



# Siskiyou County Planning Commission Staff Report August 20, 2025

## New Business Agenda Item No. 1 Proposal to Abandon Bailey Hill Road (RA-24-02)

**Applicant:** Steve DeClerck

**Property Owners:** Siskiyou County Roads Department  
1312 Fairlane Road  
Yreka, CA 96097

**Project Summary** The project is a proposed abandonment of a county owned road for the benefit of the interested party. Prior to consideration by the Board of Supervisors, the Planning Commission shall review the proposal and make a recommendation to the Board.

In order to abandon a public road, the Board of Supervisors must make the following three findings:

- 1) the road abandonment conforms with the General Plan;
- 2) the road is not useful as a nonmotorized transportation facility;
- 3) the road is unnecessary for present or prospective public use.

**Location:** 1.28 miles of Bailey Hill Road, located off Exit 793 (Lemos Road Exit), northbound Interstate 5, on 17.25 acres AG-1 land. Township 47N, Range 6W, Section 14, M.D.M; APN: 040-070-130; [41°57'18.7"N](#) [122°35'25.7"W](#).

**General Plan:** Soils: Erosion Hazard High; Building Foundation Limitations: High Shrink-Swell Behavior Soils; Soils: Severe Septic Tank Limitations High; Prime Agricultural Soils

**Zoning:** Prime Agricultural District (AG-1)

- Exhibits:**
- A. Draft Resolution PC 2025-012 (Approval)  
A Resolution of the Planning Commission of the County of Siskiyou, State of California, Recommending the Board of Supervisors Approve the Bailey Hill Road Abandonment (RA-24-02)
    - A-1. Recommended Findings
  - B. Draft Resolution PC 2025-013 (Denial)  
A Resolution of the Planning Commission of the County of Siskiyou, State of California, Recommending the Board of Supervisors Deny the Bailey Hill Road Abandonment (RA-24-02)
    - B-1. Recommended Findings
  - C. Caltrans Annual Average Daily Traffic Analysis, (2022 Data)
  - D. Siskiyou County Road Maintenance Funding Analysis, (2023 Data)
  - E. California Streets and Highway Code Sections 892, 8313, 8314, 8324, and Government Code Section 65402
  - F. Comments Received.

## Background

The project is a proposed abandonment of the entirety of Bailey Hill Road, a county owned roadway (designated as, Bailey Creek Road 9K066 from postmile 0.00 to postmile 1.28), as shown in Figure 3, at Page 5 of this staff report.

This section of Bailey Hill Road consists of 1.28 miles of paved roadway, adjacent to northbound Interstate 5, commencing at the Lemos Road/Bailey Hill Road off ramp (Exit 793). The County acquired fee title to this portion of Bailey Hill Road from the State of California, as evidenced by Resolution No. 196, Book 6, paragraph 4 on February 25, 1975. On an annual basis, the County receives approximately \$3,668.88 dollars in state road maintenance funding for this section of roadway.<sup>1</sup>

According to Caltrans, an estimated 8,400 vehicles pass through this area each day heading northbound on Interstate 5.<sup>2</sup> This portion of Bailey Hill Road is currently available for use by the travelling public for temporary roadside rest, emergency stops, and passive and active recreation, such as biking and horseback riding. Abandonment of this section of roadway will result in the general public losing the right to utilize this area of the county.

A bridge, built in 1915, is located at the southern end of the proposed road abandonment. This bridge will need to be included in any proposed sale to a private party. CAL FIRE has specifically requested that the bridge become the responsibility of Steve DeClerck, the project proponent, "because assigning responsibility of the bridge to a specific parcel would ensure that any future owner will have responsibility to maintain the bridge to the standards required for emergency access".

### Private Land Ownership

There are 6 private land parcels immediately adjacent to Bailey Hill Road that would be impacted by the road abandonment. 4 of the parcels are owned the applicant (APNs 040-070-020, 040-070-030, 040-070-070, 040-070-080). 1 parcel is controlled by Southern Pacific Railroad and 1 parcel is owned by the R Ranch Property Owners Association (APN 040-080-050). See Figures 6-11 of this report.

### Prospective Bidders and Fair Market Value

The County will need to determine the fair market value of the property prior to disposition. The property consists of 17.25 acres of AG-1 prime farmland, developed with a paved road and bridge, with close access to public utilities. Located immediately adjacent to Interstate 5, the land may be suitable for future development. When public land is sold directly to a specific party without opportunity for public bidding, there may be perceived issues with transparency and fairness.

### Public Utilities in the Area

There are two utilities (Pacific Power and AT&T) known to be present in the area that would be impacted by the road abandonment. These utilities currently operate under a Joint Use Agreement (JUA) between the State, County, and the utilities. Any road abandonment will need to perpetuate and ensure that the right of the utilities under the JUA are not extinguished. It is possible there are

---

<sup>1</sup> California State Controller's Office, Fiscal Year 2023-2024 Data. See Exhibit D for explanation.

<sup>2</sup> Caltrans, 2022, AADT, Annual Average Daily Traffic. 2022 California Public Road Data, "GIS Data, Statistical Information Derived from the Highway Performance Monitoring System. See Exhibit C for explanation.

additional utilities also present in the immediate area. Should this road abandonment project move forward, an *Underground Service Alert (USA) Utility Locate* will need to be completed.

### General Procedure

The Siskiyou County Board of Supervisors will ultimately determine whether to approve the proposed road abandonment. However, pursuant to Government Code Section 65402, the Planning Commission must first review the proposed road abandonment for consistency with the General Plan and make a recommendation to the Board. Additionally, for the Board of Supervisors to approve the proposed vacation of right-of-way, specific findings are required pursuant to Sections 892 and 8324 of the California Streets and Highways Code. In order to make these findings, the Board of Supervisors must determine whether the undeveloped right-of-way is useful as a non-motorized transportation facility and whether the undeveloped right-of-way is necessary for any present or prospective public use.



Figure 1: Zoning Map



**Figure 2: Traffic Routes Near Bailey Hill Road**



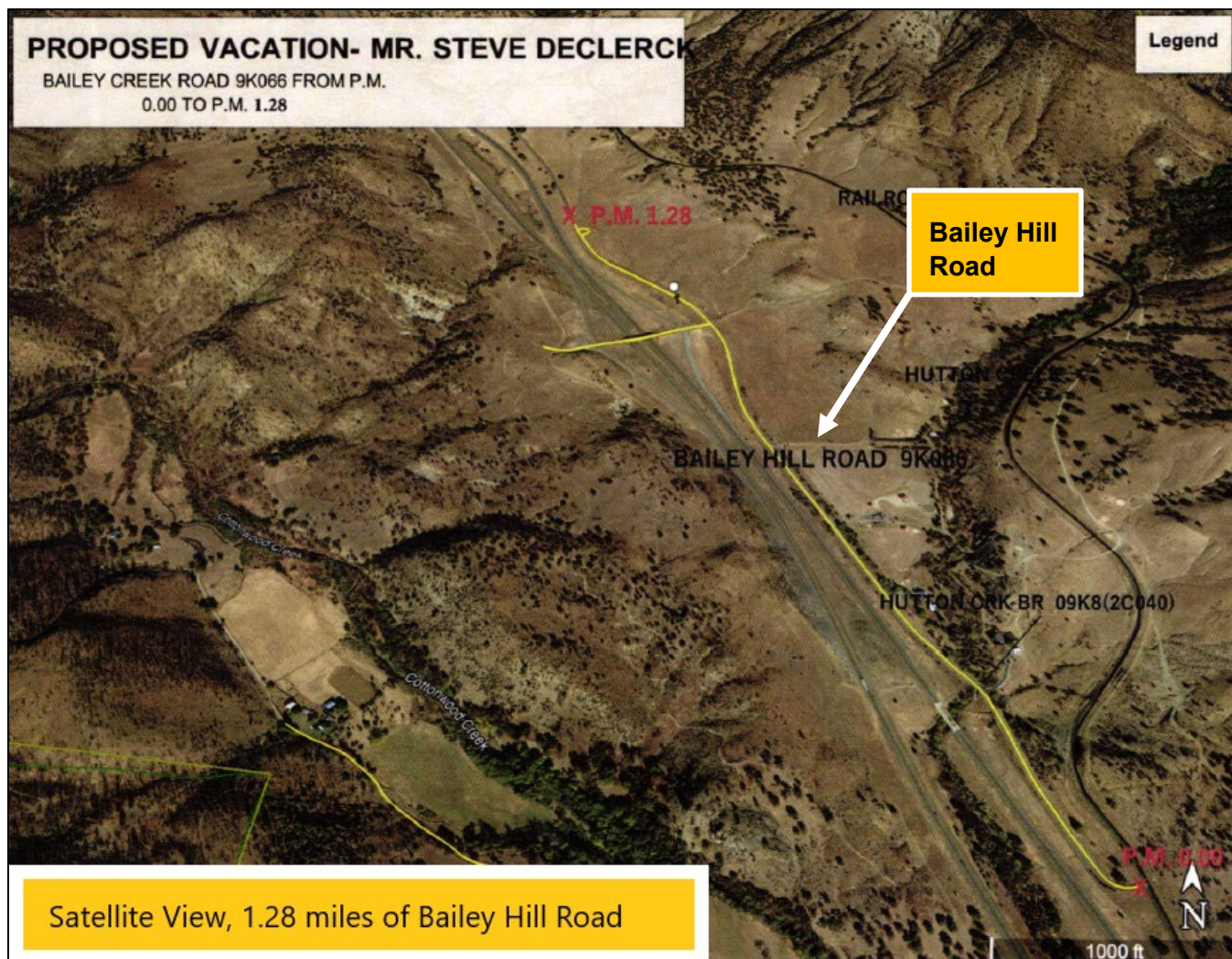
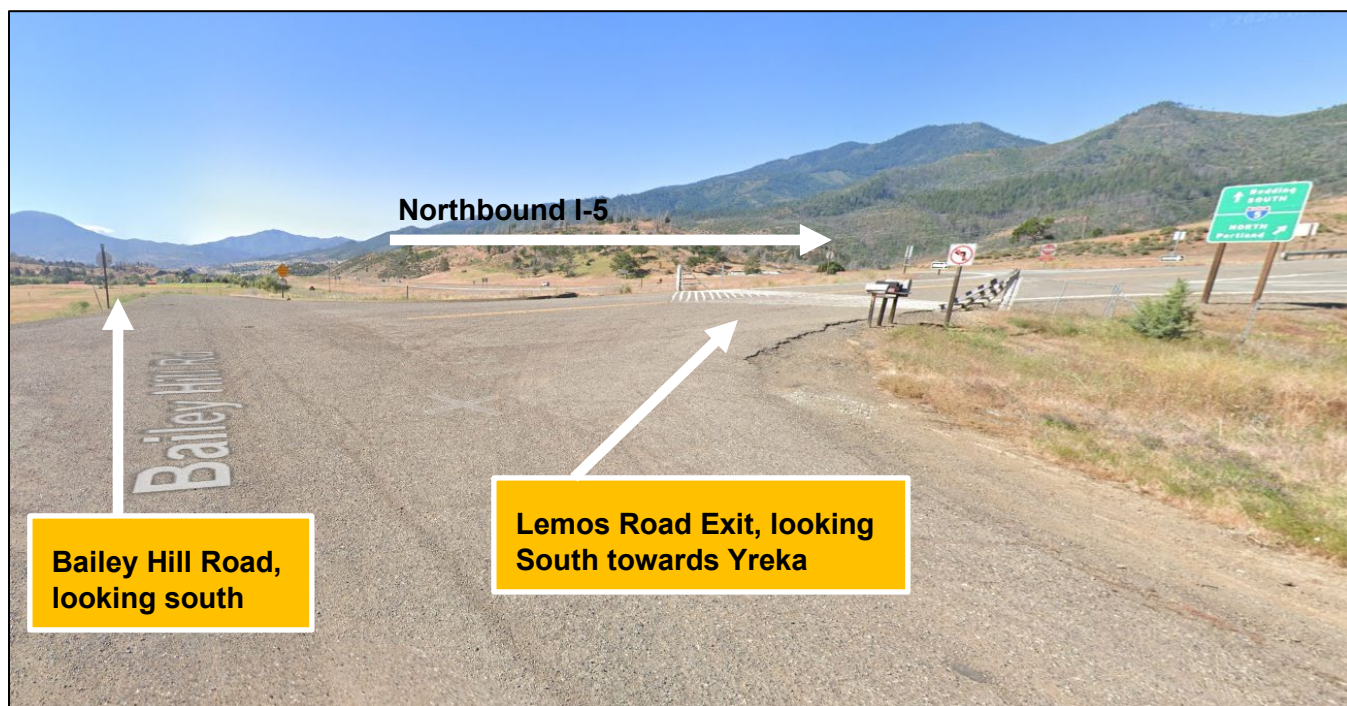


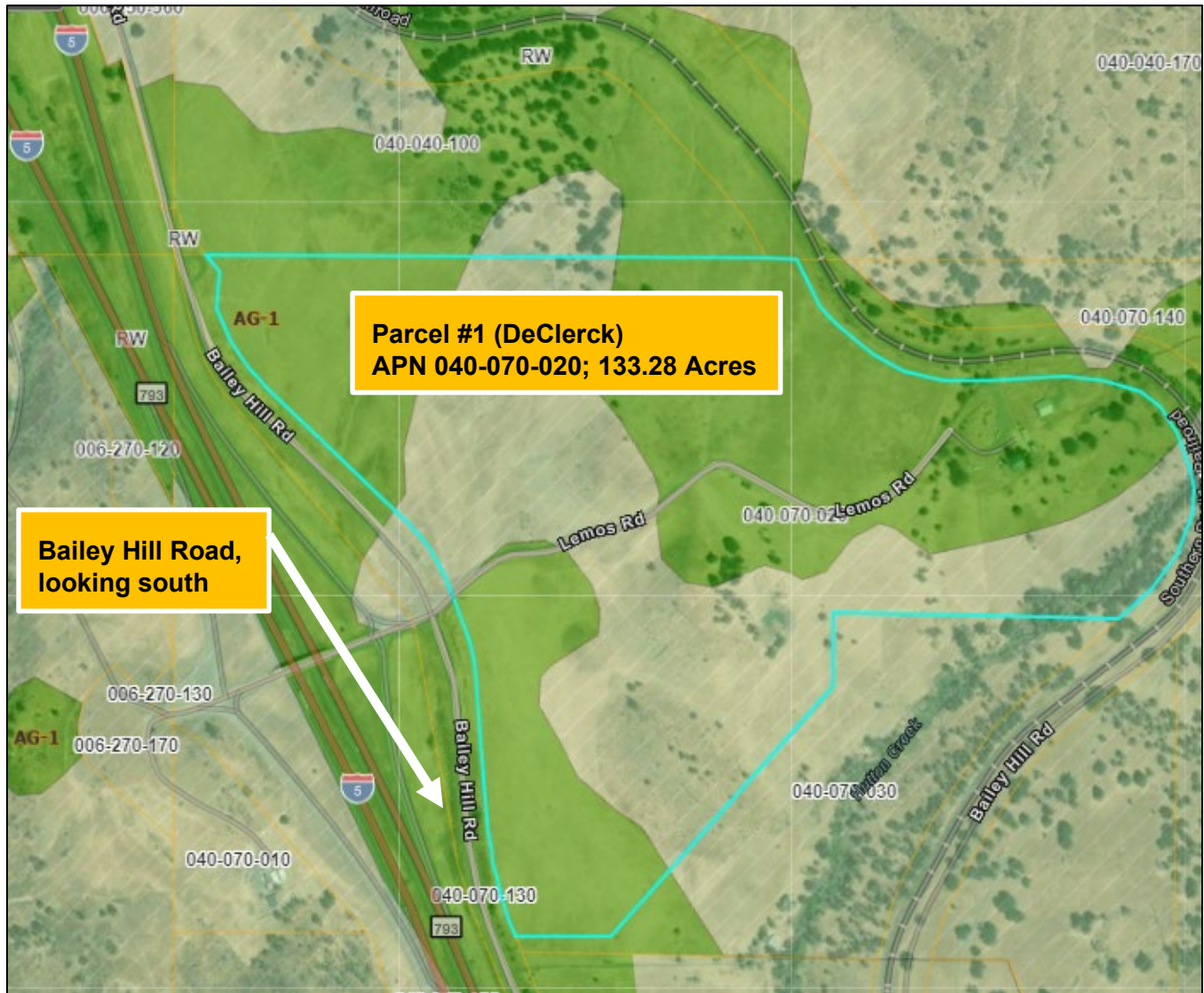
Figure 3: Exhibit Map from Public Works Department





Figures 4 and 5: Street View from the Interstate 5 off ramp (Lemos Road/Exit 793).





