



COUNTY OF SANTA CRUZ

0685

PLANNING DEPARTMENT

701 OCEAN STREET, SUITE 410, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123
ALVIN JAMES, DIRECTOR

May 14,2002

AGENDA: May 21,2002

Board of Supervisors
County of Santa Cruz
701 Ocean Street
Santa Cruz, California 95060

CONTINUED PUBLIC HEARING TO CONSIDER THE PLANNING COMMISSION'S RECOMMENDATIONS REGARDING AMENDMENTS TO THE COUNTY GRADING ORDINANCE REGARDING REVISED DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS AND BRIDGES

Members of the Board:

On May 7,2002, your Board continued the public hearing on this matter in order for staff to resolve the wording of the definition of 'new road' that was presented in the revised ordinance. This definition included in the revised ordinance came directly from the County Code and defined a new road as any road that required more than 100 cubic yards of grading in a 500-foot stretch of roadway. It also defined all logging roads approved by the State under a Timber Harvest Plan as new roads for the purpose of subsequent development. A number of persons expressed their concern over the proposed addition of this language for several reasons: 1. The language had not been discussed at the community meetings, 2. The language conflicted with the ability of timberland owners to continue to log and to provide access to residential use of their properties, and 3. The belief that almost every road improvement would be considered as a new road under the definition. The following discussion focuses on that particular part of the ordinance. All other provisions of the ordinance remain as recommended on May 7,2002.

Staff had requested suggested wording for a revision to the definition and has received input from Big Creek Lumber (Attachment 6). However, instead of just presenting a revised definition of existing or new road, a completely revised ordinance was presented. Staff has reviewed the proposed language and, while the efforts of the authors are appreciated, the proposed changes to the ordinance cannot be recommended. The proposed ordinance deals almost entirely with new roads. While much of the language mirrors staffs proposed ordinance, other provisions are not consistent with the General Plan/LCP, including the standards for road base and road gradient. The only reference to existing roads is as a part of the exceptions (section (c)), where the provisions of this ordinance may be waived by the Planning Director if the road is determined to be adequate for fire and safety access based on historical use of the road or where it is demonstrated that the road is adequate for the level of access needed. No definition of 'historical use' or criteria for road adequacy is proposed.


To address this issue, staff discussed the matter with fire district staff. Based on this discussion, staff has revised the ordinance to remove the reference to the definition of ‘new road or driveway’ originally proposed. The reason for this revision is that the existing process under which private roads are reviewed when new development is proposed determines whether the road is an existing or new road. This process begins with a site visit by the Fire Chief (or representative) of the fire district having jurisdiction to determine what standards are going to apply given the type of development, the access proposed and a whole host of other factors, as allowed by the Fire Code (all of the Fire Districts in the County have adopted the same Fire Code language). If the Fire Chief determines that existing road standards are appropriate and these requirements result in improvements that require a grading permit, then the existing road standards in the proposed ordinance would apply. If the Fire Chief applies the standards for new roads, then those will be the standards required by the grading permit.

As your Board knows, the intent of this ordinance is to correct an error adopted two years ago and to make the Grading Ordinance standards for private roads consistent with the requirements of the General Plan/LCP and the adopted Fire Codes for the Fire Districts in the County. Staff has worked with the community to craft an ordinance that recognizes the reality of the existing private roads in the County. Staff believes that the ordinance is consistent with the General Plan and the County Fire Code.

It is, therefore, RECOMMENDED that your Board:

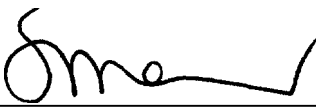
1. Adopt the attached Resolution Amending County Code Section 16.20.180- Grading Ordinance Design Standards for Private Roads and Driveways (Attachment 1) giving final approval to the proposed amendments; and
2. Adopt the attached Ordinance Amending County Code section 16.20.180- Grading Ordinance Design Standards for Private Roads and Driveways (Attachment 2); and
3. Certify the CEQA Categorical Exemption (Attachment 4); and
4. Direct the Planning Department to transmit the amendments to the California Coastal Commission as a Local Coastal Program Implementation Plan amendment for their approval and certification

Sincerely,



Alvin D. James
Planning Director

RECOMMENDED: _____


 Susan A. Mauriello, CAO

- Attachments:
1. Resolution Approving the Proposed Grading Ordinance Amendments
 2. Ordinance Amending County Code section 16.20.180 - Grading Ordinance Design Standards for Private Roads and Driveways (Clean Version)
 3. Ordinance Amending County Code section 16.20.180- Grading Ordinance Design Standards for Private Roads and Driveways (highlighted/strikeover version)
 4. CEQA Exemption
 5. Letter of Alvin D. James, Planning Director, dated April 25,2002, with attachments (item no. 66, May 7, 2002 agenda)
 6. Letter of Bob Berlage, Big Creek Lumber Co., dated May 14,2002.

cc: Fire Chiefs Association of Santa Cruz County
Public Works Department
San Lorenzo Valley Water District
County Counsel
Santa Cruz County Resource Conservation District

BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA 0688

RESOLUTION NO. _____

On the motion of Supervisor
duly seconded by Supervisor
the following Resolution is adopted:

RESOLUTION AMENDING COUNTY CODE SECTION 16.20.180 – GRADING ORDINANCE
DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS

WHEREAS, the Santa Cruz County Planning Department in conjunction with the County Public Works Department and the Fire Chiefs Association of Santa Cruz County is proposing amendments to County Code Section 16.20.180 – Grading Ordinance Design Standards for Private Roads, Driveways and Bridges; and

WHEREAS, the proposed amendments would ensure that firefighting and other emergency service trucks/equipment can safely and effectively use the County’s rural private roads built or improved under the proposed guidelines; and

WHEREAS, the proposed amendments would make the Grading Ordinance Design Standards for Private Roads, Driveways and Bridges consistent with the County Fire Code and the County General Plan/Local Coastal Program (GP/LCP); and

WHEREAS, this amendment is intended to reduce the deterioration of private roads and the resultant erosion problems; and

WHEREAS, the proposed minimum roadway widths have been increased, to 18-feet for more than two habitable structures and 12-feet for two or fewer habitable structures, to allow fire apparatus to gain access to the structures in the event of an emergency while allowing residents to exit the area, with an exception clause that allows for the reduction to 12-feet (with approved turn-outs) in cases where there would be significant environmental impacts resulting from meeting the full width standard; and

WHEREAS, on February 27, 2001, the Board of Supervisors gave preliminary approval to the proposed changes and directed staff to formally process the amendment through the environmental review and Planning Commission/Board of Supervisors public hearing processes; and

WHEREAS, the Planning Commission, on August 8, 2001, following a duly noticed public meeting recommended that the proposed amendments to the Grading Ordinance, as set forth in Exhibit 1-A, and the CEQA Categorical Exemption, incorporated herein by reference, be approved by the Board of Supervisors and submitted to the Coastal Commission as part of the Local Coastal Program Update; and

WHEREAS, the Board of Supervisors, on November 6, 2001, following a duly noticed public meeting, considered the amendments to the Grading Ordinance and directed the Planning Department to conduct a series of public meetings to resolve issues regarding the revised language; and

WHEREAS, on January 16, February 13, February 27, and April 18, 2002, the Planning Department conducted public meetings to discuss the revisions to the ordinance and amended language; and

WHEREAS, the Board of Supervisors, on May 21, 2002, considered the proposed ordinance and the revisions resulting from the public meetings, as set forth in Exhibit 1, and the CEQA Categorical Exemption, incorporated herein by reference, the staff report, and all testimony and evidence received at the public hearing; and

WHEREAS, the Board of Supervisors finds that the proposed amendments are consistent with the California Coastal Act; and

WHEREAS, the proposed amendments to the Grading Ordinance have been found to be categorically exempt from the California Environmental Quality Act (CEQA), consistent with the provisions of CEQA and the County of Santa Cruz Environmental Review Guidelines.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Board of Supervisors approves amendments to the Grading Ordinance's Design Standards for Private Roads, Driveways and Bridges (Section 16.20.180), as set forth in Exhibit 1, and the CEQA Categorical Exemption, incorporated herein by reference, and authorizes their submittal to the California Coastal Commission as part of the next round of LCP Amendments.

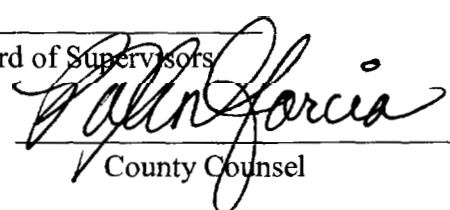
BE IT FURTHER RESOLVED AND ORDERED that these amendments will become effective upon certification by the California Coastal Commission.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this _____ day of _____, 2002 by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN: SUPERVISORS

Chairperson of the Board of Supervisors

ATTEST: _____
 Clerk of the Board of Supervisors

APPROVED AS TO FORM: 

 County Counsel

cc: County Counsel
Planning Department

ORDINANCE NO. _____

Ob90

AN ORDINANCE AMENDING COUNTY CODE SECTION 16.20.180 - GRADING
ORDINANCE DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS

SECTION I

Section 16.20.180 of the Santa Cruz County Code is hereby deleted.

SECTION II

Section 16.20.180 of the Santa Cruz County Code is hereby added to read as follows:

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS

(a) All private roads and driveways, including all secondary access roads required by a land division, requiring a grading approval shall conform to the provisions of this section.

1. Existing Private Roads and Driveways: The required roadway improvements, including width, gradient, surfacing, turn-outs, turn-arounds, and other improvements, for all development on existing private roads and driveways shall be determined by the Fire Chief of the applicable Fire Protection District and based on the standards and requirements of the applicable Fire Code and an evaluation of the proposed access, the proposed improvement, other fire hazard mitigation measures, the physical and environmental constraints affecting the roadway and the needs of the District to provide adequate fire and safety access to the site.

2. New Private Roads or Driveways: All new private roadways and driveways shall meet the following standards.

(i) Unobstructed width of roadbed serving more than two habitable structures shall be 18 feet minimum; unobstructed width of roadbed serving two or fewer habitable structures shall be 12-feet minimum. Where these criteria conflict with other standards set forth in Title 16 of this Code (including, but not limited to, excessive grading, sensitive habitats or tree removal), a 12-foot-wide all-weather road with 12-foot wide by 35-foot long turnouts, with approved approach and departure access, located approximately every 500 feet may be approved at the discretion of the Planning Director, in consultation with the Fire Chief of the applicable Fire Protection District, if deemed appropriate for reasons of topography, environmental impacts or emergency access.

(ii) All roadways or driveways shall have a minimum centerline radius of 36-feet.

(iii) The grade of the private road or driveway shall not exceed 20 percent. Grades over 15 percent are only permitted under circumstances where there is at least 35 feet of less

than 15% grade, every 200 feet.

(iv) All private roads or driveways, including those used for secondary access, shall have a structural section of a minimum **6** inches of compacted Class II baserock. Compaction of the base rock section and the upper **8** inches of sub-grade below the base rock to 95% is required and must be certified by a licensed engineer. Exceptions to this standard are as follows:

(A) Where the subgrade is designated as a clayey soil, the structural section should be determined using the California Design Procedure.

(B) The aggregate base required by these design standards can be omitted or modified if the Planning Director determines that the native material or existing road subgrade provides equivalent bearing capacity to that specified in **(4.)** above, as certified by a licensed soils or civil engineer.

(v) The following all-weather surface shall be added to the structural section, unless the Fire Code of the applicable fire protection district establishes a higher standard: Oil and screen, at a minimum, is required over the baserock for all road or driveway grades between **5%** and 15%. Where road gradients exceed 15 percent, 2 inches of asphaltic concrete shall be placed over the baserock. Exceptions to the provisions of this subsection include: 1. Four inches of concrete on appropriate sub-base may be substituted for the aggregate base and asphaltic concrete. The upper **8** inches of the sub-base shall be compacted to at least 95% compaction. 2. The Planning Director, in consultation with the Fire Chief, may modify the surfacing requirements for the use of alternate materials.

(vi) All secondary access roads shall be surfaced with 2 inches of asphaltic concrete

(vii) Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.

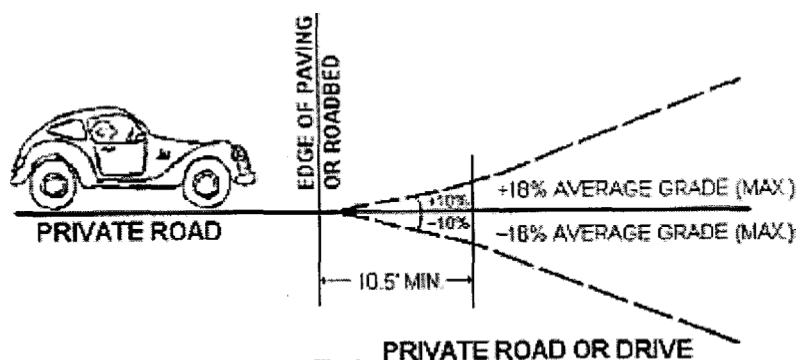


Fig. 4

3. Asphalt or concrete berms or their equivalent may be required to control drainage. Discharges

shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

4. Any private roadway or driveway which is more than 150 feet long and a dead end shall have a turn-around area with a minimum of 36 feet unobstructed radius or equivalent.

5. A vertical clearance of 14 feet shall be maintained on all roadways, driveways, and turnouts.

6. Where a private driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

7. All roads, secondary access roads, and driveways shall be permanently maintained as originally constructed in conformance with these standards.

SECTION III

This Ordinance shall take effect on the 3^{1st} day after final passage or upon certification by the California Coastal Commission, whichever is later.

PASSED AND ADOPTED this _____ day of _____, 2001, by the Board of Supervisors of the County of Santa Cruz by the following vote:

- AYES:** SUPERVISORS
- NOES:** SUPERVISORS
- ABSENT:** SUPERVISORS
- ABSTAIN:** SUPERVISORS

CHAIRPERSON, BOARD OF SUPERVISORS

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM: 
County Counsel

Copies to: Planning Department
County Counsel

ORDINANCE NO. _____

AN ORDINANCE AMENDING COUNTY CODE SECTION 16.20.180- GRADING
ORDINANCE DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS**SECTION I**

Section 16.20.180 of the Santa Cruz County Code is hereby deleted.

SECTION II

Section 16.20.180 of the Santa Cruz County Code is hereby added to read as follows:

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS

(a) All private roads and driveways, including all secondary access roads required by a land division, requiring a grading approval shall conform to the provisions of this section.

1. Existing Private Roads and Driveways: The required roadway improvements, including width, gradient, surfacing, turn-outs, turn-arounds, and other improvements, for all development on existing private roads and driveways shall be determined by the Fire Chief of the applicable Fire Protection District and based on the standards and requirements of the applicable Fire Code and an evaluation of the proposed access, the proposed improvement, other fire hazard mitigation measures, the physical and environmental constraints affecting the roadway and the needs of the District to provide adequate fire and safety access to the site.

2. New Private Roads or Driveways: All new private roadways and driveways shall meet the following standards.

(i) Unobstructed width of roadbed serving more than two habitable structures shall be 18 feet minimum; unobstructed width of roadbed serving two or fewer habitable structures shall be 12-feet minimum. Where these criteria conflict with other standards set forth in Title 16 of this Code (including, but not limited to, excessive grading, sensitive habitats or tree removal), a 12-foot wide all-weather road with 12-foot wide by 35-foot long turnouts, with approved approach and departure access, located approximately every 500 feet may be approved at the discretion of the Planning Director, in consultation with the Fire Chief of the applicable Fire Protection District, if deemed appropriate for reasons of topography, environmental impacts or emergency access.

(ii) All roadways or driveways shall have a minimum centerline radius of 36-feet.

(iii) The grade of the private road or driveway shall not exceed 20 percent. Grades over 15 percent are only permitted under circumstances where there is at least 35 feet of less

than 15% grade, every 200 feet.

(iv) All private roads or driveways, including those used for secondary access, shall have a structural section of a minimum 6 inches of compacted Class II baserock. Compaction of the base rock section and the upper 8 inches of sub-grade below the base rock to 95% is required and must be certified by a licensed engineer. Exceptions to this standard are as follows:

(A) Where the subgrade is designated as a clayey soil, the structural section should be determined using the California Design Procedure.

(B) The aggregate base required by these design standards can be omitted or modified if the Planning Director determines that the native material or existing road subgrade provides equivalent bearing capacity to that specified in (4.) above, as certified by a licensed soils or civil engineer.

(v) The following all-weather surface shall be added to the structural section, unless the Fire Code of the applicable fire protection district establishes a higher standard: Oil and screen, at a minimum, is required over the baserock for all road or driveway grades between 5% and 15%. Where road gradients exceed 15 percent, 2 inches of asphaltic concrete shall be placed over the baserock. Exceptions to the provisions of this subsection include: 1. Four inches of concrete on appropriate sub-base may be substituted for the aggregate base and asphaltic concrete. The upper 8 inches of the sub-base shall be compacted to at least 95% compaction. 2. The Planning Director, in consultation with the Fire Chief, may modify the surfacing requirements for the use of alternate materials.

(vi) All secondary access roads shall be surfaced with 2 inches of asphaltic concrete

(vii) Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.

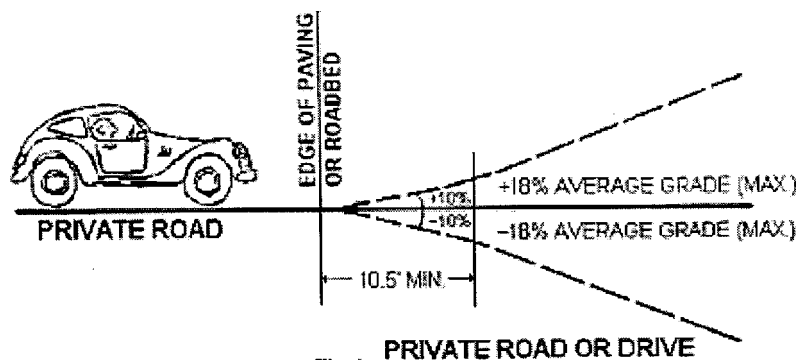


Fig. 4

3. Asphalt or concrete berms or their equivalent may be required to control drainage. Discharges

shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

4. Any private roadway or driveway which is more than 150 feet long and a dead end shall have a turn-around area with a minimum of 36 feet unobstructed radius or equivalent.

5. A vertical clearance of 14 feet shall be maintained on all roadways, driveways, and turnouts.

6. Where a private driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

7. All roads, secondary access roads, and driveways shall be permanently maintained as originally constructed in conformance with these standards.

SECTION III

This Ordinance shall take effect on the 3^{1st} day after final passage or upon certification by the California Coastal Commission, whichever is later.

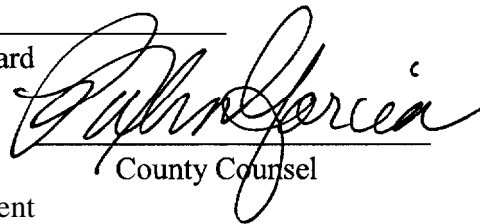
PASSED AND ADOPTED this _____ day of _____, 2001, by the Board of Supervisors of the County of Santa Cruz by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN: SUPERVISORS

CHAIRPERSON, BOARD OF SUPERVISORS

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM:



County Counsel

Copies to: Planning Department
County Counsel

Changes from November 2001/ May 7, 2002

ORDINANCE NO. _____

AN ORDINANCE AMENDING COUNTY CODE SECTION 16.20.180 - GRADING
ORDINANCE DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS AND
BRIDGES

SECTION I

Section 16.20.180 of the Santa Cruz County Code is hereby **deleted**.

SECTION II

Section 16.20.180 of the Santa Cruz County Code is **hereby** added to read as follows:

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS, AND DRIVEWAYS AND
BRIDGES

(a) All private roads, bridge and driveways **construction, including all secondary access roads required by a land division**, requiring a grading approval shall conform to the provisions of this section. **These requirements may be modified for emergency access, temporary roads or roads leading to an agricultural building or well site if approved in writing by the Planning Director and the Fire Chief of the applicable Fire Protection District.**

1. Existing Private Roads and Driveways Roadway Improvements: The required roadway improvements, including width, gradient, surfacing, turn-outs, turn-arounds, and other improvements, for all development on existing private roads and driveways shall be determined by the Fire Chief of the applicable Fire Protection District and based on the standards and requirements of the applicable Fire Code and an evaluation of the proposed access, the proposed improvement, other fire hazard mitigation measures, the physical and environmental constraints affecting the roadway and the needs of the District to provide adequate fire and safety access to the site. *An existing vehicular accessway that is not defined as a "new road or driveway" pursuant to Section 16.22.030, shall be considered an existing road or an existing driveway for the purposes of this section.*

2. New Private Roads or Driveways: All new private roadways and driveways shall meet the following standards.

(i) Unobstructed width of roadbed for all **new** roadways serving **more than two habitable structures** shall be **16 18** feet minimum; **unobstructed** width of all **new** driveways **roadbed** serving **two or fewer habitable structures** shall be 12-foot minimum. **Where these criteria conflict with other Title 16 standards set forth in Title 16 of this Code** it is environmentally infeasible to meet these criteria (due to including, but not limited to, excessive grading, **sensitive habitats** or tree removal), a 12-foot wide all-

Attachment 3

weather road with 12-foot wide by 35 30-foot long turnouts, **with approved approach and departure access**, located approximately every 500 feet may be approved ~~with the approval of the fire department. The distance between turnouts may be adjusted~~ at the discretion of the Planning Director ~~and~~, in consultation with **the Fire Chief of the applicable Fire Protection District** if deemed appropriate for reasons of topography, environmental ~~impacts~~ or emergency access.

(ii) All roadways ~~and or~~ driveways shall have a minimum centerline radius ~~shall be of 36 35-feet. (EXCEPTION: Driveways which serve as access to any habitable structure and which are 1 cⁿ feet or less from the main road.)~~

(iii) The ~~maximum~~ grade of the ~~private~~ road or driveway shall not exceed ~~15 20~~ percent. ~~however. Grades of up to 20 over 15 percent are only permitted for up limited to stretches of 200 feet at a time. under circumstances where there is at least with 35 feet of less than 15% grade, every 200 feet.~~

(iv) All private roadways, ~~secondary access roads and~~ or driveways, ~~including those used for secondary access, shall have a~~ The structural section shall consist of a minimum ~~5 6~~ inches of compacted ~~Class II~~ baserock. ~~, Class II or Class IV. Compaction of the base rock section and the upper 8 inches of sub-grade below the base rock to 95% is required and must be certified by a licensed engineer. Class IV aggregate base should have a minimum R value of 50, and not more than 10 percent of the aggregate shall pass the number 200 sieve. Exceptions to this standard are as follows:~~

(A) Where the subgrade is designated as an ~~expansive~~ clayey soil, the structural section should be determined using the California Design Procedure.

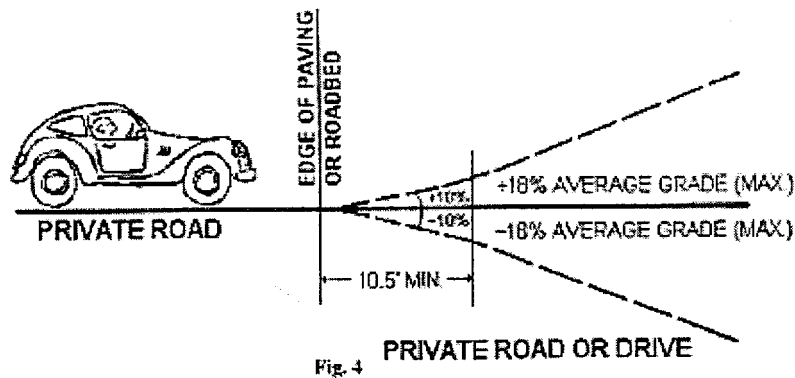
(B) The aggregate base required by these design standards can be omitted ~~or modified~~ if the Planning Director determines that the native material ~~or existing road subgrade~~ provides **sufficient equivalent** bearing capacity ~~for all weather use to that specified in (4) above, as certified by a licensed soils or civil engineer.~~

(v) ~~In all cases, The following~~ all-weather surface shall be added to the structural section ~~unless the Fire Code of the applicable fire protection district establishes a higher standard: Oil and screen, at a minimum, may be is required over the baserock at the discretion of the Planning Director. for all road or driveway grades up to between 5% and 15%. Where road gradients exceed 15 percent, 1-1/2 2 inches of asphaltic concrete shall be provided placed over the baserock.. Where road gradients exceed 10 percent and a high erosion hazard has been identified by field review, Exceptions to the provisions of this subsection include the following: 1. Four inches of concrete on appropriate sub-base may be substituted for the aggregate base and asphaltic concrete. The upper 8 inches of the sub-base shall be compacted to at least 95% compaction, may be omitted if a structural section of 4 inches of concrete is used; 2. The Planning~~

Director, in consultation with the Fire Chief of the applicable fire district, may modify the surfacing requirements for the use of alternate materials.

(vi) All secondary access roads shall be surfaced with 2 inches of asphaltic concrete.

(vii) Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.



(i)(g) ~~3~~ Asphalt or concrete berms or their equivalent may be required to control drainage. Discharges shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

(k) ~~4~~ Any private roadway or driveway which is more than ~~300~~ **150** feet long and a dead end shall have a turn-around area with a minimum of ~~35~~ **36** feet **unobstructed** radius or equivalent.

(l) ~~5~~ A **horizontal clearance of 16 feet** and a vertical clearance of **14** feet shall be maintained on all roadways, driveways, **bridges**, and turnouts.

(m) ~~6~~ Where a private **road or** driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

~~(n)(1) Bridges shall be at least 16-20 feet of clear width. The Fire Chief of the authority having jurisdiction may allow the width to be reduced in accordance with the adopted fire code and Fire Safety Element of the Santa Cruz County General Plan. Bridges and culverts shall be designed by a civil engineer for a H-20 HS-20-44 (25-ton) loading. The bridge weight limit shall be posted at both ends of the bridge. If the bridge crosses a stream or drainage channel, hydraulic calculations based on a 100-year storm shall be submitted showing hydraulic adequacy of the spanned cross-section of the stream or drainage channel.~~

(r) ~~7~~ All roads, secondary access roads, **and** driveways **and bridges** shall be permanently

maintained as originally constructed in conformance with these standards. ~~Failure to maintain all roads, secondary access roads, driveways, drainage improvements and bridges that were constructed pursuant to these standards is subject to the code enforcement provisions of Chapter 19.01 of the County Code.~~

SECTION III

This Ordinance shall take effect on the 31st day after final passage or upon certification by the California Coastal Commission, whichever is later.

PASSED AND ADOPTED this _____ day of _____, 2001, by the Board of Supervisors of the County of Santa Cruz by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN: SUPERVISORS

CHAIRPERSON, BOARD OF SUPERVISORS

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM: _____
County Counsel

Copies to: Planning Department
County Council

NOTICE OF EXEMPTION FROM THE
CALIFORNIA ENVIRONMENTAL QUALITY ACT

ATTACHMENT 4
0700

The County of Santa Cruz has reviewed the project described below and has determined that it is exempt from the provisions of CEQA as specified in Sections 15061 - 15329 of CEQA for the reason(s) which have been checked on this document.

Application No. N/A

Assessor Parcel No. N/A

Project Location: County-wide

Project Description: Proposed revisions to County Code Section 16.20.180 – Design Standards for Private Road, Driveways and Bridges

Person or Agency Proposing Project:

Phone Number:

- A. _____ The proposed activity is not a project under CEQA Guidelines, Sections 1928 and 501.
- B. _____ Ministerial Project involving only the use of fixed standards or objective measurements without personal judgement.
- C. XX Statutory Exemption other than a Ministerial Project.
Specify type:

D. Categorical Exemption

- | | |
|---|---|
| <input type="checkbox"/> 1. Existing Facility | <input type="checkbox"/> 17. Open Space Contracts or Easements |
| <input type="checkbox"/> 2. Replacement or Reconstruction | <input type="checkbox"/> 18. Designation of Wilderness Areas |
| <input type="checkbox"/> 3. New Construction of Small Structure | <input type="checkbox"/> 19. Annexation of Existing Facilities/Lots for Exempt Facilities |
| <input type="checkbox"/> 4. Minor Alterations to Land | <input type="checkbox"/> 20. Changes in Organization of Local Agencies Limitations |
| <input type="checkbox"/> 5. Alterations in Land Use | <input type="checkbox"/> 21. Enforcement Actions by Regulatory Agencies |
| <input type="checkbox"/> 6. Information Collection | <input type="checkbox"/> 22. Educational Programs |
| <input checked="" type="checkbox"/> 7. Actions by Regulatory Agencies for Protection of the Environment | <input type="checkbox"/> 23. Normal Operations of Facilities for Public Gatherings |
| <input type="checkbox"/> 8. Actions by Regulatory Agencies for Protection of Nat. Resources | <input type="checkbox"/> 24. Regulation of Working Conditions |
| <input type="checkbox"/> 9. Inspection | <input type="checkbox"/> 25. Transfers of Ownership of Interests in Land to Preserve Open Space |
| <input type="checkbox"/> 10. Loans | |
| <input type="checkbox"/> 11. Accessory Structures | <input type="checkbox"/> 26. Acquisition of Housing for Housing Assistance Programs |
| <input type="checkbox"/> 12. Surplus Govt. Property Sales | <input type="checkbox"/> 27. Leasing New Facilities |
| <input type="checkbox"/> 13. Acquisition of Land for Wild-Life Conservation Purposes | <input type="checkbox"/> 28. Small Hydroelectric Projects at Existing |
| <input type="checkbox"/> 14. Minor Additions to Schools Facilities | |
| <input type="checkbox"/> 15. Minor Land Divisions | <input type="checkbox"/> 29. Cogeneration Projects at Existing Facilities |
| <input type="checkbox"/> 16. Transfer of Ownership of Land to Create Parks | |

E. _____ Lead Agency Other Than County:

Date: _____

79

Mark M. Deming, AICP



County of Santa Cruz

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
(831)454-2580 FAX: (831)454-2131 TDD: (831)454-2123

ALVIN D. JAMES, DIRECTOR

April 25, 2002

AGENDA: May 7, 2002

Board of Supervisors
County of Santa Cruz
701 Ocean Street
Santa Cruz, California 95060

REVISED DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS AND BRIDGES

Members of the Board:

The proposed ordinance amendments would revise the section of the Grading Ordinance which establishes the standards for the construction of rural private roads, bridges and driveways when a Grading Permit is required. The reason that this ordinance is before your Board is to rectify earlier amendment mistakes and to bring the ordinance into conformity with the County General Plan/Local Coastal Program Land Use Plan and the County Fire Code.

On November 20, 2001, your Board continued this matter and directed Planning staff to meet with the public to seek their input regarding the proposed ordinance amendments. Staff has conducted a number of public meetings and has worked with the fire districts and the concerned public to prepare the revised ordinance language presented to your Board today.

Background

On December 14, 1999, your Board adopted a number of policy and ordinance amendments, including revisions to the rural road standards, for privately maintained roadways. Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) of the County Code, a part of the County Grading Ordinance, establishes standards for the construction of all private roads, driveways and bridges where a Grading Permit is required. Following adoption by your Board, this package of amendments was forwarded to the Coastal Commission for its review. In May 2000, the Coastal Commission adopted the revised road standards as a minor amendment.

On June 20, 2000, your Board directed Planning staff to present a report outlining the efforts the Department was undertaking to educate the public and facilitate the implementation of the recently adopted standards. Planning staff began the outreach process by first discussing the new

road standards with the Fire Chiefs Association of Santa Cruz County. As a result of these discussions, Planning staff reported back in September and December 2000 that the Fire Chiefs Association had a number of concerns with the adopted road standard as well as the existing road standards in the Grading Ordinance. These included concerns about the ability of fire/emergency vehicles to negotiate roads with the adopted drain rock surfacing as well as the fire chiefs concern that the current private road, driveway and bridge standards in the Grading Ordinance were not consistent with the County Fire Code and the County General Plan/Local Coastal Program (GPLCP). Planning staff requested, and your Board granted, additional time to allow the Planning Department and the Fire Chiefs Association to complete the review of the road standards and to develop any necessary revisions. Planning staff and the Fire Chiefs Association met on a monthly basis to address these issues and crafted amendments to the Grading Ordinance which are consistent with the County Fire Code and the GP/LCP.

On February 27, 2001 your Board gave preliminary approval to proposed amendments to the Grading Ordinance that would ensure that firefighting trucks/equipment can safely and effectively use the County's rural private roads, and to make the guidelines consistent with the Fire Code and the GPLCP, and directed the Planning Department to process the amendments. On August 8, 2001, the Planning Commission considered the proposed amendments and recommended their approval by your Board.

