



Deer Springs Fire Protection District

8709 Circle R Drive • Escondido, CA 92026 • tel 760-749-8001 • fax 760-749-6572

February 12, 2014

Dear Applicant,

In review of the project proposal, the Deer Springs Fire Protection District has determined that the following conditions shall apply to your development:

The DSFPD requires that this site will comply with the following and adhere to any and all current Fire codes, Building codes and County codes applicable at the time of

Project start:

Fire Apparatus Access Roads. A road that provides fire apparatus access from a fire station to a facility, building or portion thereof. This is a general term that includes, but is not limited to a fire lane, public street, private street, driveway, and parking lot lane and access roadway.

Dimensions.- (a) Fire apparatus access roads shall have an unobstructed improved width of not less than 24 feet, except for single-family residential driveways; serving no more than two single-family dwellings, shall have a minimum of 16 feet of unobstructed improved width. Any of the following, which have separated lanes of one-way traffic: gated entrances with card readers, guard stations or center medians, are allowed, provided that each lane is not less than 14 feet wide.

(b) All fire apparatus access roads and driveways shall have an unobstructed vertical clearance of not less than 13 feet 6 inches. Vertical clearances or width shall be increased when, in the opinion of the fire code official, vertical clearances or road widths are not adequate to provide fire apparatus access.

Exception:

1. Upon approval by the fire code official, vertical clearances or road width may be reduced, as long as the reduction does not impair access by fire apparatus. In cases where the vertical clearance has been reduced approved signs shall be installed and maintained indicating the amount of vertical clearance.

Roadways are to be completed prior to the allowance of combustibles onsite.

One way streets are a fire department access issue.

Additional access- The fire code official is authorized to require more than one fire apparatus access road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions or other factors that could limit access.

Authority to increase minimums- The fire code official shall have the authority to require an increase in the minimum access road widths where the fire code official determines the minimum are inadequate for fire or rescue operations.

Surface- Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus not less than 75,000 lbs. (unless authorized by the FAHJ) and shall be provided with an approved paved surface so as to provide all-weather driving capabilities.

Turning Radius- The turning radius of a fire apparatus access road shall comply with the County public and private road standards approved by the Board of Supervisors. The turning radius for a private residential driveway shall be a minimum of 28 feet, as measured on the inside edge of the improvement width or as approved by the fire code official.

Grade- The gradient for a fire apparatus access roadway shall not exceed 20.0%. Grades exceeding 15% shall not be allowed without mitigation measures. The fire code official may require additional mitigation measures where he deems appropriate. The angle of departure and the angle of approach of a fire access roadway shall not exceed 7 degrees (12 percent) or as approved by the fire code official.

Marking- When required by the fire code official, approved signs or other approved notices shall be provided for fire apparatus access roads to identify such roads or prohibit the obstruction thereof. Signs or notices shall be maintained in a clean and legible condition at all times and is replaced or repaired when necessary to provide adequate visibility. All new public roads, all private roads within major subdivisions, and all private easements serving four or more parcels shall be named. Road name signs shall comply with County of San Diego Department of Public Works Design Standard #DS-13.

Fire Lane Designation- Where the fire code official determines that it is necessary to ensure fire access, the fire code official may designate existing roadways as fire access roadways as provided by Vehicle Code Section 22500.1(public) or 22658 (private).

Roadway Design Features- Roadway design features (speed bumps, speed humps, speed control dips, etc.), which may interfere with emergency apparatus responses shall not be installed on fire access roadways, unless they meet design criteria approved by the fire code official.

Dead ends- All dead-end fire access roads in excess of 150 feet in length shall be provided with approved provisions for turning around emergency apparatus. Hammerheads do not serve as a desirable turnaround design for DSFPD.

Gates- All gates or other structures or devices which could obstruct fire access roadways or otherwise hinder emergency operations are prohibited unless they meet standards approved by the fire code official, and receive Specific Plan approval.

All automatic gates across fire access roadways and driveways shall be equipped with approved emergency key-operated switches overriding all command functions and opening the gate(s).

Gates accessing more than four residences or residential lots, or gates accessing hazardous institutional, educational or assembly occupancy group structures, shall also be equipped with approved emergency traffic control-activating strobe light sensor(s), or other devices approved by the fire code official, which will activate the gate on the approach of emergency apparatus with a battery back-up or manual mechanical disconnect in case of power failure. All automatic gates located within the development are required to have a Knox® key switch override system along with an approved emergency traffic control-activating strobe light sensor(s), i.e.; Opticom.

Fuel Modification- 100 foot fuel modification **minimum** will apply throughout entire project in accordance with the specification of County Consolidated Fire Code §96.1.4907.2. Additional clearance may be required as necessary depending on specific conditions on site.

Fuel Modification of combustible vegetation from sides of roadway- Combustible vegetation will be modified 20 feet from each side of the road or driveway to establish a fuel modification zone.

