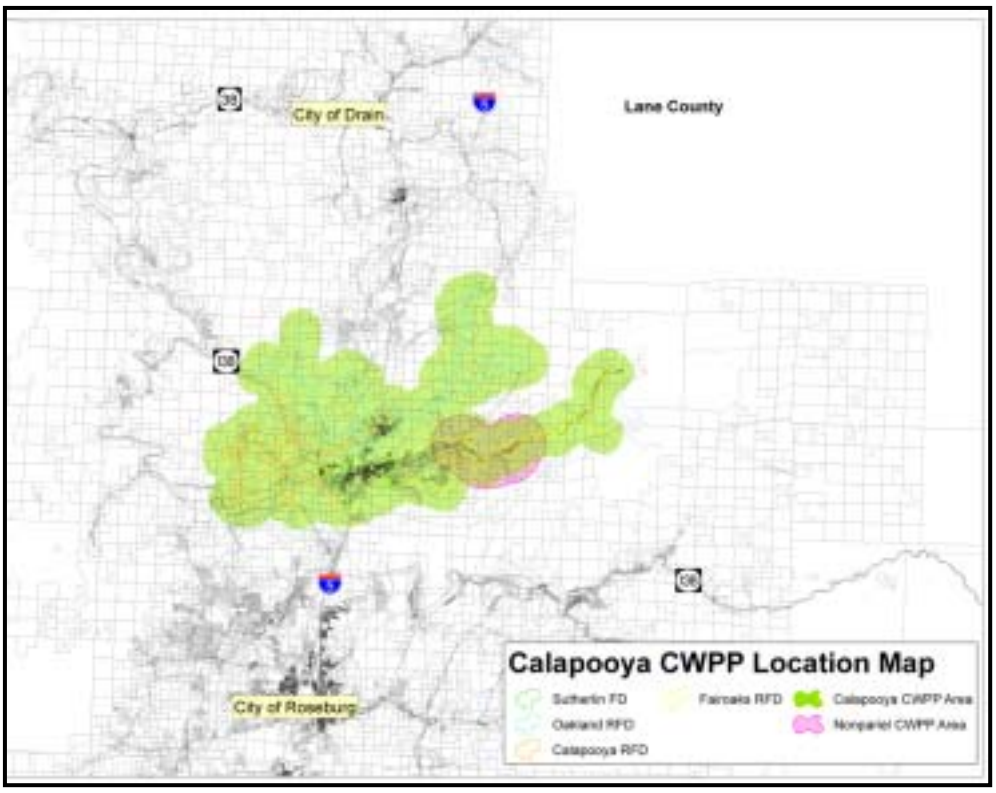
Community Wildfire Protection Plans: **Calapooya CWPP Area**

COMMUNITY PROFILE:



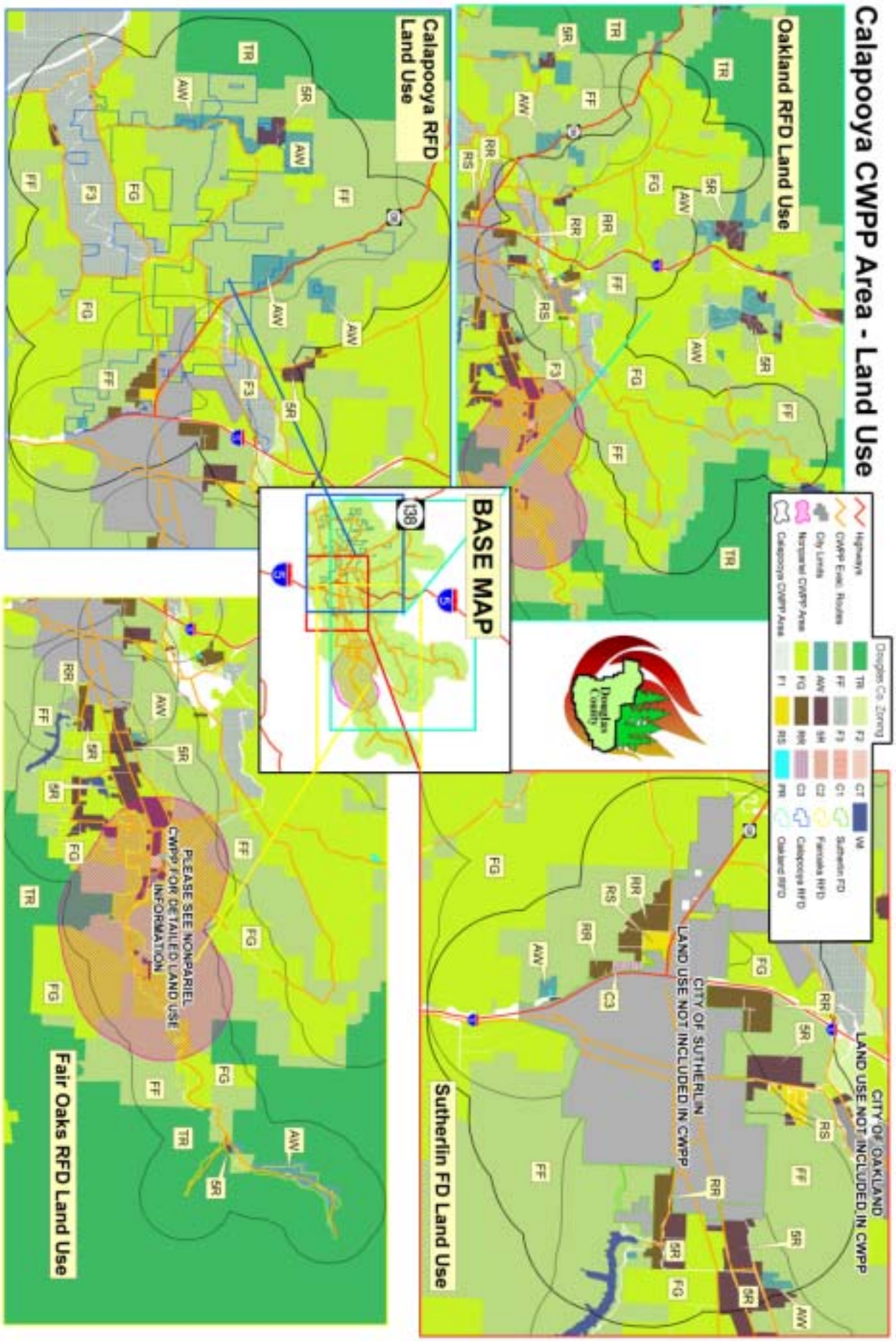
Location
The Calapooya CWPP area is located along interstate 5 between Exits 135 and 138. The CWPP Area extends west on Highway 138, where in overlaps with the Elkton/Scottsburg/ Kellogg CWPP area and Eastward on Ft. Mckay Road towards Umpqua, where it meets the Central County West CWPP Area. The Calapooya CWPP Area extends east through the City of Sutherlin, along the length of Nonpareil Road and engulfs the Nonpareil CWPP Area. The CWPP Area also extends northeast through the City of Oakland, up Driver Valley and Elkhead Roads. The extent of the CWPP area contains the Rural Fire District Boundaries of the Sutherlin, Oakland and Calapooya Rural Fire Districts, buffered one mile.

Population
The approximate population of the Calapooya CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 11,600 people.

Housing/Land Use
Using the Douglas County Planning Department's addressing plats, there are approximately 5,629 addressed structures within the Calapooya CWPP area. The majority of these are homes, but there are also commercial and Industrial structures.

The Calapooya CWPP area has zoning designations of RR (Rural Residential 2), RS (Suburban Residential) and 5R (Rural Residential 5) and AW (Agriculture and Woodlot) along areas near the City limits of Oakland and Sutherlin, including the Union Gap Rural Community; these areas along with the Cities contain the majority of addressed structures in the CWPP area. Surrounding the residential and AW properties, parcels are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), F3 (Exclusive Farm Use Cropland) and FF (Farm Forest). The Cities of Oakland and Sutherlin City Limits falls within the Oakland and Sutherlin Fire District Boundaries, however the city zoning information was not included in this analysis. The Nonpareil CWPP Plan has further information on land use in the Nonpareil CWPP Area.

CALAPOOYA CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP



Transportation
Roads: Transportation to and from the Calapooya CWPP area is handled primarily via Interstate 5, which Leading West, connects to State Highway 138 and Fort McKay Road at exit 136. The CWPP Area is connected to I-5 via Nonpareil Road to the east. From I-5 Oakland Exit 138, The CWPP Area extends eastward along Driver Valley Road, and Elkhead Road.

Critical Infrastructure

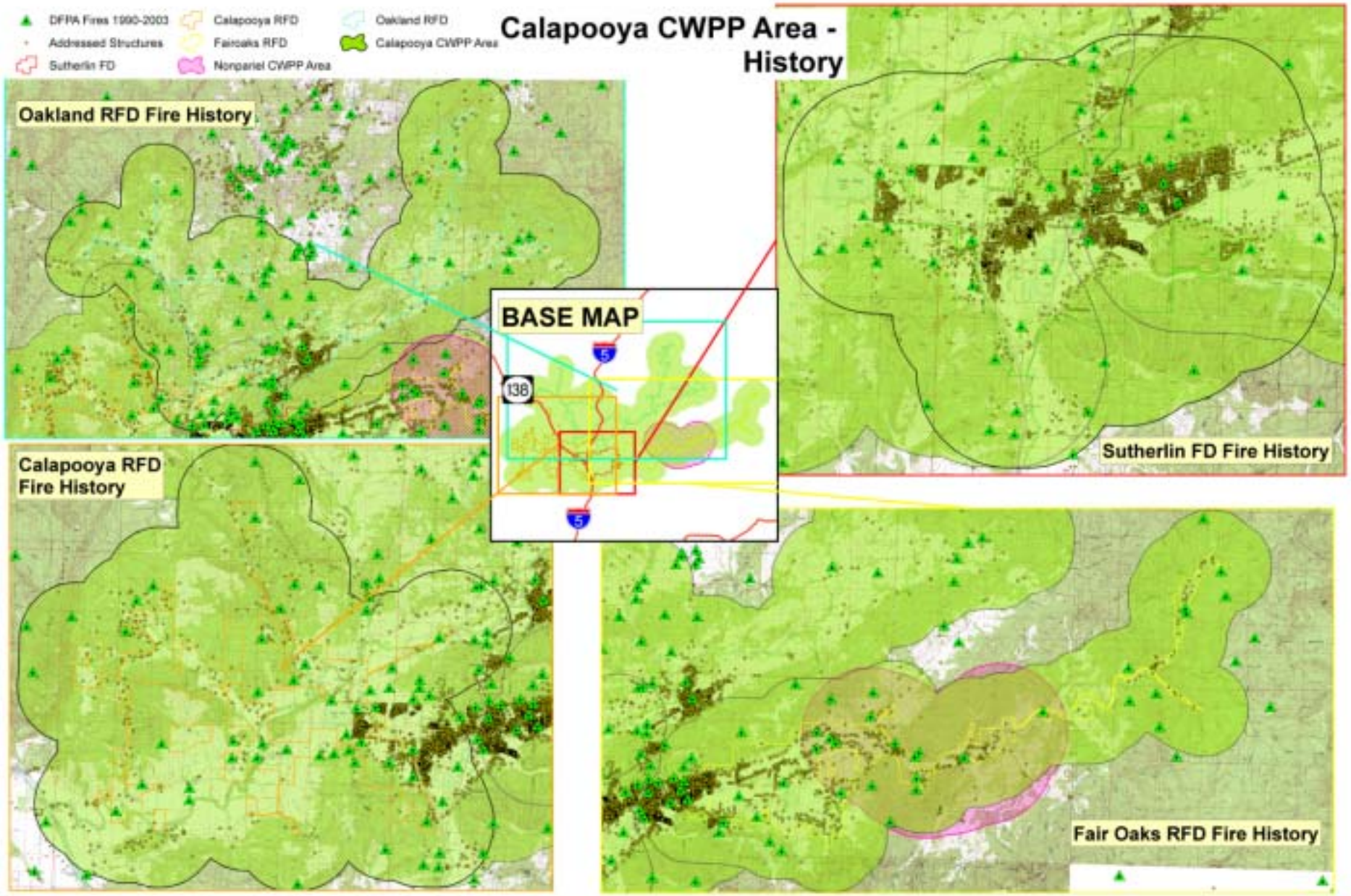
Unique critical infrastructure to the Calapooya CWPP area includes:

