



Subdivision Review Program – Development Identification

Purpose: The purpose of this document is to provide instructions to local jurisdictions on distinguishing “groupings” of rural homes, existing developments, or communities based on each unique jurisdictional geographical area without an adequate secondary egress.

Background: Pursuant to Assembly Bill 2911, which added Section 4290.5 to the Public Resource Code:

4290.5. (a) On or before July 1, 2021, and every five years thereafter, the board, in consultation with the State Fire Marshal, shall survey local governments, including counties, cities, and fire districts to identify existing subdivisions located in a state responsibility area or a very high fire hazard severity zone, identified pursuant to Section 51178 of the Government Code, without a secondary egress route that are at significant fire risk.

(b) (1) The board, in consultation with the State Fire Marshal and the local government that identified the subdivision, shall develop recommendations to improve the subdivision’s fire safety. The recommendations may include, but are not limited to, the following:

- (A) Creating secondary access to the subdivision.*
- (B) Improvements to the existing access road.*
- (C) Other additional fire safety measures.*

Definition: For purposes of this guideline, “subdivision” means an existing residential development of more than 30 dwelling units.



Important: For purposes of the CAL FIRE Subdivision Review Program. This will be our program’s standard operating guideline when determining grouping of homes, existing developments and to assist in the determination of locked gates, and limited access gates.

Pursuant to **14 CCR § 1267.01, Fire Safety Survey**

An adequate secondary egress route is a road, navigable by a passenger vehicle weighing 6,000 pounds or less, of equal construction standard to the primary road. The secondary road does not have to be rated to carry the same quantity of traffic (e.g., a two-lane paved road and a one-lane paved road is acceptable).

(ii) An adequate secondary egress route is not:

- (A) a road with locked gates or limited access; or
- (B) a road that directs traffic to the same outlet road as the primary road or results in a circular traffic flow, to the extent practicable.

For purposes of this section, “subdivision” means an existing residential development of more than 30 dwelling units.

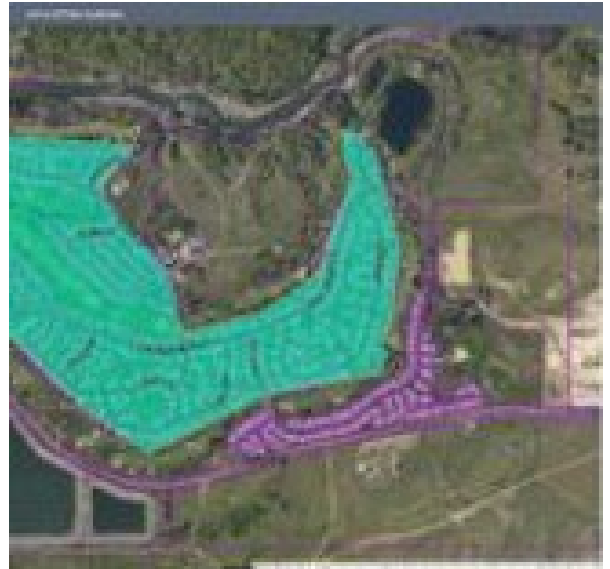


The following are two options made available for residential development identification.

OPTION #1: Draw the subdivisions on a provided map (Ideal option)

