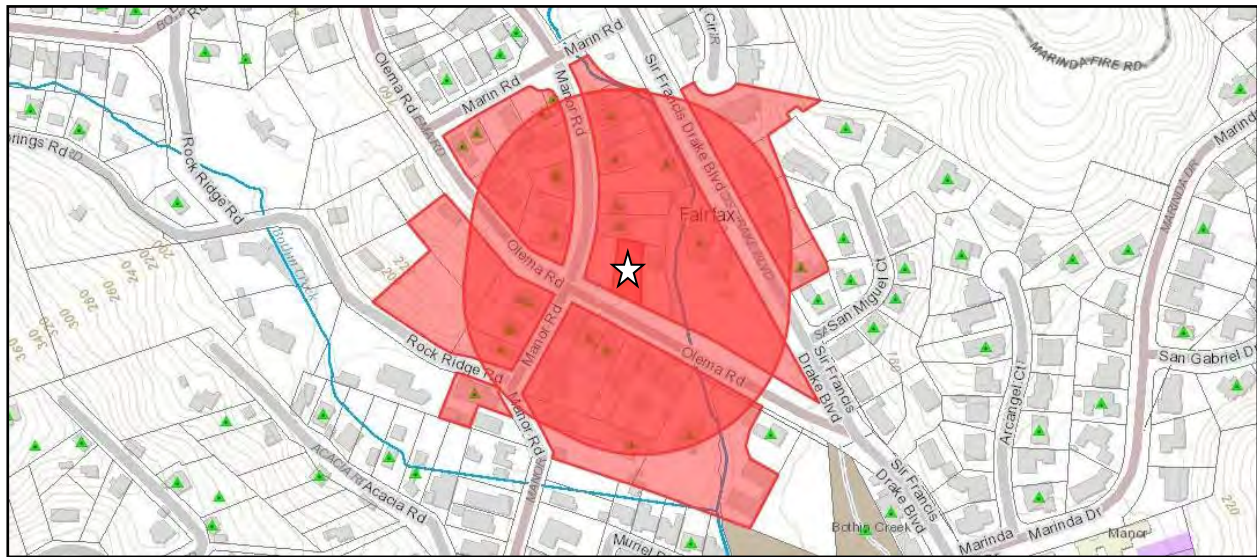


**TOWN OF FAIRFAX
STAFF REPORT**
Department of Planning and Building Services

TO: Fairfax Planning Commission
DATE: November 29, 2023
FROM: Kara Spencer, Assistant Planner
LOCATION: 34 Olema Road; APN: 001-104-18
ZONING: RD 5.5-7 Residential Zone
PROJECT: Fifty percent remodel of a historic house, construction of a new single-car garage, and construction of two driveway entrances
ACTION: Design Review Permit, Combined Side-yard Setback Variance, Minimum Front-yard Setback Variance for an Accessory Building, and Second Driveway Entrance Variance; Application No. 23-32
APPLICANT: Valerie Saroyan, Mahaney Architecture and Design
OWNER: Skip Jack, LLC.
CEQA STATUS: Categorically exempt, §§ 15301(d), 15303(e), 15305(a), and 15331



34 OLEMA ROAD

BACKGROUND

The approximately 6,534 square foot project site is relatively flat with an approximate slope of four percent. It is developed with an approximately 1,621 square foot, one-story, three-bedroom, two-bathroom, single-family residence that was constructed around 1900. According to Alice P. Duffee, an architectural historian and preservation planner with APD Preservation, LLC. (APD), the house qualifies as a historic resource under the California Environmental Quality Act (CEQA) (Public Resources Code § 21000 et. seq.) for its association with a significant event and for being architecturally distinctive. More specifically, the house is associated with the early twentieth century

development of Fairfax following the arrival of the railroad and is one of Fairfax's few surviving examples of "Folk Victorian" residential architecture that was common from the 1870s to 1910. Refer to Attachment B, "Historic Resource Evaluation 34 Olema Road, Fairfax, Marin County, California" (Historic Resource Evaluation) for a description of Ms. Duffee's qualifications and her assessment of the historic character of the house.

According to the Historic Resource Evaluation, the exterior of the house has undergone some changes, though the footprint remains the same. The floor of the front porch, the front steps, and the front door were replaced. The back of the house was heavily modified by enclosing a back porch, removing the original rear steps, and replacing and relocating the back door and all rear windows, which according to the Historic Resource Evaluation, compromised the historic integrity of this part of the building. This modified back area of the house contained both bathrooms, the laundry room, and part of the kitchen. The lower courses of shiplap wood siding on the west elevation were replaced with simple boards. Refer to plan page A0.4 for pictures of the house and some of its various modifications. According to the Historic Resource Evaluation, there were no records of when the modifications to the house occurred, which was verified by staff.

There was an approximately 303 square foot, single-car garage located in the northeastern corner behind the house that was demolished. The garage was in poor condition and located on the property line. Refer to plan page A0.4 for a picture of the garage that had previously been on the property. In addition to the single, covered off-street parking space provided by the garage, other off-street parking was provided along the property frontage and in the unpaved driveway, in tandem with the parking in the garage.

There is one heritage oak tree located in the southwestern corner of the site along the property frontage and palm tree in the front yard. Town Code § 8.36.020 defines a "heritage oak tree" as one that is greater than or equal to eight inches in diameter as measured at four and one half feet above grade.

The project property is located within the RD 5.5-7 Residential Zone. It is not within a quarter mile of a known Northern Spotted Owl (NSO) nesting site according to Marin County Parks/Marin Audubon Society NSO surveys. Nor is it within a Wildland Urban Interface (WUI) Zone according to the Ross Valley Fire Department "Town of Fairfax Wildland-Urban Interface Zones" Map.

The Building Official issued the property owner a building permit in the summer of 2023 to renovate approximately 644 square feet of the building's interior and construct a single-car carport at the front of the property. However, after beginning the initial permitted renovation, the property owner encountered substantial dry rot, water damage, and an archaic substandard electrical system. Subsequently, the property owner demolished the heavily modified rear of structure and gutted the building's interior, leaving only the framing, roof, exterior walls, windows and front door, front porch/steps, and the majority of the foundation. At that point the Building Department

stopped the renovation project, as it constituted a 50 percent remodel, requiring approval of a Design Review Permit by the Planning Commission.

PROJECT DESCRIPTION

The project proposes to renovate the entire approximately 1,621 square foot interior of the house, reconstruct the previously heavily modified rear of the house, build a new, approximately 305 square foot, single-car garage in the southeastern corner of the property, and create a second driveway entrance and parking space at the front of the property. Interior remodeling involves the reconfiguration of the kitchen, laundry, and bathrooms; the removal of the fireplace; and, the removal of a dining room wall and infilling a couple of kitchen doorways. Distinctive interior window molding and doors would be retained, as would the wood floors, which would be repaired and refinished. Missing interior doors would be replaced with period-appropriate, architectural salvage units to match existing. Plaster walls would be replaced with gypsum board and shear walls.

Other proposed improvements consist of voluntary structural upgrades to the foundation and shear and electrical upgrades throughout the structure. Approximately 21 cubic yards (CY) of grading would be necessary for the foundation improvements. All excavated soil would be dispersed onsite to minimize off haul. The building footprint would remain unchanged, including the demolished rear of the building that would be rebuilt (in kind) in the same location and to the same dimensions as had previously existed. The roof structure, existing gray asphalt shingles, wood eaves, fascia, gutters, horizontal wood siding, and wood trim are proposed to remain and would be patched and repaired as needed. All new siding and trim would match existing wood siding and trim.

The entire house would be painted white (Benjamin Moore "Snow on the Mountain" 1513) with the exception of the front door, porch fascia, top of the porch railing, porch floor, and porch ceiling. The front door, porch fascia, and top of the porch railing would be painted a dark gray (Benjamin Moore "Intrigue" 1580). The porch floor would be painted a different shade of dark gray (Benjamin Moore "Dolphin" AF 715). The porch ceiling would be painted a lighter shade of gray (Benjamin Moore "Beach Glass" 1564).

The rear window on the western side of the house is the only historic window proposed to be removed. It would be replaced with two new double hung windows (to match the remaining historic windows) in a slightly different location on the western side of the house. All of the other historic windows would remain and would be repaired and painted as necessary. The project proposes three new casement windows: one on the eastern side of the house near the back and two at the back (northern side) of the house.

On the southern or front side of the house, the front porch would be repaired as necessary, including the repair of the turned post and decorative bracket on the southeastern corner and the replacement of the entire guardrail due to extensive damage from dry rot. The turned post and decorative bracket would be repaired and

reused. The new guardrail would consist of classic turned cedar balustrades similar to what had been on the porch but would be taller to meet the building code requirement of three feet, six inches. The front door would be replaced with a new wooden period appropriate door, architectural salvage unit. The concrete porch floor would be replaced with a more historically appropriate wood floor. The rebuilt back or northern side of the house would have a new wooden back door, two new casement windows, and a small deck/landing. The new door would have a glass window pane or "glass lite" and would be painted white to match the house. The deck/landing would be approximately 8' x 15'-9" or approximately 126 square feet and elevated 3'-6" off the ground.

The proposed approximately 305 square foot, single car garage (with one 9' x 19' parking space) was designed to match the architecture of the house. All garage roofing, siding, trim, eaves, windows, and paint would match the materials used for the house. Approximately 3'-3" of the garage would intrude into the 15 foot combined side-yard setback. The southwestern corner of the garage would intrude a maximum of approximately three and a half feet into the ten foot setback required for accessory structures by Town Code § 17.040.020(A). The project also proposes one, uncovered, 9' x 19' off-street parking space next to the garage. Each of the off-street parking spaces would have its own driveway entrance and pervious paver driveway that would be separated from each other by approximately five feet. Combined the driveway entrances would total approximately 19'-11" in compliance with the 20 foot residential driveway entrance limitation specified by Town Code § 12.12.030. The second driveway entrance is proposed to access the required second onsite parking space just west of the existing palm tree. One 9' x 22' guest parking space is available along property frontage within the right of way, but entirely off of the traveled portion of the roadway in compliance with Town Code § 17.052.030(A)(2). All proposed parking spaces meet the minimum dimensions required by Town Code § § 17.052.040(B)(1) & (2).

No new landscaping is proposed and the project would require minimal disturbance to a site that has been previously disturbed by the existing development. One exterior light is depicted on plan page A2.0. The exterior light would be Dark Sky compliant and adjacent to the proposed back door. The cut sheet for the backdoor light is included as Attachment C to this staff report.

Table 1 demonstrates the project's compliance with the regulations of the RD 5.5-7 Residential Zone, High-Density District where the property is located. As indicated in Table 1, the existing property meets the front setback, one of the side setbacks (western side), the FAR, lot coverage, and building height requirement. The demolished garage was on the rear property boundary with a zero rear setback and was approximately 3'-3" from the eastern side property boundary causing the property to not meet the rear setback, the eastern side setback, the combined front/rear setback, and the combined side setback. The proposed project would meet the front, rear, combined front/rear, both minimum side-yard setbacks, the FAR, lot coverage, and height requirement of the RD 5.5-7 zone. The only requirement of the RD 5.5-7 zone not met by the proposed project is the combined side-yard setback due to the proposed location of the new, single-car garage. As mentioned above, the proposed garage would not

meet the ten foot front setback for accessory structures required by Town Code § 17.040.020(A).

Table 1: 34 Olema Road Compliance with RD 5.5-7 Regulations

	Front Setback*	Rear Setback	Combined Front/Rear Setback	Side Setbacks	Combined Side Setback	FAR	Lot Coverage	Height
Required/ Permitted	6 ft.	6 ft.	25 ft.	5 ft. & 5 ft.	15 ft.	.40	.35	28.5 ft., 2 stories
Existing	20 ft.	0 ft.	20 ft.	6'-6" & 3'-3"	9'-9"	.25	.35	25'-9" 1 story
Proposed	6'-6"	23'-6"	30'	6'-6" & 5'-3"	11'-9"	.25	.35	25'-9" 1 story

*The proposed garage would not meet the ten foot front setback required for accessory structures by Town Code § 17.040.020(A).

DISCUSSION

Required Discretionary Approvals

At approximately 6,534 square feet in area with an approximate width of 67 feet and a slope of approximately four percent, the project site conforms to the building site requirements of the RD 5.5-7 zoning district [Town Code § 17.084.050(A)]. Because the project property conforms to the building site requirements, the proposed project does not require approval of a Conditional Use Permit (CUP) (Town Code § 17.084.050). The project proposes to completely renovate the interior of the existing house. Therefore, Planning Commission approval of a Design Review Permit is required [Town Code § 17.020.030(A)]. The new garage would encroach into the 15 foot combined side-yard setback. This would result in the property maintaining a combined side-yard setback of approximately 11'-9", requiring Planning Commission approval of Combined Side-yard Setback Variance [Town Code § 17.084.070(C)]. The southwestern corner of the garage projects into the minimum ten-foot front-yard setback required by Town Code § 17.040.020(A), requiring approval of a Minimum Front-yard Setback Variance for an accessory building. The project proposes two driveway entrances, requiring Planning Commission approval of a Second Driveway Entrance Variance (Town Code § 12.12.090).

Design Review (Town Code Chapter 17.020)

Town Code §17.020.030(A) requires that the Fairfax Planning Commission review and approve the design of all new residences and projects that constitute 50% remodels to ensure compliance with the design review criteria contained in Town Code §17.020.040.

These criteria include but are not limited to the following:

“The proposed development shall create a well composed design harmoniously related to other facilities in the immediate area and to the total setting as seen from hills and other key vantage points in the community.”

“Only elements of design which have significant relationship to exterior appearance of structures and facilities shall be considered; these elements may include height, arrangement on the site, texture, material, color, signs, landscaping and appurtenances.”

“The extent to which ornamentation is to be used and the extent to which temporary and second-hand materials, or materials which are imitative of other materials, are to be used.”

“The extent to which natural features, including trees, shrubs, creeks, and rocks and the natural grade of the site are to be retained.”

As noted above, the house was determined to qualify as a historic resource under CEQA. According to the *State CEQA Guidelines* (California Code of Regulations, Title 14, § 15331), a project that is “limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings*” (SOI’s Standards) would not have a significant effect on the environment and is therefore, categorically exempt from the preparation of environmental documents. APD analyzed the consistency of the proposed project with the SOI’s Standards. An initial report prepared by APD on April 20, 2023 analyzed the proposed exterior changes to the historic house (April SOI Consistency Analysis). The project was modified after the April SOI Consistency Analysis to include the proposed single car garage. APD performed a second consistency analysis to address the proposed interior modifications to the house, as well as the proposed single car garage addition at the front of the house. The reports that document the consistency analysis (SOI Consistency Analyses) are included as Attachment D to this staff report.

As indicated in the SOI Consistency Analyses, it was determined that “the project as proposed is consistent with the “Secretary of the Interior’s Standards,” and, therefore, would have no significant impact on the historic resource at 34 Olema Road.” This determination was based on the following:

- The historic house would retain its historic, residential use.
- The proposed project would not adversely affect those elements of the house that render it historically significant (location, design, setting, materials, feeling, association), and, thus, would not “materially impair” the building or its surroundings.
- The interior and exterior character defining features, materials, finishes, and construction techniques of the historic house would not be impacted by the proposed project. Deteriorated features, such as windows, siding, facia, trim, doors, and flooring would be repaired to ensure their long-term viability.
- The proposed modifications at the rear of the house impact a non-historic, heavily modified section of the house and would not detract from the historic block of the main house.

- The proposed free-standing garage is compatible with the adjacent historic house, would not visually detract from the house and could be removed at a future date with no impact to the house.

The project proposes to rehabilitate and renovate the historic house on the property. The proposed restoration work would ensure the future viability of the structure. Historic character defining features would be repaired to the maximum extent possible except where minor modification is required to meet current building codes (front porch railing height) or replaced in kind. The front of the house would have the front porch restored, including replacing the concrete floor with a more historically appropriate wood floor and repairing other elements as required (windows, balustrade, posts, etc.). The building footprint would remain unchanged. Prior alterations comprised the historic integrity of the back of the house. As such, the proposed modifications to this rear section would not impact the house's historic character or "Folk Victorian" features. Also, the proposed window replacement/addition on the west side of the building would impact a secondary elevation and would not be readily visible from the public right-of-way. According to the SOI Consistency Analyses, the work on the western side of the house is consistent with the house's historic character and would not detract from those features that visually convey its historic character. The resulting house would look very similar to the existing dwelling.

The proposed garage would be located in the front of the property to the right of the house as viewed from the street (southeastern corner). The location was chosen so the garage would not block the primary elevation of the house as viewed from the street. The proposed garage has been designed to complement the architecture of the house. All garage roofing, siding, trim, eaves, windows, and paint would match the materials used for the house. Historically, the property did not have a garage in the front, as was common. However, the property owner chose to locate the garage in the front of the property rather than build one in the back where the former garage had been for the following reasons:

1. The area where the former garage had been is narrow and does not leave much space to build a new garage that would be large enough to accommodate a larger vehicle and comfortably open the doors and use the trunk/cargo area;
2. Putting the new garage in the area where the garage formerly had been would result in the new garage being very close to the house with inadequate distance between the structures; and,
3. Locating the garage in the front southeastern corner of the property leaves more private open space for the occupants of the house, as the eastern side of the yard does not need to be used for a driveway and the backyard has more open space without the garage in it.

There are other properties in the immediate neighborhood that have detached garages in the front of the property and are developed with older homes that were built in the early 20th Century. The adjacent property to the east at 28 Olema Road was constructed in about 1925 and has a garage in the front of the property. There is a

detached garage in front of 19 Manor Road and the house on that property was originally constructed in 1920.

As mentioned in the project description, no new landscaping is proposed and the project would require minimal disturbance to a site that has been previously disturbed by the existing development. Only one exterior light is depicted adjacent to the back door. It is a contemporary style, Dark Sky compliant light but given the prior alteration of the back of the house and that it is not visible to the public from the street, it would not be anticipated to detract from the historic block of the main house. The cut sheet for the light is included as Attachment C to this staff report. To ensure the compliance of the new exterior lighting with the Town's Dark Sky requirements, the resolution approving the project (Attachment A) includes the Town's standard Dark Sky lighting condition as a condition of project approval. The resolution approving the project also includes a condition of project approval that a lighting plan be submitted with the building permit application and approved by the Planning Director prior to issuance of the project building permit.

The renovated house and proposed garage would create a composed design that harmoniously relates to other facilities in the immediate area as the architecture and all the proposed materials for each structure would match each other, as well as the character of the adjacent house at 28 Olema Road. The house is and will remain situated on the site in a similar manner to other houses in the neighborhood and throughout the Town. The siting and design of the residence is generally in keeping with other residences in the neighborhood. The proposed garage would not be as tall as the house, is modest in size, and would not block the view of the front of the house from the street, therefore it would be in proportion to and balanced with the building site and provide unity with the external features of the site. The project proposes to retain the heritage oak and the palm tree in the front of the property. Grading is the minimum necessary for the foundation improvements and excavated soil would be dispersed onsite.

Therefore, based on the following:

1. The project's conformance with the SOI's Standards;
2. The similar architectural design of the garage to that of the house;
3. The use of similar materials for each structure;
4. The siting of the structures on the property;
5. The proportional size of the structures to each other;
6. The minimal amount of grading; and,
7. The retention of the palm and heritage oak trees;

The project would comply with the relevant Design Review criteria contained in the Town Code.

Combined Side-yard Setback Variance and Minimum Front-yard Setback Variance for an Accessory Building (Town Code Chapter 17.028)

As described above, the project requires a Variance to build a portion of the proposed garage within the required 15-foot combined side-yard setback required by the RD 5.5-7 zone and the 10-foot front setback for accessory buildings required by the General Zone Regulations [Town Code § 17.040.020(A)]. The proposed garage would encroach approximately 3'-3" into the combined side-yard setback, resulting in the property maintaining a combined side-yard setback of approximately 11'-9". The southeast corner of the garage would encroach approximately 3'-6" into the minimum ten foot front setback required for accessory buildings. Thus, project implementation would add a portion of a new structure within the combined side-yard setback and the minimum front-yard setback required for accessory buildings. The demolished garage that had been in the back northeastern corner of the property had a zero rear setback and was approximately 3'-3" from the eastern side property boundary causing the property to not meet the rear setback, the eastern side setback, the combined front/rear setback, and the combined side setback. The proposed garage would meet all setbacks except for the combined side-yard setback and the minimum front-yard setback required for accessory buildings. It would encroach approximately two feet less into the combined side-yard setback than the previous garage. The proposed project would be an improvement over the previously existing condition.

Locating the proposed garage approximately 3'-3" further to the west on the property, closer to the proposed uncovered parking space and outside of the combined side-yard setback and approximately 3'-6" further to the north, outside the minimum front yard setback required for accessory buildings would be more disruptive to the site. It would result in the garage being located partially in front of the historic house and require the removal of a small portion of the southeast corner of the historic front porch, which would negatively impact the street façade of the primary elevation from the public right of way. It would result in an incompatible spatial relationship that would detract from those features that visually convey the historic character of the house. Moving the garage outside of the combined side-yard setback would also require the removal of the palm tree, which the property owner would like to retain.

The project property is somewhat irregularly shaped. The frontage or southern property boundary is approximately 67 feet wide, while the rear or northern property boundary is approximately 50 feet wide. This existing site condition makes it difficult to locate the garage outside of the combined side-yard setback and the minimum front yard setback required for accessory buildings without also building the garage partially in front of the house and requiring the removal of a small portion of the historic front porch due to the narrowing width of the site. The siting of the existing house's foundation and the irregular property shape make it difficult to comply with the combined side-yard setback and the minimum front-yard setback required for accessory buildings.

Project implementation would result in the property maintaining similar setbacks from the property lines as other developed properties in the vicinity, many of which have garages within the combined side-yard setback and the minimum front-yard setback

required for accessory buildings. The strict application of this title would deprive the property owner of privileges enjoyed by other property owners in the vicinity and under identical zone classification. Granting of the variance would not create a safety hazard or any other condition inconsistent with the objectives of the Zoning Ordinance.

Second Driveway Entrance Variance (Town Code Chapter 12.12)

To bring the property into conformance with current parking requirements [Town Code §§ 17.052.010(D), 17.052.030(A)(1)(d), and 17.052.030(A)(2)], the project proposes one covered, 9' x 19' off-street parking space in the garage, one uncovered, 9' x 19' off-street parking space next to the garage, and one 9' x 22' guest parking spot parallel to the property frontage and entirely off of the traveled portion of the roadway. As discussed under the project description, the parking space in the garage and the uncovered space next to the garage would each have its own driveway entrance that would be separated from each other by approximately five feet. Town Code § 12.12.050 prohibits a residential property from having more than one driveway entrance on the same street frontage unless the property is used for multiple housing. However, Town Code § 12.12.090 gives the Planning Commission the authority to grant a Variance from these requirements if it can make the following specific findings:

- (A) There are exceptional or extraordinary circumstances or conditions applying to the land, building or use referred to in the application, which circumstances or conditions do not apply generally to land, buildings or uses in the same district;
- (B) The granting of the application is necessary for the preservation and enjoyment of substantial property rights of the petitioner; and
- (C) The granting of the application will not, under the circumstances of the particular case, materially affect adversely the health or safety of persons residing or working in the neighborhood of the property of the applicant and will not under the circumstances of the particular case be materially detrimental to the public welfare or injurious to property or improvements in the neighborhood.

Due to the width of the proposed garage, a single, continuous driveway entrance that could accommodate both the driveway for the proposed garage and an adjacent uncovered, 9' x 19' code compliant parking space would need to total approximately 25 feet. Town Code § 12.12.030 restricts residential driveway entrances to no greater than 20 feet in width unless a Variance is granted for an exception to this width. Rather than one, approximately 25 foot continuous driveway entrance, the project proposes two, separate driveway entrances that total 20 feet combined. As discussed above, two driveway entrances on the same frontage also requires a Variance. The property owner chose to request a Variance for two driveway entrances rather request a Variance to have a larger driveway because (1) the two driveway entrances enables them to retain the palm tree in the front yard, which they would like to keep; and, (2) it allows them to have a larger garage that can more comfortably accommodate opening and closing the doors and the trunk/cargo area of a larger vehicle while parked inside.

The width of the proposed garage extends approximately two feet on either side of the garage door opening. The property owner has indicated that the proposed garage

dimensions (approximately 13' x 23') are the minimum necessary to comfortably open and close the doors and trunk/cargo area of a larger vehicle while in the garage. This proposed width of the garage combined with the irregular angle of the front property boundary and the relatively short distance of the front property boundary to the proposed garage and the uncovered parking space, make it difficult to adequately access both the parking space in the garage and an adjacent uncovered parking space with a single, continuous 20 foot wide driveway entrance.

The proposed location of the garage and uncovered parking space with two separate driveway entrances would concentrate the parking for the property in one area, maximizing the private outdoor space for the property owner and allowing the palm tree to remain. The uncovered parking area would comply with the setback requirements of the RD 5.5-7 zone. All parking spaces would conform with the parking space dimensions required by Town Code § 17.052.040(B)(2). Two driveway entrances does not impact neighboring properties, nor would it remove any more on-street parking than would be allowed with a single, 25 foot wide driveway entrance.

OTHER AGENCY/DEPARTMENT COMMENTS/CONDITIONS

Ross Valley Fire Department (RVFD)

Project specific conditions of approval from RVFD include a deferred permit for a fire sprinkler systems for the house. No fire sprinkler system is required for the garage due to the proposed separation between the structures. All other standard conditions of approval from RVFD apply and are listed in the attached Resolution No. 2023-31 and can be viewed in their entirety in that document.

Marin Municipal Water District (MMWD)

MMWD had no project specific comments or conditions of approval. All standard conditions of approval from MMWD are in the attached Resolution No. 2023-31 and can be viewed in their entirety in that document.

Ross Valley Sanitary District (RSVD)

According to RVSD the sewer lateral serving the property is compliant as of 3/10/23 and does not require testing as long as there are no sewer lateral additions or changes. Lateral exemption lasts for 20 years since the last passed lateral inspection date.

Town of Fairfax Police, Building, Public Works Departments

No comments or project specific conditions of approval were received on the project from the Fairfax Police or Building Departments. The Town's Public Works Director conditioned the approval of the project with the requirement that the first ten feet of the driveway be paved (permeable pavement or impervious paving) to reduce the amount of gravel that could accumulate in the public right of way and cause damage to Olema Road.

RECOMMENDATION

Conduct the public hearing. Move to approve application No. 23-32 by adopting the attached Resolution No. 2023-31 setting forth the findings and the conditions of project approval.

ATTACHMENTS

Attachment A – Resolution No. 2023-31

Attachment B – Historic Resource Evaluation

Attachment C – Proposed Backdoor Light Cut Sheet

Attachment D – “Secretary of the Interior’s” Consistency Analysis Report

RESOLUTION NO. 2023-31

A Resolution of the Fairfax Planning Commission Approving Application No. 23-32 for a Design Review Permit for the Fifty Percent Remodel of the Historic House and a Combined Side-yard Setback Variance and Minimum Front-yard Setback for the Construction of a New Single-car Garage and a Variance Allow Two Driveway Entrances at 34 Olema Road

WHEREAS, the Town of Fairfax received an application on July 24, 2023, for the 50 percent remodel of the historic house and the construction of a new, single-car garage and two driveway entrances at 34 Olema Road; and,

WHEREAS, the Planning Commission held a duly noticed Public Hearing on November 29, 2023, at which time the Planning Commission determined that the project complies with the Town Code and that findings can be made to grant the requested Design Review Permit, Combined Side-yard Setback Variance, Minimum Front-yard Setback Variance for Accessory Buildings, and Variance to Allow Two Driveways and has made the following findings:

WHEREAS, The project is exempt from the California Environmental Quality Act per Categorical Exemption §§ 15301(d), 15303(e), 15305(a), and 15331; and

The project is consistent with the 2010-2030 Fairfax General Plan as follows:

Policy LU-4.1.3: New and renewed development shall comply with all regulations encompassed in the California and Uniform Building Codes intended to reduce potential damage and threats to the public's health, safety, and welfare in the event of an earthquake.

Policy LU-7.1.5: New and renewed residential development shall preserve and enhance the existing characteristics of the Town's neighborhoods in diverse architectural style, size, and mass.

Policy LU-7.2.1: New and renewed development shall be compatible with the general design and scale of structures in the vicinity.

Policy LU-7.2.2: To the extent feasible natural features including the existing grade, mature trees, and vegetation shall be preserved for new and renewed development.

Policy LU-7.2.3: Traffic and parking concerns related to new and renewed development shall be addressed in a manner that does not result in undue hardship or significant negative impacts on properties and infrastructure in the vicinity.

Policy CON-8.2.1: Protect, maintain, rehabilitate, and enhance historical and cultural resources within the Fairfax Planning Area.

Policy CON-8.2.2: Encourage and facilitate private preservation, maintenance, rehabilitation, and enhancement of historic and cultural resources within the Fairfax Planning Area.

Policy CON-8.2.3: Ensure that development respects and complements the development patterns, scope and scale of the Town's historic and natural landscape.

Design Review Findings (Town Code § 17.020.040)

1. The project design complies with the Design Review Criteria set forth in Town Code § 17.020.040 as follows:
 - a. The proposed project would not adversely affect those elements of the house that render it historically significant (location, design, setting, materials, association), and, thus, would not “materially impair” the building or its surroundings.
 - b. The interior and exterior character defining features, materials, finishes, and construction techniques of the historic house would not be impacted by the proposed project. Deteriorated features, such as windows, siding, facia, trim, doors, and flooring would be repaired to visually emulate their original design to ensure their long-term viability while maintaining the structure's historic design.
 - c. The proposed modifications at the rear of the house impact a non-historic, heavily modified section of the house and would not detract from the historic block of the main house.
 - d. The proposed free-standing garage is compatible with the adjacent historic house, would not visually detract from the house and could be removed at a future date with no impact to the house.
 - e. The renovated house and proposed garage would create a composed design that harmoniously relates to other facilities in the immediate area as the architecture and all the proposed materials for each structure would match each other, as well as the character of the adjacent house at 28 Olema Road.
 - f. The house is and will remain situated on the site in a similar manner to other houses in the neighborhood and throughout the Town. The siting and design of the residence is generally in keeping with other residences in the neighborhood.
 - g. The proposed garage would not be as tall as the house, is modest in size, and would not block the view of the front of the house from the street. Therefore, the project design would be in proportion to and balanced with the building site and provide unity with the external features of the site.

- h. The project would require minimal disturbance to a site that has been previously disturbed by the existing development, as grading is the minimum necessary for the foundation improvements and the heritage oak and the palm tree in the front of the property would be retained.

Combined Side-yard Setback Variance and Minimum Front-yard Setback Variance for Accessory Buildings Findings [Town Code § § 17.028.070(A)(1) through (4)]

1. The project site is irregularly shaped, narrowing from the front to the rear. It is developed with an approximately 123 year old house. Locating the garage outside of the combined side-yard setback would result in the garage being located partially in front of the historic house, resulting in an incompatible spatial relationship that would detract from those features that visually convey the historic character of the house. Locating the garage outside the minimum front-yard setback required for accessory buildings would require the removal of a small portion of the southeast corner of the historic front porch, destroying the integrity of the historic resource. The approximately 123 year old historic house and the siting of it on the irregular property shape are the special circumstances that warrant granting the requested Combined Side Yard Setback Variance and the Minimum Front-yard Setback Variance for Accessory Buildings.
2. There are other properties in the vicinity that have parking structures within the combined side-yard setback and the minimum front-yard setback required for accessory buildings. Therefore, the granting of this Variance will not be a grant of special privilege.
3. The strict application of the setback regulations would result in unreasonable hardship for the owner and would not be in the public interest since it would result in the garage being located in front of the approximately 123 year old historic house and necessitate the removal of a small portion of the southeastern corner of the historic front porch, which would detract from those features that visually convey the historic character of the house and negatively impact the primary elevation from the public right of way, as well as destroy the integrity of the historic resource.
4. The garage location does not obstruct pedestrian or vehicular visibility for people walking along or driving on Olema Road. It provides additional off-street covered parking in compliance with Town Code requirements [(§ 17.052.010(D))]. Therefore, the approval of the variance will not be detrimental or injurious to other property in the vicinity.