- Plat I and Cooper Creek Reservoirs and Municipal Water Supply Watersheds

Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines/Substations
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as a economic route in or out of the communities)

WILDFIRE RISK ASSESSMENT- History
Map on next page indicates fire history from 1990 through 2003 for the Calapooya CWPP area taken from Douglas Forest Protective Association Data.


DFPA Fires 1990-2003
Addressed Structures
Sutherlin FD
Calapooya RFD
Faircaks RFD
Nonpariel CWPP Area
Oakland RFD
Calapooya CWPP Area
Calapooya CWPP Area - History
Oakland RFD Fire History
BASE MAP
5
138
5
Sutherlin FD Fire History
Calapooya RFD Fire History
Fair Oaks RFD Fire History

Emergency Equipment and Staffing Inventory
As shown on the maps, the Fair Oaks Rural Fire District (RFD), Oakland RFD, Calapooya RFD and the Sutherlin FD serve the Calapooya CWPP area. Equipment and staffing inventory for each of the districts is as follows:

FAIR OAKS RURAL FIRE DISTRICT:
- 22 Firefighters
- 3 Type 2 Class A Structural engines
- 1 Type 2 Water tender
- 3 Type 6 Wildland engines
- 1 Rescue-Salvage

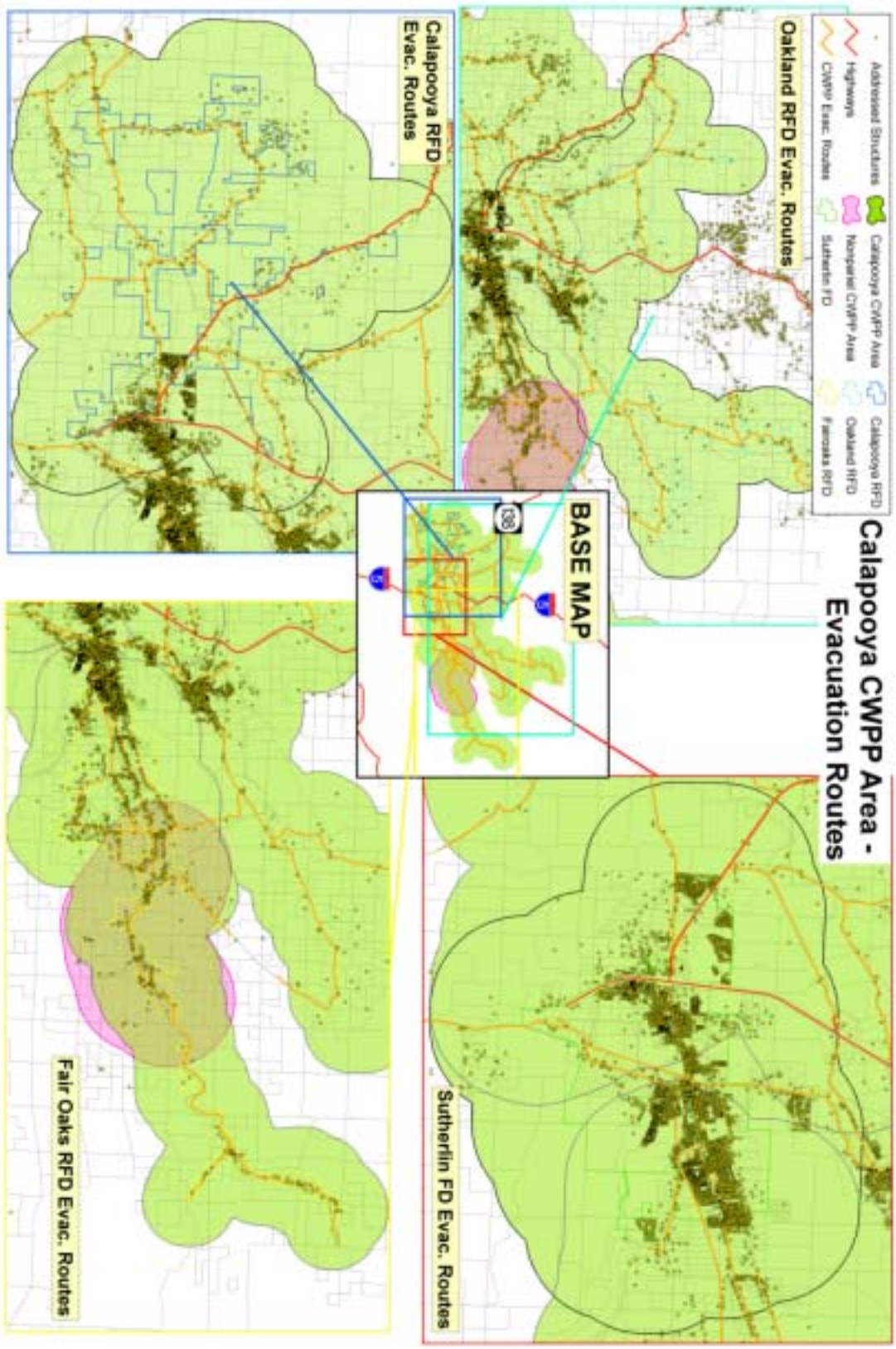
OAKLAND RURAL FIRE DISTRICT:
- 18 Firefighters
- 2 Type 1 Class A Structural engines
- 1 Type 2 Water tender
- 3 Type 6 Wildland engines

SUTHERLIN FIRE DISTRICT / CALAPOOYA RURAL FIRE DISTRICT
- 40 Firefighters
- 4 Type 1 Class A Structural engines
- 1 Type 2 Water tender
- 3 Type 6 Wildland engines
- 3 ALS Ambulances

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter. Wildland Fire Protection is provided by the Douglas Forest Protective Associations and supported by mutual aid agreements by neighboring fire districts, U.S. Forest Service, and Oregon Department of Forestry Districts.

Evacuation Routes

In the event of a wildfire, the community would utilize the main evacuation routes of State Highway 138 eastward or westward, Nonpareil Road, Driver Valley, Fort McKay and other main roads, which feed towards the Interstate or State Highway 138, are also evacuation routes. Secondary evacuation routes are roads and streets leading from home sites to the primary evacuation routes.



Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

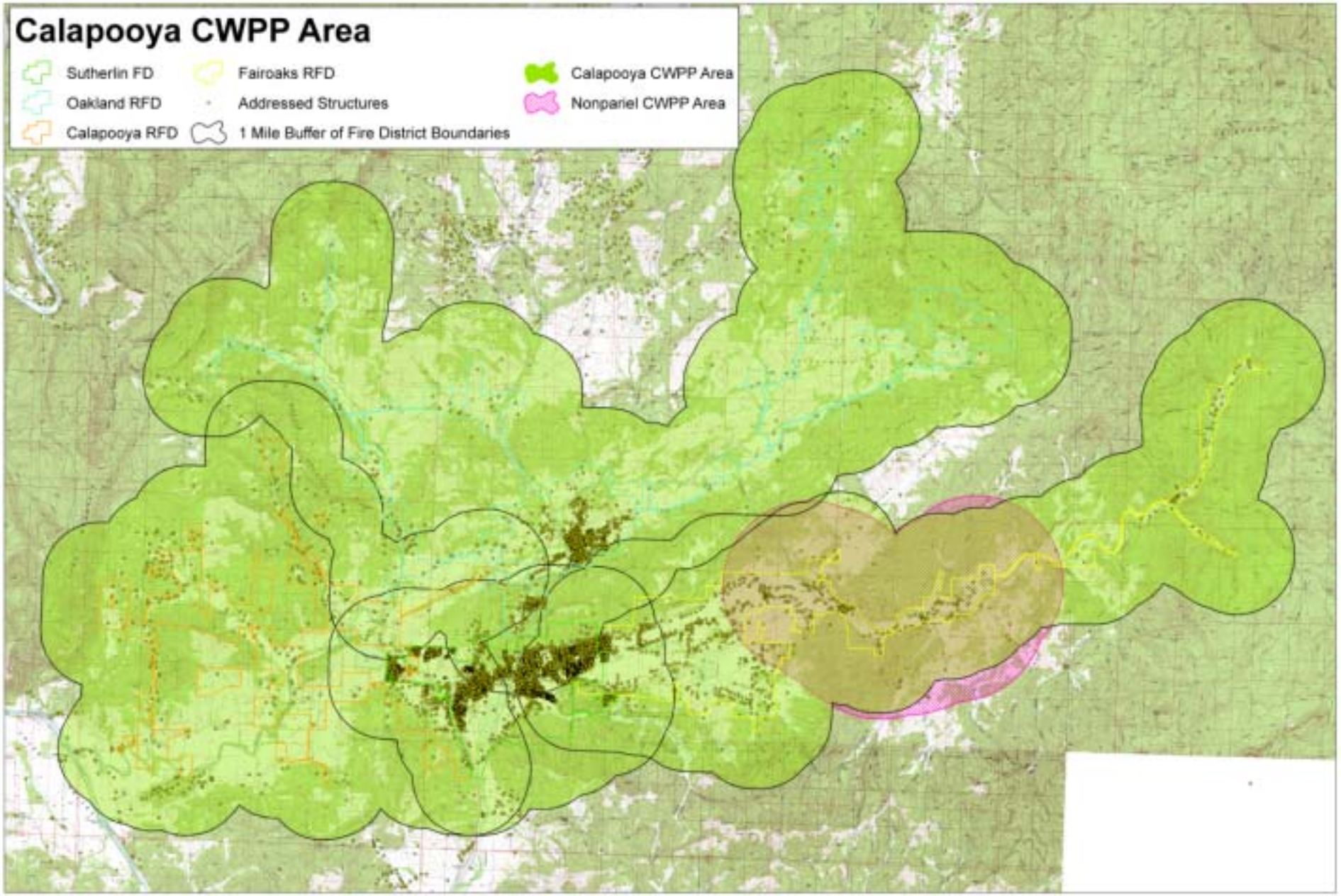
In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team.

