

LAKE VERA - ROUND MOUNTAIN AREA

FIRE SAFE PLAN

NEVADA COUNTY, CALIFORNIA

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CHAPTER I INTRODUCTION

Nevada County has a high potential for wildland fires of devastating intensity. A high percentage of Nevada County is classified as “Very High Severity” by the California Department of Forestry and Fire Protection Fire Hazard Severity Zone maps.¹ Nevada County grew at a rate significantly higher than the state average between 1990 and 2000.² The level of fire risk increases directly with the influx of population due to development and construction. Because rural development has continuously and increasingly impacted wildland fire protection in the wildland interface (areas where structures encroach upon the undeveloped wildland), the emphasis of firefighting in California has changed from fire suppression to one of pre-fire management.³

In 1991, in response to the adoption of California Public Resources Code 4290, Nevada County adopted Chapter L-XVI, Fire Safety Regulations, implementing State regulations relative to fuel modification, on-site residential driveway access, and water supplies for fire protection. Fire safe road standards were adopted in 1995. During a Countywide rezoning in 1996, Nevada County identified a specifically delineated area north of Nevada City, on both sides of Lake Vera Road, as having a high potential for wildland fire danger. This area was rezoned to add an “SP” (Site Performance) Combining District that requires the adoption of a Fire Safe Plan prior to additional subdivision of lands within the mapped boundaries of that area. The direction and authority for this Plan is founded in Ordinance 1930, adopted by the Nevada County Board of Supervisors on January 7, 1997. That ordinance provides, in part, that:

‘No tentative map land division shall be recorded until such time as a Fire Safe Plan, prepared by County staff in consultation with the State Department of Forestry and other fire protection organizations, is approved by the Nevada County Board of Supervisors. The Plan shall include an analysis of fire hazard and actions needed to reduce the hazard, including, but not limited to, a determination of circulation, emergency road access, fuel modification, use of clustering and building setbacks, etc. The Plan shall also include a funding source and implementation schedule.’

This Fire Safe Plan (“the Plan”) is the result of cooperative efforts by the Forty-Niner Fire Protection District, the California Department of Forestry and Fire Protection, the Greater Cement Hill Neighborhood Association, the Lake Vera-Round Mountain Neighborhood Association, and the County of Nevada. This Plan was derived from a much larger, more encompassing endeavor, the Forty Niner Fire Safe Project. Many ideas for education and public outreach that originated with the earliest drafts of this Plan have been incorporated into programs now being conducted by the Fire Safe Council of Nevada County.

PLAN GOALS

The purpose of this Plan is to identify the fire hazard within the Plan area and to design fire protection measures for reducing the hazard created by increased density. The Plan addresses circulation, emergency road access, fuel modification, and the use of site development standards to reduce the increased risk of wildland fire within the Plan area. This Plan provides landowners and developers with fire safety information that will assist them in designing fire-safe development projects of any size. This Plan establishes fire safe standards that will supplement all other applicable state and local codes for the development of lands in the Round Mountain and Lake Vera Road area.

PLAN ORGANIZATION

This document is arranged into four sections, including an introduction, an identification of fire hazards, recommended site development standards, and an implementation and funding discussion. Exhibits include maps that identify the Plan area, the CDF Fire Hazard Severity mapping, a zoning map, and photos of the Plan area. Appendices are located at the end of the document and include a public education document.

PLAN AREA DESCRIPTION

Located north of Nevada City, the "Plan area" encompasses 550 parcels within approximately 6,000 acres, bound by the South Yuba River on the north, Meyer Ravine on the west, and paralleling North Bloomfield-Graniteville Road on the east and south.

Parcel sizes within the Plan area vary from less than one acre to more than 400 acres in size. Approximately 1800 acres of land are held in public ownership (State and Federal lands).