Second Driveway Entrance Variance Findings (Town Code § 12.12.090)

1. The irregular angle of the front property boundary, the mature tree in the front yard, and the location of the approximately 123 year old historic house are the circumstances applying to the property which generally do not apply to other properties in the same area and warrant the approval of the second driveway entrance variance.

2. The granting of the application is necessary for the preservation and enjoyment of substantial property rights of the owner so that the parking for the property can be concentrated in one area, which maximizes the private outdoor space for the property and allows the palm tree to remain while bringing the site into compliance with the minimum parking requirements of the Town Code.
3. The two driveway entrances would not block pedestrian access over the sidewalk area and would not impact vehicular access or pedestrian and vehicular visibility for those using the Olema Road right-of-way. Therefore, the granting of the exception for two driveway entrances would not adversely affect the health or safety of persons residing or working in the neighborhood and would not be detrimental to the public welfare or injurious to other property improvements in the area.

WHEREAS, the Planning Commission approved the project subject to the applicant's compliance with the following conditions:

1. The project is approved per the plans prepared by Mahaney Architecture and Design, received by the Town on October 24, 2023, the colors and materials board received by the Town on September 7, 2023; the Historic Resource Evaluation for 34 Olema Road, Fairfax, Marin County, California, (APN 001-104-18), prepared in April 2023, the "Secretary of the Interior's" Consistency Analysis for 34 Olema Road, Fairfax, CA 94930 (APN 001-104-18), prepared on April 20, 2023; and, the "Secretary of the Interior's" Consistency Analysis for 34 Olema Road, Fairfax, CA 94930 (APN 001-104-18) AMENDED TO INCLUDE INTERIOR, prepared on November 1, 2023.
2. The project is subject to the following conditions of approval:
 - a) Prior to issuance of any of the building permits for the project the applicant or his assigns shall submit a detailed construction management plan subject to approval of the Public Works Director. The plan shall include but is not limited to the following:
 - i. Construction delivery routes approved by the Department of Public Works;
 - ii. Construction schedule (deliveries, worker hours, etc.);
 - iii. Notification to area residents;
 - iv. Emergency access routes;
 - v. Construction worker staging area; and,
 - vi. Contractor employee parking locations.
3. The applicant shall prepare and file with the Public Works Director, a video of the roadway conditions on the public construction delivery routes (routes to be pre-approved by the Public Works Director).
4. Submit a cash deposit, bond, or letter of credit to the Town in an amount that will cover the cost of grading, weatherization, and repair of possible damage to public

roadways. The applicant shall submit contractor's estimates for any grading, site weatherization, and improvement plans for approval by the Town Building Official. Upon approval of the contract costs, the applicant shall submit a cash deposit, bond or letter of credit equaling 100% of the estimated construction costs.

5. The foundation elements shall be designed by a structural engineer certified as such in the state of California. Plans and calculations of the foundation elements shall be stamped and signed by the structural engineer and submitted to the satisfaction of the Town Building Official.
6. The grading and foundation elements shall be stamped and signed by the site Project Engineer.
7. Submit three (3) copies of the record of survey with the building permit plans.
8. During the construction process the following shall be required:
 - a. The Project Engineer shall be on-site during the grading process and prior to installation of foundation forms shall submit written certification to Town staff that the grading has been completed as designed and recommended.
 - b. Prior to the concrete form inspection by the building official, the Project Engineer shall field check the forms of the foundations and provide written certification to Town staff that the work to this point has been completed in conformance with their recommendations and the approved building plans.
 - c. The Building Official shall field check the concrete forms prior to the pour.
 - d. All construction-related vehicles including equipment delivery, cement trucks, and construction materials shall always be situated off the travel lane of the adjacent public right(s) of way. This condition may be waived by the Building Official on a case-by-case basis with prior notification from the project sponsor.
 - e. Any proposed temporary closures of a public right of way shall require prior approval by the Fairfax Police Department and any necessary traffic control, signage or public notification shall be the responsibility of the applicant or his/her assigns. Any violation of this provision will result in a stop work order being placed on the property and issuance of a citation.
9. Prior to issuance of an occupancy permit the following shall be completed:
 - a. The Project Engineer shall field check the completed project and submit written certification to Town Staff that the grading and foundation elements have been installed in conformance with the approved building plans.

- b. The Planning Department shall field check the completed project to verify that all staff, agency, and Planning Commission conditions and required engineering recommendations have been complied with prior to issuance of the certificate of occupancy.
10. Excavation shall not occur between October 1st and April 1st of any year. The Town Engineer has the authority to waive this condition depending upon the weather.
11. The roadways shall be kept free of dust, gravel, and other construction materials by sweeping them daily, if necessary.
12. Any changes, modifications, additions, or alterations made to the approved set of plans will require a modification of Application # 23-32. Modifications that do not significantly change the project, the project design or the approved discretionary permits **may** be approved by the Planning Director or the Planning Commission. Any construction based on job plans that have been altered without the benefit of an approved modification of Application # 23-32 will result in the job being immediately stopped and red tagged.
13. Any damage to the public portions of Olema Road, Sir Francis Drake Boulevard, or other public roadway used to access the site resulting from construction-related activities shall be the responsibility of the property owner.
14. The applicant and its heirs, successors, and assigns shall, at its sole cost and expense, defend with counsel selected by the Town, indemnify, protect, release, and hold harmless the Town of Fairfax and any agency or instrumentality thereof, including its agents, officers, commissions, and employees (the "Indemnitees") from any and all claims, actions, or proceedings arising out of or in any way relating to the processing and/or approval of the project as described herein, the purpose of which is to attack, set aside, void, or annul the approval of the project, and/or any environmental determination that accompanies it, by the Planning Commission, Town Council, Planning Director, or any other department or agency of the Town. This indemnification shall include, but not be limited to, suits, damages, judgments, costs, expenses, liens, levies, attorney fees or expert witness fees that may be asserted or incurred by any person or entity, including the applicant, third parties and the Indemnitees, arising out of or in connection with the approval of this project, whether or not there is concurrent, passive, or active negligence on the part of the Indemnitees. Nothing herein shall prohibit the Town from participating in the defense of any claim, action, or proceeding. The parties shall use best efforts, acting in good faith, to select mutually agreeable defense counsel. If the parties cannot reach agreement, the Town may select its own legal counsel and the applicant agrees to pay directly, or timely reimburse on a monthly basis, the Town for all such court costs, attorney fees, and time referenced herein, provided, however, that the applicant's duty in this regard shall be subject to the Town's promptly notifying the applicant of any said claim, action, or proceeding.

15. The applicant shall comply with all applicable local, county, state and federal laws and regulations. Local ordinances which must be complied with include but are not limited to the following: the Noise Ordinance, Chapter 8.20, Polystyrene Foam, Degradable and Recyclable Food Packaging, Chapter 8.16, Garbage and Rubbish Disposal, Chapter 8.08, Urban Runoff Pollution Prevention, Chapter 8.32, and the Americans with Disabilities Act.
16. In accordance with Town Code §8.20.060(C)(1) and (2), the operation of any tools or equipment used in construction or demolition work or in property maintenance work between the hours of 6:00 PM and 8:00 AM Monday through Friday, or on weekends and holidays between 4:00 PM and 9:00 AM is prohibited.
17. Conditions placed upon the project by outside agencies or by the Town Engineer may be eliminated or amended with that agency's or the Town Engineer's written notification to the Planning Department prior to issuance of the building permit.
18. All the exterior fixtures shall be "Dark Sky" compliant (fully shielded and emit no light above the horizontal plane with no sag or drop lenses, side light panels or uplight panels) as well as compliance with color temperature to minimize blue rich lighting.
19. A lighting plan shall be submitted with the building permit application and be approved by the Planning Director prior to issuance of the project building permit. The lighting shall not emit direct offsite illumination and shall be the minimum necessary for safety. All the exterior fixtures must be Dark Sky compliant (fully shielded and emit no light above the horizontal plane with no sag or drop lenses, side light panels or uplight panels) as well as compliance with color temperature to minimize blue rich lighting. Any fixtures to be mounted on the front porch of the house and the front of the garage must match the historic character of the house and be reviewed and approved by the Planning Director prior to submittal of the building permit.

Ross Valley Fire Department (RVFD) Conditions

20. All vegetation and construction materials are to be maintained away from the residence during construction.
21. A class A roof assembly is required.
22. A fire sprinkler system shall be installed throughout the house which complies with the requirements of the National Fire Protection Association (NFPA) 13-R and local standards. Separate deferred permits shall be required for these systems. Plans and specifications for the system shall be submitted by an individual or firm licensed to design and /or design-build sprinkler systems.
23. All smoke detectors in the residence shall be provided with AC power and be interconnected for simultaneous alarm. Detectors shall be located in each

sleeping room, outside of each sleeping room in a central location in the corridor, with a minimum of one detector on each story of the occupied portion of the residence.

24. Carbon monoxide alarms shall be provided in existing dwellings when a permit is required for alterations, repairs, or addition and the cost of the permit exceeds \$1,000.00. Carbon monoxide alarms shall be located outside of each sleeping area in the immediate vicinity of the bedrooms and on every level of the dwelling, including basements.
25. Address numbers at least 4" tall must be in place adjacent to the front door. If not clearly visible from the street, additional numbers are required. Address numbers shall be internally illuminated or illuminated by an adjacent light controlled by a photocell and switched only by a breaker so it will remain illuminated all night.
26. Alternative materials or methods may be proposed for any of the above conditions in accordance with Section 103.3 of the Fire Code.
27. All approved alternatives requests, and their supporting documentation, shall be included in the plan sets submitted for final approval by the Fire Department.

Marin Municipal Water District (MMWD) Conditions

28. All indoor and outdoor requirements or District Code Title 13, Water Conservation must be complied with.
29. Backflow prevention requirements must be met.
30. All the District's rules and regulations in effect at the time service is requested must be complied with.

NOW, THEREFORE BE IT RESOLVED, the Planning Commission of the Town of Fairfax hereby finds and determines as follows:

The approval of the Design Review Permit, Combined Side-yard Setback Variance, Minimum Front-yard Setback Variance for Accessory Buildings, and Variance to Allow Two Driveway Entrances are in compliance with the Fairfax Town Code and the Fairfax Zoning Ordinance, Town Code Title 17; and

Construction of the project can occur without causing significant impacts on neighboring residences and the environment.

The foregoing resolution was adopted at a regular meeting of the Planning Commission held in said Town, on the 29th day of November 2023 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chair Cindy Swift

Attest:

Jeffrey Beiswenger, Director of Planning and Building Services

Historic Resource Evaluation
34 Olema Road, Fairfax,
Marin County, California
(APN 001-104-18)



Prepared for:
Jennifer Benham
(415) 505-6119
Jenniferbenham68@gmail.com

Prepared by:
Alice P. Duffee, Historic Preservation Planner
APD Preservation LLC
April 2023

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Project Overview & Executive Summary

The owner of 34 Olema Road in Fairfax, California, is assessing the historic character of the house on the property in anticipation of renovating it. They hired Alice P. Duffee, an architectural historian and preservation planner with APD Preservation LLC, to evaluate the historic character of the property and identify what features, if any, render the property historically significant. This report is the result of that evaluation.

The house sits on land roughly in the middle of the Rancho Canada de Herrera, which was granted to Domingo Sais in 1839. This property remained in the Sais family until 1894 when Dominga Sais Bresson sold it, undeveloped, to George Dickson as part of a 10-acre parcel. Five years later, Ernesto Lepori and Batista Bottini purchased the 10-acre tract from Dickson's heirs. Around 1900, shortly after purchasing the lot, Lepori and Bottini built two nearly identical "Folk Victorian" houses on the site as a family compound: one for the grandparents (Bottini and his wife) and one for the children and grandchildren (Lepori's family). The house at 34 Olema Road was the Bottini house, while the Lepori house was further east at 10 Olema Road. In 1913, following the death of his in-laws, his wife and his children, Lepori sold the parcel to the Fairfax Development Company (FDC). FDC immediately subdivided the property into the "Manor" townsite, consisting of three blocks and a total of 49 lots. The project area was Block 4, Lot 11. The property served as a rental for the next century. The Benno/Campini family purchased the house in 1941 and the property remained in their family until 2023.

While in poor condition, the house retains sufficient integrity to convey its early twentieth century origins and it stands as an intact example of one of Fairfax's last remaining "Folk Victorian" residences built after the arrival of the railroad. The rear of the building has been heavily modified by the infilling of a porch and replacement of a door and stoop and all windows. The front door has been replaced, as well as the front porch floor.

The house is about 123 years old, is not included in any federal, state or local inventory of historic resources, and is not included in the California Office of Historic Preservation's (OHP's) "Built Environment Resource Database." The property possesses little potential to yield archeological resources given that most of the site has been previously disturbed by residential development.

The 1900 house is, however, associated with the early twentieth century development of Fairfax and it is one of Fairfax's few surviving examples of "Folk Victorian" residential architecture that was common from the 1870s-1910.

It is my professional opinion that the house qualifies as an historic resource under the California Environmental Quality Act (CEQA) for its association with a significant event (early twentieth century residential development of Fairfax after arrival of the train) and for being architecturally distinctive. Its period of significance is 1900, when it was constructed.

The character defining features of the house are:

- Pyramidal hipped roof with overhanging boxed eaves
- One-story on a raised basement
- Rectangular footprint
- Symmetrical front facade
- Porch across the front elevation, turned posts and balusters, scroll saw brackets at posts
- Shiplap wood siding
- One-over-one, double-hung, wood sash windows with ogee lugs

Methodology

On March 29, 2023, Alice P. Duffee undertook a field survey of the property to conduct a visual review and assessment of the house. Records searches were conducted at the following repositories, as well as a variety of online research websites:

- Marin County Recorder's office
- Northwest Information Center (NWIC)
- Fairfax Historical Society
- Town of Fairfax (Building and Planning departments)
- California Digital Newspaper Collection
- Online Archive of California and a variety of online research websites

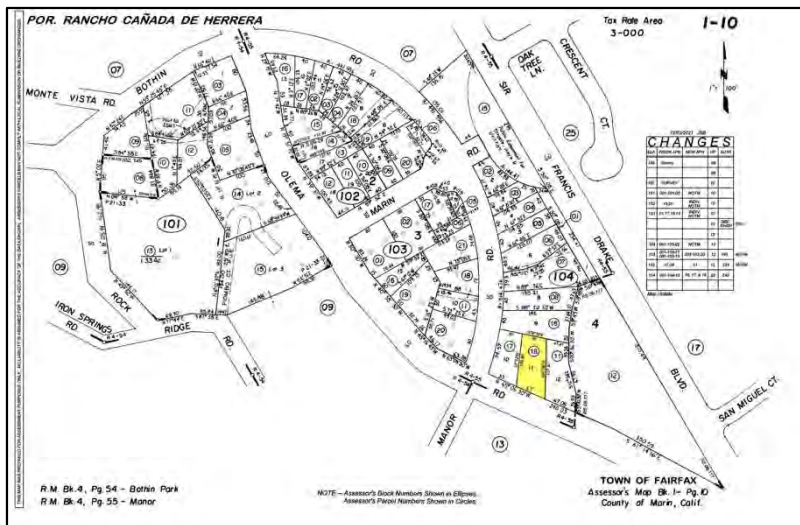


Evaluator qualifications

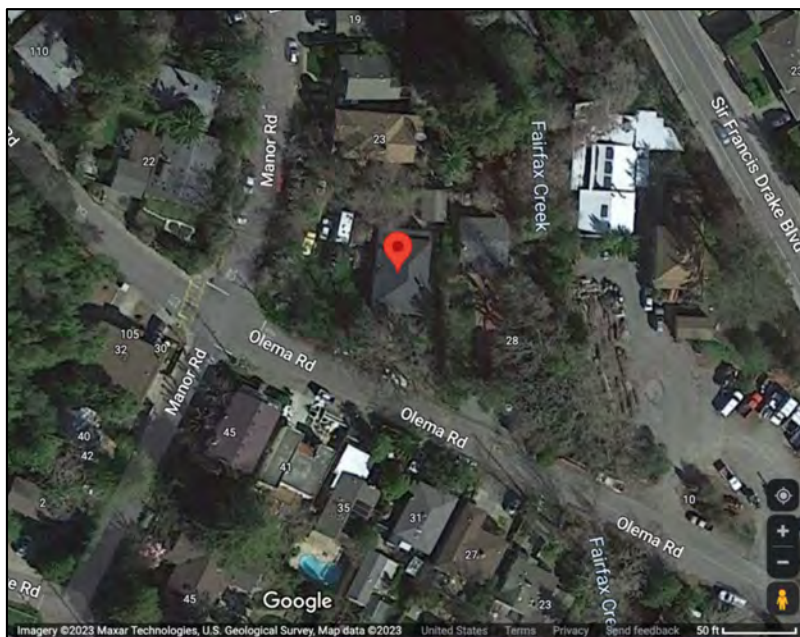
Alice P. Duffee of APD Preservation LLC conducted the evaluation of the historic character of the house at 34 Olema Road in Fairfax, California. Ms. Duffee holds a Master of Science degree in Historic Preservation from the University of Pennsylvania and a Bachelor of Arts in Architectural History from the University of Virginia. She has worked in the field of Cultural Resources Management for thirty-two years, twenty-seven of which have been in Northern California. For the past ten years she has focused her attention on projects in the North Bay. Ms. Duffee exceeds the standards for “Architectural Historian” as defined by the Code of Federal Regulations (36 CFR Part 61) and is listed in the California Historical Resources Information System (CHRIS) as a consultant qualified to work in the fields of Architectural History and History.

Site Location

The house at 34 Olema Road sits on the north side of Olema Road, east of the intersection of Manor Road, in the Town of Fairfax. The streetscape is mature landscaping around residential structures from the nineteenth through twentieth centuries. This section of Olema Road has two lanes of traffic (two-way) with limited street parking.



Location of 34 Olema Road (Marin County parcel map 1-10)



Aerial view of Parcel (Google Earth 2023)

Description

The house at 34 Olema Road is a one-story, pyramidal hipped-roofed house with a rectangular footprint on a raised basement. It has a modern composition shingle roof, and the majority of the house is clad in shiplap wood siding. The overhanging eave is boxed on all sides. A hipped-and shed-roof porch extends the full width of the front of the house, and is supported on turned posts with decorative brackets. The low balustrade is composed of turned balusters (see figures 1, 2, 4, 5, 6, 7 and 8). The porch floor is poured concrete and appears to be modern.



A concrete path leads from Olema Road to a set of seven wood and concrete steps that are centered on the porch and lead to the front door. The balustrade at the steps is modern and consists of square posts and a shaped handrail (see figures 2 and 3). The front door has four raised panels and a lunette glass panel and is modern (see figure 2). On each side of the door there are a pair of windows framed as single units. Each window has one-over-one, double-hung wood sash with ogee lugs and simple board frames (see figure 4). Two brick chimneys rise out of the center of the house.

The east elevation has several hatch openings to the foundation (one under the porch and one under the house) as well as two one-over-one, double-hung wood sash with ogee lugs and simple board frames (see figures 9-12). The west elevation has two sets of windows: a single unit and two units framed as a pair. All of these windows are one-over-one, double-hung wood sash with ogee lugs and simple board frames (see figure 25).



The rear of the house has been heavily modified and is in poor condition. It has a shed roof wing that extends the width of the house. The simple wood back door is centered on the elevation and has a rudimentary set of wood steps with a metal handrail. A variety of modern sliding windows are placed at irregular intervals.

The remnants of an older porch stoop are at the northeast corner of the rear elevation. Two low concrete piers have remnants of their original wooden porch steps (see figures 14-18). The misaligned siding and

vertical trim element west of the back door suggests that the eastern two-thirds of the back wing was infilled at a later date (see figure 19). The door and two odd sized windows were added and the original porch steps were removed at this time. My research did not determine a date for this modification.

An unpaved driveway extends north-south from Olema Road to the rear of the property (see figure 27).

This house is an example of a pyramidal hipped roof “Folk Victorian” style that was popular throughout the country from the 1870s-1910. It provided an alternative to more costly, one-story, gabled houses that required long ridges and more lumber in the rafters, and the concentrated, compact design enabled the pyramidal house to make efficient use of interior space.

Across the country, the development of the transcontinental railroad system launched the rapid spread of this architectural style, especially in rural areas and small towns. Heavy woodworking machinery, which was historically confined to large urban centers because of their cost and size, was now hauled across the country via the new rail lines. Similarly, railroads transported an abundant supply of pre-cut millwork. At the end of the twentieth century, builders could simply graft this newly available “Victorian” trim onto traditional house forms.

The character defining features of the pyramidal “Folk Victorian” style are:

- Pyramidal roof made of four equilateral triangles joined together in hip-roof fashion to form a pyramid
- One-story, usually with four rooms and no interior hallway
- Usually wood cladding
- Porch across the primary façade, usually extends the full width
- Symmetrical primary façade, with door flanked by windows (usually)
- Applied trim

Some changes have been made to the house at 34 Olema Road, though the footprint remains unchanged. The floor of the front porch, the front steps and the front door have been replaced. The rear porch was enclosed and the original rear porch steps removed. The back door has been relocated and replaced, and all of the windows at the rear of the house have been replaced. There are several crude patches on the rear elevation, as well. The lower courses of shiplap wood siding on the west elevation have been replaced with simple boards (see figure 26).

Permit records for this property include:

- 1982: electrical upgrades
- 2010: reroof

Historical Context of Fairfax



Marin's Ranchos, Marin County Free Library

The current town of Fairfax occupies lands that were originally part of the “Rancho Canada de Herrera.” This 6,658-acre tract encompassed half of the current town of San Anselmo and all of Fairfax. The Mexican Government granted the entirety of the Rancho to Domingo Sais (1805-1853) on August 10, 1839, in payment for Sais’ military service at the Presidio of San Francisco and in the San Francisco militia. The U.S. Land Commission confirmed the grant on October 21, 1853, one month before Sais’ death.

The area remained largely undeveloped and rural through the nineteenth century, until the arrival of the railroad in 1875. Manuela Augustina Miranda Sais, widow of Domingo Sais, leased 1,600 acres of land to the newly established North Pacific Coast Railroad. On January 7, 1875, the first train ran from Sausalito on the San Francisco Bay to Tomales on the Pacific Ocean. The original purpose of the railroad was to

haul timber out of the Redwood forests of Marin and Sonoma counties. Agricultural freight was also a market for the train. The allure of the area for passengers quickly became apparent, and the railroad began developing parks and picnic sites in the county as tourist destinations.

The area that is now Fairfax Park was developed as a picnic ground for these tourist outings.

Eventually the railroad turned over its recreational facilities to other organizations, and refocused on its original mission of providing transportation through the rugged terrain.

North Shore Railroad purchased the rail line in 1902 and launched a major capital improvement campaign that would lay the groundwork for explosive development in the county. In 1904 it opened a new tunnel through White's Hill ("Bothin Tunnel"), which eliminated the grueling climb over the rugged hills and radically shortened the transit time through the county. The railroad also added a third track to the western edge of Fairfax, and soon thereafter electrified the line, allowing fast access to the San Francisco ferry in Sausalito. In 1907, the line became the Northwestern Pacific Railroad.

Development in the sleepy village of Fairfax boomed. In 1876 the berg originally petitioned for and was granted its own school district based on the Rancho Canada de Herrera boundaries, though the town remained small. In 1907, however, newly minted developers began subdividing large tracts of land to accommodate vacationers and residents alike. Between 1907-1908 there were three new subdivisions: Fairfax Tract, Ridgeway, and Deer Park. Pacheco Tract followed in 1910; Fairfax Manor and Fairfax Park 1911; Fairfax Heights in 1912; Bush Annex, Bothin Park and Manor Tract in 1913; and the Cascades in 1914.

Other projects around this time included the incline railroad at Fairfax Manor in 1913 and the Alpine Dam in 1917.

Between 1910 – 1923 Fairfax was a popular location for filming movies, and even had its own movie studio (United Keanograph Studio).

In 1931 the town was incorporated and named after Charles Snowden Fairfax, a politician who moved to the area in 1855 and built his estate, "Bird's Nest Glen." By 1940 the full-time population had reached 2,198.¹ Ironically, it was around this time (1941) that the last train came through Fairfax. With the construction of the Golden Gate Bridge in 1937, the automobile and bus had come of age.

History of 34 Olema Road

The parcel that contains 34 Olema Road was in roughly the center of the Rancho Canada de Herrera, along the original San Rafael and Olema Road that ran through the middle of the patent. Domingo Sais received the grant for this 6,658-acre parcel on 10 August 1839 from the Mexican Government in return for his military service. Domingo was born in San Jose, Alta California, on 22 June 1806 to parents of Spanish lineage. He was the oldest of nineteen children, and served in the Mexican army beginning in 1823. In 1830 he married Maria Manuela Miranda at Mission Dolores in San Francisco. The couple had five children by the time they relocated to Marin County in 1839, where Domingo's parents and siblings had been "squatting" for several years.

In 1839 Domingo's father, Juan Maria Sais, sent Domingo to Monterey to petition Governor Manuel Jimeno for a land grant for the land that the family was already occupying. Governor Jimeno granted the request, and titled the grant in the name of Domingo instead of his father. The titling detail created a rift in the family, and Domingo's father angrily left the family settlement and moved to Sausalito until his death in 1846.

Domingo and Manuela settled on the land grant and embarked on a variety of farming activities, including ranching and farming. Domingo died suddenly on 16 November 1853 after falling from his horse. He died intestate, and his estate was divided among his wife and children.

Dominga Sais, the youngest of the eleven children, was eight months old when her father died. She was born on 26 March 1853 on the family ranch. Her inheritance included a 773-acre tract on the north side of the rancho. By 1870 she was attending the St. Catherine's Convent school in Benicia, California.² In 1871 she came home and married Joseph Bresson, a French bartender who ran a saloon near the Sais Ranch.

Bresson was born in Ancelle, France, near the Cote d'Azur, on 10 August 1843. He immigrated to the United States around 1867, and by 1870 he and his younger brother, Alphonse, were running a saloon in the San Rafael township near the Sais ranch. The total value of Bresson's assets at that time was estimated at a mere \$250.³

¹ <http://www.bayareacensus.ca.gov/cities/Fairfax50.htm#1940>

² In 1854 Mother Mary Goemaere, a French-born Dominican nun, established this boarding school for girls.

³ U.S. Census, 1870. (www.ancestry.com)





1871 Wedding photo of Dominga Sais and Joseph Bresson⁴



1873 Map of Marin County, Austin & Whitney (project area indicated)

By August 1872, however, Joseph was included on the list of “The Rich Men of Marin County” with assets totaling \$23,340.⁵ Apparently his marriage to the young Dominga had been quite lucrative. The couple settled near White Hill, west of current Fairfax, near the future horseshoe curve of the railroad.⁶ The couple had at least seven children, three of whom survived to adulthood.⁷

Bresson began selling off and renting acreage by 1876, and appears to have had legal problems with his mother-in-law in 1886.⁸ By 1892 the Bressons’ landholdings had been whittled down to about 10 acres between the county road and the railroad (see figure to the right).

In Joseph Bresson transferred title to this parcel to Dominga in March 1892 and the couple officially separated, though they never divorced. By 1900 Joseph was living alone in San Rafael and working as a laborer; Dominga was living with their youngest child, Louise, in San Rafael. Dominga was not working but Louise is listed as a “house servant.”⁹ Dominga died in San Rafael after a failed operation on 14 April 1901.



1892 Marin County Map, George M. Dodge

⁴ William & Brian Sagar, *Images of Fairfax* (Charleston, SC: Arcadia Publishing, 2005), p. 11.

⁵ *Daily Alta*, 5 August 1872.

⁶ *Marin Journal*, 28 August 1873.

⁷ www.ancestry.com

⁸ *Marin Journal*, 8 April 1886.

⁹ *U.S. Census*, 1900 (www.ancestry.com)

In February 1894 Dominga sold the entire 10-acre parcel on the county road to George Dickson. Dickson was born in Vermont on 25 June 1841 and had relocated to California in the early 1860s. He settled in Marin County, where he took up dairy farming near White's Hill, adjacent to the Sais Ranch. By 1874 he was leasing the Bresson Ranch, though he relinquished that lease in 1877. By 1893 he had retired a wealthy man, and was living in the "Grand Central Hotel" in the town of San Rafael where he was a "capitalist," dealing in real estate and loaning money.¹⁰ At no point did he live on the project area.

Dickson became embroiled in a legal matter with Edward Sais in the summer of 1896. On 11 January 1897, just eight days before briefs were due to be filed for the lawsuit, Dickson was found dead in his hotel residence. His neck and wrists had been cut and his death was ruled a suicide.¹¹

Dickson died intestate and his three brothers inherited his sizable assets. The heirs sold the 10-acre lot between Olema Road and the railroad to Ernesto Lepori and Batista Bottini on 8 February 1899.



1898, Sir Francis Drake Boulevard looking west toward Fairfax¹²

Ernesto ("Ernest") Lepori was born in Switzerland on 13 September 1869 and immigrated to the United States in 1888. He settled in Fairfax where he worked on a dairy farm and married Theresa Bottini in 1892. Theresa was born in Italy in 1871 and had immigrated to the United States with her parents. The couple had six children, four of whom died in infancy or early childhood.

Batista Bottini, Lepori's partner in this real estate transaction, was Theresa's father. He was born in Italy in 1841 and managed the "Hotel d'Italia" in Santa Rosa.

It is my professional opinion that the two men built two houses on the 10-acre parcel around 1900. An illustration in Images of America: Fairfax is titled "At Lepori's Fairfax, April 13, 1907" and includes a photograph of several children, a dog and an older woman in front of a house that is remarkably similar to the house at 34 Olema Road (see figure below).¹³ The house in the 1907 photograph is at 10 Olema Road, two doors east of the project area, and is nearly identical to the house at 34 Olema Road. The caption identifies the house as "an early home of Joseph and Dominga

¹⁰ Obituary, San Francisco Call, 12 January 1897.

¹¹ I find that highly suspicious. It seems he might have been killed in retaliation for the lawsuit. Just speculating.

¹² Roy D. Graves Pictorial Collection, Brancroft Library (<https://oac.cdlib.org/findaid/ark:/13030/tf1q2nb2ng/admin/>)

¹³ I suspect that the older woman on the porch is Amelia Bottini, Batista Bottini's wife, and that the children are Ernesto's.

Sais Bresson, who lived here from 1884 until the early 1890s.”¹⁴ Based on my study of Joseph and Dominga Bresson, however, I conclude that the Bressons lived further west of town and Dominga sold the property, undeveloped, to George Dickson.

I suspect that Lepori and Bottini hired the same builder to construct matching houses for the two families: one for the Bottinis and one for the Leporis. It was, in effect, a family compound, with the grandparents (Bottinis) occupying 34 Olema Road. The style of both houses is also more consistent with turn of the century “Folk Victorian” cottages, where readily available machine-made trim was applied to vernacular house forms. See comparison photos below.



28 April 1907, Theresa Lepori [sic] with Alfred and Rosie¹⁵

¹⁴ Sagar, p. 12.

¹⁵ *Marin Independent Journal*, 5 April 2021. (<https://www.marini.com/2021/04/05/marin-history-fairfax-cascade-ranch/>). Based on the fact that Alfred died three years later at the age of 16, I do not think the boy in this picture is Alfred. It may have been one of his brothers who died between 1907 and 1908.



"At Lepori's Fairfax, April 13, 1907"¹⁶ (10 Olema Road)



34 Olema Road, 2023

¹⁶ Sagar, p. 12. Courtesy of the Fairfax Historical Society Collection.

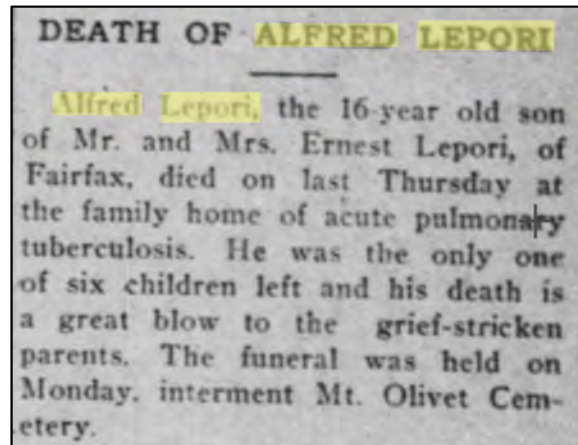
Theresa Lepori died “after a lingering illness”¹⁷ on 5 January 1908, at the age of 37. At that time two of her children survived: Alfred and Rosie. Her father had died on 30 November 1905 and then her mother died on 11 October 1909, leaving the house at 34 Olema Road vacant. By the time her son Alfred succumbed to tuberculosis on 6 May 1910, his older sister Rosie had already died, as well.

