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## INITIAL STATEMENT OF REASONS

### SRA FIRE SAFE REGULATIONS, 1270

Title 14 of the California Code of Regulations (14 CCR),  
14 CCR, Division 1.5, Chapter 7, Subchapter 2, Articles 2-5

#### Amend:

##### **Article 2. Emergency Access**

§ 1273.00 Intent

§ 1273.01 Road Width

§ 1273.02 Roadway Surface

§ 1273.05 Roadway Turnarounds

§ 1273.06 Roadway Turnouts

§ 1273.07 Roadway Structures

§ 1273.08 One-Way Roads

§ 1273.10 Driveways

§ 1273.11 Gate Entrances

§ 1274.01 Size of Letters, Numbers, and Symbols for Street and Road  
Signs

§ 1274.09 Size of Letters, Numbers, and Symbols for Addresses

§ 1275.00 Intent

§ 1275.01 Application

§ 1275.10 General Standards

§ 1275.15 Hydrant/Fire Valve

#### Adopt:

##### **§ 1276.04 Driveways**

The California State Board of Forestry and Fire Protection (Board) is promulgating a regulation to amend existing State Responsibility Area (SRA) Fire Safe Regulations. The proposed amendments are intended to clarify the existing regulations to better meet the Board's intent with regard to land use and development in the State Responsibility Area, and to update regulations to reflect current equipment needs.

#### **PUBLIC PROBLEM, ADMINISTRATIVE REQUIREMENT, OR OTHER CONDITION OR CIRCUMSTANCE THE REGULATION IS INTENDED TO ADDRESS**

Public Resources Code (PRC) 4290 gives the Board the authority to adopt regulations implementing fire safety standards related to land use and development that apply to State Responsibility Area land (SRA) under the authority of the department. These regulations apply to all residential,

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commercial, and industrial building construction within State Responsibility Areas approved after January 1, 1991. These standards were to address:

- 1) Road standards for fire equipment access
- 2) Standards for signs identifying streets, roads, and buildings
- 3) Minimum private water supply reserves for emergency fire use
- 4) Fuel breaks and greenbelts

These standards were enacted into code May 30, 1991, and underwent minor amendments in 2011 and 2013.

The regulation is fundamentally necessary to address wildfire conditions that are a threat to homes, resources, and the overall public health and safety of California. The combination of overstocked forests, dense brush, and increased human habitation in the SRA has resulted in substantial fire hazards to homes and residents. This wildfire hazard is a significant threat to human and natural resources throughout the 31 million acres of SRA, and potentially affects over 811,000 homes within the SRA. The imminent nature of the fire hazard problem has also been repeatedly recognized by many high profile efforts including the Governor's Blue Ribbon Fire Commission of 2004, U.S. General Accounting Office report on western National Forest fire conditions, the Western Governors' Association promulgation of the National Fire Plan, the USDA Forest Service (USFS) Sierra Nevada Forest Plan Amendment, 2004, and legislation proposed by the California State Assembly.

The threat to homes from wildfire is well documented. The combination of fuel, weather and valuable human and natural resource assets have created an increasing amount of wildfire and increasing losses. Major wildland fires in California, epitomized by the extraordinary fires of October 2003, threaten a wide range of public and private assets. In 2003, wildfires destroyed more than 730,000 acres, 3,600 residential structures, and resulted in the tragic loss of 25 lives in California. The southern California wildfires were followed by mudslides that tragically killed 14 people. The subsequent mudslides possibly resulted from vegetation lost to wildfire and flash flooding.

Having narrow and overgrown roads leading into and out of communities that lie in the wildland urban interface setting are jeopardizing the safety and lives of not only firefighters but the residents who live in these communities. These narrow roads do not and will not allow for the simultaneous use by evacuating citizens and responding fire department equipment. Evidence of this can be found in the Esperanza Fire final report. The Esperanza Fire claimed the lives of five firefighters, and the final report list roads as a contributing factor that lead to the deaths of the firefighters.

The rolling five year average indicates over 200,000 acres annually were burned. While the area burned in wildfires varies greatly year to year, there has been an apparent increase in high fire years (those years with a total area burned greater than 500,000 acres) since 1985.