Topography within the Plan area varies from flat, meadow grasslands in the Selby Flat/Lake Vera area, to 70% slopes in the South Yuba River canyon. Steep slopes occur above Meyers Ravine. The majority of the Plan area averages 20-30% slopes. Elevations range from 2400 feet in lower drainage areas, to 3325 feet along the higher peaks near Round Mountain. The Plan area lies within a Transition Life Zone, with vegetation ranging from grass and brush lands to a Ponderosa Pine environment. South facing slopes are covered with oak woodlands with brush understory, while the north facing slopes are primarily covered with mixed conifer.

Fire protection within the Plan area is the responsibility of the Forty Niner Fire Protection District, and the California Department of Forestry and Fire Protection (CDF).

Zoning

Within the Plan area are the following zoning districts (Zoning Maps follow this page):

OS	Open Space
RA-3	Residential Agricultural with a 3-acre minimum parcel size
RA-10	Residential Agricultural with a 10-acre minimum parcel size
AG-10	General Agricultural with a 10-acre minimum parcel size
AG-20	General Agricultural with a 20-acre minimum parcel size
AG-30	General Agricultural with a 30-acre minimum parcel size
AG-40	General Agricultural with a 40-acre minimum parcel size
AG-40-PD	General Agricultural with a 40-acre minimum parcel size, with a Planned Development Combining District
FR-40	Forest with a 40-acre minimum parcel size
FR-X	Forest with no further subdivision potential

All parcels within the Plan area also include an “SP” Combining District, reflecting the requirement for preparation of a Fire Safe Plan. With adoption of this Plan, the “SP” will be modified to reflect Plan adoption.

Current zoning densities allow for a potential increase of $68 \pm$ additional parcels within the Plan area. 1995 General Plan buildout of the Lake Vera Road area estimated a total of 523 potential building sites.

CHAPTER II IDENTIFICATION OF FIRE HAZARDS

ACCESS ROADS AND EVACUATION ROUTES

The road system within the Plan area, like most of Nevada County, has evolved over the last 150 years with many rural roads originating as single lane trails. Topographic constraints and historic development patterns have contributed to infrastructure deficiencies in many rural areas. Access to the Plan area commences at the intersection of Lake Vera-Purdon Road and North Bloomfield Road, both County-maintained minor collector roads. All parcels within the Plan area utilize one of these roads for ingress and egress. Many private roads do not meet current County Fire Safe standards for width, surfacing or for through circulation.

County Maintained Roads

The 1995 Nevada County General Plan recognizes the need to improve the non-regional road system for both general circulation and for safety. Needed improvements to County maintained roads are identified annually through the County Road Improvement Program (RIP). That program schedules improvement projects and identifies funding sources for improvements to County-maintained roads. In addition to road maintenance, the Department of Transportation enlists the services of the California Youth Authority for vegetation clearance along County roads in the Plan area. The five following roads are maintained by the County within the Plan area:

Lake Vera-Purdon Road is the primary access road serving properties within the Plan area. It provides direct access to 70 parcels and is classified as a collector road in order to allocate funds for improved or enhanced emergency ingress and egress improvements. The road is paved from its origin at North Bloomfield Road to Round Mountain Ranch Road, and chip-sealed for an additional half-mile. From B-4 Ranch Road (its westerly connection), to its descent into the South Yuba River canyon, Lake Vera-Purdon Road narrows in width and has inadequate surfacing. Steep slopes along the canyon walls are densely covered with flammable vegetation. Topographic constraints preclude significant improvements to this road. While the road does provide a substandard, through access for general traffic, it is not adequate for emergency vehicles and General Plan Policy 4.24A identifies the area served by this road as a restricted access area.

Airport Road is a dead-end road serving approximately 34 parcels in the southwest corner of the Plan area. It is maintained by the County for .89 miles before crossing the old Nevada City Airport, owned by the City of Nevada City. The road is steep and winding.

New Rome Road is a 1.5 mile long, dead-end road west of Lake Vera Road. The road serves 57 parcels, including a summer campground.

Rector Road is a 1.5 mile long, road serving 28 parcels and several organized campgrounds. It connects to Rock Creek Road and to Honeysuckle Way, providing two connections to North Bloomfield Road.

Rock Creek Road is a 4.08 mile long road serving 65 parcels. It provides through access to North Bloomfield Road.