Grief stricken, Ernesto Lepori rented his house at 10 Olema Road to Pio Ricommi on 23 April 1913, sold the rest of the property (including the project area) to the Fairfax Development Company (FDC) on 19 June 1913 and moved to Point Arena in Mendocino County to live with his brother. Tragically, Ernesto died in a car accident in Sonoma County on 26 July 1939.

The Fairfax Improvement Company, run by George M. Dodge and Frederick Croker, immediately subdivided the parcel into the “Manor” townsite (see map below).

George Moore Dodge was born in 1851 in Burlington, Vermont, the only child of Lucia and Luther Dodge. Following his graduation from the University of Vermont in 1873 he worked for a brief period in Canada as an engineer. By 1876 he had moved to San Francisco, when he married Sarah Mercy Vilas (1850-1947). In San Francisco Dodge worked with his uncle at the wholesale grocery enterprise Dodge-Sweeney & Co. By 1879 the couple had relocated to San Rafael, Marin County, where Dodge worked as a land surveyor. Through the end of the nineteenth century and early decades of the twentieth century, Dodge worked as an engineer and surveyor. He is most famous for his work on the Mt. Tamalpais Incline Railroad, the “Corte Madera Tunnel” (now the Robin Williams Tunnel), and the North Pacific Coast Railroad. He was also a prolific real estate developer.

The “Manor” subdivision was one of FDC’s many projects in Fairfax, including “Deer Park” in 1908, the “Pacheco Tract” in 1910, “Bothin Park” in 1913 and “Map No 2 Pacheco Tract” in 1914. All of these neighborhoods were in direct response to the construction of the railroad and the subsequent influx of tourists and vacationers. Prior to these developments, the area was rural and sparsely developed (see figures above).

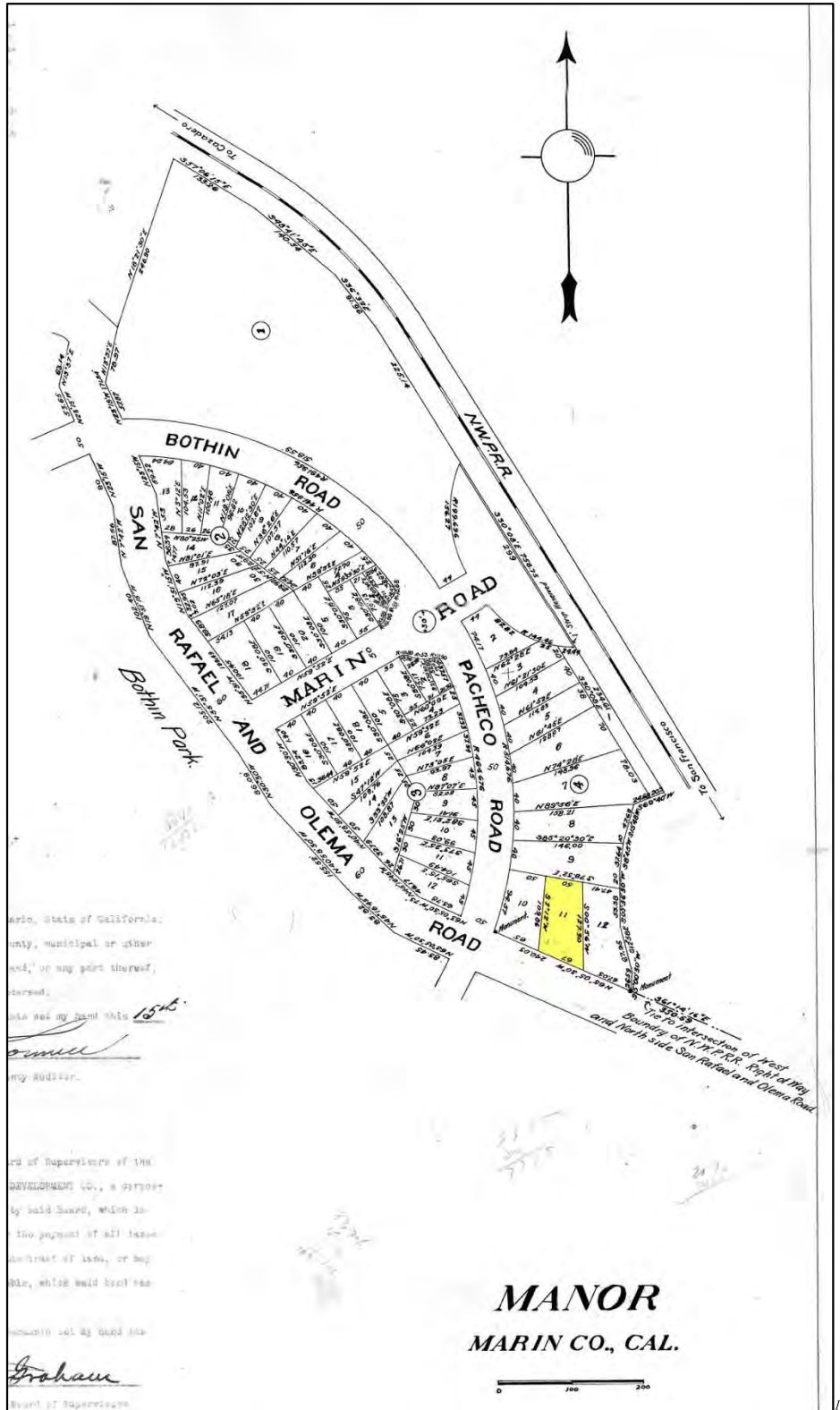


12 May This subdivision was one



4 April 1914, *Marin County Tocsin*

¹⁷ Probably tuberculosis, since that is what her son, Alfred, died of in 1910.



Map of "Manor, Marin Co., Cal.," 15 September 1913 - project area indicated

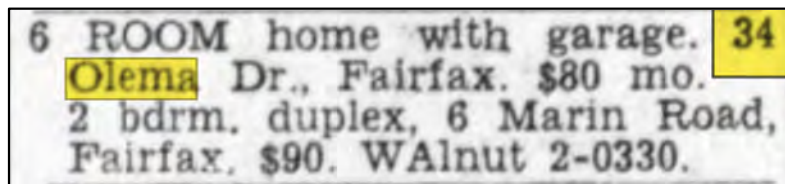
¹⁸ Marin County Records, Map Book 4, page 55.



The project area is on Block 4, lot 11, of the “Manor” map and was sold to James C. Dunn in 1914. In February 1918 Dun sold it to Benjamin Philkill of San Rafael; Benjamin gifted it to his wife in April 1918. Benjamin Philkill was an accountant/bookkeeper for a grocer, and lived with his wife and daughter on Manor Lane, around the corner from the project area. By 1925 they had moved to Manzanita Lane, and in 1926 Benjamin died. Mary Philkill rented out the house at 34 Olema Road for 23 years.

In 1941 Mary Philkill sold lot 11 to Lorenzo and Martha Benno, who were her former neighbors on Manor Road. Lorenzo Benno was born in Italy in 1888 and immigrated to the United States in 1912. He immediately went to work for the Fairfax Development Company as a laborer. He was naturalized in 1918, served in World War I and married around 1920. His wife, Martha, was born in Switzerland in 1883 and immigrated to San Francisco by 1908 when she married Eugenio Campini, who was 35 years her senior. The couple had two children (Americo and Eugene) before Eugenio died in 1917.¹⁹

Lorenzo, Mary and the boys moved to Manor in 1922, returning to Lorenzo’s first American home. The 1930 U.S Census shows the family living on Pacheco Road (now Manor Road) and Lorenzo working as a house painter. In 1940, they were living at 19 Manor road, around the corner from the project area; in 1955 they were at 23 Manor Road. Like the Philkills, the Bennos rented out the house at 34 Olema Road.



7 September 1959, *Daily Independent Journal*

Lorenzo Benno died in 1967 and Martha Benno died in 1980. Martha’s two sons, Americo and Eugenio Campini, inherited the property. Eugenio relinquished his share to Americo. County records indicate that Americo owned numerous lots in the Manor area and lived at 23 Manor Road (his parents’ house).

Americo died in 1985, leaving 34 Olema Road to his daughter, Martha Campini Hansen. Martha Hansen was a phlebotomist, lived at 23 Manor Road and died in 2020. She was the last owner of record.



1965 Cartwright Aerial Surveys, *Aerial View*²⁰

¹⁹ www.ancestry.com

²⁰ Cartwright Aerial Surveys, CAS-65-130, Frame 40-102, May 1, 1965.

Acquisition Date	Owner	Reference
6/7/2021	Karen Hansen, successor trustee to Martha Hansen Trust	2021-0045426
12/31/1989	Martha Campini Hansen	1990-011934
10/22/1980	Americo Campini/Eugene Campini	OR 3779-607
1/6/1941	Lorenzo/Martha Benno	OR 409-58
2/13/1918	Ben/Mary Philkill	DB 194-192
7/19/1914	J. C. Dunn	<u>Marin Journal</u>
6/19/1913	Fairfax Development Company	DB 154-38
2/8/1899	Ernesto Lepori/Battista Bottini	DB 55-9
Feb 1894	George Dickson	<u>Marin County Tocsin</u>
➤ 1873	Dominga Sais	Austin & Whitney Map
12/3/1892	Manuela M Sais	<u>SF Call</u>
1839	Domingo Sais	Mexican Land Grant

Determination of Eligibility

The California Environmental Quality Act (PRC §21084.1) and its associated guidelines for implementation (CCR Title 14, Chapter 3, sections 15000 et seq.) defines historic resources as any object, building, structure, site, area, place, record or manuscript that, in general, meets at least one of the following four criteria:²¹

1. listed in the California Register of Historical Resources (PRC §5024.1 Title 14 CCR, Section 4850 et seq);
2. determined eligible for listing the California Register by the State Historic Preservation office;
3. included in a local register of historical resources (as defined in PRC §5024.1(g);
OR
4. determined by the lead agency, through the presence of substantial evidence, to be historically significant because of its association with significant events, association with significant persons, architectural distinction, or potential to yield information important in history or prehistory.

The house at 34 Olema Road is approximately 123 years old; is not included in any national, state or local historic resource survey; and is not included in the Office of Historic Preservation’s “Built Environment Resources Database” (BERD).

²¹ [https://govt.westlaw.com/calregs/Document/IFFC7DA00D48511DEBC02831C6D6C108E?viewType=Full&transitionType=Default&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Document/IFFC7DA00D48511DEBC02831C6D6C108E?viewType=Full&transitionType=Default&contextData=(sc.Default))



CRITERIA

According to the California Office of Historic Preservation (OHP), a building, structure or object is eligible for listing in the California Register if it meets one or more of the four following criteria:²²

Criteria	34 Olema Road
1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.	This property is associated with the early twentieth century development of the Town of Fairfax following the arrival of the railroad. It is one of the earliest intact, surviving examples of this period.
2. Associated with the lives of persons important to local, California or national history.	The residential property is not associated with any significant people. It was not a significant real estate holding for the Sais Family, and the family that commissioned it in 1900 (Lepori/Bottini) were ordinary working people from the area. Similarly, the Benno/Campini family, owned the property since 1941. The contributions of these families to Fairfax, though not inconsequential, do not rise to the level of historic.
3. Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.	The house is one of the few remaining examples of Fairfax’s pyramidal hipped roof “Folk Victorian” cottages from the early decades of the twentieth century.
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California or the nation	The ground beneath the project area has been radically impacted by residential development. The likelihood of unearthing undisturbed archeological resources is minimal.

INTEGRITY ANALYSIS

Integrity is the ability of a property to convey its historic significance. It consists of seven aspects: location, design, setting, materials, workmanship, feeling and association.²³

Integrity Element	34 Olema Road	Conclusion
Location (“ <i>place where the property was built</i> ”)	The building retains its integrity of location as it has not been moved or relocated.	INTACT
Design (“ <i>combination of elements that create the form, plan, space, structure, and style</i> ” (NPS))	Minimal changes have been made to the overall design of the house, except for the rear where the porch was infilled. These changes do not impede the structure’s ability to convey its 1900 origins.	INTACT (except rear)
Setting (“ <i>physical environment</i> ”)	The early-twentieth century rural residential setting has been gradually converted into a medium density neighborhood of houses dating to various periods of the past two centuries. Very few buildings from the early	COMPROMISED

²² Pub. Res. Code 5024.1, Title 14 CCR, Section 4852.

²³ http://www.nps.gov/nr/publications/bulletins/nrb15/nrb15_8.htm



	twentieth century remain to convey the residential history of this block.	
Materials	The original materials remain predominantly intact on the front and side elevations, though they have been patched and replaced over the past century. The rear has been heavily modified.	INTACT (except rear)
Workmanship <i>("evidence of labor and skill")</i>	The house retains its decorative porch on the primary elevations.	INTACT
Feeling <i>("expression of the aesthetic or historic sense of a particular period of time")</i>	The site itself retains its basic residential feeling, though the surrounding area has been significantly developed with other residences since the construction of this house in 1900. It conveys the general character of "Folk Victorian" architecture.	INTACT
Association <i>("direct link between an important historic event or person")</i>	The property retains its early residential associations. The building appears as it did when it was built around 1900, with most of the changes being made to the rear of the property where they are not visible from the public right of way.	INTACT

CHARACTER DEFINING FEATURES

The National Park Service defines character and "character defining features" as:

those visual aspects and physical features that comprise the appearance of every historic building. Character-defining elements include the overall shape of the building, its materials, craftsmanship, decorative details, interior spaces and features, as well as the various aspects of its site and environment.²⁴

The following table addresses the standard elements of "character defining features" as applied to 101 South Main Street.

Feature	34 Olema Road
Shape	One-story on a raised basement. Rectangular footprint.
Roof and roof features	Pyramidal hipped roof with overhanging boxed eaves.
Openings	Symmetrical openings on primary elevation, with pairs of windows flanking main entrance in the center. One-over-one, double-hung, wood sash windows at irregular intervals on the side elevations. <i>Note: The current front door is a replacement in the location of the original door and the rear elevation has been totally reworked.</i>
Projections	Porch across the front.
Trim & Secondary Features	Turned porch posts with scroll saw brackets. Turned balusters.
Materials (from a distance)	Wood.

²⁴ Lee H. Nelson, FAIA, Preservation Brief 17: Architectural Character (Washington, D.C. National Park Service, 1988), p. 1.



Setting	Residential.
Materials (at close range)	Shiplap wood siding.
Craft Details	Turned porch posts with scroll saw brackets. Turned balusters.

Conclusion

The house at 34 Olema Road is about 123 years old; is not included in any national, state or local historic resource survey; and is not included in the Office of Historic Preservation's "Built Environment Resources Database" (BERD).

The 1900 house is associated with the early twentieth century development of Fairfax following the arrival of the railroad. It is one of Fairfax's few surviving examples of "Folk Victorian" residential architecture that was common from the 1870s-1910. While in poor condition, it retains sufficient integrity to convey its early twentieth century origins. The rear of the building has been heavily modified by the infilling of a porch and replacement of a door and stoop and all windows. The front door has been replaced, as well as the floor of the front porch.

The property possesses little potential to yield archeological resources given that most of the site has been previously disturbed by residential development.

It is my professional opinion that the house qualifies as an historic resource under the California Environmental Quality Act (CEQA) for its association with a significant event (early twentieth century residential development of Fairfax after arrival of the train) and for being architecturally distinctive. Its period of significance is 1900, when it was constructed.

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Figure 1: South and East Elevations, fronting Olema Road



Figure 2: South elevation (front), front door and steps



Figure 3: South elevation, front steps



Figure 4: South elevation, pair of windows at SW corner, balustrade and porch posts



Figure 5: South elevation, SE corner, porch post



Figure 6: South elevation, porch balustrade



Figure 7: South elevation, bracket on porch post



Figure 8: South elevation, roof of porch



Figure 9: East elevation, looking north



Figure 10: Hatch under front porch at SE corner



Figure 11: East elevation, foundation access hatch

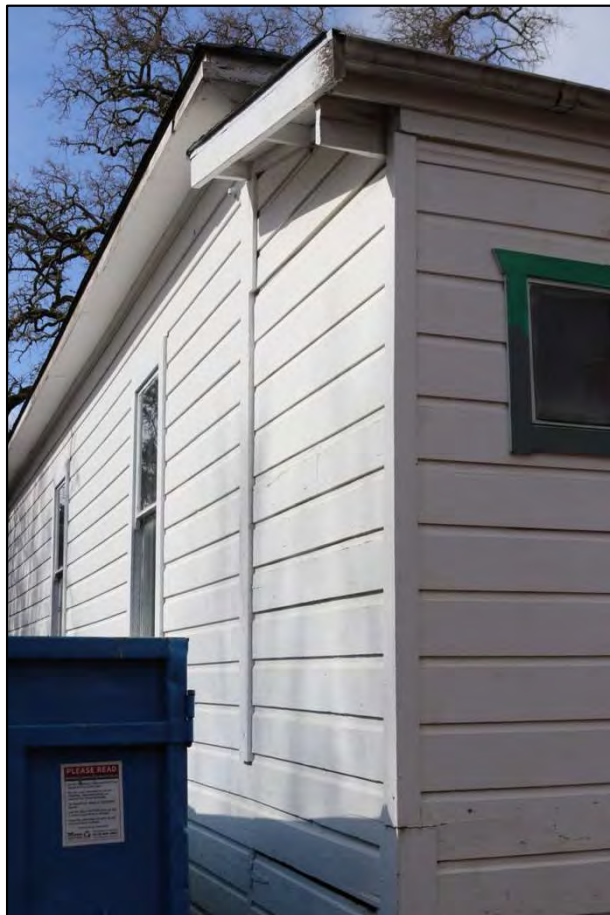


Figure 12: East elevation, NE corner, looking south



Figure 13: East elevation, NE corner, looking north



Figure 14: North elevation (rear)



Figure 15: North elevation, modern window at NE corner



Figure 16: North elevation, foundation of previous porch steps at NE corner



Figure 17: North elevation, base of previous porch steps at NE corner



Figure 18: North elevation, back door and steps, modern windows



Figure 19: North elevation, junction of infilled porch



Figure 20: North elevation, patch



Figure 21: North elevation, modern windows at NW corner



Figure 22: North elevation, NW corner



Figure 23: West elevation, looking south on fence line



Figure 24: West elevation, looking north on fence line



Figure 25: West elevation, pair of windows

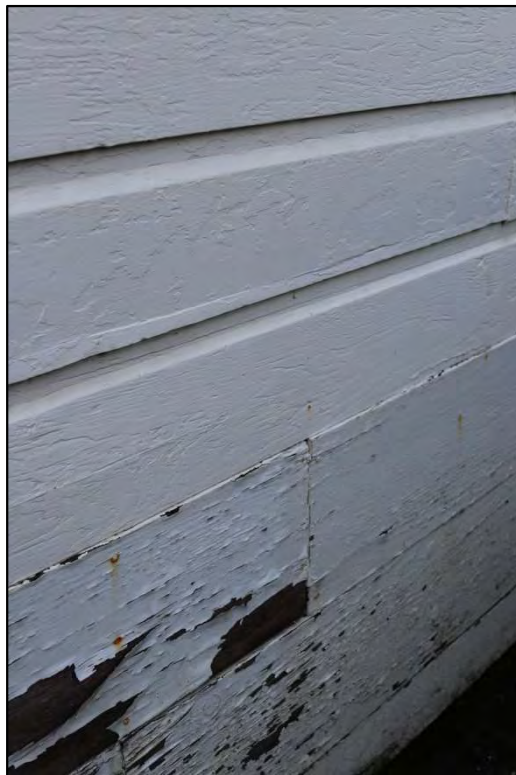


Figure 26: West elevation, replacement siding at ground level



Figure 27: Looking north up driveway from Olema Road



Figure 28: Neighbor to the north as seen from backyard



Figure 29: Neighbor to the east as seen from driveway



Figure 30: Neighbor to the east



Figure 31: Neighbor across Olema Road to the SE



Figure 32: Neighbor across Olema Road to the south



Figure 33: Neighbor across Olema Road to the SW



Figure 34: Neighbor on the SW corner of Olema Road and Manor Road



Figure 35: Looking east on Olema Road from project area



Figure 36: Looking west on Olema Road from project area



Figure 37: Looking north on Manor Road from project area

Appendix B: DPR Forms (A, B, L and J)



State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD		Primary # HRI # Trinomial NRHP Status Code
Other Listings Review Code	Reviewer	Date

Page 1 of 4 *Resource Name or #: 34 Olema Rd., Fairfax, CA

P1. Other Identifier:
***P2. Location:** Not for Publication Unrestricted *a. County: Marin
 and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad:** San Rafael Date: 2021 T ; R ; ¼ of ¼ of Sec ; M.D. **B.M.**
 c. Address: 34 Olema Road City: Fairfax Zip: 94930
 d. UTM: Zone: 10S; 535604.75 mE/ 4205033.81 mN (G.P.S.)
 e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: APN 001-104-18

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The house is a 1-story, pyramidal hipped-roofed house with a rectangular footprint on a raised basement. It has a modern composition shingle roof and the majority of the house is clad in shiplap wood siding. The overhanging eave is boxed on all sides. A hipped and shed-roof porch extends the full width of the front, and is supported on turned posts with decorative brackets. The low balustrade is composed of turned balusters. The porch floor is poured concrete and is modern. A concrete path leads to a set of wood and concrete steps that are centered on the porch and lead to the front door. The stair balustrade is modern and consists of square posts and a shaped handrail. The front door has 4 raised panels and a lunette glass panel and is modern. Flanking the door on either side there are a pair of windows framed as single units. Each window has 1-over-1, double-hung, wood sash with ogee lugs and simple board frames. A brick chimney rises out of the center of the house. The east elevation has several hatch openings to the foundation and two 1-over-1, double-hung, wood sash windows with ogee lugs and simple board frames. The west elevation has 2 sets of windows: a single unit and two units framed as a pair. All of these windows are one-over-one, double-hung, wood sash with ogee lugs and simple board frames. The rear has been heavily modified and is in poor condition. It has a shed roof wing extending the width of the rear elevation. A modern wood door is centered on the elevation and has a simple set of wood steps with a metal handrail. A variety of modern sliding windows are placed at irregular intervals. The foundation of an older porch stoop is at the NE corner. Two low concrete piers have remnants of their original wooden porch steps. The misaligned siding and vertical trim element west of the back door suggests that the eastern 2/3 of the back wing was infilled.

***P3b. Resource Attributes:** (List attributes and codes) HP2 (single family)

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)
3/99/2023, S Elevation (SE corner)

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both
ca 1900 (research)

***P7. Owner and Address:**

***P8. Recorded by:** (Name, affiliation, and address)
Alice Duffee
APD Preservation LLC
13125 Arnold Dr., GE 95442

***P9. Date Recorded:** Apr 2023

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") "Historic Resource Evaluation," April 2023, Alice Duffee

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

DPR 523A (1/95)

*Required information



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
HRI#

Page 2 of 4

*NRHP Status Code

3CS

*Resource Name or # (Assigned by recorder)

34 Olema Rd., Fairfax, CA

- B1. Historic Name: 34 Olema Rd.
B2. Common Name: 34 Olema Rd.
B3. Original Use: Residence B4. Present Use: Residence
***B5. Architectural Style:** Pyramidal Hipped-Roof "Folk Victorian"
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Built circa 1900

***B7. Moved?** No Yes Unknown Date: Original Location:

***B8. Related Features:**

None

B9a. Architect: UNK b. Builder: UNK

***B10. Significance: Theme:** Residential Development **Area:** Fairfax
Period of Significance: 1900 **Property Type:** Residential **Applicable Criteria:** 1, 3

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The house sits on land roughly in the middle of the original Rancho Canada de Herrera, which was granted to Domingo Sais in 1839. This property remained in the Sais family until 1894 when Dominga Sais Bresson sold it, undeveloped, to George Dickson as part of a 10-acre parcel. Five years later, Ernesto Lepori and Batista Bottini purchased the 10-acre tract from Dickson's heirs. Around 1900, shortly after purchasing the lot, Lepori and Bottini built two nearly identical "Folk Victorian" houses on the site as a family compound: one for the grandparents (Bottini and his wife) and one for the children and grandchildren (Lepori's family). The house at 34 Olema Road was the Bottini house, while the Lepori house was further east at 10 Olema Road. In 1913, following the death of his in-laws, his wife and his children, Lepori sold the parcel to the Fairfax Development Company (FDC). FDC immediately subdivided the property into the "Manor" townsite, consisting of three blocks and a total of 49 lots. The project area was Block 4, Lot 11. The property served as a rental for the next century. The Benno/Campini family purchased the house in 1941 and the property has remained in their family until 2023.

While in poor condition, the house retains sufficient integrity to convey its early 20th century origins and it stands as an intact example of one of Fairfax's last remaining "Folk Victorian" residences that were built after the arrival of the railroad. The rear of the building has been heavily modified by the infilling of a porch and replacement of a door and stoop and windows. The front door has been replaced, as well as the floor of the front porch.

B11. Additional Resource Attributes: (List attributes and codes) HP2 (single family)

***B12. References:**

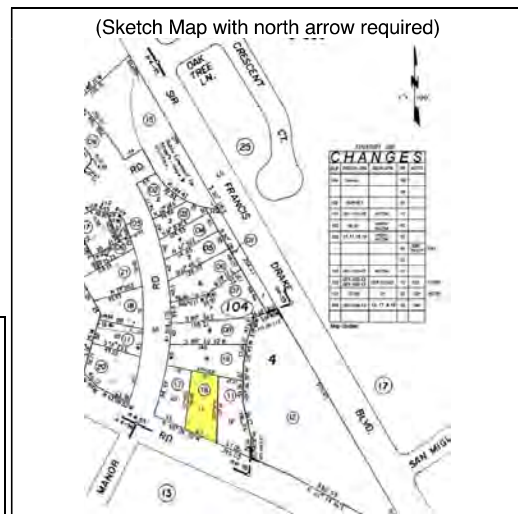
"Historic Resource Evaluation," April 2023

B13. Remarks:

***B14. Evaluator:** Alice P. Duffee, APD Preservation LLC

***Date of Evaluation:** April 2023

(This space reserved for official comments.)



DPR 523B (1/95)

*Required information



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

Page 3 of 4

*Resource Name or # (Assigned by recorder)

[34 Olema Rd., Fairfax](#)

*Recorded by: [Alice P. Duffee, APD Preservation LLC](#)

*Date: [3/29/23](#)

Continuation Update



East elevation, SE corner, looking north



West elevation, looking north



South elevation (rear)

DPR 523L (1/95)

*Required information



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

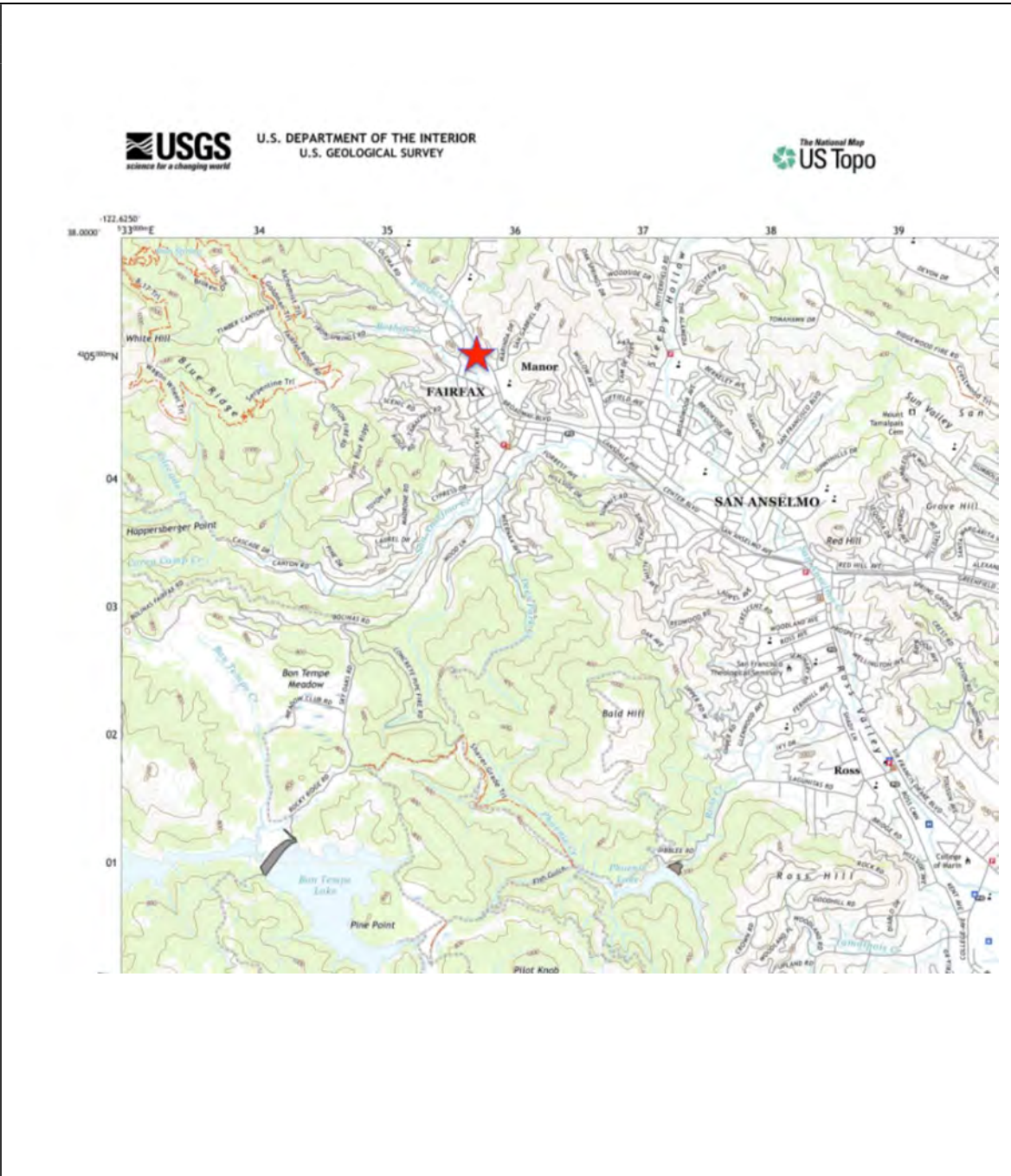
Page 4 of 4

*Resource Name or #:

[34 Olema Rd., Fairfax, CA](#)

*Map Name: [USGS 7.5 Quadrangle Map, San Rafael](#)

*Scale: *Date of Map: [2021](#)



DPR 523J (1/95)

*Required information



11250 LED Outdoor Wall Sconce

By Kichler



Call Us (877) 875-3619

11250 LED Outdoor Wall Sconce

By Kichler

Product Options

Finish: Textured Black

Details

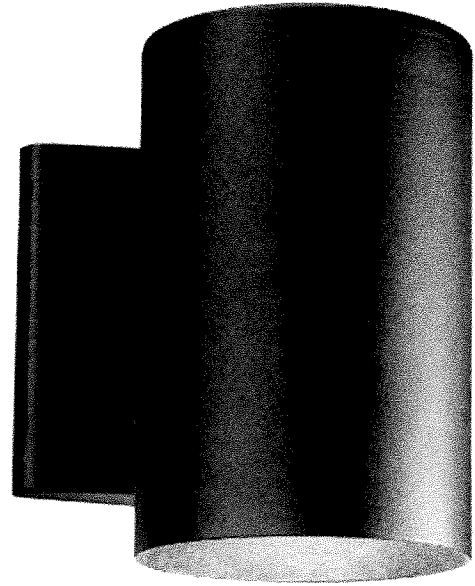
Designed in 2015
Material: Metal
Dark Sky compliant, Title 24 compliant
ETL Listed Wet
Made in China

Dimensions

Fixture: Width 5", Height 7", Depth 6.5", Weight 2.29Lbs

Lighting

Lamp Type	LED Built-in
Total Lumens	374
Total Watts	11.00
Volts	120 /277 Volt
Color Temp	3000 (Soft White)
Average Lifespan (Hours)	40,000
CRI	90
Equivalent Halogen, CFL or LED Bulb Can Be Used	No



Notes:

Prepared by:

Prepared for:
Project:
Room:
Placement:
Approval:

Additional Details

Product URL:

<https://www.lumens.com/11250-led-outdoor-wall-sconce-by-kichler-R362210.html>

Rating: ETL Listed Wet

ITEM#: R362210

ATTACHMENT C





20 April 2023

Jennifer Benham
Jenniferbenham68@gmail.com

Subject: “Secretary of the Interior’s” Consistency Analysis for 34 Olema Road, Fairfax, CA 94930 (APN 001-104-18)

Dear Ms. Benham:

I have reviewed the proposed renovations to 34 Olema Road in Fairfax, CA, as presented in Jeffrey M. Mahaney’s plans dated 2 February 2023. I prepared an “Historic Resource Evaluation (HRE)” for the project in April 2023. I now present this letter in accordance with the California Environmental Quality Act (CEQA) to assess the potential impact of the project on the historic house and the consistency of the project with “Secretary’s Standards” (14 CCR § 15064.5).