**Figure 6: APN 040-070-020. Land owned by the Applicant, immediately adjacent to the Lemos Road/Bailey Road intersection (Exit 793).**

6 adjacent land parcels will be affected by the road abandonment. The applicant owns Parcels #1 thru #4. Southern Pacific Railroad owns Parcel #5. "R" Ranch Property Owners Association owns Parcel #6.

Parcel #1 - DeClerck

Parcel #2 - DeClerck

Parcel #3 - DeClerck

Parcel #4 - DeClerck

Parcel #5 – Southern Pacific Railroad

Parcel #6 – "R" Ranch Property Owners Association.

Continued access to I-5 via Bailey Hill Road from each individual parcel should be ensured in the event of a road abandonment.



**Figure 7: APN 040-070-020. Land owned by the Applicant, immediately adjacent to Bailey Hill Road.**

6 adjacent land parcels will be affected by the road abandonment. The applicant owns Parcels #1 thru #4. Southern Pacific Railroad owns Parcel #5. "R" Ranch Property Owners Association owns Parcel #6.

### Parcel #1 - DeClerck

### Parcel #2 - DeClerck

### Parcel #3 - DeClerck

### Parcel #4 - DeClerck

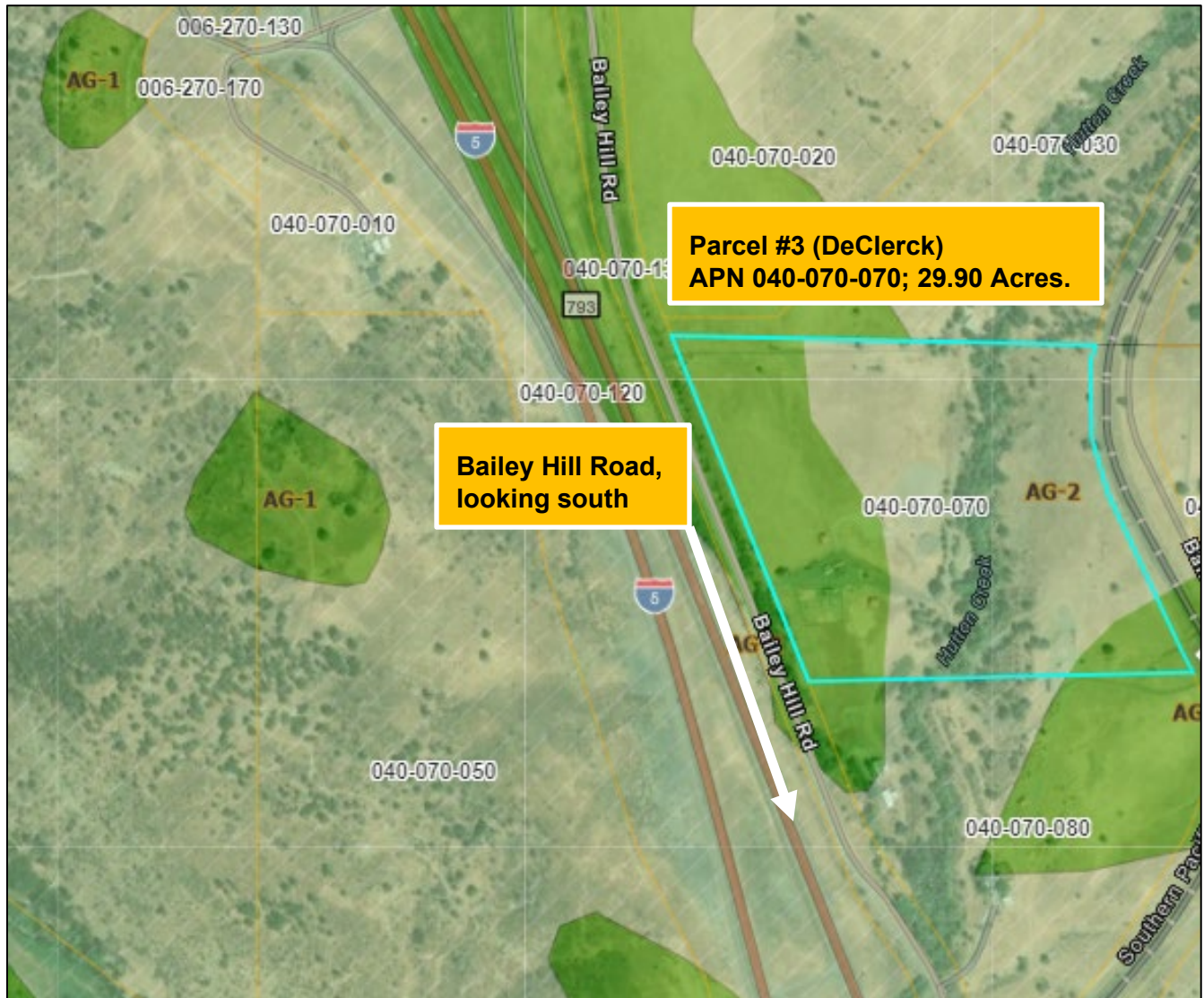
### Parcel #5 – Southern Pacific Railroad

Parcel #6 – “R” Ranch Property Owners Association.

Continued access to I-5 via Bailey Hill Road from each individual parcel should be ensured in the event of a road abandonment.

DeClerck Road Abandonment (RA-24-02)





**Figure 8: APN 040-070-070. Land owned by the Applicant, immediately adjacent to Bailey Hill Road.**

6 adjacent land parcels will be affected by the road abandonment. The applicant owns Parcels #1 thru #4. Southern Pacific Railroad owns Parcel #5. "R" Ranch Property Owners Association owns Parcel #6.

Parcel #1 - DeClerck

Parcel #2 - DeClerck

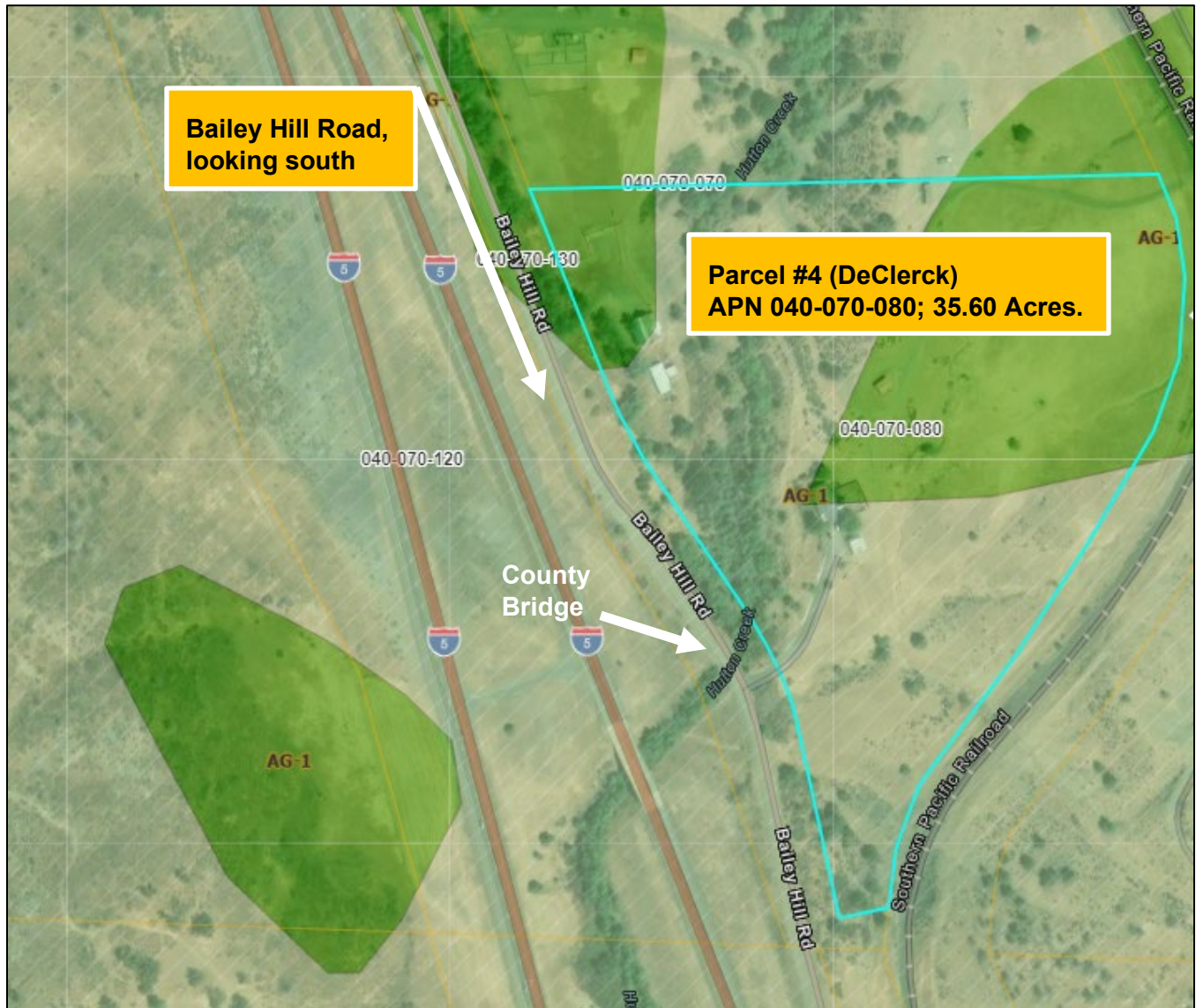
Parcel #3 - DeClerck

Parcel #4 - DeClerck

Parcel #5 – Southern Pacific Railroad

Parcel #6 – "R" Ranch Property Owners Association.

Continued access to I-5 via Bailey Hill Road from each individual parcel should be ensured in the event of a road abandonment.



**Figure 9: APN 040-070-080. Land owned by the Applicant, immediately adjacent to Bailey Hill Road.**

6 adjacent land parcels will be affected by the road abandonment. The applicant owns Parcels #1 thru #4. Southern Pacific Railroad owns Parcel #5. "R" Ranch Property Owners Association owns Parcel #6.

Parcel #1 - DeClerck

Parcel #2 - DeClerck

Parcel #3 - DeClerck

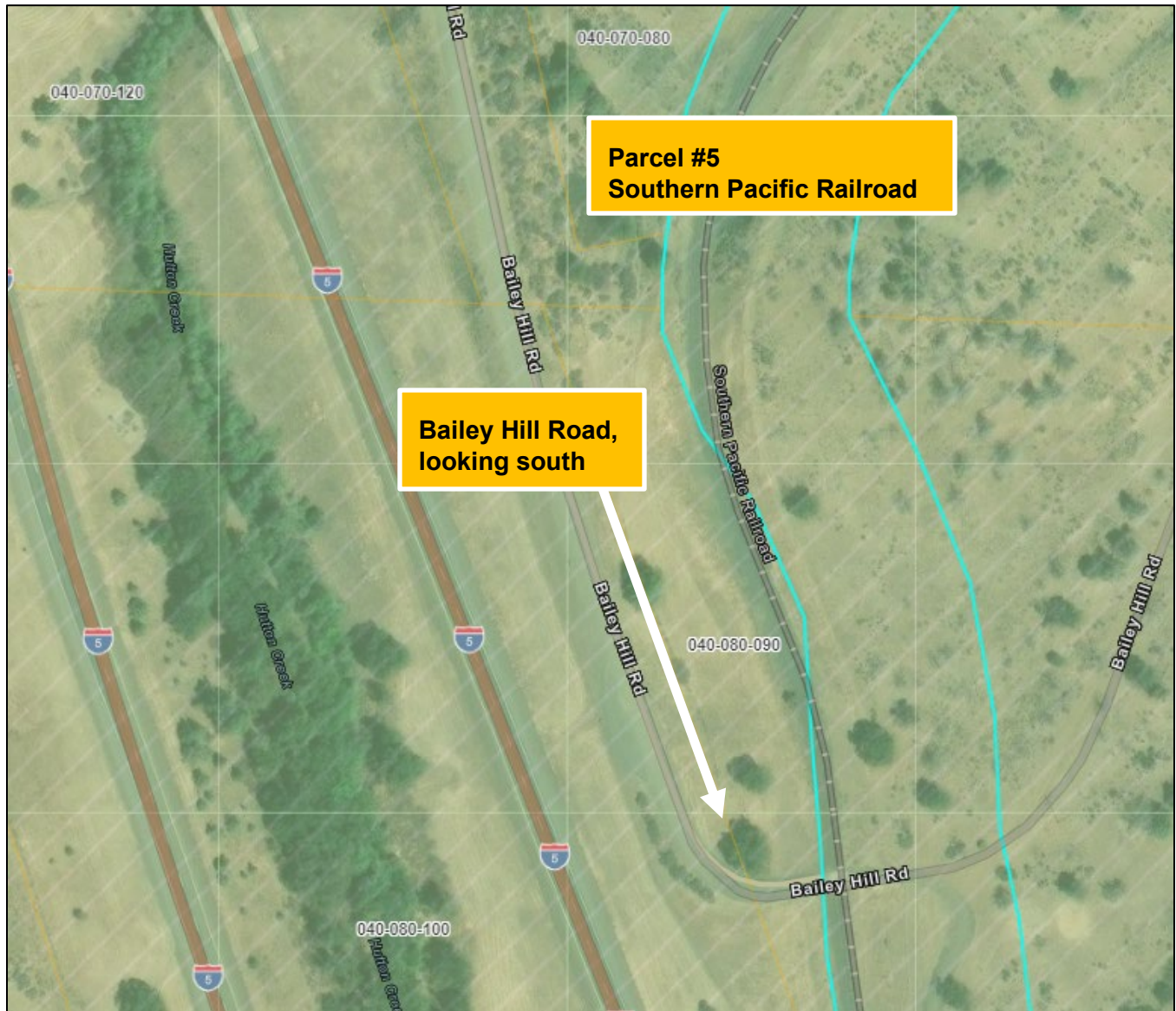
Parcel #4 - DeClerck

Parcel #5 – Southern Pacific Railroad

Parcel #6 – "R" Ranch Property Owners Association.

Continued access to I-5 via Bailey Hill Road from each individual parcel should be ensured in the event of a road abandonment.





**Figure 10: Land under the use and control of Southern Pacific Railroad.**

6 adjacent land parcels will be affected by the road abandonment. The applicant owns Parcels #1 thru #4. Southern Pacific Railroad owns Parcel #5. "R" Ranch Property Owners Association owns Parcel #6.

Parcel #1 - DeClerck

Parcel #2 - DeClerck

Parcel #3 - DeClerck

Parcel #4 - DeClerck

Parcel #5 – Southern Pacific Railroad

Parcel #6 – "R" Ranch Property Owners Association.

Continued access to I-5 via Bailey Hill Road from each individual parcel should be ensured in the event of a road abandonment.



**Figure 11: APN 040-080-050. Land owned by the “R” Ranch Property Owners Association.**

6 adjacent land parcels will be affected by the road abandonment. The applicant owns Parcels #1 thru #4. Southern Pacific Railroad owns Parcel #5. “R” Ranch Property Owners Association owns Parcel #6.

Parcel #1 - DeClerck

Parcel #2 - DeClerck

Parcel #3 - DeClerck

Parcel #4 - DeClerck

Parcel #5 – Southern Pacific Railroad

Parcel #6 – “R” Ranch Property Owners Association.

Continued access to I-5 via Bailey Hill Road from each individual parcel should be ensured in the event of a road abandonment.