On November 6, 2001, your Board considered the Planning Commission's recommendations regarding proposed amendments to the Grading Ordinance regarding the design standards for private roads, bridges and driveways (Attachment 7). Following the public hearing, your Board continued the matter to the November 20 agenda. On November 20, 2001, your Board continued this matter to January 27, 2002 and directed Planning staff to meet with the members of the public to resolve their concerns regarding the proposed ordinance and to address issues regarding the use of existing roads and the application of the ordinance in hardship cases. Because additional time was needed to complete the public review of the ordinance, the matter was continued to today's agenda.

Public Meetings

Planning staff hosted four public meetings: January 29, February 13, February 27 and April 18, 2002. These meetings were advertised by publication of the meeting notice in the Santa Cruz Sentinel and the Register Pajaronian. Mailed notice was given to those persons who either spoke at the November Board meetings or added their names to the mailing list at the meetings. From 20-30 people attended each of the four meetings. Staff taped the discussion of the last three meetings. The tapes of these meetings (Attachment 8) are on file with the Clerk of the Board should Board Members wish to hear the discussion regarding the amendments.

The major part of the discussion at the first three public meetings focused on the effects of the proposed ordinance on existing roads. Most of the people were concerned about the costs and practicality of widening existing roads to meet the higher standards of the proposed ordinance. Numerous examples were given of narrow roads that could not be widened due to physical constraints such as creeks, trees and steep hillsides/cliffs. Fire officials discussed their practices in

reviewing new development located on these roads and gave examples of how they would react to hypothetical situations.

The issue of what occurs in hardship cases was also discussed at the public meetings. Hypothetical examples were presented and the representatives of the fire districts stated that the existing language of the Fire Code regarding development on existing roads, including replacement structures, gives them a great deal of flexibility. This allows them to tailor their requirements to the situation, the characteristics of the existing road and the constraints to additional road improvement.

As a result of the concerns regarding the problems with upgrading existing roads, staff and representatives of the Fire Chiefs Association worked together to craft revisions to the ordinance which address the differences between existing and new roads, and works with the procedures and practices of the various fire districts for reviewing building applications that would trigger road improvements. The fourth public meeting focused on these revisions and minor changes suggested by the public.'

Revised Ordinance

As noted above, the ordinance has been revised to create two different standards for road improvements. This version of the proposed ordinance is before you today (clean version - Attachment 2; strike-over/underlined version - Attachment 3). The following discussion will provide additional detail on the proposed revisions.

For residential development on existing roads, the revised ordinance recognizes that the Fire Chief of the applicable fire district currently has the flexibility under the Fire Code (Attachment 5) and the GPLCP (Policies 6.5.1 and ~~6.5.2~~- Attachment 6) to determine what improvements are necessary and appropriate. Therefore, for all development on existing rural private roads and driveways, the required widths, surfacing, locations of turn-outs and other required road improvements is proposed to be determined by the Fire Chief on a case-by-case basis. This determination by the Fire Chief is based on a review of the existing road, the proposed development, the physical and environmental constraints affecting the roadway, any other fire hazard mitigation measures proposed and the needs of the fire district to provide adequate fire and safety access to the development site. Because this ordinance language mirrors the current practices of the fire districts, the public attending the meetings and the representatives of the fire districts were supportive of this revision.

However, because neither the Fire Code nor the GPLCP give that kind of flexibility for the construction of new roads, the proposed ordinance requires that all new roads meet the specific

'The version of the revised ordinance which was mailed out to meeting participants contained several typographic errors. A corrected version was presented at the meeting. The corrected version corrected the typographic errors and clarified the wording of the provision regarding the maximum slope allowed for new roads and driveways.

standards specified in the Fire Code and the GPLCP. The primary changes to the existing Grading Ordinance standards include road widths, surfacing and the deletion of the standards for bridges.

The roadway widths specified in the proposed Grading Ordinance have been increased to be consistent with the minimum widths established by the GPLCP and the Fire Code. These widths (18-feet for more than two habitable structures and 12-feet for two or fewer habitable structures) will allow fire apparatus to gain access to the structures in the event of an emergency while allowing residents to exit the area. The exception clause, which allows for the reduction of the 18-foot wide roadway to 12-feet (with approved turn-outs) in cases where there would be significant environmental impacts resulting from meeting the full width standard, is retained with minor modifications.

The surfacing requirement has been revised to be consistent with the Fire Code definition of “all-weather” road surfacing, replacing the current ordinance which requires 2 inches of drain rock over 4 inches of base rock. The “all-weather” road standard in the revised ordinance includes 6 inches of compacted base rock for roads with grades of 0% to 5%. Roads with grades between 5% and 15% are required to have the compacted base rock surface overlaid with oil and screening surfacing. Roadways with grades greater than 15% are required to have a surface of 2 inches of asphaltic concrete over the compacted base rock. The ordinance provides for exceptions to these standards for equivalent sub-base and alternate surfacing materials.

The revised ordinance deletes the bridge standards. The reason for this proposed change is that the construction of bridges does not require a grading permit so the placement of standards in this section of the Grading Ordinance is inappropriate. Instead, the required standards for bridge improvement and/or construction can be found in the Fire Code (County Code Chapter 7.92 - Attachment 5).

Staff is also recommending that the ordinance continue to designate the Planning Director as the person responsible for approving alternate width standards (12-foot road, with turnouts) where meeting the 18-foot wide road requirement would create excessive environmental impacts (subsection (c)i)) and for the approval of alternate surfacing and sub-base modifications (subsections (c)iv) and (c)v)). The draft of the ordinance presented at the public meeting, instead, designated the Fire Chief as the approving authority for these exceptions. These changes are recommended because staff believes that it is appropriate for the Planning Department to have the final decision in the standards for the issuance of a Grading Permit. For new roads which do not require a Grading Permit, these decisions will be made by the Fire Chief of the applicable fire district.

Applicability

The proposed amendment to the Grading Ordinance will enact the same standards for the improvement of existing roads and the construction of new roads that currently exist in the County Fire Code and GPLCP. Moreover, this section is only applicable to development on

private roads and driveways where a grading permit is necessary for road improvements required to meet the access standards of the applicable fire district. Road improvements for urban development is governed by County Code Chapter 15.10. Grading Permits are not issued for grading work serving new land divisions pursuant to County Code 16.20.040, however, the Department of Public Works and the Planning Department utilize these standards for new roads in their review of rural land divisions.

Proposed Implementation Program

To facilitate implementation of the new rural road standards, staff proposes to conduct a public education/outreach program that includes preparation of a new Rural Road and Driveway Standards brochure (to be made available on the Planning Department website and in a brochure available at the zoning counter), as well as updating the existing grading ordinance and erosion control brochures to include reference to the new standards. In addition, the public education effort will include presentations to be made at appropriate public meetings and outreach through the Santa Cruz County Resource Conservation District. A specific effort will be made to ensure that appropriate Public Works Department staff members are made fully aware of the new standards as well. Additionally, information on the new standards will be provided to applicants at the Planning Department zoning counter.

Conclusion and Recommendation

The road surfacing standards approved by your Board in 1999 were originally proposed to be applied to new private roads as well as to new timber harvest roads. However, the road surfacing standards that were a part of the 1999 and 2000 packages of amendments to the Forest Practice Rules were not approved by the California Board of Forestry. Your Board, however, approved the amended standards for use on private roads and subsequently directed the Planning Department to prepare a public information and implementation program for the new standards. As a part of that program, staff discovered that not only were the revised surfacing standards not acceptable to the fire districts, but the Grading Ordinance had never been updated to be consistent with the County General Plan/Local Coastal Program Land Use Plan and the County Fire Code.

The amendments to the Grading Ordinance presented to your Board in November 2001 were a product of the collaboration between Planning staff, DPW and the fire districts. This ordinance was consistent with the County General Plan/Local Coastal Program Land Use Plan. At the meeting in November, members of the public raised concerns regarding the application of the ordinance to their particular situations and in hardship cases. Your Board continued the matter to allow staff to meet with the public to resolve these issues. A series of public meetings were held and the most critical issue identified by the public at these meetings was existing roads. Most people could not see how their existing road could be widened to meet the new standards. To address these concerns and to implement the current practices of the fire districts with regard to development on existing roads, the ordinance has been revised. The revisions require the standards specified in the Fire Code and GP/LCP for all new roads, but allow the fire districts to determine the extent of improvements required for development on existing roads.

The proposed amendments to the Grading Ordinance Design Standards are necessary to bring the standards of the Grading Ordinance into conformity with the fire codes adopted by the local fire districts and with the County General Plan/Local Coastal Program Land Use Plan. The proposed amendments have been found by Planning Department staff to be categorically exempt from CEQA and a CEQA Categorical Exemption form has been prepared (Attachment 4). The Planning Commission, on August 8, 2001, following a duly noticed public meeting, adopted a Resolution recommending approval of the proposed amendments to the Grading Ordinance, County Code Section 16.20.180(a part of Attachment 7), and the CEQA Categorical Exemption.

It is, therefore, RECOMMENDED that your Board:

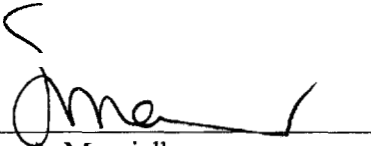
1. Adopt the attached Resolution Amending County Code Section 16.20.180 - Grading Ordinance Design Standards for Private Roads and Driveways (Attachment 1) giving final approval to the proposed amendments; and
2. Adopt the attached Ordinance Amending County Code section 16.20.180- Grading Ordinance Design Standards for Private Roads and Driveways (Attachment 2); and
3. Certify the CEQA Categorical Exemption (Attachment 4); and
4. Direct the Planning Department to transmit the amendments to the California Coastal Commission as a Local Coastal Program Implementation Plan amendment for their approval and certification.

Sincerely,



Alvin D. James
Planning Director

RECOMMENDED



Susan A. Mauriello
County Administrative Officer

ATTACHMENTS:

1. Resolution Approving the Proposed Grading Ordinance Amendments
2. Ordinance Amending County Code section 16.20.180- Grading Ordinance Design Standards for Private Roads and Driveways (Clean Version)
3. Ordinance Amending County Code section 16.20.180 - Grading Ordinance Design Standards for Private Roads and Driveways (Strikeover/underlined

~~0467~~

Version)

4. CEQA Exemption
5. County Code Chapter 7.92 (Fire Code)
6. General Plan/Local Coastal Program Land Use Plan Policies **6.5.1** and 6.5.2
7. Letter of Alvin D. James, Planning Director, dated October 22, 2001 (item no. 68, November 6, 2001 BOS agenda)
8. Tapes of February 13, 2002, February 27, 2002 and April **18**, 2002 Public Meeting Re: Roads Ordinance (on file with the Clerk of the Board)

cc: Fire Chiefs Association of Santa Cruz County
Public Works Department
San Lorenzo Valley Water District
County Counsel
Santa Cruz County Resource Conservation District

BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

~~0468~~

0708

RESOLUTION NO. _____

On the motion of Supervisor
duly seconded by Supervisor
the following Resolution is adopted:

RESOLUTION AMENDING COUNTY CODE SECTION 16.20.180 – GRADING ORDINANCE
DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS

WHEREAS, the Santa Cruz County Planning Department in conjunction with the County Public Works Department and the Fire Chiefs Association of Santa Cruz County is proposing amendments to County Code Section 16.20.180 – Grading Ordinance Design Standards for Private Roads, Driveways and Bridges; and

WHEREAS, the proposed amendments would ensure that firefighting and other emergency service trucks/equipment can safely and effectively use the County's rural private roads built or improved under the proposed guidelines; and

WHEREAS, the proposed amendments would make the Grading Ordinance Design Standards for Private Roads, Driveways and Bridges consistent with the County Fire Code and the County General Plan/Local Coastal Program (GP/LCP); and

WHEREAS, this amendment is intended to reduce the deterioration of private roads and the resultant erosion problems; and

WHEREAS, the proposed minimum roadway widths have been increased, to 18-feet for more than two habitable structures and 12-feet for two or fewer habitable structures, to allow fire apparatus to gain access to the structures in the event of an emergency while allowing residents to exit the area, with an exception clause that allows for the reduction to 12-feet (with approved turn-outs) in cases where there would be significant environmental impacts resulting from meeting the full width standard; and

WHEREAS, on February 27, 2001, the Board of Supervisors gave preliminary approval to the proposed changes and directed staff to formally process the amendment through the environmental review and Planning Commission/Board of Supervisors public hearing processes; and

WHEREAS, the Planning Commission, on August 8, 2001, following a duly noticed public meeting recommended that the proposed amendments to the Grading Ordinance, as set forth in Exhibit 1-A, and the CEQA Categorical Exemption, incorporated herein by reference, be approved by the Board of Supervisors and submitted to the Coastal Commission as part of the Local Coastal Program Update; and

WHEREAS, the Board of Supervisors, on November 6, 2001, following a duly noticed public meeting, considered the amendments to the Grading Ordinance and directed the Planning Department to conduct a series of public meetings to resolve issues regarding the revised language; and

WHEREAS, on January 16, February 13, February 27, and April 18, 2002, the Planning Department conducted public meetings to discuss the revisions to the ordinance and amended language; and

WHEREAS, the Board of Supervisors, on May 7, 2002, considered the proposed ordinance and the revisions resulting from the public meetings, as set forth in Exhibit 1, and the CEQA Categorical Exemption, incorporated herein by reference, the staff report, and all testimony and evidence received at the public hearing; and

WHEREAS, the Board of Supervisors finds that the proposed amendments are consistent with the California Coastal Act; and

WHEREAS, the proposed amendments to the Grading Ordinance have been found to be categorically exempt from the California Environmental Quality Act (CEQA), consistent with the provisions of CEQA and the County of Santa Cruz Environmental Review Guidelines.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Board of Supervisors approves amendments to the Grading Ordinance's Design Standards for Private Roads, Driveways and Bridges (Section 16.20.180), as set forth in Exhibit 1, and the CEQA Categorical Exemption, incorporated herein by reference, and authorizes their submittal to the California Coastal Commission as part of the next round of LCP Amendments.

BE IT FURTHER RESOLVED AND ORDERED that these amendments will become effective upon certification by the California Coastal Commission.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this _____ day of _____, 2002 by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN: SUPERVISORS

..

Chairperson of the Board of Supervisors

ATTEST: _____
Clerk of the Board of Supervisors

APPROVED AS TO FORM: *John Garcia*
County Counsel

cc: County Counsel
Planning Department

ORDINANCE NO. _____

AN ORDINANCE AMENDING COUNTY CODE SECTION 16.20.180- GRADING
ORDINANCE DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS

SECTION I

Section 16.20.180 of the Santa Cruz County Code is hereby deleted

SECTION II

Section 16.20.180 of the Santa Cruz County Code is hereby added to read as follows:

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS

(a) All private road and driveway construction, including all secondary access roads required by a land division, requiring a grading approval shall conform to the provisions of this section.

(b) Existing Roadway Improvements: The required roadway improvements, including width, gradient, surfacing, turn-outs, turn-arounds, and other improvements, for all development on existing private roads and driveways shall be determined by the Fire Chief of the applicable Fire Protection District and based on the standards and requirements of the applicable Fire Code and an evaluation of the proposed access, the proposed improvement, other fire hazard mitigation measures, the physical and environmental constraints affecting the roadway and the needs of the District to provide adequate fire and safety access to the site. **An** existing vehicular accessway that is not defined as a “new road or driveway” pursuant to Section 16.22.030, shall be considered an existing private road or an existing driveway for the purposes of this section.

(c) New Private Roads or Driveways: All new private roadways and driveways shall meet the following standards.

1. Unobstructed width of roadbed serving more than two habitable structures shall be 18 feet minimum; unobstructed width of roadbed serving two or fewer habitable structures shall be 12-foot minimum. Where these criteria conflict with other standards set forth in Title 16 of this Code (including, but not limited to, excessive grading, sensitive habitats or tree removal), a 12-foot wide all-weather road with 12-foot wide by 35-foot long turnouts, with approved approach and departure access, located approximately every 500 feet may be approved at the discretion of the Planning Director, in consultation with the Fire Chief of the applicable Fire Protection District, if deemed appropriate for reasons of topography, environmental impacts or emergency access.

2. All roadways or driveways shall have a minimum centerline radius of 36-feet.

3. The grade of the private road or driveway shall not exceed 20 percent. Grades over 15 percent are only permitted under circumstances where there is at least 35 feet of less than 15% grade, every 200 feet.
4. All private roads or driveways, including those used for secondary access, shall have a structural section of a minimum 6 inches of compacted Class II baserock. Compaction of the base rock section and the upper 8 inches of sub-grade below the base rock to 95% is required and must be certified by a licensed engineer. Exceptions to this standard are as follows:
- i. Where the subgrade is designated as an clayey soil, the structural section should be determined using the California Design Procedure.
 - ii. The aggregate base required by these design standards can be omitted or modified if the Planning Director determines that the native material or existing road subgrade provides equivalent bearing capacity to that specified in (4.) above, as certified by a licensed soils or civil engineer.
5. The following all-weather surface shall be added to the structural section, unless the Fire Code of the applicable fire protection district establishes a higher standard: Oil and screen, at a minimum, is required over the baserock for all road or driveway grades between 5% and 15%. Where road gradients exceed 15 percent, 2 inches of asphaltic concrete shall be placed over the baserock. Exceptions to the provisions of this subsection include: 1. Four inches of concrete on appropriate sub-base may be substituted for the aggregate base and asphaltic concrete. The upper 8 inches of the sub-base shall be compacted to at least 95% compaction. 2. The Planning Director, in consultation with the Fire Chief, may modify the surfacing requirements for the use of alternate materials.
6. All secondary access roads shall be surfaced with 2 inches of asphaltic concrete
7. Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.

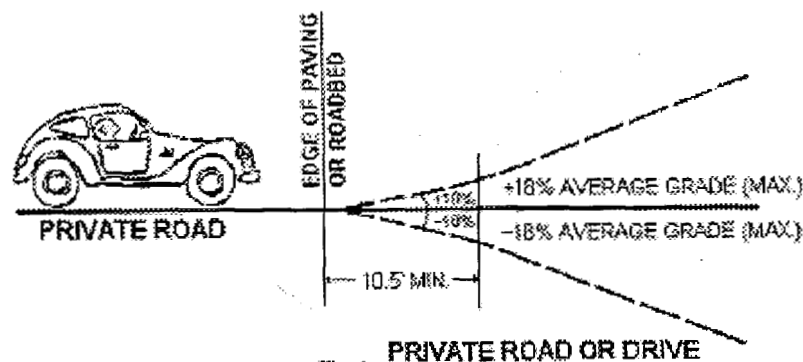


Fig. 4

(d) Asphalt or concrete berms or their equivalent may be required to control drainage. Discharges shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

(e) Any private roadway or driveway which is more than 150 feet long and a dead end shall have a turn-around area with a minimum of 36 feet unobstructed radius or equivalent.

(f) A vertical clearance of 14 feet shall be maintained on all roadways, driveways, and turnouts.

(g) Where a private driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

(h) All roads, secondary access roads, and driveways shall be permanently maintained as originally constructed in conformance with these standards.

SECTION III

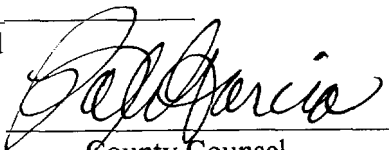
This Ordinance shall take effect on the 31st day after final passage or upon certification by the California Coastal Commission, whichever is later.

PASSED AND ADOPTED this _____ day of _____, 2001, by the Board of Supervisors of the County of Santa Cruz by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN: SUPERVISORS

CHAIRPERSON, BOARD OF SUPERVISORS

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM: 
County Counsel

Copies to: Planning Department
County Counsel

0473

ORDINANCE NO. _____

AN ORDINANCE AMENDING COUNTY CODE SECTION 16.20.180 - GRADING
ORDINANCE DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS

SECTION I

Section 16.20.180 of the Santa Cruz County Code is hereby deleted.

SECTION II

Section 16.20.180 of the Santa Cruz County Code is hereby added to read as follows:

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS

(a) All private road and driveway construction, including all secondary access roads required by a land division, requiring a grading approval shall conform to the provisions of this section.

(b) Existing Roadway Improvements: The required roadway improvements, including width, gradient, surfacing, turn-outs, turn-arounds, and other improvements, for all development on existing private roads and driveways shall be determined by the Fire Chief of the applicable Fire Protection District and based on the standards and requirements of the applicable Fire Code and an evaluation of the proposed access, the proposed improvement, other fire hazard mitigation measures, the physical and environmental constraints affecting the roadway and the needs of the District to provide adequate fire and safety access to the site. **An** existing vehicular accessway that is not defined as a "new road or driveway" pursuant to Section 16.22.030, shall be considered an existing private road or an existing driveway for the purposes of this section.

(c) New Private Roads or Driveways: All new private roadways and driveways shall meet the following standards.

1. Unobstructed width of roadbed serving more than two habitable structures shall be 18 feet minimum; unobstructed width of roadbed serving two or fewer habitable structures shall be 12-foot minimum. Where these criteria conflict with other standards set forth in Title 16 of this Code (including, but not limited to, excessive grading, sensitive habitats or tree removal), a 12-foot wide all-weather road with 12-foot wide by 35-foot long turnouts, with approved approach and departure access, located approximately every 500 feet may be approved at the discretion of the Planning Director, in consultation with the Fire Chief of the applicable Fire Protection District, if deemed appropriate for reasons of topography, environmental impacts or emergency access.

2. All roadways or driveways shall have a minimum centerline radius of 36-feet.

3. The grade of the private road or driveway shall not exceed 20 percent. Grades over 15 percent are only permitted under circumstances where there is at least 35 feet of less than 15% grade, every 200 feet.

4. All private roads or driveways, including those used for secondary access, shall have a structural section of a minimum 6 inches of compacted Class II baserock. Compaction of the base rock section and the upper 8 inches of sub-grade below the base rock to 95% is required and must be certified by a licensed engineer. Exceptions to this standard are as follows:

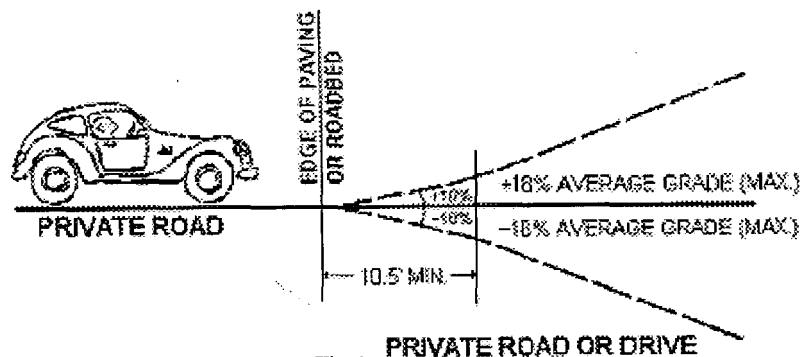
i. Where the subgrade is designated as an clayey soil, the structural section should be determined using the California Design Procedure.

ii. The aggregate base required by these design standards can be omitted or modified if the Planning Director determines that the native material or existing road subgrade provides equivalent bearing capacity to that specified in (4.) above, as certified by a licensed soils or civil engineer.

5. The following all-weather surface shall be added to the structural section, unless the Fire Code of the applicable fire protection district establishes a higher standard: Oil and screen, at a minimum, is required over the baserock for all road or driveway grades between 5% and 15%. Where road gradients exceed 15 percent, 2 inches of asphaltic concrete shall be placed over the baserock. Exceptions to the provisions of this subsection include: 1. Four inches of concrete on appropriate sub-base may be substituted for the aggregate base and asphaltic concrete. The upper 8 inches of the sub-base shall be compacted to at least 95% compaction. 2. The Planning Director, in consultation with the Fire Chief, may modify the surfacing requirements for the use of alternate materials.

6. All secondary access roads shall be surfaced with 2 inches of asphaltic concrete

7. Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.



(d) Asphalt or concrete berms or their equivalent may be required to control drainage. Discharges shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

(e) Any private roadway or driveway which is more than 150 feet long and a dead end shall have a turn-around area with a minimum of 36 feet unobstructed radius or equivalent.

(f) A vertical clearance of 14 feet shall be maintained on all roadways, driveways, and turnouts.

(g) Where a private driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

(h) All roads, secondary access roads, and driveways shall be permanently maintained as originally constructed in conformance with these standards.

SECTION III

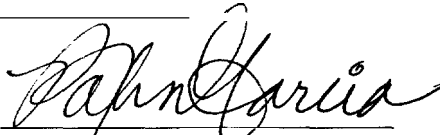
This Ordinance shall take effect on the 31st day after final passage or upon certification by the California Coastal Commission, whichever is later.

PASSED AND ADOPTED this _____ day of _____, 2001, by the Board of Supervisors of the County of Santa Cruz by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN: SUPERVISORS

CHAIRPERSON, BOARD OF SUPERVISORS

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM: 
County Counsel

Copies to: Planning Department
County Counsel

ORDINANCE NO. _____

AN ORDINANCE AMENDING COUNTY CODE SECTION 16.20.180- GRADING
ORDINANCE DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS AND
~~BRIDGES~~

SECTION I

Section 16.20.180 of the Santa Cruz County Code is hereby deleted.

SECTION II

Section 16.20.180 of the Santa Cruz County Code is hereby added to read as follows:

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS, AND DRIVEWAYS AND
~~BRIDGES~~

(a) All private road, ~~bridge~~ and driveway construction, **including all secondary access roads required by a land division**, requiring a grading approval shall conform to the provisions of this section. ~~These requirements may be modified for emergency access, temporary roads or roads leading to an agricultural building or well site if approved in writing by the Planning Director and the Fire Chief of the applicable Fire Protection District.~~

(b) Existing Roadway Improvements: The required roadway improvements, including width, gradient, surfacing, turn-outs, turn-arounds, and other improvements, for all development on existing private roads and driveways shall be determined by the Fire Chief of the applicable Fire Protection District and based on the standards and requirements of the applicable Fire Code and an evaluation of the proposed access, the proposed improvement, other fire hazard mitigation measures, the physical and environmental constraints affecting the roadway and the needs of the District to provide adequate fire and safety access to the site. An existing vehicular accessway that is not defined as a "new road or driveway" pursuant to Section 16 22 030, shall be considered an existing private road or an existing driveway for the purposes of this section.

(c) New Private Roads or Driveways: All new private roadways and driveways shall meet the following standards:

1. Unobstructed width of roadbed for ~~all new roadways~~ serving **more than two habitable structures** shall be ~~16~~ **18** feet minimum; **unobstructed** width of ~~all new driveways~~ roadbed serving **two or fewer habitable structures** shall be 12-foot minimum. Where **these criteria conflict with other Title 16 standards set forth in Title 16 of this Code** it is environmentally infeasible to meet these criteria (due to **including**, but not limited to, excessive grading, **sensitive habitats** or tree removal), a 12-foot wide all-weather road with 12-foot wide by ~~35~~ **38**-foot long turnouts, **with approved approach and departure**

access, located approximately every 500 feet may be approved with the approval of the fire department. The distance between turnouts may be adjusted at the discretion of the Planning Director and, in consultation with the Fire Chief of the applicable Fire Protection District if deemed appropriate for reasons of topography, environmental impacts or emergency access.

2. All roadways and or driveways shall have a minimum centerline radius shall be of 36 35-feet. (EXCEPTION: Driveways which serve as access to any habitable structure and which are 150 feet or less from the main road.)

3. The maximum grade of the private road or driveway shall not exceed 15 20 percent. however, Grades of up to 20 over 15 percent are only permitted for up limited to stretches of 200 feet. at a time. under circumstances where there is at least with 35 feet of less than 15% grade, every 200 feet.

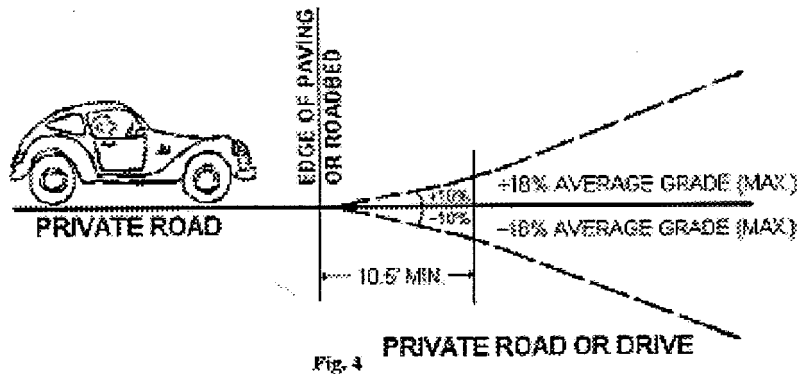
4. All private roadways, secondary access roads and or driveways, including those used for secondary access, shall have a The structural section shall consist of a minimum 5 6 inches of compacted Class II baserock. , Class II or Class IV. Compaction of the base rock section and the upper 8 inches of sub-grade below the base rock to 95% is required and must be certified by a licensed engineer. Class IV aggregate base should have a minimum R value of 50, and not more than 10 percent of the aggregate shall pass the number 200 sieve. Exceptions to this standard are as follows:

- i. Where the subgrade is designated as an expansive clayey soil, the structural section should be determined using the California Design Procedure.
- ii. The aggregate base required by these design standards can be omitted or modified if the Planning Director determines that the native material or existing road subgrade provides sufficient equivalent bearing capacity for all-weather use to that specified in (4) above, as certified by a licensed soils or civil engineer.

5. In all cases, The following all-weather surface shall be added to the structural section, unless the Fire Code of the applicable fire protection district establishes a higher standard: Oil and screen, at a minimum, may be is required over the baserock at the discretion of the Planning Director. for all road or driveway grades up to between 5% and 15%. Where road gradients exceed 15 percent, 1 1/2 2 inches of asphaltic concrete shall be provided placed over the baserock. Where road gradients exceed 10 percent and a high erosion hazard has been identified by field review, Exceptions to the provisions of this subsection include the following: 1. Four inches of concrete on appropriate sub-base may be substituted for the aggregate base and asphaltic concrete. The upper 8 inches of the sub-base shall be compacted to at least 95% compaction. may be omitted if a structural section of 4 inches of concrete is used; 2. The Planning Director, in consultation with the Fire Chief of the applicable fire district, may modify the surfacing requirements for the use of alternate materials.

6. All secondary access roads shall be surfaced with 2 inches of asphaltic concrete.

7. Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.



(i)(g) (d) Asphalt or concrete berms or their equivalent may be required to control drainage. Discharges shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

(k)(e) Any private roadway or driveway which is more than ~~300~~ 150 feet long and a dead end shall have a turn-around area with a minimum of 35 36 feet **unobstructed** radius or equivalent.

(l)(f) A ~~horizontal clearance of 16 feet and a~~ vertical clearance of 14 feet shall be maintained on all roadways, driveways, **bridges**, and turnouts.

(m) (g) Where a private road or driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

(n)(l) ~~Bridges shall be at least 16 20 feet of clear width. The Fire Chief of the authority having jurisdiction may allow the width to be reduced in accordance with the adopted fire code and Fire Safety Element of the Santa Cruz County General Plan. Bridges and culverts shall be designed by a civil engineer for a H-20 HS-20-44 (25 ton) loading. The bridge weight limit shall be posted at both ends of the bridge.~~ If the bridge crosses a stream or drainage channel, hydraulic calculations based on a 100-year storm shall be submitted showing hydraulic adequacy of the spanned cross-section of the stream or drainage channel.

(m)(h) All roads, secondary access roads, and driveways ~~and bridges~~ shall be permanently maintained as originally constructed in conformance with these standards. ~~Failure to maintain all roads, secondary access roads, driveways, drainage improvements and bridges that were constructed pursuant to these standards is subject to the code enforcement provisions of Chapter 19.01 of the County Code.~~

SECTION III

This Ordinance shall take effect on the 31st day after final passage or upon certification by the California Coastal Commission, whichever is later.

PASSED AND ADOPTED this _____ day of _____, 2001, by the Board of Supervisors of the County of Santa **Cruz** by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN: SUPERVISORS

CHAIRPERSON, BOARD OF SUPERVISORS

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM: _____
County Counsel

Copies to: Planning Department
County Counsel

NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

ATTACHMENT 4

The County of Santa Cruz has reviewed the project described below and has determined that it is exempt from the provisions of CEQA as specified in Sections 15061 - 15329 of CEQA for the reason(s) which have been checked on this document.

Application No.

