location and configuration of the proposed easement. We request that this be reviewed and then can be approved conditionally so that the easement will be created after design review but before building

permit plan check. The recorded easement documents and survey will be submitted with the permit plan check package.

4. It was our understanding that all plates, figures, and appendices were submitted in the original submittal package. However, to facilitate re-review, additional copies of the complete geotechnical report and supporting documents were attached. Please also refer to the review response memorandum dated 6/16/2020 from Dave Olnes P. E., the geotechnical engineer.
5. A review response memorandum dated 6/16/2020 by Dave Olnes P.E., the geotechnical engineer, is attached and his comments and recommendations have been added to the submittal documents.
6. Items a – f. Please refer to the geotechnical engineer's review response memorandum dated 6/16/2020.

Sincerely,

A handwritten signature in black ink, appearing to read 'DT' with a stylized flourish.

Doug Thompson
Thompson Studio Architects
C17672

SHEET No 1
MAP No 3

DEER PARK

FAIRFAX
MARIN CO. CAL.
1916

SCALE 100 FEET TO ONE INCH

The Croker Land Company, a corporation, the owner of the property shown upon this map at the time of its subdivision as indicated hereon, hereby consent to the making of said map and offers to dedicate to public use the land lying within the limits of all lanes, streets and avenues marked as such thereon.

Croker Land Company
by Geo. M. Dodge President
Frederick Croker Secretary

State of California }
County Marin } s.s.

On this 5th day of March one thousand nine hundred and sixteen, before me H.W.B. Taylor a Notary Public in and for said County of Marin State of California personally appeared Geo. M. Dodge and Frederick Croker, known to me to be the President and Secretary, respectively of the corporation whose name is subscribed to the within instrument, and they acknowledged to me that such Corporation executed the same in WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written

H.W.B. Taylor
Notary Public in and for the County of Marin, State of California.

I the undersigned Wm. P. Hunt chairman of the board of Supervisors of the County of Marin, State of California, hereby certify that the said board has approved the map upon which this certificate is endorsed, and that the offer expressed thereon to dedicate to public use the strips and parcels of land shown thereon as intended for public use, and has directed that this certificate be endorsed thereon.
Dated March 7 1916

Wm. P. Hunt
Chairman of the Board of Supervisors, County of Marin State of California.

I, the undersigned E.J. Connell, County Auditor of Marin County State of California hereby certify that there are no liens for unpaid State, County, Municipal or other taxes, except those not yet payable, against the tract of land, or any part thereof, which is shown on the map which this certificate is endorsed.

IN WITNESS WHEREOF, as such County Auditor, I have hereunto set my hand this 7th day of March 1916

E.J. Connell
County Auditor, County of Marin State of California.

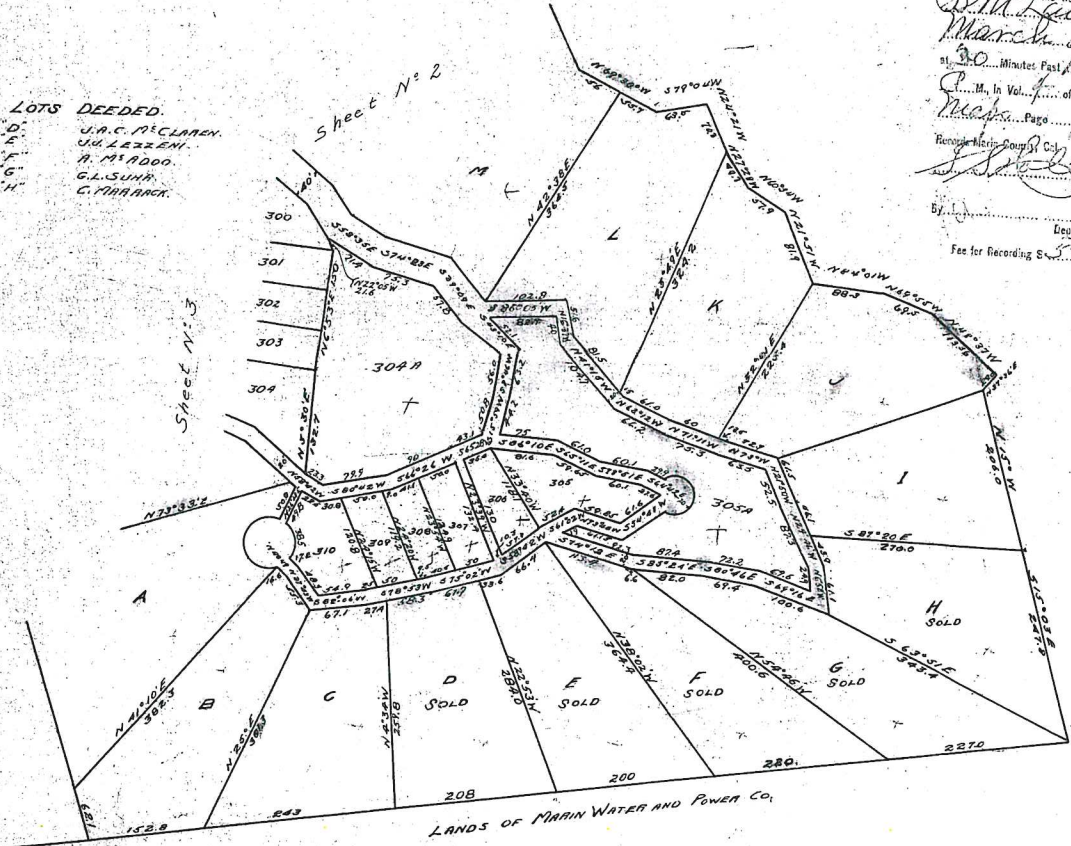
I the undersigned Robt. E. Graham clerk of the Board of Supervisors of the County of Marin State of California certify that the Croker Land Company, a corporation, has filed with said Board a bond in an amount fixed by said Board, which in terms matures to the benefit of said County, conditioned for the payment of all taxes which at the time said bond was filed were due against the tract of land or any part thereof, which is shown upon this map, but not then payable, which said bond has been approved by said Board. IN WITNESS WHEREOF, I have set my hand the 7th day of March 1916

Robt. E. Graham
Clerk of the Board of Supervisors, County of Marin, State of California.

I, Geo. M. Dodge hereby certify that I am a Civil Engineer and that this map is made from my own survey of the ground.

Geo. M. Dodge

- LOTS DEEDED.
- Lot D. J.A.C. McCLAREN.
 - E. J.M. LEZZENI.
 - F. H. MADDON.
 - G. G.L. SMITH.
 - H. G. MARRACK.



Approved by the Request
March 8 1916
at 30 Minutes Past 2 o'clock
P.M. In Vol. of
Maps Page 96
Recorded by J. S. [Signature]
By Deputy Recorder
Fee for Recording \$

ATTACHMENT

ATTACHMENT