## Analysis

In order to proceed with a proposed road abandonment, the following three findings must be made:

1. That the road abandonment conforms with the General Plan.
2. That the road is not useful as a nonmotorized transportation facility.
3. That the road is unnecessary for present or prospective public use.

### Relevant Law

Staff has evaluated the proposed road abandonment relative to the findings required pursuant to *California Streets and Highways Code sections 892, 8313, 8314, and 8324* and *Government Code section 65402* and found that the abandonment can either be approved or denied, depending on the findings made by the Planning Commission.

The recommended necessary findings are detailed in Exhibit A-1 and Exhibit B-1, attached to this staff report, and are submitted for the Planning Commission's review, consideration, and approval.

### General Plan Conformity

The Scenic Highways Element of the General Plan identifies Interstate 5 from the Oregon line to its intersection with Highway 3 in Yreka as being a Scenic Freeway. The proposed project site is located within this scenic corridor. Objective #3 of the Scenic Highways Element, as it relates to scenic corridors is to provide multiple recreational uses, trails, and roadside rests, observation points, and picnicking areas. The Scenic Highways Element defines the rights-of-way of Scenic Routes to include the paved roadways and structures and adjacent lands required for roadway protection, storm drainage, public utilities, pedestrian travel and roadside planting. Where appropriate, the rights-of-way may also include public roadside rests, cycling, riding, and hiking trails. If the County were to abandon this public right-of-way, the area would no longer be available to the public for the uses listed above.

The Siskiyou County General Plan is currently being updated and the new general plan does not include a Scenic Highways Element. Therefore, it is highly likely that the current Scenic Highways Element will not be in effect by the time the road abandonment project is completed.

The Land Use Element of the Siskiyou County General Plan identifies the project site as being within the mapped resource overlay areas for Building Foundation Limitations, Severe Septic Tank Limitations, and Prime Agricultural Soils. In addition, Planning staff has identified that Composite Overall Policies 41.9, 41.16, and 41.18 apply to the proposed project.

### Useful as a Nonmotorized Transportation Facility

Whether Bailey Hill Road is useful as a nonmotorized transportation facility shall be determined by the Board of Supervisors upon receiving a recommendation from the Planning Commission. State law defines a "nonmotorized transportation facility" as a facility for the use of pedestrians, bicyclists, or equestrians (horse riding). During the review process, planning staff received information that the general public has utilized this road for biking, walking, and horseback riding. As such, Bailey Hill Road may potentially be useful as a nonmotorized transportation facility, although the opposite could also be argued.

### Unnecessary for Present or Prospective Public Use

Whether Bailey Hill Road is unnecessary for present or prospective public use shall be determined by the Board of Supervisors upon receiving a recommendation from the Planning Commission. As a paved

frontage road adjacent to Interstate 5, Bailey Hill Road could be considered either necessary or unnecessary for present or prospective public use. Caltrans has indicated that this area of roadway is used by the agency during snow removal operations and has expressed concerns that the area by Lemos Road should not be gated or blocked off by the new owner should the road abandonment proceed. In the event that I-5 is impassable during an emergency situation, Bailey Hill Road could serve as an alternative route for northbound traffic. In addition, it is expected that a percentage of the estimated 8,400 vehicles traveling northbound on I-5 may need to use Bailey Hill Road for a variety of reasons, including needing to pull over to rest or because of a vehicle breakdown. Bailey Hill Road also serves as emergency parking for vehicles caught in inclement weather. Finally, Bailey Hill Road is the main access route to I-5 for residents in the area. Abandonment will extinguish the public's right to use Bailey Hill Road.

## **Comments**

A Notice of Public Hearing was published in the Siskiyou Daily News on August 6, 2025, and mailed to property owners within 300 feet of the subject property. No public comments were received at the time this staff report was written.

### **California Department of Transportation (Caltrans) – June 19, 2025**

Caltrans agency comments indicate a concern with snow removal off of I-5 during inclement weather. The agency noted that no gate or other blockage should be placed across Lemos Road, which could potentially obstruct snow plowing efforts, or any other maintenance activities that would require travel onto Bailey Hill Road.

There are four drainage systems that are close to the state right of way line. If Caltrans needed to replace or repair the culverts, such construction would go outside of the right of way, which would require a temporary construction easement or drainage easement from the adjacent land owner. The agency indicated that obtaining approval for easements from private citizens is always much more time consuming and expensive than applying for an encroachment permit from the County.

In addition, Caltrans indicated that there are two utility companies (Pacific Power and AT&T) that are within the right of way of the frontage road. Before construction of Interstate 5, the State required the utility companies to move from their original location to the far edge of the right of way, under a Joint Use Agreement (JUA). The location of the JUA would be within the area proposed to be abandoned. The County should reach out to the utility companies in order to perpetuate the rights they had under the JUA. An easement from the County to the utility companies may be required to move forward with the abandonment, however the State cannot make that decision, that is left up to the utility companies.

### **Department of Forestry and Fire Protection (CAL FIRE) – June 18, 2025**

CAL FIRE, in its agency comments, recommended that the bridge located at the southern end of Bailey Hill Road become the responsibility of APN 040-070-080, which is owned by the project proponent, Steve DeClerck. Assigning responsibility of the bridge to a specific parcel would ensure that any future owner has the responsibility to maintain the bridge to the standards required for emergency access.

### **California Public Utilities Commission (CPUC) – June 3, 2025**

CPUC, in its agency comments, requested to be kept updated as the project progresses. CPUC expressed concern that the road abandonment must not negatively impact existing railroad crossings should the project go forward.

**Siskiyou County Department of Public Works – undated memo from 2024**

Public Works indicated in an undated memo that the road abandonment would require a thorough right of way investigation of approximately 21 acres, a field review, notification, by letter to all public utilities and entities affected by the proposed abandonment, an appraisal of the value of said land, a current title report, approval by the Planning Commission, public hearing and notice, and preparation of a Resolution of Abandonment. Once all these are accomplished, along with any additional requirements, the land affected could be purchased by the petitioner, deeds prepared, and the necessary title work performed.

**Environmental Review**

The proposed road abandonment is exempt from environmental review pursuant to Section 15061(b)(3) of the California Environmental Quality Act (CEQA) Guidelines under the general rule that CEQA only applies to projects which have the potential for causing a significant effect on the environment. Because it can be seen with certainty that there is no potential for the proposed road abandonment to have a significant effect on the environment, staff is recommending the “common sense exemption” be adopted in accordance with Section 15061(b)(3) of the CEQA Guidelines. The Board of Supervisors will need to adopt the common sense exemption prior to approving the Bailey Hill Road Abandonment project (RA-24-02).

The proposed CEQA exemption must be considered together with any comments received during the public review process. Further, the exemption can only be approved if the finding is made, based on the whole record before it, that there is not substantial evidence that there are unusual circumstances (including future activities) which might reasonably result in the project having a significant effect on the environment.

**Planning Staff Recommendations**

The following alternative actions are recommended by staff subject to the outcome of today’s hearing:

Adopt Resolution PC 2025-012 taking the following actions:

- Recommend the Board of Supervisors approve the proposed road abandonment (RA-24-02) based on the recommended findings; and
- Recommend the Board of Supervisors determine the project exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15061(b)(3) of the CEQA Guidelines.

Adopt Resolution PC 2024-013 taking the following actions:

- Recommend the Board of Supervisors deny the proposed road abandonment (RA-24-02) based on the recommended findings; and
- Recommend the Board of Supervisors determine the project exempt from the California Environmental Quality Act (CEQA) in accordance with Section 15061(b)(3) of the CEQA Guidelines.

**Preparation**

For project specific information or to obtain copies for your review, please contact: Siskiyou County Planning Division 806 S. Main Street, Yreka, CA 96097.

## **Resolution PC 2025-012**

### **A Resolution of the Planning Commission of the County of Siskiyou, State of California, Recommending the Board of Supervisors Approve the Bailey Hill Road Abandonment (RA-24-02)**

**Whereas**, pursuant to Government Code Section 65402(a), no county road shall be abandoned until the planning division has rendered its report as to conformity with the general plan within forty (40) days after the matter was submitted to it, or within a longer period of time as may be designated by the Board of Supervisors; and

**Whereas**, the Board of Supervisors has designated a longer period of time for the completion of the general plan conformity report by directing the planning division to submit the matter to the Planning Commission for further review and recommendation to the Board; and

**Whereas**, pursuant to Streets and Highways Code Section 892(a), no county road shall be abandoned unless the Board of Supervisors has determined that the road or parts thereof are not useful as a nonmotorized transportation facility; and

**Whereas**, pursuant to Streets and Highways Code Section 8324(b), no county road shall be abandoned unless the Board of Supervisors has found that the road or parts therefore are unnecessary for present or prospective public use; and

**Whereas**, the proposed road abandonment involves abandonment of 1.28 miles of Bailey Hill Road, a county owned frontage road parallel to Interstate 5, commencing at Exit 793, located on 17.25 acres of prime agricultural land; and

**Whereas**, a Notice of Public Hearing regarding the Bailey Hill Road Abandonment was published in the Siskiyou Daily News on August 6, 2025 for the August 20, 2025 Siskiyou County Planning Commission hearing; and

**Whereas**, on August 20, 2025, the Chair of the Planning Commission opened the duly noticed public hearing regarding the Bailey Hill Road abandonment to receive testimony, both oral and written, following which the Chair closed the public hearing, and the Commission discussed the proposed road abandonment prior to reaching its decision; and

**Whereas**, the planning division presented its oral and written staff report on the proposed road abandonment at the regular meeting of the Planning Commission on August 20, 2025; and

**Whereas**, the planning division recommended that the proposed road abandonment be considered exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15601(b)(3) of the CEQA Guidelines because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment; and

**Whereas**, the Planning Commission found the Bailey Hill Road Abandonment (RA-24-02) to be in conformity with the Siskiyou County General Plan; and



**Whereas**, the Planning Commission found Bailey Hill Road to not be useful as a nonmotorized transportation facility; and

**Whereas**, the Planning Commission found Bailey Hill Road to be unnecessary for present or prospective public use.

**Now, Therefore, Be It Resolved** that the Planning Commission adopts the recommended findings set forth in Exhibit A-1 of the written staff report; and

**Be It Further Resolved** that the Planning Commission recommends the Board of Supervisors adopt the "common sense exemption" from CEQA, 14 CCR 15601(b)(3), and that the Board approve the Bailey Hill Road Abandonment (RA-24-02).

**It Is Hereby Certified** that the foregoing Resolution PC 2025-012 was duly adopted on a motion by Commissioner \_\_\_\_\_ and seconded by Commissioner \_\_\_\_\_, at the regular meeting of the Siskiyou County Planning Commission held on the 20<sup>th</sup> day of August 2025, by the following roll call vote:

Ayes:

Noes:

Absent:

Abstain:

Siskiyou County Planning Commission

\_\_\_\_\_  
Jeff Fowle, Chair

WITNESS, my hand and seal this 20<sup>th</sup> day of August 2025.

\_\_\_\_\_  
Hailey Lang, Secretary of the Commission

# Findings

## General Plan Consistency Findings

### Composite Overall Policies

Policy 41.9 - Buildable, safe access must exist to all proposed uses of land. The access must also be adequate to accommodate the immediate and cumulative traffic impacts of the proposed development.

*Post road abandonment, buildable, safe access will continue to exist and be adequate to accommodate the immediate and cumulative traffic impacts of future proposed development in the area.*

Policy 41.16 – Any land transfers from public to private ownership will be regulated under the same density and use policies of the applicable resource map(s) that applies to them.

*Post road abandonment, the public land to be transferred to private ownership will continue to be regulated under the same density and use policies of the applicable resource map(s).*

Policy 41.18 – Conformance with all policies in the Land Use Element shall be provided, documented, and demonstrated before the County may make a decision on any proposed development.

*Staff has reviewed all Land Use Element policies and has determined that the proposed conforms to the General Plan.*

### Map 2: Erosion Hazard

Policy 7 – Specific mitigation measures will be provided that lessen soil erosion, including contour grading, channelization, revegetation of disturbed slopes and soils, and project timing (where feasible) to lessen the effect of seasonal factors (rainfall and wind).

*No buildings or developments are proposed as part of this project.*

### Map 3: Building Foundation Limitations

Policy 8 – Enforce building construction standards (Uniform Building Code) and public works requirements.

*No buildings or developments are proposed as part of this project.*

#### **Map 4: Soils Severe Septic Tank Limitations**

Policy 9 – The minimum parcel size shall be one acre on zero to 15 percent slope and five acres on 16 to 29 percent slope.

*No parcel size adjustments are contemplated for this project. Current parcel sizes for surrounding parcels meet General Plan requirements.*

Policy 10 – Single-family residential, heavy, or light industrial, heavy or light commercial, open space, non-profit and non-organizational in nature recreational uses, commercial/recreational uses, and public and quasi-public uses only may be permitted.

The permitted density will not create erosion or sedimentation problems.

*No buildings, developments, or land uses are proposed as part of this project.*

#### **Map 12: Prime Agricultural Soils**

Policy 34 thru 40 of the Land Use Policies of the Siskiyou County General Plan.

*No new parcels are proposed to be created as part of this project and the project is consistent with Policies 34 thru 40 of the Land Use Policies of the Siskiyou County General Plan.*

#### **Scenic Highways Element Consistency Findings**

Objective #3 – To provide multiple recreation(al) uses, trails, and roadside rests, observation points, picnicking areas, and to coordinate facilities with the U.S. Forest Service and other developments and programs in Siskiyou County.

*The proposed road abandonment will not limit multiple recreation(al) uses, trails, roadside rests, observation points, and picnicking areas in the area to be abandoned.*

#### **California Environmental Quality Act Findings**

1. Pursuant to CEQA Guidelines, Section 15061(b)(3), because there is not substantial evidence, in light of the whole record before the County, that the project would have a significant effect on the environment, this road abandonment project is exempt pursuant to the California Environmental Quality Act (CEQA) in accordance with Section 15061(b)(3) of the CEQA Guidelines.

#### **California Streets and Highways Code (SHC) Road Abandonment Findings**

1. Road abandonment does not conflict with the General Plan (SHC Section 8313).

*The proposed road abandonment meets the policies contained in the General Plan.*

2. The road to be abandoned is not useful as a nonmotorized transportation facility. (SHC Section 892).

*The portion of Bailey Hill Road to be abandoned is not useful as a nonmotorized transportation facility.*

3. The road to be abandoned is unnecessary for present or prospective public use (SHC Section 8324).

*The portion of Bailey Hill Road to be abandoned is unnecessary for present or prospective public use.*



## **Resolution PC 2025-013**

### **A Resolution of the Planning Commission of the County of Siskiyou, State of California, Recommending the Board of Supervisors Disapprove and Deny the Bailey Hill Road Abandonment (RA-24-02)**

**Whereas**, pursuant to Government Code Section 65402(a), no county road shall be abandoned until the planning division has rendered its report as to conformity with the general plan within forty (40) days after the matter was submitted to it, or within a longer period of time as may be designated by the Board of Supervisors; and

**Whereas**, the Board of Supervisors has designated a longer period of time for the completion of the general plan conformity report by directing the planning division to submit the matter to the Planning Commission for further review and recommendation to the Board; and

**Whereas**, pursuant to Streets and Highways Code Section 892(a), no county road shall be abandoned unless the Board of Supervisors has determined that the road or parts thereof are not useful as a nonmotorized transportation facility; and

**Whereas**, pursuant to Streets and Highways Code Section 8324(b), no county road shall be abandoned unless the Board of Supervisors has found that the road or parts therefore are unnecessary for present or prospective public use; and

**Whereas**, the proposed road abandonment involves abandonment of 1.28 miles of Bailey Hill Road, a county owned frontage road parallel to Interstate 5, commencing at Exit 793, located on 17.25 acres of prime agricultural land; and

**Whereas**, a Notice of Public Hearing regarding the Bailey Hill Road Abandonment was published in the Siskiyou Daily News on August 6, 2025 for the August 20, 2025 Siskiyou County Planning Commission hearing; and

**Whereas**, on August 20, 2025, the Chair of the Planning Commission opened the duly noticed public hearing regarding the Bailey Hill Road abandonment to receive testimony, both oral and written, following which the Chair closed the public hearing, and the Commission discussed the proposed road abandonment prior to reaching its decision; and

**Whereas**, the planning division presented its oral and written staff report on the proposed road abandonment at the regular meeting of the Planning Commission on August 20, 2025; and

**Whereas**, the planning division recommended that the proposed road abandonment be considered exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15270(a) of the CEQA Guidelines because the project is recommended to be denied; and

**Whereas**, the Planning Commission found the Bailey Hill Road Abandonment (RA-24-02) to be in conformity with the Siskiyou County General Plan; and

**Whereas**, the Planning Commission found Bailey Hill Road to be useful as a nonmotorized transportation facility; and

**Whereas**, the Planning Commission found Bailey Hill Road to be necessary for present or prospective public use.

**Now, Therefore, Be It Resolved** that the Planning Commission adopts the recommended findings set forth in Exhibit B-1 of the written staff report; and

**Be It Further Resolved** that the Planning Commission recommends the Board of Supervisors determine the project is exempt from CEQA pursuant to CEQA Guidelines Section 15270(a) and deny the Bailey Hill Road Abandonment (RA-24-02).

