

BOARD OF SUPERVISORS

RESOLUTION NO. 87-357

A RESOLUTION ADOPTING A POLICY FOR FUEL MODIFICATION REQUIREMENTS ALONG NEW ROADS.

WHEREAS, fire hazard severity is high throughout Mariposa County; and,

WHEREAS, the Mariposa County General Plan addresses this high wildfire danger, and specifies that standards should be developed to reduce this safety hazard due to wildfire; and,

WHEREAS, fuel modification to reduce the amount of flash fuels along roads can be one method to help combat this safety hazard; and

WHEREAS, this Board has been considering a complete Road Improvement and Circulation Policy, which includes Fuel Modification requirements; and

WHEREAS, processing of current project applications which are appropriate for the enforcement of fuel modification requirements has continued, and adopted standards are considered desirable for immediate implementation;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors hereby adopts the attached "Exhibit A", "Fuel Modification" as County policy, and

BE IT FURTHER RESOLVED that this Policy shall apply to all pending development and subdivision applications in the review process at the time of the adoption of this resolution. This policy shall also apply to previously approved tentative

minor and major subdivision applications where a parcel or final map has not been recorded if specific fuel modification standards were not applied as conditions of approval.

PASSED AND ADOPTED by the Mariposa County Board of Supervisors this 8th day of Sept. , 1987, by the following vote:

AYES: BAGGETT, DALTON, RADANOVICH, TABER

NOES: TABER


ABSTAINED: NONE

EXCUSED: NONE




LEROY RADANOVICH, Chairman
Mariposa County Board of Supervisors

ATTEST:



MARGIE WILLIAMS
Clerk of the Board

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:


JEFFREY G. GREEN
County Counsel

'EXHIBIT A'

FUEL MODIFICATION:

Fire hazard severity is high throughout Mariposa County. The General Plan addresses this high wildfire danger, and specifies that standards should be developed to reduce this risk. The purpose of fuel modification is to reduce the safety hazard due to wildfires, especially in residential areas, by requiring vegetative control methods.

Specific requirements based on these standards will be established during the development review process. The following policies are criteria which are to be used during this process.

- a. LOCATION: Fuel modification shall be done on-site and off-site, within road easements, where a new road for a development is constructed.
- b. OBJECTIVE: The chief objective of fuel modification is to reduce radiant heat along fire escape routes to allow safe passage of residents and fire fighting personnel.
- c. METHOD: All vegetation other than grass, non-woody plants, or trees over approximately 4" diameter measured at 4 feet above ground level, should be completely removed. All trees with a trunk diameter of 4" or more, measured at 4 feet above ground level, may be retained. Any branch or limb within 6 feet of the ground shall be removed, except that branches on the upper 2/3 of the tree shall be retained. Small trees or bushes with ornamental value may be retained if trimmed and spaced 15 or more feet apart at the closest point. All slash/brush pile created by road construction or fuel modification must be removed or burned prior to recordation of the final map.
- d. ENFORCEMENT: The County Engineer shall enforce the fuel modification standards for the project, established through project review, as part of the road inspection process. The County Fire Chief may train Public Works employees in fuel modification techniques.
- e. MAINTENANCE: shall be pursued through the road maintenance agreement or assessment district.
- f. EXCEPTIONS: Exceptions may be provided for during the development review process. Rare plants, landscaped areas, riparian areas, wildlife habitats and isolated stands of brush that are an exception to the overall vegetation pattern may be inappropriate for fuel modification, due to other environmental considerations, and special treatment may be allowed. An engineered fuel modification plan, produced by a registered professional forester, may be followed in lieu of the above requirements.