Evacuation Routes

In September of 1997 the Nevada County Department of Transportation prepared a study of County maintained roads and emergency access routes within and near the Plan area. The study addressed the network of roads that receives traffic from mostly private, local neighborhood roads and which allow traffic to access the state highway system. Included in the study is a general evacuation capacity analysis of the larger, Cement Hill-Lake Vera-North Bloomfield traffic shed. Utilizing several scenarios, including the funneling of traffic from Cement Hill and Wet Hill Roads onto North Bloomfield Road; the partial utilization of Harmony Ridge Road and Cooper Road to divert traffic to State Highway 20; and a northerly evacuation route, across the South Yuba River, to Tyler Foote Road, utilizing Lake Vera-Purdon Road and North Bloomfield Road.

The study concluded that additional general evacuation capacity is not needed but that capacity constraint on North Bloomfield Road, between Highway 49 south and Lake Vera Road, may cause the system to fail by the year 2026 (General Plan buildout). The study also concluded that a secondary access evacuation route is necessary. The following improvements were identified as providing improved emergency event capacity:

- Improve Coyote Street, from North Bloomfield Road to State Highway 49, to a two-lane capacity;
- Construct through access from Cement Hill Road to Cedarsong Road, as mapped on the General Plan land use maps;
- Improve Cooper Road to Madrone Springs Road;
- Improve Madrone Springs Road to Conservation Camp Road;
- Improve Harmony Ridge Road to State Highway 20.
- Maintenance of a short section of Excelsior Ditch Camp Road, to a fire road standard, would improve evacuation capacity on Cement Hill Road, west of the Plan area.

In November of 2000, the County adopted an Emergency Access Route Plan for a number of restricted access roads throughout the County. For the Lake Vera Road area, the plan specifically identified the need to improve Coyote Street to a two-lane PRC 4290 standard. That road widening occurred in 1999. An emergency access only road, connecting Cement Hill Road to Cedarsong Road, was constructed in 2001 concurrent with the recording of a parcel map.

Privately Maintained Roads

There are 65 privately maintained roads within the Plan area. The majority of these private roads are dead-end roads, substandard in width, surfacing and vegetation clearance. Many are not constrained by topography or sensitive features and could connect to secondary access roads. The General Plan recognizes the need to ensure that privately maintained roads are improved as development occurs on those roads. Future development shall not exacerbate existing conditions and must mitigate impacts through participation in the funding and/or construction of access roads.

Privately Maintained roads within the Plan area; dead-end roads are asterisked; through roads are underlined:

*Abbey Court	*Homburg Way
*Airport Road (partial)	<u>Honeysuckle Way</u>
*Alderwood Road	<u>Hudson Way</u>
*Angelwood Lane	*Ireland Drive
*Astral Trail	*Jeanette Road
Atolia Road (unimproved)	*Kimberly Court
*B-4 Ranch Road	*Kernite Court
*Banerian Place	*Kuntz Court
*Bass Lane	*Lacewing Court
*Bear Run Road	*Maize Road
*Bellevue Road	*Mandolin Way
*Bobcat Way	*Marigold Way
*Boogie Hill Road	<u>Merrimas Way</u>
*Brush Creek Court	*Misty Meadow Lane
*Bush Road	*Moon Shadow Drive
*Candace Lane	*Nicolle Drive
*Carnelian Way	*Osdick Court
*Cashins Road	*Quaillan Way
*Cat Alley	*Quails Nest
*Charden Way	*Rabb Road
*Cobblestone Lane	*Ranchwood Court
*Deerhaven Lane	*Rocky Road
*Dipper Valley Ranch Road	<u>Round Mountain Ranch Road</u>
*Dylan Court	*Running Horse Way
*Eaglepine Road	*Selby Lane
<u>Excelsior Ditch Camp Road</u>	*Snow Mountain Camp Road
*Glass Road	*Sommer Place
*Goa Way	*Timm Lane
*Golden Wolf Court	*Tommyknocker Crt
*Grunt Hill Road	*Tower Hill Road
*Hobnob Way	*Turtleback Hill
*Heather Lane	
*Hicks Road	