**It Is Hereby Certified** that the foregoing Resolution PC 2025-013 was duly adopted on a motion by Commissioner \_\_\_\_\_ and seconded by Commissioner \_\_\_\_\_, at the regular meeting of the Siskiyou County Planning Commission held on the 20<sup>th</sup> day of August 2025, by the following roll call vote:

Ayes:

Noes:

Absent:

Abstain:

Siskiyou County Planning Commission

\_\_\_\_\_  
Jeff Fowle, Chair

WITNESS, my hand and seal this 20<sup>th</sup> day of August 2025.

\_\_\_\_\_  
Hailey Lang, Secretary of the Commission

# Findings

## General Plan Consistency Findings

### Composite Overall Policies

Policy 41.9 - Buildable, safe access must exist to all proposed uses of land. The access must also be adequate to accommodate the immediate and cumulative traffic impacts of the proposed development.

*Post road abandonment, buildable, safe access will continue to exist and be adequate to accommodate the immediate and cumulative traffic impacts of future proposed development in the area.*

Policy 41.16 – Any land transfers from public to private ownership will be regulated under the same density and use policies of the applicable resource map(s) that applies to them.

*Post road abandonment, the public land to be transferred to private ownership will continue to be regulated under the same density and use policies of the applicable resource map(s).*

Policy 41.18 – Conformance with all policies in the Land Use Element shall be provided, documented, and demonstrated before the County may make a decision on any proposed development.

*Staff has reviewed all Land Use Element policies and has determined that the proposed conforms to the General Plan.*

### Map 2: Erosion Hazard

Policy 7 – Specific mitigation measures will be provided that lessen soil erosion, including contour grading, channelization, revegetation of disturbed slopes and soils, and project timing (where feasible) to lessen the effect of seasonal factors (rainfall and wind).

*No buildings or developments are proposed as part of this project.*

### Map 3: Building Foundation Limitations

Policy 8 – Enforce building construction standards (Uniform Building Code) and public works requirements.

*No buildings or developments are proposed as part of this project.*



#### **Map 4: Soils Severe Septic Tank Limitations**

Policy 9 – The minimum parcel size shall be one acre on zero to 15 percent slope and five acres on 16 to 29 percent slope.

*No parcel size adjustments are contemplated for this project. Current parcel sizes for surrounding parcels meet General Plan requirements.*

Policy 10 – Single-family residential, heavy, or light industrial, heavy or light commercial, open space, non-profit and non-organizational in nature recreational uses, commercial/recreational uses, and public and quasi-public uses only may be permitted.

The permitted density will not create erosion or sedimentation problems.

*No buildings, developments, or land uses are proposed as part of this project.*

#### **Map 12: Prime Agricultural Soils**

Policy 34 thru 40 of the Land Use Policies of the Siskiyou County General Plan.

*No new parcels are proposed to be created as part of this project and the project is consistent with Policies 34 thru 40 of the Land Use Policies of the Siskiyou County General Plan.*

#### **Scenic Highways Element Consistency Findings**

Objective #3 – To provide multiple recreation(al) uses, trails, and roadside rests, observation points, picnicking areas, and to coordinate facilities with the U.S. Forest Service and other developments and programs in Siskiyou County.

*The proposed road abandonment will limit multiple recreation(al) uses, trails, roadside rests, observation points, and picnicking areas in the area to be abandoned.*

#### **California Environmental Quality Act Findings**

1. Pursuant to CEQA Guidelines, Section 15061(b)(3), because there is not substantial evidence, in light of the whole record before the County, that the project would have a significant effect on the environment, this road abandonment project is exempt pursuant to the California Environmental Quality Act (CEQA) in accordance with Section 15061(b)(3) of the CEQA Guidelines.

#### **California Streets and Highways Code (SHC) Road Abandonment Findings**

1. Road abandonment does not conflict with the General Plan (SHC Section 8313).

*The proposed road abandonment meets the policies contained in the General Plan.*

2. The road to be abandoned is not useful as a nonmotorized transportation facility. (SHC Section 892).

*The portion of Bailey Hill Road to be abandoned is useful as a nonmotorized transportation facility.*

3. The road to be abandoned is unnecessary for present or prospective public use (SHC Section 8324).

*The portion of Bailey Hill Road to be abandoned is necessary for present or prospective public use.*

## Caltrans Annual Average Daily Traffic Analysis, (2022 Data)

Source: California Department of Transportation

[https://gisdata-caltrans.opendata.arcgis.com/datasets/d8833219913c44358f2a9a71bda57f76\\_0/explore?location=41.924709%2C-122.499012%2C12.45](https://gisdata-caltrans.opendata.arcgis.com/datasets/d8833219913c44358f2a9a71bda57f76_0/explore?location=41.924709%2C-122.499012%2C12.45)

|                      |                     |
|----------------------|---------------------|
| COUNTY               | SIS                 |
| PM_PFX               | R                   |
| PM                   | 65.517              |
| PM_SFX               | R                   |
| LOCATION_DESCRIPTION | BAILEY HILL ROAD RT |
| BACK_PEAK_HOUR       | 1150.0              |
| BACK_PEAK_MADT       | 9800.0              |
| BACK_AADT            | 8400.0              |
| AHEAD_PEAK_HOUR      | 1150.0              |
| AHEAD_PEAK_MADT      | 9800.0              |
| AHEAD_AADT           | 8400.0              |

### Explanation of Labels

#### Peak Month ADT (9800.0)

The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is obtained because on many routes, high traffic volumes which occur during a certain season of the year are more representative of traffic conditions than the annual ADT.

#### Back and Ahead

Back AADT (8400.0), Peak Month, and Peak Hour usually represents traffic South or West of the count location. Ahead AADT (8400.0), Peak Month, and Peak Hour usually represents traffic North or East of the count location.

**Based on CalTrans estimates, approximately 8,400 cars pass by the Bailey Hill Road exit on a daily basis.**



# Siskiyou County Road Maintenance Funding Analysis, (2024 Data)

## Source: California State Controller’s Office

[https://roads.bythenumbers.sco.ca.gov/#!/year/2024/operating/0/entity\\_name/Siskiyou/0/category](https://roads.bythenumbers.sco.ca.gov/#!/year/2024/operating/0/entity_name/Siskiyou/0/category)

The County receives funding from the State for basic road maintenance, rehabilitation, and critical safety projects on the county road system. The formula used to determine the amount that the county receives is found at *Streets and Highways Code Section 2103(a)(3)(C)(ii)*.

- 75% of the money the county receives for road maintenance is based on the number of fee-paid and exempt vehicles registered in the county compared to the total statewide fee-paid and exempt vehicles.
- 25% of the money the county receives for road maintenance is based on the number of miles of maintained county roads compared to the total number of miles of county roads in the state. *(In this context, county roads includes all roads within a city or a county that is not a state highway).*

In 2024, the County received \$15.51 Million for road maintenance funding, \$3.88 Million (25%) of which is attributable to the number of miles of maintained county roads.

| \$15.51 Million 2024 ▾                       |                       |        |
|--|-----------------------|--------|
| Ledger Details <span>⤴ Hide</span>           |                       |        |
| Category                                     | Value                 | %      |
| Maintenance                                  | \$8,869,037           | 57.17% |
| Construction and Right of Way                | \$2,986,702           | 19.25% |
| Acquisition of Equipment                     | \$1,838,833           | 11.85% |
| Administration and Undistributed Engineering | \$1,612,902           | 10.40% |
| Net Non-Road Work (Net Reimbursable Work)    | \$206,537             | 1.33%  |
| Acquisition of Plant                         | \$0                   | 0%     |
| Aid to Other Government Agencies             | \$0                   | 0%     |
| Fund Adjustments                             | \$0                   | 0%     |
| Total  | Value<br>\$15,514,011 |        |

1 Source – California State Controller’s Office, 2025.

## Source: California State Controller’s Office

[https://bythenumbers.sco.ca.gov/Raw-Data/County-Road-Raw-Data-for-Fiscal-Year-2023-24/6pfz-ufaq/about\\_data](https://bythenumbers.sco.ca.gov/Raw-Data/County-Road-Raw-Data-for-Fiscal-Year-2023-24/6pfz-ufaq/about_data)

According to the California State Controller's Office, for Fiscal Year 2023-2024, the Total Maintained Mileage on Siskiyou County Road System was 1,353.65. This is slightly less than the 1,331.67 miles listed in the 2021 Regional Transportation Plan (Table 2.13 Roadway Mileage and Jurisdiction), published by the Siskiyou County Local Transportation Commission.

**\$3.88 Million divided by 1,353.65 miles = \$2,866.32 road maintenance funding per mile.**

**Bailey Hill Road is 1.28 miles long; therefore, the County receives approximately \$3,668.88 dollars from the state for road maintenance funding (1.28 miles x \$2,866.32).**

# **Selected Code Sections from the California Streets and Highways Code**

## **Source: California Legislative Information**

<https://leginfo.ca.gov/faces/codes.xhtml>

### **Streets and Highways Code Section 892**

(a) Rights-of-way established for other purposes by cities, counties, or local agencies shall not be abandoned unless the governing body determines that the rights-of-way or parts thereof are not useful as a nonmotorized transportation facility.

(b) No state highway right-of-way shall be abandoned until the department first consults with the local agencies having jurisdiction over the areas concerned to determine whether the right-of-way or part thereof could be developed as a nonmotorized transportation facility. If an affirmative determination is made, before abandoning the right-of-way, the department shall first make the property available to local agencies for development as nonmotorized transportation facilities in accordance with Sections 104.15 and 887.6 of this code and Section 14012 of the Government Code.

### **Streets and Highways Code Section 8313**

(a) If the proposed vacation of a street, highway, or public service easement is within an area for which a general plan is adopted by a local agency, the legislative body of the public entity shall consider the general plan prior to vacating the street, highway, or public service easement.

(b) The procedure prescribed in Section 65402 of the Government Code shall be followed if that section applies to the proposed vacation. If Section 65402 of the Government Code does not apply to the proposed vacation, the legislative body may submit the proposed vacation to the local planning commission or planning agency and give the commission or agency an opportunity to report upon the proposed vacation.

### **Streets and Highways Code Section 8314**

Section 892 applies to a street, highway, or public service easement vacated pursuant to this part.

### **Streets and Highways Code Section 8324**

(a) At the hearing, the legislative body shall hear the evidence offered by persons interested.

(b) If the legislative body finds, from all the evidence submitted, that the street, highway, or public service easement described in the notice of hearing or petition is unnecessary for present or prospective public use, the legislative body may adopt a resolution vacating the street, highway, or public service easement. The resolution of vacation may provide that the vacation occurs only after conditions required by the legislative body have been satisfied and may instruct the clerk that the resolution of vacation not be recorded until the conditions have been satisfied.



## Government Code Section 65402

(a) If a general plan or part thereof has been adopted, no real property shall be acquired by dedication or otherwise for street, square, park or other public purposes, and no real property shall be disposed of, no street shall be vacated or abandoned, and no public building or structure shall be constructed or authorized, if the adopted general plan or part thereof applies thereto, until the location, purpose and extent of such acquisition or disposition, such street vacation or abandonment, or such public building or structure have been submitted to and reported upon by the planning agency as to conformity with said adopted general plan or part thereof. The planning agency shall render its report as to conformity with said adopted general plan or part thereof within forty (40) days after the matter was submitted to it, or such longer period of time as may be designated by the legislative body.

If the legislative body so provides, by ordinance or resolution, the provisions of this subdivision shall not apply to: (1) the disposition of the remainder of a larger parcel which was acquired and used in part for street purposes; (2) acquisitions, dispositions, or abandonments for street widening; or (3) alignment projects, provided such dispositions for street purposes, acquisitions, dispositions, or abandonments for street widening, or alignment projects are of a minor nature.

(b) A county shall not acquire real property for any of the purposes specified in paragraph (a), nor dispose of any real property, nor construct or authorize a public building or structure, in another county or within the corporate limits of a city, if such city or other county has adopted a general plan or part thereof and such general plan or part thereof is applicable thereto, and a city shall not acquire real property for any of the purposes specified in paragraph (a), nor dispose of any real property, nor construct or authorize a public building or structure, in another city or in unincorporated territory, if such other city or the county in which such unincorporated territory is situated has adopted a general plan or part thereof and such general plan or part thereof is applicable thereto, until the location, purpose and extent of such acquisition, disposition, or such public building or structure have been submitted to and reported upon by the planning agency having jurisdiction, as to conformity with said adopted general plan or part thereof. Failure of the planning agency to report within forty (40) days after the matter has been submitted to it shall be conclusively deemed a finding that the proposed acquisition, disposition, or public building or structure is in conformity with said adopted general plan or part thereof. The provisions of this paragraph (b) shall not apply to acquisition or abandonment for street widening or alignment projects of a minor nature if the legislative body having the real property within its boundaries so provides by ordinance or resolution.

(c) A local agency shall not acquire real property for any of the purposes specified in paragraph (a) nor dispose of any real property, nor construct or authorize a public building or structure, in any county or city, if such county or city has adopted a general plan or part thereof and such general plan or part thereof is applicable thereto, until the location, purpose and extent of such acquisition, disposition, or such public building or structure have been submitted to and reported upon by the planning agency having jurisdiction, as to conformity with said adopted general plan or part thereof. Failure of the planning agency to report within forty (40) days after the matter has been submitted to it shall be conclusively deemed a finding that the proposed acquisition, disposition, or public building or structure is in conformity with said adopted general plan or part thereof. If the planning agency disapproves the location, purpose or extent of such acquisition, disposition, or the public building or structure, the disapproval may be overruled by the local agency.

Local agency as used in this paragraph (c) means an agency of the state for the local performance of governmental or proprietary functions within limited boundaries. Local agency does not include the state, or county, or a city.

**From:** [Rachel Jereb](#)  
**To:** [Dianne Johnson](#)  
**Cc:** [Hailey Lang](#); [Janine Rowe](#)  
**Subject:** FW: Bailey Hill Road Abandonment---Caltrans Comments  
**Date:** Tuesday, July 15, 2025 10:45:48 AM  
**Attachments:** [Bailey Hill RW to Send With Comments.pdf](#)

---

Rachel Jereb  
Senior Planner  
806 S. Main Street  
Yreka, CA 96097

---

**From:** Battles, Michael@DOT <Michael.Battles@dot.ca.gov>  
**Sent:** Thursday, June 19, 2025 2:42 PM  
**To:** James V. Phelps <jvphelps@co.siskiyou.ca.us>  
**Cc:** Grah, Kathy M@DOT <kathy.grah@dot.ca.gov>; Clark, Skip@DOT <Skip.Clark@dot.ca.gov>; Babcock, Kelly M@DOT <kelly.babcock@dot.ca.gov>; Rachel Jereb <rjereb@co.siskiyou.ca.us>  
**Subject:** Bailey Hill Road Abandonment---Caltrans Comments

Good afternoon,

Thank you for the opportunity to review and comment on the proposed Abandonment of Bailey Hill Road. Caltrans District 2 would like to offer the following comments:

- There are four drainage systems that are close to the Right of Way line, as shown below. If the State were needing to replace or repair the culverts there is a chance that construction would go outside of the right of way, requiring a temporary construction easement or drainage easement from the adjacent land owner. Obtaining approval for easements from private citizens is always much more time consuming and expensive than applying for an encroachment permit from the County.
- The second concern are the two utility companies (Pacific Power & AT&T) that are within the right of way of the frontage road. Before construction on I-5 the State required the utility companies to move from their original location to the far edge of the right of way, under a Joint Use Agreement (JUA). The location of the JUA would be within the road abandonment by Siskiyou County. The county should reach out to the utility companies in order to perpetuate the rights they had with the JUA. An Easement from the County to the utility companies may be required to move forward with the abandonment, however the State cannot make that decision, that is left up to the utility companies. See the attached maps for locations of the JUA's.
- Lastly, Caltrans maintenance crews are concerned with snow removal off of I-5 during



inclement weather. The State would want to ensure that no gate or other blockage be placed across Lemos Road, which could potentially obstruct snow plowing efforts, or any other maintenance activities that would require travel onto Bailey Hill Road

Once again, thank you for the opportunity to review and comment on the proposed abandonment of Bailey Hill Road. Please feel free to contact me with any questions.