While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE


Calapooya CWPP Area
Sutherlin FD
Oakland RFD
Calapooya RFD
Fairoaks RFD
Addressed Structures
1 Mile Buffer of Fire District Boundaries
Calapooya CWPP Area
Nonpariel CWPP Area

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from homes and structures and critical infrastructure areas- concentrated along the evacuation routes, and alongside roads to home sites leading to evacuation routes. Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling.

Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

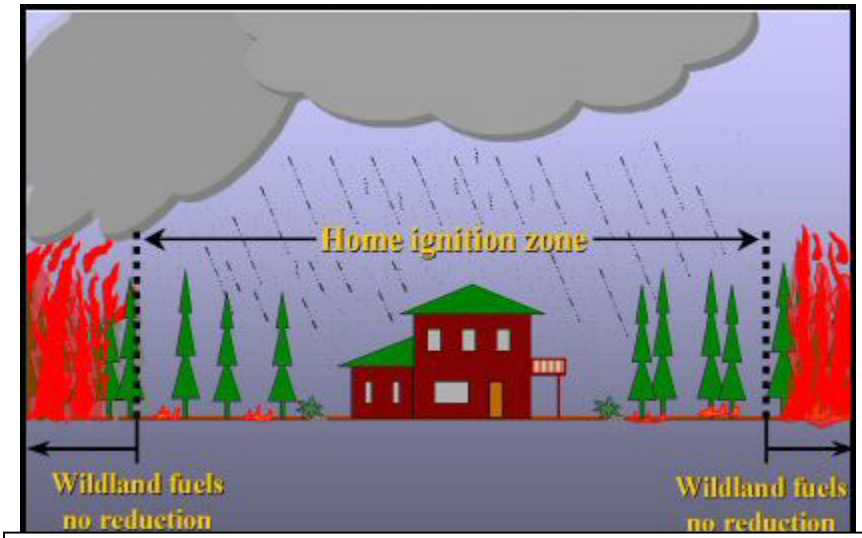


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes

- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

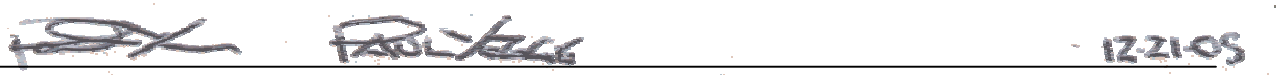
Education

Promote existing education and outreach programs (an example would be the Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:



Chief, Fair Oaks Rural Fire District — Date

Bill Stearns 12/21/05

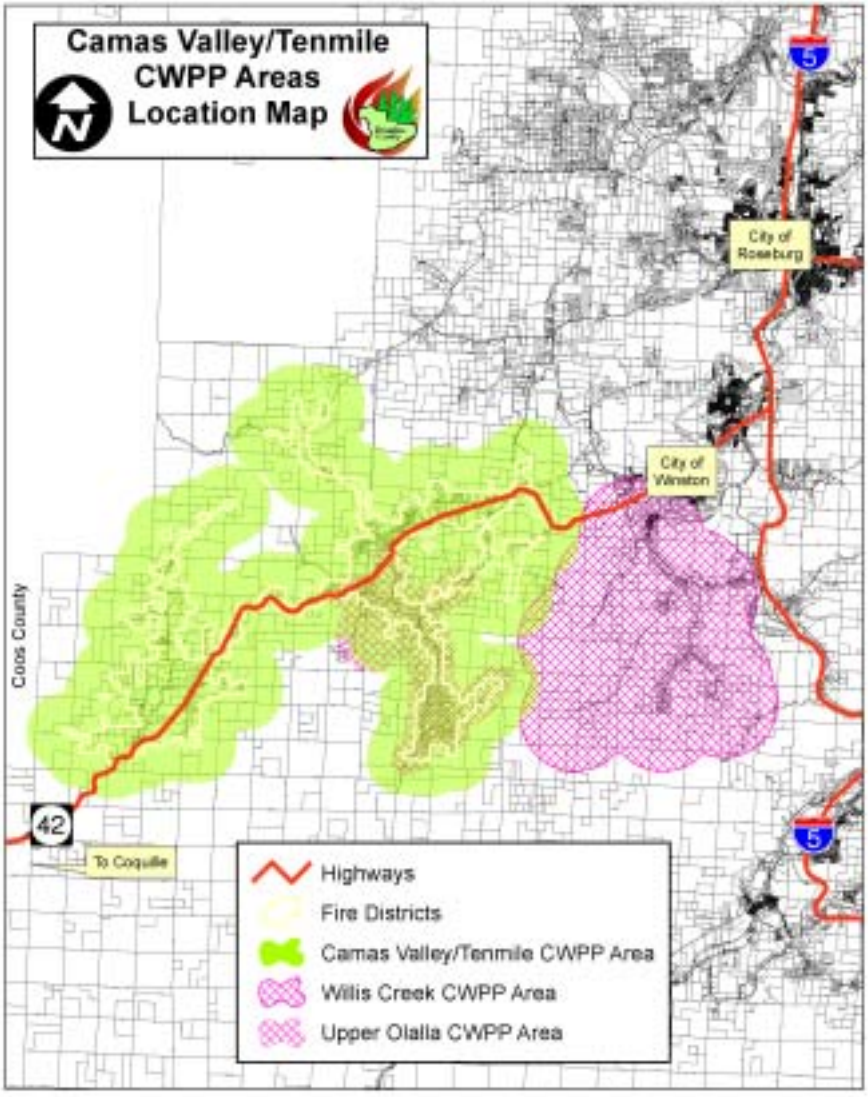
Chief, Oakland Rural Fire District — Date

Chief, Sutherlin Fire District — Date

Chief, Calapooya Fire District — Date

Community Wildfire Protection Plans: **Camas Valley/Tenmile Area**

COMMUNITY PROFILE:



Location

The Camas Valley/Tenmile CWPP area is located approximately 16 miles southwest of Interstate 5 Exit 119, on State Highway 42 West. The CWPP Area extends southwest of the Camas Valley Rural Community Boundary approximately 3.4 miles, and northeast approximately 2 miles from the Tenmile Rural Community Boundary. The extent of the CWPP area contains the Rural Fire District Boundaries of the Camas Valley and Tenmile Rural Fire Districts, buffered one mile.

Population

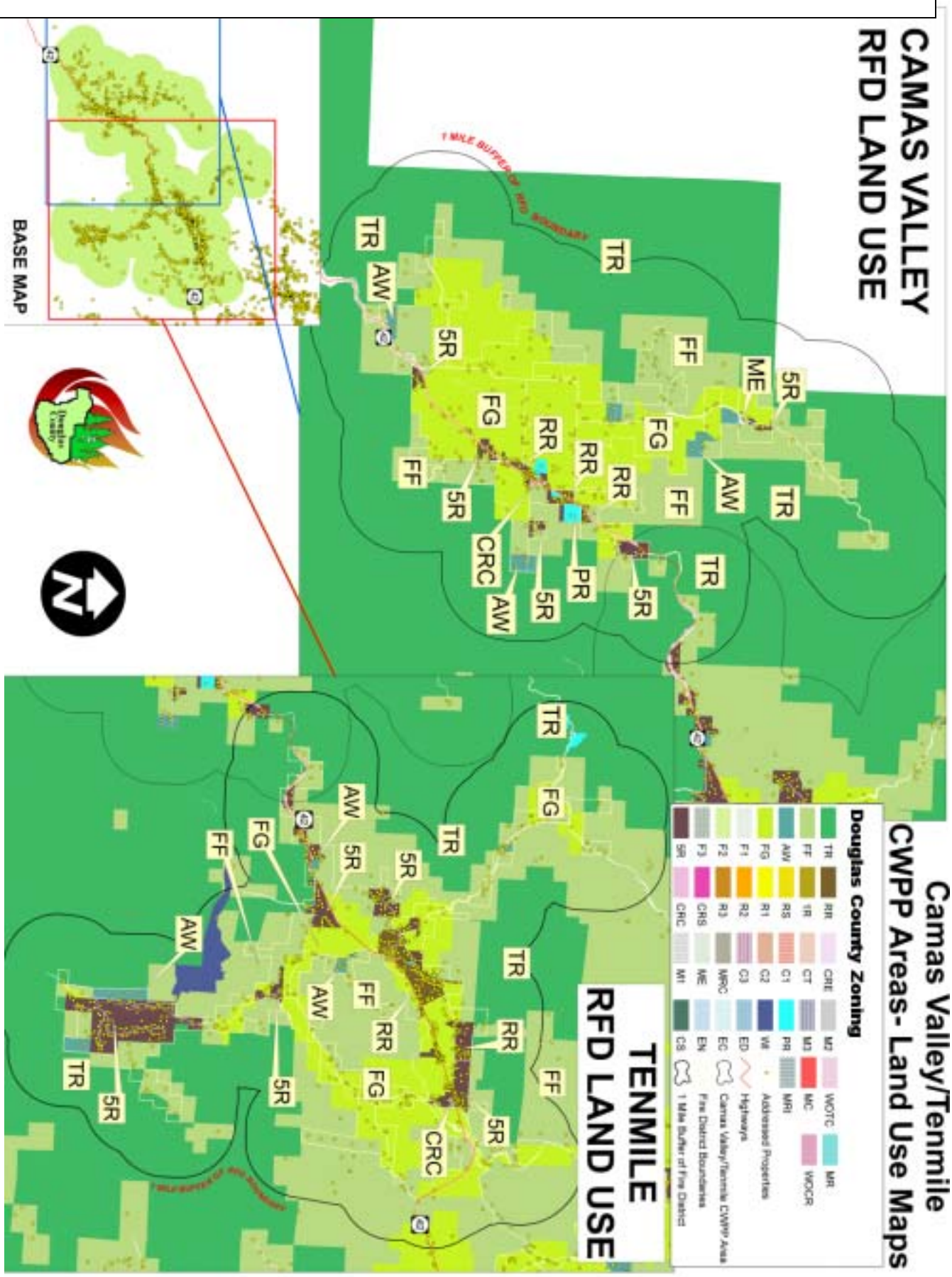
The approximate population of the Camas Valley/Tenmile CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 2789 people.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 1195 addressed structures within the Camas Valley/Tenmile CWPP Area. The majority of these are homes, but there are also commercial structures.