According to CEQA, a project that conforms with the “Secretary of the Interior’s Standards for the Treatment of Historic Properties”¹ can generally be considered to be a project that will not cause a significant impact (14 CCR § 15126.4(b)(1)). This letter offers my determination that the project as proposed **is consistent** with the “Secretary of the Interior’s Standards” (SOI), and, therefore, would have **no significant impact** on the historic resource at 34 Olema Road.

The house was built around 1900 and is not included in any federal, state or local inventory of historic resources, and is not included in the California Office of Historic Preservation’s (OHP’s) “Built Environment Resource Database.” My “Historic Resource Evaluation (HRE)” of April 2023 determined that the building retains a high degree of integrity and qualifies as an historic resource because of its association with the early residential development of Fairfax (criterion 1) and for its architectural distinction as a good example of a pyramidal hipped-roof “Folk Victorian” house (criterion 3) (14 CCR § 15064.5(a)(3(A) and (C)).

The character defining features of the historic house are:

- Pyramidal hipped roof with overhanging boxed eaves
- One-story on a raised basement
- Rectangular footprint
- Symmetrical front facade
- Porch across the front elevation, turned posts and balusters, scroll saw brackets at posts
- Shiplap wood siding
- One-over-one, double-hung, wood sash windows with ogee lugs

The project proposes the following:

- ❖ Reconstruct the rear wing (north elevation) in the current footprint, reconfiguring and replacing all openings and adding a new deck.
- ❖ Replace the single one-over-one, double-hung window near the northwest corner of the west elevation with a pair of windows to match the other pair of windows on the same elevation. The new windows would be aluminum units clad in wood and would match the original windows in design, size and shape.
- ❖ Restore the front porch, replacing the concrete floor with a more historically appropriate wood floor and repairing other elements as required (windows, balustrade, posts, etc.)
- ❖ Repair all existing windows on south, west and east elevations.
- ❖ Repair and replace shiplap siding, fascia and gutters as needed.
- ❖ Remove chimney stack on west slope of roof.

¹ Kay D. Weeks & Anne E. Grimmer, The Secretary of the Interior’s Standards for the Treatment of Historic Properties, U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Heritage Preservation Services, 1995.



The table below addresses each of the “Secretary of the Interior’s Standards” as applied to this project:

Secretary of the Interior Standards for Rehabilitation (National Park Service)²

Standard	34 Olema Road
1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.	No changes are proposed to the use of the historic house. It would remain in its historic, residential function.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.	The front of the house would be restored and repaired to ensure its future viability. The rear of the house has been heavily modified by prior alterations and no longer has sufficient physical integrity to convey its historic design. Modifications to this rear section of the house have no impact on the historic character or features of the “Folk Victorian” house.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.	Windows, siding, facia and trim would be repaired to the maximum extent possible or replaced in-kind. No aspect of the project creates a sense of false historicism.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.	N/A
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.	The project would restore the front porch, and make other repairs necessary for the long-term viability of the resource.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.	Deteriorated windows on the south, west and east elevations would be repaired, as well as the facia, shiplap siding, gutters, and front porch.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means	N/A

² <http://www.nps.gov/tps/standards.htm>



<p>possible. Treatments that cause damage to historic materials will not be used.</p>	
<p>8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.</p>	<p>No undisturbed portions of the property would be impacted by the proposed project.</p> <p>Even though no archeological surveys have been conducted on this site specifically, there remains a possibility that buried archaeological deposits could be present and that accidental discovery could occur. In keeping with the CEQA guidelines, if such archaeological remains are unearthed, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds. Should archeological resources be discovered, avoidance and preservation in place would be the preferred forms of mitigation.</p> <p>Prehistoric archaeological indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g. slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items, with the possible addition of bone and shell remains and fire-affected stones.</p> <p>Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains, such as building foundations and discrete trash deposits (e.g. wells. Privy pits, dumps).</p>
<p>9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.</p>	<p>The proposed window replacement/addition on the west elevation would impact a secondary elevation and would not be readily visible from the public right-of-way. The work is consistent with the historic character of the house and would not detract from those features that visually convey the historic character of the resource.</p>
<p>10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.</p>	<p>N/A</p>



CONCLUSION

- The historic house would remain in its historic, residential use.
- The proposed project would not adversely affect those elements of the house that render it historically significant (location, design, setting, materials, feeling, association), and, thus, would not “materially impair” the building or its surroundings.
- The character defining features, materials, finishes, and construction techniques of the historic house would not be impacted by the proposed project. Deteriorated features, such as windows, siding, facia, and trim would be repaired to ensure their long-term viability.
- The proposed modifications at the rear of the house impact a non-historic, heavily modified section of the house and would not detract from the historic block of the main house.

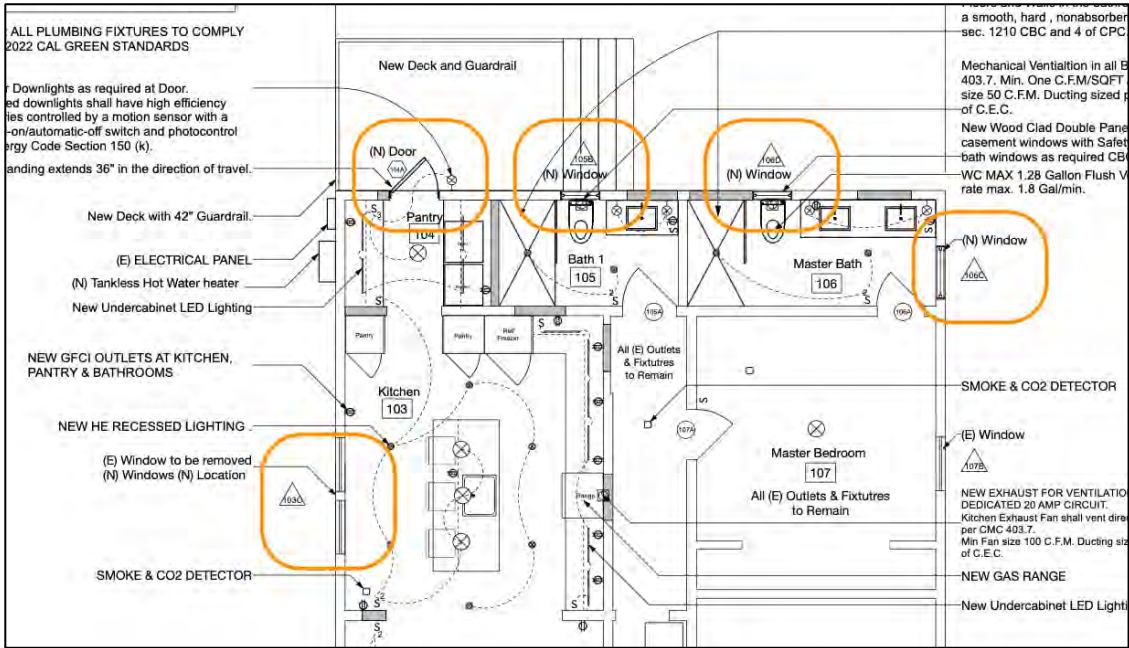
Based on the analysis of the consistency of the proposed project with the “Secretary of the Interior’s Standards” the project as proposed would have no adverse or material effect on the historic resource as defined in the CEQA Statute (CPRC 21084.1) and CEQA Guidelines (14 CCR § 15064.5 (a) (b) and (c) and 14 CCR § 15126.4(b)(1)). Therefore, it is my professional opinion that the project **is consistent** with the “Secretary of the Interior’s Standards for Rehabilitation.”

I hope you find this guidance helpful. Please feel free to call me at 415-806-4549 if you have any questions or comments.

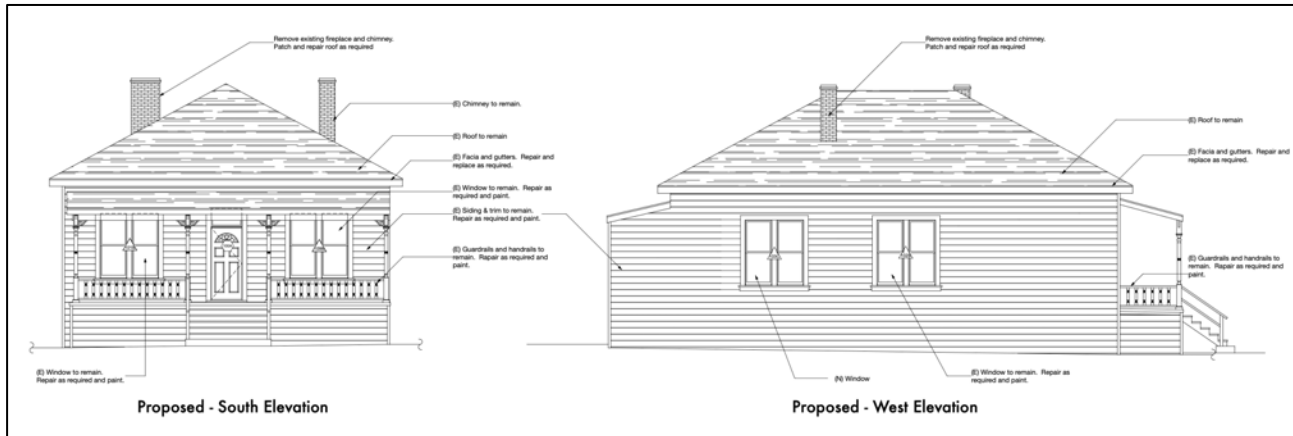
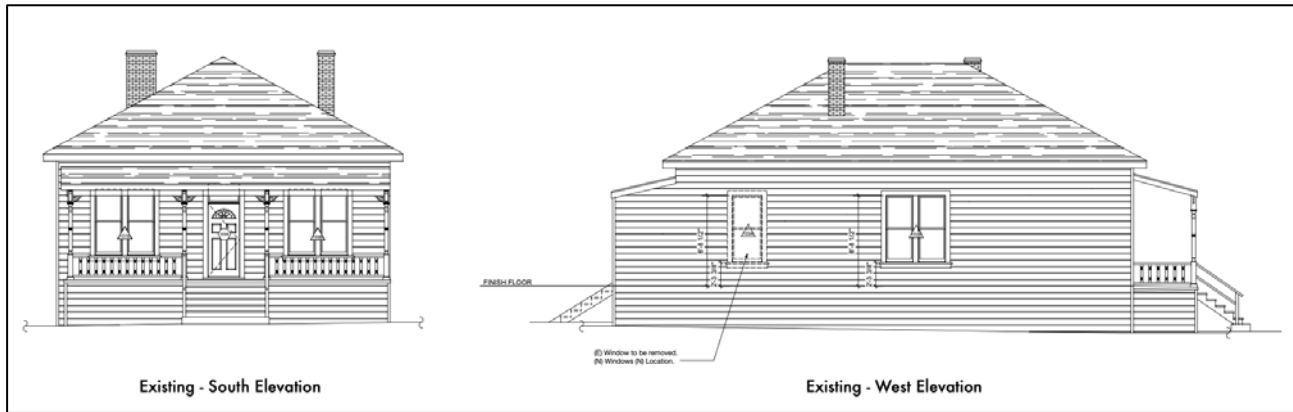
Sincerely,

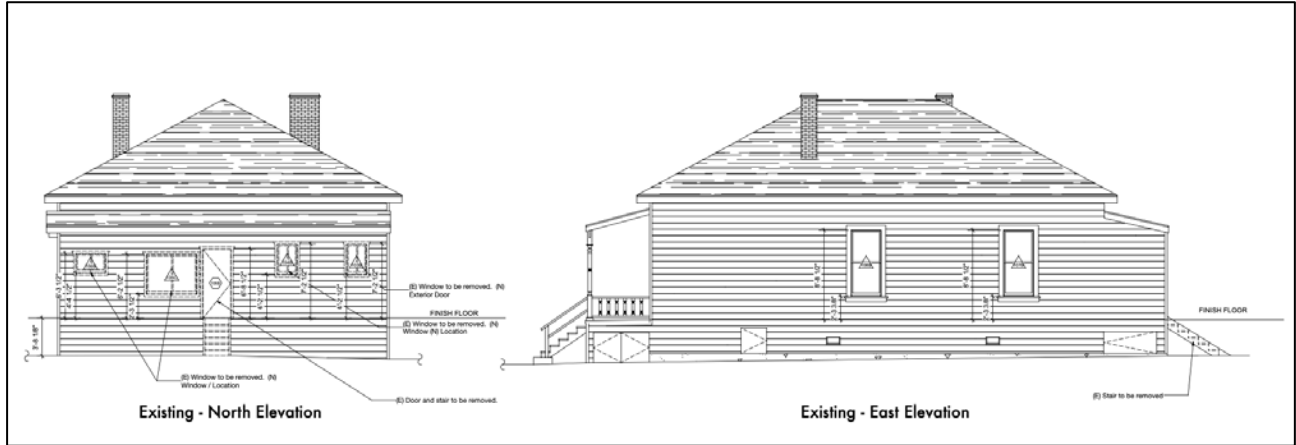
A handwritten signature in black ink, appearing to read "Alice P. Duffee". The signature is fluid and cursive, with the first letters of each word being capitalized and prominent.

Alice P. Duffee
APD Preservation LLC

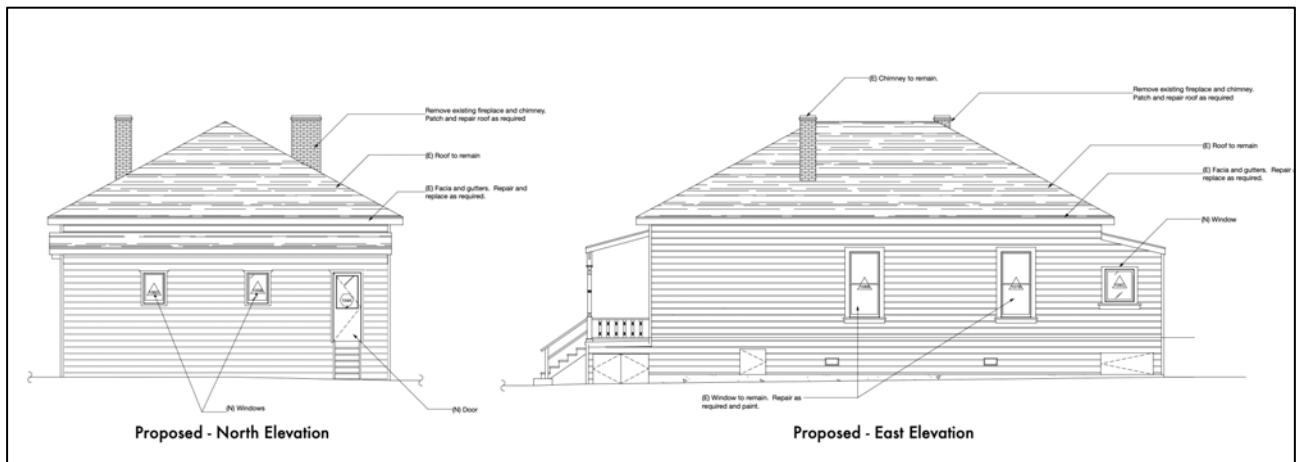


Proposed Plan





Existing Site Plan



North elevation wing to be modified



1 November 2023

Jennifer Benham
Jenniferbenham68@gmail.com

Subject: "Secretary of the Interior's" Consistency Analysis for 34 Olema Road, Fairfax, CA 94930 (APN 001-104-18) AMENDED TO INCLUDE INTERIOR

Dear Ms. Benham:

Per the request of Kara Spencer, Assistant Planner for the Town of Fairfax, I have reviewed the potential impact of the proposed renovations¹ to the interior of the house at 34 Olema Road. As a recap, I prepared an "Historic Resource Evaluation (HRE)" for the project in April 2023 and a review of the project's consistency with the "Secretary of the Interior's Standards" on 20 April 2023.

I now present this letter in accordance with the California Environmental Quality Act (CEQA) to assess the potential impact of the project on the **interior** of the historic house and the consistency of the project with "Secretary's Standards" (14 CCR § 15064.5). According to CEQA, a project that conforms with the "Secretary of the Interior's Standards for the Treatment of Historic Properties"² can generally be considered to be a project that will not cause a significant impact (14 CCR § 15126.4(b)(1)). This letter offers my determination that the project as proposed **is consistent** with the "Secretary of the Interior's Standards" (SOI), and, therefore, would have **no significant impact** on the historic resource at 34 Olema Road.

The house was built around 1900, is not included in any federal, state or local inventory of historic resources, and is not included in the California Office of Historic Preservation's (OHP's) "Built Environment Resource Directory." My HRE of April 2023 determined that the exterior of the building retains a high degree of integrity and that the building qualifies as an historic resource because of its association with the early residential development of Fairfax (criterion 1) and for its architectural distinction as a good example of a pyramidal hipped-roof "Folk Victorian" house (criterion 3) (14 CCR § 15064.5(a)(3(A) and (C)).

The interior of the building, while in poor condition, has areas that still convey the 1900 origins of the house. The living room, dining room, central hallway and three bedrooms retain enough of their original materials to convey generally the historic character of the house. The bedroom closets are modern additions and do not contribute to the historic character of the house. The historic elements include doors with four molded panels and heavily molded trim with rosettes punctuating the upper corners. The original hardwood floors are present throughout these areas, as well. None of these areas retain original baseboard, crown molding or any other trim.

A modern fireplace has been added to the dining room and is not historic. At the rear of the house, the kitchen has been modified and no longer retains its historic design, materials, or feeling. Similarly, the enclosed porch along the northern elevation has a modern pantry, laundry room and two bathrooms. None of these areas are original to the building and none contribute to the historic character of the house.

¹ As presented in Jeffrey M. Mahaney's plans dated 12 October 2023.

² Kay D. Weeks & Anne E. Grimmer, The Secretary of the Interior's Standards for the Treatment of Historic Properties, U.S. Department of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Heritage Preservation Services, 1995.



The character defining features of the historic house, ***including interior spaces***, are:

- Pyramidal hipped roof with overhanging boxed eaves
- One-story on a raised basement
- Rectangular footprint
- Symmetrical front facade
- Porch across the front elevation, turned posts and balusters, scroll saw brackets at posts
- Shiplap wood siding
- One-over-one, double-hung, wood sash windows with ogee lugs
- Rosette and molded window and door trim (interior)
- Pair of pocket doors with four raised and molded panels divides living and dining rooms
- Interior doors with four raised and molded panels
- Hardwood floors

The project proposes the following:

- ❖ Reconstruct rear wing (north elevation) in the current footprint, reconfiguring and replacing all openings and adding a new deck at the northwest corner. Reconfigure interior spaces.
- ❖ Replace single one-over-one, double-hung window near the northwest corner of the west elevation with a pair of windows to match the other pair of windows on the same elevation. The new windows would be aluminum units clad in wood and would match the original windows in design, size and shape. The interior trim would match the character defining molded trim with rosettes.
- ❖ Restore front porch, replacing the concrete floor with a more historically appropriate wood floor and repair other elements as required (windows, balustrade, posts, etc.)
- ❖ Repair all existing windows on south, west and east elevations.
- ❖ Repair and replace shiplap siding, fascia and gutters as needed.
- ❖ Remove modern chimney stack on west slope of roof and remove associated interior fireplace.
- ❖ Repair and refinish wood floors.
- ❖ Replace front door with a period-appropriate, architectural salvage unit.
- ❖ Replace missing interior doors with period-appropriate, architectural salvage units to match existing.³
- ❖ Install new foundation footings on the interior of existing footings on the front and sides of the house.
- ❖ Replace foundation at rear of house under porch.
- ❖ Replace plaster walls with gypsum board and shear walls.
- ❖ Build a freestanding garage at the southeast corner of the lot.

³ Two doors have been stolen over the past year. Replacement units have been sourced at “Urban Ore.”



The table below addresses each of the “Secretary of the Interior’s Standards” as applied to this project:

Secretary of the Interior Standards for Rehabilitation (National Park Service)⁴

Standard	34 Olema Road
1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.	No changes are proposed to the use of the historic house. It would remain in its historic, residential function.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.	The front of the house would be restored and repaired to ensure its future viability. The rear of the house has been heavily modified and no longer has sufficient physical integrity to convey its historic design. The proposed modifications to this rear section of the house have no impact on the historic character or features of the “Folk Victorian” house and would be visible from the public right-of-way. Distinctive interior window molding and doors would be retained, as would the wood floors.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.	Windows, siding, facia, trim and doors would be repaired to the maximum extent possible or replaced in-kind. No aspect of the project creates a sense of false historicism.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.	N/A
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.	The project would restore the front porch, and make other repairs necessary for the long-term viability of the resource. Inside, the distinctive trim, doors and floor of the interior would be preserved or replaced in kind as necessary.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.	Deteriorated windows on the south, west and east elevations would be repaired, as well as the facia, shiplap siding, gutters, and front porch. The deteriorated foundation at the non-historic rear of the house would be replaced. New foundation footings would be added at the front and sides of the house, inside the existing foundation and would not be visible from the exterior. Two interior doors that have

⁴ <http://www.nps.gov/tps/standards.htm>



	<p>been stolen would be replaced with matching units from an architectural salvage supplier.</p>
<p>7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.</p>	<p style="text-align: center;">N/A</p>
<p>8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.</p>	<p>No undisturbed portions of the property would be impacted by the proposed project.</p> <p>Even though no archeological surveys have been conducted on this site specifically, there remains a possibility that buried archaeological deposits could be present and that accidental discovery could occur. In keeping with the CEQA guidelines, if such archaeological remains are unearthed, work at the place of discovery should be halted immediately until a qualified archaeologist can evaluate the finds. Should archeological resources be discovered, avoidance and preservation in place would be the preferred forms of mitigation.</p> <p>Prehistoric archaeological indicators include: obsidian and chert flakes and chipped stone tools; grinding and mashing implements (e.g. slabs and handstones, and mortars and pestles); bedrock outcrops and boulders with mortar cups; and locally darkened midden soils. Midden soils may contain a combination of any of the previously listed items, with the possible addition of bone and shell remains and fire-affected stones.</p> <p>Historic period site indicators generally include: fragments of glass, ceramic, and metal objects; milled and split lumber; and structure and feature remains, such as building foundations and discrete trash deposits (e.g. wells. Privy pits, dumps).</p>
<p>9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.</p>	<p>The proposed window replacement/addition on the west elevation would impact a secondary elevation and would not be readily visible from the public right-of-way. The work is compatible with the historic character of the house and would not detract from those features that visually convey the historic character of the resource.</p> <p>The proposed deck at the northwest corner would impact previously compromised areas and would not be visible from the public right-of-way.</p> <p>The proposed shear walls on the interior of the house would not impact the character defining features of</p>



	<p>the interior: molded door trim with rosettes, four paneled doors and hardwood floors. The work is necessary for the long-term viability of the resource.</p> <p>The adjacent new garage would not detract visually from the historic cottage. Its design is compatible with the historic resources, with matching hipped roof, siding, and door/window trim.</p>
<p>10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.</p>	<p>As a free standing unit, the garage could be removed at a later date with no impact to the adjacent historic structure.</p> <p>The proposed deck at the rear would impact previously compromised, non-historic materials.</p>

CONCLUSION

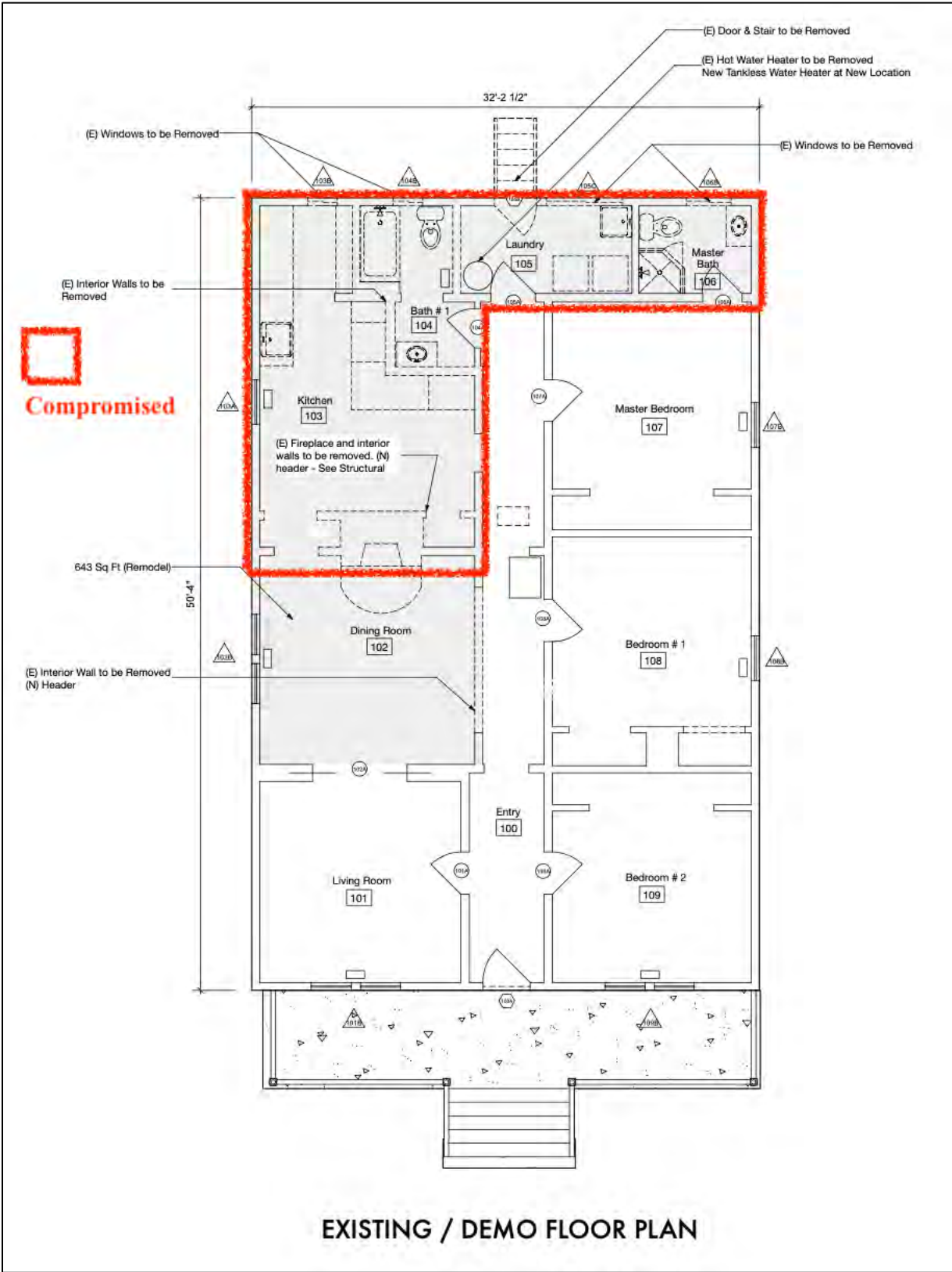
- The historic house would remain in its historic, residential use.
- The proposed project would not adversely affect those elements of the house that render it historically significant (location, design, setting, materials, feeling, association), and, thus, would not “materially impair” the building or its surroundings.
- The interior and exterior character defining features, materials, finishes, and construction techniques of the historic house would not be impacted by the proposed project. Deteriorated features, such as windows, siding, facia, trim, doors and flooring would be repaired to ensure their long-term viability.
- The proposed modifications at the rear of the house impact a non-historic, heavily modified section of the house and would not detract from the historic block of the main house.
- The proposed free-standing garage is compatible with the adjacent historic house, would not visually detract from the house and could be removed at a future date with no impact to the house.

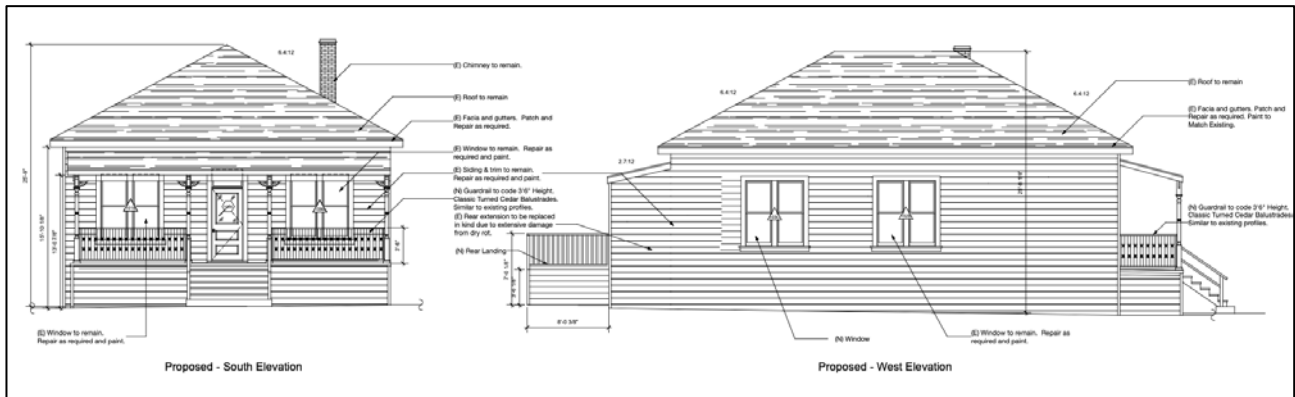
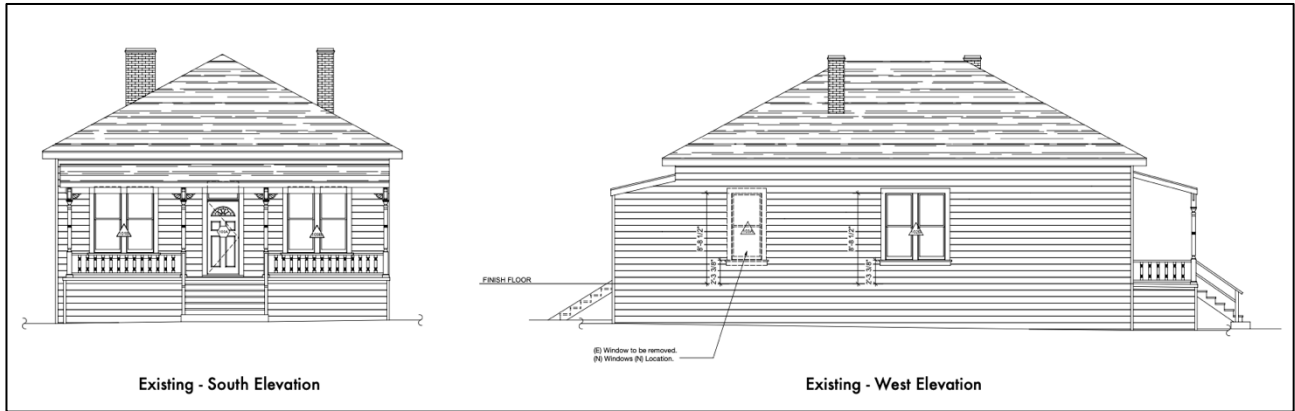
Based on the above analysis of the consistency of the proposed project with the “Secretary of the Interior’s Standards,” it is my professional opinion that the project as proposed is consistent with the standards and, therefore, would have no adverse or material effect on the historic resource as defined in the CEQA Statute (CPRC 21084.1) and CEQA Guidelines (14 CCR § 15064.5 (a) (b) and (c) and 14 CCR § 15126.4(b)(1)).