**Use our secure web application to draw subdivisions on the map.*

**Best for jurisdictions with fewer subdivisions or without GIS staff to assist with data transfer.*



Address	City	County	State	Zip
10000 1st St	San Francisco	Alameda	CA	94608
10000 2nd St	San Francisco	Alameda	CA	94608
10000 3rd St	San Francisco	Alameda	CA	94608
10000 4th St	San Francisco	Alameda	CA	94608
10000 5th St	San Francisco	Alameda	CA	94608
10000 6th St	San Francisco	Alameda	CA	94608
10000 7th St	San Francisco	Alameda	CA	94608
10000 8th St	San Francisco	Alameda	CA	94608
10000 9th St	San Francisco	Alameda	CA	94608
10000 10th St	San Francisco	Alameda	CA	94608
10000 11th St	San Francisco	Alameda	CA	94608
10000 12th St	San Francisco	Alameda	CA	94608
10000 13th St	San Francisco	Alameda	CA	94608
10000 14th St	San Francisco	Alameda	CA	94608
10000 15th St	San Francisco	Alameda	CA	94608
10000 16th St	San Francisco	Alameda	CA	94608
10000 17th St	San Francisco	Alameda	CA	94608
10000 18th St	San Francisco	Alameda	CA	94608
10000 19th St	San Francisco	Alameda	CA	94608
10000 20th St	San Francisco	Alameda	CA	94608
10000 21st St	San Francisco	Alameda	CA	94608
10000 22nd St	San Francisco	Alameda	CA	94608
10000 23rd St	San Francisco	Alameda	CA	94608
10000 24th St	San Francisco	Alameda	CA	94608
10000 25th St	San Francisco	Alameda	CA	94608
10000 26th St	San Francisco	Alameda	CA	94608
10000 27th St	San Francisco	Alameda	CA	94608
10000 28th St	San Francisco	Alameda	CA	94608
10000 29th St	San Francisco	Alameda	CA	94608
10000 30th St	San Francisco	Alameda	CA	94608
10000 31st St	San Francisco	Alameda	CA	94608
10000 32nd St	San Francisco	Alameda	CA	94608
10000 33rd St	San Francisco	Alameda	CA	94608
10000 34th St	San Francisco	Alameda	CA	94608
10000 35th St	San Francisco	Alameda	CA	94608
10000 36th St	San Francisco	Alameda	CA	94608
10000 37th St	San Francisco	Alameda	CA	94608
10000 38th St	San Francisco	Alameda	CA	94608
10000 39th St	San Francisco	Alameda	CA	94608
10000 40th St	San Francisco	Alameda	CA	94608
10000 41st St	San Francisco	Alameda	CA	94608
10000 42nd St	San Francisco	Alameda	CA	94608
10000 43rd St	San Francisco	Alameda	CA	94608
10000 44th St	San Francisco	Alameda	CA	94608
10000 45th St	San Francisco	Alameda	CA	94608
10000 46th St	San Francisco	Alameda	CA	94608
10000 47th St	San Francisco	Alameda	CA	94608
10000 48th St	San Francisco	Alameda	CA	94608
10000 49th St	San Francisco	Alameda	CA	94608
10000 50th St	San Francisco	Alameda	CA	94608

OPTION #2: Provide a list of addresses (**Last resort option**)

**When all else fails, a spreadsheet with addresses will suffice.*

**Least desirable option, but better than us looking at a map and guessing.*



14 CCR § 1267.01 Fire Safety Survey

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(ii) An adequate secondary egress route is not:

(A) a road with locked gates or limited access; or

(B) a road that directs traffic to the same outlet road as the primary road or results in a circular traffic flow, to the extent practicable.

EXAMPLE: 1267.01 (ii) (A) - LOCKED GATES



EXAMPLE: 1267.01 (ii) (A) - LIMITED ACCESS GATES



Emergency Vehicle Access Gates



These examples below are not considered locked or limited access gates for purposes of this program. This will be the standard process for program staff when local CAL FIRE Units, Cities/Counties within a specific area do not provide existing development information.

Due to the subjective nature of interpreting map data, it is acknowledged that results may vary from one jurisdiction to another.