Assessor Parcel No.

Project Location: Countywide

Project Description: Proposed Revisions for Grading Ordinance Sec. 16.20.180 - Design Standards for Private Roads, Driveways and Bridges

Person or Agency Proposing Project: Planning and Public Works Depts.

Phone Number:

A. The proposed activity is not a project under CEQA Guidelines, Sections 1928 and 501.

B. Ministerial Project involving only the use of fixed standards or objective measurements without personal judgement.

C. X Statutory Exemption other than a Ministerial Project. Specify type:

D. Categorical Exemption

- 1. Existing Facility
2. Replacement or Reconstruction
3. New Construction of Small Structure
4. Minor Alterations to Land
5. Alterations in Land Use Limitations
6. Information Collection
7. Actions by Regulatory Agencies for Protection of the Environment
X 8. Actions by Regulatory Agencies for Protection of Nat. Resources
9. Inspection
10. Loans
11. Accessory Structures
12. Surplus Govt. Property Sales
13. Acquisition of Land for Wildlife Conservation Purposes
13. Minor Additions to Schools
15. Minor Land Divisions
16. Transfer of Ownership of Land to Create Parks
17. Open Space Contracts or Easements
18. Designation of Wilderness Areas
19. Annexation of Existing Facilities/Lots for Exempt Facilities
20. Changes in Organization of Local Agencies
21. Enforcement Actions by Regulatory Agencies
22. Educational Programs
23. Normal Operations of Facilities for Public Gatherings
24. Regulation of Working Conditions
25. Transfers of Ownership of Interests in Land to Preserve Open Space
26. Acquisition of Housing for Housing Assistance Programs
27. Leasing New Facilities
28. Small Hydroelectric Projects at Existing Facilities
29. Cogeneration Projects at Existing Facilities

E. Lead Agency Other Than County:

Signature of Mark Deming, AICP, Project Planner

Date:

7.92.080

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~~8181~~

dence presented by the other. The hearing shall be de novo in all respects.
(Ord. 4549 § 1 (part), 1999)

7.92.080 UFC Section **103.1.4.1.6** added—
Decision of the board of appeals.
Section 103.1.4.1.6 is added to read as follows:

Upon hearing the appeal, the Board of Appeals may issue a decision affirming, modifying or vacating the order of the Fire Chief. The decision shall be in writing and shall be served upon the appellant by mail in the manner provided for in the notice of hearing pursuant to section 7.92.103.1.4.5 of the Uniform Fire Code.

(Ord. 4549 § 1 (part), 1999)

7.92.090 UFC Section **103.1.4.1.7** added—
Time of decision.
Section 103.1.4.1.7 is added to read as follows:

The Board of Appeals shall have the power to continue any hearing and may, in its discretion, take the appeal under submission. The Board of Appeals shall render a decision not later than the seventh day following the date the matter was taken under submission, and forthwith notify the interested parties as previously set forth.

(Ord. 4549 § 1 (part), 1999)

7.92.100 UFC Section **103.2.1.1, No. 4** amended—**General**.

UFC Section 103.2.1.1, No. 4 is amended to read as follows:

4. The installation and maintenance of automatic, manual and other private fire alarm systems and fire extinguishing equipment. **EXCEPTION:** For residential construction projects of 500 square feet or less within the unincorporated area, the enforcing authority shall be the Planning Director of the County of Santa Cruz or his/her designee.

(Ord. 4549 § 1 (part), 1999)

7.92.110 UFC Section **105.1** amended—**Scope**.
UFC Section 105.1 is amended to read as follows:

Permits shall be in accordance with Section 105 or other provisions of this code as required by the jurisdiction having authority.

(Ord. 4549 § 1 (part), 1999)

7.92.115 UFC Section **105.3** added and amended—Application for permit.

UFC Section 105.3 is added and amended to read as follows:

Applications for permits, when required by the Chief, shall be made to bureau of fire prevention in such form and detail as described by the bureau. Applications for permits shall be accompanied by such plans as required by the bureau.

(Ord. 4549 § 1 (part), 1999)

7.92.120 UFC Section **105.8** amended—
Permit required.

UFC Section 105.8 is amended to read as follows:

A permit shall be obtained from the bureau of fire prevention prior to engaging in the following activities, operations, practices or functions when required by the fire district.

(Ord. 4549 § 1 (part), 1999)

7.92.130 UFC Section **202** amended—"A" definitions.

UFC Section 202 is amended as follows: By adding the following definition after the definition of "ALARM ZONE":



ALL WEATHER SURFACE shall be a minimum of 6" of compacted Class II base rock for grades up to and including 5%, oil and screened for grades up to and including 15%, and asphaltic concrete for grades exceeding 15%, but in no case exceeding 20%.

By adding the following definition after the definition of "ATRIUM":

AUTHORIZED REPRESENTATIVES shall mean those persons described in Sections 103.2.1.2 and 103.2.2.2 of the Uniform Fire Code.

(Ord. 4549 § 1 (part), 1999)

7.92.135 UFC Section **203** added and amended—"B" definitions.

UFC Section 203 is added and amended as follows: By adding the following definition after the definition of "BREAK":

BRIDGE shall be defined as a structure designed to carry a roadway over a depression or obstacle.

(Ord. 4549 § 1 (part), 1999)

7.92.140 UFC Section 204 amended—“C” definitions.

UFC Section 204 is amended as follows: By adding the following definition before the definition of “CARCINOGEN”:

CALIFORNIA BUILDING CODE shall mean the Uniform Building Code as adopted and amended by the State of California, promulgated by the International Conference of Building Officials.

By adding the following definition after the definition of “CALIFORNIA BUILDING CODE”:

→ CALIFORNIA FIRE CODE shall mean the Uniform Fire Code as adopted and amended by the State of California, promulgated by the International Fire Code Institute.

By adding the following definition after the definition of “CONVERSION RANGE OIL BURNER”:

CORPORATION COUNSEL shall mean the County Counsel as retained or appointed by the County of Santa Cruz.

(Ord. 4549 § 1 (part), 1999)

7.92.150 UFC Section 207 amended—“F” definitions.

UFC Section 207 is amended as follows: By adding the following definition after the definition of “FIRE BARRIER”:

FIRE CHIEF shall mean the Chief Officer of the Fire Protection District within the unincorporated territory of its jurisdiction area and shall mean the County Fire Marshal within the unincorporated territory of the County of Santa Cruz which is not within the jurisdiction area of a Fire Protection District.

By changing the definition of “FIRE DEPARTMENT” to read as follows:

FIRE DEPARTMENT shall mean the Office of the Fire Marshal of the County of Santa Cruz or any regularly organized Fire Protection District within its respective jurisdictional area.

By adding the following definition after the definition of “FIREPOINT”:

→ FIRE SAFETY ELEMENT is a document contained within the General Plan of Santa Cruz County as adopted specifying certain minimum fire safety requirements within the unincorporated areas of the County of Santa Cruz.

(Ord. 4549 § 1 (part), 1999)

7.92.160 UFC Section 209 amended—“H” definitions.

UFC Section 209 is amended by changing the definition of “HAZARDOUS FIRE AREA” to read as follows:

HAZARDOUS FIRE AREA is land which is covered with grass, grain, brush, or forest, whether privately or publicly owned, which is so situated or is of such inaccessible location that a fire originating upon such land would present an abnormally difficult job of suppression or would result in great and unusual damage through fire or resulting erosion. The declaration of a hazardous fire area shall be made by the chief for purposes of this code and shall not contradict with hazardous fire areas as defined by the California Public Resources Code.

(Ord. 4549 § 1 (part), 1999)

7.92.170 UFC Section 221 amended—“T” definitions.

UFC Section 221 is amended by adding the following definition after the definition of “THERMAL INSECTICIDAL FOGGING”:

TOTAL FLOOR AREA is the sum of all stones, exclusive of area separations.

(Ord. 4549 § 1 (part), 1999)

7.92.180 UFC Section 901.2.2.1 amended—Fire apparatus access.

→ UFC Section 901.2.2.1 is amended to read as follows:

Plans for fire apparatus access roads shall be submitted to the fire department for review and approval prior to construction. When grading work is needed for the access road(s) within the jurisdiction of Santa Cruz County, application for a grading permit shall be made with the Santa Cruz County Planning Department pursuant to the Santa Cruz County Grading

Ordinance. Such Permits shall be reviewed by the Santa Cruz County Environmental Coordinator as required. (Ord. 4549 § 1 (part), 1999)

widths are not adequate to provide fire apparatus access. (Ord. 4549 § 1 (part), 1999)

7.92.185 UFC Section 901.4.5.1 added — Prohibition of unauthorized signage.

UFC Section 901.4.5.1 is added to read as follows:

7.92.193 UFC Section 902.2.2.5 added and amended — Bridges.

UFC Section 902.2.2.5 is added and amended to read as follows:

Posting of any road naming signs not authorized by the Office of Street Naming and Numbering of the County of Santa Cruz, and the Fire Chief is prohibited. (Ord. 4549 § 1 (part), 1999)

902.2.2.5.1 General. When a bridge is required to be used as part of a fire apparatus access road, it shall be constructed and maintained in accordance with nationally recognized standards. See Article 90. Standard a.1.1. The bridge shall be designed for a live load sufficient to carry the imposed loads of fire apparatus.



7.92.190 UFC Section 902.2.2.1 amended — Dimensions.

UFC Section 902.2.2.1 is amended to read as follows:

902.2.2.5.2 Weight. Every private bridge hereafter constructed shall be designed for a minimum of HS20-44 loading as prescribed by the American Association of State Highways and Transportation Officials. Vehicle load limits shall be posted at both entrances to bridges when required by the chief.

Fire Apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm) and an unobstructed vertical clearance of not less than 14 feet (47.927 mm).

902.2.2.5.3 Height. Clear vertical clearance shall be not less than 14 feet. In situations where a grade change requires a greater vertical clearance, such additional clearance shall be determined by the Fire Chief.

EXCEPTIONS: 1. Outside of the Urban Services Line as established by the County of Santa Cruz, access roads shall be a minimum of 18 feet wide for all access roads or driveways serving more than two habitable structures, and 12 feet for an access road or driveway serving two or fewer habitable structures. Where it is environmentally inadvisable to meet these criteria (due to excessive grading, tree removal or other environmental impacts), a 12-foot wide all-weather surface access road with 12-foot wide by 35-foot long turnouts located approximately every 500 feet may be provided with the approval of the Fire Chief.

902.2.2.5.4 Width. All bridges shall be a minimum of 20 feet of clear width. The Chief may allow the width to be reduced for access to U-1, U-2 or R-3 occupancies in accordance to the Fire Safety Element of the Santa Cruz County General Plan.

NOTE: Title 19 of the California Administrative Code requires that access roads from every state governed building to a public street shall be all-weather hard-surface (suitable for use by fire apparatus) roadway not less than 20 feet in width. Such roadway shall be unobstructed and maintained only as access to the public street.

902.2.2.5.5 Certification. Every private bridge hereafter constructed shall be engineered by a licensed civil or structural engineer and approved by the Chief. Certification that the bridge complies with the design standards required by this section and the identified standards shall be provided by the licensed engineer, in writing to the Chief.

2. Vertical clearance may be reduced, provided such reduction does not impair access by fire apparatus and approved signs are installed and maintained indicating the established vertical clearance when approved by the chief.

902.2.2.5.6 Recertification. Every private bridge shall be recertified every ten years or whenever deemed necessary by the Chief. Such recertification shall be in accordance with the requirements of 902.2.2.5.5

Vertical clearances or widths shall be increased when, in the opinion of the chief, vertical clearances or

902.2.2.5.7 Existing Private Bridges. An existing private bridge not conforming to these regulations may be required to conform when

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Objective 6.5 Fire Hazards

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To protect the public from the hazards of fire through citizen awareness, mitigating the risks of fire, responsible fire protection planning and built-in systems for fire detection and suppression,

Policies**6.5.1 Access Standards**

Require all new structures, including additions of more than 500 square feet, to single-family dwellings on existing parcels of record, to provide an adequate road for fire protection in conformance with the following standards:

- (a) Access roads shall be a minimum of 18 feet wide for all access roads or driveways serving more than two habitable structures, and 12 feet for an access road or driveway serving two or fewer habitable structures. Where it is environmentally inadvisable to meet these criteria (due to excessive grading, tree removal or other environmental impacts), a 12-foot wide all-weather surface access road with 12-foot wide by 35-foot long turnouts located approximately every 500 feet may be provided with the approval of the Fire Chief. Exceptions: Title 19 of the California Administrative Code, requires that access roads from every state governed building to a public street shall be all-weather hard-surface (suitable for use by fire apparatus) roadway not less than 20 feet in width. Such roadway shall be unobstructed and maintained only as access to the public street.
- (b) Obstruction of the road width, as required above, including the parking of vehicles, shall be prohibited, as required in the Uniform Fire Code.
- (c) The access road surface shall be "all weather", which means a minimum of six inches of compacted aggregate base rock, Class 2 or equivalent, certified by a licensed engineer to 95 percent compaction and shall be maintained. Where the grade of the access road exceeds 15 percent, the base rock shall be overlain by 2 inches of asphaltic concrete, Type B or equivalent, and shall be maintained.
- (d) The maximum grade of the access road shall not exceed 20 percent, with grades greater than 15 percent not permitted for distances of more than 200 feet at a time.
- (e) The access road shall have a vertical clearance of 14 feet for its entire width and length, including turnouts.
- (f) Gates shall be a minimum of 2 feet wider than the access road/driveway they serve. Overhead gate structures shall have a minimum of 15 feet vertical clearance.
- (g) An access road or driveway shall not end farther than 150 feet from any portion of a structure.
- (h) A turn-around area which meets the requirements of the fire department shall be provided for access roads and driveways in excess of 150 feet in length.
- (i) No roadway shall have an inside turning radius of less than 50 feet. Roadways with a radius curvature of 50 to 100 feet shall require an additional 4 feet of road width. Roadways with radius curvatures of 100 to 200 feet shall require an additional 2 feet of road width.
- (j) Drainage details for the road or driveway shall conform to current engineering practices, including erosion control measures.
- (k) Bridges shall be as wide as the road being serviced, meet a minimum load bearing capacity of 25 tons, and have guard rails. Guard rails shall not reduce the required minimum road width. Width requirements may be modified only with written approval from the Fire Chief. Bridge capacity shall be posted and shall be certified every five years by a licensed engineer. For bridges served by 12 foot access roads, approved turnouts shall be provided at each bridge approach.
- (l) All private access roads, driveways, turn arounds and bridges are the responsibility of the owner(s) of record and shall be maintained to ensure the fire department safe and expedient passage at all times.

- (m) To ensure maintenance of private access roads, driveways, turnarounds and bridges, the owner(s) of parcels where new development is proposed shall participate in an existing road maintenance group. For those without existing maintenance agreements, the formation of such an agreement shall be required.
- (n) All access road and bridge improvements required under this section shall be made prior to permit approval, or as a condition of permit approval.
- (o) Access for any new dwelling unit or other structure used for human occupancy, including a single-family dwelling on an existing parcel of record, shall be in the duly recorded form of a deeded access or an access recognized by court order.

Diagrammatic representations of access standards are available at the Santa Cruz County Planning Department and local fire agencies.

6.5.2 Exceptions to Access Road Standards

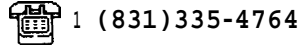
Exceptions to these standards may be granted at the discretion of the Fire Chief for single-family dwellings on existing parcels of record as follows:

- (a) When the existing access road is acceptable to the Fire Department having jurisdiction.
- (b) In addition, any of the following mitigation methods may be required:
 - (1) Participation in an existing or formation of a new road maintenance group or association.
 - (2) Completion of certain road improvements such as fill pot holes, resurface access road, provide turnouts, cut back brush, etc. are made, as determined by the fire officials, and provided that the fire department determines that adequate fire protection can still be provided.
 - (3) Provision of approved fire protection systems as determined by the Fire Chief.
- (c) The level of road improvement required shall bear a reasonable relationship to the magnitude of development proposed.

6.5.3 Conditions for Project Approval

Condition approval of all new structures and additions larger than 500 square feet, and to single family dwellings on existing parcels of record to meet the following fire protection standards:

- (a) Address numbers shall be posted on the property so as to be clearly visible from the access road. Where visibility cannot be provided, a post or sign bearing the numbers shall be set adjacent to the driveway or access road to the property and shall have a contrasting background. Numbers shall be posted when construction begins.
- (b) Provide adequate water availability. This may be provided from an approved water system within 500 feet of a structure, or by an individual water storage facility (water tank, swimming pool, etc.) on the property itself. The fire department shall determine the adequacy and location of individual water storage to be provided. Built-in fire protection features (i.e., sprinkler systems) may allow for some exemptions of other fire protection standards when incorporated into the project.
- (c) Maintain around all structures a clearance of not less than 30 feet or to the property line (whichever is a shorter distance) of all flammable vegetation or other combustible materials; or for a greater distance as may be prescribed by the fire department.
- (d) Provide and maintain one-half inch wire mesh screens on all chimneys.
- (e) Automatic smoke detection devices shall be installed and maintained in accordance with the California Building Code and local Fire Department regulations. Sprinkler and fire alarm systems, when installed, shall meet the requirements of the local Fire Department.
- (f) Provide adequate disposal of refuse. All development outside refuse collection boundaries shall be required to include a suitable plan for the disposal of flammable refuse. Refuse disposal shall be in accordance with state, County or local plans or ordinances. Where practical, refuse disposal should be by methods other than open burning.
- (g) Require fire retardant roofs on all projects, as specified in the County Fire Code and the Uniform Fire Code. Exterior walls constructed of fire resistant materials are recommended, but are not necessarily required.



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2/27/02

Santa Cruz County Board of Supervisors

Santa Cruz County Planning Department

I am writing about your proposed road ordinance.

I have the following concerns:

1. Unequal treatment under the law - Private roads will be forced to upgrade while county roads which tend to run through more ecologically sensitive areas [riparian corridors] are not improved.
2. No Environmental Impact Statement - Any private party that wished to grade millions of cubic yards of earth, on steep slopes, would be required by the county to get an EIR; yet this ordinance would cause that to happen without one. You must also take into account the hundreds of acres that would be covered by impermeable surfaces causing problems increased runoff contaminated with road oils.
3. Compaction - 95% compaction is so high you must test for it with special equipment. Many county maintained roads do not meet this requirement yet see far more traffic than a driveway.
4. Surfacing - Some private roads are also used by "Implements of Husbandry" [Farm Equipment] some of which is tracked. Tracks destroy pavement yet are quite compatible with gravel.
5. Fire Department access - Ask any Fire Chief, which would you rather have? miles of bad county road to get to a good driveway or miles of good county road to get to a bad driveway? Fire Engines carry enough hose to not have to go up most bad driveways.
6. Grandfathering - Existing roads should be grandfathered the proposed ordinance retroactively effects roads that the county has already approved for their current use i.e. multiple residential access.
7. Unreasonable standards for initiating upgrades - " Significant Changes " that that would trigger an upgrade would seem to include such things as a family of four in a 500 square foot home wanting to enlarge it to 1000 or the construction of a garage or barn. None of these situations would change the use of the road yet it would have to be upgraded because of them.

Eric Moore
10020 Creekwood
Felton, Calif. 95018

cc. Central Coast Forest Assn.
San Lorenzo Valley Property Owners Assn.



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southwest Region
777 Sonoma Avenue, Room 325
Santa Rosa, California 95404

0727 0487

MAR -7 2002 In Response Refer To:
151422SWR02SR6234:JMA

Board of Supervisors
County of Santa Cruz
701 Ocean Street, Room 525
Santa Cruz, California 95060

Dear Board of Supervisors:

The National Marine Fisheries Service (NMFS) has had the opportunity to review the County of Santa Cruz Planning Department's proposed amendments to the County's Grading Ordinance regarding revised design standards for private roads, driveways, and bridges. The proposed amendments would go into effect for projects requiring a grading approval and includes (but are not limited to) standards for road and driveway rocking, maximum road gradients, requirements for all-weather surfacing, and drainage control. The Board of Supervisors will hold their second public meeting of 12 March, 2002, to further evaluate this proposal.

The NMFS encourages the Board to adopt these proposed amendments as we believe they may significantly reduce the entrainment of additional sediment into the watercourses of Santa Cruz County. The watercourses of the County support populations of Central California Coast (CCC) Evolutionarily Significant Unit (ESU) steelhead trout (*Oncorhynchus mykiss*), South-Central California Coast ESU steelhead trout and CCC ESU coho salmon (*Oncorhynchus kisutch*), both listed as threatened species under the Federal Endangered Species Act and under the regulatory jurisdiction of the NMFS. Sediment from unsurfaced road and poorly drained and maintained roads are a significant source of chronic sediment input into the streams of Santa Cruz County. The adverse effects of excessive sediment are well documented and contribute to loss of rearing habitats, spawning habitats, and over-wintering habitats that both steelhead trout and coho salmon depend on during their freshwater residency. Loss of these habitats is pervasive and ongoing and has contributed to the considerable decline in these populations in the County. It is likely excessive sedimentation acts as one the most significant limiting factors to the Santa Cruz freshwater fishery.

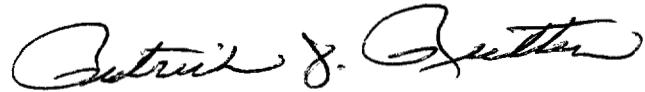
The NMFS is encouraged by the Planning Department's proposed amendments to the County's Grading Ordinance. Adoption and enforcement of these measures would likely ameliorate many of the potential adverse cumulative effects resulting from new road construction.



If you have any questions regarding this letter please feel free to contact Mr. Jonathan Ambrose of my staff at (707) 575-6091 or via email at jonathan.ambrose@noaa.gov.

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Sincerely,



Patrick J. Rutten
Northern California Supervisor
Protected Resources Division

cc: Jim Lecky - NMFS
Alvin James - S.C. Planning Dept.

Mary Jo Walker
13095 Lompico Road
Felton, CA 95018
November 13, 2001

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Board of Supervisors
County of Santa **Cruz**
701 Ocean Street
Santa **Cruz**, CA 95060

Subject: Support for the Proposed Grading Ordinance

Dear Board of Supervisors,

Please approve the proposed ordinance to enforce higher standards for our roads. Improved regulations **MUST** be required for new development and that the only compromises should be for those suffering a catastrophic event (such as a house burning down), and the Fire Departments should set those standards on an individual basis.

Erosion is the biggest problem facing our waterways. This grading ordinance is key to improving the roads which cause the most erosion. I only wish that the proposed ordinances were stronger and included roads used or timber harvesting, which is another big problem.

Thank you,



Mary Jo Walker



COUNTY OF SANTA CRUZ

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PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123
ALVIN JAMES, DIRECTOR

October 22, 2001

AGENDA: November 6, 2001

Board of Supervisors
County of Santa Cruz
701 Ocean Street
Santa Cruz, California 95060

REVISED DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS AND BRIDGES

Members of the Board:

On February 27, 2001 your Board gave preliminary approval to proposed amendments (Exhibit 1-A of Attachment 1) to the Grading Ordinance's Design Standards for Private Roads, Driveways and Bridges (Section 16.20.180) that would ensure that firefighting trucks/equipment can safely and effectively use the County's rural private roads, and to make the guidelines consistent with the County General Plan/Local Coastal Program (GPLCP), and directed the Planning Department to process the amendments. On August 8, 2001 the Planning Commission considered the proposed amendments and recommended their approval by your Board (see Planning Commission Resolution – Attachment 5). These proposed amendments are now being brought back to your Board for consideration of final approval. The attached proposed Resolution (Attachment 1) gives final approval to the proposed amendments and directs the Planning Department to forward the amendments to the California Coastal Commission for their approval.

Background:

On December, 14, 1999, your Board adopted a number of policy and ordinance amendments, including revisions to the rural road standards, for privately maintained roadways. Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) of the County Code, a part of the County Grading Ordinance, establishes standards for the construction of all private roads, driveways and bridges where a Grading Permit is required (Attachment 1 of Exhibit C of Attachment 7). This section, adopted as a part of the original Grading Ordinance in 1977, had not been amended since 1984, until your Board adopted the amendment to the road surfacing standard as a part of the timber regulations (Attachment 2 of Exhibit C of Attachment 7). These revised road standards required a drain rock surface for all roads with grades between 0 and 10%, instead of the currently required baserock surfacing. This new surfacing requirement was intended to reduce the deterioration of private roads and the resultant erosion problems. Following adoption by your Board, this package of amendments was forwarded to the Coastal Commission for its review. In May 2000; the Coastal Commission adopted the revised road standards as a minor amendment.

On June 20, 2000, your Board directed Planning staff to present a report outlining the efforts the Department was undertaking to educate the public and facilitate the implementation of the recently adopted standards. Planning staff began the outreach process by first discussing the new road standards with the Fire Chiefs Association of Santa Cruz County. As a result of these discussions, Planning staff reported back in September and December 2000 that the Fire Chiefs Association had a number of concerns with the adopted road standard as well as the existing road standards in the Grading Ordinance. These included concerns about the ability of fire/emergency vehicles to negotiate roads with the proposed drain rock surfacing. In addition, the fire chiefs were also concerned that the current private road, driveway and bridge standards in the Grading Ordinance were not consistent with the County Fire Code, nor the County General Plan/LCP. Planning staff requested, and your Board granted, additional time to allow the Planning Department and the Fire Chiefs Association to complete the review of the road standards and to develop any necessary revisions prior to any additional outreach. Planning staff and the Fire Chiefs Association met on a monthly basis to address these issues and crafted amendments to the Grading Ordinance which are consistent with the County Fire Code and the County General Plan/LCP.

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Road Standards

The proposed amendments to Section **16.20.180** (Exhibit 1-A of Attachment 1) modify the wording of the section for clarity and conformity with the current Fire Code and General Plan. The following table summarizes these changes:

STANDARD	CURRENT GRADING ORDINANCE	PROPOSED GRADING ORDINANCE
all-weather surface	5 inches of baserock, Class II or certain Class IV; if grade exceeds 15%, 1 ½ inches of asphaltic concrete (or 4 inches of concrete, with no sub-base); if grade exceeds 10% and there are high erosion hazards, oil and screenings can be required	6 inches of compacted Class II baserock; 95% compaction required; if grade exceeds 15%, 2 inches of asphaltic concrete (or 4 inches of concrete, with no sub-base); oil and screen required for all other roads with grades up to 15% ; all secondary access roads require 2 inches asphaltic concrete
road dimensions-width	16-foot wide for roadway, 12-foot wide for driveway (the 16-footwide road may be reduced to 12-feet if there are environmental constraints, if turnouts (12' x 30') are provided every 500-feet and approved by Fire Chief)	18-foot wide for roadways serving more than 2 habitable structures; 12-foot wide for driveways serving 2 or fewer habitable structures (the 18-foot wide road may be reduced to 12-feet if there are environmental constraints, if turnouts (12' x 35', with approach and departure areas) are provided every 500-feet and approved by Fire Chief);
bridges - width	16-feet	20-feet; may be reduced by fire chief consistent with Fire Code and GPLCP
bridges - vertical clearance	n/a	14-feet
bridges - design	H-20 loading	HS-20-44 (25 ton); posted at both ends of bridge
maintenance	n/a	requires all roads, driveways and bridges to be maintained as originally constructed

The proposed road, driveway and bridge standards were based on the Policy **6.5.5** of the 1994 County General Plan/LCP (Attachment **4** of Exhibit C of Attachment **7**) and the requirements of

the County Fire Prevention Code (Chapter 7.92 – Attachment 5 of Exhibit C of Attachment 7). These new road standards would only be applicable for new roads or upgrades to existing roads which require a grading permit.

0741

As indicated in the table above, the major areas of the amendments deal with the width and surfacing of roads and driveways. The roadway widths specified in the proposed Grading Ordinance have been increased to be consistent with the minimum widths established by the General Plan/LCP and the Fire Prevention Code. These widths (18-feet for more than two habitable structures and 12-feet for two or fewer habitable structures) will allow fire apparatus to gain access to the structures in the event of an emergency while allowing residents to exit the area. The exception clause, which allows for the reduction of the 18-foot wide roadway to 12-feet (with approved turn-outs) in cases where there would be significant environmental impacts resulting from meeting the full width standard, is retained with minor modifications.

0732

The surfacing requirement has been upgraded to require oil and screened surfacing for all roads with grades between 0 and 10%. This standard is consistent with the Fire Prevention Code definition of ‘all-weather’ road surfacing and the intent of the 1999 amendment to reduce the amount of erosion from new roads. While this will increase the construction cost of new roads (and all road improvements where a grading permit is required), the property owner and the community will benefit from the savings in long-term maintenance of the roads, the reduction in sedimentation in area streams and the improvement in fire apparatus access.

Other minor changes to the Grading Ordinance standards include changes to the standards for bridge construction, a requirement for permanent maintenance of the roadways and bridges constructed under the Grading Permit and a number of wording changes that have been added for clarity. The standards for new and replacement bridges include minimum requirements, consistent with the Fire Prevention Code, for width, weight limit and posting. These standards will insure that bridges are capable of supporting fire apparatus and allow adequate vehicular access. The maintenance requirement is a new provision to insure that property owners maintain their roads as they were constructed, thereby maintaining adequate fire, vehicular access and proper drainage.

Discussion

The road surfacing standards approved by your Board in 1999 were originally proposed to be applied to new private roads as well as to new timber harvest roads. However, the road surfacing standards, that were a part of the 1999 and 2000 packages of amendments to the Forest Practice Rules, were not approved by the California Board of Forestry. Your Board, however, approved the amended standards for use on private roads and subsequently directed the Planning Department to prepare a public information and implementation program for the new standards.

Over the past year, Planning staff, Public Works and the Fire Chiefs Association has worked together to identify and resolve a number of issues related to road access and fire safety. The proposed amendments to the Grading Ordinance are a product of this collaboration (Attachment 6 of Exhibit C of Attachment 7). The proposed amendments to Section 16.20.180 are consistent with the General Plan/LCP and are consistent with the County Fire Prevention Code.

Proposed Implementation Program

0742

To facilitate implementation of the new rural road standards, staff proposes to conduct a public education/outreach program that includes preparation of a new "Rural Road, Bridge and Driveway Standards" brochure (to be made available on the Planning Department website and in a brochure available at the zoning counter), as well as updating the existing grading ordinance and erosion control brochures to include reference to the new standards. In addition, the public education effort will include presentations to be made at appropriate public meetings and outreach through the Santa Cruz County Resource Conservation District. A specific effort will be made to ensure that appropriate Public Works Department staff members are made fully aware of the new standards as well. Additionally, information on the new standards will be provided to applicants at the Planning Department zoning counter.

0733

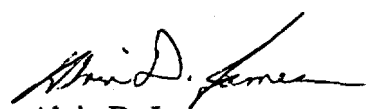
Conclusion and Recommendation

The proposed amendments have been found by Planning Department staff to be categorically exempt from CEQA and a CEQA Categorical Exemption form has been prepared (Attachment 3). The Planning Commission, on August 8, 2001, following a duly noticed public meeting, adopted a Resolution recommending approval of the proposed amendments to the Grading Ordinance's Design Standards for Private Roads, Driveways and Bridges - County Code Section 16.20.180 (Attachment 5), and the CEQA Categorical Exemption (Attachment 3).

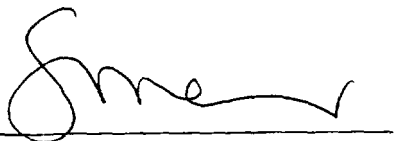
It is, therefore, RECOMMENDED that your Board:

1. Adopt the attached Resolution Amending County Code Section 16.20.180 - Grading Ordinance Design Standards for Private Roads, Driveways and Bridges (Attachment 1) giving final approval to the proposed amendments; and
2. Adopt the attached Ordinance Amending County Code section 16.20.180 - Grading Ordinance Design Standards for Private Roads, Driveways and Bridges (Attachment 2); and
3. Certify the CEQA Categorical Exemption (Attachment 3); and
4. Direct the Planning Department to transmit the amendments to the California Coastal Commission as a Local Coastal Program Implementation Plan amendment for their approval and certification.