Financing Evacuation Route Construction and Maintenance

In 1998, the Department of Transportation prepared a 24 page, plus attachments, "Wildland Fire Evacuation Route Construction and Maintenance Financing Discussion" paper. That study identifies applicable standards for constructing fire access roads, relevant General Plan policies, and potential funding sources. Two primary sources of funding for the construction and maintenance of fire access roads were identified: 1) formal or informal private road maintenance associations, and 2) public funding by a public entity. The study provides that roads maintained by a public entity must be public roads. Funding of a private road that does not provide a significant public, general circulation benefit, cannot appropriately be funded by a public, general circulation funds. The study identifies the potential use of special districts to fund initial construction as well as maintenance of access roads, including Community Service Districts, Community Service Areas, Fire Districts, or formation of a new special district formed for each emergency road.

General Plan Policy 4.24.B provides that the County may impose an emergency access road impact fee on development in restricted access areas. This fee is intended to ensure that future growth in restricted access areas fully mitigates its direct and cumulative impact on fire access needs with the local area. For routes that do not serve a general, day-to-day circulation need, or serve primarily emergency need event need, funding for a mitigation program must come from an appropriate source. The County, at its sole option, may require the developer to fully fund required improvements, or, may directly participate in needed improvements.

General Plan Policy 4.24.B identifies a number of areas throughout the County where emergency access is inadequate. Development is limited in these restricted-access areas, requiring discretionary development to construct secondary, emergency access roads. Within this Plan area, Lake Vera Road is specifically identified as a limited access road. Outside, but adjacent to the Plan area, Cement Hill Road and Cooper Road are also identified as limited access roads. In addition to General Plan policies, Section 4.3.18 of the Nevada County Zoning Ordinance requires that "All discretionary and Administrative Development Permit projects within a high or very high hazard zone shall provide secondary access where the project is served by a dead-end road that exceeds the maximum length established by County Road Standards, Section L-XVII 3.4.I. Secondary access roads shall be improved to the Fire Standard Access Road standard in Chapter XVII, County Road Standards."

Summary: The majority of roads within the Plan area do not meet County minimum Fire Safe Road standards for width nor for through access. Increasing development of existing parcels on private roads continues to add to the fire risk. Current land use regulations require additional improvements only when properties subdivide, develop second dwelling units, or as a condition of a discretionary land use permit. Community interest in developing a funding source for construction and maintenance of emergency access roads could result in a development fee program. This Plan does not propose or recommend a specific funding source or program other than the existing requirement for development-driven improvements.

FUEL LOADS

Within the Plan area, the mix of a conifer forest environment (pines, fir and deciduous trees), underbrush, and grasses, creates a fuel environment rated by the CDF as a Very High Hazard vegetation type. Dense, unmanaged stands of timber and brush, ladder fuels, an abundance of dead fuels and highly flammable brush, contribute to the volatility of the area. 'Fuel load' is defined as the amount of vegetation, both live and dead, available for burning in a given area. Fuels, weather and topography define the fire environment. Individually and cumulatively, they determine the ease with which fire will start, the speed at which it will travel, the intensity at which it will burn, and how quickly it can be extinguished. Of these three components, fuel is the only one that readily lends itself to modification.

State and County Regulations for fuel modification

California Public Resources Code (PRC) Section 4290 establishes a number of regulations that implement minimum fire safety standards related to the removal of flammable vegetation, known as fuel modification. Additionally, Section 4291 of the PRC establishes, in summary, that all properties shall maintain a firebreak around structures, creating a minimum 30' space clear of flammable vegetation.