Guard Shack



Key Pads

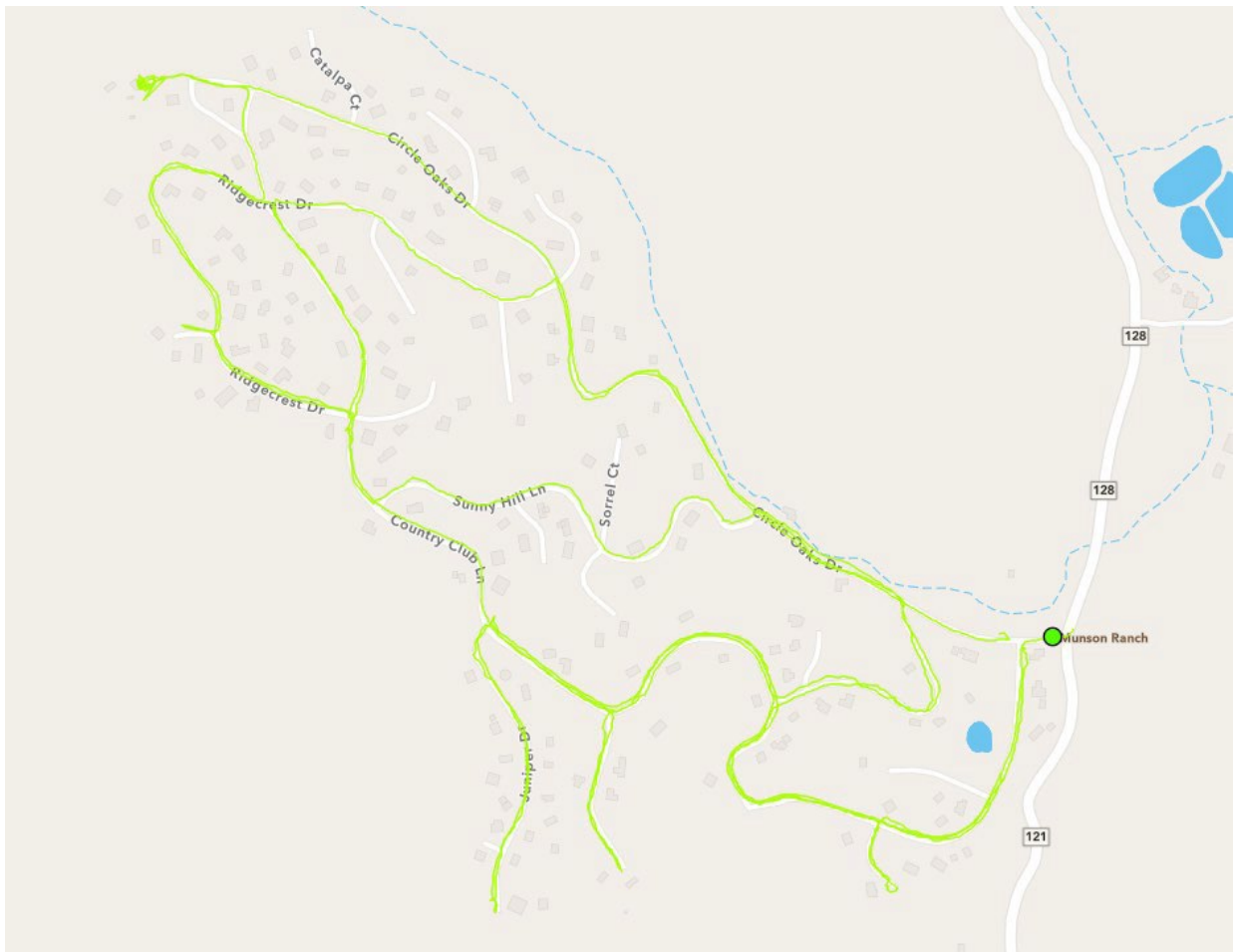


Automatic Gates



These examples provided below would qualify for the inclusion in the Subdivision Review Program's fire safety survey process.