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While the acreage and number of wildfires each year is extensive and increasing on a statewide basis, a more significant trend is the climbing wildfire-related financial losses. From 1947 to 1990, the dollar damages to structures and other resources in State Responsibility Areas (SRA) exceeded \$100 million (2001 dollars) only once. Between 1990 and 2001, losses exceeded \$100 million five times.

## **SPECIFIC PURPOSE OF THE REGULATION**

The purpose of this regulation is to provide more up to date standards for land use development in the SRA and to clarify inconsistencies in the regulations. This regulation will make new development in the Wildland Urban Interface (WUI) and SRA safer for civilians and first responders and help reduce the spread of fire from structure to structure.

### **Subchapter 2, Article 2**

**Article 2.** The title of this article is amended to clarify that these regulations are intended to address the ability of firefighters to reach a fire and for civilians to evacuate efficiently.

**Section 1273.01 Road Width** is amended to more clearly illustrate the desired road width for communities in the SRA. The road width has been made larger to accommodate current dimensions of fire engines that may be entering a community while civilian vehicles are simultaneously egressing.

**Section 1273.02 Roadway Surface** provides flexibility to communities designing road surfaces.

**Section 1273.05 Roadway Turnarounds** provides dimensions for roadway turnarounds that will accommodate current fire protection equipment. It is based on tests done at the CAL FIRE Academy with CAL FIRE Model 34 engines, local government water tenders, dozer transports, and CAL FIRE sedans as civilian vehicle stand-ins that indicated that such a level of specificity was required if turnarounds are to be a useful safety tool in land development.

**Section 1273.06 Roadway Turnouts** provides dimensions for roadway turnouts that meet the needs of current fire protection equipment.

**Section 1273.07 Roadway Structures** provides the maximum load handling, vertical clearance, and signage requirements for roadway structures on driveways, roads, streets, and private lanes.

**Section 1273.08 One-way Roads** provides standards for one-way roads.

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**Section 1273.10 Driveways** provides standards for driveways.

**Section 1273.11 Gate Entrances** provides width, clearance, distance from roadway, and emergency operation standards for gated entrances.

## **Subchapter 2, Article 3**

**Section 1274.01 Size of Letters, Numbers and Symbols for Street and Road Signs** provides standards for the size of letters, numbers and symbols for street and roads signs.

**Section 1274.09 Size of Letters, Numbers and Symbols for Addresses** provides standards for the size of letters, numbers and symbols for addresses.

## **Subchapter 2, Article 4**

**Section 1275.00 Intent** describes the intent of creating regulatory standards for on-site emergency water sources that may aid in property protection or wildfire suppression.

**Section 1275.01 Application** describes when those emergency water standards may be applied in the development process.

**Section 1275.10 General Standards** provides general standards for emergency water.

**Section 1275.15 Hydrant/Fire Valve** provides standards for hydrants and fire valves.

## **Subchapter 2, Article 5**

**Section 1276.00 Intent** describes the intent of creating regulatory standards for reducing flammable vegetation to provide safety for firefighters and evacuating civilians and a point of attack or defense from a wildfire.

**Section 1276.04 Driveways** provides horizontal clearance standards for driveways, turnouts, and turnarounds.

## **NECESSITY**

This regulation is necessary to address changes in fire equipment since the initial regulations were promulgated in 1991, as well as to provide the public with flexibility in implementing the regulations. Additionally, public comment has indicated there are confusing, inconsistent, or inadequate parts of the regulation that are addressed with these current changes. These regulations are necessary

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to continue addressing the public problem of fire equipment accessibility to, and civilian vehicle egress from, areas threatened by wildfire.

## **BENEFITS**

The primary benefit of this regulation is increased civilian and firefighter safety in State Responsibility Areas. The changes to the road standards included in this regulation make it possible for modern fire equipment to enter a community under wildfire threat while residents evacuate at the same. It provides for increased safety on one way roads, gated roads, and structures such as bridges, as well as increased address visibility. By establishing vegetation clearance requirements for driveways, this regulation enhances the ability of pre-existing residential defensible space and roadway clearance requirements to reduce home ignitions from wildfires. The regulation also establishes clearer standards for on-site water supply sources that reduces confusion about implementing water supply sources and will result in increased compliance rates.