Sincerely,

Mike Battles  
Local Development Review Coordinator  
Caltrans District 2



## Section 7

Mary Ann Mitchell

422 OR. 470  
451 OR. 535

R/W Lines & Recording information  
transferred from Strip Maps (Sis-3-C) &  
Record Maps 2-3-645.32 & 33 (NW. 7/69)

Revised by \_\_\_\_\_  
Date \_\_\_\_\_

Revised by \_\_\_\_\_  
Date \_\_\_\_\_

Revised by \_\_\_\_\_  
Date \_\_\_\_\_

◆ = MONUMENTS ARE SHOWN ON  
MAP RECORDED Mar. 33 '69  
IN BOOK 55 OF R.O.S. Survey  
AT PAGE 130-133

Coordinates, Bearings & Distances Are On  
The California Coordinate System Zone I.  
Coords. Established From U.S.C. & G.S. Stas.




To Obtain Ground Distances. Multiply  
Distances Shown By 1.000044

# R-W RECORD MAP

CALIFORNIA DIVISION OF HIGHWAYS

SCALE : 1"=100'

LEGEND

 ACCESS PROHIBITED  
 SECTION CORNERS NOT FOUND  
 SECTION CORNERS FOUND

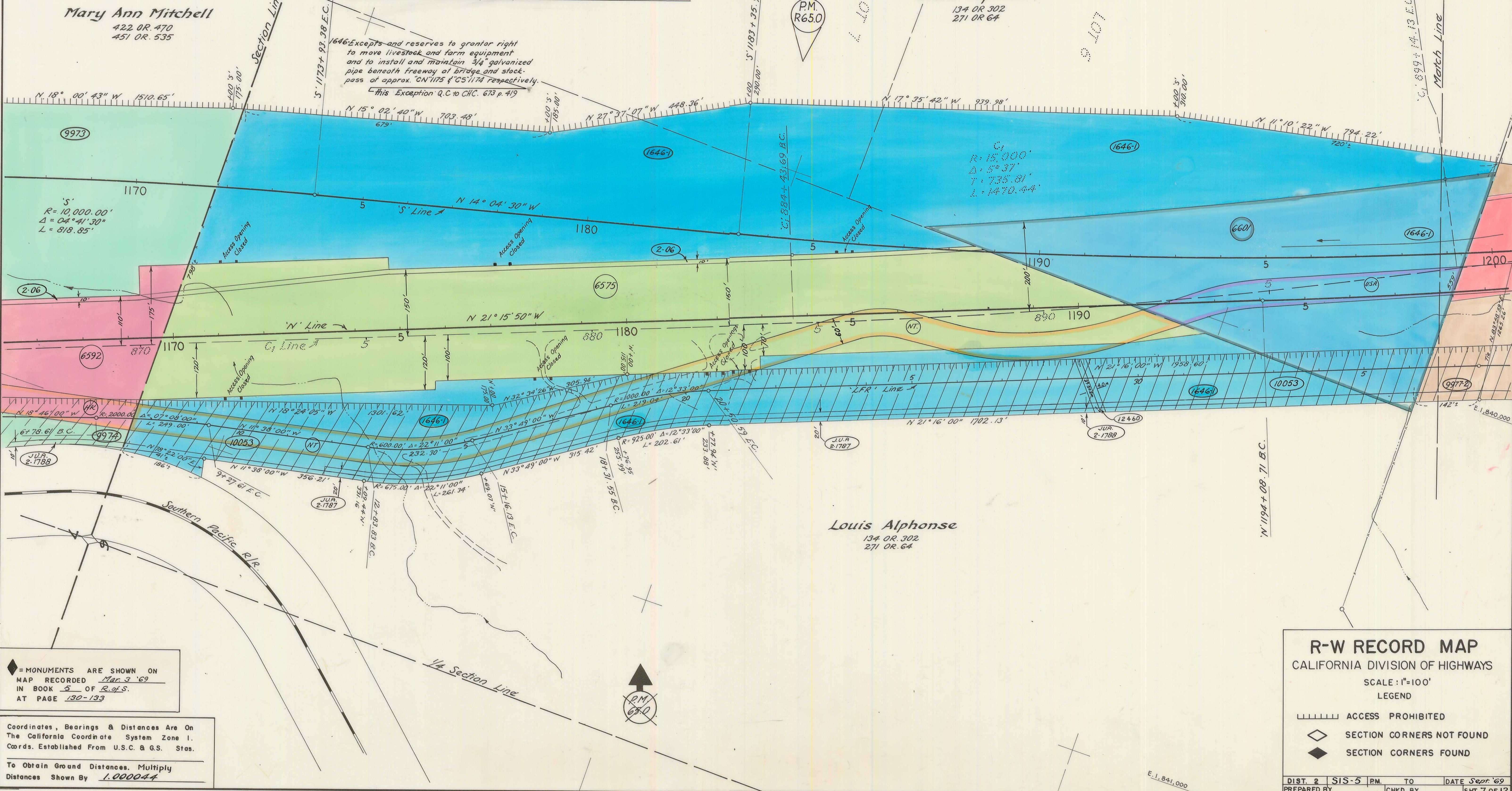
|                            |       |      |          |                |
|----------------------------|-------|------|----------|----------------|
| DIST. 2                    | SIS-5 | P.M. | TO       | DATE Sept. '69 |
| PREPARED BY A. H. Woodford |       |      | CHKD. BY | SHT. 6 OF 12   |



T.47 N., R.6 W., M.D.M.

Section 6

| Parcel | Grantor                    | Inst.             | Rec. Date | Vol. | Pg.               | Ent. by Date | Chk'd. by Date | Parcel           | Grantor                       | Inst.                | Rec. Date    | Vol.                | Pg.    | Ent. by Date | Chk'd. by Date |
|--------|----------------------------|-------------------|-----------|------|-------------------|--------------|----------------|------------------|-------------------------------|----------------------|--------------|---------------------|--------|--------------|----------------|
| H.K.   | Herman C. Kurt             | Ease              | 6-4-15    | 93   | Deeds             | 68           |                | 9973-4           | Mary Ann Mitchell             | Fee & Acc.           | 2-27-70      | 590                 | OR.    | 501          |                |
| N.T.   | Mrs. Nels Thompson         | Ease              | 6-4-15    | 93   | Deeds             | 34           |                | 9972, 9973, 9974 | Fred W. Burton et al.         | Par. Rec. Trust Deed | 2-27-70      | 590                 | OR.    | 498          |                |
| U.S.A. | U.S.A.                     | CHC. Resoln.      |           |      |                   |              |                | 9975, 9976       | JACK PITTS et. ux.            | Q.C.                 | Not Recorded | Signed              | 3-3-70 |              |                |
| 6575   | Louis Alphonse             | Fee & Access      | 7-18-45   | 174  | OR.               | 162          | old 532-1      | 9977-2           | Laurence A. Lemos et. ux.     | Fee & Access         | 6-15-70      | 595                 | O.R.   | 185          |                |
| 6592   | Herman C. Kurt             | Fee & Access      | 7-26-45   | 174  | OR.               | 233          | old 530        | 1646-1           | LOUIS ALPHONSE                | Fee & Access         | 7-29-70      | 597                 | O.R.   | 460          |                |
| 6601   | U.S.A. General Land Office | Cert. of Register | 7-18-45   | 1    | State Hwy. M.D.M. | 28           | old 533        | 2-1788           | CHC. f. P.T. & T. Co.         | J.U.A.               | 8-11-72      | 671                 | OR.    | 878          |                |
| 2-06   | CHC. f. P.T. & T.          | J.U.A.            | 2-2-56    | 362  | OR.               | 552          | old 533        | 2-1787           | CHC. f. P.P. & L. Co.         | J.U.A.               | 8-11-72      | 671                 | OR.    | 869          |                |
|        |                            |                   |           |      |                   |              |                | 1646             | Est. of Louis Alphonse        | Q.C.                 | 9-6-72       | 673                 | OR.    | 419          |                |
|        |                            |                   |           |      |                   |              |                | 10053            | CHC - Siskiyou Co.            | Relinq.              | 1-6-75       | 724                 | OR.    | 652          |                |
|        |                            |                   |           |      |                   |              |                | 12460            | H.C. DeLlerck to Pacific Corp | EASE                 | 5-7-01       | Doc# 2001-050706359 |        |              |                |



MONUMENTS ARE SHOWN ON MAP RECORDED Mar. 3 '69 IN BOOK 5 OF R.O.S. AT PAGE 130-133

Coordinates, Bearings & Distances Are On The California Coordinate System Zone 1. Coords. Established From U.S.C. & G.S. Stas.

To Obtain Ground Distances. Multiply Distances Shown By 1.000044

**R-W RECORD MAP**  
CALIFORNIA DIVISION OF HIGHWAYS  
SCALE: 1"=100'  
LEGEND

- ACCESS PROHIBITED
- SECTION CORNERS NOT FOUND
- SECTION CORNERS FOUND

DIST. 2 SIS-5 PM. TO DATE Sept. '69  
PREPARED BY CHKD. BY SHT. 7 OF 12



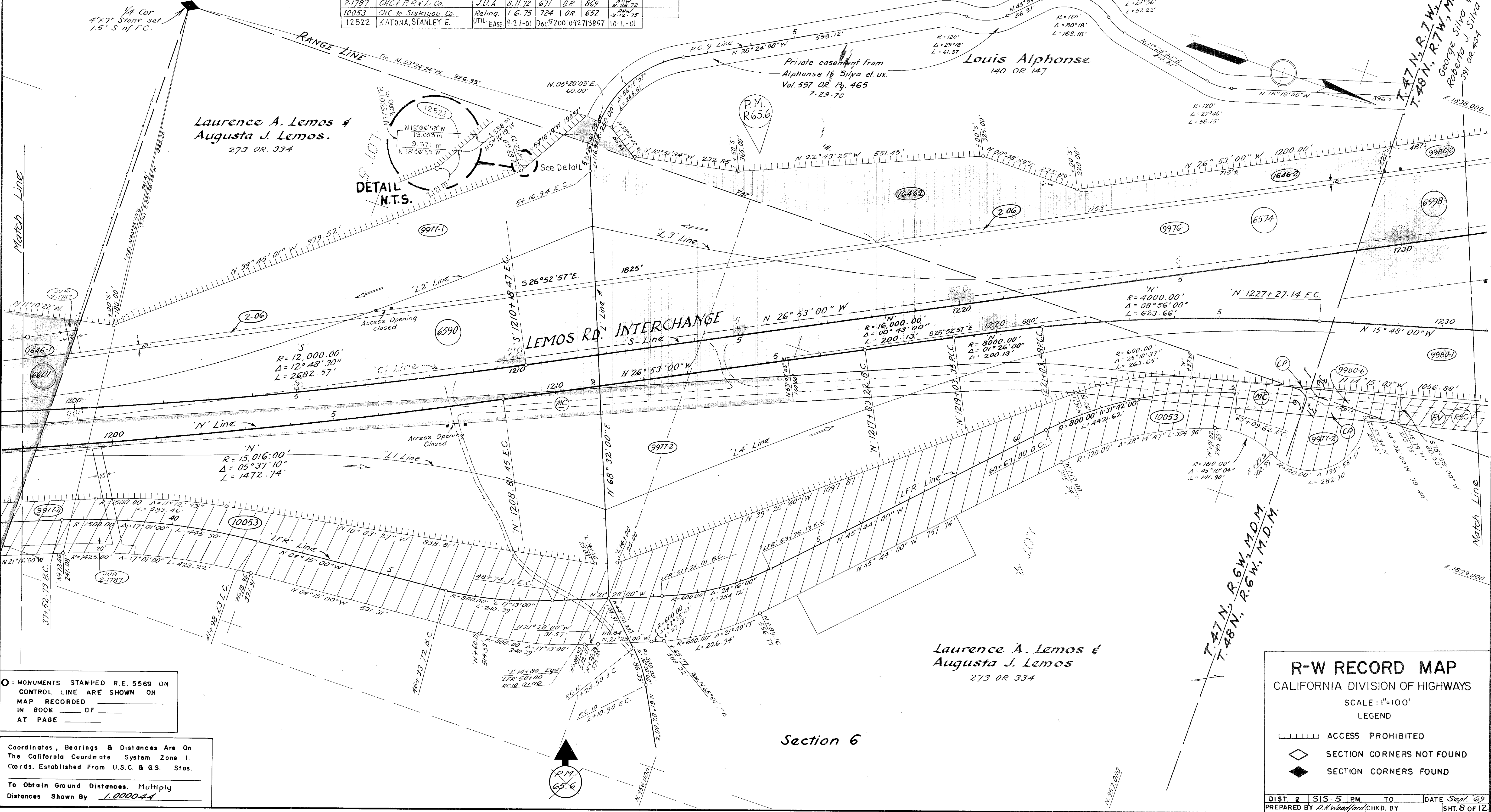
Filed in  
Sis-3-C  
Old Deeds

Reserves right  
to use spring  
Rt 909+50  
R/W Cont.