Required Installations- The location, type and number of fire hydrants connected to a water supply capable of delivering the required fire flow shall be provided on the public or private street, or on the site of the premises to be protected, or both, as required and approved by the fire code official. Fire hydrants shall be accessible to the fire department apparatus by roads meeting the requirements of Section 503. For fire safety during the construction, alteration or demolition of a building, see Section 1412.1.

Fire Hydrants- Fire hydrants shall be installed as required by the fire code official, using the following criteria and taking into consideration departmental operational needs. Hydrants shall be located at intersections, at the beginning radius of cul-de-sacs and at intervals identified in the following tables and criteria. Hydrants located across heavily traveled roadways shall be not considered as serving the subject property. All hydrants shall be installed and serviceable prior to the delivery of combustibles.

Waterline Extensions- The fire code official may require a waterline extension for the purpose of installing a fire hydrant if the water main is 1,500 feet or less from the property line.

Fire Sprinkler Systems- Approved automatic fire sprinkler systems will be required throughout all structures in this development.

Community Recreational Elements/Community Trail Network- With a proposed trail network of over 16 miles there needs to be several areas that will be accessible to the fire department for emergency incidents on the trails. Please add these access points to the plan for District approval.

Fire Protection Response Agreement: Separate from the above conditions, the District will require a memorandum of agreement to be settled prior to the initial phase of the development. The conditions of the agreement will not set aside or alter the above listed conditions.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Amestoy', with a long horizontal flourish extending to the right.

Chris Amestoy
Fire Chief
Deer Springs Fire Protection District

ATTACHEMENT 3

*Deer Springs Fire Protection District
Comment Letter*



Deer Springs Fire Protection District

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July 28, 2014

Mark Slovick, Project Planner
County of San Diego
Planning and Development Services
5510 Overland Ave. Rm. 310
San Diego, CA 92123

RE: DEIR for Lilac Hills Ranch

Mr. Slovick,

This letter will serve as the public comments of the Deer Springs Fire Protection District in response to EIR for the proposed Lilac Hills Ranch Development.

The position of the Deer Springs Fire Protection District in regards to this project is that while the District has the capacity and intent to serve the project, it is not possible for the District to respond to the proposed development within the 5 minute response time required under the general plan. This has been a point of long discussion between the District, the County, and the applicant. Many different options for provision of service in the project area have been proposed, and all have been unacceptable from the District's perspective.

The primary problem is that the District is stuck between plans that build excess response capacity at a tremendous ongoing cost to the District, or compromising service to existing residents in order to serve the new project. Neither of these approaches is to the advantage of the District in the long run. The District cannot accept any response option that requires a fourth fire station in the District due to the cost of ongoing operations. The projected ongoing revenue at build out falls short of providing for the full cost of staffing, equipment, administration, and maintenance of an additional facility. The District does not feel that it is in the interest of the District to levy a special assessment or CFD on the development in order to offset these costs, as the district already has one of the highest rates of assessment for fire services in the county. Providing a substantially different service to new residents of the District (through the use of reserve firefighters, lesser staffing, or some other approach to service delivery) is similarly unacceptable because it would require a disparate level of service for the same assessed cost as existing residents. These basic issues have led to the response options as put forth by the applicant to be viewed as wholly unacceptable to the District.

Because of this, the applicant has viewed their best option for meeting general plan compliance with respect to response times is to use the CAL FIRE Miller Fire Station as their primary fire station. To clarify the District's relationship with CAL FIRE and the Miller Fire Station, it should be pointed out that the District has a cooperative agreement with CAL FIRE for staffing and dispatch services, and by virtue of that agreement does routinely utilize the Miller Fire Station for response to the area that is encompassed by the proposed development. However, Miller Fire Station is not a part of the District, receives no funding or control from the District, and is not capable of response compliant with the internal standards of the District. For this reason, our current operations require that responses from the Miller Station must always be augmented by District apparatus. The CAL FIRE station exists for response to wildland fires in the State Responsibility Areas (SRA) in and around the area, not as a primary responder for a more suburban setting as might exist subsequent to the proposed project being constructed. The District is the Fire Authority Having Jurisdiction (FAHJ) for all other responses. The internal standards of the District require response from a Type 1 engine with Paramedic capability. This is the standard received throughout the district today, and will be the standard going forward. The Miller Fire Station does not meet these standards. The position of CAL FIRE has been that the use of Miller as the primary fire station would be an inappropriate use of their resources.

The County of San Diego has an agreement with CAL FIRE that keeps the Miller Fire Station open during the "off season" known as an "Amador Agreement". This agreement is between CAL FIRE and the County, and is separate from any requirements internal to the District. It does not change the mission, purpose or capabilities of the Station.