A group tasked with revising these regulations identified several places where Title 14 Division 1.5, Chapter 7, Subchapter 2 conflicted with Title 19 and Title 24 and was resulting in confusion from the public and enforcement bodies. This regulation would benefit the state of California by amending the existing standards to align them with other regulations in the California Fire Code (Title 24 Part 9) and California Public Safety Code (Title 19), increase civilian and firefighter safety, and improving regulation compliance by the public.

## **ALTERNATIVES TO THE REGULATION CONSIDERED BY THE BOARD AND THE BOARD'S REASONS FOR REJECTING THOSE ALTERNATIVES**

The following alternatives are under consideration by the Board:

### **Alternative #1: No Action – Do Not Adopt Regulation**

This alternative would result in no change to the current standards under PRC 4290. This would result in roadways that presented a public danger by their narrow width, low vegetation, and unclear signage. It would be inconsistent with sections of the California Fire Code, resulting in confusion by the public.

### **Alternative #2: Adopt Detailed Regulation**

This alternative includes a series of development prescriptions that would have been the regulatory standard for compliance. The prescriptions involve specific road surfacing materials, weight limits, cross slope grade limits, and other requires that are often made obsolete by changes in technology, are not appropriate for all communities, and often result in conflicting and confusing codes. This alternative was rejected as it did not provide enough flexibility for developers and property owners to meet the statutory requirements in alternative ways that would be as effective as the prescriptive regulation but less costly. Additionally, the detailed prescription had the possibility of becoming out of date with other code standards, confusing the general public and resulting in poor

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compliance.

### **Alternative #3: Simple and Flexible Performance Standard Regulation**

This alternative contained broad regulatory language that would allow affected persons to meet land use development requirements using solely performance based standards. This alternative would have provided maximum flexibility for persons to obtain compliance. This alternative was rejected as it did not contain enough information to guide landowners and developers towards compliance and did not provide opportunities for same practical effect considerations and alternative development proposals.

### **Alternative #4: Adopt Rulemaking Proposal as Modified Through Formal Public Review and Comment Process**

Board staff is currently most supportive of this alternative as it represents a solution based upon the greatest degree of consensus achievable. Public and agency representatives have so far reviewed the draft regulations and provided perspective on potential issues. Their feedback has been incorporated into these draft regulations.

The Board's Resource Protection Committee determined, following a number of months of public outreach, that opening the formal comment period was desirable. In this way, the broader public could be canvassed for perspectives and possible rule text modifications.

## **POSSIBLE SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS AND MITIGATIONS**

The California Environmental Quality Act (CEQA) requires review, evaluation and environmental documentation of potentially significant environmental impacts from a qualified project. The Board's rulemaking process was determined to be categorically exempt from environmental documentation in accordance with 14 CCR 1153(b) (1), Declaration of Categorical Exemptions. Landowner implementation of the regulation is not a CEQA project because there is no government permit or funding associated with the activity.

General evaluation of potential significant impacts indicates that significant impacts are not likely. There will be minor alterations to vegetation around roads and driveways as vegetation is removed in order to maintain native growth and reduce fire fuels around structures. Many of the draft regulation changes are intended to align Title 14 with the California Fire Code (Title 19), already in regulation, and therefor will not have significant environmental impacts.

## **EVIDENCE SUPPORTING FINDING OF NO SIGNIFICANT ADVERSE ECONOMIC IMPACT ON ANY BUSINESS**

There are no additional costs to any state agency, nor any state-mandated costs

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to local agencies of government or school districts that require reimbursement under Part 7, Division 4 (commencing with Section 17500) of the Government Code because of any duties, obligations, or responsibilities imposed on state or local agencies or school districts. This order can be accomplished with no additional net costs or where such costs exist they are entered into voluntarily. This order does not create any savings or additional costs of administration for any agency of the United States Government over and above the program appropriations made by Congress.

There are no mandates to local governments or school districts.

The proposed regulations would provide a measure of regulatory certainty in resolution of SRA Fire Safe Regulations interpretation questions. It is speculated that this certainty could provide a minor level of cost savings to the affected regulated public.

The Board of Forestry has determined that no statewide alternative considered would be more effective in carrying out the purpose for which this regulation was adopted and would be as effective and least burdensome to affected private persons than the proposed action.

## **ECONOMIC IMPACT ANALYSIS PURSUANT TO GOVERNMENT CODE SECTION 11346.3(B)**

The following economic impact analysis is intended to satisfy the requirements of the Administrative Procedures Act, Government Code Section 11346.3(b).