In 1991, Nevada County adopted Chapter XVI of the Nevada County Land Use and Development Code, Fire Safe Regulations. Within those regulations are requirements for 1) the safe disposal of flammable and vegetation and fuels caused by site development and construction, 2) increased safety for firefighting personnel, and 3) strategic siting of fuel modification and greenbelts. A central goal of both State and County fire safe regulations is the development of "defensible space," that area within the perimeter of a parcel, development, neighborhood or community where basic wildland fire protection practices and measures are implemented, providing the key point of defense from an approaching wildfire or defense against encroaching wildfires or escaping structure fires." Defensible space is characterized by the establishment and maintenance of emergency vehicle access, emergency water reserves, street names and building identification, and fuel modification measures. Defensible space is not only key to wildland fire prevention, it also allows firefighters a safe working area within which to attack oncoming wildfire.

County Fire Safe Regulations requires fuel modification along residential driveways, when a driveway permit is required. Regulations also require greenbelts be established as needed, around the perimeter of subdivisions consisting of 10 lots or more. Only for those projects that require a discretionary land use permit and second dwelling units, subdivisions or uses requiring use permit. During construction of a home, County Building Inspectors inspect new driveways for ten feet of fuel modification alongside driveways, when a driveway permit is required.

Section L-II 4.3.18 of Nevada County Zoning Regulations requires that all discretionary permit projects and Administrative Development Permit projects within a high or very high fire hazard zone create a fuel break by removing and clearing away all brush, flammable vegetation or combustible growth consistent with the provisions of Public Resources Code 4291. There is currently no County ordinance requiring vegetation clearance around newly constructed single family homes or accessory buildings.

During wildland fire season, generally mid-May through October of each year, varying on fire conditions, the CDF conducts inspections of home sites for compliance with PRC 4291 fuel modification requirements. This inspection program is one of voluntary compliance intended to advise homeowners of existing fire hazards from the accumulation of fuels near their home. Funding for this program is neither consistent nor reliable.

A number of fuel modification programs have been initiated within the Plan area since 1999. The CDF, working through a Federal Emergency Management Agency (FEMA) grant, sponsors a chipper program, which has resulted in a significant amount of vegetation clearance *for residential defensible space and* along private roads within the Plan area. Additional, modified roadside shaded fuel breaks, funded by the FEMA grant, are planned. The Bureau of Land Management has created a fire break north of Rock Creek Road, and the Nevada County Department of Transportation coordinates with the California Youth Authority for brush removal along County roads.

Summary: As the County continues to develop, with structures being built in the wildland and in the wildland interface (those areas where wildlands and structures meet), additional vegetation removal along roadways and around structures is crucial. Creating defensible space around all structures is a key component in reducing the loss of life and property to fire.

EMERGENCY WATER SUPPLY

Within the Plan area, piped, public water is available along Lake Vera-Purdon Road. Additional water storage, within cisterns and tanks, are provided at the six organized camps within the Plan area, and within a limited number of small subdivisions. The majority of parcels within the Plan area are served by individual wells. The Forty Niner Fire Protection District headquarters, located just outside the Plan area, on Coyote Street at State Highway 49, houses 4,000 gallons of water storage in District engines and a water tender.

County Fire Safe Regulations require the establishment of a water supply for fire protection, with the approval of discretionary projects and second dwelling units. If a public water supply is not available, on-site or community systems must be constructed to serve the project. Such systems are maintained by property owners. Strategic water supplies (10,000 gallons of storage) are needed in the following areas:

- On Excelsior Ditch Camp Road near Augustine Road;
- Near Rock Creek Road and Rector Road;
- In the Round Mountain Ranch Road/Hudson Way area;
- On upper Rock Creek Road, near North Bloomfield Road.

Summary: Additional community water supply systems will occur as lands subdivide or as a condition of land use permit approval. While additional, strategically-located community water systems would assist in fire suppression, a program for requiring development to fund the construction of such systems, is not feasible for small projects. No recommendations for increased water storage requirements are proposed with this Plan.

SIGNAGE

Road and property signage is critical to firefighting and for evacuation purposes. Section L-VII 1.8 of the County Land Use and Development Code requires that all properties have proper street addresses posted and that those addresses be maintained. The ordinance requires addressing be posted prior the framing inspection for any building permit.