Sincerely,


 Alvin D. James
 Planning Director

RECOMMENDED



 Susan A. Mauriello
 County Administrative Officer

ATTACHMENTS:

~~0401~~

1. Resolution Approving the Proposed Grading Ordinance Amendments
Exhibit 1-A: Proposed Ordinance No. ___ Amending County Grading Ordinance (County Code Section 16.20.180) ~~0743~~
3734
2. Ordinance Amending County Code section 16.20.180 - Grading Ordinance Design Standards for Private Roads, Driveways and Bridges
3. CEQA Exemption
4. Board of Supervisors Letter from Alvin James, Planning Director, dated February 14, 2001
5. Planning Commission Resolution
6. Minutes of Planning Commission Meeting of August 8, 2001
7. Planning Commission staff report
8. August 7, 2001 Letter from James Nelson, Chair of San Lorenzo Valley Water District Board of Directors

cc: Fire Chiefs Association of Santa Cruz County
Public Works Department
San Lorenzo Valley Water District
County Counsel
Santa Cruz County Resource Conservation District

BEFORE THE BOARD OF SUPERVISORS
OF **THE** COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

RESOLUTION NO. _____

On the motion of Supervisor
duly seconded by Supervisor
the following Resolution is adopted:

RESOLUTION AMENDING COUNTY CODE SECTION 16.20.180 – GRADING ORDINANCE
DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS AND BRIDGES

WHEREAS, the Santa Cruz **County** Planning Department in conjunction with the County Public Works Department and the Fire Chiefs Association of Santa Cruz County is proposing amendments to County Code Section 16.20.180 – Grading Ordinance Design Standards for Private Roads, Driveways and Bridges; and

WHEREAS, the proposed amendments would ensure that firefighting and other emergency service trucks/equipment can safely and effectively use the County’s rural private roads built or improved under the proposed guidelines; and

WHEREAS, the proposed amendments would make the Grading Ordinance Design Standards for Private Roads, Driveways and Bridges consistent with the County Fire Code and the County General Plan/Local Coastal Program (GP/LCP); and

WHEREAS, this amendment is intended to reduce the deterioration of private roads and the resultant erosion problems; and

WHEREAS, the proposed minimum roadway widths have been increased, to 18-feet for more than two habitable structures and 12-feet for two or fewer habitable structures, to allow fire apparatus to gain access to the structures in the event of an emergency while allowing residents to exit the area, with an exception clause that allows for the reduction to 12-feet (with approved turn-outs) in cases where there would be significant environmental impacts resulting from meeting the full width standard; and

WHEREAS, on February 27,2001, the Board of Supervisors gave preliminary approval to the proposed changes and directed staff to formally process the amendment through the environmental review and Planning Commission/Board of Supervisors public hearing processes; and

WHEREAS, the Planning Commission, on August 8, 2001, following a duly noticed public meeting recommended that the proposed amendments to the Grading Ordinance, as set forth in Exhibit 1-A, and the CEQA Categorical Exemption, incorporated herein by reference, be approved by the Board of Supervisors and submitted to the Coastal Commission as part of the Local Coastal Program Update; and

WHEREAS, the Board of Supervisors, on November 6, 2001, following a duly noticed public meeting, considered the amendments to the Grading Ordinance, as set forth in Exhibit 1-A, and the CEQA Categorical Exemption, incorporated herein by reference, the staff report, and all testimony and evidence received at the public hearing; and

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WHEREAS, the Board of Supervisors finds that the proposed amendments are consistent with the California Coastal Act; and

WHEREAS, the proposed amendments to the Grading Ordinance have been found to be categorically exempt from the California Environmental Quality Act (CEQA), consistent with the provisions of CEQA and the County of Santa Cruz Environmental Review Guidelines.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED that the Board of Supervisors approves amendments to the Grading Ordinance's Design Standards for Private Roads, Driveways and Bridges (Section 16.20.180), as set forth in Exhibit 1-A, and the CEQA Categorical Exemption, incorporated herein by reference, and authorizes their submittal to the California Coastal Commission as part of the next round of LCP Amendments.

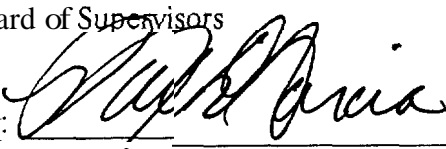
BE IT FURTHER RESOLVED AND ORDERED that these amendments will become effective upon certification by the California Coastal Commission.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this _____ day of _____, 2001 by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN: SUPERVISORS

Chairperson of the Board of Supervisors

ATTEST: _____
Clerk of the Board of Supervisors

APPROVED AS TO FORM: 

County Counsel

cc: County Counsel
Planning Department

ORDINANCE NO. _____

0746

AN ORDINANCE AMENDING COUNTY CODE SECTION 16.20.180- GRADING
ORDINANCE DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS AND
BRIDGES

0737

SECTION I

Section 16.20.180 of the Santa Cruz County Code is hereby amended to read as follows:

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS , DRIVEWAYS AND
BRIDGES

(a) All private road, bridge and driveway construction, including all secondary access roads required by a land division, requiring a grading approval shall conform to the provisions of this section. These requirements may be modified for emergency access, temporary roads or roads leading to an agricultural building or well site if approved in writing by the Planning Director and the Fire Chief of the applicable Fire Protection District.

(b) Unobstructed width of roadbed for a roadway serving more than two habitable structures shall be ~~16~~ **18** feet minimum; unobstructed width of a driveway serving two or fewer habitable structures shall be 12-foot minimum. Where these criteria conflict with other Chapter 16 standards ~~it is environmentally infeasible to meet these criteria (due to including excessive grading, sensitive habitats or tree removal), a 12-foot wide all-weather road with 12-foot wide by 35~~ 30-foot long turnouts, with approved approach and departure access, located approximately every 500 feet may be approved with the approval of the fire department. The distance between turnouts may be adjusted at the discretion of the Planning Director and the Fire Chief of the applicable Fire Protection District if deemed appropriate for reasons of topography, environment or emergency access.

(c) **All roadways and driveways shall have a minimum centerline radius shall be of 36 35-feet. (EXCEPTION: Driveways which serve as access to any habitable structure and which are 150 feet or less from the main road.)**

(d) The maximum grade of the road or driveway shall not exceed ~~15~~ **20** percent; however, grades ~~of up to 20~~ over 15 percent are ~~permitted for up~~ limited to stretches of 200 feet ~~at a time~~.

(e) **All roadways, secondary access roads and driveways shall have a The structural section shall consist of a minimum 5 6 inches of compacted Class II baserock. ; Class II or Class IV. Compaction to 95% required and certified by a licensed engineer. Class**

IV ~~aggregate base should have a minimum R-value of 50, and not more than 10 percent of the aggregate shall pass the number 200 sieve.~~ **Exceptions to this standard are as follows:**

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(f) i. Where the subgrade is designated as an expansive clayey soil, the structural section should be determined using the California Design Procedure.

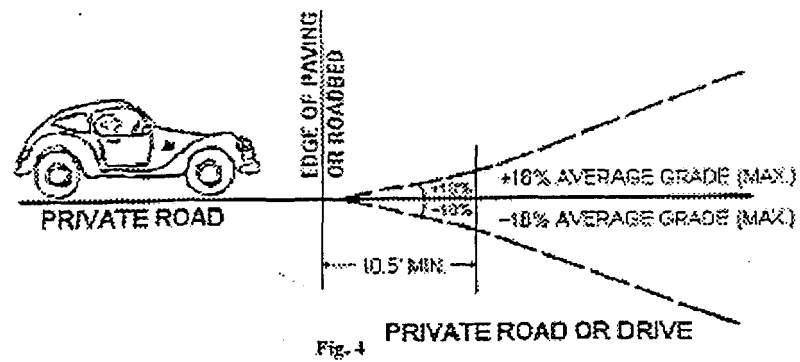
0738

(g) ii. The aggregate base required by these design standards can be omitted if the Planning Director determines that the native material provides **sufficient equivalent bearing capacity for all-weather use to that specified in (e) above, as certified by a licensed soils or civil engineer.**

(h)(f) In all cases, where road gradients exceed 15 percent, ~~1-1/2~~ **2 inches of asphaltic concrete shall be provided placed over the baserock.** (EXCEPTION: aggregate base and asphaltic concrete may be omitted if a structural section of 4 inches of concrete is used.) ~~Where road gradients exceed 10 percent and a high erosion hazard has been identified by field review, Oil and screen, at a minimum, may be~~ **is required over the baserock at the discretion of the Planning Director. for all grades up to 15%. All secondary access roads shall be surfaced with 2 inches of asphaltic concrete.**

(i)(g) Asphalt or concrete berms or their equivalent may be required to control drainage. Discharges shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

(j)(h) Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.



~~(k)~~(i) Any roadway or driveway which is more than ~~300~~ **150** feet long and a dead end shall have a turn-around area with a minimum of ~~35~~ **36** feet unobstructed radius, or equivalent.

~~(l)~~(j) A ~~horizontal clearance of 16 feet and a~~ vertical clearance of **14** feet shall be maintained on all roadways, driveways, bridges, and turnouts.

~~(m)~~(k) Where a private driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

0739

~~(n)~~(l) Bridges shall be at least ~~16~~ **20** feet of clear width. The Fire Chief of the authority having jurisdiction may allow the width to be reduced in accordance with the adopted fire code and Fire Safety Element of the Santa Cruz County General Plan, Bridges and culverts shall be designed by a civil engineer for a ~~H-20~~ **HS-20-44** (25 ton) loading. The bridge weight limit shall be posted at both ends of the bridge. If the bridge crosses a stream or drainage channel, hydraulic calculations based on a 100-year storm shall be submitted showing hydraulic adequacy of the spanned cross-section of the stream or drainage channel.

(m) All roads, secondary access roads, driveways and bridges shall be permanently maintained as originally constructed in conformance with these standards. Failure to maintain all roads, secondary access roads, driveways, drainage improvements and bridges that were constructed pursuant to these standards is subject to the code enforcement provisions of Chapter **19.01** of the County Code.

SECTION 11


This Ordinance shall take effect on the 31st day after final passage or upon certification by the California Coastal Commission, whichever is later.

PASSED AND ADOPTED this _____ day of _____, 2001, by the Board of Supervisors of the County of Santa Cruz by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN: SUPERVISORS

CHAIRPERSON, BOARD OF SUPERVISORS

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM: 
County Counsel

Copies to: Planning Department
County Counsel

ORDINANCE NO. _____

AN ORDINANCE AMENDING COUNTY CODE SECTION 16.20.180- GRADING
ORDINANCE DESIGN **STANDARDS** FOR PRIVATE ROADS, DRIVEWAYS AND
BRIDGES

~~0749~~

0740

SECTION I

Section 16.20.180 of the Santa Cruz County Code is hereby amended to read as follows:

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS AND
BRIDGES

(a) All private road, bridge and driveway construction, including all secondary access roads required by a land division, requiring a grading approval shall conform to the provisions of this section. These requirements may be modified for emergency access, temporary roads or roads leading to ~~an~~ agricultural building or well site if approved in writing by the Planning Director and the Fire Chief of the applicable Fire Protection District.

(b) Unobstructed width of roadbed for a roadway serving more than two habitable structures shall be ~~16~~ **18** feet ~~minimum~~ unobstructed width of a driveway serving two or fewer habitable structures shall be 12-foot minimum. Where these criteria conflict with other Chapter **16** standards ~~it is environmentally infeasible to meet these criteria~~ (~~due to~~ including excessive grading, sensitive habitats or tree removal), a 12-foot wide all-weather road with 12-footwide by ~~35~~ **30**-foot long turnouts, with approved approach and departure access, located approximately every 500 feet may be approved with the approval of the fire department. The distance between turnouts may be adjusted at the discretion of the Planning Director and the Fire Chief of the applicable Fire Protection District if deemed appropriate for reasons of topography, environment or emergency access.

(c) ~~All~~ roadways and driveways shall have a minimum centerline radius ~~shall be~~ of **36** ~~35~~-feet. (~~EXCEPTION: Driveways which serve as access to any habitable structure and which are 150 feet or less from the main road.~~)

(d) The maximum grade of the road or driveway shall not exceed ~~15~~ **20** percent; however, grades ~~of up to 20~~ over **15** percent are ~~permitted for up~~ limited to stretches of 200 feet. ~~at a time.~~

(e) ~~All~~ roadways, secondary access roads and driveways shall have a ~~The~~ structural section ~~shall consist~~ of a ~~minimum~~ **5** ~~6~~ inches of compacted Class **II** baserock. ~~Class II or Class IV.~~ Compaction to **95%** required and certified by a licensed engineer. ~~Class~~

IV ~~aggregate base should have a minimum R-value of 50, and not more than 10 percent of the aggregate shall pass the number 200 sieve. Exceptions to this standard are as follows:~~

- (f) i. Where the subgrade is designated as **an** expansive clayey soil, the structural section should be determined using the California Design Procedure.
- (g) ii. The aggregate base required by these design standards can be omitted if the Planning Director determines that the native material provides **sufficient equivalent** bearing capacity ~~for all-weather use to that specified in (e) above,~~ as certified by a licensed soils or civil engineer.

(h)(f) In all cases, where road gradients exceed 15 percent, ~~1-1/2~~ 2 inches of asphaltic concrete shall be ~~provided~~ placed over the baserock. (EXCEPTION: aggregate base and asphaltic concrete may be omitted if a structural section of 4 inches of concrete is used.) ~~Where road gradients exceed 10 percent and a high erosion hazard has been identified by field review,~~ Oil and screen, at a minimum, may be required over the baserock, at & discretion of the Planning Director. for all grades up to 15%. All secondary access roads shall be surfaced with 2 inches of asphaltic concrete.

(i)(g) Asphalt or concrete berms or their equivalent may be required to control drainage. Discharges shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

(j)(h) Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.

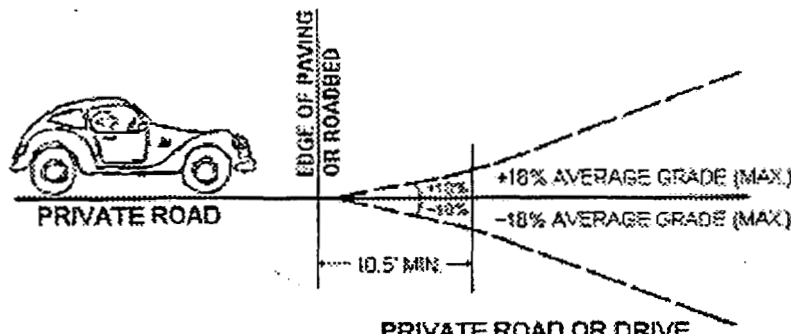


Fig. 4

(k)(i) Any roadway or driveway which is more than ~~300~~ **150** feet long and a dead end shall have a turn-around area with a minimum of ~~35~~ **36** feet unobstructed radius, or equivalent.

~~0751~~

(l)(j) ~~A horizontal clearance of 16 feet and a~~ vertical clearance of 14 feet shall be maintained on all roadways, driveways, bridges, and turnouts.

(m)(k) Where a private driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

(n)(l) Bridges shall be at least ~~16~~ **20** feet of clear width. The Fire Chief of the authority having jurisdiction may allow the width to be reduced in accordance with the adopted fire code and Fire Safety Element of the Santa Cruz County General Plan. Bridges and culverts shall be designed by a civil engineer for a ~~H-20~~ **HS-20-44** (25 ton) loading. The bridge weight limit shall be posted at both ends of the bridge. If the bridge crosses a stream or drainage channel, hydraulic calculations based on a 100-year storm shall be submitted showing hydraulic adequacy of the spanned cross-section of the stream or drainage channel.

(m) All roads, secondary access roads, driveways and bridges shall be permanently maintained as originally constructed in conformance with these standards. Failure to maintain all roads, secondary access roads, driveways, drainage improvements and bridges that were constructed pursuant to these standards is subject to the code enforcement provisions of Chapter **19.01** of the County Code.

SECTION II


This Ordinance shall take effect on the 31st day after final passage or upon certification by the California Coastal Commission, whichever is later.

PASSED AND ADOPTED this _____ day of _____, 2001, by the Board of Supervisors of the County of Santa Cruz by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN:** SUPERVISORS

CHAIRPERSON, BOARD OF SUPERVISORS

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM: 
County Counsel

Copies to: Planning Department
County Counsel

NOTICE OF EXEMPTION FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

ATTACHMENT 3

The County of Santa Cruz has reviewed the project described below and has determined that it is exempt from the provisions of CEQA as specified in Sections 15061 - 15329 of CEQA for the reason(s) which have been checked on this document.

~~0470~~

Application No.

~~0752~~

Assessor Parcel No.

Project Location: *Countywide*

0743

Project Description: *Proposed Revisions for Grading Ordinance Sec. 16.20.180 - Design Standards for Private Roads, Driveways and Bridges*

Person or Agency Proposing Project: Planning and Public Works Depts.

Phone Number:

A. _____ The proposed activity is not a project under CEQA Guidelines, Sections 1928 and 501.

B. _____ Ministerial Project involving only the use of fixed standards or objective measurements without personal judgement.

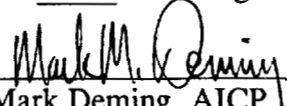
C. X Statutory Exemption other than a Ministerial Project.

Specify type:

D. Categorical Exemption

- | | |
|--|---|
| <input type="checkbox"/> 1. Existing Facility | <input type="checkbox"/> 17. Open Space Contracts or Easements |
| <input type="checkbox"/> 2. Replacement or Reconstruction | <input type="checkbox"/> 18. Designation of Wilderness Areas |
| <input type="checkbox"/> 3. New Construction of Small Structure | <input type="checkbox"/> 19. Annexation of Existing Facilities/Lots for Exempt Facilities |
| <input type="checkbox"/> 4. Minor Alterations to Land | <input type="checkbox"/> 20. Changes in Organization of Local Agencies |
| <input type="checkbox"/> 5. Alterations in Land Use Limitations | <input type="checkbox"/> 21. Enforcement Actions by Regulatory Agencies |
| <input type="checkbox"/> 6. Information Collection | <input type="checkbox"/> 22. Educational Programs |
| <input type="checkbox"/> 7. Actions by Regulatory Agencies for Protection of the Environment | <input type="checkbox"/> 23. Normal Operations of Facilities for Public Gatherings |
| <input checked="" type="checkbox"/> 8. Actions by Regulatory Agencies for Protection of Nat. Resources | <input type="checkbox"/> 24. Regulation of Working Conditions |
| <input type="checkbox"/> 9. Inspection | <input type="checkbox"/> 25. Transfers of Ownership of Interests in Land to Preserve Open Space |
| <input type="checkbox"/> 10. Loans | |
| <input type="checkbox"/> 11. Accessory Structures | <input type="checkbox"/> 26. Acquisition of Housing for Housing Assistance Programs |
| <input type="checkbox"/> 12. Surplus Govt. Property Sales | <input type="checkbox"/> 27. Leasing New Facilities |
| <input type="checkbox"/> 13. Acquisition of Land for Wildlife Conservation Purposes | <input type="checkbox"/> 28. Small Hydroelectric Projects at Existing Facilities |
| <input type="checkbox"/> 14. Minor Additions to Schools | <input type="checkbox"/> 29. Cogeneration Projects at Existing Facilities |
| <input type="checkbox"/> 15. Minor Land Divisions | |
| <input type="checkbox"/> 16. Transfer of Ownership of Land to Create Parks | |

E. _____ Lead Agency Other Than County: _____


Mark Deming, AICP
Project Planner

Date: _____



County of Santa Cruz

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123

0744

~~0471~~

ALVIN D. JAMES, DIRECTOR

~~0753~~

February 14, 2001

AGENDA: February 27, 2001

Board of Supervisors
County of Santa Cruz
701 Ocean Street
Santa Cruz, California 95060

SUBJECT: REVISED RURAL ROAD STANDARDS

Members of the Board:

On December 14, 1999, your Board adopted a number of policy and ordinance amendments, including revisions to the rural road standards, for privately maintained roadways. These revised road standards required a drain rock surface for all roads with grades between 0 and 10%, instead of the currently required baserock surfacing. Following adoption by your Board, this package of amendments was forwarded to the Coastal Commission for its review. In May 2000, the Coastal Commission adopted the revised road standards as a minor amendment.

On June 20, 2000, your Board directed Planning staff to present a report outlining the efforts the Department was undertaking to educate the public and facilitate the implementation of the recently adopted standards. Planning staff began the outreach process by first discussing the new road standards with the Fire Chiefs Association of Santa Cruz County. As a result of these discussions, Planning staff reported back in September and December 2000 (Attachments 7 and 8) that the Fire Chiefs Association had a number of concerns with the adopted road standard as well as the existing road standards in the Grading Ordinance. Planning staff requested and your Board granted additional time to allow the Planning Department and the Fire Chiefs Association to complete the review of the road standards and to develop any necessary revisions prior to any additional outreach.

Background

Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) of the County Code, a part of the County Grading Ordinance, establishes standards for the construction of all private roads, driveways and bridges where a Grading Permit is required (Attachment 1). This section, adopted as a part of the original Grading Ordinance in 1977, had not been amended since 1984, until your Board adopted the amendment to the road surfacing standard as a part of the timber regulations (Attachment 2). As mentioned above, this amendment would require that all new private roads and driveways with grades between 0 and 10% be surfaced with 2 inches of drain rock compacted into a 4 inch sub-grade. Class II baserock. This new

surfacing requirement was intended to reduce the deterioration of private roads and the resultant erosion problems.

0472

Soon after the adoption of the new road standard by your Board, as a part of the Planning Department's initial outreach, the Fire Chiefs Association expressed a concern with the new standards. They also raised concerns about the existing standards, which had not been revised even though significant changes to the County's Fire Code and General Plan Fire Safety Element were made in 1998 and 1994, respectively. Specifically, the Fire Chiefs Association had concerns about the ability of their vehicles to negotiate roads with the proposed drain rock surfacing. In addition, they also were concerned that the current private road, driveway and bridge standards in the Grading Ordinance were not consistent with the County Fire Code or the County General Plan/Local Coastal Program Land Use Plan (GPLCP). Planning staff and the Fire Chiefs Association have been meeting on a monthly basis to address these issues and have crafted amendments to the Grading Ordinance which are consistent with the County Fire Code and the County GP/LCP.

0754

Road Standards

The proposed amendments to Section 16.20.180 (Attachment 3) modify the wording of the section for clarity and conformity with the current Fire Code and General Plan. The following table summarizes these changes:

STANDARD	CURRENT GRADING ORDINANCE	PROPOSED GRADING ORDINANCE
all-weather surface	5 inches of baserock, Class II or certain Class IV; if grade exceeds 15%, 1 ½ inches of asphaltic concrete (or 4 inches of concrete, with no sub-base); if grade exceeds 10% and there are high erosion hazards, oil and screenings can be required	6 inches of compacted Class II baserock; 95% compaction required; if grade exceeds 15%, 2 inches of asphaltic concrete (or 4 inches of concrete, with no sub-base); oil and screen required for all other roads with grades up to 15%; all secondary access roads require 2 inches asphaltic concrete
road dimensions - width	16-foot wide for roadway, 12-foot wide for driveway (the 16-foot wide road may be reduced to 12-foot if there are environmental constraints, if turnouts (12' x 30') are provided every 500-feet and approved by Fire Chief)	18-foot wide for roadways serving more than 2 habitable structures; 12-foot wide for driveways serving 2 or fewer habitable structures (the 18-foot wide road may be reduced to 12-foot if there are environmental constraints, if turnouts (12' x 35', with approach and departure areas) are provided every 500-feet and approved by Fire Chief),
bridges - width	16-foot	20-foot; may be reduced by fire chief consistent with Fire Code and GP/LCP
bridges - vertical clearance	n/a	14-foot
bridges - design	H-20 loading	HS-20-44 (25 ton); posted at both ends of bridge

STANDARD	CURRENT GRADING ORDINANCE	PROPOSED GRADING ORDINANCE
maintenance	n/a	requires all roads, driveways and bridges to be maintained as originally constructed

The proposed road, driveway and bridge standards were based on the Policy 6.5.5 of the 1994 County GP/LCP (Attachment 4) and the requirements of the County Fire Prevention Code (Chapter 7.92 - Attachment 5).

0746

As indicated in the table above, the major areas of the amendment deal with the width and surfacing of roads and driveways. The roadway widths specified in the proposed Grading Ordinance have been increased to be consistent with the minimum widths established by the GP/LCP and the Fire Prevention Code. These widths (18-feet for more than two habitable structures and 12-feet for two or fewer habitable structures) will allow fire apparatus to gain access to the structures in the event of an emergency while allowing residents to exit the area. The exception clause, which allows for the reduction of the 18-foot wide roadway to 12-feet (with approved turn-outs) in cases where there would be significant environmental impacts resulting from meeting the full width standard, is retained with minor modifications.

The surfacing requirement has been upgraded to require oil and screened surfacing for all roads with grades between 0 and 10%. This standard is consistent with the Fire Prevention Code definition of 'all-weather' road surfacing and the intent of the 1999 amendment to reduce the amount of erosion from new roads. While this will increase the construction cost of new roads (and all road improvements where a grading permit is required), the property owner and the community will benefit from the savings in long-term maintenance of the roads, the reduction in sedimentation in area streams and the improvement in fire apparatus access.

Other minor changes to the Grading Ordinance standards include changes to the standards for bridge construction, a requirement for permanent maintenance of the roadways and bridges constructed under the Grading Permit and a number of wording changes that have been added for clarity. The standards for new and replacement bridges include minimum requirements, consistent with the Fire Prevention Code, for width, weight limit and posting. These standards will insure that bridges are capable of supporting fire apparatus and allow adequate vehicular access. The maintenance requirement is a new provision to insure that property owners maintain their roads as they were constructed, thereby maintaining adequate fire, vehicular access and proper drainage.

Discussion and Recommendation

The road surfacing standards approved by your Board in 1999 were originally proposed to be applied to new private roads as well as to new timber harvest roads. However, the road surfacing standards that were a part of the 1999 and 2000 packages of amendments to the Forest Practice Rules were not approved by the California Board of Forestry. Your Board, however, approved the amended standards for use on private roads and subsequently directed

the Planning Department to prepare a public information and implementation program for the new standards.

Regrettably, during the preparation of the revised road standards, staff only focused on the road surfacing standards and did not examine the entire section for consistency with the General Plan/Local Coastal Program Land Use Plan. In discussions with the Fire Chiefs Association regarding the new road surfacing standard, it became apparent that additional changes had to be made to Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) to bring the section into consistency with not only the GPLCP but the Fire Prevention Code as well. The proposed amendments to Section 16.20.180 are consistent with the GPLCP and are consistent with the County Fire Prevention Code.

Over the past year, Planning staff, Public Works and the Fire Chiefs Association has worked together to identify and resolve a number of issues related to road access and fire safety. The proposed amendments to the Grading Ordinance are a product of this collaboration. We are continuing to meet monthly to work towards resolving other fire safety issues (Attachment 6).

Staff recommends that your Board direct the Planning Department to process the proposed amendments to the Grading Ordinance (Attachment 3), including the required review under CEQA and public hearings before the Planning Commission and your Board. When this matter is brought to your Board for the public hearing, staff intends to include a program for the implementation of the ordinance following certification by the California Coastal Commission. This program will include educational outreach, including meetings with neighborhood groups and road associations, and other actions to inform the public and the road builders of the County about the new standards.

It is, therefore, RECOMMENDED that your Board:

1. Accept and file the report on amendments to County Code Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges); and
2. Direct the Planning Department to process the suggested ordinance amendments as a part of the current year's work program (Attachment 3); and
3. Direct the Planning Department to include an implementation program for the new road standards as a part of the materials for the public hearing before your Board.

Sincerely,



Alvin D. James
Planning Director

Recommended: _____
Susan A. Mauriello, CAO

- Attachments:
1. Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) ~~0757~~
 2. Subsection (h) of Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges), revised December 1999
 3. Proposed Amendments to Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) 0748
 4. Section 6.5, Santa Cruz County General Plan/Local Coastal Program Land Use Plan
 5. County Code Chapter 7.92 - Fire Prevention Code
 6. Letter of Ron Rickabaugh, President, Fire Chiefs Association of Santa Cruz County, dated February 1, 2001
 7. Letter of Alvin D. James, Planning Director, dated September 19, 2000
 8. Letter of Alvin D. James, Planning Director, dated November 15, 2000

cc: Fire Chiefs Association of Santa Cruz County
Public Works

ly), shall have down drains. (Ord. 2500, 11/8/77; 3321, ~~0476~~
11/23/82)

~~0758~~

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS

AND BRIDGES.

0749

(a) All private road and driveway construction requiring a grading approval shall conform to the provisions of this section. These requirements may be modified for emergency access, temporary roads, or roads leading to an agricultural building or well site if approved in writing by the Planning Director.

(b) Width of roadbed for a roadway shall be 16 feet minimum; width of a driveway shall be 12 feet minimum. Where it is environmentally infeasible to meet these criteria (due to excessive grading or tree removal), a 12-foot wide all-weather road with 12-foot wide by 30-foot long turnouts located approximately every 500 feet may be approved with the approval of the fire department. The distance between turnouts may be adjusted at the discretion of the Planning Director if deemed appropriate for reasons of topography, environment or emergency access.

(c) Minimum centerline radius shall be 35 feet. (EXCEPTION: Driveways which serve as access to any habitable structure and which are 150 feet or less from the main road.)

(d) The maximum grade of the road or driveway shall not exceed 15 percent; however, grades of up to 20 percent are permitted for up to 200 feet at a time; .

(e) The structural section shall consist of a minimum 5 inches of baserock, Class II or Class IV. Class IV aggregate base should have a minimum R value of 50, and not more than 10 percent of the aggregate shall ~~cess~~ the number 200 sieve.

(f) Where the subgrade is designated as an expansive clayey soil, the structural section should be determined using the California Design Procedure.

(g) The aggregate base required by these design standards can be omitted if the Planning Director determines that the native material provides sufficient bearing capacity for all weather use.

(h) In all cases, where road gradients exceed 15 percent, 1-1/2 inches of asphaltic concrete shall be provided. (EXCEPTION: aggregate base and asphaltic concrete may be omitted if a structural section of 4 inch concrete is used.) Where road gradients exceed 10 percent and a high erosion hazard has been identified by field review, oil and screen may be required at the discretion of the Planning Director.

BEFORE THE PLANNING COMMISSION
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

RESOLUTION NO. 12-01

On the motion of Commissioner
duly seconded by Commissioner
the following Resolution is adopted:

PLANNING COMMISSION RESOLUTION RECOMMENDING AMENDMENT TO COUNTY
CODE SECTION 16.20.180 – **GRADING** ORDINANCE DESIGN STANDARDS FOR PRIVATE
ROADS, DRIVEWAYS AND BRIDGES

WHEREAS, the Santa Cruz County Planning Department in conjunction with the County Public Works Department and the Fire Chiefs Association of Santa Cruz County is proposing amendments to County Code Section 16.20.180 – Grading Ordinance Design Standards for Private Roads, Driveways and Bridges; and

WHEREAS, the proposed amendments would ensure that firefighting and other emergency service trucks/equipment can safely and effectively use the County’s rural private roads built or improved under the proposed guidelines; and

WHEREAS, the proposed amendments would make the Grading Ordinance Design Standards for Private Roads, Driveways and Bridges consistent with the County Fire Code and the County General Plan/Local Coastal Program (GP/LCP); and

WHEREAS, this amendment is intended to reduce the deterioration of private roads and the resultant erosion problems; and

WHEREAS, the proposed minimum roadway widths have been increased, to 18-feet for more than two habitable structures and 12-feet for two or fewer habitable structures, to allow fire apparatus to gain access to the structures in the event of an emergency while allowing residents to exit the area, with an exception clause that allows for the reduction to 12-feet (with approved turn-outs) in cases where there would be significant environmental impacts resulting from meeting the full width standard; and

WHEREAS, at their February 27, 2001 meeting, the Board of Supervisors gave their preliminary approval to the proposed changes and directed staff to formally process the amendment through the environmental review and Planning Commission/Board of Supervisors public hearing processes;

WHEREAS, the proposed amendments have been found to be categorically exempt from the California Environmental Quality Act (CEQA), and consistent with the provisions of CEQA and the County of Santa Cruz Environmental Review Guidelines;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommends that the amendments to the Grading Ordinance’s Design Standards for Private Roads, Driveways and Bridges (Section 16.20.180), as set forth in Attachment A-1, and the CEQA Categorical Exemption,


Exhibit A

incorporated herein by reference, be approved by the Board of Supervisors and submitted to the Coastal Commission as **part** of the Local Coastal Program Update.

