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LAND USE DIVISION INTEROFFICE MEMORANDUM

TO: Steve Werner, Supervising Planner, Planning & Building Department

FROM: Robert W. Bronkall, Deputy Director 

DATE: 04/02/2014

RE: **COMMENTS ON THE DRAFT CALFIRE FIRE SAFE REGULATIONS FOR STATE RESPONSIBILITY AREAS**

The Department is in receipt of an e-mail sent from Staci Heaton dated 02/28/2014 to RCRC Board of Directors requesting informal comments on the draft regulations prior to a formal release of the draft to the public. This is the e-mail that you forwarded to me on 03/25/2014. Pursuant to your request, the Land Use Division reviewed those portions of the draft document (*Recommended_Change_to_SRA_Fire_Safe_Regulations_draft_PIC_1213_RV.doc*) related to roadway infrastructure. The Department offers the following comments:

1273.02 Roadway Surface

A definition is needed for what an all-weather driving surface is.

1273.05 Roadway Turnarounds

Ideally, this section should be broken down into two parts: cul-de-sac turn-arounds; and T/Hammerhead turn-arounds. The proposed language for the cul-de-sac is not clear and should be revised. The dimensions for the T/Hammerhead turnaround should be specified; as well as any radii that are needed. A diagram for both types of turn-arounds is recommended; as this will ensure that they are built to specification.

1273.01 Road Width; 1273.10 Driveways; and 1273.06 Roadway Turnouts

Increasing the minimum width of roads, driveways and turnouts may be problematic in mountainous areas. In flat to moderate terrain, the wider width can be accommodated. However, in the mountainous areas of the county, constructing new roads (or widening existing roads) to the proposed minimum standard may not be feasible without constructing retaining walls. It may be worthwhile to consider Average Daily Traffic (ADT) in conjunction with roadway widths for mountainous areas. The inclusion of standards for mountainous areas would also require a definition of what mountainous terrain is.

In addition, constructing wider roads (or expanding existing roads) in environmentally sensitive areas may be problematic as well. It is not uncommon to have "pinch points" at stream crossings/culverts where the road necks down to one lane and then widens after the culvert.

1273.11 Gates

Item (c): A definition is needed for security gates. It is unclear why this section would only apply to security gates and not all types of gates.

As Cybelle noted in the e-mail chain: if adopted, the County's fire safe regulations will no longer meet or exceed state standards. This may result in the need to update the County's ordinance.

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