### **I. Will the proposed regulation create or eliminate jobs within the State of California?**

The proposed regulation is an amendment to existing regulation and will not significantly affect jobs in California. The regulation is compelled by a conflict between the current fire and civilian vehicle dimensions and current code, as well as conflicts between Title 14 and the California Fire Code.

### **II. Will the proposed regulation create new businesses or eliminate existing businesses within the State of California?**

The proposed regulation will neither create new businesses nor eliminate existing businesses in the State of California. The regulatory amendments update existing regulations to address changes in vehicle dimensions, conflicts between codes, and to address places of confusion or misinterpretation.

### **III. Will the proposed regulation result in the expansion of businesses currently doing business within the State of California?**

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The proposed regulation will not result in the expansion of businesses currently doing business within the State. The regulatory amendments as proposed represent modest revisions to existing SRA fire safe development regulations and are intended to improve clarity and certainty in their application, as well as improve firefighter and civilian safety.

#### **IV. Will the proposed regulation provide benefits to the health and welfare of California residents, worker safety, and the state's environment?**

The regulation as proposed does provide benefits to the health and welfare of California residents, as it provides standards that allow residents to evacuate communities under the threat of fire as emergency apparatus simultaneously enters the area. The regulation also provides for emergency water supply on properties, and makes it easier for multiple jurisdictions' fire departments to access those supplies.

The regulation would similarly improve worker safety. It would give firefighters and other emergency responders clear lines of sight, more space to maneuver their vehicles, and safe access to areas under threat.

It is possible that the regulation would cause some harm to the state's environment. However, the regulation would not alter the environment beyond the effects of the existing enforcement of regulations for SRA development.

#### **V. What is the estimated expense of proposed regulation upon those most affected?**

A developer or landowner who chooses to take advantage of their right to develop on their property would face costs related to the planning and implementation of that development. This proposed regulation would not impose new costs on those affected.

#### **ALTERNATIVES TO THE PROPOSED REGULATORY ACTION THAT WOULD LESSEN ANY ADVERSE IMPACT ON SMALL BUSINESS**

The Board of Forestry has determined that no statewide alternative considered would be more effective in carrying out the purpose for which this regulation was adopted and would be as effective and less burdensome to affected private persons than the proposed action. The original legislation specifically requires the development of regulations in the areas of access, water, signing and addressing and fuel modification.

#### **TECHNICAL, THEORETICAL, AND/OR EMPIRICAL STUDY, REPORTS, OR DOCUMENTS**

The Board of Forestry and Fire Protection consulted the following listed information and/or publications as referenced in this *Initial Statement of Reasons*. Unless otherwise noted in this *Initial Statement of Reasons*, the Board did not

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rely on any other technical, theoretical, or empirical studies, reports or documents in proposing the adoption of this regulation.

1. Fire Safe Guides for Residential Development in California's Wildlands, California Building Code, 1989 Amendments, Chapter 11, Division 1, Occupancy.
2. National Fire Code, Section 501A, Standard for Fire Safety Criteria for Manufactured Home Installations, Sites and Communities, Chapter 1, Section 1-2, Definitions, page 4, 1987 ed., National Fire Protection Association.
3. Public Utilities Commission of California (PUC), Revised General Order #103, Adopted June 12, 1956 (corrected September 7, 1983, Decision 83-09-001), Section VIII Fire Protection Standards (sections relating to fire protection water delivery systems);
4. National Fire Protection Association (NFPA), Standard 1142, "Standard on Water Supplies for Suburban and Rural Fire Fighting", 2012 ed.
5. Insurance Services Office (ISO) Rural Class 8, second ed., 3-80.
6. State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988.
7. Home Builder's Guide to Construction in Wildfire Zones Technical Fact Sheet Series, FEMA P-737, Federal Emergency Management Agency, September 2008.
8. 2013 California Fire Code, California Code of Regulations Title 24 Part 9, Based on the 2012 International Fire Code, California Building Standards Commission, July 2013.
9. California Code of Regulations, Title 19 Public Safety, Division 1 State Fire Marshal
10. Standard Specifications for Highway Bridges, 17th Edition, American Association of State Highway and Transportation Officials (AASHTO). 2002.
11. Structural Fire Prevention Field Guide For Mitigation of Wildland Fires, California Department of Forestry and Fire Protection, April 2000.
12. Fire Hazard Zoning Field Guide, University of California Forest Products Laboratory, May 2000.