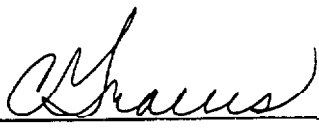
~~0478~~

PASSED AND ADOPTED by the Planning Commission of the County of Santa Cruz, State 0751 of California, this 8th day of August, 2001 by the following vote:

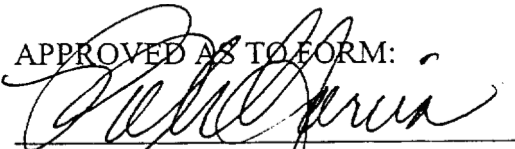
- AYES: COMMISSIONERS Bremner, Durkee, Holbert, and Osmer.
- NOES: COMMISSIONERS
- ABSENT: COMMISSIONERS Shepherd and/or DeAlba.
- ABSTAIN: COMMISSIONERS



 Chairperson

ATTEST: 

 Secretary

APPROVED AS TO FORM:


 COUNTY COUNSEL

cc: County Counsel
 Planning Department

0761
~~0479~~

ORDINANCE NO. _____

AN ORDINANCE AMENDING COUNTY CODE SECTION 16.20.180 - GRADING
ORDINANCE DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS AND
BRIDGES

0752

SECTION I

The Santa Cruz County Code Section 16.20.180 is hereby amended to **read** as follows:

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS .DRIVEWAYS AND
BRIDGES

(a) All private road, bridge and driveway construction, including all secondary access roads required **by a** land division, requiring a grading approval shall conform to the provisions of this section. These requirements may be modified for emergency access, temporary roads or roads leading to an agricultural building or well site if approved in writing by the Planning Director and the Fire Chief **of** the applicable Fire Protection District.

(b) Unobstructed width of roadbed for a roadway serving more than two habitable structures shall be ~~16~~ **18** feet minimum; unobstructed width of a driveway serving two or fewer habitable structures shall be 12-foot minimum. Where these criteria conflict with other Chapter **16** standards ~~it is environmentally infeasible to meet these or~~ (due to including excessive grading, sensitive habitats or tree removal), a 12-foot wide all-weather road with 12-foot wide by ~~35~~ **30**-foot long turnouts, with approved approach and departure access, located approximately every 500 feet may be approved with the approval of the fire department. The distance between turnouts may be adjusted at the discretion of the Planning Director and the Fire Chief of the applicable Fire Protection District if deemed appropriate for reasons of topography, environment or emergency access.

(c) All roadways and driveways shall have a minimum centerline radius ~~shall be of 36~~ **35**-feet. (~~EXCEPTION: Driveways which serve as access to any habitable structure and which are 150 feet or less from the main road.~~)

(d) The maximum grade of the road or driveway shall not exceed ~~15~~ **20** percent; however, grades ~~of up to 20~~ over 15 percent are ~~permitted for up~~ limited to stretches **of 200** feet at a time.

(e) All roadways, secondary access roads and driveways shall have ~~a~~ **The** structural section ~~shall consist of a minimum 5~~ **6** inches of compacted Class **II** baserock. ~~Class II or Class IV. Compaction to 95% required and certified by a licensed engineer. Class IV aggregate base should have a minimum R-value of 50, and not more than 10 percent of~~

the aggregate shall pass the number 200 sieve. **Exceptions to this standard are as follows:**

0762
0480

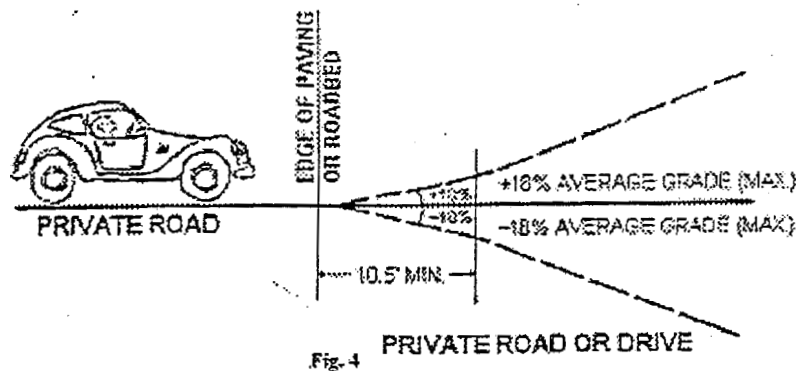
- (f) i. Where the subgrade is designated as an expansive clayey soil, the structural section should be determined using the California Design Procedure.
- (g) ii. The aggregate base required by these design standards can be omitted if the Planning Director determines that the native material provides sufficient **equivalent** bearing capacity ~~for all-weather use~~ **to that specified in (e) above, as certified by a licensed soils or civil engineer.**

0753

(h)(f) In all cases, where road gradients exceed 15 percent, ~~1 1/2~~ **2 inches** of asphaltic concrete shall be ~~provided~~ **placed over the baserock.** (EXCEPTION: aggregate base and asphaltic concrete may be omitted if a structural section of 4 inches of concrete is used.) ~~Where road gradients exceed 10 percent and a high erosion hazard has been identified by field review, Oil and screen, at a minimum, maybe~~ **is required over the baserock at the discretion of the Planning Director. for all grades up to 15%. All secondary access roads shall be surfaced with 2 inches of asphaltic concrete.**

(i)(g) Asphalt or concrete berms or their equivalent may be required to control drainage.. Discharges shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

(j)(h) Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.



(~~k~~)(i) Any roadway or driveway which is more than ~~300~~ **150** feet long and a dead end shall have a turn-around area with a minimum of ~~35~~ **36** feet unobstructed radius, or equivalent.

~~0763~~

(~~l~~)(j) A horizontal clearance of ~~16~~ feet and a vertical clearance of 14 feet shall be maintained on all roadways, driveways, bridges, and turnouts.

0754

(~~m~~)(k) Where a private driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

(~~n~~)(l) Bridges shall be at least ~~16~~ **20** feet **of** clear width. The Fire Chief of the authority having jurisdiction may allow the width to be reduced in accordance with the adopted fire code and Fire Safety Element of the Santa Cruz County General Plan. Bridges and culverts shall be designed by a civil engineer for a ~~H-20~~ **HS-20-44** (25 ton) loading. The bridge weight limit shall be posted at both ends **of** the bridge. If the bridge crosses a stream or drainage channel, hydraulic calculations based on a 100-year storm shall be submitted showing hydraulic adequacy of the spanned cross-section of the stream or drainage channel.

(m) All roads, secondary access roads, driveways and bridges **shall** be permanently maintained **as** originally constructed in conformance with these standards. Failure to maintain all roads, secondary access roads, driveways, drainage improvements and bridges that were constructed pursuant **to** these standards is subject to the code enforcement provisions **of** Chapter **19.01** of the County Code.

SECTION II

This Ordinance shall take effect upon certification by the California Coastal Commission.

PASSED AND ADOPTED this _____ day of _____, 2001, by the Board of Supervisors of the **County** of Santa Cruz by the following vote:

AYES: SUPERVISORS
NOES: SUPERVISORS
ABSENT: SUPERVISORS
ABSTAIN: SUPERVISORS

CHAIRPERSON, BOARD OF SUPERVISORS

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM: _____
County Counsel

Copies to: Planning Department
County Counsel
3
3

County of Santa Cruz Planning Commission
Minutes

DATE: August 8,2001

PLACE: Board of Supervisors Chambers, Room 525
County Government Center, 701 Ocean Street, Santa Cruz, CA

COMMISSIONERS PRESENT: ROB BREMNER, TED DURKEE,
DENNIS OSMER, DENISE HOLBERT

STAFF MEMBERS PRESENT: CATHY GRAVES, MARK DEMING,
FRANK BARRON, MICHELLE GREEN

COUNTY COUNSEL PRESENT: RAHN GARCIA

All legal requirements for items set for public hearing on the Santa Cruz County Planning Commission agenda for this meeting have been fulfilled before the hearing including publication, mailing and posting as applicable.

- A. **ROLL CALL:**
Commissioners Durkee, Holbert, Osmer and Bremner were present at 9:00 a.m.
- B. **PLANNING DIRECTOR'S REPORT:** None
- C. **COUNTY COUNSEL'S REPORT :** Update on land-use related court actions regarding takings.
- D. **ADDITIONS AND CORRECTIONS TO THE AGENDA:** Items F-1 & F-2 removed from agenda for correction. To be brought back after corrections.
- E. **ORAL COMMUNICATIONS:** None
- F. **CONSENT ITEMS:**
There are no consent items on this agenda.
- G. **CONTINUED ITEMS**
There are no continued items on this agenda.
- H. **SCHEDULED ITEMS**
 - H-1. Public Hearing to consider amendments to the County Code Section 16.20.180 (Grading Ordinance) revising design standards for private roads, driveways and bridges
PROJECT PLANNER: FRANK BARRON, 454-2530

Introduction by Frank Barron. New standards for private roads when grading permit required. New surfacing requirements to reduce erosion & extend life of roads. Developed in conjunction with local fire agencies to provide adequate fire access. Proposed amendments are consistent with General Plan and Fire Code.

COMMISSIONER DURKEE: Is this final action needed from Commission in order to implement changes.

MARK DEMING: Yes, this is result of public outreach and revisions requested by fire agencies for consistency with State Fire Code.

COMMISSIONER DURKEE: Does it make any changes to existing development?

MARK DEMING: No, only applies to new roads and improvements to existing roads.

COMMISSIONER BREMNER: Oil and screening requirement exceeds fire code, why? Do we have to follow fire code?

MARK DEMING: Difficult to determine road grades without survey which would be extra cost. County adopts fire code with amendments. Farm roads not subject to the grading ordinance.

MR. HAINES, SAN LORENZO VALLEY WATER DISTRICT: Submitted letter from district in support of changes. Would like it to apply to maintenance of existing roads, as well as new. Support changes to improve water quality. (See Action Agenda)

Approve as amended. Motion made by Osmer and seconded by Bremner.
Voice Vote, 4-0, without Shepherd and her alternate's vote.

H-2. Public Hearing to consider amendments to various County Code sections to eliminate the term "handicapped" and revise the standards for accessible parking.
PROJECT PLANNER: FRANK BARRON, 454-2530

Introduction by Frank Barron. History of Board instructions for changes to remove the word, "handicapped" from County Ordinances. Also makes changes to 13.10 to change parking requirements for consistency with ADA. (See Action Agenda).

Approved as recommended. Motion made by Durkee and seconded by Osmer.
Voice Vote, 4-0, without Shepherd and her alternate's vote.

PLEASE NOTE: THESE MINUTES HAVE NOT BEEN APPROVED BY THE PLANNING COMMISSION AS OF OCTOBER 19, 2001.

KRISTY MILLER
PLANNING DEPARTMENT

COUNTY OF SANTA CRUZ

~~0404~~

PLANNING DEPARTMENT

~~0766~~

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060
 (831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123

ALVIN JAMES, DIRECTOR

July 10, 2001

AGENDA: August 8, 2001

Planning Commission
 County of Santa Cruz
 701 Ocean Street
 Santa Cruz, California 95060

**SUBJECT: REVISED DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS
 AND BRIDGES**

Commissioners:

Your Commission is being requested to review the attached proposed amendments to the Grading Ordinance's Design Standards for Private Roads, Driveways and Bridges (Section 16.20.180), and forward your recommendation to the Board of Supervisors. These construction guideline changes (Attachment A-1 of Exhibit A) are being proposed to ensure that firefighting trucks/equipment can safely and effectively use the County's rural private roads, and to make the guidelines consistent with the County General Plan/Local Coastal Program (GP/LCP). At their February 27, 2001 meeting, the Board of Supervisors gave their preliminary approval to the proposed changes and directed staff to formally process the amendment through the environmental review and Planning Commission/Board of Supervisors public hearing processes. The attached proposed Resolution (Exhibit A) recommends that the Board of Supervisors give final approval to the proposed amendment.

Background:

On December 14, 1999, the Board of Supervisors adopted a number of policy and ordinance amendments, including revisions to the rural road standards, for privately maintained roadways. Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) of the County Code, a part of the County Grading Ordinance, establishes standards for the construction of all private roads, driveways and bridges where a Grading Permit is required (Attachment 1 of Exhibit C). This section, adopted as a part of the original Grading Ordinance in 1977, had not been amended since 1984, until the Board of Supervisors adopted the amendment to the road surfacing standard as a part of the timber regulations (Attachment 2 of Exhibit C). These revised road standards required a drain rock surface for all roads with grades between 0 and 10%, instead of the currently required baserock surfacing. This new surfacing requirement was intended to reduce the deterioration of private roads and the resultant erosion problems. Following adoption by the Board, this package of amendments was forwarded to the Coastal Commission for its review. In May 2000, the Coastal Commission adopted the revised road standards as a minor amendment.

On June 20, 2000, the Board of Supervisors directed Planning staff to present a report outlining the efforts the Department was undertaking to educate the public and facilitate the implementation of the recently adopted standards. Planning staff began the outreach process by first discussing the new road

standards with the Fire Chiefs Association of Santa Cruz County. As a result of these discussions, Planning staff reported back in September and December 2000 (Attachments 7 and 8 of Exhibit C) that the Fire Chiefs Association had a number of concerns with the adopted road standard as well as the existing road standards in the Grading Ordinance. These included concerns about the ability of fire/emergency vehicles to negotiate roads with the proposed drain rock surfacing. In addition, the fire chiefs were also concerned that the current private road, driveway and bridge standards in the Grading Ordinance were not consistent with the County Fire Code, nor the County General Plan/Local Coastal Program Land Use Plan (GP/LCP). Planning staff requested, and the Board granted, additional time to allow the Planning Department and the Fire Chiefs Association to complete the review of the road standards and to develop any necessary revisions prior to any additional outreach. Planning staff and the Fire Chiefs Association met on a monthly basis to address these issues and crafted amendments to the Grading Ordinance which are consistent with the County Fire Code and the County GP/LCP.

Road Standards

The proposed amendments to Section 16.20.180 (Attachment A-1 of Exhibit A) modify the wording of the section for clarity and conformity with the current Fire Code and General Plan. The following table summarizes these changes:

STANDARD	CURRENT GRADING ORDINANCE	PROPOSED GRADING ORDINANCE
all-weather surface	5 inches of baserock, Class II or certain Class IV; if grade exceeds 15%, 1 ½ inches of asphaltic concrete (or 4 inches of concrete, with no sub-base); if grade exceeds 10% and there are high erosion hazards, oil and screenings can be required	6 inches of compacted Class II baserock; 95% compaction required; if grade exceeds 15%, 2 inches of asphaltic concrete (or 4 inches of concrete, with no sub-base); oil and screen required for all other roads with grades up to 15%; all secondary access roads require 2 inches asphaltic concrete
road dimensions - width	16-foot wide for roadway, 12-foot wide for driveway (the 16-foot wide road may be reduced to 12-foot if there are environmental constraints, if turnouts (12' x 30') are provided every 500-feet and approved by Fire Chief)	18-foot wide for roadways serving more than 2 habitable structures; 12-foot wide for driveways serving 2 or fewer habitable structures (the 18-foot wide road may be reduced to 12-foot if there are environmental constraints, if turnouts (12' x 35', with approach and departure areas) are provided every 500-feet and approved by Fire Chief);
bridges - width	16-feet	20-feet; may be reduced by fire chief consistent with Fire Code and GP/LCP
bridges - vertical clearance	n/a	14-feet
bridges - design	H-20 loading	HS-20-44 (25 ton); posted at both ends of bridge
maintenance	n/a	requires all roads, driveways and bridges to be maintained as originally constructed

The proposed road, driveway and bridge standards were based on the Policy 6.5.5 of the 1994 County GP/LCP (Attachment 4 of Exhibit C) and the requirements of the County Fire Prevention Code (Chapter 7.92 - Attachment 5 of Exhibit C).

As indicated in the table above, the major areas of the amendment deal with the width and surfacing of roads **and** driveways. The roadway widths specified in the proposed Grading Ordinance have been increased to be consistent with the minimum widths established by the GP/LCP and the Fire Prevention Code. These widths (18-feet for more **than** two habitable structures **and** 12-feet for two or fewer habitable structures) will allow fire apparatus to gain access to the structures in the event of an emergency while allowing residents to exit the area. The exception clause, which allows for the reduction of the 18-foot wide roadway to 12-feet (with approved turn-outs) in cases where there would be significant environmental impacts resulting from meeting the full width standard, is retained with minor modifications.

The surfacing requirement has been upgraded to require oil and screened surfacing for all roads with grades between 0 and 10%. This standard is consistent with the Fire Prevention Code definition of 'all-weather' road surfacing and the intent of the 1999 amendment to reduce the amount of erosion from new roads. While this will increase the construction cost of new roads (and all road improvements where a grading permit is required), the property owner and the community will benefit from the savings in long-term maintenance of the roads, the reduction in sedimentation in area streams and the improvement in fire apparatus access.

Other minor changes to the Grading Ordinance standards include changes to the standards for bridge construction, a requirement for permanent maintenance of the roadways and bridges constructed under the Grading Permit and a number of wording changes that have been added for clarity. The standards for new and replacement bridges include minimum requirements, consistent with the Fire Prevention Code, for width, weight limit and posting. These standards will insure that bridges are capable of supporting fire apparatus and allow adequate vehicular access. The maintenance requirement is a new provision to insure that property owners maintain their roads as they were constructed, thereby maintaining adequate fire, vehicular access and proper drainage.

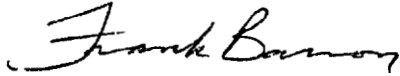
Discussion **and** Recommendation

The road surfacing standards approved by the Board of Supervisors in 1999 were originally proposed to be applied to new private roads as well as to new timber harvest roads. However, the road surfacing standards that were a part of the 1999 and 2000 packages of amendments to the Forest Practice Rules were not approved by the California Board of Forestry. The Board of Supervisors, however, approved the amended standards for use on private roads and subsequently directed the Planning Department to prepare a public information and implementation program for the new standards.

Over the past year, Planning staff, Public Works and the Fire Chiefs Association has worked together to identify and resolve a number of issues related to road access and fire safety. The proposed amendments to the Grading Ordinance are a product of this collaboration (Attachment 6 of Exhibit C). The proposed amendments to Section 16.20.180 are consistent with the GP/LCP and are consistent with the County Fire Prevention Code.

The proposed amendment has been found by Planning Department staff to be categorically exempt from CEQA and a CEQA Categorical Exemption form has been prepared (Exhibit B). Staff **RECOMMENDS** that the Planning Commission adopt the attached Resolution (Exhibit A) Recommending Approval of Proposed Amendments to the Grading Ordinance.

Sincerely,

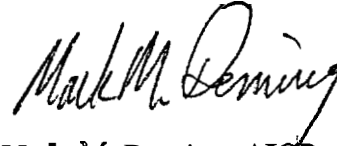


Frank Barron, AICP
Planner

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~~0487~~

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~~Mark~~ M. Deming, AICP
Principal Planner

EXHIBITS:

- A. Resolution Recommending Approval of the Proposed Grading Ordinance Amendments

Attachment A-1: Proposed Ordinance No. ___ amending County Grading Ordinance (County Code Section 16.20.180)

- B. CEQA Exemption

- C. Board of Supervisors Letter from Alvin James, Planning Director, dated February 14, 2001

cc: Fire Chiefs Association of Santa Cruz County
Public Works

BEFORE THE PLANNING COMMISSION
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

0488

RESOLUTION NO. _____

On the motion of Commissioner
duly seconded by Commissioner
the following Resolution is adopted:

PLANNING COMMISSION RESOLUTION RECOMMENDING AMENDMENT TO COUNTY
CODE SECTION 16.20.180 – GRADING ORDINANCE DESIGN STANDARDS FOR PRIVATE
ROADS , DRIVEWAYS AND BRIDGES

WHEREAS, the Santa Cruz County Planning Department in conjunction with the County Public Works Department and the Fire Chiefs Association of Santa Cruz County is proposing amendments to County Code Section 16.20.180 – Grading Ordinance Design Standards for Private Roads, Driveways and Bridges; and

WHEREAS, the proposed amendments would ensure that firefighting and other emergency service trucks/equipment can safely and effectively use the County’s rural private roads built or improved under the proposed guidelines; and

WHEREAS, the proposed amendments would make the Grading Ordinance Design Standards for Private Roads, Driveways and Bridges consistent with the County Fire Code and the County General Plan/Local Coastal Program (GP/LCP); and

WHEREAS, this amendment is intended to reduce the deterioration of private roads and the resultant erosion problems; and

WHEREAS, the proposed minimum roadway widths have been increased, to 18-feet for more than two habitable structures and 12-feet for two or fewer habitable structures, to allow fire apparatus to gain access to the structures in the event of an emergency while allowing residents to exit the area, with an exception clause that allows for the reduction to 12-feet (with approved turn-outs) in cases where there would be significant environmental impacts resulting from meeting the full width standard; and

WHEREAS, at their February 27, 2001 meeting, the Board of Supervisors gave their preliminary approval to the proposed changes and directed staff to formally process the amendment through the environmental review and Planning Commission/Board of Supervisors public hearing processes;

WHEREAS, the proposed amendments have been found to be categorically exempt from the California Environmental Quality Act (CEQA), and consistent with the provisions of CEQA and the County of Santa Cruz Environmental Review Guidelines;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommends that the amendments to the Grading Ordinance’s Design Standards for Private Roads, Driveways and Bridges (Section 16.20.180), as set forth in Attachment A-1, and the CEQA Categorical Exemption,

Exhibit A

incorporated herein by reference, be approved by the Board of Supervisors and submitted to the Coastal Commission as part of the Local Coastal Program Update.

0774

PASSED AND ADOPTED by the Planning Commission of the County of Santa Cruz, State of California, this _____ day of _____, 2001 by the following vote:

AYES: COMMISSIONERS
NOES: COMMISSIONERS
ABSENT: COMMISSIONERS
ABSTAIN: COMMISSIONERS

Chairperson

ATTEST: _____
Secretary

APPROVED AS TO FORM:

COUNTY COUNSEL

cc: County Counsel
Planning Department

ORDINANCE NO. _____

0772

AN ORDINANCE AMENDING COUNTY CODE SECTION 16.20.180 - GRADING
ORDINANCE DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS AND
BRIDGES

SECTION I

The Santa Cruz County Code Section 16.20.180 is hereby amended to read as follows:

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS AND
BRIDGES

(a) All private road, bridge and driveway construction, including all secondary access roads required by a land division, requiring a grading approval shall conform to the provisions of this section. These requirements may be modified for emergency access, temporary roads or roads leading to an agricultural building or well site if approved in writing by the Planning Director and the Fire Chief of the applicable Fire Protection District.

(b) Unobstructed width of roadbed for a roadway serving more than two habitable structures shall be ~~16~~ **18** feet minimum; unobstructed width of a driveway serving *two* ~~or~~ fewer habitable structures shall be 12-foot minimum. Where these criteria conflict with other Chapter **16** standards ~~it is environmentally infeasible to~~ (due to including excessive grading, sensitive habitats or tree removal), a 12-foot wide all-weather road with 12-foot wide by ~~35~~ **30**-foot long turnouts, with approved approach and departure access, located approximately every 500 feet may be approved with the approval of the fire department. The distance between turnouts may be adjusted at the discretion of the Planning Director and the Fire Chief of the applicable Fire Protection District if deemed appropriate for reasons of topography, environment or emergency access.

(c) All roadways and driveways shall have a minimum centerline radius ~~shall be of 36~~ **35**-feet. (~~EXCEPTION: Driveways which serve as access to any habitable structure and which are 150 feet or less from the main road.~~)

(d) The maximum grade of the road or driveway shall not exceed ~~15~~ **20** percent; however, grades ~~of up to 20~~ over 15 percent are ~~permitted for up~~ limited to stretches of 200 feet at a time.

(e) **All** roadways, secondary access roads and driveways shall have a The structural section shall consist of a minimum ~~5~~ **6** inches of compacted Class **II** baserock. ~~Class II~~ **Class IV**. Compaction to 95% required and certified by a licensed engineer. ~~Class IV aggregate base should have a minimum value of 50, and not more than 10 percent of~~

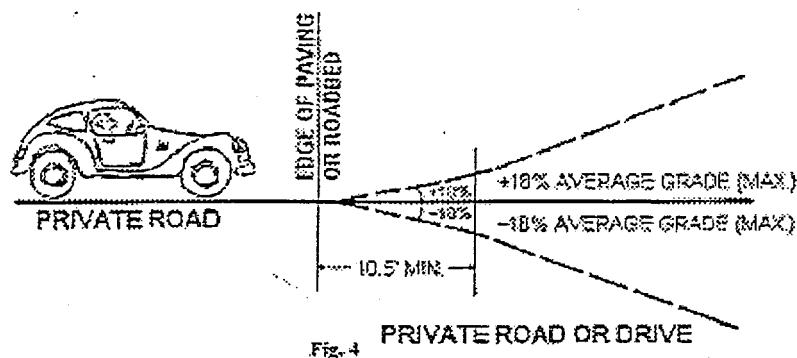
the aggregate shall pass the number 200 sieve. **Exceptions to this standard are as follows:**

- (f) i. Where the subgrade is designated as **an** expansive clayey soil, the structural section should be determined using the California Design Procedure.
- (g) ii. The aggregate base required by these design standards can be omitted if the Planning Director determines that the native material provides **sufficient equivalent** bearing capacity for all-weather use **to that specified in (e) above, as certified by a licensed soils or civil engineer.**

(h)(f) In all cases, where road gradients exceed 15 percent, $1\frac{1}{2}$ 2 inches of asphaltic concrete shall be ~~provided~~ **placed over the baserock.** (EXCEPTION: aggregate base and asphaltic concrete may be omitted if a structural section of 4 inches of concrete is used.) ~~Where road gradients exceed 10 percent and a high erosion hazard has been identified by field review, Oil and screen, at a minimum, may be~~ **is required over the baserock at the discretion of the Planning Director, for all grades up to 15%. All secondary access roads shall be surfaced with 2 inches of asphaltic concrete.**

(i)(g) Asphalt or concrete berms or their equivalent may be required to control drainage., Discharges shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

(j)(h) Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.



~~0792~~
|
~~0774~~

~~(k)~~(i) Any roadway or driveway which is more than ~~300~~ **150** feet long and a dead end shall have a turn-around area with a minimum of ~~35~~ **36** feet unobstructed radius, or equivalent.

~~(j)~~(j) A ~~horizontal clearance of 16 feet and a~~ vertical clearance of 14 feet shall be maintained on all roadways, driveways, bridges, and turnouts.

~~(m)~~(k) Where a private driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

~~(n)~~(l) Bridges shall be at least ~~16~~ **20** feet of clear width. The Fire Chief of the authority having jurisdiction may allow the width to be reduced in accordance with the adopted fire code and Fire Safety Element of the Santa Cruz County General **Plan**. Bridges and culverts shall be designed by a civil engineer for a ~~H-20~~ **HS-20-44** (25 ton) loading, The bridge weight limit shall be posted at both ends of the bridge. If the bridge crosses a stream or drainage channel, hydraulic calculations based on a 100-year storm shall be submitted showing hydraulic adequacy of the spanned cross-section of the stream or drainage channel.

(m) All roads, secondary access roads, driveways and bridges shall be permanently maintained as originally constructed in conformance with these standards. Failure to maintain all roads, secondary access roads, driveways, drainage improvements and bridges that were constructed pursuant to these standards is subject to the code enforcement provisions of Chapter **19.01** of the County Code.

SECTION II

This Ordinance shall take effect upon certification by the California Coastal Commission.

PASSED AND ADOPTED this _____ day of _____, 2001, by the Board of Supervisors of the County of Santa Cruz by the following vote:

- AYES: SUPERVISORS
- NOES: SUPERVISORS
- ABSENT: SUPERVISORS
- ABSTAIN: SUPERVISORS

CHAIRPERSON, BOARD OF SUPERVISORS

ATTEST: _____
Clerk of the Board

APPROVED AS TO FORM: _____
County Counsel

Copies to: Planning Department	
County Counsel	4
	3

CALIFORNIA ENVIRONMENTAL QUALITY ACT

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The County of Santa Cruz has reviewed the project described below and has determined that it is exempt from the provisions of CEQA as specified in Sections 15061 - 15329 of CEQA for the reason(s) which have been checked on this document.

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Application No.

Assessor Parcel No.

Project Location: *Countywide*

Project Description: *Proposed Revisions for Grading Ordinance Sec. 16.20.180 - Design Standards for Private Roads, Driveways and Bridges*

Person or Agency Proposing Project: Planning and Public Works Depts.

Phone Number:

- A. _____ The proposed activity is not a project under CEQA Guidelines, Sections 1928 and 501.
- B. _____ Ministerial Project involving only the use of fixed standards or objective measurements without personal judgement.
- C. X _____ Statutory Exemption other than a Ministerial Project.
Specify type:

D. Categorical Exemption

- | | |
|--|---|
| <input type="checkbox"/> 1. Existing Facility | <input type="checkbox"/> 17. Open Space Contracts or Easements |
| <input type="checkbox"/> 2. Replacement or Reconstruction | <input type="checkbox"/> 18. Designation of Wilderness Areas |
| <input type="checkbox"/> 3. New Construction of Small Structure | <input type="checkbox"/> 19. Annexation of Existing Facilities/Lots for Exempt Facilities |
| <input type="checkbox"/> 4. Minor Alterations to Land | <input type="checkbox"/> 20. Changes in Organization of Local Agencies |
| <input type="checkbox"/> 5. Alterations in Land Use Limitations | <input type="checkbox"/> 21. Enforcement Actions by Regulatory Agencies |
| <input type="checkbox"/> 6. Information Collection | <input type="checkbox"/> 22. Educational Programs |
| <input type="checkbox"/> 7. Actions by Regulatory Agencies for Protection of the Environment | <input type="checkbox"/> 23. Normal Operations of Facilities for Public Gatherings |
| <input checked="" type="checkbox"/> 8. Actions by Regulatory Agencies for Protection of Nat. Resources | <input type="checkbox"/> 24. Regulation of Working Conditions |
| <input type="checkbox"/> 9. Inspection | <input type="checkbox"/> 25. Transfers of Ownership of Interests in Land to Preserve Open Space |
| <input type="checkbox"/> 10. Loans | |
| <input type="checkbox"/> 11. Accessory Structures | <input type="checkbox"/> 26. Acquisition of Housing for Housing Assistance Programs |
| <input type="checkbox"/> 12. Surplus Govt. Property Sales | <input type="checkbox"/> 27. Leasing New Facilities |
| <input type="checkbox"/> 13. Acquisition of Land for Wildlife Conservation Purposes | <input type="checkbox"/> 28. Small Hydroelectric Projects at Existing Facilities |
| <input type="checkbox"/> 14. Minor Additions to Schools | <input type="checkbox"/> 29. Cogeneration Projects at Existing Facilities |
| <input type="checkbox"/> 15. Minor Land Divisions | |
| <input type="checkbox"/> 16. Transfer of Ownership of Land to Create Parks | |

E. _____ Lead Agency Other Than County:

Date: _____

Mark Deming, AICP
Project Planner



County of Santa Cruz ~~0494~~

PLANNING DEPARTMENT

701 OCEAN STREET, 4TH FLOOR, SANTA CRUZ, CA 95060

(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123

ALVIN D. JAMES, DIRECTOR

~~0776~~

February 14, 2001

AGENDA: February 27, 2001

Board of Supervisors
County of Santa Cruz
701 Ocean Street
Santa Cruz, California 95060

SUBJECT: REVISED RURAL ROAD STANDARDS

Members of the Board:

On December 14, 1999, your Board adopted a number of policy and ordinance amendments, including revisions to the rural road standards, for privately maintained roadways. These revised road standards required a drain rock surface for all roads with grades between 0 and 10%, instead of the currently required baserock surfacing. Following adoption by your Board, this package of amendments was forwarded to the Coastal Commission for its review. In May 2000, the Coastal Commission adopted the revised road standards as a minor amendment.

On June 20, 2000, your Board directed Planning staff to present a report outlining the efforts the Department was undertaking to educate the public and facilitate the implementation of the recently adopted standards. Planning staff began the outreach process by first discussing the new road standards with the Fire Chiefs Association of Santa Cruz County. As a result of these discussions, Planning staff reported back in September and December 2000 (Attachments 7 and 8) that the Fire Chiefs Association had a number of concerns with the adopted road standard as well as the existing road standards in the Grading Ordinance. Planning staff requested and your Board granted additional time to allow the Planning Department and the Fire Chiefs Association to complete the review of the road standards and to develop any necessary revisions prior to any additional outreach.

Background

Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) of the County Code, a part of the County Grading Ordinance, establishes standards for the construction of all private roads, driveways and bridges where a Grading Permit is required (Attachment 1). This section, adopted as a part of the original Grading Ordinance in 1977, had not been amended since 1984, until your Board adopted the amendment to the road surfacing standard as a part of the timber regulations (Attachment 2). As mentioned above, this amendment would require that all new private roads and driveways with grades between 0 and 10% be surfaced with 2 inches of drain rock compacted into a 4 inch sub-grade of Class II baserock. This new

- surfacing requirement was included to reduce the deterioration of private roads and the resultant erosion problems.