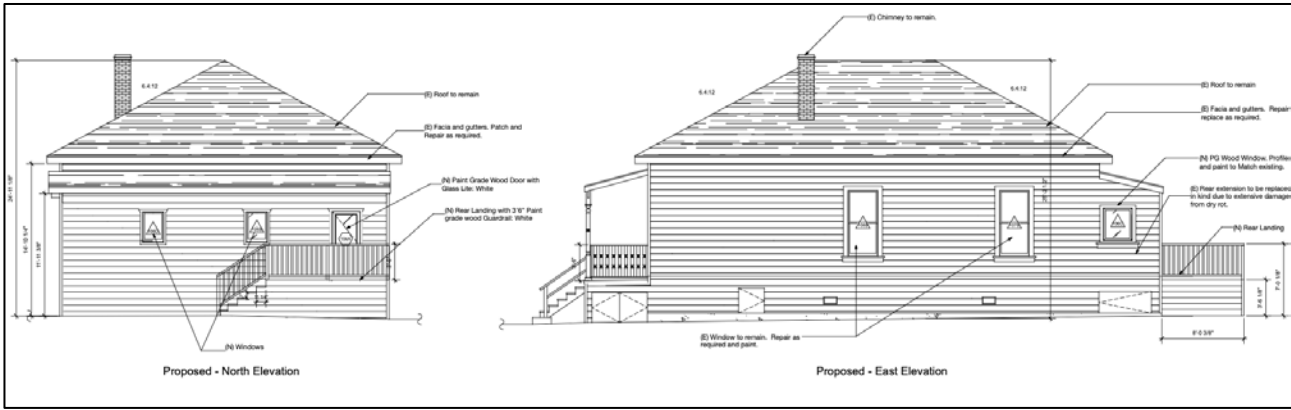
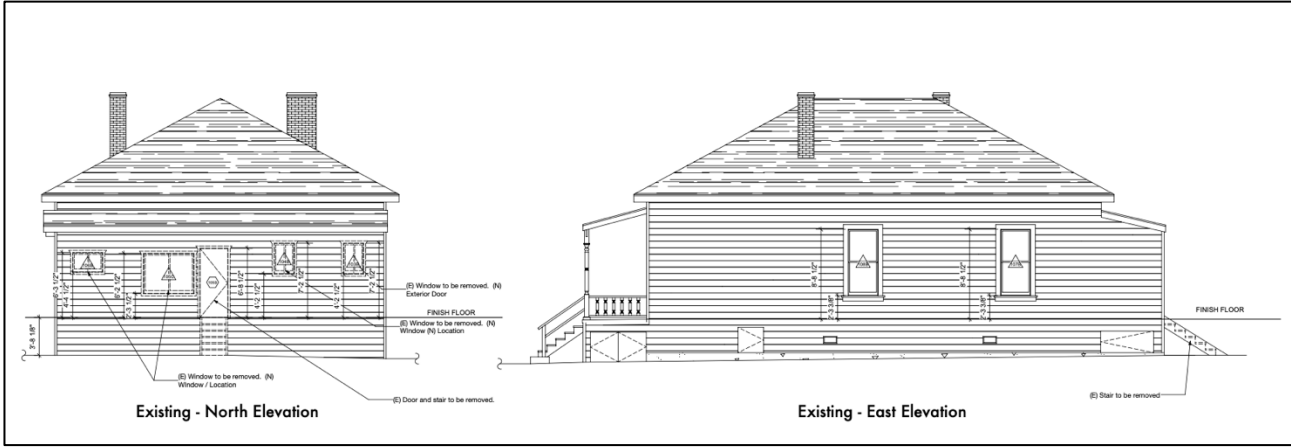
I hope you find this guidance helpful. Please feel free to call me at 415-806-4549 if you have any questions or comments.

Sincerely,

Alice P. Duffee
APD Preservation LLC









North elevation wing to be modified



Photographs

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Figure 1: Living Room, looking SW towards front windows



Figure 2: Living room, looking north towards dining room, hall door



Figure 3: Dining room, looking SW towards living room, double windows



Figure 4: Dining room, looking north towards kitchen, modern fireplace



Figure 5: Kitchen, looking north towards pantry, modified opening to hallway



Figure 6: Kitchen, looking south towards door to dining room



Figure 7: Kitchen, looking SE, door to dining room and opening to hallway



Figure 8: Laundry room at NE corner



Figure 9: Bedroom #2, looking SE towards front windows



Figure 10: Bedroom #2, closet and hall door



Figure 11: Bedroom #1, window and closets

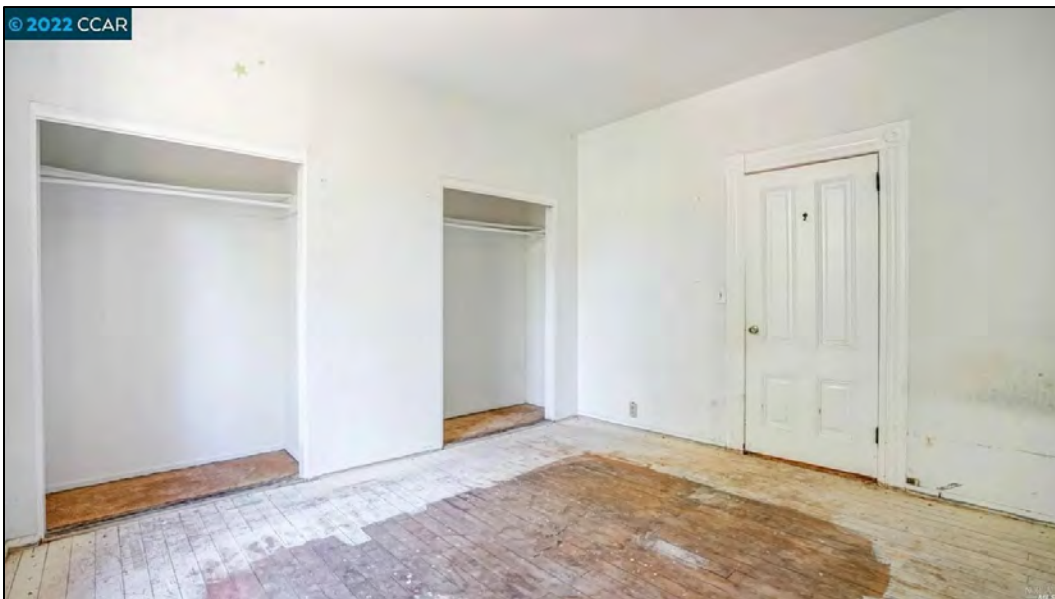


Figure 12: Bedroom #1, closets and hall door



Figure 13: Master bedroom, window and closet



Figure 14: Master bedroom, hall door and opening to master bath



Figure 15: Master bath, looking north

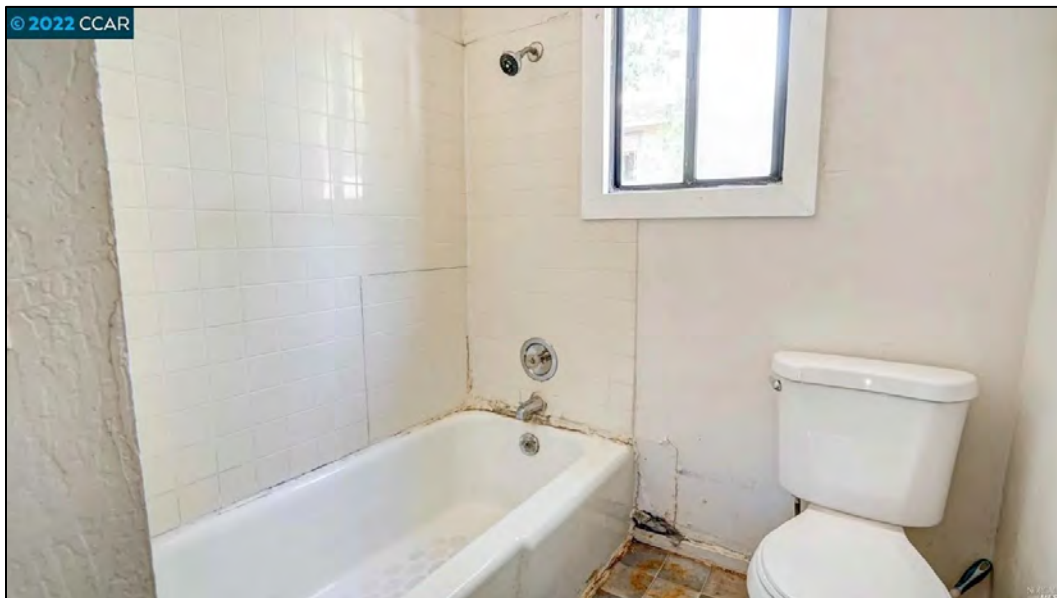


Figure 16: Hall bath, looking north

34 OLEMA ROAD - FAIRFAX, CA PARCEL# 001-104-18

General Notes

- ALL WORK SHALL BE PERFORMED IN CONFORMANCE WITH ALL LOCAL, COUNTY, STATE AND FEDERAL CODES, LAWS, ORDINANCES AND REGULATIONS APPLICABLE AS FOLLOWS:
 2022 CALIFORNIA BUILDING CODE
 2022 CALIFORNIA RESIDENTIAL CODE
 2022 CALIFORNIA MECHANICAL CODE
 2022 CALIFORNIA PLUMBING CODE
 2022 CALIFORNIA ELECTRICAL CODE
 2022 CALIFORNIA GREEN BUILDING STANDARDS
 2022 CALIFORNIA ENERGY CODE
 2022 CALIFORNIA FIRE CODE

CITY OF FAIRFAX MUNICIPAL CODE
 - NOTHING IN THE CONTRACT DOCUMENTS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES, LAWS, ORDINANCES AND REGULATIONS.
 - ALL WORK LISTED, SHOWN, OR IMPLIED ON ANY CONSTRUCTION DOCUMENTS SHALL BE SUPPLIED AND INSTALLED BY THE GENERAL CONTRACTOR EXCEPT WHERE NOTED OTHERWISE THE GENERAL CONTRACTOR SHALL CLOSELY COORDINATE THE WORK WITH THAT OF OTHER CONTRACTORS OR VENDORS TO ASSURE THAT ALL SCHEDULES ARE MET AND THAT ALL WORK IS DONE IN CONFORMANCE TO MANUFACTURER'S REQUIREMENTS.
 - CONTRACTOR SHALL FIELD VERIFY EXISTING SITE CONDITIONS PRIOR TO COMMENCING WITH COST ESTIMATE.

 ALL DIMENSIONS AND ELEVATIONS SHALL BE CHECKED AND VERIFIED ON PROJECT SITE BY THE CONTRACTOR AND EACH TRADE BEFORE WORK BEGIN. ERRORS, OMISSIONS AND DISCREPANCIES SHALL BE BROUGHT TO THE ARCHITECT'S ATTENTION BEFORE CONSTRUCTION BEGINS.
 - ALL ITEMS ARE NEW UNLESS SPECIFICALLY INDICATED OR NOTED AS EXISTING.
 - ALL DIMENSIONS ARE FROM FACE OF STUD OR CENTERLINE OF COLUMN OR CENTERLINE OF DOOR OR OTHER SCHEDULED OPENING.
 - COORDINATION:

 THE CONTRACTOR SHALL COORDINATE LAYOUT DIMENSIONS INDICATED ON THE LANDSCAPE, STRUCTURAL, AND ELECTRICAL DRAWINGS WITH THOSE INDICATED ON THE ARCHITECTURAL DRAWINGS. ALL DISCREPANCIES SHALL BE REPORTED TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.

 SEE ARCHITECTURAL DRAWINGS FOR LAYOUT DIMENSIONS, ELEVATIONS, DEPRESSIONS IN SLAB, OPENINGS IN WALLS AND ROOF, ROOF SLOPE, CRICKETS, AND ROOF DRAINS.

 IN THE EVENT CERTAIN FEATURES OF THE CONSTRUCTION ARE NOT FULLY SHOWN ON THE CONSTRUCTION DOCUMENTS, THEIR CONSTRUCTION SHALL BE OF THE SAME CHARACTER AS FOR SIMILAR CONDITIONS THAT ARE SHOWN.

 THE CONTRACTOR SHALL VERIFY ALL ELECTRICAL, MECHANICAL, TELEPHONE AND SECURITY REQUIREMENTS BEFORE CONSTRUCTION BEGINS.

 THE CONTRACTOR SHALL COORDINATE THE LOCATIONS OF LIGHTS, HVAC OUTLET AND INLET REGISTERS, AND SMOKE DETECTORS BEFORE CONSTRUCTION BEGINS.
 - ON ALL CONTINUOUS SURFACES WHERE CONSTRUCTION INVOLVES MORE THAN ONE MATERIAL, FINISH OR MATERIAL THICKNESS, ALIGN FACE OF FINISH U.N.O.
 - THE CONTRACTOR SHALL REPLACE OR REPAIR, AT CONTRACTOR'S EXPENSE, ALL DAMAGED, REMOVED OR OTHERWISE DISTURBED EXISTING UTILITIES, IMPROVEMENTS OR FEATURES OF WHATEVER NATURE, TO THEIR ORIGINAL CONDITION WHETHER SHOWN ON THE DRAWINGS OR NOT.
 - VERIFY MOUNTING HEIGHTS OF BACKING PLATES AND SPECIAL STRUCTURAL SUPPORT REQUIREMENTS WITH EQUIPMENT MANUFACTURERS BEFORE INSTALLING BACKING PLATES AND SUPPORT.

- THE USE OF THE WORD "PROVIDED" IN CONNECTION WITH ANY ITEM SPECIFIED IS INTENDED TO MEAN THAT SUCH SHALL BE FURNISHED, INSTALLED AND CONNECTED, WHERE SO REQUIRED, U.N.O.
 - THE GENERAL CONTRACTOR SHALL MAINTAIN A CURRENT AND COMPLETE SET OF CONSTRUCTION DOCUMENTS ON THE JOB SITE DURING ALL PHASES OF CONSTRUCTION FOR USE OF ALL TRADES, AND SHALL PROVIDE ALL SUBCONTRACTORS WITH CURRENT CONSTRUCTION DOCUMENTS AS REQUIRED.
- FIRE NOTES**
- THESE PLANS ARE IN COMPLIANCE WITH CALIFORNIA BUILDING AND FIRE CODES (2022) AND MARIN COUNTY COD EOF ORDINANCES.
 - ROOF COVERINGS TO BE NO LESS THAN CLASS 'A' RATED ROOF.
 - ADDRESS NUMBERS SHALL BE POSTED AND MAINTAINED IN A READILY VISIBLE LOCATION; NUMBERS TO BE A MINIMUM OF 4" TALL AND OF A COLOR CONTRASTING THEIR BACKGROUND.
 - OCCUPANCY CLASSIFICATION: R3
 - THE OCCUPANCY, CLASSIFICATION, BUILDING CONSTRUCTION TYPE/FIRE RATING AND SPRINKLERED OR NONSPRINKLERED AS DETERMINED BY THE BUILDING OFFICIAL AND OUTLINED IN PART IV OF THE CALIFORNIA BUILDING CODE. e.g. R-3, TYPE V.
 - EXISTING BUILDING IS NOT EQUIPPED WITH A FIRE SPRINKLER SYSTEM. IN ANY BUILDING WITH AN EXISTING SPRINKLER SYSTEM, PROTECTION SHALL BE EXTENDED TO ANY ALTERATION, REPAIR, REMODEL OR ADDITION REGARDLESS OF JOB SIZE SO THAT 100% COVERAGE IS MAINTAINED.
 - APPROVED SMOKE ALARMS SHALL BE INSTALLED AS REQUIRED IN ALL SLEEPING AREAS PER CRC R314.
 - PROPOSED PLANS ARE IN COMPLIANCE WITH CHAPTER 49 OF THE 2022 CALIFORNIA FIRE CODE AND APPENDIX II OF THE 2022 WUI CODE REQUIREMENTS RELATING TO THE CLEARANCE OF FLAMMABLE BRUSH NAD WEEDS- MIN. CLEAR 30' FROM STRUCTURES AND 10' FROM ROADS AND PROPERTY LINES SHALL BE MAINTAINED.
 - IF PROPERTY IS IN THE FIRE HAZARD SEVERITY ZONE AND WILDLAND/URBAN INTERFACE AND THE PROVISIONS OF CRC 337 APPLY TO THIS PROJECT.

PLUMBING
 Existing plumbing fixtures in the entire house that do not meet compliant flow rates will need to be upgraded. Water closets with a flow rate in excess of 1.6 gpf will need to be replaced with water closets with a maximum flow rate of 1.28 gpf. Shower heads with a flow rate greater than 2.5 gpm will need to be replaced with a maximum 1.8 gpm shower head. Lavatory and kitchen faucets with a flow rate greater than 2.2 gpm will need to be replaced with a faucet with maximum flow rate of 1.2 gpm (1.8 gpm for kitchen faucets).

BATHROOM NOTES:
 -all (N) faucets to have a max flow of 1.2 gpm (1.8 gpm for kitchen faucets) per CGBC 4.303.
 - Dimension a minimum clearance of 15" from the centerline of the water closet to the side walls and minimum 24" in front of water closet per CPC Section 402.5.
 - all shower compartments to have a minimum finished interior of 1024 sq. inches and also be capable of encompassing a 30" circle per CPC 408.6.
 - shower door to be minimum 22" wide per CPC 408.5.
 - shower compartments and walls above bathtubs with installed shower heads shall be finished with a nonabsorbent surface to a height not less than 72" above the floor per CRC R307.2.
 - control valves and shower heads shall be located on the sidewall of shower compartment or otherwise arranged so that the showerhead does not discharge directly at the entrance to the compartment and the bather can adjust the valves prior to stepping into the shower spray per CPC 408.9.

- Electrical**
- Do not install electrical panels larger than 16 square inches in rated firewalls. Garage to dwelling unit separation is not a rated firewall. (R302.4.2). Never install electrical panels in a closet. Maintain a clearance of 36 inches in front of the panels (CEC110.26).
 - Provide a minimum of one 20 ampere receptacle in areas designated for laundry equipment. (CEC 210.52F)
 - Kitchens and dining areas must have a minimum of two 20 ampere circuits. Kitchen counter outlets must be installed in every counter space 12 inches or wider, not greater than 4 foot on center and within 24 inches of the end of any counter space. (CEC 210.52)
 - GFCI outlets are required for all kitchen receptacles that are designed to serve countertop surfaces, in bathrooms, in underfloor spaces at or below grade level, in exterior outlets, in laundry areas, and in all garage outlets not dedicated to a single device or appliance. (CEC 210.8) All dwellings must have at least one exterior outlet at the front and the back of the dwelling. (CEC 210.52E)
 - Receptacles must be installed at 12 foot on center maximum in walls. Walls longer than 2 feet and halls longer than 10 feet must have a receptacle. A receptacle must be provided within 3 feet of bathroom sinks. (CEC 210.52)
 - Bond all metal gas and water pipes to ground. All ground clamps must be accessible and of an approved type. (CEC 250.104)
 - Furnaces installed in attics and crawl spaces must have an access platform (catwalk in attics), light, light switch, and receptacle in the space. (CMC 904.10)
 - New dwellings must have a 120 volt powered smoke alarm in every sleeping room, outside each sleeping room, on every story of the dwelling, including basements and habitable attics, but not including crawl spaces or uninhabitable attics. (R314.3)
 - When more than one smoke alarm or carbon monoxide alarm is required, the alarm devices shall be interconnected. If the proposed scope of work does not result in the removal of wall and ceiling, finishes exposing areas requiring installation devices may be battery operated. (R314.4 & R315.7)
 - When alterations, repairs, or additions require a permit, smoke alarms shall be installed where required in new dwellings. (R314.2.2)
 - For new construction and work in an existing dwelling, where an addition is made to an existing dwelling or a fuel-burning appliance is added, carbon monoxide alarms shall be installed in sleeping rooms within which fuel-burning appliances are installed, outside of each sleeping area, and on each occupiable level. Carbon monoxide alarms are not required in dwellings where there is no fuel-fired appliance or attached garage. (R315.2; R315.3)
 - All 120 volt, 15 and 20 ampere branch circuits in dwelling units except those in bathrooms, unfinished basements, garages and outdoors shall have AFCI protection. (CEC 210.12)
 - Receptacles on 120 volt, 15 and 20 ampere circuits shall be tamper resistant. Except when located more than 5.5 feet above the floor or when part of a luminaire or appliance. (CEC 406.12)
 - arc-fault circuit interrupter (AFCI) protected receptacles shall be installed in kitchens, family rooms, dining rooms, living rooms, parlors, libraries, dens, bedrooms, sunrooms, recreation rooms, closets, hallways, or similar rooms or areas per CEC 210.12(A).

Deferred Submittals: Fire Sprinklers will be permitted separately.

Site Data/ Project Information

PROJECT DESCRIPTION:
 Proposed scope of work consists of Renovating 644 SF within the existing 1,621 SF footprint.
REVISED: Scope to include interior renovation of 1621 sf of existing residence including voluntary structural upgrades to foundation and Shear. New 305 SF Garage at the front of the property in lieu of the carport that was previously issued a building permit. Including Variance Application for the combined sideyard setback encroachment and 2 driveway entries off the street.

PROPERTY DATA/ZONING INFORMATION :001-104-18				
PROJECT ADDRESS 34 Olema Road Fairfax, CA				
ZONING DISTRICT: RD-5.5-7 LOT COVERAGE 35%				
(E) SETBACKS: FRONT: 20' Comb. 20' SIDE: 6'-6" / Comb. 9'9" SIDE: 3'3" Comb. 9'9" REAR: 0' Comb. 20'	(P) SETBACKS: FRONT: 6'9" Comb. 30'3" SIDE: 6'-6" / Comb. 11'9" SIDE: 5'-3" Comb. 11'9" REAR: 23'6" Comb. 30'3"	HEIGHT: 25'9" (28'6" allowed)		
CONSTRUCTION TYPE: V OCCUPANCY TYPE: R-3				
WUI: NO Fire Svc: Ross Valley Fire Department				
AREA CALCULATIONS:		Existing	Proposed	Change
(E) LOT AREA		6,534 SF	6,534 SF	No Change
(E) STORIES		1	1	No Change
(E) HEIGHT		Existing	Existing	No Change
FLOOR AREA:				
Existing Residence		1,621 SF	1,621 SF	No Change
TOTAL FAR		25%	25%	No Change
LOT COVERAGE: SF allowable		2,287 SF	2,290 SF	2 SF
Existing Residence		1,621 SF	1,621 SF	No Change
Covered Porch		239 SF	239 SF	No Change
Garage		303.4 SF	305 SF	To Be Remove
Impervious Area		125 SF	125 SF	No Change
TOTAL LOT COVERAGE		2,288 SF	2,290 SF	2 SF
35%		35%	35%	No Change
Grading: Cut/Fill Less than 50 CUYDS		21 CUYDS		
Soil to be dispersed onsite to minimize offhaul				

Design Professionals:

OWNER
 Skip Jack LLC
 126 Cypress Ave
 Kentfield, CA 94904

ARCHITECT
 Jeffrey Mahaney Architect
 1553 4th St
 SanRafael, CA 94901
 415-706-9912
 jeffrey.mahaney@yahoo.com

STRUCTURAL ENGINEER
 Joseph H. Roger
 3 Palm Court
 Larkspur, CA 94939
 415-272-2305
 joehroger@yahoo.com

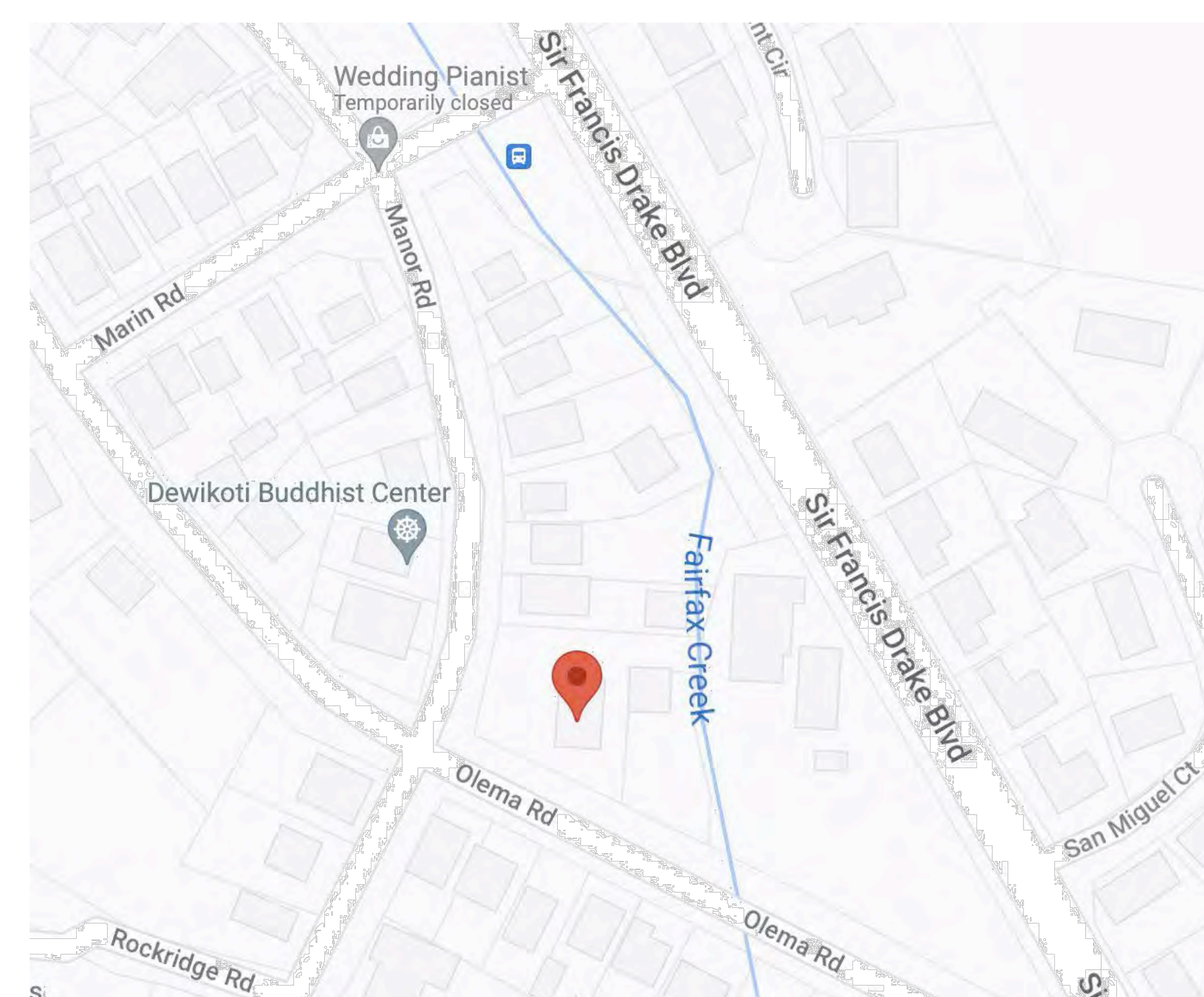
Drawing Index

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- A0.3 Title 24
- A0.4 Existing Photos
- A0.5 Existing Photos
- A1.0 Existing Survey
- A1.1 Existing Site Plan
- A1.2 Proposed Site Plan
- A2.0 Existing & Proposed Floor Plans
- A3.0 Existing Exterior Elevations
- A3.1 Proposed Exterior Elevations
- A4.0 MainHouseSections
- A4.0 Garage Plan, Elevation and Section

Neighborhood Plan



Vicinity Map

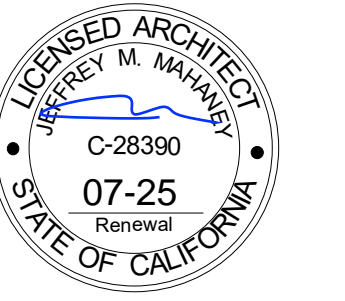


Private Residence

34 Olema
Fairfax, CA
94930

Jeffrey Mahaney
1553 4th Street
San Rafael, CA
94901

C - 28390



TITLE PAGE

REVISIONS

1. Revision_Planning_063023
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S C A L E

T1.0

S H E E T



34 Olema Rd. EXTERIOR DOOR SCHEDULE

EXTERIOR DOOR #	LOCATION	OVERALL WIDTH	OVERALL HEIGHT	OVERALL THICKNESS	DOOR TYPE	MATERIALS/FINISH	GLASS TYPE	MFR	T-24	NOTES
MAIN LEVEL:										
100A	ENTRY	3'0"	7'0"	1-3/4"	SWING	WOOD	-	EXISTING		EXISTING
104A	PANTRY	2'6"	6'8"	1-3/4"	SWING	WOOD		MARVIN	0.30 U-factor (or less) and 0.23 SHGC (or less)	NEW
105B	LAUNDRY	2'8"	6'8"	1-3/4"	SWING	WOOD	-	EXISTING		TO BE REMOVED

34 Olema Rd. WINDOW SCHEDULE

WINDOW #	LOCATION	OVERALL WIDTH	OVERALL HEIGHT	HEAD HEIGHT	OVERALL THICKNESS	TYPE	MATERIALS/FINISH	GLASS TYPE	MFR	T24	NOTES
MAIN LEVEL:											
101B	LIVING ROOM	5'8"	6'4"	9'2"	0'4-9/16"	DBL CASEMENT	WOOD / METAL	EXISTING	EXISTING		NO CHANGES
102B	DINING ROOM	5'9"	6'4"	8'4-3/8"	0'4-9/16"	DBL CASEMENT	WOOD / METAL	EXISTING	EXISTING		NO CHANGES
103A	KITCHEN	2'11"	6'4"	8'4-3/8"	0'4-9/16"	CASEMENT	WOOD / METAL	EXISTING	EXISTING		TO BE REMOVED
103B	KITCHEN	2'0"	3'0"	7'2-1/2"	0'4-9/16"	CASEMENT	WOOD / METAL	EXISTING	EXISTING		TO BE REMOVED
103C	KITCHEN	5'9"	6'4"	8'4-3/8"	0'4-9/16"	DBL CASEMENT	WOOD / METAL	Dbl Pane Insulated Tempered Glass	MARVIN	0.30 U-factor (or less) and 0.23 SHGC (or less)	NEW
104B	BATH #1	2'0"	3'0"	7'2-1/2"	0'4-9/16"	CASEMENT	WOOD / METAL	EXISTING	EXISTING		TO BE REMOVED
105B	BATH #1	2'0"	3'0"	6'8"	0'4-9/16"	CASEMENT	WOOD / METAL	Dbl Pane Insulated Tempered Glass	MARVIN	0.30 U-factor (or less) and 0.23 SHGC (or less)	NEW
105C	LAUNDRY	4'11"	3'11"	6'2-1/2"	0'4-9/16"	CASEMENT	WOOD / METAL	EXISTING	EXISTING		TO BE REMOVED
106B	MASTER BATH	2'11"	1'11"	6'3-1/2"	0'4-9/16"	CASEMENT	WOOD / METAL	EXISTING	EXISTING		TO BE REMOVED
106C	MASTER BATH	2'10"	3'2"	6'8"	0'4-9/16"	CASEMENT	WOOD / METAL	Dbl Pane Insulated Tempered Glass	MARVIN	0.30 U-factor (or less) and 0.23 SHGC (or less)	NEW
106D	BATH #1	2'0"	3'0"	6'8"	0'4-9/16"	CASEMENT	WOOD / METAL	Dbl Pane Insulated Tempered Glass	MARVIN	0.30 U-factor (or less) and 0.23 SHGC (or less)	NEW
107B	MASTER BEDROOM	2'11"	6'4"	8'4-3/8"	0'4-9/16"	CASEMENT	WOOD / METAL	EXISTING	EXISTING		NO CHANGES
108B	BEDROOM #1	2'11"	6'4"	8'4-3/8"	0'4-9/16"	CASEMENT	WOOD / METAL	EXISTING	EXISTING		NO CHANGES
109B	BEDROOM #2	5'8"	6'4"	9'2"	0'4-9/16"	DBL CASEMENT	WOOD / METAL	EXISTING	EXISTING		NO CHANGES

SCHEDULES

REVISIONS

SCALE

A0.1

SHEET

BUILDING ENERGY ANALYSIS REPORT

PROJECT:
Benham Residence
34 Olema Rd
Fairfax, CA 94930

Project Designer:
Mahaney Architecture + Design
1553 4th St
San Rafael, CA 94901
(415) 456-9912

Report Prepared by:
S. Romer
Energy Calc Co.
45 Mitchell Blvd Ste 16
San Rafael, CA 94903
(415) 457-0990

Job Number:
0213BEN

Date:
2/16/2023

The EnergyPro computer program has been used to perform the calculations summarized in this compliance report. This program has approval and is authorized by the California Energy Commission for use with both the Residential and Nonresidential 2019 Building Energy Efficiency Standards.