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**Pursuant to Government Code 11346.2(b)(6)**: In order to avoid unnecessary duplication or conflicts with federal regulations contained in the Code of Federal Regulations addressing the same issues as those addressed under the proposed regulation revisions listed in this *Statement of Reasons*; the Board has directed staff to review the Code of Federal Regulations. The Board staff determined that no unnecessary duplication or conflict exists.

## **PROPOSED TEXT**

The proposed revisions or additions to the existing rule language is represented in the following manner:

UNDERLINE indicates an addition to the California Code of Regulations,  
and

~~STRIKETHROUGH~~ indicates a deletion from the California Code of Regulations.

All other text is existing rule language.

1 **SRA FIRE SAFE REGULATIONS, 2014**

2 **14 CCR, Division 1.5, Chapter 7 Fire Protection, Subchapter 2, Articles 2-5. SRA Fire Safe**  
3 **Regulations**

4  
5 **Article 2. Emergency Access and Egress.**

6  
7 **1273.01. Road Width**

8 All roads shall be constructed to provide ~~a minimum of two nine-foot traffic lanes providing two-~~  
9 ~~way traffic flow~~ a minimum driving surface of two ten-foot lanes, not including shoulder and  
10 striping. These lanes should provide for two-way traffic flow to support emergency vehicle and  
11 civilian egress, unless other standards are provided in this article, or additional requirements are  
12 mandated by local jurisdictions or local subdivision requirements.

13 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
14 4290 and 4291, Public Resources Code.

15 **1273.02. Roadway Surface**

16 ~~The surface shall provide unobstructed access to conventional drive vehicles, including sedans~~  
17 ~~and fire engines. Surfaces should be established in conformance with local ordinances, and be~~  
18 ~~capable of supporting a 40,000 pound load.~~ Roadways shall be designed and maintained to  
19 support the imposed load of fire apparatus weighing at least 75,000 pounds and provide an all-  
20 weather aggregate road base. Project proponent shall provide engineering specifications to  
21 support design, if requested.

22 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
23 4290 and 4291, Public Resources Code.

24  
25 **1273.05. Roadway Turnarounds**

1 Turnarounds are required on driveways and dead-end roads as specified in this article. The  
2 minimum turning radius for a turnaround shall be 40 feet from the center line of the road, not  
3 including parking and the encroachment of the driving surface, from the roadway into and out of  
4 the terminus bulb shall not be less than 38'. The driving surface shall be evenly tapered on both  
5 sides of the driving surface from the encroachment, 15' back along the roadway. The radius of  
6 the taper shall not exceed 40'. If a hammerhead/T is used instead, the top of the "T" shall be a  
7 minimum of 60 feet in length.

8 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
9 4290 and 4291, Public Resources Code.

#### 10 **1273.06. Roadway Turnouts**

11 Turnouts shall be a minimum of ~~40~~ 12 feet wide and 30 feet long with a minimum 25 foot taper  
12 on each end.

13 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
14 4290 and 4291, Public Resources Code.

#### 15 **1273.07. Roadway Structures**

16 (a) All driveway, road, street, and private lane roadway structures shall be constructed to carry  
17 at least the maximum load and provide the minimum vertical clearance as required by Vehicle  
18 Code Sections 35550, 35750 and 35250.

19 (b) Appropriate signing, including but not limited to weight or vertical clearance limitations, one-  
20 way road or single lane conditions, shall reflect the capability of each bridge.

21 (c) Where a bridge or an elevated surface is part of a fire apparatus access road, the bridge  
22 shall be constructed and maintained in accordance with AASHTO HB-17. Bridges and elevated  
23 surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus.  
24 Vehicle load limits shall be posted at both entrances to bridges when required. Where elevated  
25

1 surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed  
2 for such use, approved barriers, approved signs or both shall be installed and maintained. A  
3 bridge with only one traffic lane may be authorized by the local jurisdiction; however, it shall  
4 provide for unobstructed visibility from one end to the other and turnouts at both ends.

5 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
6 4290 and 4291, Public Resources Code.