Soon after the adoption of the new road standard by your Board, as a part of the Planning Department's initial outreach, the Fire Chiefs Association expressed a concern with the new standards. They also raised concerns about the existing standards, which had not been revised even though significant changes to the County's Fire Code and General Plan Fire Safety Element were made in 1998 and 1994, respectively. Specifically, the Fire Chiefs Association had concerns about the ability of their vehicles to negotiate roads with the proposed drain rock surfacing. In addition, they also were concerned that the current private road, driveway and bridge standards in the Grading Ordinance were not consistent with the County Fire Code or the County General Plan/Local Coastal Program Land Use Plan (GP/LCP). Planning staff and the Fire Chiefs Association have been meeting on a monthly basis to address these issues and have crafted amendments to the Grading Ordinance which are consistent with the County Fire Code and the County GP/LCP.

Road Standards

The proposed amendments to Section 16.20.180(Attachment 3) modify the wording of the section for clarity and conformity with the current Fire Code and General Plan. The following table summarizes these changes:

STANDARD	CURRENT GRADING ORDINANCE	PROPOSED GRADING ORDINANCE
all-weather surface	5 inches of baserock, Class II or certain Class IV; if grade exceeds 15%, 1 ½ inches of asphaltic concrete (or 4 inches of concrete, with no sub-base); if grade exceeds 10% and there are high erosion hazards, oil and screenings can be required	6 inches of compacted Class II baserock; 95% compaction required; if grade exceeds 15%, 2 inches of asphaltic concrete (or 3 inches of concrete, with no sub-base); oil and screen required for all other roads with grades up to 15%; all secondary access roads require 2 inches asphaltic concrete
road dimensions - width	16-foot wide for roadway, 12-foot wide for driveway (the 16-foot wide road may be reduced to 12-foot if there are environmental constraints, if turnouts (12' x 30') are provided every 500-feet and approved by Fire Chief)	18-foot wide for roadways serving more than 2 habitable structures; 12-foot wide for driveways serving 2 or fewer habitable structures (the 18-foot wide road may be reduced to 12-foot if there are environmental constraints, if turnouts (12' x 35', with approach and departure areas) are provided every 500-feet and approved by Fire Chief);
bridges - width	16-feet	20-feet; may be reduced by fire chief consistent with Fire Code and GP/LCP
bridges - vertical clearance	n/a	14-feet
bridges - design	H-20 loading	HS-20-44 (25 ton); posted at both ends of bridge

STANDARD	CURRENT GRADING ORDINANCE	PROPOSED GRADING ORDINANCE
maintenance	n/a	requires all roads, driveways and bridges to be maintained as originally constructed

The proposed road, driveway and bridge standards were based on the Policy 6.5.5 of the 1994⁴⁹⁰ County GP/LCP (Attachment 4) and the requirements of the County Fire Prevention Code ⁰⁷⁷⁸ (Chapter 7.92 - Attachment 5). 0769

As indicated in the table above, the major areas of the amendment deal with the width and surfacing of roads and driveways. The roadway widths specified in the proposed Grading Ordinance have been increased to be consistent with the minimum widths established by the GP/LCP and the Fire Prevention Code. These widths (18-feet for more than two habitable structures and 12-feet for two or fewer habitable structures) will allow fire apparatus to gain access to the structures in the event of an emergency while allowing residents to exit the area. The exception clause, which allows for the reduction of the 18-foot wide roadway to 12-feet (with approved turn-outs) in cases where there would be significant environmental impacts resulting from meeting the full width standard, is retained with minor modifications.

The surfacing requirement has been upgraded to require oil and screened surfacing for all roads with grades between 0 and 10%. This standard is consistent with the Fire Prevention Code definition of 'all-weather' road surfacing and the intent of the 1999 amendment to reduce the amount of erosion from new roads. While this will increase the construction cost of new roads (and all road improvements where a grading permit is required), the property owner and the community will benefit from the savings in long-term maintenance of the roads, the reduction in sedimentation in area streams and the improvement in fire apparatus access.

Other minor changes to the Grading Ordinance standards include changes to the standards for bridge construction, a requirement for permanent maintenance of the roadways and bridges constructed under the Grading Permit and a number of wording changes that have been added for clarity. The standards for new and replacement bridges include minimum requirements, consistent with the Fire Prevention Code, for width, weight limit and posting. These standards will insure that bridges are capable of supporting fire apparatus and allow adequate vehicular access. The maintenance requirement is a new provision to insure that property owners maintain their roads as they were constructed, thereby maintaining adequate fire, vehicular access and proper drainage.

Discussion and Recommendation

The road surfacing standards approved by your Board in 1999 were originally proposed to be applied to new private roads as well as to new timber harvest roads. However, the road surfacing standards that were a part of the 1999 and 2000 packages of amendments to the Forest Practice Rules were not approved by the California Board of Forestry. Your Board, however, approved the amended standards for use on private roads and subsequently directed

the Planning Department to prepare a public information and implementation program for the new standards.

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Regrettably, during the preparation of the revised road standards, staff only focused on the road surfacing standards and did not examine the entire section for consistency with the General Plan/Local Coastal Program Land Use Plan. In discussions with the Fire Chiefs Association regarding the new road surfacing standard, it became apparent that additional changes had to be made to Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) to bring the section into consistency with not only the GP/LCP but the Fire Prevention Code as well. The proposed amendments to Section 16.20.180 are consistent with the GP/LCP and are consistent with the County Fire Prevention Code.

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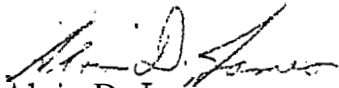
Over the past year, Planning staff, Public Works and the Fire Chiefs Association has worked together to identify and resolve a number of issues related to road access and fire safety. The proposed amendments to the Grading Ordinance are a product of this collaboration. We are continuing to meet monthly to work towards resolving other fire safety issues (Attachment 6).

Staff recommends that your Board direct the Planning Department to process the proposed amendments to the Grading Ordinance (Attachment 3), including the required review under CEQA and public hearings before the Planning Commission and your Board. When this matter is brought to your Board for the public hearing, staff intends to include a program for the implementation of the ordinance following certification by the California Coastal Commission. This program will include educational outreach, including meetings with neighborhood groups and road associations, and other actions to inform the public and the road builders of the County about the new standards.

It is, therefore, RECOMMENDED that your Board:

1. Accept and file the report on amendments to County Code Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges); and
2. Direct the Planning Department to process the suggested ordinance amendments as a part of the current year's work program (Attachment 3); and
3. Direct the Planning Department to include an implementation program for the new road standards as a part of the materials for the public hearing before your Board.

Sincerely,


 Alvin D. James
 Planning Director

Recommended:


 Susan A. Mauriello, CAO

- Attachments:
1. Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) 0771
 2. Subsection (h) of Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges), revised December 1999 ~~0490~~
 3. Proposed Amendments to Section 16.20.180 (Design Standards for Private Roads, Driveways and Bridges) ~~0780~~
 4. Section 6.5, Santa Cruz County General Plan/Local Coastal Program Land Use Plan
 5. County Code Chapter 7.92 - Fire Prevention Code
 6. Letter of Ron Rickabaugh, President, Fire Chiefs Association of Santa Cruz County, dated February 1, 2001
 - 7, Letter of Alvin D. James, Planning Director, dated September 19, 2000
 - 8, Letter of Alvin D. James, Planning Director, dated November 15, 2000

cc: Fire Chiefs Association of Santa Cruz County
Public Works

ly), shall have down drains. (Ord. 2500, 11/8/77; 3321, 0772 ~~0499~~
11/23/62)

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16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS

AND BRIDGES.

(a) All private road and driveway construction requiring a grading approval shall conform to the provisions of this section. These requirements may be modified for emergency access, temporary roads, or roads leading to an agricultural building or well site if approved in writing by the Planning Director.

(b) Width of roadbed for a roadway shall be 16 feet minimum; width of a driveway shall be 12 feet minimum. Where it is environmentally infeasible to meet these criteria (due to excessive grading or tree removal), a 12-foot wide all-weather road with 12-foot wide by 30-foot long turnouts located approximately every 500 feet may be approved with the approval of the fire department. The distance between turnouts may be adjusted at the discretion of the Planning Director if deemed appropriate for reasons of topography, environment, or emergency access.

(c) Minimum centerline radius shall be 35 feet. (EXCEPTION: Driveways which serve as access to any habitable structure and which are 150 feet or less from the main road.)

(d) The maximum grade of the road or driveway shall not exceed 15 percent; however, grades of up to 20 percent are permitted for up to 200 feet at a time.

(e) The structural section shall consist of a minimum 5 inches of baserock, Class II or Class IV. Class IV aggregate base should have a minimum R value of 50, and not more than 10 percent of the aggregate shall pass the number 200 sieve.

(f) Where the subgrade is designated as an expansive clayey soil, the structural section should be determined using the California Design Procedure.

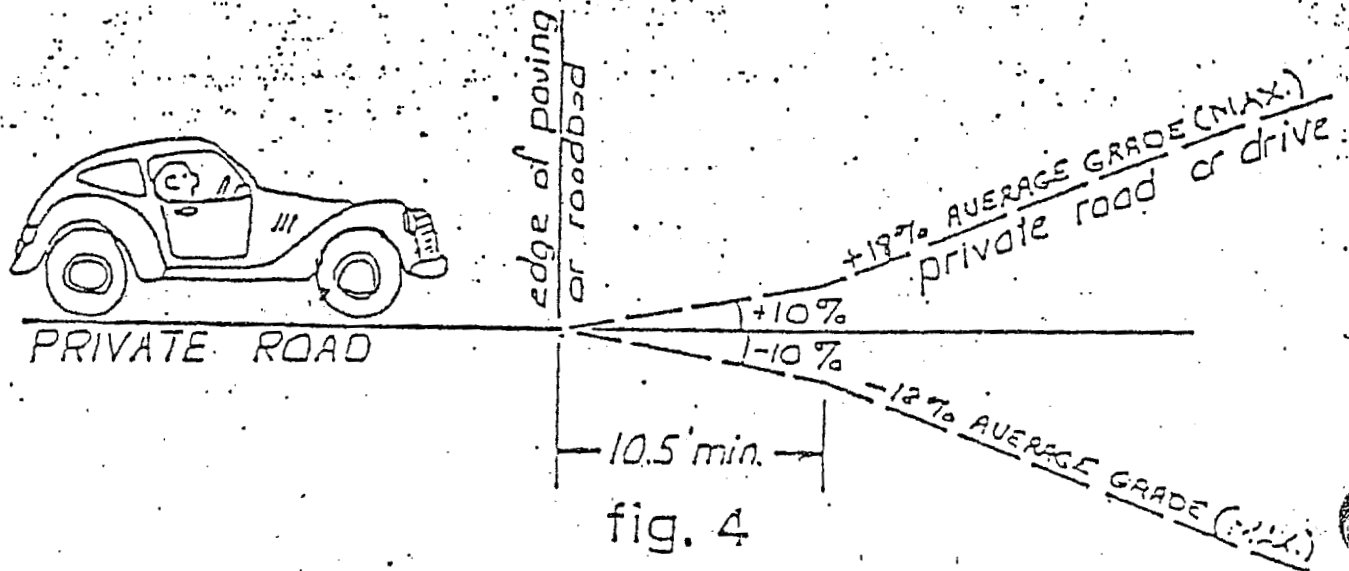
(g) The aggregate base required by these design standards can be omitted if the Planning Director determines that the native material provides sufficient bearing capacity for all weather use.

(h) In all cases, where road gradients exceed 15 percent, 1-1/2 inches of asphaltic concrete shall be provided. (EXCEPTION: aggregate base and asphaltic concrete may be omitted if a structural section of 4 inch concrete is used.) Where road gradients exceed 10 percent and a high erosion hazard has been identified by field review, oil and screen may be required at the discretion of the Planning Director.

077'3 ~~0500~~

(i) Asphalt or concrete berms or their equivalent may be required to control drainage. Discharge shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion. 0782

(j) Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.



(k) Any roadway or driveway which is more than 300-feet long and a dead end shall have a turn-around area with a minimum of 32 feet radius, or equivalent.

(l) A horizontal clearance of 16 feet and a vertical clearance of 14 feet shall be maintained on all roadways, driveways, and turnouts.

(m) Where a private driveway will connect to a county-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

(n) Bridges shall be at least 16 feet wide, and shall be designed by a civil engineer for a H-20 loading. If the bridge crosses a stream or drainage channel, hydraulic calculations based on a 100-year storm shall be submitted showing hydraulic adequacy of the spanned cross-section of the stream or drainage channel. (Ord. 2500, 11/8/77; 3321, 11/23/82; 3599, 11/6/84)

(b) Within those zone districts in which timber harvesting is otherwise allowed by this Code, the cutting and removal of trees and other solid wood products for commercial purposes which require either a Timber Harvest Plan or a Non-industrial Timber Management Plan shall not occur within riparian corridors, defined as:

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1) 50-feet from the bank full flow line of a perennial stream, as defined in Section 16.30.030 of the County Code

2) 30-feet from the bank full flow line of an intermittent stream, as defined in Section 16.30.030 of the County Code

(c) Notwithstanding the above, if compliance with section (b) would preclude access to timber that is otherwise subject to harvest consistent with this section, the cutting and removal of trees and other solid wood products for commercial purposes which require either a Timber Harvest Plan or a Non-industrial Timber Management Plan within riparian corridors shall be permitted only as necessary to provide access to such timber.

SECTION V

Subsection (h) of Section 16.20.180 - Design Standards for Private Roads, Driveways and Bridges - of the County Code is hereby amended to read as follows:

~~(h) In all cases, where road gradients exceed 15 percent, 1 1/2 inches of asphaltic concrete shall be provided. (EXCEPTION: aggregate base and asphaltic concrete may be omitted if a structural section of 4 inch concrete is used.) Where road gradients exceed 10 percent and a high erosion hazard has been identified by field review, oil and screen may be required at the discretion of the Planning Director. Road surfacing shall meet the following standards, based on the road gradient: 0 to 10 percent gradient - 2 inches of drain rock compacted into a 4-inch sub-base of Class II baserock; 10- 15 percent gradient - oil and screenings; greater than 15 percent gradient - 1 1/2 inches asphaltic concrete (EXCEPTION: aggregate base and asphaltic concrete may be omitted if a structural section of 4 inch concrete is used).~~

SECTION VI

If any section, subsection, division, sentence, clause, phrase or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Board of Supervisors of this County hereby declares that it would have adopted this Ordinance and each section, subsection, division, sentence, clause, phrase, or portion thereof, irrespective of any such

PROPOSED REVISIONS TO SECTIC 16.20.180

16.20.180 DESIGN STANDARDS FOR PRIVATE ROADS, DRIVEWAYS AND BRIDGES

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(a) All private road, bridge and driveway construction, including all secondary access roads required by a land division, requiring a grading approval shall conform to the provisions of this section. These requirements may be modified for emergency access, temporary roads or roads leading to an agricultural building or well site if approved in writing by the Planning Director and the Fire Chief of the applicable Fire Protection District.

(b) Unobstructed width of roadbed for a roadway serving more than two habitable Structures shall be 16 18 feet minimum; unobstructed width of a driveway serving two or fewer habitable structures shall be 12-foot minimum. Where these criteria conflict with other Chapter 16 standards it is environmentally infeasible to meet these criteria (due to including excessive grading, sensitive habitats or tree removal), a 12-foot wide all-weather road with 12-foot wide by 35 30-foot long turnouts, with approved approach and departure access, located approximately every 500 feet may be approved with the approval of the fire department. The distance between turnouts may be adjusted at the discretion of the Planning Director and the Fire Chief of the applicable Fire Protection District if deemed appropriate for reasons of topography, environment or emergency access.

(c) All roadways and driveways shall have a minimum centerline radius shall be of 36 35-feet. (EXCEPTION: Driveways which serve as access to any habitable structure and which are 150 feet or less from the main road.)

(d) The maximum grade of the road or driveway shall not exceed 15 20 percent; however, grades of up to 20 over 15 percent are permitted for up limited to stretches of 200 feet at a time.

(e) All roadways, secondary access roads and driveways shall have a The structural section shall consist of a minimum 5 6 inches of compacted Class II baserock, Class II or Class IV. Compaction to 95% required and certified by a licensed engineer. Class IV aggregate base should have a minimum R value of 50, and not more than 10 percent of the aggregate shall pass the number 200 sieve. Exceptions to this standard are as follows:

(f) i. Where the subgrade is designated as an expansive clayey soil, the structural section should be determined using the California Design Procedure.

(g) ii. The aggregate base required by these design standards can be omitted if the Planning Director determines that ~~the native material provides sufficient~~ **equivalent** bearing capacity ~~for all weather use~~ to that specified in (e) above, as certified by a licensed soils or civil engineer.

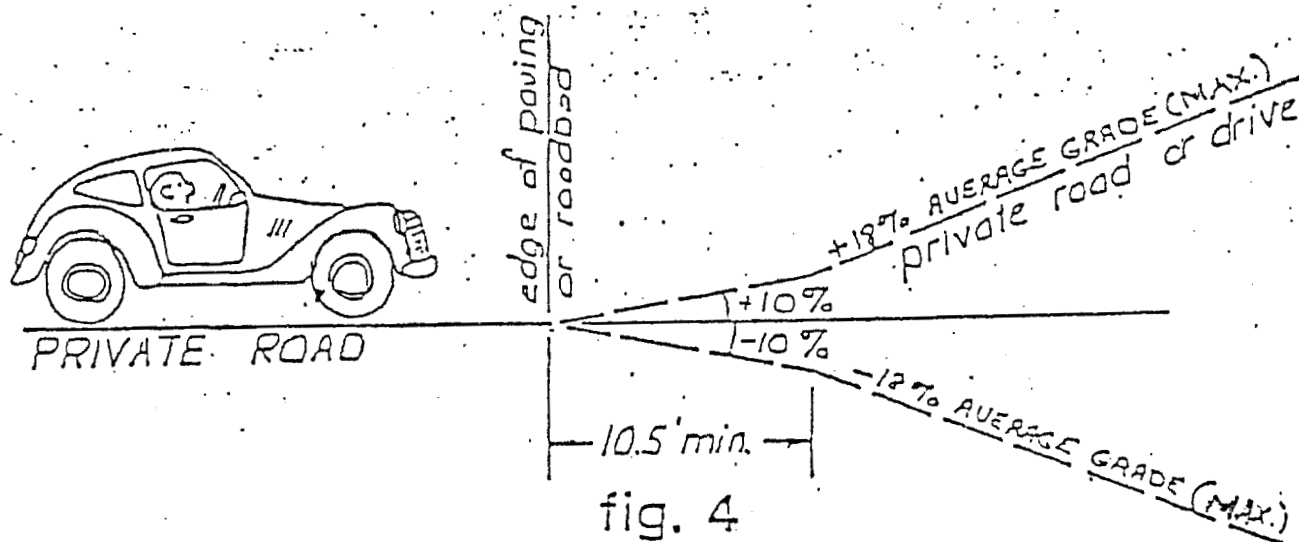
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(h)(f) In all cases, where road gradients exceed 15 percent, ~~1 1/2~~ 2 inches of asphaltic concrete shall be ~~provided~~ **placed over the baserock**. (EXCEPTION: aggregate base and asphaltic concrete may be omitted if a structural section of 4 inches of concrete is used.) ~~Where road gradients exceed 10 percent and a high erosion hazard has been identified by field review, Oil and screen, at a minimum, may be~~ is required over the baserock at the discretion of the Planning Director, for all grades up to 15%. All secondary access roads shall be surfaced with 2 inches of asphaltic concrete.

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(i)(g) Asphalt or concrete berms or their equivalent may be required to control drainage. Discharges shall be at points of natural drainage courses with energy dissipaters installed where necessary to prevent erosion.

(i)(h) Entrances from private roads or driveways into private roads shall be limited in gradient as shown by Figure 4.



(k)(i) Any roadway or driveway which is more than ~~300~~ 150 feet long and a dead end shall have a turn-around area with a minimum of ~~35~~ 36 feet **unobstructed** radius, or equivalent.

(l)(j) A ~~horizontal clearance of 16 feet and a~~ vertical clearance of 14 feet shall be maintained on all roadways, driveways, **bridges**, and turnouts.

(m)(k) Where a private driveway will connect to a County-maintained road, an Encroachment Permit shall first be obtained from the Public Works Department.

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(n)(l) Bridges shall be at least ~~16~~ 20 feet of clear width. The Fire Chief of the authority **having** jurisdiction may allow the width to be reduced in accordance with the adopted fire code and Fire Safety Element of the Santa Cruz County General Plan. Bridges and culverts shall be designed by a civil engineer for a ~~H-20~~ HS-20-44 (25 ton) loading. The bridge weight limit shall be posted at both ends of the bridge. If the bridge crosses a stream or drainage channel, hydraulic calculations based on a 100-year storm shall be submitted showing hydraulic adequacy of the spanned cross-section of the stream or drainage channel.

(m) All roads, secondary access roads, driveways and bridges shall be permanently maintained **as** originally constructed in conformance with these standards. Failure to maintain all roads, secondary access roads, driveways and bridges that were constructed pursuant to these standards is subject to the code enforcement provisions of Chapter 19.01 of the County Code.

Objective 6.5 Fire Hazards

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To protect the public from the **hazards of fire** through **citizen awareness**, **mitigating** the risks of **fire**, **responsible** fire protection planning and built-in systems for fire detection and suppression,

Policies**6.5.1 Access Standards**

Require all **new** structures, including additions of **more than 500 square feet**, to single-family dwellings on existing parcels of record, to provide **an** adequate **road** for **fire** protection in conformance with the following standards:

- (a) Access **roads** shall be a minimum of 18 feet wide for all access roads or driveways serving more than two habitable structures, **and** 12 feet for **an** access road or driveway serving two or fewer habitable structures. Where it is environmentally inadvisable to meet these criteria (**due** to excessive grading, *tree* removal or other environmental impacts), a 12-foot wide all-weather surface access **road** with 12-footwide **by 35-foot** long turnouts located approximately every 500 feet may **be** provided with the approval of the Fire Chief. Exceptions: Title 19 of the California Administrative Code, requires that access roads from every state governed building to a public *street* shall be all-weather hard-surface (suitable for use by fire apparatus) roadway not less **than** 20 feet in width. **Such** roadway shall **be** unobstructed **and** maintained only as access to the public street.
- (b) Obstruction of the **road width**, as required above, including the parking of vehicles, shall be prohibited, as required in the Uniform Fire Code.
- (c) The access road surface shall be "all weather", which means a minimum of six inches of compacted aggregate base rock, Class 2 or equivalent, certified by a licensed engineer to 95 percent compaction **and** shall be maintained. Where the grade of the access road exceeds 15 percent, the base rock shall be overlain by 2 inches of asphaltic concrete, **Type B** or equivalent, and shall be maintained.
- (d) The maximum **grade** of the access **road** shall not exceed 20 percent, **with** grades greater than 15 percent not permitted for distances of more than 200 feet as a time.
- (e) The access road shall have a vertical clearance of 14 feet for its entire width and length, including turnouts.
- (f) Gates shall be a minimum of 2 feet wider than the access road/driveway they serve. Overhead gate structures shall have a minimum of 15 feet vertical clearance.
- (g) **An** access road or driveway shall not end farther **than** 150 feet from any portion of a structure.
- (h) A turn-around **area** which **meets** the requirements of the fire department shall be provided for access roads and driveways in excess of 150 feet in length.
- (i) No roadway shall have an **inside** turning radius of less than 50 feet. Roadways **with** a radius curvature of 50 to 100 feet shall require an additional 4 feet of **road** width. Roadways with radius curvatures of 100 to 200 feet shall require **an** additional 2 feet of **road** width.
- (j) Drainage details for the road or driveway shall conform to current engineering practices, including erosion control measures.
- (k) Bridges shall be as wide as the road being serviced, meet a minimum load bearing capacity of 25 tons, and have guard rails. Guard rails shall not reduce the **required** minimum road width. Width requirements may be modified only with written approval from the Fire Chief. Bridge capacity shall be posted and shall be certified every five years by a licensed engineer. For bridges served by 12 foot access roads, approved turnouts shall be provided at each bridge approach.
- (l) All private access roads, driveways, turn arounds **and** bridges **are** the responsibility of the owner(s) of record and shall be maintained to ensure the fire department safe and expedient passage at all times.

- (m) To ensure maintenance of **private** access **roads, driveways, turnarounds** and bridges, the owner(s) of parcels **where** new development is proposed shall participate in an existing road maintenance group. For those ~~that~~ without existing maintenance agreements, the formation of such an agreement shall be required.
- (n) All access **road and** bridge improvements required under this section shall be made prior to permit approval, or as a condition of permit approval.
- (o) Access for any **new** dwelling unit or other structure used for human occupancy, including a single-family **dwelling** on an existing parcel of record, shall be in the duly recorded form of a deeded access or an access recognized by court order.

Diagrammatic representations of access standards are available at the Santa Cruz County Planning Department and local fire agencies.

6.5.2 Exceptions to Access Road Standards

Exceptions to these standards may be granted at the discretion of the Fire Chief for single-family dwellings on existing parcels of record as follows:

- (a) When the existing access road is acceptable to the Fire department having jurisdiction.
- (b) In addition, any of the following mitigation methods may be required:
 - (1) Participation in an existing or formation of a new road maintenance group or association.
 - (2) Completion of certain road improvements such as fill pot holes, resurface access road, provide turnouts, cut back brush, etc. are made, as determined by the fire officials, and provided that the fire department determines that adequate fire protection can still be provided.
 - (3) Provision of approved fire protection systems as determined by the Fire Chief.
- (c) The level of road improvement required shall bear a reasonable relationship to the magnitude of development proposed.

6.5.3 Conditions for Project Approval

Condition approval of all new structures and additions larger than 500 square feet, and to single family dwellings on existing parcels of record to meet the following fire protection standards:

- (a) Address numbers shall be posted on the property so as to be clearly visible from the access road. Where visibility cannot be provided, a post or sign bearing the numbers shall be set adjacent to the driveway or access road to the property and shall have a contrasting background. Numbers shall be posted when construction begins.
- (b) Provide adequate water availability. This may be provided from an approved water system within 500 feet of a structure, or by an individual water storage facility (water tank, swimming pool, etc.) on the property itself. The fire department shall determine the adequacy and location of individual water storage to be provided. Built-in fire protection features (i.e., sprinkler systems) may allow for some exemptions of other fire protection standards when incorporated into the project.
- (c) Maintain around all structures a clearance of not less than 30 feet or to the property line (whichever is a shorter distance) of all flammable vegetation or other combustible materials; or for a greater distance as may be prescribed by the fire department.
- (d) Provide and maintain one-half inch wire mesh screens on all chimneys.
- (e) Automatic smoke detection devices shall be installed and maintained in accordance with the California Building Code and local Fire Department regulations. Sprinkler and fire alarm systems, when installed, shall meet the requirements of the local Fire Department.
- (f) Provide adequate disposal of refuse. All development outside refuse collection boundaries shall be required to include a suitable plan for the disposal of flammable refuse. Refuse disposal shall be in accordance with state, County or local plans or ordinances. Where practical, refuse disposal should be by methods other than open burning.
- (g) Require fire retardant roofs on all projects, as specified in the County Fire Code and the Uniform Fire Code. Exterior walls constructed of fire resistant materials are recommended, but are not necessarily required.

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6.5.4 Fire Protection Standards for Land Divisions Outside the Urban Services Line

Require all new minor land divisions and subdivisions outside the Urban Services Line to meet the following fire protection standards:

- (a) If a proposed building site is located on a dead-end access road and is more than one-half mile from the nearest intersection with a through road, then secondary access must be provided. [See section 6.5.5, Standards for Dead End Roads] If building site is located within a 5 minute response time from the fire department and within 500 feet of a county maintained road, then secondary access will not be required. Secondary access is defined as a 12 foot wide &-weather surface roadway with a recorded right of access and maintenance agreement. The secondary access may be provided with a gate or other barrier on the approval of the Fire Chief. If these conditions cannot be met, development may take place only at the lowest density allowed for the area by the General Plan and LCP Land Use Plan.
- (b) All primary and secondary roads shall meet the requirements of this section and shall be maintained through a County Service Area or a joint road maintenance agreement with all property owners of record.
- (c) Location within the response time of 20 minutes from the fire station which is responsible for serving the parcel. Response time is defined as the length of time between the dispatch of ground fire vehicles from the fire station to their arrival at the location of the proposed structure(s). In areas exceeding 20 minutes response time, development may take place only at the lowest density allowed by the General Plan and LCP Land use Plan.
- (d) Locate the building site outside any designated Critical Fire Hazard Area. If building sites cannot be located outside a critical Fire Hazard Area, the following criteria shall be met:
- (1) If the building site is served by a through access road or by secondary access, development may be approved only at the lowest density allowed by the General Plan and LCP Land use Plan.
 - (2) If the parcel is on a dead-end access road and cannot develop secondary access, development may consist of only one single-family residence on the existing parcel of record; all land divisions must be denied.
- (e) The project can meet the vegetation modification requirements called for by the Fire Chief, based upon an on-site inspection, including appropriate erosion control facilities. The homeowner must maintain this vegetation modification in order to assure long-term protection. Land clearing or vegetation modification which exceeds one acre, whether planned to take place prior to or after development approval, must submit an erosion control plan for the review and approval of the County Watershed Management Section. Vegetation modification plans shall not be allowed which introduce non-native invasive plant species, and wherever possible should utilize native fire-resistant vegetation.
- (f) The project can meet the standards established by the Fire Chief for water supply and/or water storage for fire-fighting purposes.
- (g) Mitigable Critical Fire Hazard Areas. If the project lies in a Critical Fire Hazard Area and within the area bordered by the following access roads: From Day Valley Road to Freedom Blvd., to Hames Road, to Browns Valley Road to Hazel Dell Road, to Gaffey Road, down Highway 152 to Carlton road, Carlton Road to Highway 129 and ending at Murphy road,* and the project can meet the water storage standards, then the development may proceed at a density as determined by the Rural Density Matrix. Mitigation was based upon the following criteria:
- (1) extent of the critical fire hazard vegetation;
 - (2) distance to adjacent fire hazard areas;
 - (3) accessibility for fire-fighting equipment;
 - (4) air moisture content;
 - (5) historic record of wildland fires;
 - (6) slope and terrain.

*This area has been mapped to denote areas where the fire hazard is of lesser concern, if mitigated by vegetation modification and water supply/storage supplementation. These maps are available at Santa Cruz County Planning Department, or at the California Department of Forestry and Fire Protection headquarters for review.

6.5.5 Standards for New Dead End Roads

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Prohibit newly constructed dead-end roads without secondary access serving more than one parcel in new minor land divisions or subdivisions which exceed the following distances from an adequate through road unless approved by the applicable fire protection agency, the Department of Public Works, and by the Planning Commission; in no case shall a new dead-end road exceed 1/2 mile in length.

Urban & Suburban General Plan and LCP Land Use Plan designation	500'
Rural General Plan and LCP Land Use Plan designation	1000'
Mountain General Plan and LCP Land Use Plan designation	1500'

The standard for new subdivisions of 5 or more lots shall not exceed 500' unless recommended by the applicable fire protection agencies and the Department of Public Works, and approved by the Planning Commission.

6.5.6 Maintenance for Private Road

Require the creation or expansion of County Service Areas (to provide road maintenance), road maintenance agreements or associations (deemed adequate to provide appropriate road maintenance) for all new private roads, and for land divisions in rural areas served by private roads.

6.5.7 Certification of Adequate Fire Protection Prior to Permit Approval

(LCP) Require all land divisions, multi-unit residential complexes, commercial and industrial complexes, public facilities and critical utilities to obtain certification from the appropriate fire protection agency that adequate fire protection is available, prior to permit approval.

6.5.8 Public Facilities Within Critical Fire Hazard Areas

(LCP) Discourage location of public facilities and critical utilities in Critical Fire Hazard Areas. When unavoidable, special precautions shall be taken to ensure the safety and uninterrupted operation of these facilities.

6.5.9 Consistency With Adopted Codes Required for New Development

(LCP) Require all new development to be consistent with the Uniform Fire Code, California Building Code, and other adopted County and local fire agency ordinance.