Section L-VII 2.4 of the Land Use Code requires that all roads be properly posted prior the framing inspection for any building permit. It is the responsibility of property owners to properly post their road names.

SUPPLEMENTAL FIRE SAFE STANDARDS

Siting and design measures that minimize fire risk can be incorporated into site development and construction. The design of proposed subdivisions must consider wildland fire hazards in siting building sites, evacuation routes and water supply systems. The Nevada County General Plan and Zoning Ordinance encourage the clustering of new building sites, where structures are placed in closer proximity to each other and utilize common driveways. Clustering facilitates defensible space by reducing the fire service resources required for multiple structures that are spread out.

Goals:

1. To minimize the risk of wildfire by maximizing defensible space in new development.
2. To increase the capability of State and local fire service agencies to suppress wildland fire.
3. To facilitate emergency vehicle ingress.
4. To facilitate evacuation.

Standards

The following standards shall be required for all discretionary projects within the Plan area, unless specific findings can be made that the project will not add to the cumulative fire hazard of the Plan area, because of the projects' location, design, or specific site features.

- A. For all development, including, single-family and agricultural construction:
 1. No exceptions to any adopted County Fire Safe Regulations, including water storage requirements, driveway standards, and County road standards, shall be granted within the Plan area.
 2. On all dead-end roads, no exceptions to side and rear property line setbacks, including those authorized by Section L-II 4.2.5.G.1 of the Nevada County Land Use and Development Code (Zoning Regulations) shall be allowed.
 3. Defensible space shall be provided around all structures and propane tanks, satisfying the minimum requirements of Public Resources Code 4291, prior to a final inspection of any building permit, or prior to the recording of a subdivision or parcel map. Inspections may be conducted by the CDF, the Forty Niner Fire Protection District or by the County of Nevada, if authorized by the CDF or Fire District.

4. All driveways serving new residential units, which exceed 150 feet in length, but less than 800 feet in length, shall construct a turnout near the midpoint of the driveway. Driveways exceeding 800 feet in length shall provide turnouts no more than 400 feet apart.
 5. The underfloor or subdeck space of new structures, including decks that are 2' or higher from grade, and which are constructed of combustible construction, shall be enclosed. The enclosure shall be skirting of solid sheathing or equivalent material. Venting of covered areas shall be allowed consistent with the Uniform Building Code.
- B. For all discretionary and administrative permit projects, including subdivisions, use permits or administrative development permits for additional dwelling units, the following shall be required:
1. Where no public water supply is available, or where high fuel loads exist, building sites shall be clustered. Clustering shall include the use of common driveways, fuel modification zones and building envelopes in close proximity to each other.
 2. No new building sites shall be created by subdivision or boundary line adjustment, on slopes of 20% or greater. This standard is not applicable to construction on existing parcels.
 3. Building construction in areas of heavy fuel load or above steep slopes, shall incorporate non-combustible materials, or materials approved for one-hour fire-resistive construction, into structures proposing residential or group occupancies.
 4. Where landscaping is required by County ordinance, all such plantings shall be fire-resistant, as identified by the Fire-Wise Plant Booklet prepared by the Fire Safe Council of Nevada County.
 5. A Fuel Modification Plan shall be required for the project site. The plan shall include, at a minimum:
 - a. Fuel modification zones/easements around all newly created lots in areas of high fuel load.
 - b. Open space areas maintained for fire prevention.
 - c. Increased property line setbacks in areas of high fuel load.
 - d. Evacuation plans and/or safe evacuation locations.
- C. Any permit issued by the Community Development Agency, including but not limited to grading, sewage disposal systems, wells, encroachment permits and administrative land use permits, shall require verification that the following signage is provided:
1. Each building site shall have a properly posted street address.

2. All access roads serving the site, are posted pursuant to the standards of Chapter VII of the Land Use and Development Code.
3. All dead-end roads are posted as dead-end roads.