### 7 **1273.08. One-Way Roads**

8 All one-way roads shall be constructed to provide a minimum, not including shoulders, of one  
9 ~~40~~12-foot traffic lane. The local jurisdiction may approve one-way roads. All one-way roads shall  
10 connect to a two-lane roadway at both ends, and shall provide access to an area currently  
11 zoned for no more than 10 dwelling units. In no case shall it exceed 2640 feet in length. A  
12 turnout shall be placed and constructed at approximately the midpoint of each one-way road.

13 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
14 4290 and 4291, Public Resources Code.

### 15 **1273.10. Driveways**

16 All driveways shall provide a minimum driving surface of a 10 foot width with minimum width of  
17 14 feet unobstructed horizontal clearance and vertical clearance of 15 feet. ~~40-foot traffic lane~~  
18 ~~and unobstructed vertical clearance of 15 feet along its entire length,~~

19 (a) Driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a  
20 turnout near the midpoint of the driveway. Where the driveway exceeds 800 feet, turnouts shall  
21 be provided no more than 400 feet apart.

22 (b) A turnaround shall be provided to all building sites on driveways over 300 feet in length, and  
23 shall be within 50 feet of the building.  
24  
25

1 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
2 4290 and 4291, Public Resources Code.

3  
4 **1273.11. Gate Entrance**

5 (a) Gate entrances shall be at least two feet wider than the width of the traffic lane(s) serving  
6 that gate and a minimum width of 14 feet unobstructed horizontal clearance and vertical  
7 clearance of 15 feet.

8 (b) All gates providing access from a road to a driveway shall be located at least 30 feet from  
9 the roadway and shall open to allow a vehicle to stop without obstructing traffic on that road.

10 (c) Security gates shall not be installed without approval. Where security gates are installed,  
11 they shall have an approved means of emergency operation. The security gates and the  
12 emergency operation shall be maintained operational at all times.

13 (d) Where a one-way road with a single traffic lane provides access to a gated entrance, a 40  
14 foot turning radius shall be used.

15 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
16 4290 and 4291, Public Resources Code.

17 **1274.01. Size of Letters, Numbers and Symbols for Street and Roads Signs**

18 ~~Size of letters, numbers, and symbols for street and road signs shall be a minimum 3 inch letter~~  
19 ~~height, 3/8 inch stroke, reflectorized, contrasting with the background color of the sign.~~

20 Numbers shall be a minimum of 4 inches (101.6 mm) high with a minimum stroke width of 0.5  
21 inch (12.7 mm). Where access is by means of a private road and the building cannot be viewed  
22 from the *public way*, a monument, pole or other sign or means shall be used to identify the  
23 structure.

24 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
25 4290 and 4291, Public Resources Code.

1  
2 **1274.09. Size of Letters, Numbers and Symbols for Addresses**

3 ~~Size of letters, numbers and symbols for addresses shall be a minimum 3 inch letter height, 3/8~~  
4 ~~inch stroke, reflectorized, contrasting with the background color of the sign.~~

5 New and existing buildings shall have approved address numbers, building numbers or  
6 approved building identification placed in a position that is plainly legible and visible from the  
7 street or road fronting the property. These numbers shall contrast with their background.

8 Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall be a minimum  
9 of 4 inches (101.6 mm) high with a minimum stroke width of 0.5 inch (12.7 mm). Where access  
10 is by means of a private road and the building cannot be viewed from the public way, a  
11 monument, pole or other sign or means shall be used to identify the structure.

12 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
13 4290 and 4291, Public Resources Code.

14 **1275.00. Intent**

15 Emergency water for wildfire protection shall be available, ~~and accessible, and maintained in~~  
16 quantities and locations specified in the statute and these regulations, in order to attack a  
17 wildfire or defend property from a wildfire. ~~Such emergency water may be provided in a fire~~  
18 ~~agency mobile water tender, or naturally occurring or man-made containment structure, as long~~  
19 ~~as the specified quantity is immediately available.~~

20 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
21 4290 and 4291, Public Resources Code.

22  
23 **1275.01. Application**

24 The provisions of this article shall apply in the tentative and parcel map process when new  
25 parcels are approved by a local jurisdiction. ~~The emergency water system shall be available on-~~

1 ~~site prior to the completion of road construction, where a community water system is approved,~~  
2 ~~or prior to the completion of building construction, where an individual system is approved.~~

3 When a water supply for structure defense is required to be installed, such protection shall be  
4 installed and made serviceable prior to and during the time of construction except when  
5 approved alternative methods of protection are provided.