This program developed by EnergySoft Software - www.energysoft.com.

TABLE OF CONTENTS

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PRESCRIPTIVE RESIDENTIAL ALTERATIONS THAT DO NOT REQUIRE HERS FIELD VERIFICATION
2022 CF1R-ALT-05-E

CERTIFICATE OF COMPLIANCE
Note: This table completed by HERS Registry.
Project Name: Benham Residence
Dwelling Address: 34 Olema Rd
City and Zip Code: Fairfax, CA 94930

This compliance document is only applicable to simple alterations that do not require HERS verification for compliance. When HERS verification is required, a CF1R-ALT-01 shall first be registered with a HERS Provider Data Registry.

Alterations to Space Conditioning Systems that are exempt from HERS verification requirements may use the CF1R-ALT-05 and CF2R-ALT-05 Compliance Documents. Possible exemptions from duct leakage testing include: less than 25 feet (ft) of ducts were added or replaced; or the existing duct system was insulated with asbestos; or the existing duct system was previously tested and passed by a HERS Rater.

Alterations that utilize closed cell Spray Polyurethane Foam (ccSPF) with a density of 1.5 to less than 2.5 pounds per cubic foot having an R-value greater than 5.8 per inch, or open cell Spray Polyurethane Foam (ocSPF) with a density of 0.4 to less than 1.5 pounds per cubic foot having an R-value of 3.6 per inch, shall complete and register a CF1R-ALT-01 with a HERS Provider Data Registry.

If more than one person has responsibility for installation of the items on this certificate, each person shall prepare and sign a certificate applicable to the portion of construction for which they are responsible. Alternatively, the person with chief responsibility for construction shall prepare and sign this certificate for the entire construction. All applicable Mandatory Measures shall be met. Temporary labels shall not be removed before verification by the building inspector.

Registration Number: CA Building Energy Efficiency Standards - 2022 Residential Compliance
Registration Date/Time: January 2022
HERS Provider: January 2022

STATE OF CALIFORNIA
Prescriptive Residential Alterations That Do Not Require HERS Field Verification
CERTIFICATE OF COMPLIANCE
Project Name: Benham Residence Date Prepared: 2/16/2023

C. Roof Replacement (Prescriptive Alteration, Section 150.2(b)1H)
Table with columns for Method of Compliance, Roof Pitch, Exception, CRRC Product ID Number, Product Type, R-value Deck Insulation, Initial Solar Reflectance, Aged Solar Reflectance, Proposed Thermal Emittance, SRI (Optional), Aged Solar Reflectance, Thermal Emittance, SRI (Optional), Minimum Required.

D. Fenestration/Glazing Allowed Areas and Efficiencies (Section 150.2(b)1)
Table with columns for Alteration Type, Maximum Allowed Fenestration Area For All Orientations (ft²), Maximum Allowed West-Facing Fenestration Area Only (ft²), Existing Fenestration Area For All Orientations (ft²), Existing West-Facing Fenestration Area (ft²), Maximum Allowed U-factor (Windows) (ft²), Maximum Allowed U-factor (Skylights) (ft²), Maximum Allowed SHGC (Windows) (ft²), Maximum Allowed SHGC (Skylights) (ft²), Comments.

CA Building Energy Efficiency Standards - 2019 Residential Compliance January 2019

STATE OF CALIFORNIA
Prescriptive Residential Alterations That Do Not Require HERS Field Verification
CERTIFICATE OF COMPLIANCE
Project Name: Benham Residence Date Prepared: 2/16/2023

32 Compliance Statement Proposed Fenestration SHGC ≤ Required Fenestration SHGC Yes No

F. Fenestration/Glazing Proposed Areas and Efficiencies - Replace (Section 150.2(b)1B)
Table with columns for Tag/ID, Fenestration Type, Frame Type, Dynamic Glazing, Orientation N, S, W, E, Area Removed (ft²), Area Added (ft²), Net Added Area (ft²), U-factor, Source, SHGC, Source, Exterior Shading Device, Combined SHGC from CF1R-ENV-03.

CA Building Energy Efficiency Standards - 2019 Residential Compliance January 2019

PRESCRIPTIVE RESIDENTIAL ALTERATIONS THAT DO NOT REQUIRE HERS FIELD VERIFICATION
2022 CF1R-ALT-05-E

A. General Information
Table with columns for Project Name, Project Location, CA City, Zip Code, Climate Zone, Building Type, Project Scope, Date Prepared, Building Front Orientation, Number of Altered Dwelling Units, Fuel Type, Total Conditioned Floor Area, Slab Area.

B. Building Insulation Details (Section 150.2(b)1)
Table with columns for Tag/ID, Assembly Type, Frame Type, Frame Depth, Frame Spacing, Cavity R-value, Continuous Insulation R-value, U-factor, Joint Appendix J44 Reference, Table, Cell, Required U-Factor from Table 150.2.A, Comments.

Registration Number: CA Building Energy Efficiency Standards - 2022 Residential Compliance
Registration Date/Time: January 2022
HERS Provider: January 2022

STATE OF CALIFORNIA
Prescriptive Residential Alterations That Do Not Require HERS Field Verification
CERTIFICATE OF COMPLIANCE
Project Name: Benham Residence Date Prepared: 2/16/2023

E. Fenestration Proposed Areas and Efficiencies - Add (Section 150.2(b)1A)
Table with columns for Tag/ID, Fenestration Type, Frame Type, Dynamic Glazing, Orientation N, S, W, E, Number of Panes, Proposed Fenestration Area, Proposed West-Facing Fenestration Area, Proposed U-factor, Proposed SHGC Source, Exterior Shading Device, Combined SHGC from CF1R-ENV-03.

CA Building Energy Efficiency Standards - 2019 Residential Compliance January 2019

STATE OF CALIFORNIA
Prescriptive Residential Alterations That Do Not Require HERS Field Verification
CERTIFICATE OF COMPLIANCE
Project Name: Benham Residence Date Prepared: 2/16/2023

G. Space Conditioning (SC) Systems - Heating/Cooling (Prescriptive Section 150.2(b))
Table with columns for Dwelling Unit Name, SC System Identification or Name, SC System Location or Area Served, Exemption from HERS Verification.

CA Building Energy Efficiency Standards - 2019 Residential Compliance January 2019

Private Residence

34 Olema
Fairfax, CA
94930

Jeffrey Mahaney
1553 4th Street
San Rafael, CA
94901

C - 28390





STATE OF CALIFORNIA Prescriptive Residential Alterations That Do Not Require HERS Field Verification. Table with 15 columns (01-15) for energy efficiency metrics. Includes sections for H. Water Heating Systems and documentation details.

STATE OF CALIFORNIA Prescriptive Residential Alterations That Do Not Require HERS Field Verification. Documentation form for Jeffrey Mahaney at Mahaney Architecture + Design, 1553 4th St, San Rafael, CA 94901. Includes signature and date.

2022 Single-Family Residential Mandatory Requirements Summary. Table listing various energy codes and their descriptions, including sections for Building Envelope, Roofing, Radiation Barrier, Insulation, Vapor Retarder, Fenestration Products, and Fireplaces.

2022 Single-Family Residential Mandatory Requirements Summary. Table listing various energy codes and their descriptions, including sections for Pilot Lights, Cooling and Heating Loads, Clearance, Liquid Line Drier, Water Pipe, Solar Water-Heating System Piping, Insulation Protection, Gas or Propane Water Heating Systems, Solar Water-Heating Systems, Ducts and Fans, and CMC Compliance.

2022 Single-Family Residential Mandatory Requirements Summary. Table listing various energy codes and their descriptions, including sections for Space Conditioning System Airflow Rate and Fan Efficacy, Ventilation and Indoor Air Quality, Whole-Dwelling Unit Mechanical Ventilation, Local Mechanical Exhaust, Airflow Measurement and Sound Ratings, Field Verification and Diagnostic Testing, and Pool and Spa Systems and Equipment.

2022 Single-Family Residential Mandatory Requirements Summary. Table listing various energy codes and their descriptions, including sections for Light Sources in Enclosed or Recessed Luminares, Controls for Heat Pumps with Supplementary Electric Resistance Heaters, Thermostats, Insulation, Interior Switches and Controls, Accessible Controls, Multiple Controls, Mandatory Requirements, Automatic Shut-Off Controls, Dimmers, Residential Outdoor Lighting, Internally Illuminated Address Signs, Residential Garages for Eight or More Vehicles, Solar Readiness, and Electric and Energy Storage Ready.

2022 Single-Family Residential Mandatory Requirements Summary. Table listing various energy codes and their descriptions, including sections for Energy Storage System (ESS) Ready, Heat Pump Space Heater Ready, Electric Clothes Dryer Ready, and exceptions.



1. Front Elevation



2. Front Elevation



3. Front Porch

4. Side Yard



5. Rear Elevation + Garage (Demolished)



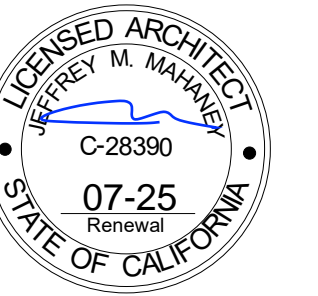
P R O J E C T

Private Residence

34 Olema
Fairfax, CA
94930

Jeffrey Mahaney
1553 4th Street
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94901

C - 28390



EXISTING PHOTOS

REVISIONS

3. Revision_Planning_091223

SCALE

A0.4

SHEET

34 Olema Neighboring Properties



Corner Lot/ Manor-Olema



34 Olema



28 Olema



31 Olema



35 Olema



41 Olema

45 Olema

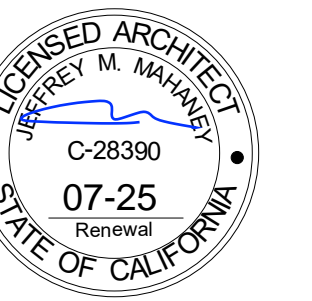
P R O J E C T

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Fairfax, CA
94930

Jeffrey Mahaney
1553 4th Street
San Rafael, CA
94901

C - 28390



EXISTING PHOTOS

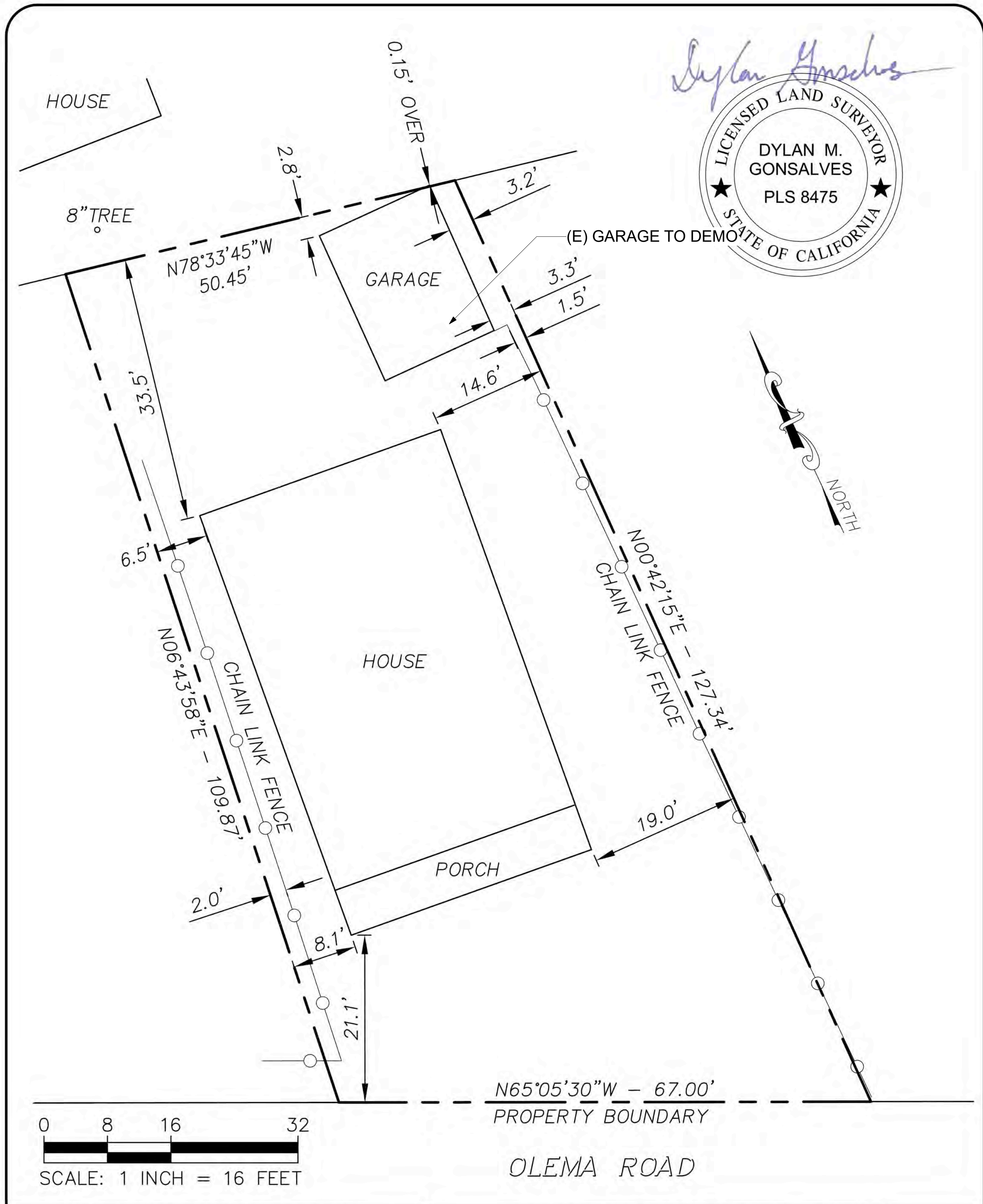
REVISIONS

4. Revision_Planning_10.12.23

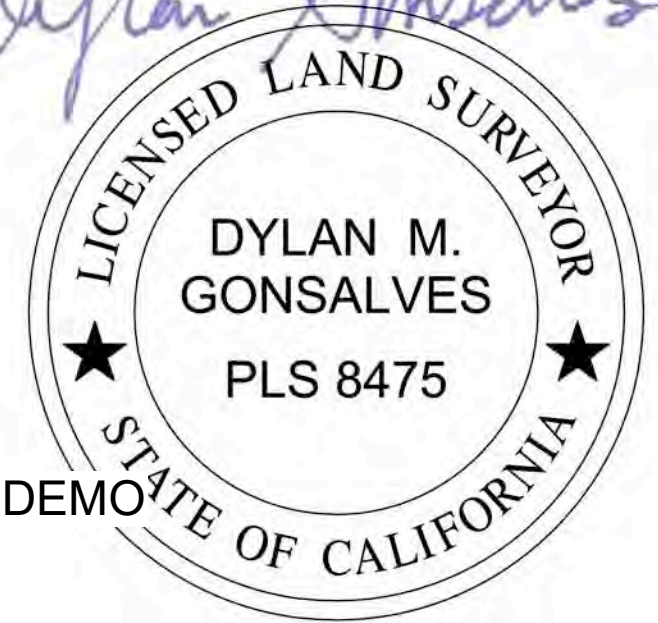
SCALE

A0.5

SHEET



Dylan Gonsalves

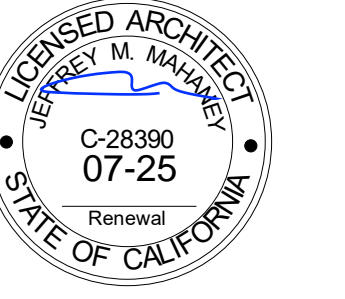


PROJECT

Private Residence
34 OLEMA RD
FAIRFAX, CA
94930

ARCHITECT

Jeffrey Mahaney
1553 4th Street
San Rafael, CA
94901
C - 28390



EXISTING
SITE SURVEY

- REVISIONS
- 1. Revision_Planning_063023
 - 3. Revision_Planning_091223

DMG ENGINEERING, INC.
30 OAKVUE CT, PLEASANT HILL, CA 94523
PHONE: 925-787-0463
FAX: 925-287-8503

STRUCTURE LOCATION SURVEY
34 OLEMA ROAD
TOWN OF FAIRFAX, MARIN COUNTY
SCALE: 1"=16' SEPTEMBER 15, 2022

1/8" = 1'-0"
SCALE

A1.0

SHEET

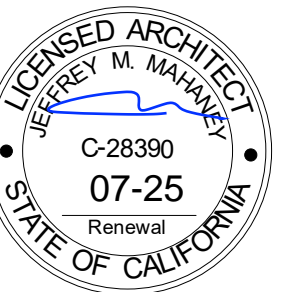
PROJECT

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94930

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94901

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EXISTING
SITE PLAN
&
Roof Plan

REVISIONS

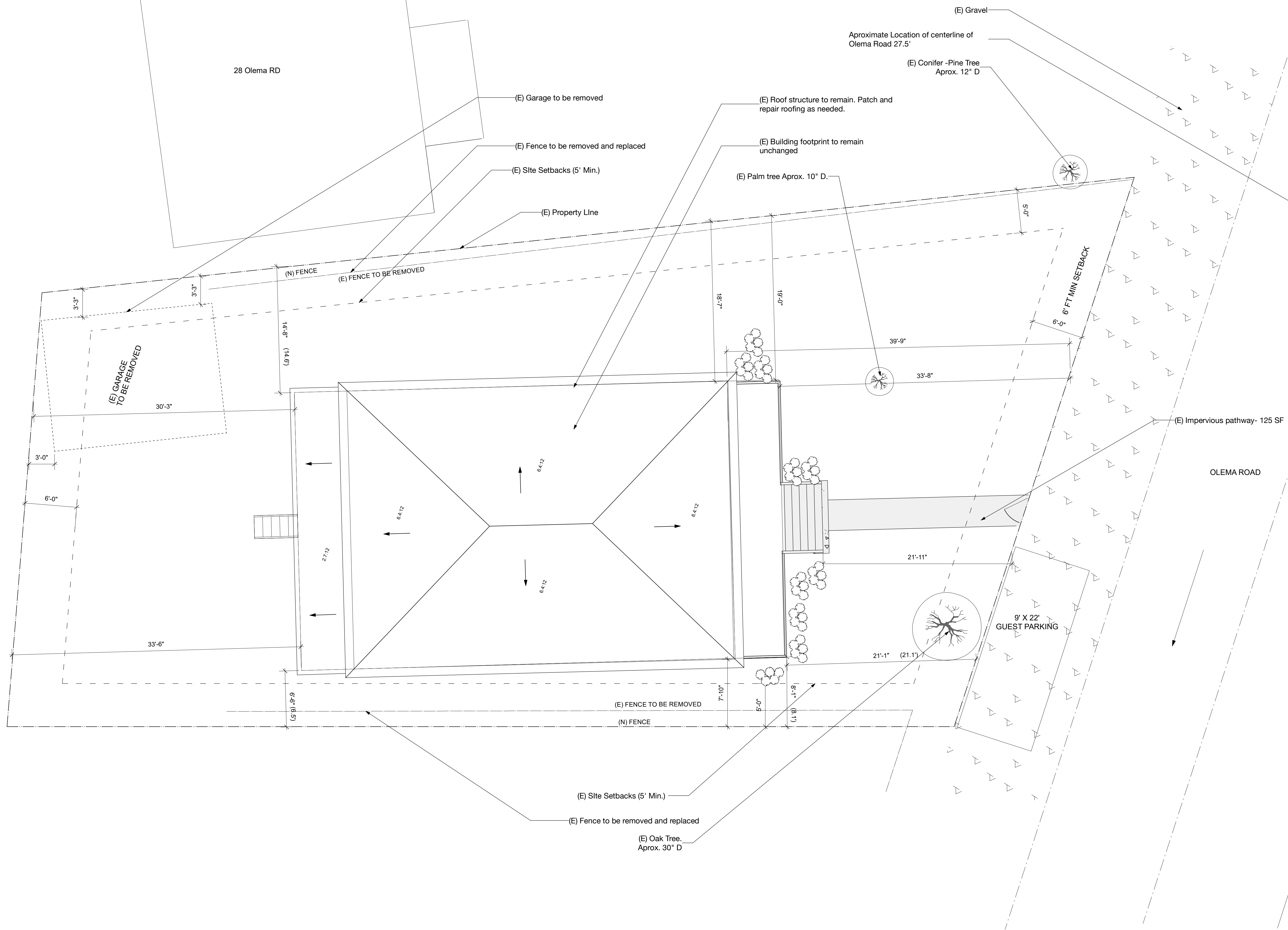
- 2. Revision_Planning_072023
- 3. Revision_Planning_091223
- 4. Revision_Planning_10.12.23

3/16" = 1'-0"

SCALE

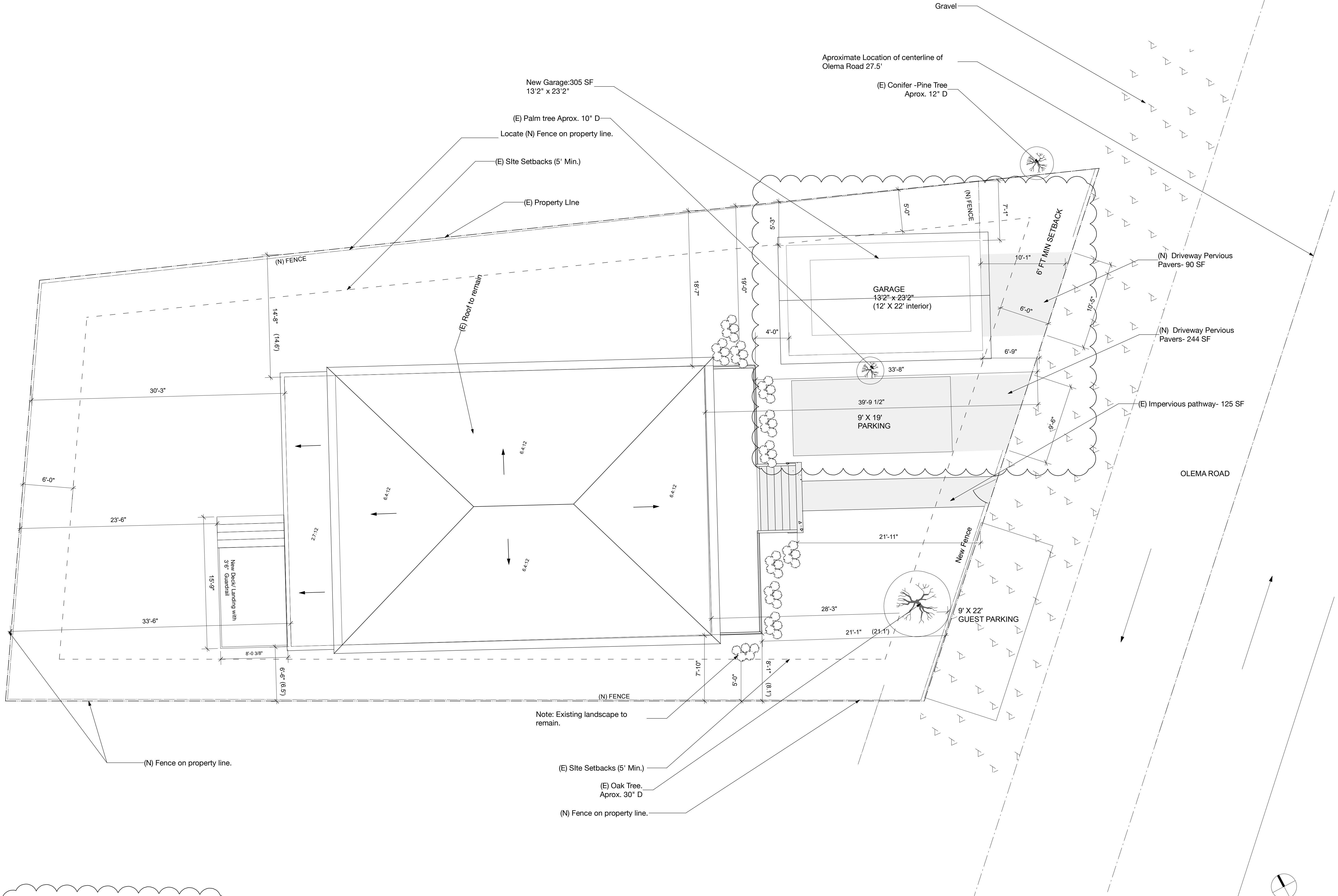
A1.1

SHEET



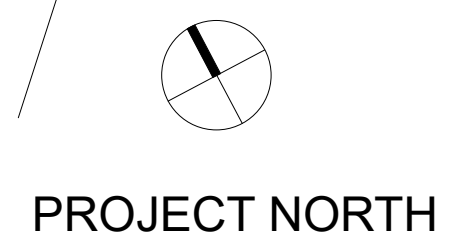
EXISTING - SITE PLAN





Note: Existing Landscape to remain.
No new landscaping proposed.

PROPOSED - SITE PLAN



PROPOSED
SITE PLAN

REVISIONS

- 1. Revision_Planning_063023
- 2. Revision_Planning_072023
- 3. Revision_Planning_091223
- 4. Revision_Planning_10.19.23

3/16" = 1'-0"

SCALE

A1.2

SHEET

02.02.23

LIGHTING LEGEND	
□	CO2/Smoke Alarm
⊙	HE Recessed Lighting Fixtures
⊖	Pendant
—	Undercabinet lights- Essential LED
⊕	Outlet
⊕	GFCI Protected Outlet
—	Linear LED LIGHTS
S	Switch
⊕	Exhaust Fan
⊕	Exterior or Interior Sconce
⊕	Decorative Pendant

NOTE: ALL PLUMBING FIXTURES TO COMPLY WITH 2022 CAL GREEN STANDARDS

NOTE:
At least one luminaire in Bathrooms, Garages, Kitchens & Laundry areas to be controlled by a Vacancy Sensor

Deck landing extends 36" in the direction of travel.

New Deck with 42" Guardrail.
(E) ELECTRICAL PANEL
(N) Tankless Hot Water heater
New Undercabinet LED Lighting

NEW GFCI OUTLETS AT KITCHEN, PANTRY & BATHROOMS

NEW HE RECESSED LIGHTING
(E) Window to be removed
(N) Windows (N) Location

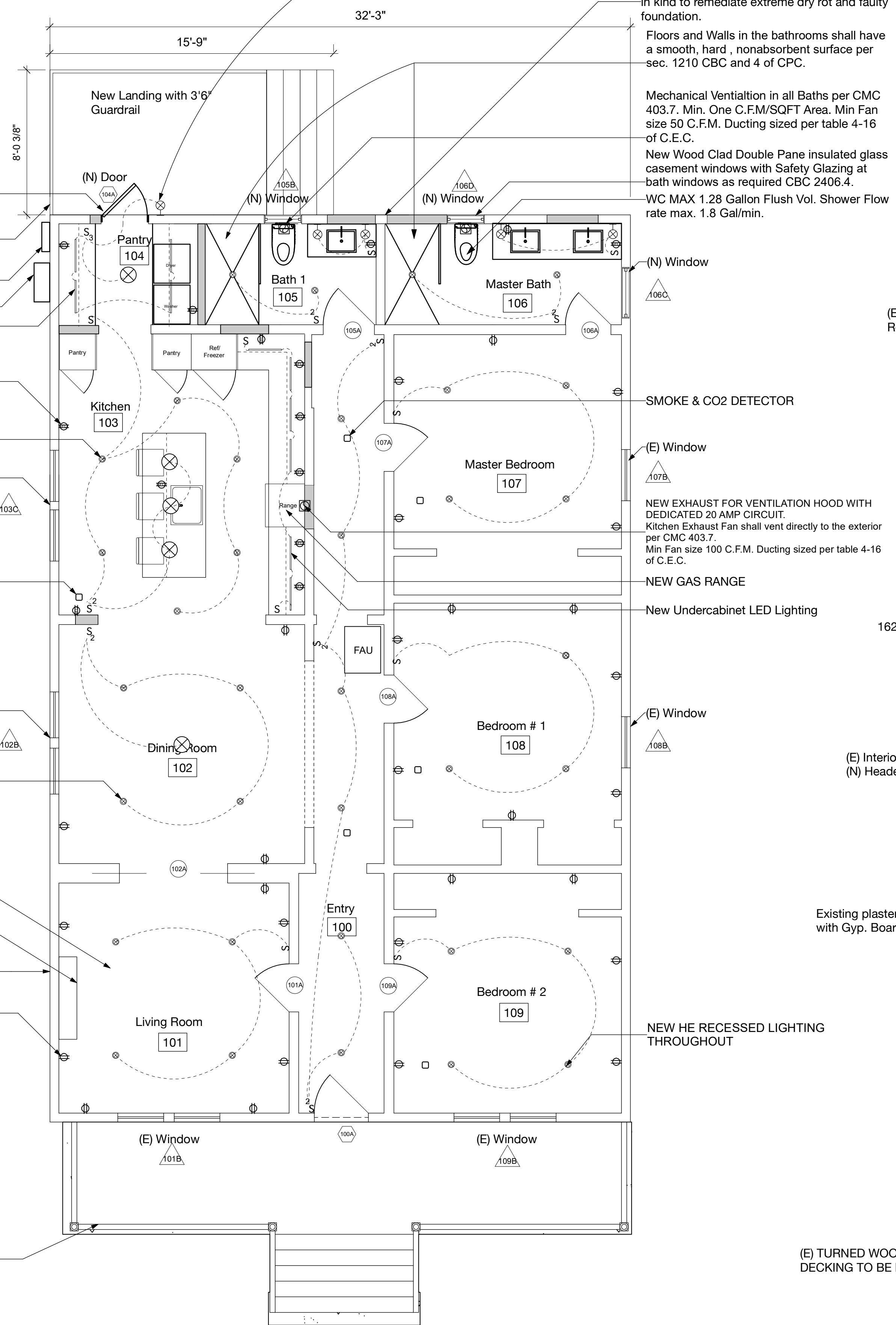
SMOKE & CO2 DETECTOR

(E) Window
NEW HE RECESSED LIGHTING & DECORATIVE FIXTURE

(E) Hardwood Floors to Repair & Refinish As Needed Throughout
(N) Gas Fireplace. Direct Vent.