CHAPTER III IMPLEMENTATION AND FUNDING

This Plan will be implemented upon adoption of an ordinance amending the “SP” zoning for the Plan area, and by development proposals submitted after the effective date of the ordinance. The “SP” zoning will be amended to reflect the adopted Plan and the Supplemental Fire Safe Standards contained herein. The “SP” zoning will remain in effect until superceded by a County-wide Fire Safe Plan or until the fire hazards identified within this Plan are significantly reduced, i.e., secondary access is constructed for roads that are currently dead-ends, a public or community water system is available to a larger area, and flammable vegetation is significantly reduced.

This Plan incorporates a number of development standards that require greater fire safety improvement than for properties located outside the Plan area. Increased costs to property owners for administrative permits, including single-family home construction, are minimal, requiring compliance with existing codes and regulations, vegetation clearance around homes pursuant to PRC 4291, turnout construction for lengthy driveways, and enclosure of space under decks.

Additional costs for discretionary development, including subdivisions, uses requiring a use permit, and second dwellings, will vary, depending on the constraints of individual sites. Development that increases the density of an area or neighborhood may require construction of secondary access; construction above steep slopes may require the use of fire-resistive building materials. The cost of additional fire management improvements will be borne by individual applicants for development.

MAPS

CDF FIRE HAZARD SEVERITY MAP

ZONING MAP

PHOTOS OF PLAN AREA



SELBY LANE - east view
Good roadside vegetation clearance



SELBY LANE - west view
Neighbor has not provided vegetation clearance



GRUNT HILL ROAD off NEW ROME ROAD
Good surfacing but poor vegetation management



**Below GRUNT HILL ROAD, on an S curve;
Dense vegetation above Meyer Ravine**



**LAKE VERA-PURDON ROAD @ MANDOLIN WAY;
No signage on the east (also Mandolin Way)**



ROCK CREEK ROAD
Good roadside fuel management



**COOPER ROAD - evacuation route to State Highway 20
Roadside fuel management on the north but not on the south**

APPENDICES

GENERAL PLAN POLICIES RELATIVE TO FIRE PREVENTION

Developers are advised to review the following General Plan provisions for applicability to discretionary and/or administrative permits:

Policy 1.17 (Land Use Chapter)

Objective 4.10 (Circulation Chapter)

Policy 4.23

Policy 4.24

Policy 4.24A

Policy 4.24B

Goal 10.1 (Safety Chapter)

Objective 10.1

Policy 10.1

Policy 10.2

Policy 10.3

Policy 10.4

Policy 10.5

Policy 10.6

Objective 10.4

Objective 10.8

Policy 10.20

Policy 13.2 (Wildlife and Vegetation Chapter)

Policy 13.7

COUNTY LAND USE AND DEVELOPMENT CODE REGULATIONS RELATIVE TO FIRE PREVENTION

Developers are advised to review the following Land Use and Development Code sections for applicability to discretionary and/or administrative permits:

Chapter II: Section 4.3.18 Wildland Fire Hazard Areas

Chapter II: Sections 2.2.C. and 2.3.D Land Use Tables for Building Setbacks

Chapter II: Section 5.22 Property Maintenance

Chapter VII: Street Addressing and Naming

Chapter XVI: Fire Safety Regulations for Driveways, Emergency Water Supply
and Fuel Modification.

Chapter XVII: Road Standards

INFORMATION SOURCES

1. *Fire Hazard Severity Zone Maps*, State Department of Forestry and Fire Protection, 1990
2. *Affordable Housing Task Force Report*, dated September 2000.
3. *Structural Fire Prevention Field Guide*, by the Office of the State Fire Marshal, April 2000
4. *Fire Hazard Zoning Field Guide*, Office of the State Fire Marshal, May 2000
5. *North 49'er Fire District County Maintained Road and Emergency Access Study*, Nevada County Department of Transportation, September 1997
6. *Emergency Access Route Study*, Nevada County Department of Transportation, November 2000 (adopted by Resolution 00-571 on December 5, 2000)
7. *Wildland Fire Evacuation Route Construction and Maintenance Financing Discussion*, Nevada County Department of Transportation, September 1998
8. *Fire Wise is Fire Safe*, Fire Safe Council of Nevada County, July 2000