6.5.10 Land Divisions Access Requirements

- (LCP)
- Require all private roads used for either primary or secondary access to be maintained through road maintenance agreements and/or associations or through a County Service Area.
 - Prohibit land divisions where any new building site is located more than 1/2 mile from a through road unless secondary access is provided.
 - In the North Coast and Bonny Doon planning areas, prohibit new land divisions where any new building site is located more than 1/2 mile from a publicly maintained road even where secondary access is provided.

6.5.11 Fire Protection Standards for Land Divisions Inside the Urban Services Line

Require all new land divisions within the Urban Services Line to be consistent with the California Fire Code, California Building Code, and other adopted County and local fire agency ordinances.

Programs

ATTACHMENT 4

- a. Encourage fire protection agencies to enter into first alarm response and initiate contractual agreements in order to assure that the fire unit nearest the fire will respond on first alarm to a fire emergency. (Responsibility: County Fire Marshal, Board of Supervisors, local fire protection agencies)
- b. Newly constructed or approved public and private roads and streets must be identified by a name or number through a consistent countywide system, which provides for sequenced or patterned numbers and/or non-duplicating naming within the County. All signs shall be mounted and oriented in a uniform manner. This section does not require any entity to rename or renumber existing roads or streets. Nor shall a roadway providing access only to a single commercial or industrial occupancy require naming or numbering (Responsibility: Office of Emergency Services, County Fire Marshal)
- c. Define levels of fire protection services using criteria relating to distance from fire stations, density of development and magnitude of fire risk. (Responsibility: Board of Supervisors, local fire protection agencies)
- d. Develop firebreak standards for new development to separate communities or clusters of structures from native vegetation. (Responsibility: County Fire Marshal, Board of Supervisors, State Department of Forestry, and local fire protection agencies)
- e. Develop an overall firebreak plan in critical Fire Hazard Areas and implement the plan in conjunction with the Department of Forestry and fire protection agencies. (Responsibility: California Department of Forestry and Fire Protection, local fire protection agencies, Office of Emergency Services)
- f. Provide, to the maximum extent feasible, two emergency access routes for all communities, with at least one developed to County standards. (Responsibility: Board of Supervisors, Planning Department, Public Works)
- g. Upgrade water distribution systems where deficient to ensure adequate peak load water supply requirements for fire protection within the service areas of recognized water purveyors. Priority shall be given to areas within the Urban Services Line. (Responsibility: Water Purveyors, County Fire Department, local fire protection agencies, County Office of Emergency Services)
- h. Give priority to areas within the Urban Services Line when planning expansion of fire protection facilities and equipment. (Responsibility: fire protection agencies, Board of Supervisors)
- i. Encourage all fire protection agencies to participate in the development and implementation of a joint communications center. (Responsibility: Board of Supervisors, Communications Director, County fire Department, California Department of Forestry and Fire Protection, local fire protection agencies, County Office of Emergency Services)
- j. Update annually the "Fire Protection Improvement Program and Long-Range Plan for Santa Cruz County." (Responsibility: Board of Supervisors, County Fire Marshal, County Office of Emergency Services)

k. Encourage the State Department of Forestry to provide land and air fire-fighting facilities and equipment adequate to meet estimated peak fire demands. (Responsibility: Board of Supervisors, County Fire Marshal)

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l. Encourage fire protection agencies to establish educational fire prevention programs in order to have the public recognize their responsibility in preventing fires. (Responsibility: California Department of Forestry and Fire Protection, County Fire Marshal, local fire protection agencies, County Office of Emergency Services)

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m. Review and update on a periodic basis the countywide Disaster Contingency Plan. Include the appropriate County agencies in all phases of disaster contingency planning. (Responsibility: Board of Supervisors, Office of Emergency Services)

(LC?) n. Update the Critical Fire Hazard Map as new site-specific information becomes available which more precisely defines these areas. (Responsibility: Planning Department, County Fire Department, California Department of Forestry and Fire Protection, local fire protection agencies)

o. Identify high fire risk areas within the Urban Services Line and rural areas with topography, hazardous fuels, structures, density similar to those found in the Oakland Hills Fire of 1991. (Responsibility: Planning Department, County Fire Marshal, local fire protection agencies, Board of Supervisors)

(LCP) p. In cooperation with fire protection agencies, develop coordinated action programs to reduce the hazard to existing development in critical fire hazard areas such as the following:

- (1) Assessment districts to finance road improvements and secondary access; water storage, distribution and hydrant facilities; purchase of pumper trucks and/or vegetation clearance and fire break construction
- (2) Fire hazard inspection and code enforcement.
- (3) Public education programs on fire prevention.

(Responsibility: Planning Department, County Fire Marshal, local fire protection agencies, Board of Supervisors)

q. Amend and update the Santa Cruz County General Plan Fire Safety Element as needed, to reflect fire code amendments. (Responsibility: Board of Supervisors, County Fire Marshal, local fire protection agencies, Planning Department)

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Chapter 7.92

FIRE PREVENTION CODE*

Sections:

7.92.010	UFC Section 101.1 amended—Title.	7.92.115	UFC Section 3.053 added and amended—Application for permit.
7.92.015	UFC Section 108 added and amended—Reference to appendix .	7.92.120	UFC Section 105.8 amended—Permit required.
7.92.020	UFC Section 103.1.4 Deleted—Appeals.	7.92.130	UFC Section 202 amended—"A" definitions.
7.92.030	UFC Section 103.1.4.1.1 added—Establishment of board of appeals .	7.92.135	UFC Section 203 added and amended—"B" definitions.
7.92.040	UFC Section 103.1.4.1.2 added—Appealable decisions.	7.92.140	UFC Section 204 amended—"C" definitions.
7.92.050	UFC Section 103.1.4.1.3 added—Initiating appeal.	7.92.150	UFC Section 207 amended—"F" definitions.
7.92.060	UFC Section 103.1.4.1.1 added—Stay of order.	7.92.160	UFC Section 209 amended—"H" definitions.
7.92.070	UFC Section 103.1.4.1.5 added—Hearing of appeal .	7.92.170	UFC Section 221 amended—"T" definitions.
7.92.080	UFC Section 103.1.4.1.6 added—Decision of the board of appeals.	7.92.180	UFC Section 901.2.2.1 amended—Fire apparatus access.
7.92.090	UFC Section 103.1.4.1.7 added—Time of decision.	7.92.185	UFC Section 901.4.5.1 added—Prohibition of unauthorized signage.
7.92.100	UFC Section 103.2.1.1, No. 4 amended—General.	7.92.190	UFC Section 902.2.2.1 amended—Dimensions.
7.92.110	UFC Section 105.1 amended—Scope.	7.92.193	UFC Section 902.2.2.5 added and amended—Bridges.
		7.92.196	Section 903.4.5 added—Painting.
		7.92.198	Section 903.5 added—Removal from service.

* Prior ordinance: Ord. 4384.

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- 7.92.200 UFC Section 1003.1.2 amended—Standards.
- 7.92.210 UFC Section 1003.2 through 1003.2.8 deleted—Required installations.
- 7.92.220 UFC Section 1003.5 added—Required installation of automatic sprinkler systems.
- 7.92.230 UFC Section 1109.7 amended—Sparks from chimneys.
- 7.92.240 UFC Section 5204.5.2 amended—Maximum capacity within established limits.
- 7.92.250 UFC Section 7401.6.4 No. 1 amended—Securing compressed gas containers, cylinders and tanks.
- 7.92.260 UFC Section 7701.1 amended—Scope.
- 7.92.270 UFC Section 7902 amended—Locatidmas where aboveground tanks are prohibited.
- 7.92.280 UFC Section 8204.2 amended—Maximum capacity within established limits.
- 7.92.290 UFC Appendix II-A amended—Suppression and control of hazardous fire areas, Section 7, spark arresters.
- 7.92.300 UFC Section 9501 added—Violation—Public nuisance—Abatement—Costs.

- 7.92.310 UFC Section 9502 added—Violation—Penalty.
- 7.92.320 UFC Section 9503 added—Enforcement.
- 7.92.010 UFC Section 101.1 amended—Title.

UFC Section 101.1 is mended to read as follows:

This code shall be known as the "FIRE CODE OF THE COUNTY OF SANTA CRUZ" and, may De cited as such, and will be referred to herein as "this code." The Fire Code of the County of Santa Cruz shall be the 1997 Edition of the Uniform Fire Code (UFC), including the appendices, supplements, and errata published by the International Fire Code Institute, subject to the amendments set out in Chapter 7.92 of the Santa Cruz County Code.

(Ord. 4549 § 1 (part), 1999)

- 7.92.015 UFC Section 108 added and amended—Reference to appendix.

UFC Section 108 is added and amended to read as follows:

References to Appendix. When this code references the appendix, the provisions in the appendix shall apply as adopted.

(Ord. 4549 § 1 (part), 1999)

- 7.92.020 UFC Section 103.1.4 Deleted—Appeals.

UFC Section 103.1.4 is deleted. (Ord. 4549 § 1 (part), 1999)

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7.92.030 UFC Section 103.1.4.1.1 added—Establishment of board of appeals.

Section 103.1.4.1 is added to read as follows:

The Board of Appeals is established under the provisions of Chapter 2.100 of the Santa Cruz County, Code. (Ord. 4549 § 1 (part), 1999)

7.92.040 UFC Section 103.1.4.1.2 added—Appealable decisions.

Section 103.1.4.2 is added to read as follows:

Any order of the Fire Chief shall be appealable to the Fire Code Board of Appeals as established by any party beneficially interested, except for orders affecting acts or conditions which, in the opinion of the Fire Chief, pose an immediate threat to life, property, or the environment as a result of panic, fire, explosion or release.

(Ord. 4549 § 1 (part), 1599)

7.92.050 UFC Section 103.1.4.1.3 added — Initiating appeal.

Section 103.1.4.3 is added to read as follows:

Any beneficially interested party has the right to appeal the order served by the Fire Chief by filing a written "NOTICE OF APPEAL" with the office of the Fire Chief within ten days after service of such written order.

If the tenth day falls on a Saturday, Sunday, or federal holiday, the time to

file is extended to the next working day.

The notice shall state the order appealed from, the identity and mailing address of the appellant, and the specific grounds upon which the appeal is taken.

(Ord. 4549 § 1 (part), 1999)

7.92.060 UFC Section 103.1.4.1.4 added—Stay of order.

Section 103.1.4.1.4 is added to read as follows:

The filing of a properly completed notice of appeal shall have the effect of staying the implementation of the order appealed until the final decision of appeal, except for the orders affecting acts or conditions which in the opinion of the Fire Chief, pose an immediate threat to life, property, or the environment as a result of panic, fire, explosion, or release.

(Ord. 4549 § 1 (part), 1999)

7.92.070 UFC Section 103.1.4.1.5 added—Hearing of appeal.

Section 103.1.4.1.5 is added to read as follows:

Following is the process for establishing and hearing appeals:

1. The Board of Appeals, or the secretary thereof, shall set the matter to be heard at a date within thirty days of receipt of such notice of appeal. Written notice of the time and place set for hearing shall be served on the appellant by first class mail to the mailing address given in the notice of appeal at least five days prior to the date set for the hearing. The Fire Chief shall transmit to the

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Board of Appeals all records related to the appeal.

2. At the hearing on the appeal, the appellant shall, in the first instance present evidence in support of the grounds enumerated in her/his notice of appeal. The Fire Chief shall next present evidence in support of her/his order. The appellant and the Fire Chief shall each have one opportunity to rebut the evidence presented by the other. The hearing shall be de novo in all respects.

(Ord. 4549 § 1 (part), 1999)

7.92.080 UFC Section 103.1.4.1.6 added — Decision of the board of appeals.

Section 103.1.4.1.6 is added to read as follows:

Upon hearing the appeal, the Board of Appeals may issue a decision affirming, modifying or vacating the order of the Fire Chief. The decision shall be in writing and shall be served upon the appellant by mail in the manner provided for in the notice of hearing pursuant to section 7.92.103.1.4.5 of the Uniform Fire Code.

(Ord. 4549 § 1 (part), 1999)

7.92.090 UFC Section 103.1.4.1.7 added — Time of decision.

Section 103.1.4.1.7 is added to read as follows:

The Board of Appeals shall have the power to continue any hearing and may, in its discretion, take the appeal under submission. The Board of Appeals shall render a decision not later than the sev-

enth day following the date the matter was taken under submission, and forthwith notify the interested parties as previously set forth.

(Ord. 4549 § 1 (part), 1999)

7.92.100 UFC Section 103.2.1.1, No. 4 amended—General.

UFC Section 103.2.1.1, No. 4 is amended to read as follows:

4. The installation and maintenance of automatic, manual and other private fire alarm systems and fire extinguishing equipment. EXCEPTION: For residential construction projects of 500 square feet or less within the unincorporated area, the enforcing authority shall be the Planning Director of the County of Santa Cruz or his/her designee.

(Ord. 4549 § 1 (part), 1999)

7.92.110 UFC Section 105.1 amended—Scope.

UFC Section 105.1 is amended to read as follows:

Permits shall be in accordance with Section 105 or other provisions of this code as required by the jurisdiction having authority.

(Ord. 4549 § 1 (part), 1999)

7.92.115 UFC Section 105.3 added and amended — Application for permit.

UFC Section 105.3 is added and amended to read as follows:

Applications for permits, when required by the Chief, shall be made to bureau of fire prevention in such form

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and detail as described by the bureau. Applications for permits shall be accompanied by such plans as required by the bureau.

(Ord. 4549 § 1 (put), 1999)

7.92.120 UFC Section 105.8 amended—Permit required.

UFC Section 105.8 is amended to read as follows:

A permit shall be obtained from the bureau of fire prevention prior to engaging in the following activities, operations, practices or functions when required by the fire district

(Ord. 4549 § 1 (part), 1999)

7.92.130 UFC Section 202 amended—"A" definitions.

UFC Section 202 is amended as follows: By adding the following definition after the definition of "ALARMZONE":



ALL WEATHER SURFACE shall be a minimum of 6" of compacted Class II base rock for grades up to and including 5%, oil and screened for grades up to and including 15%, and asphaltic concrete for grades exceeding 15%, but in no case exceeding 20%.

By adding the following definition after the definition of "ATRIUM":

AUTHORIZED REPRESENTATIVES shall mean those persons described in Sections 103.2.1.2 and 103.2.2.2 of the Uniform Fire Code.

(Ord. 4549 § 1 (part), 1999)

7.92.135 UFC Section 203 added and amended—"B" definitions.

UFC Section 203 is added and amended as follows: By adding the following definition after the definition of "BREAK":

BRIDGE shall be defined as a structure designed to carry a roadway over a depression or obstacle.

(Ord. 4549 § 1 (part), 1999)

7.92.140 UFC Section 204 amended—"C" definitions.

UFC Section 204 is amended as follows: By adding the following definition before the definition of "CARCINOGEN":

CALIFORNIA BUILDING CODE shall mean the Uniform Building Code as adopted and amended by the State of California, promulgated by the International Conference of Building Officials.

By adding the following definition after the definition of "CALIFORNIA BUILDING CODE":

CALIFORNIA FIRE CODE shall mean the Uniform Fire Code as adopted and amended by the State of California, promulgated by the International Fire Code Institute.

By adding the following definition after the definition of "CONVERSIONRANGE OIL BURNER":

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CORPORATION COUNSEL shall mean the County Counsel as retained or appointed by the County of Santa Cruz. (Ord. 4549 § 1 (part), 1399)

7.92.150 UFC Section 207 amended—"F" definitions.

UFC Section 207 is amended as follows: By adding the foilowing definition after the definition of "FIRE BARRIER":

FIRE CHIEF shall mean *the* Chief Officer of the Fire Protection District within the unincorporated territory of its jurisdiction area and shall mean the **County** Fire Marshal within the unincorporated territory of the County of Santa Cruz which is cot within the jurisdiction area of a Fire Protection District.

By changing the definition of "FIRE DEPARTMENT" to read as follows:

FIRE DEPARTMENT shall mean the Office of the Fire Marshal of the County of Santa Cruz or any regularly organized Fire Protection District within its respective jurisdictional area.

By adding the following definition after the definition of "FIRE POINT":

FIRE SAFETY ELEMENT is a document contained within the General Plan of Santa Cruz County as adopted specifying certain minimum fire safety requirements within the unincorporated areas of the County of Santa Cruz. (Ord. 4549 § 1 (part), 1999)

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7.92.160 UFC Section 209 amended—"H" definitions.

UFC Section 209 is amended by changing the definition of "HAZARDOUS FIRE AREA" to read as follows:

HAZARDOUS FIRE AREA is land which is covered with grass, grain, brush, or forest, whether privately or publicly owned, which is so situated or is of such inaccessible location that a fire originating upon such land would present an abnormally difficult job of suppression or would result in great and unusual damage through fire or resulting erosion. The declaration of a hazardous fire area shall be made by the chief for purposes of this code and shall not contradict with hazardous fire areas as defined by the California Public Resources Code.

(Ord. 4549 § 1 (part), 1999)

7.92.170 UFC Section 221 amended—"T" definitions.

UFC Section 221 is amended by adding the following definition after the definition of "THERMAL INSECTICIDAL FOGGING":

TOTAL FLOOR AREA is the sum of all stones, exclusive of area separations.

(Ord. 4549 § 1 (part), 1999)

7.92.180 UFC Section 901.2.2.1 amended—Fire apparatus access.

UFC Section 901.2.2.1 is amended to read as follows:

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Plans for fire apparatus access roads shall be submitted to the fire department for review and approval prior to construction. When grading work is needed for the access road(s) within the jurisdiction of Santa Cruz County, application for a grading permit shall be made with the Santa Cruz County Planning Department pursuant to the Santa Cruz County Grading Ordinance. Such Permits shall be reviewed by the Santa Cruz County Environmental Coordinator as required. (Ord. 4549 § 1 (part), 1999)

all access roads or driveways serving more than two habitable structures, and 12 feet for an access road or driveway serving two or fewer habitable structures. Where it is environmentally inadvisable to meet these criteria (due to excessive grading, tree removal or other environmental impacts), a 12-foot wide all-weather surface access road with 12-foot wide by 35-foot long turnouts located approximately every 500 feet may be provided with the approval of the Fire Chief.

7.92.185 UFC Section 901.4.5.1 added—Prohibition of unauthorized signage.

UFC Section 901.4.5.1 is added to read as follows:

Posting of any road naming signs not authorized by the Office of Street Naming and Numbering of the County of Santa Cruz, and the Fire Chief is prohibited.

(Ord. 4549 § 1 (part), 1999)

NOTE: Title 19 of the California Administrative Code requires that access roads from every state governed building to a public street shall be all-weather hard-surface (suitable for use by fire apparatus) roadway not less than 20 feet in width. Such roadway shall be unobstructed and maintained only as access to the public street.

2. Vertical clearance may be reduced, provided such reduction does not impair access by fire apparatus and approved signs are installed and maintained indicating the established vertical clearance when approved by the chief.



7.92.190 UFC Section 902.2.2.1 amended—Dimensions.

UFC Section 902.2.2.1 is amended to read as follows:

Fire Apparatus access roads shall have an unobstructed width of not less than 20 feet (6096 mm) and an unobstructed vertical clearance of not less than 14 feet (47.927 mm).

Vertical clearances or widths shall be increased when, in the opinion of the chief, vertical clearances or widths are not adequate to provide fire apparatus access.

(Ord. 4549 § 1 (part), 1999)

EXCEPTIONS: 1. Outside of the Urban Services Line as established by the County of Santa Cruz, access roads shall be a minimum of 18 feet wide for

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7.92.193 UFC Section 902.2.2.5 added and amended—Bridges.

UFC Section 902.2.2.5 is added and amended to read as follows:

902.2.2.5.1 General. When a bridge is required to be used as part of a fire apparatus access road, it shall be constructed and maintained in accordance with nationally recognized standards. See Article 90. Standard a.1.1. The bridge shall be designed for a Live load sufficient to carry the imposed loads of fire apparatus.

902.2.2.5.2 Weight. Every private bridge hereafter constructed shall be designed for a minimum of HS20-44 loading as prescribed by the American Association of State Highways and Transportation Officials. Vehicle load limits shall be posted at both entrances to bridges when required by the chief.

902.2.2.5.3 Height. Clear vertical clearance shall be not less than 14 feet. In situations where a grade change requires a greater vertical clearance, such additional clearance shall be determined by the Fire Chief.

902.2.2.5.4 Width. All bridges shall be a minimum of 20 feet of clear width. The Chief may allow the width to be reduced for access to U-1, U-2 or R-3 occupancies in accordance to the Fire Safety Element of the Santa Cruz County General Plan.

902.2.2.5.5 Certification. Every private bridge hereafter constructed shall be

engineered by a licensed civil or structural engineer and approved by the Chief. Certification that the bridge complies with the design standards required by this section and the identified standards shall be provided by the licensed engineer, in writing to the Chief.

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902.2.2.5.6 Recertification. Every private bridge shall be recertified every ten years or whenever deemed necessary by the Chief. Such recertification shall be in accordance with the requirements of 902.2.2.5.5

902.2.2.5.7 Existing Private Bridges. An existing private bridge not conforming to these regulations may be required to conform when alterations or additions are made to existing structures served by a non-conforming bridge.

902.2.2.5.8 Fees. All fees charged for the purpose of certification or recertification required under this section shall be at the owners expense.

(Ord. 4549 § 1 (part), 1999)

7.92.196 Section 903.4.5 added — Painting.

Section 903.4.5 is added to read as follows:

903.4.5 Painting of Fire Hydrants. When required by the Chief, fire hydrants shall be painted in accordance with NFPA 291.

(Ord. 4549 § 1 (part), 1999)

7.92.198 Section 903.5 added — Removal from service.

Section 903.5 is added to read as follows:

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7.92.903.5 Removed from service or otherwise modified. The Chief shall be notified whenever any portion of the water supply system for fire protection, including fire hydrants, is altered, removed from service, or otherwise notified.

(Ord. 4549 § 1(part), 1999)

7.92.200 UFC Section 1003.1.2 amended—Standards.

UFC Section 1003.1.2 is amended to read as follows:

Fire extinguishing system shall comply ~~with~~ U.B.C Standards 9-1.

Exceptions:

1. Automatic fire extinguishing systems not covered by the Building Code shall be approved and installed in accordance with approved standards.
2. Automatic sprinkler systems may be connected to domestic water-supply main when approved by the chief, provided the domestic water supply is of adequate pressure, capacity, and sizing for the combined domestic and sprinkler requirements. In such case, the sprinkler system connection shall be made between the public water main or meter and the building shut-off valve, and there shall not be intervening valves or connections. The fire department connection may be omitted when approved by the chief.
3. Automatic sprinkler systems in Group R Occupancies four stories or less may be in accordance with the

Building Code requirements for residential sprinkler systems. (See U.B.C. Standard 9-3.)

(Ord. 4549 § 1(part), 1999)

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7.92.210 UFC Section 1003.2 through 1003.2.8 deleted—Required installations.

UFC Sections 1003.2 through 1003.2.8 are deleted. (Ord. 4549 § 1(part), 1999)

7.92.220 UFC Section 1003.5 added—Required installation of automatic sprinkler systems.

Section 1003.5 is added to read as follows:

1003.5 General. Automatic sprinkler systems shall be provided in accordance with ~~the~~ provisions of this section and in accordance with current fire department standards and nationally recognized standards (Standards 13, 13D, and 13R of the National Fire Protection Association, NFPA)

1003.5.1 Definitions. An automatic sprinkler system shall be provided in all new structures as follows:

1003.5.1.1 In all Group A, Group B, Group E, Group F, Group H, Group I, Group M, Group R, Group S and Group U occupancies: as defined in the California Building Code, Table 3-A, regardless of type of construction or floor area.

1003.5.1.2 Single Floor Area is the area of any one floor, exclusive of area separations.

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10035.13 Total Floor Area is the sum of the area of all stories, exclusive of area separations.

10035.2 New Structures. An Automatic Sprinkler System shall be provided in all new occupancies as defined in Table 3-A of the California Building Code regardless of type of construction and/or floor area. Any occupancy not specifically mentioned, shall be included in the group which it most **nearly** resembles, based on the proposed life and fire hazard.

EXCEPTIONS: 1. Private garages, carports, sheds **not** more than 1,000 square feet (93 m²) of total floor area shall not require fire sprinklers where they are detached and separate from other structures and provided with exterior wall and opening protection as per the California Building Code as adopted and amended, Table No. 3-A for Group U-1 occupancies.

2. Agricultural buildings as defined in Appendix Chapter 3, Division II, of the California Building Code not exceeding 2,000 square feet (186 m²), not exceeding 7.92 feet (7620 mm) in height, having a clear unobstructed side yard exceeding 60 feet (18,280 mm) in all directions, and located within an Agricultural zoned district, as defined in the Santa Cruz County Planning Code, or as exempted by the Fire Chief, shall not require fire sprinklers.

3. Group B and Group M Occupancies not more than 500 square feet (46.5 m²) shall not require fire sprinklers

where they are detached and separate from other structures and provided **with** exterior wall and opening protection as per the California Building Code, Table 5-A.

4. Greenhouses of non-combustible construction shall not require fire sprinklers.

10035.3 Existing Structures. An automatic sprinkler system shall be provided in existing structures when, after the effective date of this Code, a building permit is issued to allow additions to be made to an existing structure so as to increase the total floor area of the structure or the single floor area of any floor of the structure as follows.

10035.3.1 Group "A" Occupancies.

1003.5.3.1.1 Drinking establishments. An automatic sprinkler system shall be installed in room used by the occupants for the consumption of alcoholic beverages and unseparated accessory uses where the total floor area of such unseparated rooms and assembly uses exceeds 5,000 square feet (465 m²). For uses to be considered separate, the separation shall not be less than as required for a one-hour occupancy separation. The area of other uses shall be included unless separated by at least a one-hour occupancy separation.

1003.5.3.1.2 Basements. An automatic sprinkler system shall be installed in basements classified as a Group A Occupancy when the basement is larger

than 1,500 square feet (139 m²) in floor area.

1003.5.3.1.3 Exhibition and display rooms. An automatic sprinkler system shall be installed in Group A Occupancies which have more than 12,000 square feet (1114.81 m²) of floor area which can be used for exhibition or display purposes.

1003.5.3.1.4 Stairs. An automatic sprinkler system shall be installed in enclosed usable space below or over a stairway in a Group A, Division 2,2.1,3 and 4 Occupancies.

1003.5.3.1.5 Multi-theater complexes. An automatic fire sprinkler system shall be installed in every building containing a multi-theater complex regardless of additional square footage.

1003.5.3.1.6 Amusement buildings. An automatic sprinkler system shall be installed in all amusement buildings regardless of additional square footage. The main water-flow switch shall be electrically supervised. The sprinkler main cut off valve shall be supervised. When the amusement building is temporary, the sprinkler water-supply system may be of approved temporary type.

EXCEPTION: An automatic sprinkler system need not be provided when the floor area of a temporary amusement building is less than 1,000 square feet (92.9 m²) and the exit travel distance from any point is less than 50 feet (15 240 mm)

1003.5.3.1.7 Stages. All stages shall be sprinklered regardless of additional square footage. Such sprinklers shall be provided throughout the stage and in dressing rooms, workshops, storerooms and other accessory spaces contiguous to such stages.

Exceptions:

1. Sprinklers are not required for stages 1,000 square feet (92.9 m²) or less in area and 50 feet (15 240 mm) or less in height where curtains, scenery or other combustible hangings are not retractable vertically. Combustible hangings shall be limited to a single main curtain, borders, legs and a single back drop.

2. Under stage area less than 4 feet (1219 mm) in clear height used exclusively for chair or table storage and lined on the inside with 5/8-inch (16 mm) Type X gypsum wall board or an approved equal.

1003.2.3.8 Smoke-protected assembly seating. All areas enclosed with walls and ceilings in buildings or structures containing smoke-protected assembly seating shall be protected with an approved automatic sprinkler system.

EXCEPTION: Press boxes and storage facilities less than 1,000 square feet (92.9 m²) in area and in conjunction with outdoor seating facilities where all means of egress in the seating area are essentially open to the outside.

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~~0522~~**1003.5.3.2 GROUP "B" OCCUPANCIES**

1003.5.3.2.1 An automatic sprinkler system shall be installed when the occupancy has over 6,000 square feet (556 m²) of total floor area regardless of type of construction.

1003.5.3.2.2 An automatic sprinkler system shall be installed in any enclosed usable space below or over a stairway.

1003.5.3.2.3 An automatic sprinkler system shall be installed in all basements when the basement is larger than 1,500 square feet (139 m²).

1003.5.3.3 GROUP "E" OCCUPANCIES

1003.5.3.3.1 An automatic sprinkler system shall be installed when the occupancy has over 6,000 square feet (556 m²) of total floor area regardless of type of construction.

1003.5.3.3.2 An automatic sprinkler system shall be installed in any enclosed usable space below or over a stairway (see section 904.2.3.4 of the Building Code).

1003.5.3.3.3 An automatic sprinkler system shall be installed in all basements when the basement is larger than 1,500 square feet (139 m²).

1003.5.3.4 GROUP "F" OCCUPANCIES

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1003.5.3.4.1 An automatic sprinkler system shall be installed when the occupancy has over 6,000 square feet (556 m²) of total floor area regardless of type of construction.

1003.5.3.4.2 An automatic sprinkler system shall be installed in any enclosed usable space below or over a stairway.

1003.5.3.4.3 An automatic sprinkler system shall be installed in all basements when the basement is larger than 1,500 square feet (139 m²).

1003.5.3.5 GROUP "H" OCCUPANCIES

1003.5.3.5.1 An automatic fire-extinguishing system shall be installed in Group H, Divisions 1, 2, 3, and 7 Occupancies.

1003.5.3.5.2 An automatic fire-extinguishing system shall be installed in Group H, Division 4 Occupancies having a floor area of more than 3,000 square feet (279 m²).

1003.5.3.5.3 An automatic fire-extinguishing system shall be installed throughout buildings containing Group H, Division 6 Occupancies. The design of the sprinkler system shall not be less than that required under the Building Code (see U.B.C Standard 9-1) for the occupancy hazard classification as follows:

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LOCATION	OCCUPANCY HAZARD CLASSIFICATION
Fabrication areas	Ordinary Hazard Group 2
Service Corridors	Ordinary Hazard Group 2
Storage rooms without dispensing	Ordinary Hazard Group 2
Storage rooms with dispensing	Extra Hazard Group 2
Exit corridors	Ordinary Hazard Group 2 *

*When the design area of the sprinkler system consists of a corridor protected by one row of sprinklers, the maximum number of sprinklers that needs to be calculated is 13.

1003.5.3.5.4 An automatic sprinkler system shall be installed in room where flammable or combustible liquids are stored or handled in excess of the quantities set forth in Table 3-D of the Building Code, or any combination of flammable liquids totaling 240 gallons, as defined in the Uniform Fire Code. Buildings and structures to which additions, alterations or repairs are made shall comply with all the requirements of this section.

1003.5.3.5.5 An automatic sprinkler system shall be installed in paint spray booths or rooms used for special provisions on hazardous chemicals, magnesium and calcium carbide, see Article 45, 48, 49 and 50.

1003.5.3.5.6 An automatic sprinkler system shall be installed in any enclosed usable space below or over a stairway.

1003.5.3.5.7 An automatic sprinkler system shall be installed in all basements when the basement is larger than 1,500 square feet (139 m2).

1003.5.3.6 GROUP "I" OCCUPANCIES.

1003.5.3.6.1 An automatic sprinkler system shall be installed in Group I Occupancies.

Exception: In jails, prisons and reformatories, the piping system may be dry, provided a manually operated valve is installed at a continuously monitored location. Opening the valve will cause the piping system to be charged. Sprinkler heads in such system shall be equipped with a fusible element or the system shall be designed as required for deluge systems in U.B.C. Standard 9-1.

1003.5.3.7 GROUP "M" OCCUPANCIES

1003.5.3.7.1 An automatic sprinkler system shall be installed when the occupancy has over 6,000 square feet (556 m2) of total floor area, regardless of type of construction.

1003.5.3.7.2 An automatic sprinkler system shall be installed in any enclosed usable space below or over a stairway.

1003.5.3.7.3 An automatic sprinkler system shall be installed in all basements when the basement is larger than 1,500 square feet (139 m2).

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~~0524~~~~0806~~**1003.5.3.8 GROUP "R" OCCUPANCIES****1003.5.3.8.1 Group R - Division 1**

1003.5.3.8.1.1 An automatic sprinkler system shall be installed when additions cause the structure to exceed 6,000 square feet (556 m²), of total floor area regardless of type of construction.