R/W Lines & Recording Information  
Transferred from Sis-3-C Strip Maps  
& Record Maps B.B.D. 645-34 & 35  
Sept. 69 A.H.W.

| Parcel | Grantor              | Inst.        | Rec. Date | Vol. | Pg.       | Ent. by Date | Chk'd. by Date  | Parcel   | Grantor                  | Inst.        | Rec. Date | Vol.               | Pg.      | Ent. by Date   | Chk'd. by Date  |
|--------|----------------------|--------------|-----------|------|-----------|--------------|-----------------|----------|--------------------------|--------------|-----------|--------------------|----------|----------------|-----------------|
| M.C.   | Manuel Crovello      | Ease.        | 6.4.15    | 93   | Deeds 28  |              |                 | 6598     | CHC. to H. Speegle et ux | D.D.         | 11.18.48  | 234                | OR. 371  | Old 535-1A     | Access Openings |
| C.P.   | Central Pacific R/R  | Ease.        | 5.18.15   | 91   | Deeds 547 |              |                 | 6598     | Corp. of America         | Par. Recon.  | 7.24.45   | 175                | OR. 241  | Old 535-1      |                 |
| F.V.   | Frank Vertel         | Ease.        | 6.4.15    | 93   | Deeds 63  |              |                 | 2-06     | Pacific Tele. Co.        | J.U.A.       | 2.2.56    | 362                | OR. 552  |                |                 |
| 6590   | Rose Henseley et al. | Fee & Access | 7.24.45   | 174  | OR. 213   | Old 534      |                 | 9977-1   | Laurence A. Lemos et ux  | Fee & Access | 6-15-70   | 595                | O.R. 185 | F.M.S. 7-3-70  | R/W 7-16-70     |
| 6574   | Louis Alphonse       | Fee & Access | 7.27.45   | 174  | OR. 253   | Old 532-2    |                 | 9977-2   | Laurence A. Lemos et ux  | Fee & Access | 6-15-70   | 595                | O.R. 185 | F.M.S. 7-3-70  | R/W 7-16-70     |
| 6598   | Homer Speegle et ux  | Fee & Access | 7.24.45   | 174  | OR. 216   | Old 535-1    |                 | 9980-1-5 | George Silva et ux       | Fee & Access | 7-14-70   | 596                | O.R. 678 | F.M.S. 8-14-70 | R/W 8-24-70     |
| 6598   | Homer Speegle et ux  | Waiver       | 11.18.48  | 234  | OR. 366   | Old 535-1A   | Access Openings | 1646-2   | LOUIS ALPHONSE           | Fee & Access | 7-29-70   | 597                | O.R. 460 | F.M.S. 8-20-70 | R/W 8-24-70     |
|        |                      |              |           |      |           |              |                 | 2-1787   | CHC & P.P. & L. Co.      | J.U.A.       | 8.11.72   | 671                | O.R. 869 | 8-20-70        |                 |
|        |                      |              |           |      |           |              |                 | 10053    | CHC. to Siskiyou Co.     | Reling       | 1-6-75    | 724                | OR. 652  | 8-20-75        |                 |
|        |                      |              |           |      |           |              |                 | 12522    | KATONA, STANLEY E.       | UTIL. EASE   | 9-27-01   | Doc# 2001092713857 | 10-11-01 |                |                 |

Remainder of Parcel  
is landlocked  
Includes App. Par. 9978  
Includes App. Par. 9981, 9982 & 9983  
Includes App. Par. 9975 & 9976  
See sheet 03/522.007 for exceptions





**DEPARTMENT OF FORESTRY AND FIRE PROTECTION**

1809 Fairlane Road  
P.O. Box 128  
Yreka, CA 96097  
(530) 842-3516  
Website: [www.fire.ca.gov](http://www.fire.ca.gov)



6/17/2025

Siskiyou County Department of Public  
Health and Community Development  
806 South Main Street  
Yreka, CA 96097-3321

Attention: Dianne Johnson,

Subject: DeClerk Road Abandonment (RP-24-02)

The California Department of Forestry and Fire Protection has the following Public Resources Code 4290 requirements for the above referenced project (reference Calif. Code of Regulations Title 14, Division 1.5, Chapter 7, Article 5, Subchapter 2, SRA Fire Safe Regulations):

It is our recommendation that the bridge located at the southern end of Bailey Hill Road become the responsibility of APN 040-070-080 to maintain and follow the Highway Transportation Officials Standard Specifications for Highway Bridges, 17th Edition, published 2002 (known as AASHTO HB-17), **§ SRA Fire Safe Regulations Article 2 Ingress and Egress 1273.07. Road and Driveway Structures.**

Assigning responsibility of the bridge to a specific parcel would ensure that any future owner have responsibility to maintain the bridge to the standards required for emergency access.

**SEE THE ATTACHED "4290 CHECKLIST" FOR SPECIFIC CODE REQUIREMENTS**

The California Department of Forestry and Fire Protection requires that Public Resources Code 4290 requirements must be met during any future building, construction and development applications.

If you have any questions, please me at 530-598-2676.

Heather Tharp

Forestry Technician  
Prevention

For: Greg Roath  
Siskiyou Unit Chief

# State Minimum Fire Safe Regulations

## Board of Forestry and Fire Protection



FOR INFORMATIONAL USE ONLY

View the official California Code of Regulations online at  
[govt.westlaw.com/calregs](http://govt.westlaw.com/calregs)

As of April 1, 2023

California Code of Regulations

Title 14 Natural Resources

Division 1.5 Department of Forestry

Chapter 7 - Fire Protection

Subchapter 2 State Minimum Fire Safe Regulations

Articles 1-5

## Contents

|   |    |
|---|----|
| Article 1 Administration.....                                     | 3  |
| § 1270.00. Title .....  | 3  |
| § 1270.01. Definitions.....                                       | 3  |
| § 1270.02. Purpose .....  | 5  |
| § 1270.03. Scope .....  | 5  |
| § 1270.04. Provisions for Application of these Regulations .....  | 6  |
| § 1270.05. Local Regulations .....                                | 6  |
| § 1270.06. Inspections.....                                       | 6  |
| § 1270.07. Exceptions to Standards .....                          | 7  |
| § 1270.08. Distance Measurements.....                             | 7  |
| Article 2 Ingress and Egress .....                                | 8  |
| § 1273.00. Intent .....   | 8  |
| § 1273.01. Width. ....  | 8  |
| § 1273.02. Road Surface .....                                     | 8  |
| § 1273.03. Grades.....  | 8  |
| § 1273.04. Radius .....   | 8  |
| § 1273.05. Turnarounds .....                                      | 8  |
| § 1273.06. Turnouts.....  | 9  |
| § 1273.07. Road and Driveway Structures .....                     | 9  |
| § 1273.08. Dead-end Roads.....                                    | 10 |
| § 1273.09. Gate Entrances .....                                   | 10 |
| Article 3 Signing and Building Numbering .....                    | 11 |
| § 1274.00. Intent .....   | 11 |
| § 1274.01. Road Signs.....  | 11 |
| § 1274.02. Road Sign Installation, Location, and Visibility. .... | 11 |
| § 1274.03. Addresses for Buildings. ....                          | 11 |
| § 1274.04. Address Installation, Location, and Visibility. ....   | 11 |
| Article 4 Emergency Water Standards.....                          | 12 |
| § 1275.00. Intent .....   | 12 |
| § 1275.01. Application.....                                       | 12 |
| § 1275.02. Water Supply. ....                                     | 12 |
| § 1275.03. Hydrants and Fire Valves. ....                         | 12 |
| Article 5 Building Siting, Setbacks, and Fuel Modification.....   | 13 |
| § 1276.00 Intent .....  | 13 |
| § 1276.01. Building and Parcel Siting and Setbacks .....          | 13 |
| § 1276.02. Ridgelines.....  | 14 |
| § 1276.03. Fuel Breaks.....                                       | 14 |
| § 1276.04 Greenbelts, Greenways, Open Spaces and Parks .....      | 15 |
| § 1276.05 Disposal of Flammable Vegetation and Fuels.....         | 15 |

## Article 1 Administration

### § 1270.00. Title

Subchapter 2 shall be known as the “State Minimum Fire Safe Regulations,” and shall constitute the minimum Wildfire protection standards of the California Board of Forestry and Fire Protection.

### § 1270.01. Definitions

The following definitions are applicable to Subchapter 2.

- (a) Agriculture: Land used for agricultural purposes as defined in a Local Jurisdiction's zoning ordinances.
- (b) Board: California Board of Forestry and Fire Protection.
- (c) Building: Any Structure used or intended for supporting or sheltering any use or Occupancy, except those classified as Utility and Miscellaneous Group U.
- (d) CAL FIRE: California Department of Forestry and Fire Protection.
- (e) Dead-end Road: A Road that has only one point of vehicular ingress/egress, including cul-de-sacs and Roads that loop back on themselves
- (f) Defensible Space: The area within the perimeter of a parcel, Development, neighborhood or community where basic wildland fire protection practices and measures are implemented, providing the key point of defense from an approaching Wildfire or defense against encroaching Wildfires or escaping Structure fires. The perimeter as used in this regulation is the area encompassing the parcel or parcels proposed for construction and/or Development, excluding the physical Structure itself. The area is characterized by the establishment and maintenance of emergency vehicle access, emergency water reserves, Road names and Building identification, and fuel modification measures.
- (g) Development: As defined in section 66418.1 of the California Government Code.
- (h) Director: Director of the Department of Forestry and Fire Protection or their designee.
- (i) Driveway: A vehicular pathway that serves no more than four (4) Residential Units and any number of non-commercial or non-industrial Utility or Miscellaneous Group U Buildings on each parcel. A Driveway shall not serve commercial or industrial uses at any size or scale.
- (j) Exception: An alternative to the specified standard requested by the applicant that may be necessary due to health, safety, environmental conditions, physical site limitations or other limiting conditions, such as recorded historical sites, that provides mitigation of the problem.
- (k) Fire Apparatus: A vehicle designed to be used under emergency conditions to transport personnel and equipment or to support emergency response, including but not limited to the suppression of fires.
- (l) Fire Authority: A fire department, agency, division, district, or other governmental body responsible for regulating and/or enforcing minimum fire safety standards in the Local Jurisdiction.
- (m) Fire Hydrant: A valved connection on a water supply or storage system for the purpose of providing water for fire protection and suppression operations.
- (n) Fuel Break: A strategically located area where the volume and arrangement of vegetation has been managed to limit fire intensity, fire severity, rate of spread, crown fire potential, and/or ember production.
- (o) Greenbelts: open space, parks, wildlands, other areas, or a combination thereof, as designated by Local Jurisdictions, which are in, surround, or are adjacent to a city or urbanized area, that may function as Fuel Breaks and where Building construction is restricted or prohibited.
- (p) Greenways: Linear open spaces or corridors that link parks and neighborhoods within a community through natural or manmade trails and paths.



UNOFFICIAL COPY

- (q) Hammerhead/T: A “T” shaped, three-point Turnaround space for Fire Apparatus on a Road or Driveway, being no narrower than the Road or Driveway that serves it.
- (r) Hazardous Land Use: A land use that presents a significantly elevated potential for the ignition, prolonged duration, or increased intensity of a Wildfire due to the presence of flammable materials, liquids, or gasses, or other features that initiate or sustain combustion. Such uses are determined by the Local Jurisdiction and may include, but are not limited to, power-generation and distribution facilities; wood processing or storage sites; flammable gas or liquids processing or storage sites; or shooting ranges.
- (s) Local Jurisdiction: Any county, city/county agency or department, or any locally authorized district that approves or has the authority to regulate Development.
- (t) Municipal-Type Water System: A system having water pipes servicing Fire Hydrants and designed to furnish, over and above domestic consumption, a minimum of 250 gpm (950 L/min) at 20 psi (138 kPa) residual pressure for a two (2) hour duration.
- (u) Occupancy: The purpose for which a Building, or part thereof, is used or intended to be used.
- (v) One-way Road: A Road that provides a minimum of one Traffic Lane width designed for traffic flow in one direction only.
- (w) Residential Unit: Any Building or portion thereof which contains living facilities including provisions for sleeping, eating, cooking and/or sanitation, for one or more persons. Manufactured homes, mobile homes, and factory-built housing are considered Residential Units.
- (x) Ridgeline: The line of intersection of two opposing slope aspects running parallel to the long axis of the highest elevation of land; or an area of higher ground separating two adjacent streams or watersheds.
- (y) Road: A public or private vehicular pathway to more than four (4) Residential Units, or to any industrial or commercial Occupancy.
- (z) Road or Driveway Structures: Bridges, culverts, and other appurtenant Structures which supplement the Traffic Lane or Shoulders.
- (aa) Same Practical Effect: As used in this subchapter, means an Exception or alternative with the capability of applying accepted wildland fire suppression strategies and tactics, and provisions for fire fighter safety, including:
- (1) access for emergency wildland fire equipment,
  - (2) safe civilian evacuation,
  - (3) signing that avoids delays in emergency equipment response,
  - (4) available and accessible water to effectively attack Wildfire or defend a Structure from Wildfire, and
  - (5) fuel modification sufficient for civilian and fire fighter safety.
- (bb) Shoulder: A vehicular pathway adjacent to the Traffic Lane.
- (cc) State Responsibility Area (SRA): As defined in Public Resources Code sections 4126-4127; and the California Code of Regulations, title 14, division 1.5, chapter 7, article 1, sections 1220-1220.5.
- (dd) Strategic Ridgeline: a Ridgeline identified pursuant to § 1276.02(a) that may support fire suppression activities or where the preservation of the Ridgeline as an Undeveloped Ridgeline would reduce fire risk and improve fire protection.
- (ee) Structure: That which is built or constructed or any piece of work artificially built up or composed of parts joined together in some definite manner.
- (ff) Traffic Lane: The portion of a Road or Driveway that provides a single line of vehicle travel.
- (gg) Turnaround: An area which allows for a safe opposite change of direction for Fire Apparatus at the end of a Road or Driveway.
- (hh) Turnout: A widening in a Road or Driveway to allow vehicles to pass.

- (ii) Undeveloped Ridgeline: A Ridgeline with no Buildings.
- (jj) Utility and Miscellaneous Group U: A Structure of an accessory character or a miscellaneous Structure not classified in any specific Occupancy permitted, constructed, equipped, and maintained to conform to the requirements of Title 24, California Building Standards Code.
- (kk) Vertical Clearance: The minimum specified height of a bridge, overhead projection, or vegetation clearance above the Road or Driveway.
- (ll) Vertical Curve: A curve at a high or low point of a Road that provides a gradual transition between two Road grades or slopes.
- (mm) Very High Fire Hazard Severity Zone (VHFHSZ): As defined in Government Code section 51177(i).
- (nn) Wildfire: Has the same meaning as “forest fire” in Public Resources Code Section 4103.

## § 1270.02. Purpose

- (a) Subchapter 2 has been prepared and adopted for the purpose of establishing state minimum Wildfire protection standards in conjunction with Building, construction, and Development in the State Responsibility Area (SRA) and, after July 1, 2021, the Very High Fire Hazard Severity Zones, as defined in Government Code § 51177(i) (VHFHSZ).
- (b) The future design and construction of Structures, subdivisions and Developments in the SRA and, after July 1, 2021, the VHFHSZ shall provide for basic emergency access and perimeter Wildfire protection measures as specified in the following articles.
- (c) These standards shall provide for emergency access; signing and Building numbering; private water supply reserves for emergency fire use; vegetation modification, Fuel Breaks, Greenbelts, and measures to preserve Undeveloped Ridgelines. Subchapter 2 specifies the minimums for such measures.

## § 1270.03. Scope

- (a) Subchapter 2 shall apply to:
  - (1) the perimeters and access to all residential, commercial, and industrial Building construction within the SRA approved after January 1, 1991, and those approved after July 1, 2021 within the VHFHSZ, except as set forth below in subsection (b).
  - (2) the siting of newly installed commercial modulars, manufactured homes, mobilehomes, and factory-built housing, as defined in Health and Safety Code sections 18001.8, 18007, 18008, and 19971;
  - (3) all tentative and parcel maps or other Developments approved after January 1, 1991; and
  - (4) applications for Building permits on a parcel approved in a pre-1991 parcel or tentative map to the extent that conditions relating to the perimeters and access to the Buildings were not imposed as part of the approval of the parcel or tentative map.
- (b) Subchapter 2 does not apply where an application for a Building permit is filed after January 1, 1991 for Building construction on a parcel that was formed from a parcel map or tentative map (if the final map for the tentative map is approved within the time prescribed by the local ordinance) approved prior to January 1, 1991, to the extent that conditions relating to the perimeters and access to the Buildings were imposed by the parcel map or final tentative map approved prior to January 1, 1991.
- (c) Affected activities include, but are not limited to:
  - (1) permitting or approval of new parcels, excluding lot line adjustments as specified in Government Code (GC) section 66412(d);
  - (2) application for a Building permit for new construction not relating to an existing Structure;

- (3) application for a use permit;
- (4) Road construction including construction of a Road that does not currently exist, or extension of an existing Road.
- (d) The standards in Subchapter 2 applicable to Roads shall not apply to Roads used solely for Agriculture; mining; or the management of timberland or harvesting of forest products.

#### § 1270.04. Provisions for Application of these Regulations

This Subchapter shall be applied as follows:

- (a) the Local Jurisdictions shall provide the Director of the California Department of Forestry and Fire Protection (CAL FIRE) or their designee with notice of applications for Building permits, tentative parcel maps, tentative maps, and installation or use permits for construction or Development within the SRA, or if after July, 1 2021, the VHFHSZ.
- (b) the Director or their designee may review and make fire protection recommendations on applicable construction or development permits or maps provided by the Local Jurisdiction.
- (c) the Local Jurisdiction shall ensure that the applicable sections of this Subchapter become a condition of approval of any applicable construction or Development permit or map.