The Camas Valley/Tenmile CWPP area has zoning designations of RR (Rural Residential 2) 5R (Rural Residential 5) in and near the Rural Community Boundaries and AW (Agriculture and Woodlot) in both Rural Fire District Boundaries; these areas contain the majority of addressed structures in the CWPP area. Surrounding the residential and AW properties, parcels are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), and FF (Farm Forest). There are also properties zoned PR (Public Reserve) and CRC (Rural Community Commercial) in the Camas Valley and Tenmile Rural Communities along Highway 42.

CAMAS VALLEY/TENMILE CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP



Transportation
Roads: Transportation to and from the Camas Valley/Tenmile CWPP area is handled via State Highway 42, which connects the community to Interstate 5 northeast of the CWPP Area at exit 119 in Green, and connects the CWPP area to Coquille southwest on Highway 42.

Critical Infrastructure

Unique critical infrastructure to the Camas Valley/Tenmile CWPP area includes:

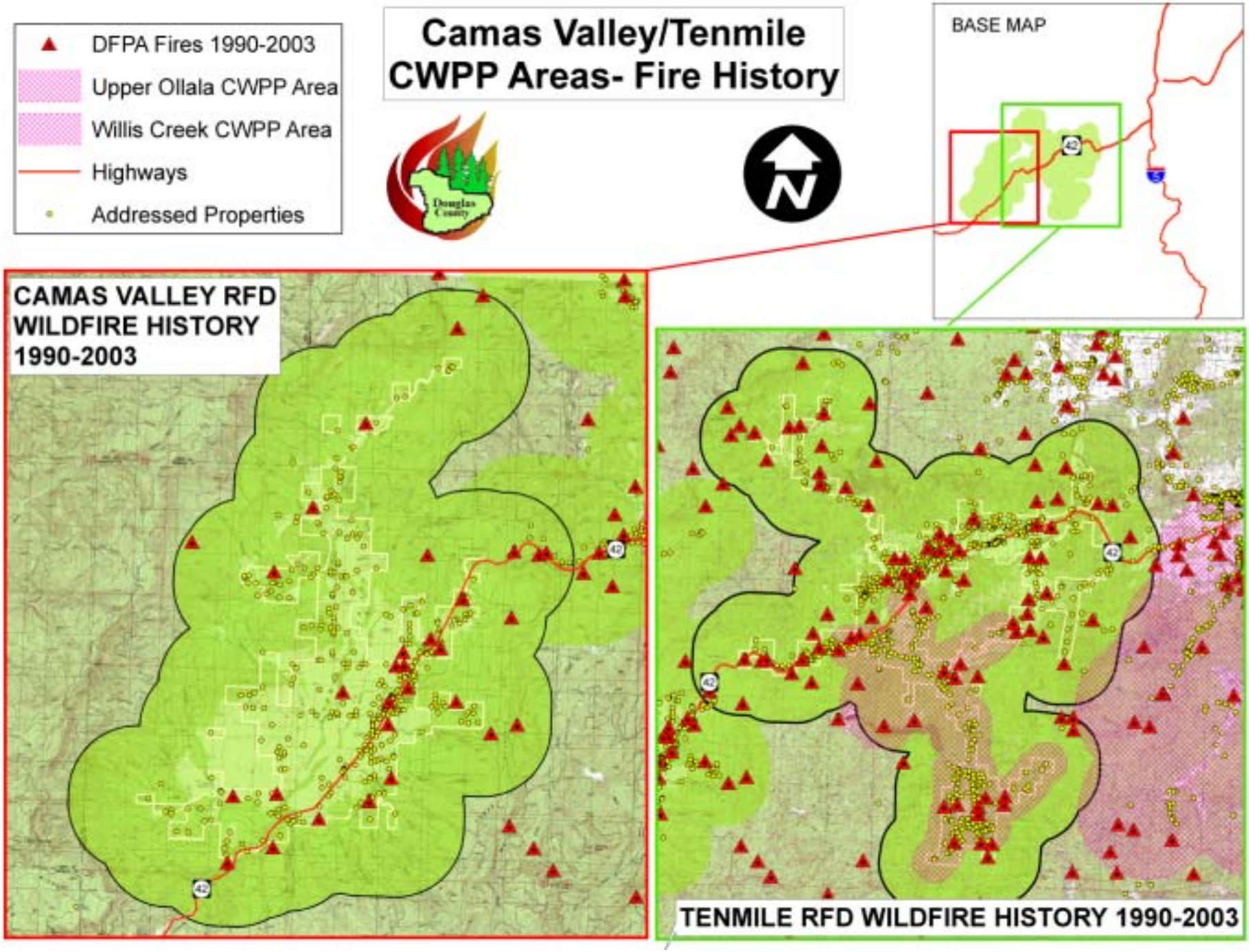
- Gas Pipeline going to Coos Bay
- Main Bonneville power line going to Coos Bay
- Ben Irving Reservoir
- Berry Creek Watershed (Municipal water supply for the City of Winston)
- Marion Mooney Scout Ranch (Camp Mooney)

Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as a economic route in or out of the communities)

WILDFIRE RISK ASSESSMENT- History
Map on next page indicates fire history from 1990 through 2003 for the Camas Valley/Tenmile CWPP area taken from Douglas Forest Protective Association Data.

Camas Valley/Tenmile CWPP Areas- Fire History



Emergency Equipment and Staffing Inventory
As shown on the maps, the Camas Valley Rural Fire District (RFD), and the Tenmile RFD serve the Camas Valley/Tenmile CWPP area. Equipment and staffing inventory the districts is as follows:

CAMAS VALLEY RURAL FIRE DISTRICT:

- 10 Firefighters
- 2 Type 2 Class A Structural engines
- 3 Type 2 Water tenders
- 2 Type 6 Wildland engines
- 1 First Responder Vehicle

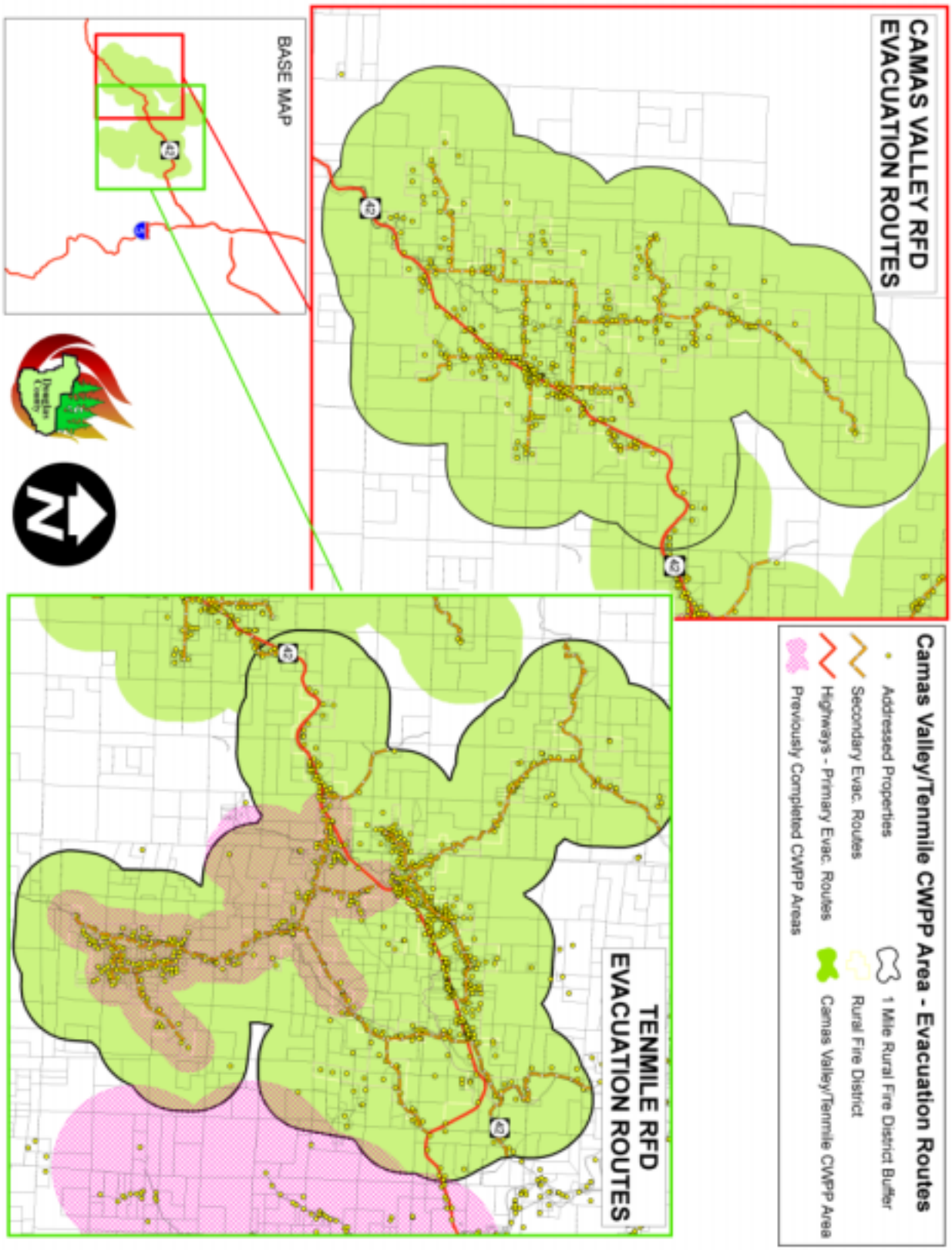
TENMILE RURAL FIRE DISTRICT:

- 18 Firefighters
- 2 Type 1 Class A Structural engine
- 2 Type 2 Water tenders
- 2 Type 2 Wildland engines
- 1 Rescue-Salvage
- 1 Command

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter. Wildland Fire Protection is provided by Douglas and Coos Forest Protective Associations and supported by mutual aid agreements by neighboring fire districts, U.S. Forest Service, and Oregon Department of Forestry Districts.

Evacuation Routes

In the event of a wildfire, the communities would utilize the main evacuation routes of State Highway 42 eastward or westward; Secondary evacuation routes are roads and streets leading from home sites to the primary evacuation routes.



Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

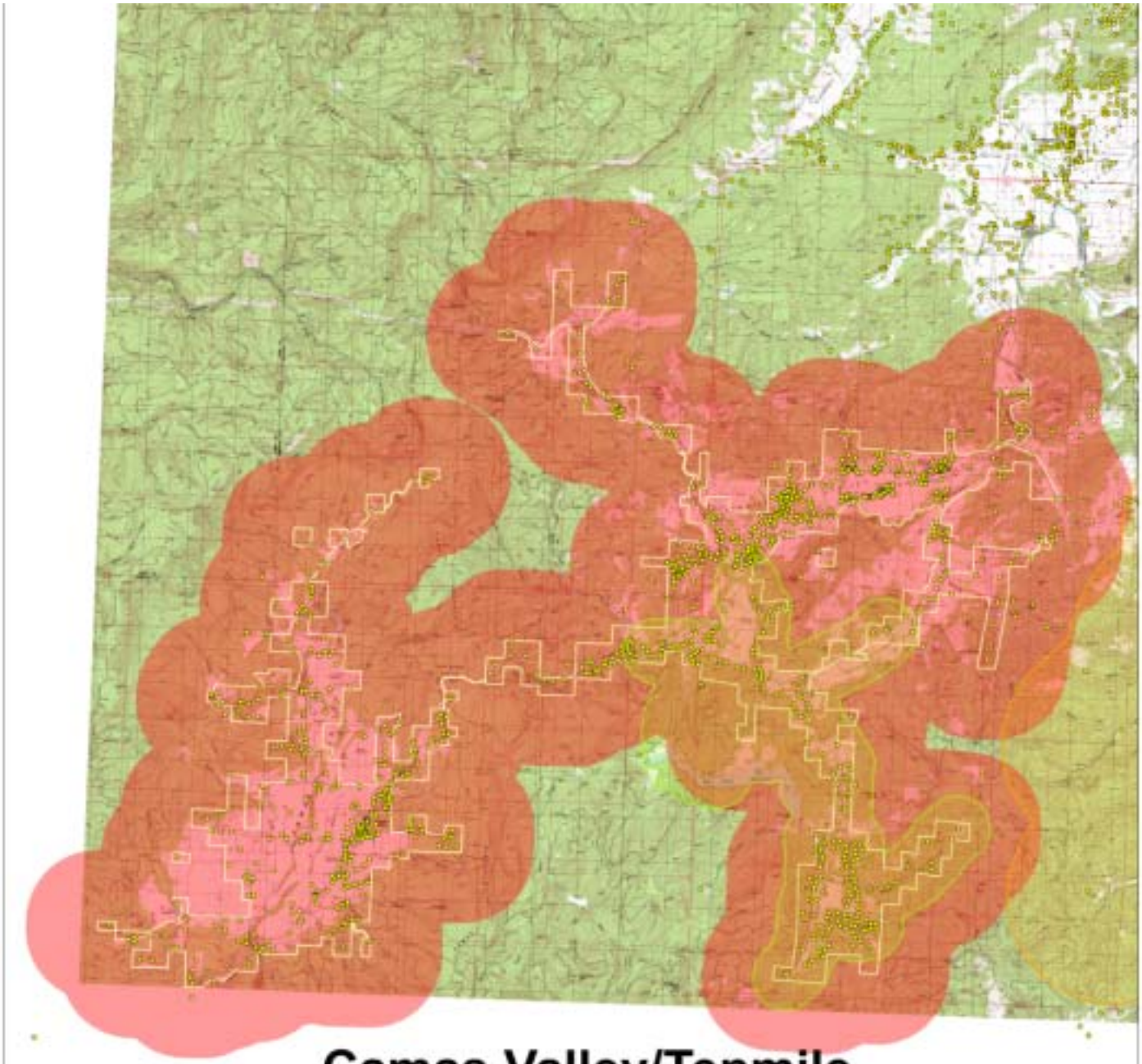
In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team.

While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE



Camas Valley/Tenmile
Priority Fuel Reduction Area Map

Proposed CWPP Area determined by buffering Rural Fire District Boundaries by one mile
Actual CWPP area may be in excess of 1 mile to ridge-top where applicable

- Addressed Properties
- Upper Ollala CWPP Area
- Willis Creek CWPP Area
- Fire District Boundaries
- Camas Valley/Tenmile CWPP Area

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from critical infrastructure and home sites located to the west and east on State Highway 42, and along Secondary Evacuation Routes (roads to home sites leading to the priority evacuation routes.) Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling.

Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

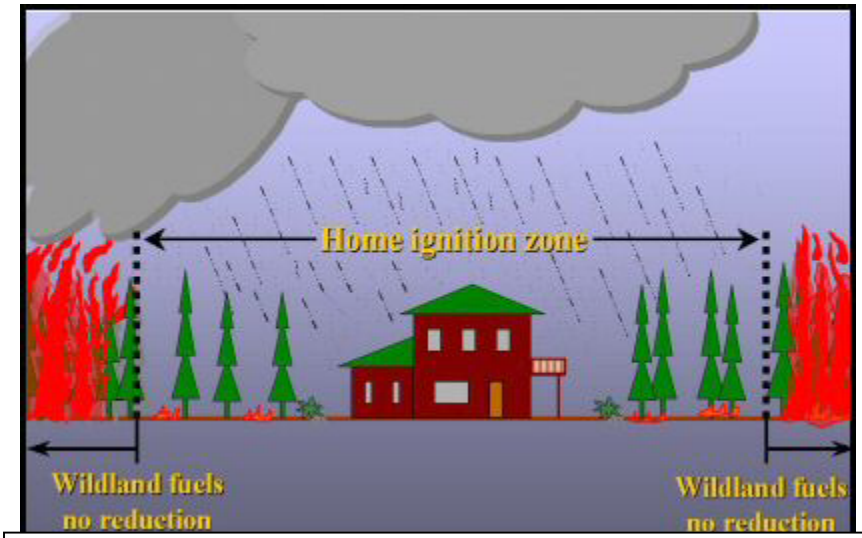


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes

- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education and outreach programs (an example would be the Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

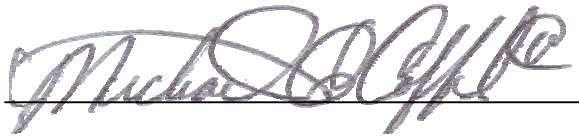
Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:

1-19-06

Chief, Camas Valley Rural Fire District — Date



12/21/05

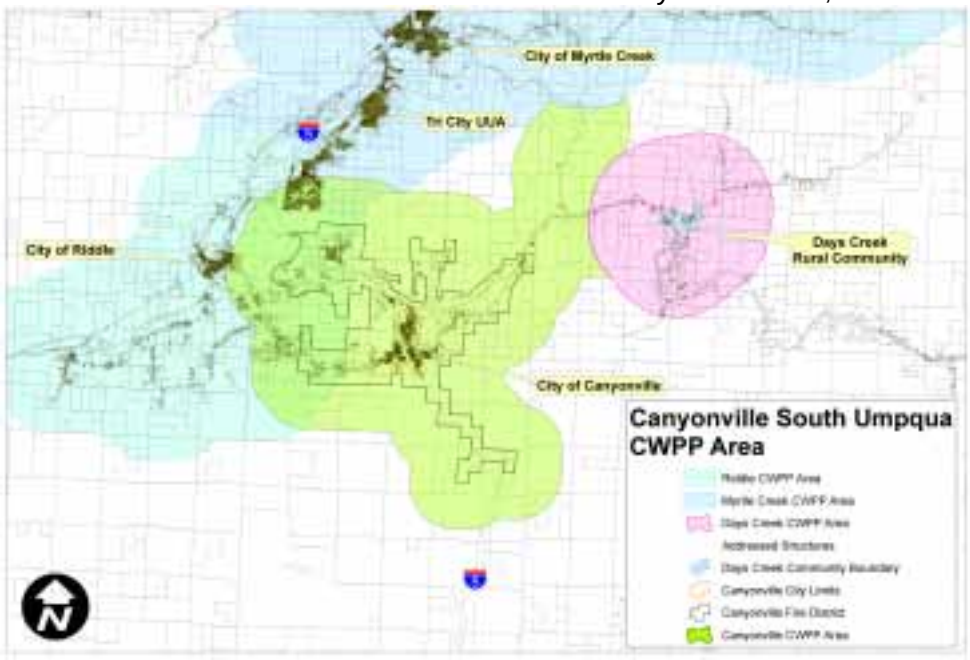
Chief, Tenmile Rural Fire District — Date

Community Wildfire Protection Plans: **Canyonville South Umpqua CWPP Area**

COMMUNITY PROFILE:

Location

The Canyonville South Umpqua CWPP area is located along Interstate 5 between Exit 103 and southward, beyond Exit 98 The CWPP Area extends northwest on Riddle By-Pass Road, where it interconnects with the Riddle CWPP Area Boundary, and west along Canyonville/ Riddle Road. To the south, the CWPP Area extends along Interstate 5 buffering the Canyonville South Umpqua Fire District Boundary by one mile. To the northeast, the CWPP Area follows Tiller Trail Highway, while to the northwest; The CWPP Area extends along I-5, interconnecting with the Myrtle Creek CWPP Area, touching the southern portions of the Tri City Urban Unincorporated Area. The extent of the CWPP area contains the Fire District Boundary of the Canyonville South Umpqua Rural Fire District.



Population

The approximate population of the Canyonville South Umpqua CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 4,937 people. Due to the overlap of CWPP areas, the population reported here also contains portions of the Myrtle Creek/Tri City CWPP Areas population as well as the Riddle CWPP Areas population.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 2059 addressed structures within the Canyonville South Umpqua CWPP area. The majority of these are homes, but there are also commercial and Industrial structures. Due to the overlap of CWPP areas, the addressed structure total reported here also contains portions of the Myrtle Creek CWPP Areas addressed structures as well as the Riddle CWPP areas addressed structures

The Canyonville South Umpqua CWPP area has zoning designations of RR (Rural Residential 2), 5R (Rural Residential 5) and AW (Agriculture and Woodlot) along areas near Tiller Trail Highway, Canyonville/Riddle, and Gazley Roads; these areas along with the City of Canyonville and a portion of the Tri City Urban Unincorporated Area with zoning designations of R1 and R2 (Single & Multiple Family Residential) contain the majority of addressed structures in the CWPP area. Surrounding the residential and AW properties, parcels are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), F2 / F3 (Exclusive Farm Use Cropland) and FF (Farm Forest). Industrial zoning of ME (Rural Industrial), and M3 (Heavy Industrial) are located near the South Umpqua Industrial Park. Commercial zoning designations of CT (Tourist Commercial) and CRE (Rural Commercial) are located to the east of I-5 at Exit 103. The City of Canyonville City Limits falls within the CWPP Area, however the city zoning information was not included in this analysis.

The Myrtle Creek/Tri City and Riddle CWPP Plans have further information on land use in the overlapping CWPP Areas. See land use and structure location map on next page for further information.

Transportation

Roads: Transportation to and from the Canyonville South Umpqua CWPP area is handled primarily via Interstate 5, which at interstate 5, Exit 103, leading west and through the City of Riddle, connects to Canyonville/Riddle Road and eventually looping to the City of Canyonville at I-5 Exit 98. The CWPP Area is connected to the Tri City Urban Unincorporated Area at Exit 103 to the east. At I-5 Exit 98, heading east the CWPP area extends along Tiller Trail Highway. North at Exit 98, the CWPP Area takes in area along Gazley Road, which traveling north and following the west bank of the South Umpqua River, connects to I-5 at Exit 101. The CWPP Area extends southward, extending along I-5 one mile past the Fire District Boundary.