6 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
7 4290 and 4291, Public Resources Code.

### 8 **1275.10. General Standards**

9 Water systems that comply with the below standard or standards meets or exceeds the  
10 ~~standards specified in Public Utilities Commission of California (PUC) revised General Order~~  
11 ~~#103, Adopted June 12, 1956 (Corrected September 7, 1983, Decision 83-09-001), Section VIII~~  
12 ~~Fire Protection Standards and other applicable sections relating to fire protection water delivery~~  
13 ~~systems, static water systems equaling or exceeding the National Fire Protection Association~~  
14 ~~(NFPA) intent of these regulations.~~

15  
16 Water systems equaling or exceeding the National Fire Protection (NFPA) Standard 1231,  
17 "Standard on Water Supplies for Suburban and Rural Fire Fighting", 1989 Edition, or mobile  
18 water systems that meet the Insurance Services Office (ISO) Rural Class 8, 2nd Edition 3-80,  
19 Standard 1142, "Standard on Water Supplies for Suburban and Rural Fire Fighting," 2012  
20 Edition, California Fire Code 2010, California Code of Regulations Title 24. Part 9, Fire-Flow  
21 requirements ~~standard~~ shall be accepted as meeting the requirements of this article. ~~These~~  
22 ~~documents are available at CDF Ranger Unit Headquarters.~~

23 Nothing in this article prohibits the combined storage of emergency wildfire and structural  
24 firefighting water supplies unless so prohibited by local ordinance or specified by the local fire  
25 agency.

1 Where freeze protection is required by local jurisdictions, such protection measures shall be  
2 provided.

3 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
4 4290 and 4291, Public Resources Code.

5  
6 **1275.15. Hydrant/Fire Valve**

7 (a) The hydrant or fire valve shall be 18 inches above grade, 8 feet from flammable vegetation,  
8 no closer than 4 feet nor farther than 12 feet from a roadway, and in a location where fire  
9 apparatus using it will not block the roadway.

10 The hydrant serving any building shall:

11 (1) be not less than 50 feet nor more than 1/2 mile by road from the building it is to  
12 serve, and

13 (2) be located at a turnout or turnaround, along the driveway to that building or along the  
14 road that intersects with that driveway.

15 (b) The hydrant head shall be ~~brass with~~ 2 1/2 inch National Hose male thread with cap for  
16 pressure and gravity flow systems and 4 1/2 inch draft systems. Such hydrants shall be wet or  
17 dry barrel as required by the delivery system. They shall have suitable crash protection as  
18 required by the local jurisdiction.

19 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
20 4290 and 4291, Public Resources Code.

21 **1276.00 Intent**

22 To reduce the intensity of a wildfire by reducing the volume and density of flammable  
23 vegetation, the strategic siting of fuel modification and greenbelt shall provide

24 (1) increased safety for emergency fire equipment and evacuating civilians by its utilization  
25 around structures and roads, including driveways; and

1 (2) a point of attack or defense from a wildfire.

2 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
3 4290 and 4291, Public Resources Code.

4  
5 **1276.03 Greenbelt**

6 Subdivision and other developments, which propose greenbelt as a part of the development  
7 plan, shall locate said greenbelt strategically, as a separation between wildland fuels and  
8 structures. The locations shall be approved by the inspection. Selected locations should be  
9 consistent with the Unit Fire Plan.

10 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
11 4290 and 4291, Public Resources Code.

12 **1276.04. Driveways.**

13 Driveways shall have minimum of ten feet horizontal fuel reduction, which includes the required  
14 clearance in 1273.10, from the traveled surface on both sides of the driveway fuel reduction  
15 zone, from the point at which the driveway meets the road to the defensible space of the  
16 structure, to support civilian evacuation and fire equipment access. The fuel reduction is such  
17 that it reflects CCR title 14, 1299 Defensible Space Zone Two. These shall include turnouts and  
18 turnarounds.

19 Note: Authority cited: Section 4290, Public Resources Code. Reference: Sections  
20 4290 and 4291, Public Resources Code.

21  
22 \*\*\*\*\*