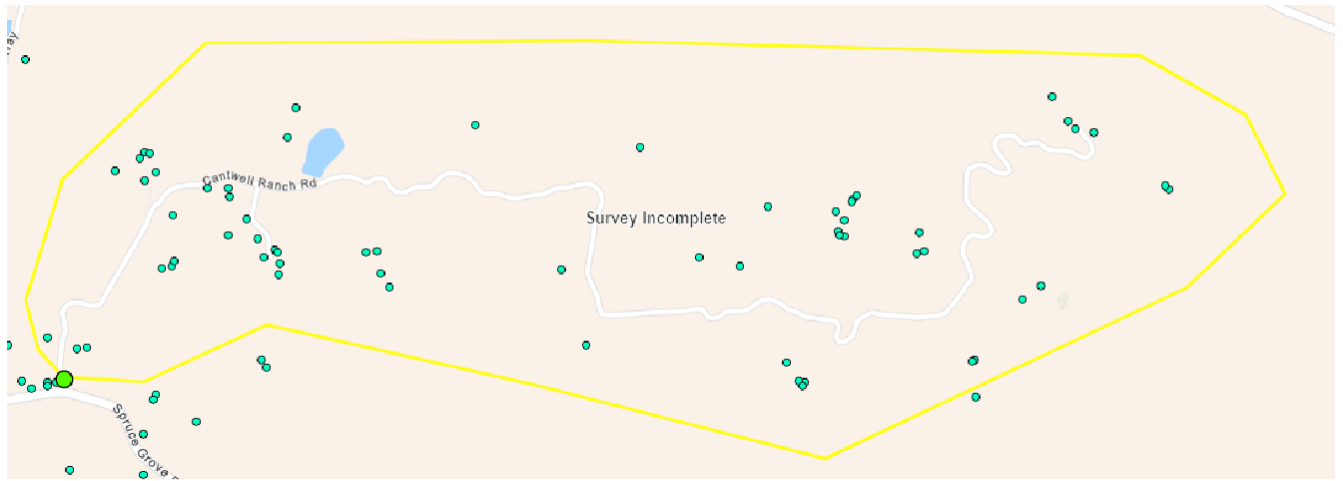
EXAMPLE: 1267.01 (ii) (B) - CIRCULAR TRAFFIC ROAD