(E) FURNACE LOCATED UNDER HOUSE
NEW OUTLETS THROUGHOUT

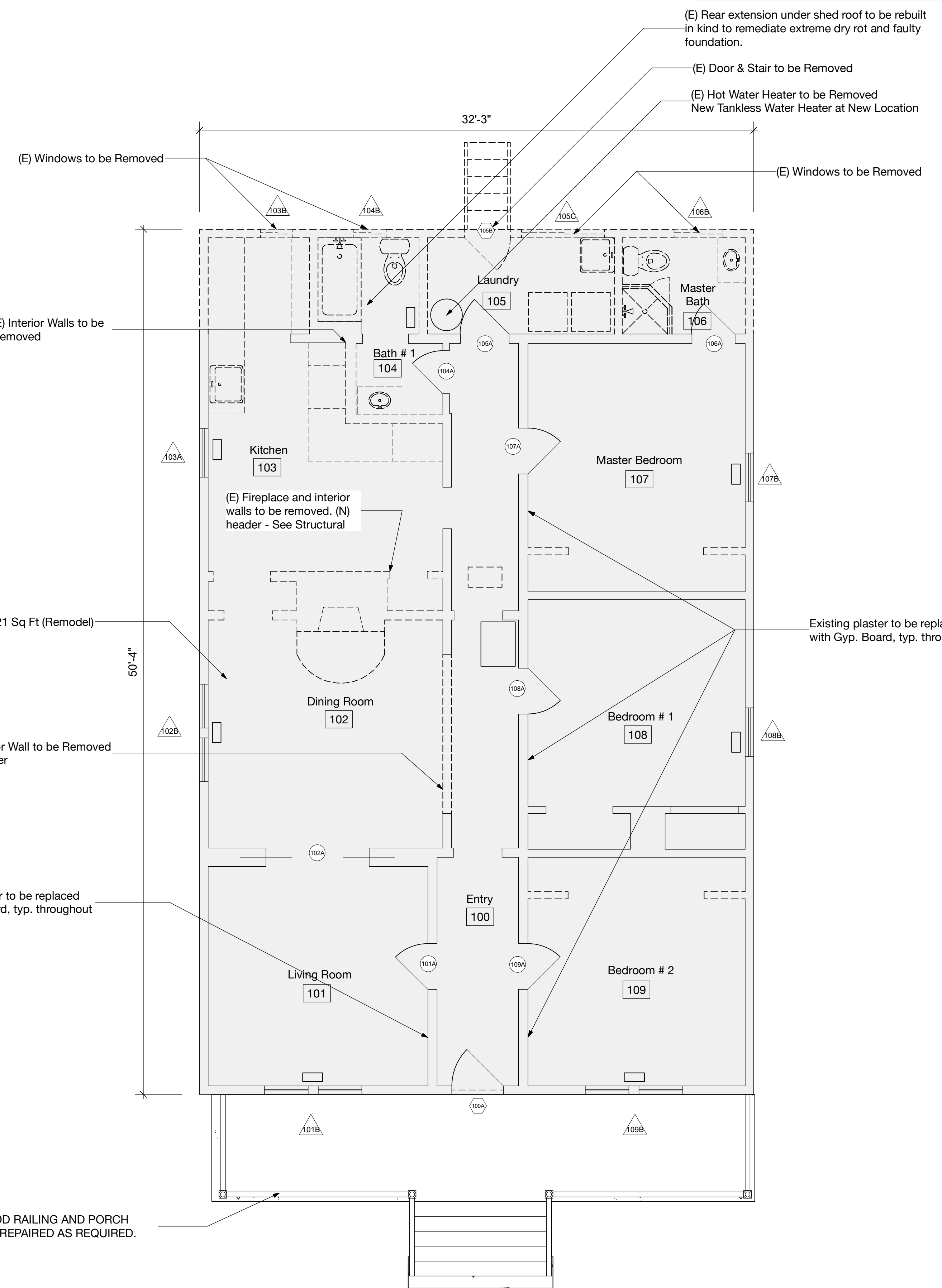
(E) TURNED WOOD RAILING AND PORCH DECKING TO BE REPAIRED AS REQUIRED.



PROPOSED FLOOR PLAN

PLAN LEGEND	
■	NEW WALLS
▬	EXISTING WALL TO REMAIN
▬	EXISTING WALL TO BE REMOVED
■	AREA OF WORK

(E) Rear extension under shed roof to be rebuilt in kind to remediate extreme dry rot and faulty foundation.
(E) Door & Stair to be Removed
(E) Hot Water Heater to be Removed
New Tankless Water Heater at New Location

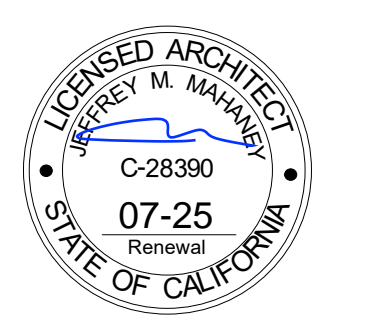


EXISTING / DEMO FLOOR PLAN

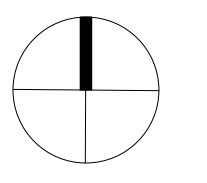
PROJECT

Private Residence
34 Olema
Fairfax, CA
94930

Jeffrey Mahaney
1553 4th Street
San Rafael, CA
94901
C - 28390



PROJECT NORTH



Existing & Proposed Floor Plans

REVISIONS

- 1. Revision_Planning_063023
- 3. Revision_Planning_091223
- 4. Revision_Planning_10.12.23

1/4" = 1'-0"
SCALE

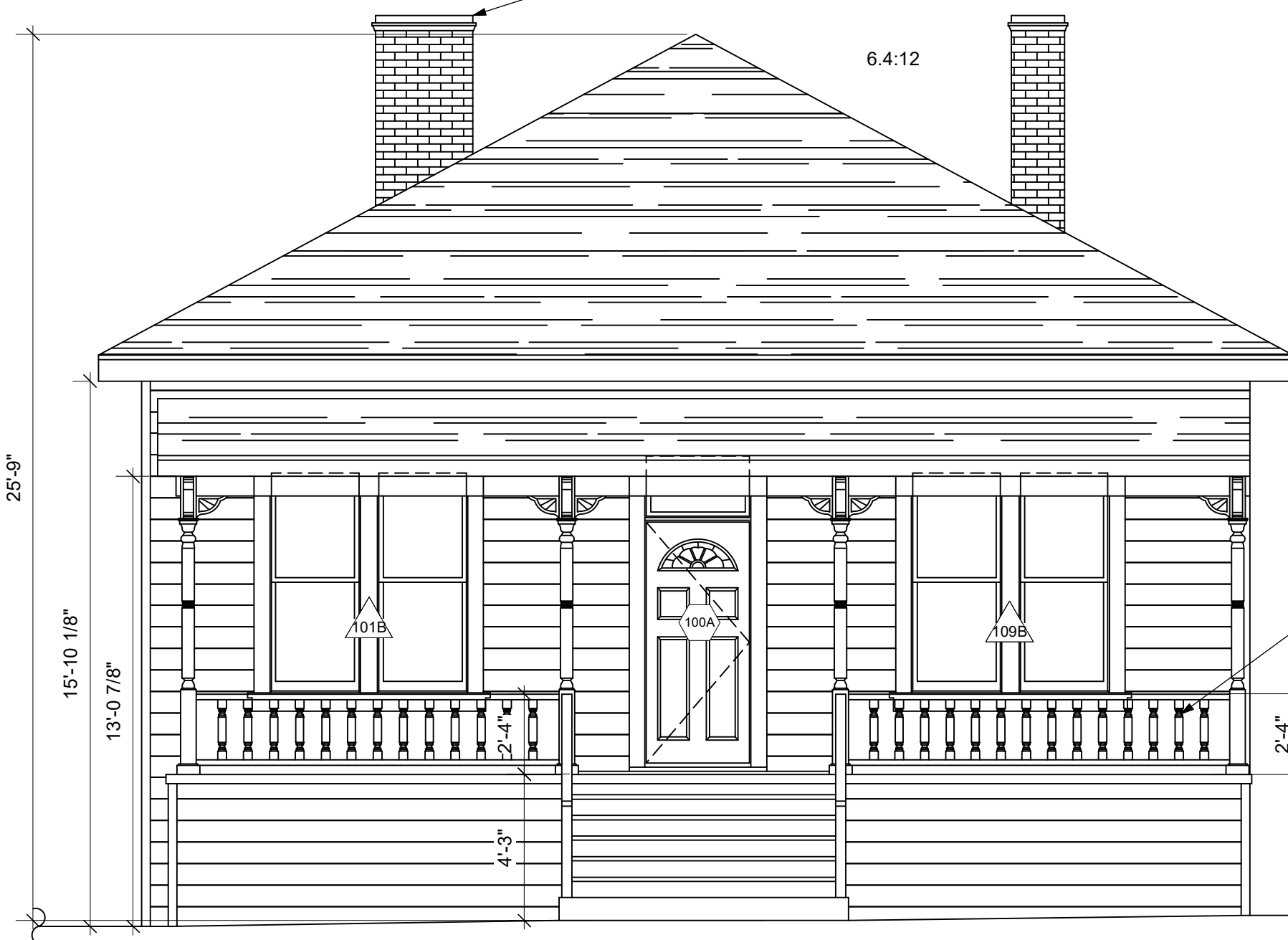
A2.0

SHEET
02.02.23

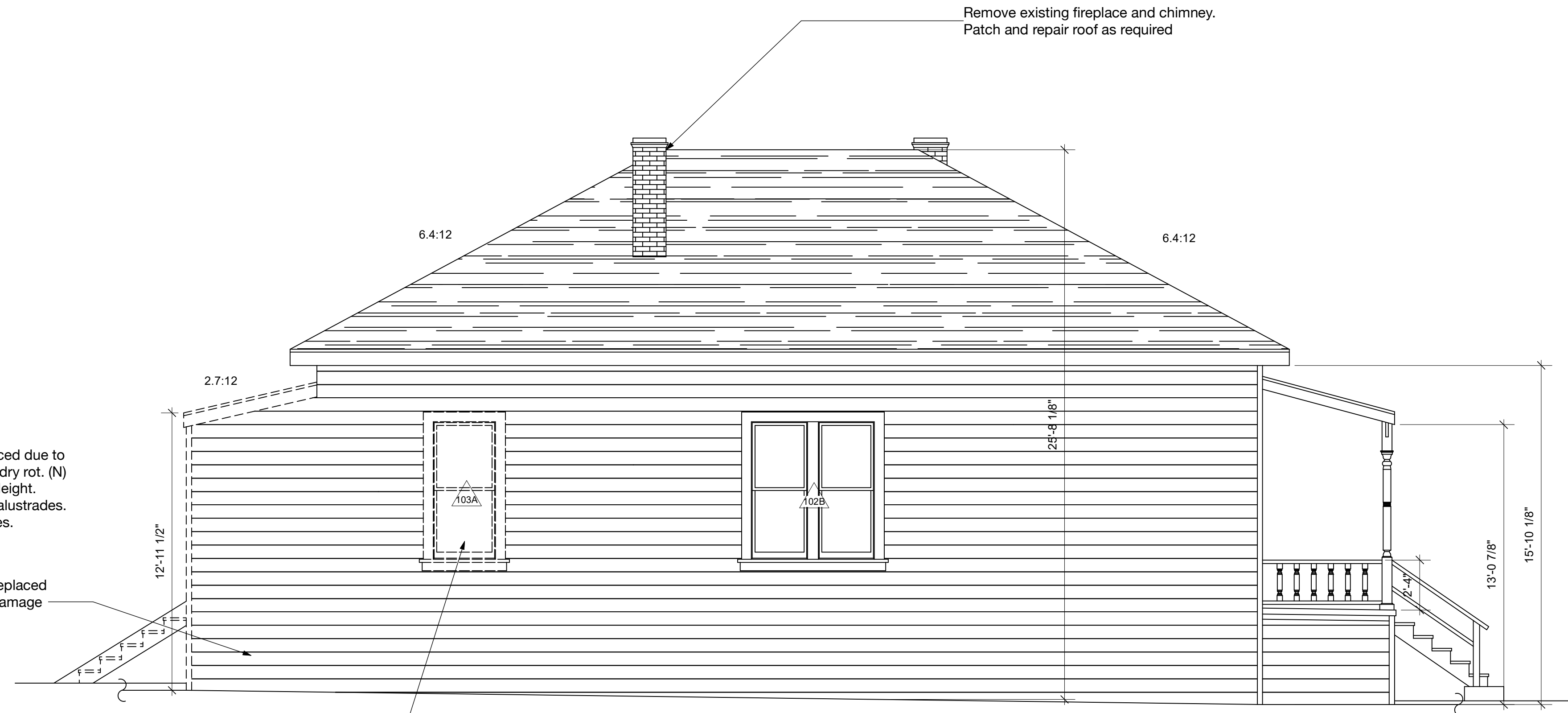
Materials:	Type:	Color:
Siding:	Existing horizontal wood siding to remain. Patch and repair as required. All new siding to match existing PG Wood siding.	White
Trim:	Existing wood trim to remain. Patch and repair as required. All New trim to match existing PG Wood trim.	White
Roof:	Existing asphalt shingles to remain	Grey
Eaves:	Existing wood to remain. Patch and repair existing as required.	White
Windows:	Existing to remain. New units will be PG wood to match existing.	White
Porch:	New PG wood Guardrail to match the existing to current code 3'6".	White & Grey
New Guardrail-Rear:	PG Wood	White
Front Door:	New PG Wood Front door in period style.	Dark Grey
Rear Door:	New rear door will be PG wood with glass lite.	White

Proposed Color: BM 1513 Snow on the Mountain

Remove existing fireplace and chimney. Patch and repair roof as required



Existing - South Elevation

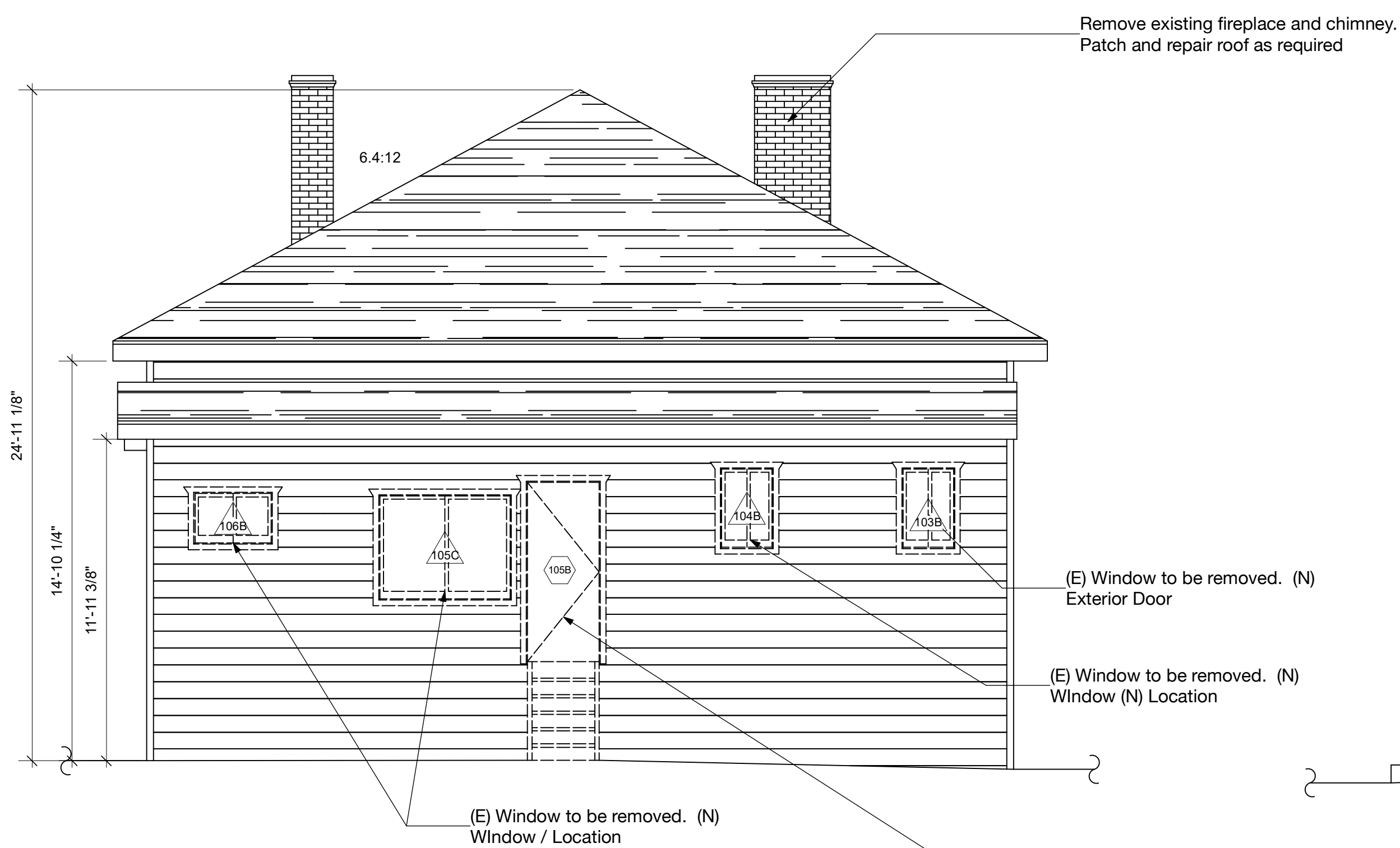


Existing - West Elevation

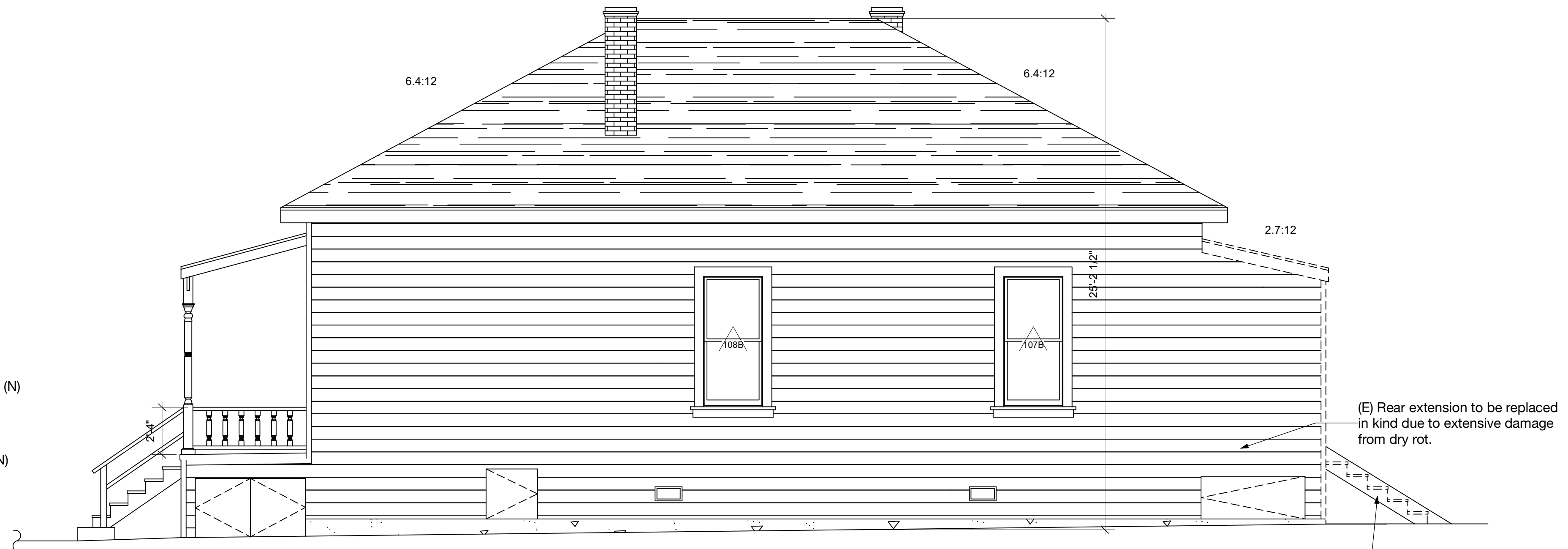
(E) Guardrail to be replaced due to extensive damage from dry rot. (N) Guardrail to code 3'6" Height. Classic Turned Cedar Balustrades. Similar to existing profiles.

(E) Rear extension to be replaced in kind due to extensive damage from dry rot.

(E) Window to be removed. (N) Windows (N) Location.



Existing - North Elevation



Existing - East Elevation

(E) Door and stair to be removed.

(E) Stair to be removed

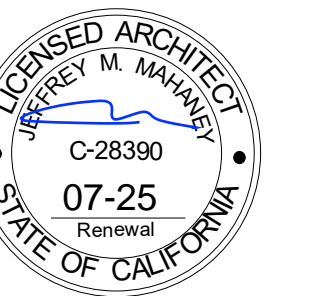
PROJECT

Private Residence

34 Olema
Fairfax, CA
94930

Jeffrey Mahaney
1553 4th Street
San Rafael, CA
94901

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Existing
Exterior Elevations

REVISIONS

1. Revision_Planning_063023
3. Revision_Planning_091223
4. Revision_Planning_10.12.23
5. Revision_Planning_11.13.23

1/4" = 1'-0"

SCALE

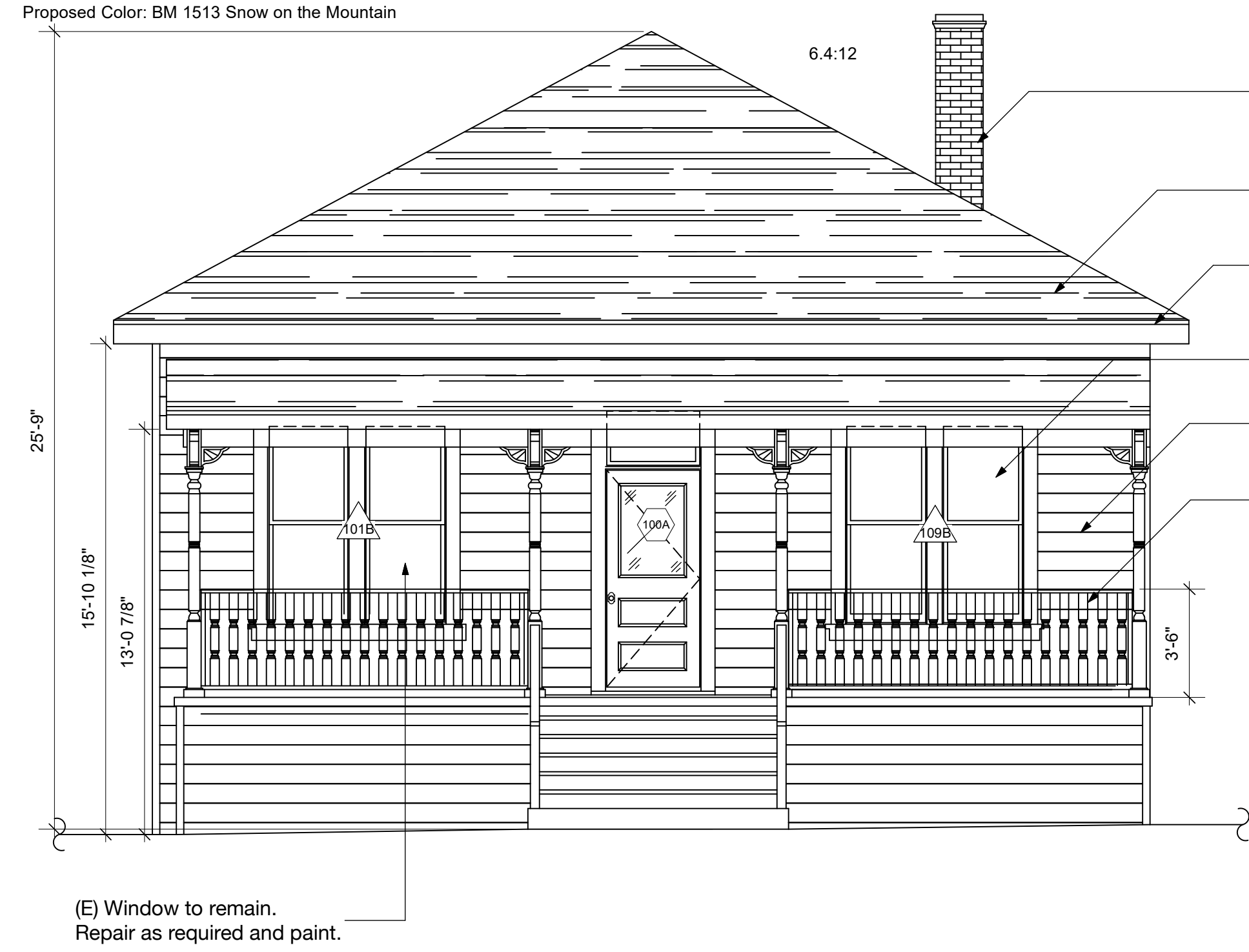
A3.0

SHEET

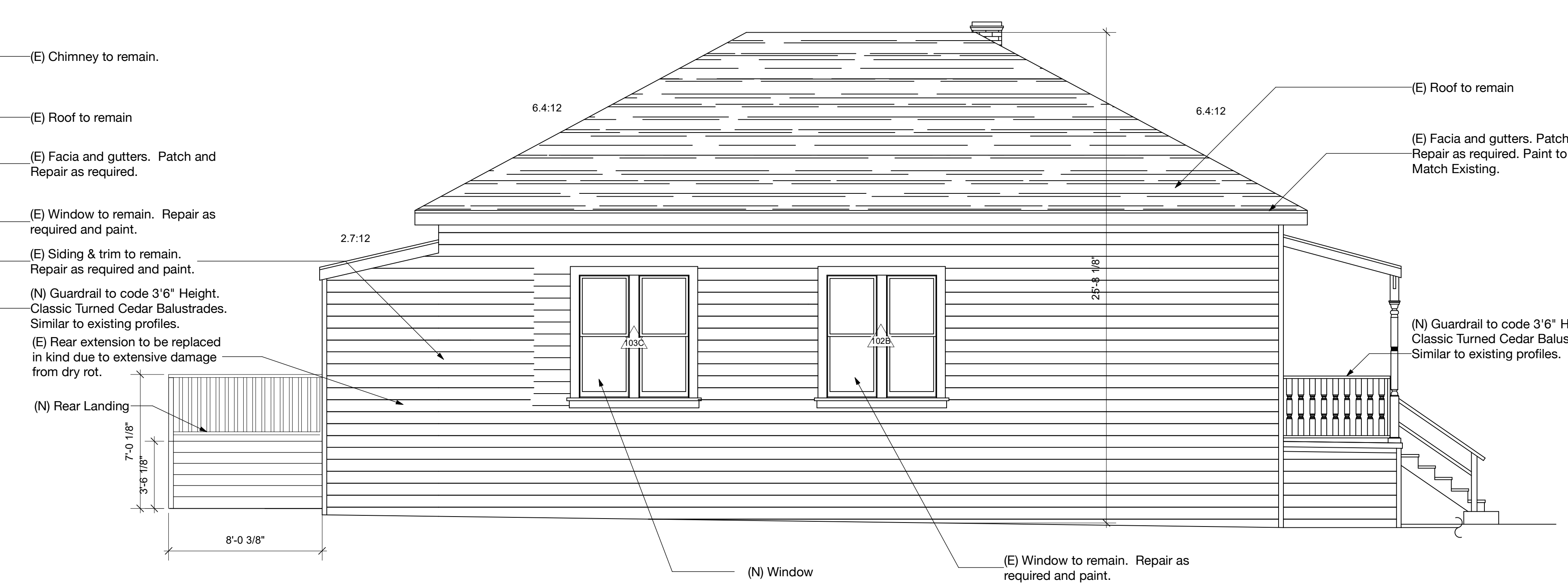
02.02.23

Materials:	Type:	Color:
Siding:	Existing horizontal wood siding to remain. Patch and repair as required. All new siding to match existing PG Wood siding.	White
Trim:	Existing wood trim to remain. Patch and repair as required. All New trim to match existing PG Wood trim.	White
Roof:	Existing asphalt shingles to remain	Grey
Eaves:	Existing wood to remain. Patch and repair existing as required.	White
Windows:	Existing to remain. New units will be PG wood to match existing.	White
Porch:	New PG Wood Guardrail to match the existing to current code 3'6".	White & Grey
New Guardrail-Rear:	PG Wood.	White
Front Door:	New PG Wood Front door in period style.	Dark Grey
Rear Door:	New rear door will be PG wood with glass lite.	White

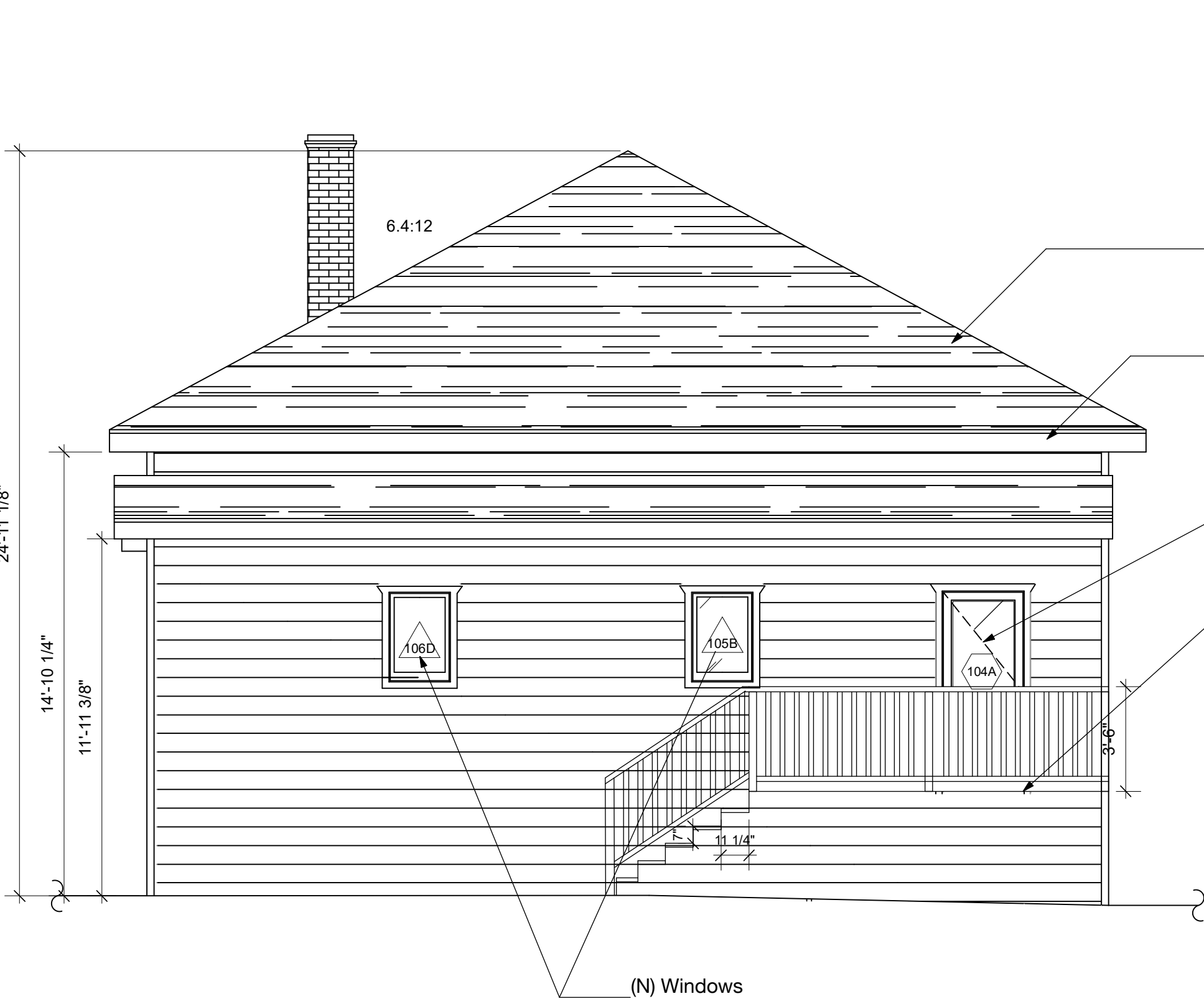
Proposed Color: BM 1513 Snow on the Mountain