#### § 1270.05. Local Regulations

- (a) Subchapter 2 shall serve as the minimum Wildfire protection standards applied in SRA and VHFHSZ. However, Subchapter 2 does not supersede local regulations which equal or exceed the standards of this Subchapter.
- (b) A local regulation equals or exceeds a minimum standard of this Subchapter only if, at a minimum, the local regulation also fully complies with the corresponding minimum standard in this Subchapter.
- (c) A Local Jurisdiction shall not apply exemptions to Subchapter 2 that are not enumerated in Subchapter 2. Exceptions requested and approved in conformance with § 1270.07 (Exceptions to Standards) may be granted on a case-by-case basis.
- (d) Notwithstanding a local regulation that equals or exceeds the State Minimum Fire Safe Regulations, Building construction shall comply with the State Minimum Fire Safe Regulations.

#### § 1270.06. Inspections

Inspections shall conform to the following requirements:

- (a) Inspections in the SRA shall be made by:
  - (1) the Director, or
  - (2) Local Jurisdictions that have assumed state fire protection responsibility on SRA lands, or
  - (3) Local Jurisdictions where the inspection duties have been formally delegated by the Director to the Local Jurisdictions, pursuant to subsection (b).
- (b) The Director may delegate inspection authority to a Local Jurisdiction subject to all of the following criteria:
  - (1) The Local Jurisdiction represents that they have appropriate resources to perform the delegated inspection authority.
  - (2) The Local Jurisdiction acknowledges that CAL FIRE's authority under subsection (d) shall not be waived or restricted.
  - (3) The Local Jurisdiction consents to the delegation of inspection authority.
  - (4) The Director may revoke the delegation at any time.
  - (5) The delegation of inspection authority, and any subsequent revocation of the delegation, shall be documented in writing, and retained on file at the CAL FIRE Unit headquarters that administers SRA fire protection in the area.
- (c) Inspections in the VHFHSZ shall be made by the Local Jurisdiction.

## UNOFFICIAL COPY

- (d) Nothing in this section abrogates CAL FIRE's authority to inspect and enforce state forest and fire laws in the SRA even when the inspection duties have been delegated pursuant to this section.
- (e) Reports of violations within the SRA shall be provided to the CAL FIRE Unit headquarters that administers SRA fire protection in the Local Jurisdiction.
- (f) When inspections are conducted, they shall occur prior to: the issuance of the use permit or certificate of Occupancy; the recordation of the parcel map or final map; the filing of a notice of completion; or the final inspection of any project or Building permit.

### § 1270.07. Exceptions to Standards

- (a) Upon request by the applicant, an Exception to standards within this Subchapter may be allowed by the Inspection entity in accordance with 14 CCR § 1270.06 (Inspections) where the Exceptions provide the Same Practical Effect as these regulations towards providing Defensible Space. Exceptions granted by the Local Jurisdiction listed in 14 CCR § 1270.06, shall be made on a case-by-case basis only. Exceptions granted by the Local Jurisdiction listed in 14 CCR § 1270.06 shall be forwarded to the appropriate CAL FIRE unit headquarters that administers SRA fire protection in that Local Jurisdiction, or the county in which the Local Jurisdiction is located and shall be retained on file at the Unit Office.
- (b) Requests for an Exception shall be made in writing to the Local Jurisdiction listed in 14 CCR § 1270.06 by the applicant or the applicant's authorized representative. At a minimum, the request shall state the specific section(s) for which an Exception is requested; material facts supporting the contention of the applicant; the details of the Exception proposed; and a map showing the proposed location and siting of the Exception. Local Jurisdictions listed in § 1270.06 (Inspections) may establish additional procedures or requirements for Exception requests.
- (c) Where an Exception is not granted by the inspection entity, the applicant may appeal such denial to the Local Jurisdiction. The Local Jurisdiction may establish or utilize an appeal process consistent with existing local building or planning department appeal processes.
- (d) Before the Local Jurisdiction makes a determination on an appeal, the inspector shall be consulted and shall provide to that Local Jurisdiction documentation outlining the effects of the requested Exception on Wildfire protection.
- (e) If an appeal is granted, the Local Jurisdiction shall make findings that the decision meets the intent of providing Defensible Space consistent with these regulations. Such findings shall include a statement of reasons for the decision. A written copy of these findings shall be provided to the CAL FIRE Unit headquarters that administers SRA fire protection in that Local Jurisdiction.

### § 1270.08. Distance Measurements

All specified or referenced distances are measured along the ground, unless otherwise stated.

## Article 2 Ingress and Egress

### § 1273.00. Intent

Roads, and Driveways, whether public or private, unless exempted under 14 CCR § 1270.03(d), shall provide for safe access for emergency Wildfire equipment and civilian evacuation concurrently, and shall provide unobstructed traffic circulation during a Wildfire emergency consistent with 14 CCR §§ 1273.00 through 1273.09.

### § 1273.01. Width.

(a) All roads shall be constructed to provide a minimum of two ten (10) foot traffic lanes, not including shoulder and striping. These traffic lanes shall provide for two-way traffic flow to support emergency vehicle and civilian egress, unless other standards are provided in this article or additional requirements are mandated by Local Jurisdictions or local subdivision requirements. Vertical clearances shall conform to the requirements in California Vehicle Code section 35250.

(b) All One-way Roads shall be constructed to provide a minimum of one twelve (12) foot traffic lane, not including Shoulders. The Local Jurisdiction may approve One-way Roads.

(1) All one-way roads shall, at both ends, connect to a road with two traffic lanes providing for travel in different directions, and shall provide access to an area currently zoned for no more than ten (10) Residential Units.

(2) In no case shall a One-way Road exceed 2,640 feet in length. A turnout shall be placed and constructed at approximately the midpoint of each One-way Road.

(c) All driveways shall be constructed to provide a minimum of one (1) ten (10) foot traffic lane, fourteen (14) feet unobstructed horizontal clearance, and unobstructed vertical clearance of thirteen feet, six inches (13' 6").

### § 1273.02. Road Surface

(a) Roads shall be designed and maintained to support the imposed load of Fire Apparatus weighing at least 75,000 pounds, and provide an aggregate base.

(b) Road and Driveway Structures shall be designed and maintained to support at least 40,000 pounds.

(c) Project proponent shall provide engineering specifications to support design, if requested by the Local Jurisdiction.

### § 1273.03. Grades

(a) At no point shall the grade for all Roads and Driveways exceed 16 percent.

(b) The grade may exceed 16%, not to exceed 20%, with approval from the Local Jurisdiction and with mitigations to provide for Same Practical Effect.

### § 1273.04. Radius

(a) No Road or Road Structure shall have a horizontal inside radius of curvature of less than fifty (50) feet. An additional surface width of four (4) feet shall be added to curves of 50-100 feet radius; two (2) feet to those from 100-200 feet.

(b) The length of vertical curves in Roadways, exclusive of gutters, ditches, and drainage structures designed to hold or divert water, shall be not less than one hundred (100) feet.

### § 1273.05. Turnarounds

(a) Turnarounds are required on Driveways and Dead-end Roads.



(b) The minimum turning radius for a turnaround shall be forty (40) feet, not including parking, in accordance with the figures in 14 CCR §§ 1273.05(e) and 1273.05(f). If a hammerhead/T is used instead, the top of the “T” shall be a minimum of sixty (60) feet in length.

(c) Driveways exceeding 150 feet in length, but less than 800 feet in length, shall provide a turnout near the midpoint of the Driveway. Where the driveway exceeds 800 feet, turnouts shall be provided no more than 400 feet apart.

(d) A turnaround shall be provided on Driveways over 300 feet in length and shall be within fifty (50) feet of the building.

(d) Each Dead-end Road shall have a turnaround constructed at its terminus. Where parcels are zoned five (5) acres or larger, turnarounds shall be provided at a maximum of 1,320 foot intervals.

(e) Figure A. Turnarounds on roads with two ten-foot traffic lanes.

Figure A/Image 1 on the left is a visual representation of paragraph (b).

(f) Figure B. Turnarounds on driveways with one ten-foot traffic lane.

Figure B/Image 2 on the right is a visual representation of paragraph (b).

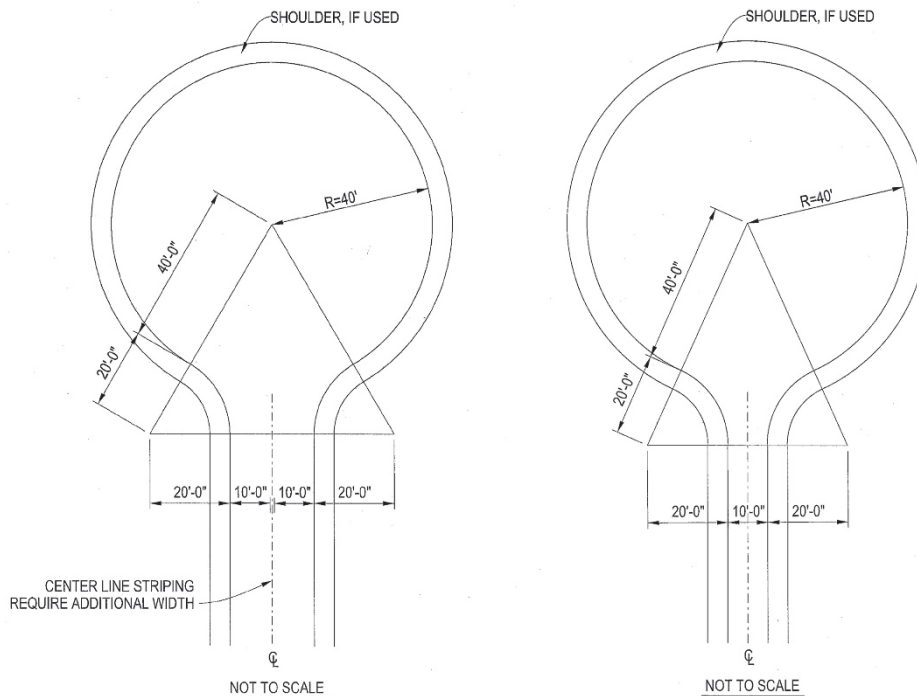


FIGURE FOR 14 CCR § 1273.05. TURNAROUND EXAMPLES

## § 1273.06. Turnouts

Turnouts shall be a minimum of twelve (12) feet wide and thirty (30) feet long with a minimum twenty-five (25) foot taper on each end.

## § 1273.07. Road and Driveway Structures

(a) Appropriate signing, including but not limited to weight or vertical clearance limitations, One-way Road or single traffic lane conditions, shall reflect the capability of each bridge.

(b) Where a bridge or an elevated surface is part of a Fire Apparatus access road, the bridge shall be constructed and maintained in accordance with the American Association of State and

## UNOFFICIAL COPY

Highway Transportation Officials Standard Specifications for Highway Bridges, 17th Edition, published 2002 (known as AASHTO HB-17), hereby incorporated by reference. Bridges and elevated surfaces shall be designed for a live load sufficient to carry the imposed loads of fire apparatus. Vehicle load limits shall be posted at both entrances to bridges when required by the local authority having jurisdiction.

(c) Where elevated surfaces designed for emergency vehicle use are adjacent to surfaces which are not designed for such use, barriers, or signs, or both, as approved by the local authority having jurisdiction, shall be installed and maintained.

(d) A bridge with only one traffic lane may be authorized by the Local Jurisdiction; however, it shall provide for unobstructed visibility from one end to the other and turnouts at both ends.

### § 1273.08. Dead-end Roads

(a) The maximum length of a Dead-end Road, including all Dead-end Roads accessed from that Dead-end Road, shall not exceed the following cumulative lengths, regardless of the number of parcels served:

parcels zoned for less than one acre - 800 feet

parcels zoned for 1 acre to 4.99 acres - 1,320 feet

parcels zoned for 5 acres to 19.99 acres - 2,640 feet

parcels zoned for 20 acres or larger - 5,280 feet

All lengths shall be measured from the edge of the Road surface at the intersection that begins the Road to the end of the Road surface at its farthest point. Where a dead-end road crosses areas of differing zoned parcel sizes requiring different length limits, the shortest allowable length shall apply.

(b) See 14 CCR § 1273.05 for dead-end road turnaround requirements.

### § 1273.09. Gate Entrances

(a) Gate entrances shall be at least two (2) feet wider than the width of the traffic lane(s) serving that gate and a minimum width of fourteen (14) feet unobstructed horizontal clearance and unobstructed vertical clearance of thirteen feet, six inches (13' 6").

(b) All gates providing access from a Road to a Driveway shall be located at least thirty (30) feet from the roadway and shall open to allow a vehicle to stop without obstructing traffic on that Road.

(c) Where a One-way Road with a single traffic lane provides access to a gated entrance, a forty (40) foot turning radius shall be used.

(d) Security gates shall not be installed without approval. Where security gates are installed, they shall have an approved means of emergency operation. Approval shall be by the local authority having jurisdiction. The security gates and the emergency operation shall be maintained operational at all times.

## Article 3 Signing and Building Numbering

### § 1274.00. Intent

To facilitate locating a fire and to avoid delays in response, all newly constructed or approved Roads and Buildings shall be designated by names or numbers posted on signs clearly visible and legible from the Road. This section shall not restrict the size of letters or numbers appearing on road signs for other purposes.

### § 1274.01. Road Signs.

(a) Newly constructed or approved Roads must be identified by a name or number through a consistent system that provides for sequenced or patterned numbering and/or non-duplicative naming within each Local Jurisdiction. This section does not require any entity to rename or renumber existing roads, nor shall a Road providing access only to a single commercial or industrial Occupancy require naming or numbering.

(b) The size of letters, numbers, and symbols for Road signs shall be a minimum four (4) inch letter height, half inch (.5) inch stroke, reflectorized, contrasting with the background color of the sign.

### § 1274.02. Road Sign Installation, Location, and Visibility.

(a) Road signs shall be visible and legible from both directions of vehicle travel for a distance of at least one hundred (100) feet.

(b) Signs required by this article identifying intersecting Roads shall be placed at the intersection of those Roads.

(c) A sign identifying traffic access or flow limitations, including but not limited to weight or vertical clearance limitations, dead-end roads, one-way roads, or single lane conditions, shall be placed:

(1) at the intersection preceding the traffic access limitation, and

(2) no more than one hundred (100) feet before such traffic access limitation.

(d) Road signs required by this article shall be posted at the beginning of construction and shall be maintained thereafter.

### § 1274.03. Addresses for Buildings.

(a) All Buildings shall be issued an address by the Local Jurisdiction which conforms to that jurisdiction's overall address system. Utility and miscellaneous Group U Buildings are not required to have a separate address; however, each Residential Unit within a Building shall be separately identified.

(b) The size of letters, numbers, and symbols for addresses shall conform to the standards in the California Fire Code, California Code of Regulations title 24, part 9.

(c) Addresses for residential Buildings shall be reflectorized.

### § 1274.04. Address Installation, Location, and Visibility.

(a) All buildings shall have a permanently posted address which shall be plainly legible and visible from the Road fronting the property.

(b) Where access is by means of a private Road and the address identification cannot be viewed from the public way, an unobstructed sign or other means shall be used so that the address is visible from the public way.

(c) Address signs along one-way Roads shall be visible from both directions.

(d) Where multiple addresses are required at a single driveway, they shall be mounted on a single sign or post.

(e) Where a Road provides access solely to a single commercial or industrial business, the address sign shall be placed at the nearest Road intersection providing access to that site, or otherwise posted to provide for unobstructed visibility from that intersection.

(f) In all cases, the address shall be posted at the beginning of construction and shall be maintained thereafter.

## **Article 4 Emergency Water Standards**

### **§ 1275.00. Intent**

Emergency water for Wildfire protection shall be available, accessible, and maintained in quantities and locations specified in the statute and these regulations in order to attack a Wildfire or defend property from a Wildfire.

### **§ 1275.01. Application**

The provisions of this article shall apply in the tentative and parcel map process when new parcels are approved by the Local Jurisdiction.

### **§ 1275.02. Water Supply.**

(a) When a water supply for structure defense is required to be installed, such protection shall be installed and made serviceable prior to and during the time of construction except when alternative methods of protection are provided and approved by the Local Jurisdiction.

(b) Water systems equaling or exceeding the California Fire Code, California Code of Regulations title 24, part 9, or, where a municipal-type water supply is unavailable, National Fire Protection Association (NFPA) 1142, "Standard on Water Supplies for Suburban and Rural Fire Fighting," 2017 Edition, hereby incorporated by reference, shall be accepted as meeting the requirements of this article.