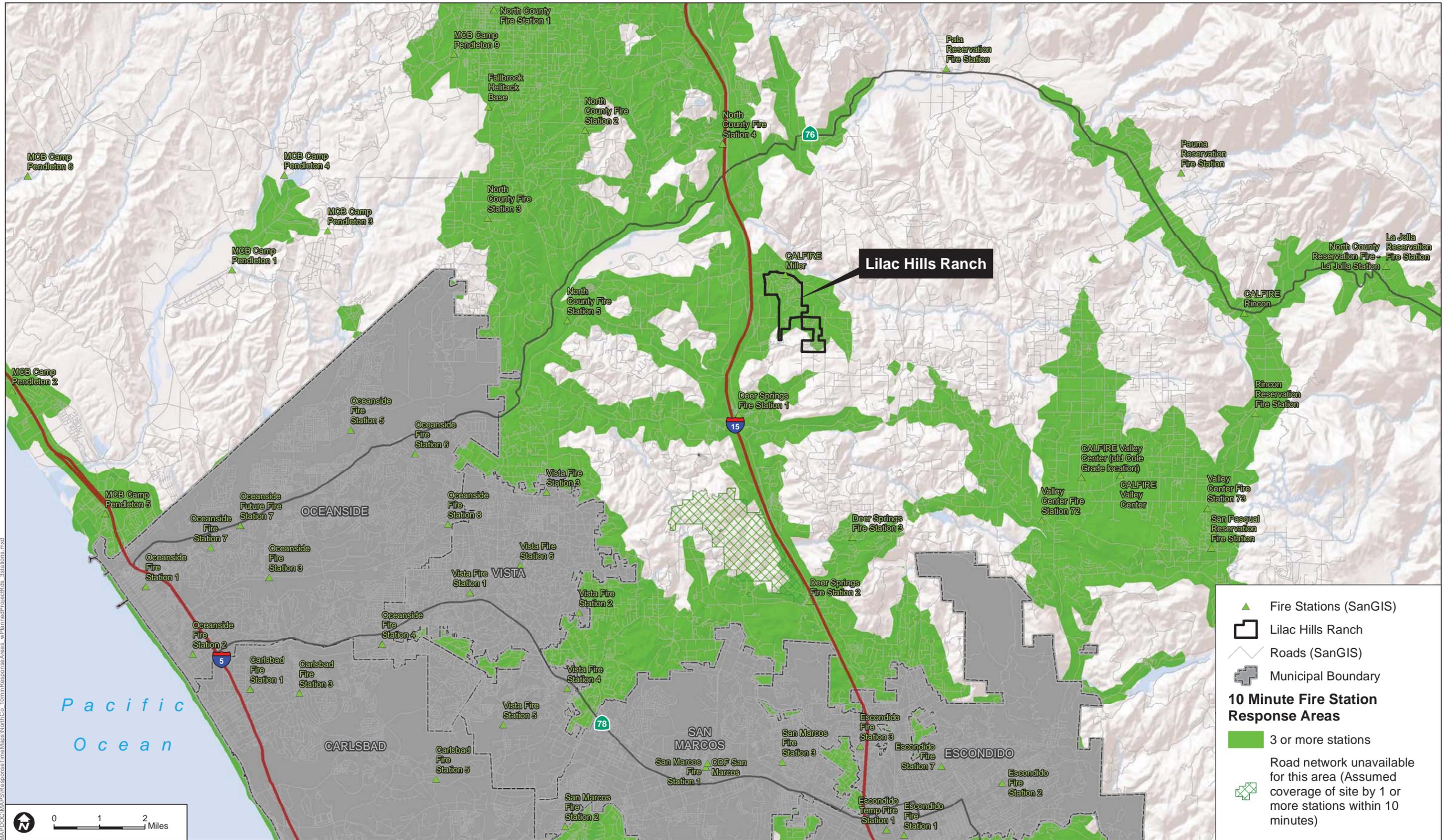
Because the District is not able to find an acceptable option for the provision of service in compliance with the General Plan response time requirement, it was decided that should the County accept the use of the Miller Station as meeting the intent of the General Plan, the District would respond to the development under our own response time standards which would result in response times of 7 to 9 minutes within the project. This is reflected in the Fire Protection Plan dated June 6th 2014 beginning on page 30. This should not be interpreted as an endorsement of the use of the Miller Fire Station for the purpose of emergency travel time by the District, but rather a statement of the practical reality of how response to the project will work should it be approved.

Sincerely,

Chris Amestoy
Fire Chief
Deer Springs Fire Protection District

ATTACHEMENT 4

10 minute travel time response model exhibit



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DUDEK

SOURCE: Bing 2014, SanGIS 2014

9999-01

OCTOBER 2014

LILAC HILLS RANCH

North San Diego County Fire Stations - 10 Minute Response Areas

NOTE: Response times based on SanGIS road network and speeds.