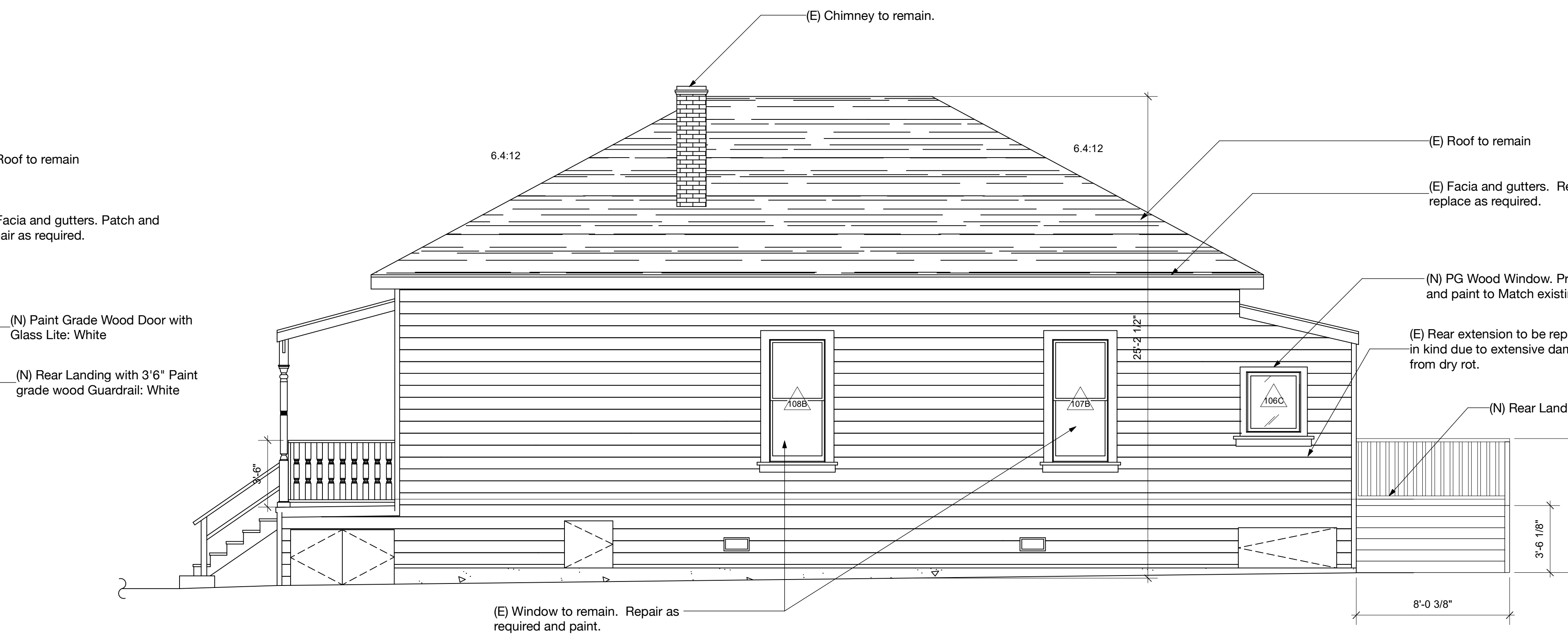
Proposed - South Elevation



Proposed - West Elevation



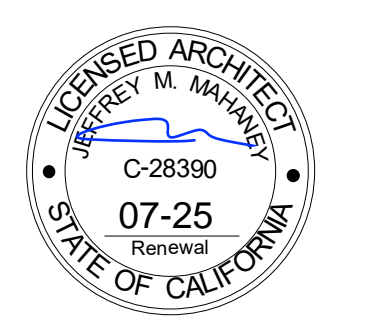
Proposed - North Elevation



Proposed - East Elevation

PROJECT
Private Residence
34 Olema
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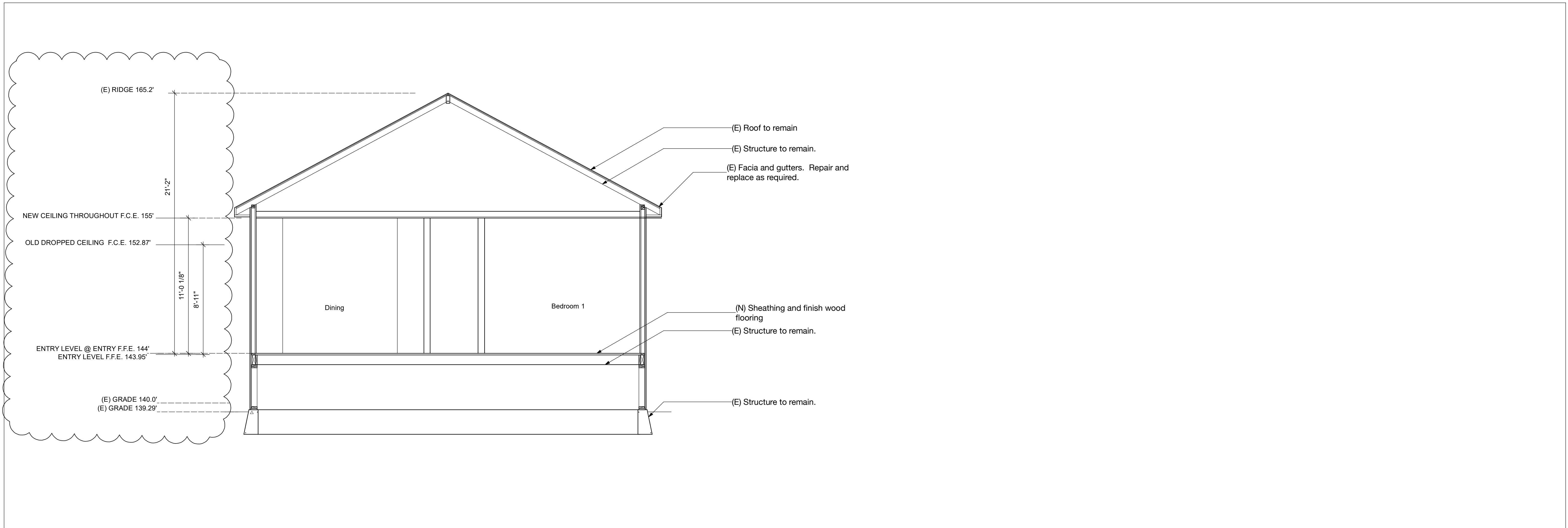
Proposed Exterior Elevations

- REVISIONS
1. Revision_Planning_063023
 2. Revision_Planning_072023
 3. Revision_Planning_081223
 4. Revision_Planning_10.12.23
 5. Revision_Planning_11.13.23

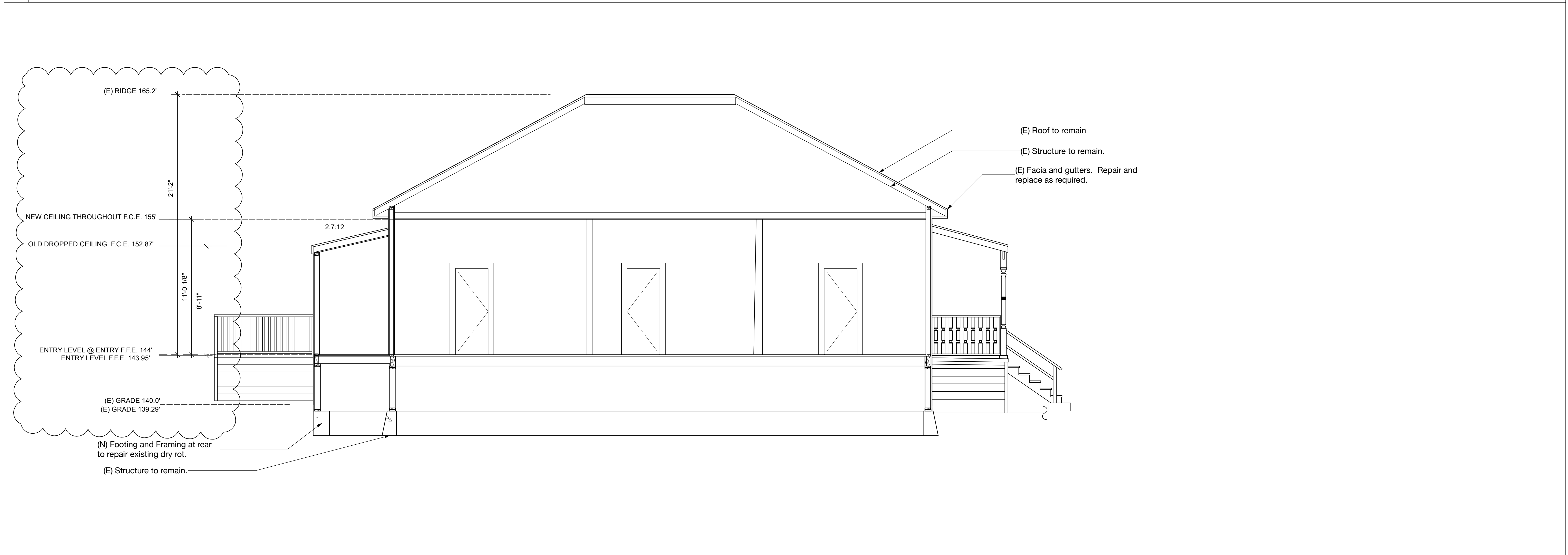
1/4" = 1'-0"
SCALE

A3.1

SHEET
02.02.23



1. Section- East/West



2. Section- North/South

Sections

REVISIONS

- 3. Revision_Planning_091223
- 4. Revision_Planning_10.12.23

1/4" = 1'-0"
SCALE

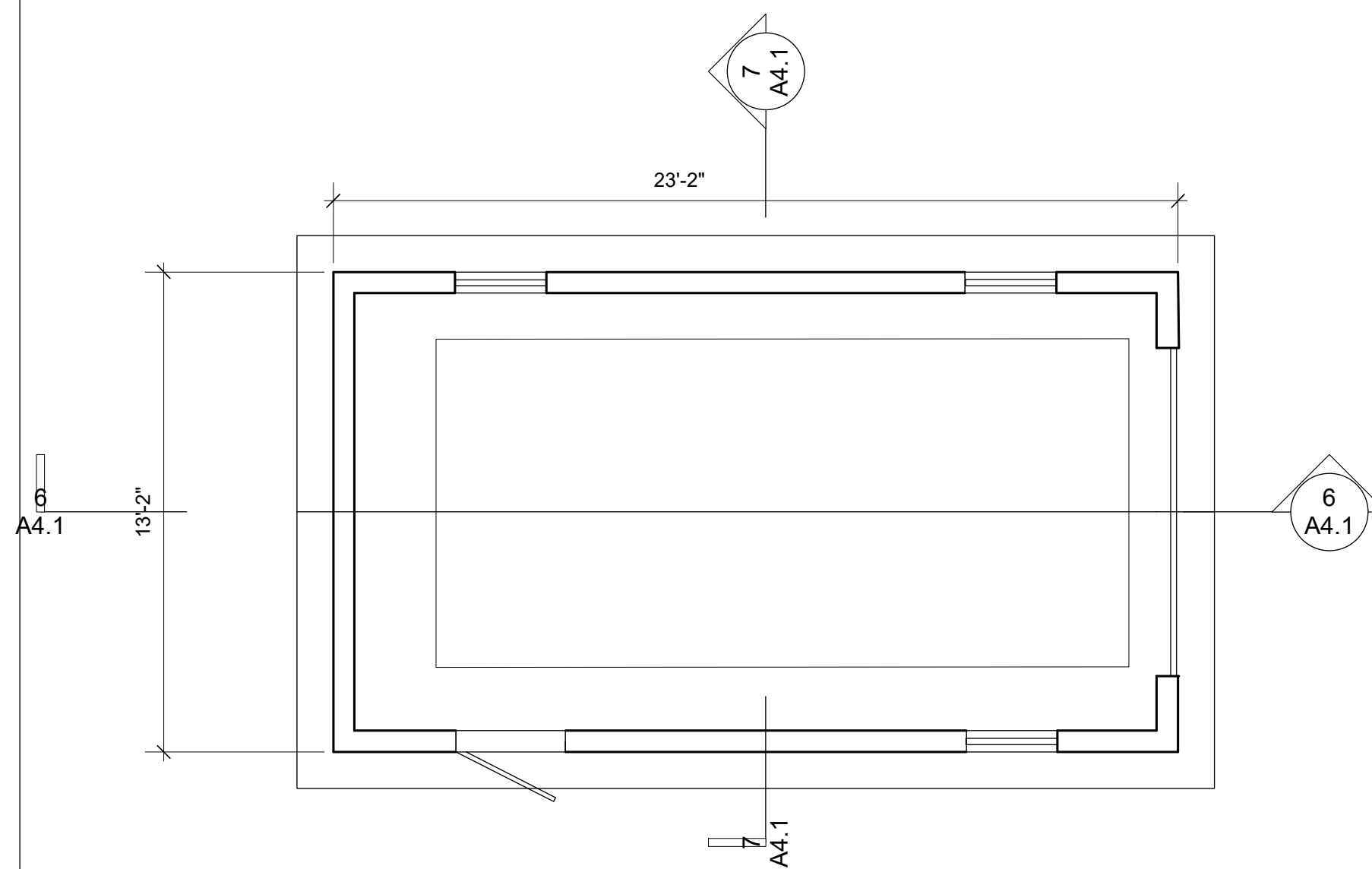
A4.0

SHEET
09.12.23

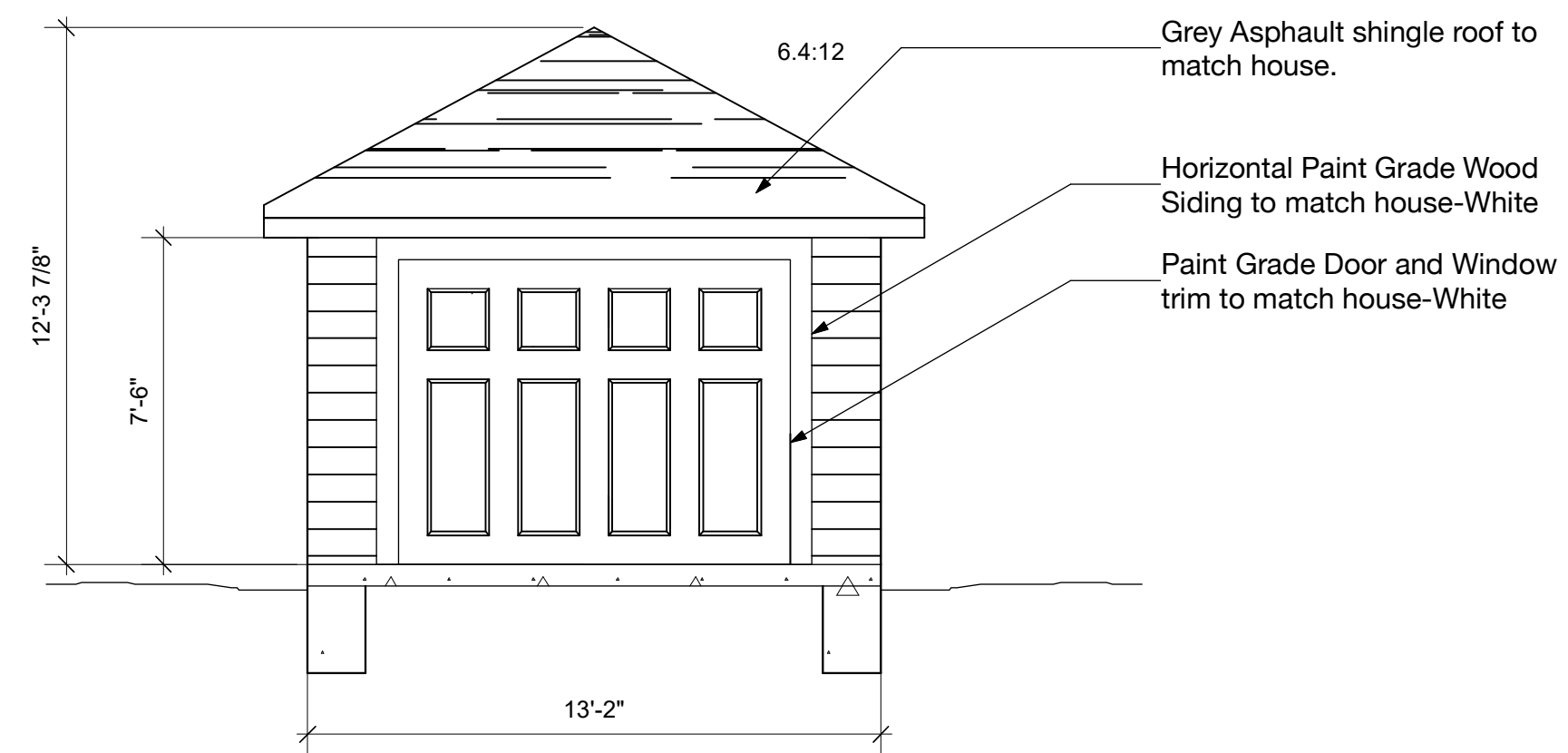
Garage Materials: Match the existing house.
 - Siding: Existing horizontal wood siding. Paint color: White.
 - Trim: Paint Grade Wood . Color: White
 - Roof: Asphalt Shingles- Grey.
 - Eaves: Paint Grade wood to match existing historic profiles : White
 - Windows: Paint Grade wood windows to match existing on house. White
 - Doors: Paint Grade Wood. White.



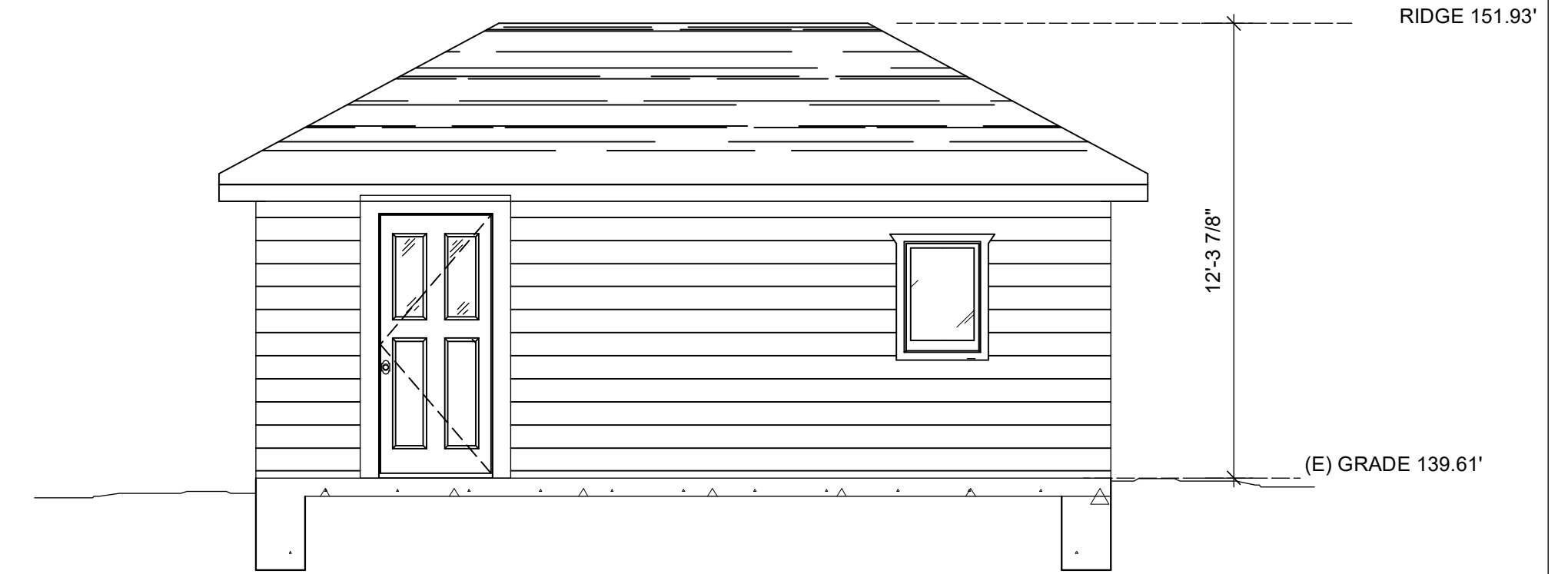
Front Elevation with Garage from street



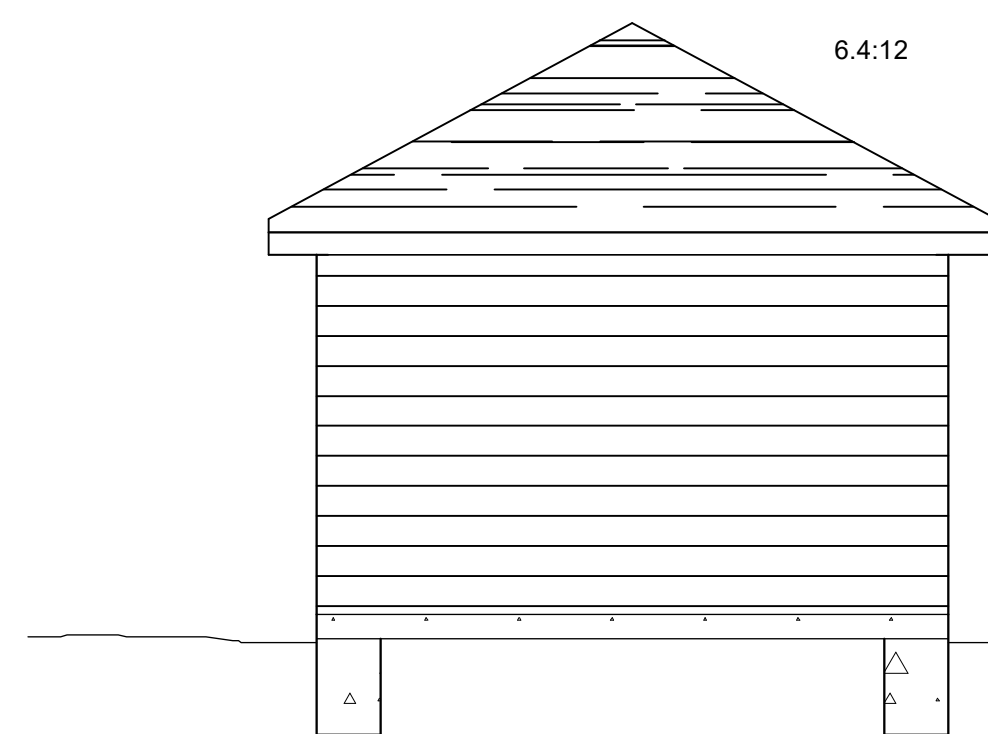
1. Plan



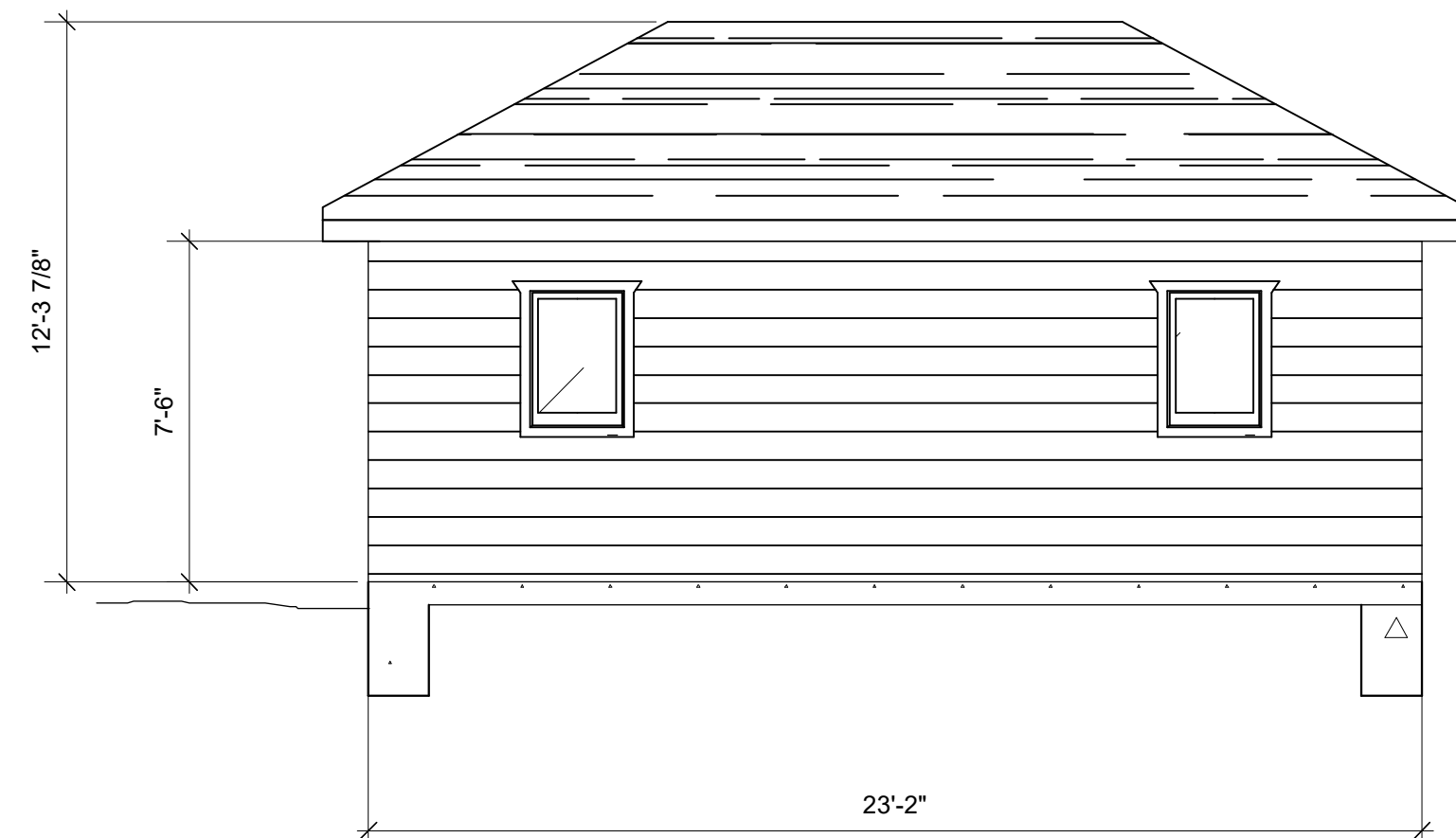
2. South Elevation



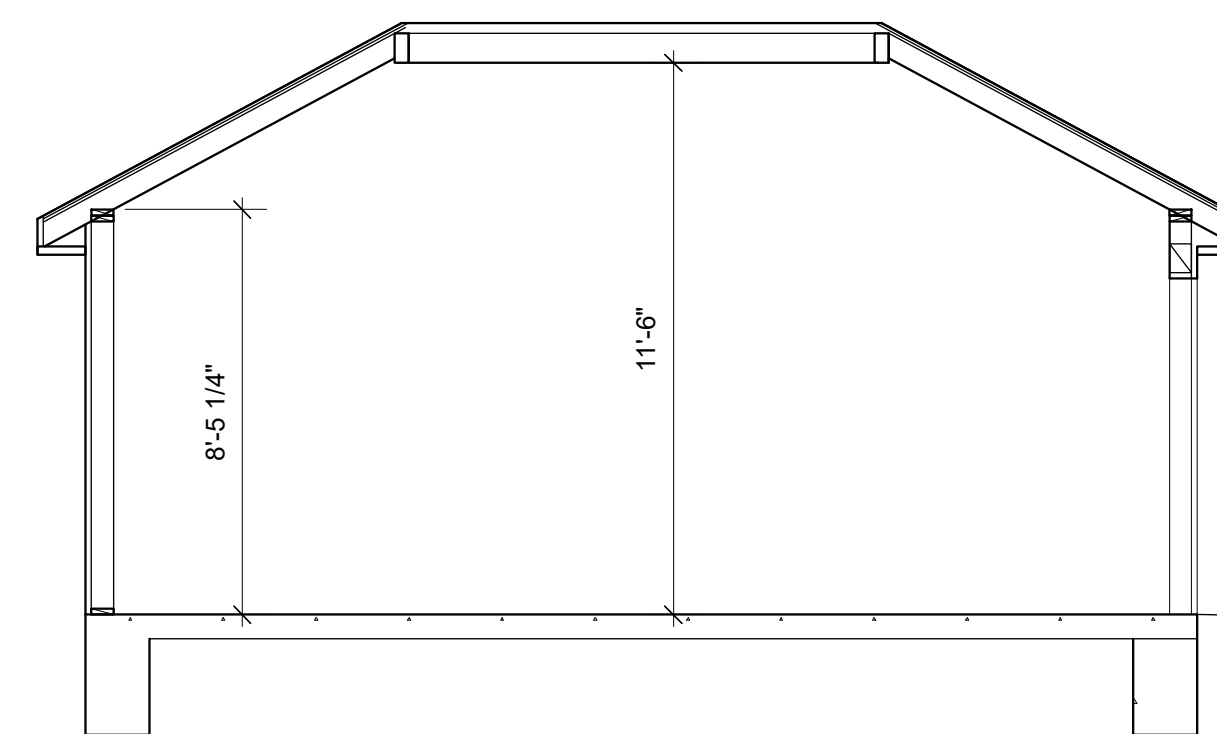
3. West Elevation



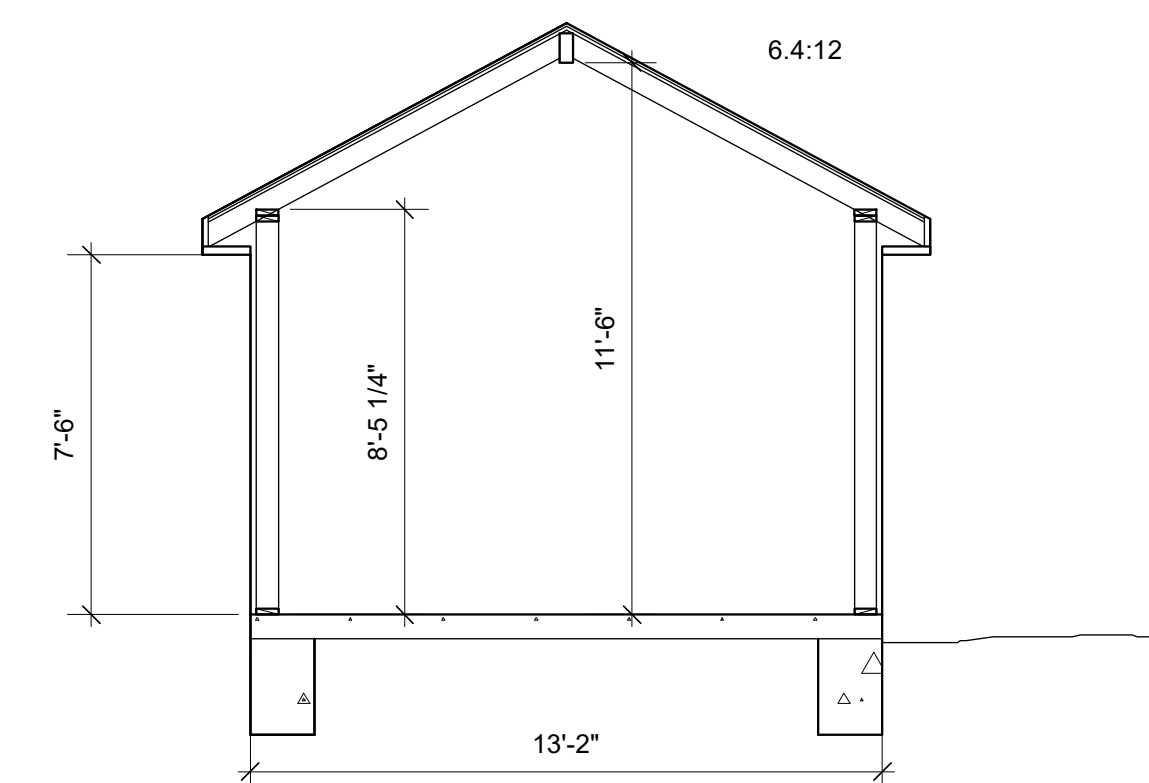
4. North Elevation



5. East Elevation



6. Section- North/South



7. Section- East/West

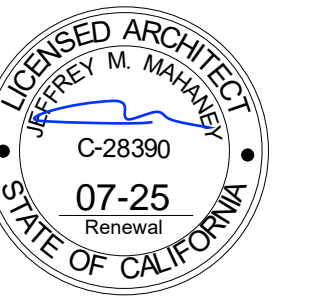
P R O J E C T

Private Residence

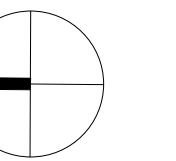
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PROJECT NORTH



Garage Plans and
Elevations

REVISIONS
4. Revision_Planning_10.12.23

1/4" = 1'-0"
SCALE

A4.1

SHEET
10.12.23