(c) Such emergency water may be provided in a fire agency mobile water tender, or naturally occurring or man made containment structure, as long as the specified quantity is immediately available.

(d) Nothing in this article prohibits the combined storage of emergency Wildfire and structural firefighting water supplies unless so prohibited by local ordinance or specified by the local fire agency.

(e) Where freeze or crash protection is required by Local Jurisdictions, such protection measures shall be provided.

### **§ 1275.03. Hydrants and Fire Valves.**

(a) The hydrant or fire valve shall be eighteen (18) inches above the finished surface. Its location in relation to the road or driveway and to the building(s) or structure(s) it serves shall comply with California Fire Code, California Code of Regulations title 24, part 9, Chapter 5, and Appendix C.

(b) The hydrant head shall be a two and half (2 1/2) inch National Hose male thread with cap for pressure and gravity flow systems and four and a half (4 1/2) inch for draft systems.

(c) Hydrants shall be wet or dry barrel and have suitable freeze or crash protection as required by the local jurisdiction.

### **§ 1275.04. Signing of Water Sources.**

(a) Each hydrant, fire valve, or access to water shall be identified as follows:

- (1) if located along a driveway, a reflectorized blue marker, with a minimum dimension of three (3) inches shall be located on the driveway address sign and mounted on a fire retardant post, or
- (2) if located along a road,

- (i) a reflectorized blue marker, with a minimum dimension of three (3) inches, shall be mounted on a fire retardant post. The sign post shall be within three (3) feet of said hydrant or fire valve, with the sign no less than three (3) feet nor greater than five (5) feet above ground, in a horizontal position and visible from the driveway, or
- (ii) as specified in the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988.

#### § 1275.04. Signing of Water Sources.

- (a) Each Fire Hydrant or access to water shall be identified as follows:
  - (1) if located along a Driveway, a reflectorized blue marker, with a minimum dimension of three (3) inches shall be located on the Driveway address sign and mounted on a fire retardant post, or
  - (2) if located along a Road,
    - (i) a reflectorized blue marker, with a minimum dimension of three (3) inches, shall be mounted on a fire retardant post. The sign post shall be within three (3) feet of said Fire Hydrant with the sign no less than three (3) feet nor greater than five (5) feet above ground, in a horizontal position and visible from the Driveway, or
    - (ii) as specified in the State Fire Marshal's Guidelines for Fire Hydrant Markings Along State Highways and Freeways, May 1988.

### **Article 5 Building Siting, Setbacks, and Fuel Modification**

#### § 1276.00 Intent

To reduce the intensity of a Wildfire, reducing the volume and density of flammable vegetation around Development through strategic fuel modification, parcel siting and Building setbacks, and the protection of Undeveloped Ridgelines shall provide for increased safety for emergency fire equipment, including evacuating civilians, and a point of attack or defense from a Wildfire.

#### § 1276.01. Building and Parcel Siting and Setbacks

- (a) All parcels shall provide a minimum thirty (30) foot setback for all Buildings from all property lines and/or the center of a Road, except as provided for in subsection (b).
- (b) A reduction in the minimum setback shall be based upon practical reasons, which may include but are not limited to, parcel dimensions or size, topographic limitations, Development density requirements or other Development patterns that promote low-carbon emission outcomes; sensitive habitat; or other site constraints, and shall provide for an alternative method to reduce Structure-to-Structure ignition by incorporating features such as, but not limited to:
  - (1) non-combustible block walls or fences; or
  - (2) non-combustible material extending five (5) feet horizontally from the furthest extent of the Building; or
  - (3) hardscape landscaping; or
  - (4) a reduction of exposed windows on the side of the Structure with a less than thirty (30) foot setback; or
  - (5) the most protective requirements in the California Building Code, California Code of Regulations Title 24, Part 2, Chapter 7A, as required by the Local Jurisdiction.



## § 1276.02. Ridgelines

(a) The Local Jurisdiction shall identify Strategic Ridgelines, if any, to reduce fire risk and improve fire protection through an assessment of the following factors:

- (1) Topography;
- (2) Vegetation;
- (3) Proximity to any existing or proposed residential, commercial, or industrial land uses;
- (4) Construction where mass grading may significantly alter the topography resulting in the elimination of Ridgeline fire risks;
- (5) Ability to support effective fire suppression; and
- (6) Other factors, if any, deemed relevant by the Local Jurisdiction.

(b) Preservation of Undeveloped Ridgelines identified as strategically important shall be required pursuant to this section.

(c) New Buildings on Undeveloped Ridgelines identified as strategically important are prohibited, as described in subsections (c)(1), (c)(2), and (c)(3).

(1) New Residential Units are prohibited within or at the top of drainages or other topographic features common to Ridgelines that act as chimneys to funnel convective heat from Wildfires.

(2) Nothing in this subsection shall be construed to alter the extent to which utility infrastructure, including but not limited to wireless telecommunications facilities, as defined in Government Code section 65850.6, subdivision (d)(2), or Storage Group S or Utility and Miscellaneous Group U Structures, may be constructed on Undeveloped Ridgelines.

(3) Local Jurisdictions may approve Buildings on Strategic Ridgelines where Development activities such as mass grading will significantly alter the topography that results in the elimination of Ridgeline fire risks.

(d) The Local Jurisdiction may implement further specific requirements to preserve Undeveloped Ridgelines.

## § 1276.03. Fuel Breaks

(a) When Building construction meets the following criteria, the Local Jurisdiction shall determine the need and location for Fuel Breaks in consultation with the Fire Authority:

- (1) the permitting or approval of three (3) or more new parcels, excluding lot line adjustments as specified in Government Code (GC) section 66412(d); or
- (2) an application for a change of zoning increasing zoning intensity or density; or
- (3) an application for a change in use permit increasing use intensity or density.

(b) Fuel Breaks required by the Local Jurisdiction, in consultation with the Fire Authority, shall be located, designed, and maintained in a condition that reduces the potential of damaging radiant and convective heat or ember exposure to Access routes, Buildings, or infrastructure within the Development.

(c) Fuel Breaks shall have, at a minimum, one point of entry for fire fighters and any Fire Apparatus. The specific number of entry points and entry requirements shall be determined by the Local Jurisdiction, in consultation with the Fire Authority.

(d) Fuel Breaks may be required at locations such as, but not limited to:

- (1) Directly adjacent to defensible space as defined by 14 CCR § 1299.02 to reduce radiant and convective heat exposure, ember impacts, or support fire suppression tactics;
- (2) Directly adjacent to Roads to manage radiant and convective heat exposure or ember impacts, increase evacuation safety, or support fire suppression tactics;
- (3) Directly adjacent to a Hazardous Land Use to limit the spread of fire from such uses, reduce radiant and convective heat exposure, or support fire suppression tactics;

UNOFFICIAL COPY

(4) Strategically located along Ridgelines, in Greenbelts, or other locations to reduce radiant and convective heat exposure, ember impacts, or support community level fire suppression tactics.

(e) Fuel Breaks shall be completed prior to the commencement of any permitted construction.

(f) Fuel Breaks shall be constructed using the most ecologically and site appropriate treatment option, such as, but not limited to, prescribed burning, manual treatment, mechanical treatment, prescribed herbivory, and targeted ground application of herbicides.

(g) Where a Local Jurisdiction requires Fuel Breaks, maintenance mechanisms shall be established to ensure the fire behavior objectives and thresholds are maintained over time.

(h) The mechanisms required shall be binding upon the property for which the Fuel Break is established, shall ensure adequate maintenance levels, and may include written legal agreements; permanent fees, taxes, or assessments; assessments through a homeowners' association; or other funding mechanisms.

#### § 1276.04 Greenbelts, Greenways, Open Spaces and Parks

(a) Where a Greenbelt, Greenway, open space, park, landscaped or natural area, or portions thereof, is intended to serve as a Fuel Break, the space or relevant portion thereof shall conform with the requirements in § 1276.03 (Fuel Breaks).

#### § 1276.05 Disposal of Flammable Vegetation and Fuels

The disposal, including burning or removal to a site approved by the Local Jurisdiction, in consultation with the Fire Authority, of flammable vegetation and fuels caused by site construction, Road, and Driveway construction shall be in accordance with all applicable laws and regulations.

\*\*\*

FOR INFORMATIONAL USE ONLY

View the official California Code of Regulations online at  
[govt.westlaw.com/calregs](http://govt.westlaw.com/calregs)

**From:** [Dianne Johnson](#)  
**To:** [Hailey Lang](#); [Rick Dean](#); [Rachel Jereb](#); [James V. Phelps](#)  
**Subject:** FW: [EXTERNAL] BAILEY HILL ROAD ABANDONMENT RA-24-02 15 DAY REVIEW  
**Date:** Wednesday, June 4, 2025 7:45:32 AM  
**Attachments:** [RA2402\\_15\\_Day\\_Review.pdf](#)

---

**From:** Fristoe, Daniellia <daniellia.fristoe@cpuc.ca.gov>  
**Sent:** Tuesday, June 3, 2025 5:47 PM  
**To:** Dianne Johnson <dmjohnson@co.siskiyou.ca.us>  
**Subject:** FW: [EXTERNAL] BAILEY HILL ROAD ABANDONMENT RA-24-02 15 DAY REVIEW

Ms. Johnson,

My name is Daniellia Fristoe with California Public Utilities Commission. I received the attached information for the Bailey Hill Road abandonment project in Siskiyou County and have a few questions.

From the information provided, the area of Bailey Hill Road to be abandoned ends right at an at-grade, single track, what looks like a passive railroad crossing on the southern end. As stated in the document, all easements will be honored. Can you please let me know what the plans are for this particular railroad crossing? Are there plans to close the railroad crossing? Also, will any other railroad crossing be impacted by this abandonment? All information that you may have regarding the crossing is helpful.



Thanks,

Daniellia Fristoe  
Utilities Engineer  
Rail Crossings & Engineering Branch - Rail Safety Division  
California Public Utilities Commission  
300 Capitol Mall, Suite 400, Sacramento, CA 95814  
[daniellia.fristoe@cpuc.ca.gov](mailto:daniellia.fristoe@cpuc.ca.gov)  
(916) 217-6829

---

**From:** Dianne Johnson <[dmjohnson@co.siskiyou.ca.us](mailto:dmjohnson@co.siskiyou.ca.us)>  
**Sent:** Wednesday, May 28, 2025 11:39 AM  
**To:** Boyl, Heather@CALFIRE <[heather.boyl@fire.ca.gov](mailto:heather.boyl@fire.ca.gov)>; Rivera, Liliana@CALFIRE <[liliana.rivera@fire.ca.gov](mailto:liliana.rivera@fire.ca.gov)>; Grah, Kathy M@DOT <[kathy.grah@dot.ca.gov](mailto:kathy.grah@dot.ca.gov)>; [Dawn.smith@pacificorp.com](mailto:Dawn.smith@pacificorp.com); [john.bullion@gwrr.com](mailto:john.bullion@gwrr.com); [steven.ostrander@gwrr.com](mailto:steven.ostrander@gwrr.com); [corp-cs@gwrr.com](mailto:corp-cs@gwrr.com); [natalie.gillam@chp.ca.gov](mailto:natalie.gillam@chp.ca.gov); Bond, Matthew <[Matthew.Bond@cpuc.ca.gov](mailto:Matthew.Bond@cpuc.ca.gov)>; Arnett, Bree C. <[bree.arnett@cpuc.ca.gov](mailto:bree.arnett@cpuc.ca.gov)>; Craig Kay <[ckay@co.siskiyou.ca.us](mailto:ckay@co.siskiyou.ca.us)>; Darin Weeks <[dweeks@co.siskiyou.ca.us](mailto:dweeks@co.siskiyou.ca.us)>; Eric Olson <[eolson@co.siskiyou.ca.us](mailto:eolson@co.siskiyou.ca.us)>; Jeff Clausen <[jclausen@co.siskiyou.ca.us](mailto:jclausen@co.siskiyou.ca.us)>; Jennifer Taylor <[jtaylor@co.siskiyou.ca.us](mailto:jtaylor@co.siskiyou.ca.us)>; Jeremy Lipke <[jlipke@co.siskiyou.ca.us](mailto:jlipke@co.siskiyou.ca.us)>; Monique George <[mgeorge@co.siskiyou.ca.us](mailto:mgeorge@co.siskiyou.ca.us)>; Terry E. Smith <[tesmith@co.siskiyou.ca.us](mailto:tesmith@co.siskiyou.ca.us)>; Thomas Deany <[tdeany@co.siskiyou.ca.us](mailto:tdeany@co.siskiyou.ca.us)>  
**Cc:** Hailey Lang <[hlang@co.siskiyou.ca.us](mailto:hlang@co.siskiyou.ca.us)>; [declerckent@snowcrest.net](mailto:declerckent@snowcrest.net); James V. Phelps <[jvphelps@co.siskiyou.ca.us](mailto:jvphelps@co.siskiyou.ca.us)>  
**Subject:** [EXTERNAL] BAILEY HILL ROAD ABANDONMENT RA-24-02 15 DAY REVIEW

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

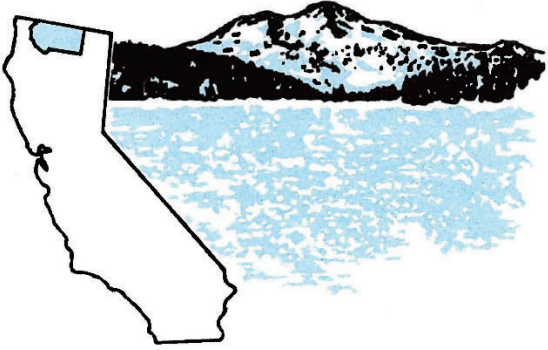
Good morning,

Please find the attached 15 day review for the Bailey Hill Road abandonment project, application number RA-24-02.

Should you require further information or have any questions, please feel free to contact me.

Thank you

*Dianne Johnson*  
Planning Permit Technician  
Siskiyou County Community Development  
806 S. Main Street, Yreka, CA 96097  
530-841-2148



*Siskiyou County*

## DEPARTMENT OF PUBLIC WORKS

1312 FAIRLANE ROAD, SUITE 3  
YREKA, CALIFORNIA 96097  
PHONE: (530) 842-8250  
FAX (530) 842-8288

**Thomas Deany**  
Director

### **MEMO**

#### **FOR BAILEY HILL ROAD VACATION**

1. The investigation for the Bailey Hill Road vacation was commenced after receiving a request from Mr. Steve DeClerck for the County to vacate Bailey Hill Road in its entirety and Jefferson Road from the Hilt Overcrossing South.
  2. The investigation of the Jefferson Road Vacation revealed that Jefferson Road is owned by Caltrans and the County has a Road Maintenance Agreement. As a result, the investigation was curtailed, and the Landowner notified.
  3. The investigation of Bailey Road found that the road was owned in fee by the County and was accepted by Resolution Number 196, Book 6 on February 25, 1975. Paragraph four (4) of said resolution describes the portion requested for vacation by Mr. Declerck.
  4. Bailey Hill Road consists of 1.28 miles of paved roadway; the pavement is in fair to poor condition. There is one (1) bridge (BR #09K8-CTRANS #2C040) on the roadway. The Bridge was built in 1915 and is in poor condition (See Attached Photo).
  5. The vacation of county highways is generally governed by the "Public Streets, Highways, and Service Easements Vacation Law" as found in Section 8300 of the California Streets and Highways Code.
  6. The Board may require a fee from the petitioner in order to defray the expenses of investigations, mailings, publications, and postings required by law to carry out the vacation.
  7. To effect vacation this will require, but not be limited to: a thorough right of way investigation of approximately twenty-one (21) acres, a field review, notification, by letter to all public utilities and entities affected by the proposed vacation, an appraisal of the value of said land, a current Title Report, approval by the Planning Commission, public hearing notice, and preparation of a Resolution of Abandonment.
- Once the above is accomplished along with any additional requirements, the land affected could be purchased by the petitioner, deeds prepared, and the necessary title work performed.



Very truly yours,

Siskiyou County Department of Public Works

Terry E. Smith P.E.  
Senior Engineer  
tesmith@co.siskiyou.ca.us