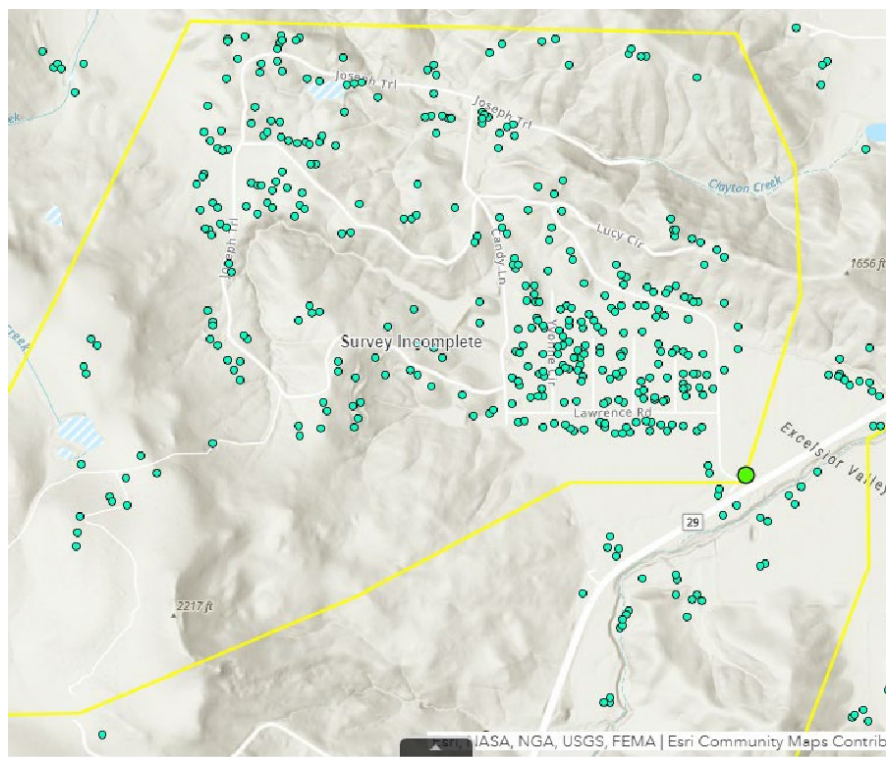


EXAMPLES: Existing Development Identification

Example: Geographical - Rural Areas – Typical ridge line road in the SRA

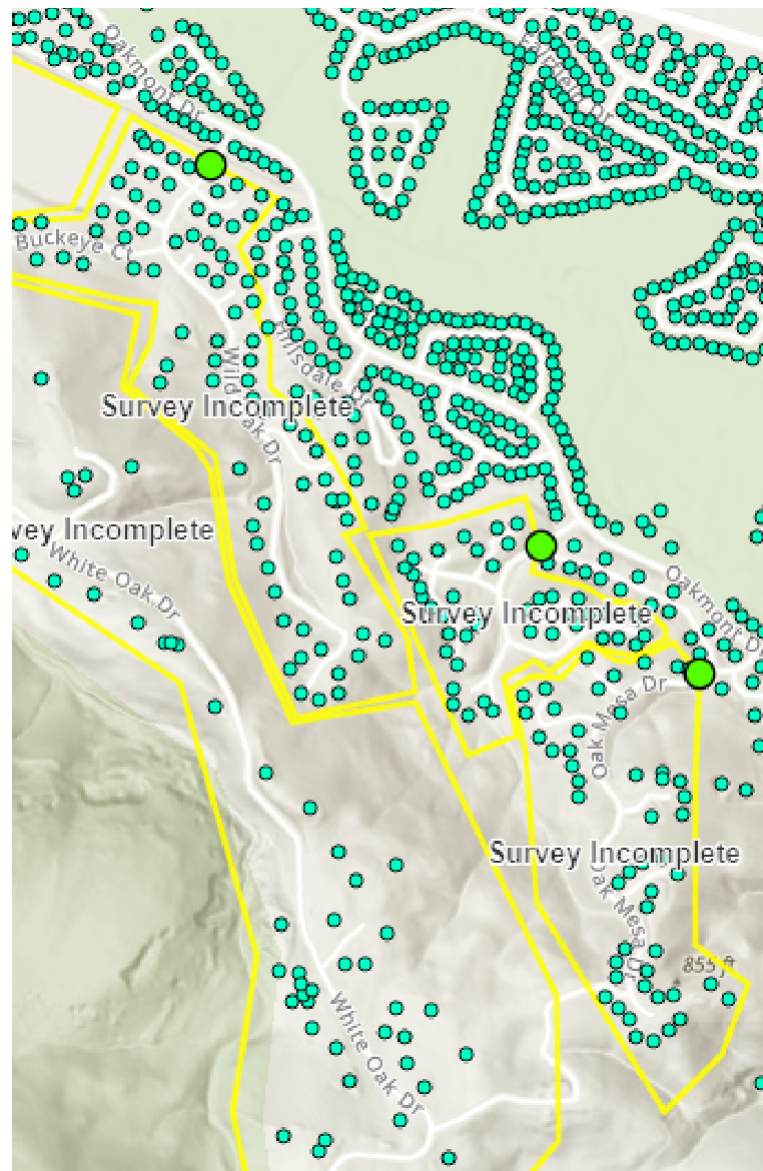


Example: More rural areas: This is an entire community located in the SRA with only one means of egress.





Example: “Groupings” of more than 30 dwelling units, located in LRA Very High (on the left side of the main road “Oakmont Drive”, with only one means of egress. This is more evident in the more densely developed areas. (i.e., Southern CA, Alameda, Contra Costa, etc.) The right side of the road is LRA only in this picture, so is not considered in this process.



Note: Local government officials, including elected officials, fire officials, or representatives of agencies that govern land use planning and subdivision design, may request the board and the State Fire Marshal (Subdivision Review Program) to survey specific subdivisions in their jurisdiction.