1003.5.3.8.1.2 An automatic sprinkler system shall be installed in any enclosed usable space below or over a stairway.

1003.5.3.8.1.3 An automatic sprinkler system shall be installed in all basements when the basement is larger than 1,500 square feet (139 m²)

1003.5.3.8.2 Group R - Division 3

1003.5.3.8.2.1 Plans shall be submitted to the enforcing agency for review and permit ~~for~~ any additions or alterations to an existing dwelling equipped with an automatic sprinkler system.

Such additions or alterations may require modifications or additions to the existing automatic sprinkler system.

1003.5.3.8.2.2 An automatic sprinkler system shall be installed in any dwelling when more than 75% of the exterior walls are replaced, rebuilt or altered in any way with the exception of replacement of wall coverings.

1003.5.3.9 GROUP "S" OCCUPANCIES

1003.5.3.9.1 An automatic sprinkler system shall be installed when the occupancy has over 6,000 square feet (556 m²) of total floor area, regardless of type of construction.

1003.5.3.9.2 An automatic sprinkler system shall be installed in any enclosed usable space below or over a stairway.

1003.5.3.9.3 An automatic sprinkler system shall be installed in all basements when the basement is larger than 1,500 square feet (139 m²).

1003.5.3.10 GROUP "U" OCCUPANCIES

1003.5.3.10.1 An automatic sprinkler system shall be installed when the occupancy has over 6,000 square feet (556 m²) of total floor area, regardless of type of construction.

1003.5.3.10.2 An automatic sprinkler system shall be installed in any enclosed usable space below or over a stairway.

1003.5.3.10.3 An automatic sprinkler system shall be installed in all basements when the basement is larger than 1,500 square feet (139 m²).

1003.5.4 Special Provisions

1003.5.4.1 The Fire Chief may require the installation of *m* automatic fire system when there is a change in the character of the occupancy or use of any

building which increases or may cause to increase the hazard of fire or threat to life or safety.

1003.5.4.2 The Fire Chief may require the installation of ~~m~~ automatic fire system when any alteration or change in the use of a building or portion thereof changes access to property so as to impede the fire department's ability to control a fire.

1003.5.5 Local Conditions. The provisions of this Section are justified by local conditions, as more particularly set forth in the Resolution adopted by the Board of Directors of the Fire District prior to enactment of this Code.
(Ord. 4549 § 1 (part), 1999)

7.92.230 UFC Section 1109.7 amended—Sparks from chimneys.

UFC Section 1109.7 is amended to read as follows:

Chimneys used with fireplaces or heating appliances in which solid or liquid fuel is used shall be maintained with a spark arrester as required for incinerators by the Mechanical Code.

(Ord. 4549 § 1 (part), 1999)

7.92.240 UFC Section 5204.5.2 amended—Maximum capacity within established limits.

UFC Section 5204.5.2 mended to read as follows:

Within the limits established by law restricting the storage of CNG for the

protection of heavily populated or congested commercial areas, the aggregate capacity of any one installation shall not exceed 183,000 cubic feet (5 181 974 L) except as approved by the chief within the areas zoned for such use.

(Ord. 4549 § 1 (part), 1999)

7.92.250 UFC Section 7401.6.4 No. 1 amended—Securing compressed gas containers, cylinders and tanks.

UFC Section 7401.6.4 No. 1 is amended to read as follows:

1. Securing containers, cylinders and tanks to a fixed object with two or more non-combustible restraints.

(Ord. 4549 § 1 (part), 1999)

7.92.260 UFC Section 7701.1 amended—Scope.

UFC Section 7701.1 is amended to read as follows:

The manufacture, possession, storage, sale, transportation and use of explosives and blasting agents is prohibited in all areas of the County of Santa Cruz except those designated for zoning purposes as M-2 (Heavy Industrial).

EXCEPTIONS:

1. The armed forces of the United States, Coast Guard or National Guard.
2. Explosives in forms prescribed by the official United States Pharmacopoeia.

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3. The possession, transportation, storage **and** use of small **arms** ammunition when packaged in accordance **with** DOT packaging requirements.

4. The possession, storage, transportation and use of not more than 5 pounds (2.27)kg of commercially manufactured sporting black powder, 20 pounds (9.07 kg) of smokeless powder and 10,000small **arms** primers for hand loading of small arms ammunition for personal consumption.

5. The transportation and use of explosive materials by the United States Bureau of Mines, and federal, state and local law enforcement and fire agencies acting in their official capacities.

6. Special industrial explosive devices which in the aggregate contain less than 50 pounds (22.7 kg) of **explosive** materials.

7. The possession, transportation, storage and use of blank industrial power load cartridges when packaged in accordance with DOT packaging regulations.

8. When preempted by federal or state regulations.

9. The use and handling of Class B (Explosives, Division 1.2 or 1.3—set Appendix VI-E) fireworks as set forth in Article 78.

10. Temporary storage, transportation or use in connection with approved blasting operations.
(Ord. 4549 § I (part), 1999)

(Santa Cruz County 9-99)

0799 ATTACHMENT 5

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7.92.270 UFC Section 7902 amended—Locations where aboveground tanks are prohibited.

UFC Section 7902.2.2.1 is amended to read as follows:

Class I and II liquids in aboveground tanks outside of buildings shall be stored in listed and approved vaulted tanks. The tank(s) shall have an interstitial space capable of manual and/or electronic monitoring. The tanks(s) shall be installed only in those areas zoned for such use and shall be approved by the chief.

(Ord. 4549 § 1 (part), 1999)

7.92.280 UFC Section 8304.2 amended—Maximum capacity within established limits.

UFC Section 8204.2 is amended to read as follows:

Within the limits established by law restricting the storage of LP-gas for the protection of heavily populated or congested commercial areas, the aggregate capacity of any one installation shall not exceed a 2,000-gallon (7571 L) water capacity except as approved by the chief within the areas zoned for such use.

(Ord. 4549 § 1 (part), 1999)

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7.92.290 UFC Appendix II-A amended—Suppression and control of hazardous fire areas, Section 7, spark arresters.

See Section 7.92.230 of this chapter. (Ord. 4549 § 1 (part), 1999)

7.92.300 UFC Section 9501 added—Violation—Public nuisance—Abatement—Costs.

Section 9501 is added to read as follows:

In addition to the effects of violations enumerated in Article 1 of the Uniform Fire Code, any violation of the Fire Code shall be deemed a public nuisance pursuant to Santa Cruz County Code Section 1.12.030 and/or the Santa Cruz County Fire Department's Code. In the event that a public nuisance is not abated in accordance with the Fire Chief's order or the order of the Board of Appeals, if any, the Fire Chief may, upon securing approval of the Board of Directors of the Fire District, proceed to abate the nuisance by force account, contract, or any other method deemed most expedient by the Board. The cost of such abatement may be charged to the owner of record, or assessed to the property in a manner provided in Sections 1.14.040 through 1.14.070 of the County of Santa Cruz Code.

(Ord. 4539 § 1 (part), 1999)

792310 UFC Section 9502 added—Violation—Penalty.

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Section 9502 is added to read as follows:

Unless otherwise provided, it is unlawful for any person, firm or corporation to violate any of the provisions of the code as adopted in this chapter, or to fail to comply with any order made thereunder, or any certificate or permit issued thereunder, or to fail to comply with an order by the Board of Appeals, established by Section 103.1.4 of the Uniform Fire Code and section 103.1.4.1.1 of this code, or to fail to comply with an order of the court of competent jurisdiction within the time fixed therein and shall be guilty of a misdemeanor and is subject to the bail as outlined by the County of Santa Cruz Court. Every such violation shall be deemed a infraction or misdemeanor in accordance with Chapter 1.12 of the Santa Cruz County Code.

(Ord. 4549 § 1 (part), 1999)

7.92320 UFC Section 9503 added—Enforcement.

Section 9503 is added to read as follows:

The Fire Chief and her/his delegated subordinates, pursuant to the provisions of Section 836.5 of the Penal Code of the State of California, are hereby authorized to arrest a person without a warrant whenever they have reasonable cause to believe that the person has committed an infraction in their presence which is a violation of my of the provisions of this Chapter. Upon making such an arrest, the Fire Chief or her/his delegated subordinate shall prepare a citation and release

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the person arrested **pursuant to** Section 853.6 of the Penal Code of the State of California, the provisions of which are hereby adopted by reference as **part** of this Section.

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(Ord. 4549 § 1 (part), 1999)

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Fire Chiefs Association

of

FIRE PREVENTION OFFICERS SECTION

Santa Cruz County

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February 1, 2001

Santa Cruz County Board of Supervisors
C/O Supervisor Tony Campos, Chairman
701 Ocean Street
Santa Cruz, CA 95060

Chairman Campos,

Before your Board is a proposal to revise the Santa Cruz County Code, specifically §16.20.180. A study group comprised of representatives from the Planning Department, Public Works, and the fire service has worked cohesively with a common goal in mind, "to resolve conflicts within our respective codes and ordinances." These changes are the product of this joint effort.

It is our belief that the public will be better served by these changes, and that the requirements for new private roads, driveways, and bridges will be easier to understand, meet, and enforce. As you see, this section addresses new roads, driveways, and bridges which require a grading permit. However, as we all know, roads are usually permanent and do require a certain amount of maintenance. In some cases, these may require upgrades because of changes in use and traffic. With this in mind, it is the intent of the study group to continue meeting to address and develop common sense standards for existing roads. Once these standards are developed, they will be brought forth for your approval.

The fire service representatives who served on this study group would also like to let you, as the Board of Supervisors, know that it was a pleasure to work with both the Public Works and Planning Department representatives on this project and that they are looking forward to continuing to work in resolving these types of conflicts. With cooperation and a common sense approach to resolve such conflicts, our communities will be better served, improving safety.

The Santa Cruz County Fire Chiefs Association and the Fire Prevention Officers Section would like to encourage your Board to adopt the proposed revisions to §16.20.180 of the Santa Cruz County Code as presented by the Planning Director.

Sincerely,

Ron Rickabaugh, President
Fire Chiefs Association of Santa Cruz County

Jeanette Lambert, President
Fire Prevention Officers Section

Revised
10/15/01

Directions for one stop building permit process

~~0530~~
0803

~~0812~~

Projects that qualify:

1. Residential remodels and additions **of 500** square feet or less.
2. Must be zoned residential or agricultural **and** residential or agricultural on the General Plan
3. No multi-residential parcels.
4. No redtags or active investigations
5. Must be exempt from an inspection by the Environmental Planning Department.
6. Applicants must have an owner agent form signed by the property owner if not present.
7. **No** unfinished, void permits on the property.
8. **No** new bedrooms if septic system used.
9. **No** new driveways **off** County maintained roads.

Steps for processing one stop permits

Residential interior remodels and repairs:

1. Planner or Planning Technician reviews plans to determine if project qualifies. If it does, plan check two sets of blueprints.
2. Building Technician reviews plans for completeness enters the application into the computer and prints the application form for routing with the plans.
3. Building plan checker completes building plan check on two sets of blueprints and enters results into the computer. Denials and questions are resolved with the applicant at this time.
4. oning approval is entered into the computer. Denials and questions are resolved with the applicant at this time.
5. Building technician completes computer updates and evaluation.
6. Applicant pays cashier and permit is issued.

Residential additions less than 500 squnrefeet:

1. If project is connected **to** public sewer, **go** to **#2** below. **If** the project is served by an onsite septic system, obtain an Environmental Health Service Building Clearance. Applicant must demonstrate that the septic tank and disposal system serving the property is functioning adequately based on **a** septic pumper's report completed within three years from the date **of** building application. **If** no recent septic pumper's report is on file within the

EHS database, then the applicant must have a septic pumper's report for submittal.

2. In addition to a satisfactory septic pumper's report, **EHS** will confirm that the applicants building plans show that the proposed addition is adequately setback from the onsite septic system and septic system replacement area. Applicant must have a site plan located the septic tank, disposal system and future replacement area based on **EHS** septic system permit plot plan or other source of information.
3. Planning technician completes their part of the Building Permit Application Disclosure Form and has the applicant complete the section to be filled out by them. Planning Technician reviews this information and makes preliminary determination that project qualifies for one stop processing. Disclosure form is referred to Planner with plans.
4. Planner review project plans to confirm that project qualifies and that the plans are complete. Adequate information relative to drainage must be provided. Site plan must indicate that runoff will be directed to a safe point of release.
5. Building technician reviews plans for completeness, enters application into the computer and has application form printed to route with the plans.
6. Building plan checker completes building plan check on **two** sets and enters approval into the computer.
7. Planner completes zoning plan check on two sets and enters approval into the computer.
8. Environmental Health enters approval into the computer.
9. **If** project is within a Drainage District, plans will be brought to the drainage plan checker to be approved and entered into the computer.
10. Building technician completes update in computer and evaluation.
11. Applicant pays cashier and permit is issued.

Revised
10/3/01

Directions for one stop building permit process

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AN LORENZO VALLEY WATER DISTRICT

13060 Highway 9 • Boulder Creek, CA 95006-9119
(831) 338-2153 • FAX (831) 338-7986

~~0534~~
0807

ATTACHMENT 8
~~0816~~

August 7, 2001

Santa Cruz Planning Commission
County of Santa Cruz
701 Ocean Street
Santa Cruz CA 95060

Subject: Revised Design Standards for Private Roads, Driveways and
Bridges

Honorable Chairperson and Fellow Commissioners:

The San Lorenzo Valley Water District Board of Directors reviewed the proposed amendments to the County Grading Ordinance at our regular meeting of August 2, 2001. The Board, by unanimous vote, directed a letter be sent to your Commission endorsing the approval of the proposed amendments.

By requiring better all weather surface materials on all new private roads we can assure the protection of water quality from storm runoff. In addition, the proposed requirement for maintenance will provide planning staff with the necessary County policy direction and enforcement language to insure private roads are properly maintained to prevent excessive erosion. Chronic erosion from unpaved roads and exposed road cut banks is a documented source of excessive sediment that is choking County streams and rivers.

Thank you for the opportunity to comment on this important issue.

Sincerely,

James Nelson
President, Board of Directors

AH/JN:kas

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LISA FLOMICK

OW-01zo

2002/05/06

01 AM 11/2

0808

Santa Cruz County Board of Supervisors
701 Ocean Street 5th Floor
Santa Cruz, CA 95060

6:02

RE: Design Standards for Private Roads and Driveways, Section 16.20.180

Dear Supervisors

After attending all four public meetings hosted by the Planning Department on the subject of private road and driveway standards, I am shocked that in the eleventh hour, Mark Deming produced an existing definition found within chapter 16.22.030 of "new roads". I feel that Mark was quite aware of this definition the whole while, and purposefully withheld this information. **A truthful process would have involved this existing definition of "new roads" being considered from the beginning.**

Many citizens had attempted to work in good faith through this process, only to realize that we were deceived. I now realize why the Valley Womens' Club and other like-minded political groups did not continue to attend the meetings after the second public meeting. They also apparently knew that this definition was to be presented in the final hours.

Therefore, it becomes even more obvious that this proposed ordinance is not about proper standards; the true purpose of this ordinance is to stop development in the rural areas of the county. Why else would the above-mentioned groups including the Sierra Club endorse 18-foot wide roads through the mountains? Only because they understand that the proposed standards are not realistic and will severely restrict any new road building. Unfortunately now, existing homes will also be significantly impacted by this ordinance due to the existing definition of "new roads" being put forward at the end of this process.

During the past five months that various landowners attended these meetings, we were constantly assured that existing homes would not be targeted through this ordinance. Now that the definition of "new roads" includes existing roads (to homes) if one moves 100 cubic yards of dirt, it is evident that this whole process was a farce. I firmly believe that Mark Deming has not been straightforward with any members of the public other than the ring of "command and control" political groups. I believe that he does their bidding behind closed doors, and as such, represents a huge liability to your Board and to the County government as a whole.

The biggest tragedy of all is that timberland owners who do not have a "TP" zoning have now lost the remaining value of their properties. Without funds from a harvest, no one can possibly afford to bring in six inches of rock, hire a licensed engineer to certify the compaction of both six inches of rock and the eight inches of subgrade, build an 18 foot wide road, and surface it to these standards for any substantial length of road.

0809

The requirement for the compaction of new roads "to be certified by a licensed engineer" is singularly excessive. Professional road builders know that it becomes apparent soon after construction whether a road has been compacted properly. Paving and road building companies generally provide a one-year warranty on the work, and therefore compaction is not a problematic issue. If not done correctly, it will quickly fall back on the company that built the road.

Therefore, the time and money invested in hiring an engineer to certify the compaction is an unnecessary burden to the landowner, and does not provide additional liability coverage. Conversely, the money spent on hiring the engineering consultant could otherwise likely provide for ten years maintenance of the same road. Hiring an engineer to certify compaction is an exorbitantly expensive requirement. Licensed contractors are trained to build roads; requiring an additional engineer is not necessary.

Please eliminate the requirement of hiring a licensed engineer to certify the compaction of the 6 inches rock as well as the 8 inches sub grade, as this only serves as a financial hardship for landowners. Additionally please consider the impacts of this proposed ordinance on existing homes and existing roads, given that we were presented with this definition of "new roads" in the final hours and how this significantly impacts all other details within the ordinance.

Lastly, it is not appropriate for the county to exempt themselves from performing proper environmental review of these regulations that have such major impact on the land and on the natural resources. If someone could possibly manage to adhere to these standards, the following partial list of problems would result: increased erosion due to more concentrated runoff, more petroleum products throughout the forest, increased quarrying and transportation of rock, wide swaths cut through the mountains, more trees being cut and more weed seeds being distributed. Smaller roads with less added materials have much less impact on the land and still sufficiently accommodate fire response equipment.

This ordinance, if adopted as written, could be viewed as a political move by the County government to control growth. If that is the goal, then the County should buy more land, not continue to systematically squeeze landowners off properties.

Thank you for your attention to these important matters.

Sincerely,

Lisa Rudnick

cc: County Counsel
Dennis Kehoe, ESQ.
Mark Rentz, ESQ.
Robert Bosso, ESQ.
Ron Zumbun, ESQ.
Pacific Legal Foundation

Santa Cruz County Sentinel
San Jose Mercury News
Valley Press/ SV Banner
Big Creek Lumber Company
Central Coast Forest Association
SLVPOA

May 6, 2002

Board of Supervisors
County of Santa Cruz
701 Ocean Street
Santa Cruz, California 95060

REQUEST FOR CONTINUANCE ON AGENDA ITEM NO. 66, "CONTINUED PUBLIC HEARING TO CONSIDER AMANDMENTS TO THE COUNTY GRADING ORDINANCE REGARDING DESIGN STANDARDS FOR ROADSANI DRIVEWAYS" SCHEDULED FOR PUBLIC HEARTNG ON MAY 10, 2002 AT 9:00A.M.

Dear Members of the Board

Your Board instructed staff to hold a series of public meetings to provide a forum for citizens to voice concerns and to recommend changes to the above-referenced proposal. Big Creek Lumber Company, as well as many of our clients, has a considerable interest in this issue.

Over the course of four consecutive public meetings, Planning Department Principal Planner, Mark Deming, made draft revisions of the proposal based on citizen comment. For the most part, these revisions reflected the major concerns of those citizens in attendance.

On Thursday, May 2 we received a copy of the proposed final language to be submitted for consideration by your Board at your May 7 public hearing. Much to our surprise, the final version contains a significant change that appears to reintroduce the original major flaw in the proposal. This new language, including the citation of a problematic "definition" in the County General Plan, was never discussed at any of our public meetings. This problem is compounded by the fact that the public has not received this 'unreviewed and undiscussed' language in a time frame sufficient to provide responsible comment to your Board. A one-week review period would have been the minimum necessary to consider new language.

For these reasons we respectfully request a continuance of this item.

Sincerely,


Bob Berlage
Communications Director

Cc: Mark Deming, Principal Planner

0811

May 6,2002

Board of Supervisors

Jan Beautz - District One Supervisor

Ellen Pirie - District Two Supervisor

Mardi Wormhoudt - District Three Supervisor

Tony Campos - District Four Supervisor

Jeff Almquist - District Five Supervisor

Mark Deming - Advanced Planning

**701 Ocean Street
Santa Cruz, CA 95060**

RE : Design Standards for Private Roads and Drive Ways

The Private Road Ordinance combined with the Timber Ordinance, the Fish Net 4C Ordinance and the pending HCP designation substantially advance the implementation of the U.N. Agenda 21-Wildlands Project. The Wildlands Project is not *being* imposed upon America by the United Nations. It requires the complicity of elected American officials. Since the stated goal of Agenda 21 is the elimination of private property legislative support for it's methodology is violative of your oath of *office*.

I request that you reject the Planning Departments proposed changes to the Private Roads and Drive Ways standards.

Sincerely,



Michael Shaw

JT 5/6/02



ATTACHMENT 5

0812

May 14 2002

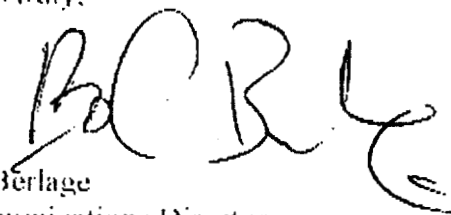
Mark Deming/Principal Planner
County of Santa Cruz Planning Department
701 Ocean St.
Santa Cruz, CA 95060

Dear Mark

Please find enclosed a draft version of alternative language for the private road surfacing proposal. This is only a draft and should not be construed as the final position of Big Creek Lumber Company on this subject. We reserve the right to provide further comment and revisions.

This language has not been reviewed by any of the other attendees of the four previous public meetings. It would be inappropriate to act on this language without first receiving their legitimate input. Please do not hesitate to contact me should you have any questions.

Yours truly,



Bob Berlage
Communications Director

0813

DRAFT**16 20 180 DESIGN STANDARDS FOR PRIVATE ROADS AND DRIVEWAYS.**

(a) **PURPOSE.** The purpose of these standards is to provide for adequate fire and safety access, in consultation with the Fire Chief having jurisdiction.

(b) **APPLICATION.** These standards apply to:

- (1) New road construction requiring a grading permit
- (2) Road improvement requiring the excavating of more than 100 cubic yards of earth in any 500-foot segment, excluding maintenance and repair

(c) **EXCEPTIONS.** The Planning Director, in consultation with the Fire Chief having jurisdiction, may waive any or all of the provisions of this section:

- 1 Where there is a conflict with Title 16 of this Code, including, but not limited to, excessive grading, sensitive habitat or tree removal;
- 2 Where the provisions are inappropriate due to topography or environmental impacts;
- 3 Where the provisions are not needed for adequate fire and safety access;
- 4 Where historical use of the road as shown that it is adequate for fire and safety access;
- 5 Where a demonstration has shown that the road is adequate for fire and safety access.
- 6 When approving an exception, the Planning Director may require, as a minimum, an all-weather road that is generally 12 feet wide with turnouts a minimum of 6 feet wide with approach and departure aprons at intervals of about 500 feet.

(d) **EXCLUSIONS.** Road maintenance and repair are excluded from the provisions of this section.

(e) For purposes of this section, the word "road" refers to private roads, driveways and secondary access roads, unless the context requires otherwise.

(f) The minimum width of a secondary access road, or a road serving no more than two habitable structures, shall be 12 feet. The minimum width of a road serving more than two habitable structures shall be 18 feet.

(g) The road shall have a nominal minimum centerline radius of 36 feet.

0814

(h) The road grade may not exceed 20%.

(i) The structural section of the road shall be at least six inches of Class II base rock. The base rock and sub-grade below the base rock shall be compacted as appropriate for the intended use as specified by a licensed soils or civil engineer. A licensed soils or civil engineer shall certify that the specified compaction has been achieved. Exceptions to this standard are as follows:

1. Where the subgrade is designated as a clayey soil, the structural section of the road shall be determined using the California Design Procedure.
2. The Planning Director, in consultation with the Fire Chief having jurisdiction, may omit the base rock required by these standards if a licensed soils or civil engineer certifies that the native material or existing roadbed provides bearing capacity equivalent to the roadbed specified in this section.

(j) In addition to the requirements in section (i), an all-weather surface shall be provide as follows, unless the applicable Fire Code requires a higher standard

1. For grades between 5% and 15%, oil and screening (chip seal) over the base rock
2. For grades of 15% or more, two inches asphaltic concrete over the base rock, or four inches concrete over native material.
3. The Planning Director, in consultation with the Fire Chief having jurisdiction, may approve the use of alternative materials to meet the surfacing requirement

(k) At the entrance of the road, the road grade shall be limited as shown in Figure 4

FIGURE 4

(l) Asphalt or concrete berms, or their equivalent, may be required to control drainage. Discharge shall be at points of natural drainage courses with energy dissipators installed where necessary to prevent erosion

(m) Any dead end road more than 150 feet long shall end in a turn-around area having a minimum radius of 36 feet, or its equivalent.

(n) A minimum vertical clearance of 14 feet shall be maintained on all roads.

(o) An Encroachment Permit shall be obtained from the Public Works Department for any new road that connects to a County maintained road.

(p) All roads constructed pursuant to these standards shall be maintained in good operating condition.

Date: May 6, 2002
To: The Board of Supervisors of Santa Cruz County, CA
701 Ocean St. , Santa Cruz, CA 95060
Atn: Members of the Board
From: Gordon Stewart, Jr.
PO Box 1476 Boulder Creek, CA 95006
Subj.: Resolution Proposed Ordinance--Private Road Standards

Members of the Board:

The Planning Department's Recommendation for passing the Resolution is derived from participation of concerned citizens who own property and are the people directly impacted by these road standards. For some of these land owners, mainly those who have existing roads and especially those fortunate to have their bridges completed, this proposal will have minimal impact on their lives. Those are the same people who worked to protect their rights at the meetings. Mark Demming deserves more than our respect for the outstanding example he set for others in our local government to emulate. He, along with representation from the many Fire Districts and the property owners of this county, worked hard and patiently to see to it that the People were heard and their issues were resolved in spite of pressures from the Board and Planning Department.

There exists another class of people who were under-represented at those meetings. Property owners who have not completed projects or those having plans to improve their property will be forced to live with the ordinance without representation.

Since the amount of difficulty in obtaining required permits will obviously increase after adoption, development will be suppressed, improvements to private property will go "underground, prices of surrounding already developed property will escalate upwards and the County has generated revenue from the increase of the tax base. All this plus, you, the Supervisors, get kudos from Coastal Planning, Enviro-Nazis, Socialists and the Agenda 21 crowds everywhere.

How can you possibly resist adopting the Resolution?

San Lorenzo Valley
(Santa Cruz County)
Property Owners' Association
Post Office Box 325
Ben Lomond, California 95005

Santa Cruz County Board of Supervisors
701 Ocean St. 5th Floor
Santa Cruz, CA. 95060

May 6,2002

RE: Agenda Item #66 Design Standards for Private Roads and Driveways, May 7 ,2002

Supervisors:

Being presented at the May 7,2002, Board of Supervisors meeting is an ordinance amending county code section 16.20.180 Grading Ordinance Design Standards for Private Roads and Driveways.

What you have before you is a "final" draft ordinance of the Design Standards for Private Roads and Driveways presented by Planning Director Alvin James. The director says, that after months of discussion with fire chiefs and the public, this is the result (compromise). I want the board to know nothing could be further from the truth. The letter from the director includes lies and innuendo and misstatements. This draft ordinance only saw the light of day on April 29,2002, when it was sent to those who had participated in numerous public meetings with your representative, Mr. **Mark** Deming.

Representatives from the San Lorenzo Valley Property Owners' Association came **to** the meetings with an expectation that "the public meeting **will** provide an opportunity for the public to learn about the proposed new standards and provide feedback to the Planning Department and Board **of** Supervisors." That sentence was part of the notice of public meeting sent to the public. Had we seen the documentation attached to Item #66, we would not have wasted our time.

Some of the issues that came to light during the public meetings were:

1. Who should administer the State Fire Code?
2. Who should be the approving agency?
3. Why require that only a licensed civil engineer certify compaction?
4. Why require an "all weather road" of oil & screen on a private road/driveway?

Where in this letter is mentioned the alternatives to this distressing piece of legislation as discussed in the public meetings? Where is the revised design standards draft ordinance that was presented to the public just before this slight-of-hand writing showed up on the supervisors' agenda?

Where, in the letter to the board, is the mention of the decision by the participants at the public meeting to vote, over the protest of Mr. Deming, on whether the fire districts or the County Planning Department should have authority to administer the State Fire Code regarding road, driveway and bridge standards? The participants voted overwhelming that the local fire districts should administer the State Fire Code regarding road standards.

Where is the discussion at the public meetings that nowhere in the State Fire Code is there a requirement that a licensed civil engineer must certify the compaction to 95%? Of course, the county draft ordinance has that requirement in it.

CEQA

It is irresponsible for the county to disregard the impact of this legislation on the environment. The fact that (unnecessarily) additional acres of land will be disturbed, trees will be chopped down, hundreds of thousands of tons of materials will be quarried and trucked into the forests, thousands of gallons of oil products will be poured into the forest with the resultant environmental damage in major proportions. Narrower roads and natural materials for road base for an "all weather road" would provide for saturation and wide-spread distribution of rain water rather than concentration of water into erosion ditches and into streams and rivers as a result of adopting this ordinance.

This is a major modification and must go through a review to determine the environmental consequences to the citizens of the county. Just because the Planning Commission said so, and Mr. Deming says that this revision will not impact the environment doesn't make it so. **You** must provide an environmental assessment under CEQA before approving this amendment.

According to this staff report, in December 2000, staff suggested that the fire district chiefs had concerns that the standards did not comply with the General Plan and Local Coastal Program. I cannot believe that the chiefs are, or have ever been, concerned with relating the State Fire Code with a local general plan or the coastal plan. The fire chiefs administer the State Fire Code. Your local ordinances and fire code should be in compliance with the State Fire Code, not the other way around.

In my opinion, the Fire Chiefs Association of Santa Cruz County letter, dated February 1, 2001, tells the story of the overpowering control that the Board of Supervisors is fostering on every aspect of human endeavor in this county. My understanding that the fire chiefs did not consult with their board of directors before succumbing to the forces of the county is most distressing.

I do not believe that our County Code should include a grading ordinance regarding design standards for private roads, driveways and bridges. There is no reason to have two separate state subdivisions administering a single code.

The fact that the local fire protection districts presently administer the STATE **FIRE CODE**, which would also be used by the county, is adequate evidence to support the continuing administration of the code by the local fire districts. They should have the administrative authority to do the job for which they are trained. There is no evidence to show that the county

is more qualified to work on fire protection issues than are the local fire protection district professionals who provide fire protection services to the public.

I was curious as to just why the various non-governmental organizations disappeared from these discussions. Where were the Sierra Club tree sitters, Wilderness Society loners, those who swim with the fish, flighty bird watchers, native grass planters, and “representative” supervisors socialist organizations. They had no reason to continue to sit through these exercises in futility with the county representative. This ordinance with its attendant definition was sitting in the background, supported by the NGOs, the fire district chiefs and those who control the decision-making powers of the Board of Supervisors. It is obvious, the voters had no say in this matter.

Board Item #66, with its outright lies, innuendos and misstatements confirm my believe that the final outcome of this exercise in public citizen manipulation and disregard had as its preconceived outcome this revised ordinance - grossly over-regulating the property owner.

Under color of authority, this board continues to arbitrarily restrict property owners’ constitutional right to the use of their property.

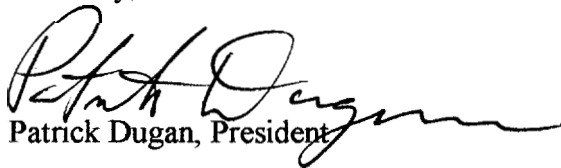
The supervisors continually complain that they don’t have the staff or the funds to administer current programs. By eliminating section **16.20.180** from the county code the administration costs will also go away.

County supervisors have been known to be very vengeful. Because our county code does not include a non-interference policy that prevents a supervisor from directing the administrative activities of an employee, the property owner has no guarantee of fair treatment **from** an administrator. **An** arms-length ordinance, (a **U.S.** Constitutional Protection that separates the legislative, administrative, and judicial branch of government so citizens are protected from legislators interfering with the administrative duties of department staff hired by the County Administrative Officer), must be made a part of our county code. Employees will also be protected **from** interference by a county supervisor. As of this writing, no such policy is in place.

We demand that the Santa **Cruz** County Board of Supervisors begin the process of instituting a non-interference policy immediately. The SLV Property Owners’ Association sent this board a draft of a policy and, to date, you (our “county government representatives”) have ignored it.

Please respond to our concerns on the Design Standards for Private Roads and Driveways and the Arms-Length Ordinance, now.

Sincerely,


Patrick Dugan, President