Critical Infrastructure

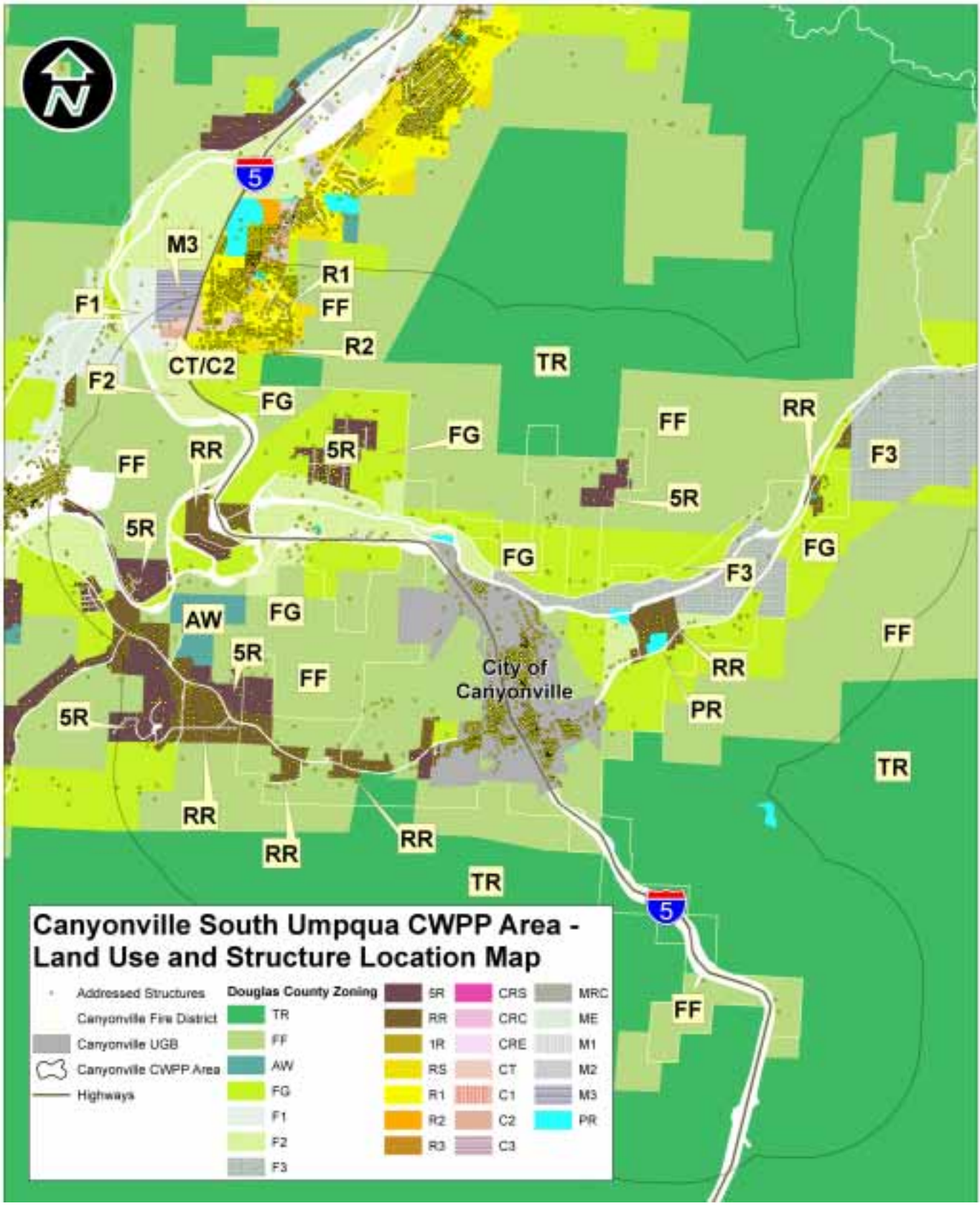
Unique critical infrastructure to the Canyonville South Umpqua CWPP area includes:

- South Umpqua Industrial Park
- BLM Tower site
- I-5 Pass South of Canyonville
- Canyonville Municipal Water Supply

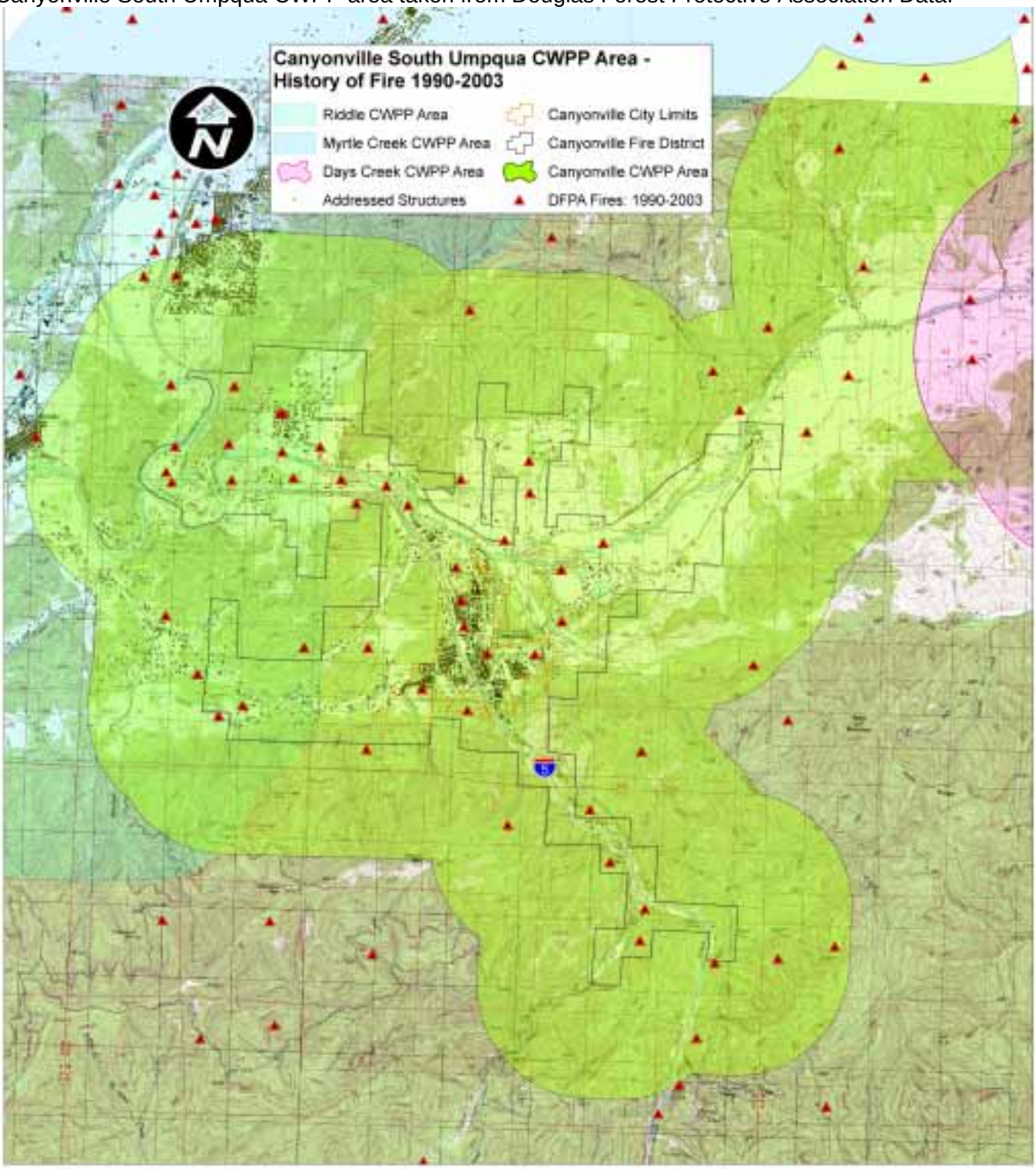
Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines/Substations
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as a economic route in or out of the communities)

CANYONVILLE SOUTH UMPQUA CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP



WILDFIRE RISK ASSESSMENT- History Map indicates fire history from 1990 through 2003 for the Canyonville South Umpqua CWPP area taken from Douglas Forest Protective Association Data.



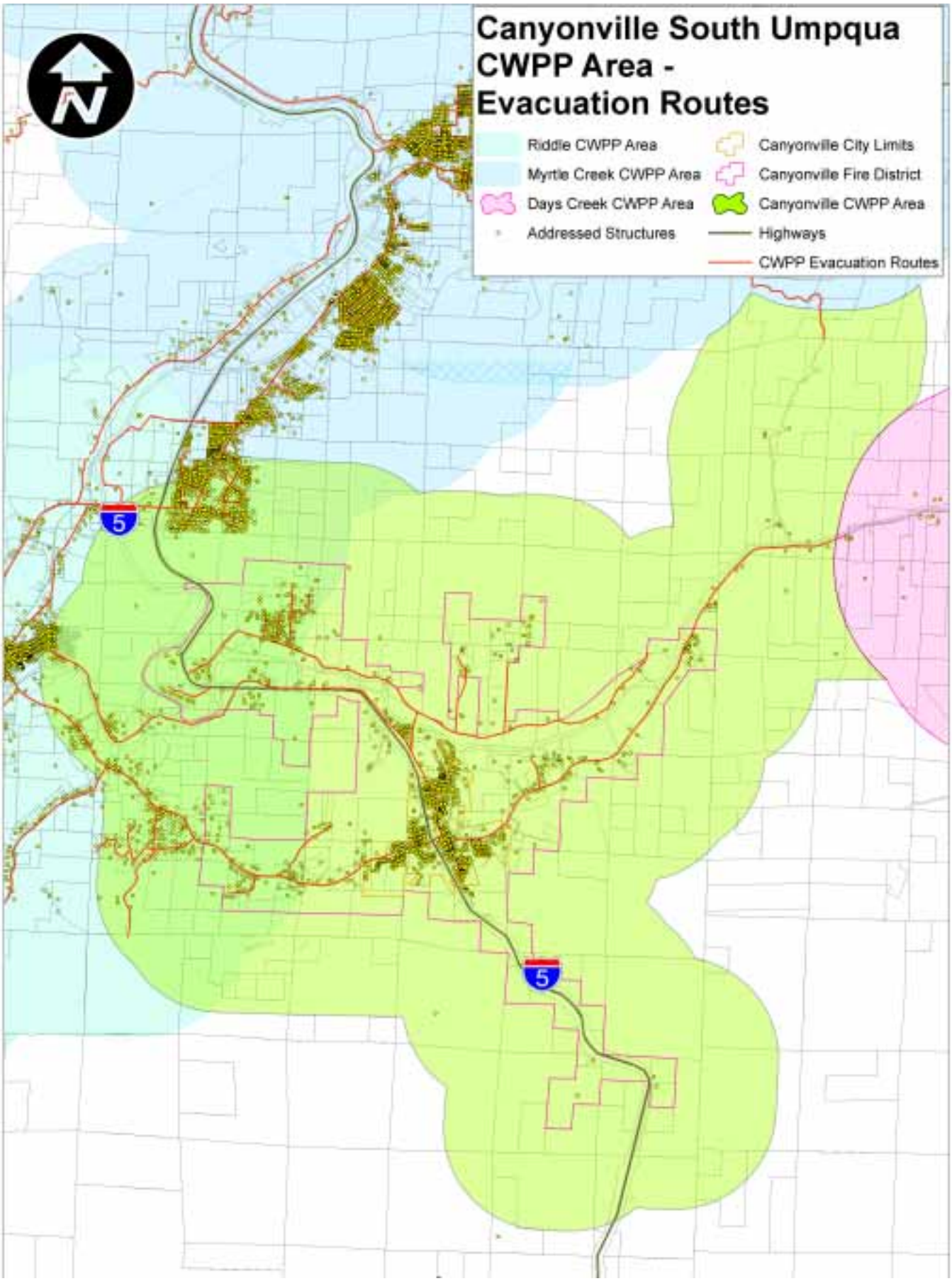
Emergency Equipment and Staffing Inventory
As shown on the maps, the Canyonville South Umpqua Rural Fire District (RFD) serves the Canyonville CWPP area. Equipment and staffing inventory for the district is as follows:

CANYONVILLE SOUTH UMPQUA FIRE DISTRICT:

- 35 Firefighters
- 3 Type 1 Class A Structural engines
- 1 Type 2 Class A Structural engine
- 1 Type 2 Water tender
- 2 Type 6 Wildland engines
- 1 Rescue-Salvage unit

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter. Wildland Fire Protection is provided by the Douglas Forest Protective Associations and supported by mutual aid agreements by neighboring fire districts, U.S. Forest Service, and Oregon Department of Forestry Districts.

Evacuation Routes
In the event of a wildfire, the community would utilize the main evacuation routes of Riddle By-Pass Road, Canyonville/Riddle Road, Shoestring Road and Glenbrook Loop Road, which feed towards the Interstate. Secondary evacuation routes are roads and streets leading from home sites to the primary evacuation routes. See evacuation map on next page for further information.


Canyonville South Umpqua CWPP Area - Evacuation Routes
Riddle CWPP Area
Myrtle Creek CWPP Area
Days Creek CWPP Area
Addressed Structures
Canyonville City Limits
Canyonville Fire District
Canyonville CWPP Area
Highways
CWPP Evacuation Routes
5
5

Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

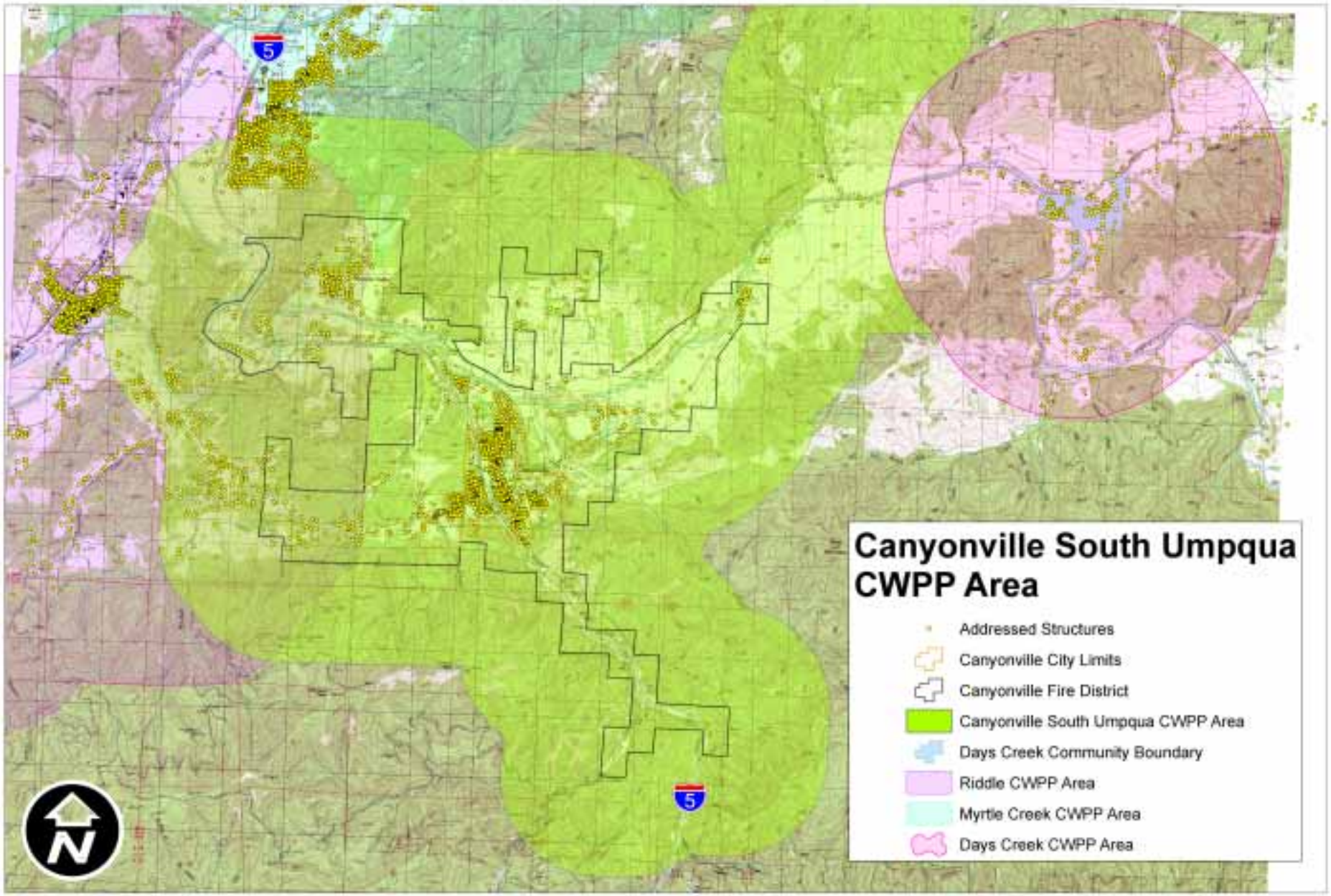
In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team. In order to accommodate the area between the Canyonville South Umpqua, Myrtle Creek/Tri City and Days Creek CWPP areas, a decision was made to buffer Tiller Trail and Days Creek Cutoff Roads by one mile.

While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE


5
5
N
Canyonville South Umpqua CWPP Area
Addressed Structures
Canyonville City Limits
Canyonville Fire District
Canyonville South Umpqua CWPP Area
Days Creek Community Boundary
Riddle CWPP Area
Myrtle Creek CWPP Area
Days Creek CWPP Area

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from homes and structures and critical infrastructure areas- concentrated along the evacuation routes, and alongside roads to home sites leading to evacuation routes. Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling.

Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

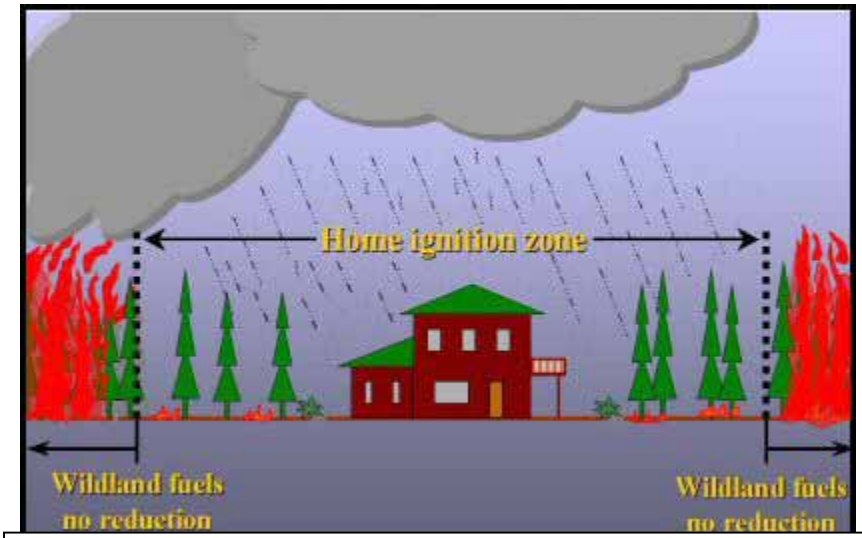


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes

- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

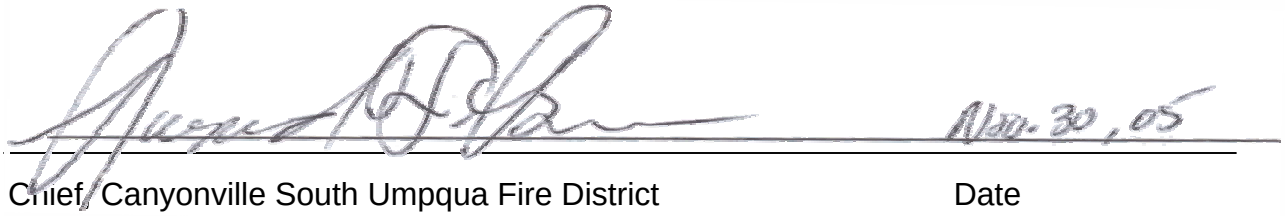
Education

Promote existing education and outreach programs (an example would be the Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:

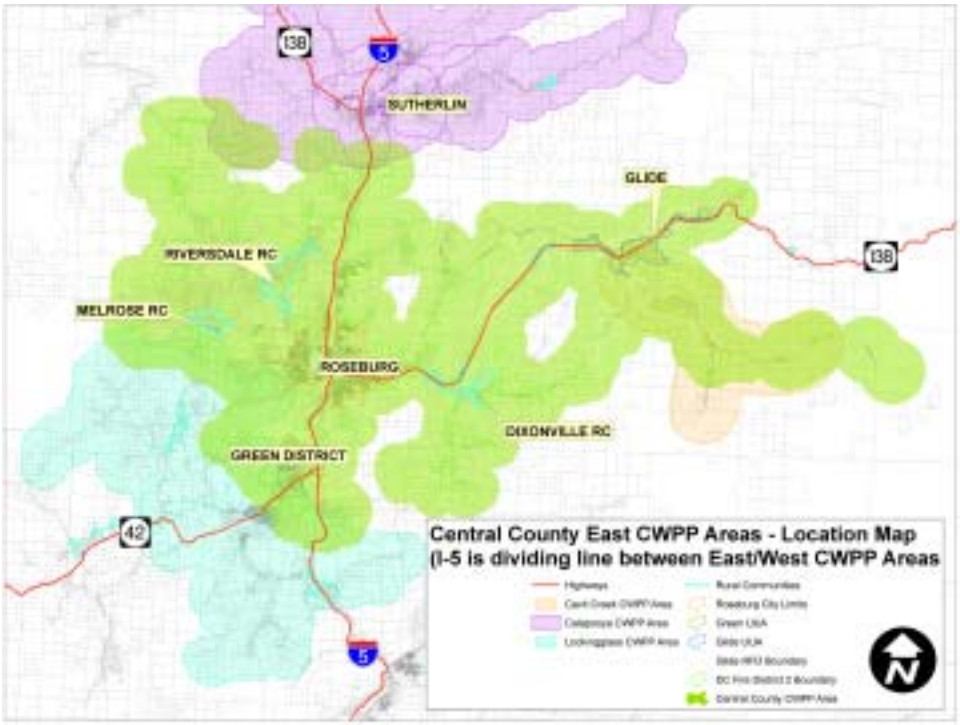


Chief, Canyonville South Umpqua Fire District Date

Community Wildfire Protection Plans: **Central County East CWPP Area**

COMMUNITY PROFILE:

Location



The Central County East CWPP area is located east of Interstate 5 approximately between Exits 119 and 135. Interstate 5 divides the Central County CWPP into two regions (Central County East and West CWPP areas. The Northern section of the CWPP area takes in the Communities of Wilbur and Winchester, intersecting with the Calapooya CWPP area near I-5 Exit 135. The Western CWPP Area extends east of I-5, following the North Umpqua River east along North Bank Road, through the Glide UUA, and ending just east of Idleyld Park. Also going west, the CWPP Area extends through the City of Roseburg, along Diamond Lake Boulevard and the North Umpqua Highway to Glide. On the North Umpqua Highway, the CWPP area veers along Buckhorn Road, through the Dixonville Rural Community, connecting to Little River Road, and the Cavitt Creek CWPP area southwest of the Glide UUA. To the south of Dixonville, the Central County East CWPP Area goes along Dixonville and Carnes Road, nearly connecting with the Green UUA and overlapping with the Lookingglass CWPP Area near I-5 Exit 113 and Clarks Branch. The CWPP Area extends south along Interstate 5, encompassing the Green Urban Unincorporated Area, and heading SW along Lookingglass Road, where the CWPP Area overlaps with the Lookingglass CWPP Area. The extent of the Central County East CWPP area contains the Rural Fire District Boundary of Douglas County Fire District 2 and the Glide Rural Fire District buffered one mile. The Central County East CWPP area follows the USFS WUI boundary east of the Cavitt Creek CWPP Area.

Population

The approximate population of the Central County East CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 20,909 people. The City of Roseburg (east of Interstate 5) accounts for 12,753 persons. The Glide UUA's population also accounts for a large amount of the Central County East CWPP Area population. Due to the overlap of CWPP areas, the population reported here also contains portions of the Calapooya CWPP Areas population as well as the Lookingglass CWPP Areas population.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 11945 addressed structures within the Central County East CWPP area. The City of Roseburg accounts for 5,767addressed structures located east of I-5. The majority of addressed structures are homes, but there are also commercial and Industrial structures. Due to the overlap of CWPP areas, the

addressed structure total reported here also contains portions of the Lookingglass CWPP Areas addressed structures as well as the Calapooya CWPP areas addressed structures
The Central County East CWPP area has zoning designations of RR (Rural Residential 2), 5R (Rural Residential 5), R1 (Single Family Residential), R2 (Multiple Family Residential) and RS (Suburban Residential) zoned property located North of the City of Roseburg along NE Stephens and in the Winchester and Wilbur Rural Communities. 5R and AW (Agriculture and Woodlot) zoned properties are located south of the city in the Shady Community. There is a large section of RR property east of the Clarks Branch community as well. The Dixonville Rural Community and Oak Valley Rural Service Center (NE of Dixonville on Hwy 138) contain 5R and RR Zoned properties. In addition, 5R, RR, RS and 1R properties are located in the Glide UUA. Clustered along North Bank Road, stretching from Wilbur to Glide are RR, 5R and AW zoned properties. These major residential areas along with the City of Roseburg and the Green Urban Unincorporated Area with zoning designations of R1 and R2 (Single & Multiple Family Residential) contain the majority of addressed structures in the CWPP area. For detailed information of zoning in nearby CWPP Areas, please consult the Calapooya, Lookingglass and Cavitt Creek CWPP plans.

Surrounding the residential and AW properties throughout the CWPP Area, parcels are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), and FF (Farm Forest). Industrial zoning of M3 (Heavy Industrial) are located near Exit 129 near Winchester and in the Green UUA, with M2 (Medium Industrial zoning also in the Green District. M2 & M3 Zoned property is in the Glide UUA, along with M3 zoned property north of Dixonville and East of the City of Roseburg on Highway 138. Commercial zoning designations of CRC (Rural Community Commercial) are located in the Dixonville Rural Community, and CRS (Rural Service Center Commercial) in the Oak Valley Rural Service Center. Commercial designations of CT (Tourist Commercial), C2 (Community Commercial) and C3 (General Commercial) properties are located in the Glide UUA. The City of Roseburg City Limits falls within the CWPP Area, however the city zoning information was not included in this analysis. The Lookingglass, Cavitt Creek and Calapooya CWPP Plans have further information on land use in the overlapping CWPP Areas. See land use and structure location map on next page for further information.

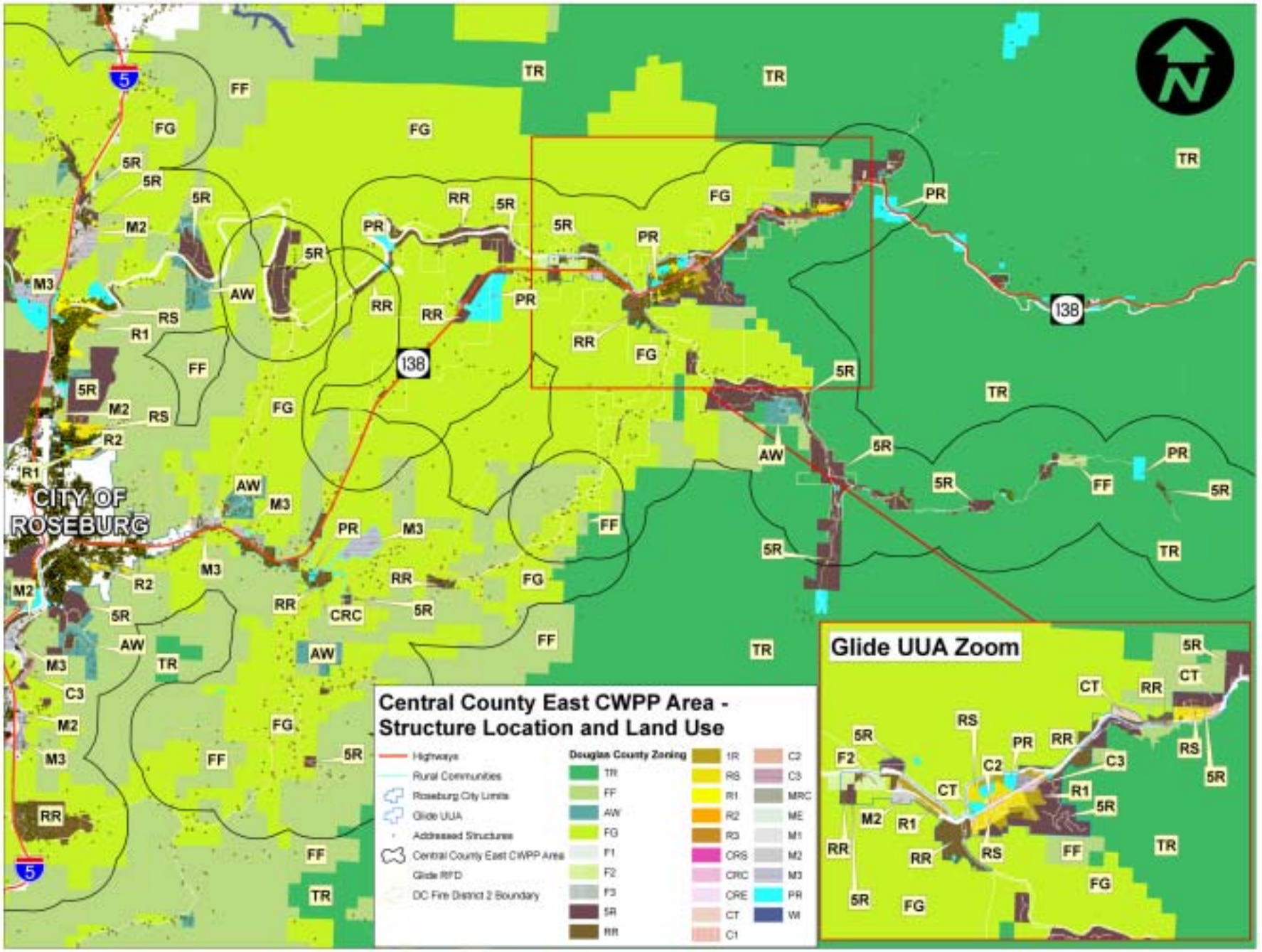
Transportation
Transportation to and from the Central County East CWPP area is handled primarily via Interstate 5, which at Exit 113, leading east, connects to Clarks Branch Road, and eventually, Dixonville via Carnes and Dixonville Roads. From Exit 124, and east through the City of Roseburg, the North Umpqua Highway follows the CWPP Area past Dixonville and the Oak Valley Rural Service Center, to the Glide UUA and Idleyld Park. The CWPP area extends north along the Interstate, to where it overlaps with the Calapooya CWPP Area near Exit 135. At Exit 129, the CWPP Area extends to the north through Wilbur, and from Wilbur, the CWPP Area follows North Bank Road along the north bank of the North Umpqua River to Glide, where it intersects with Highway 138. I-5 Exits serving the Central County East CWPP Area are: 119, 120, 121, 123, 124, 125, 129, and 135.

Critical Infrastructure
Unique critical infrastructure to the Central County East CWPP area includes:

- Roseburg Airport
- Dixonville Power Station
- Winchester Dam
- Umpqua Community College
- Umpqua National Forest/North Umpqua Ranger District Offices
- Douglas Forest Protective Association Headquarters
- Roseburg Municipal Water Supply (Taken from the North Umpqua River at Winchester Dam)
- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals

- Power lines/Substations
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 42,138, Old Highway 99, US 101, any local road deemed critical as a economic route in or out of the communities)

CENTRAL COUNTY EAST CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP ON NEXT PAGE


CITY OF ROSEBURG
Glide UUA Zoom
Central County East CWPP Area - Structure Location and Land Use
Highways
Rural Communities
Roseburg City Limits
Glide UUA
Addressed Structures
Central County East CWPP Area
Glide RFD
DC Fire District 2 Boundary
Douglas County Zoning
TR
FF
AW
FG
F1
F2
F3
5R
RR
1R
RS
R1
R2
R3
CRS
CRC
CRE
CT
C1
C2
C3
MRC
ME
M1
M2
M3
PR
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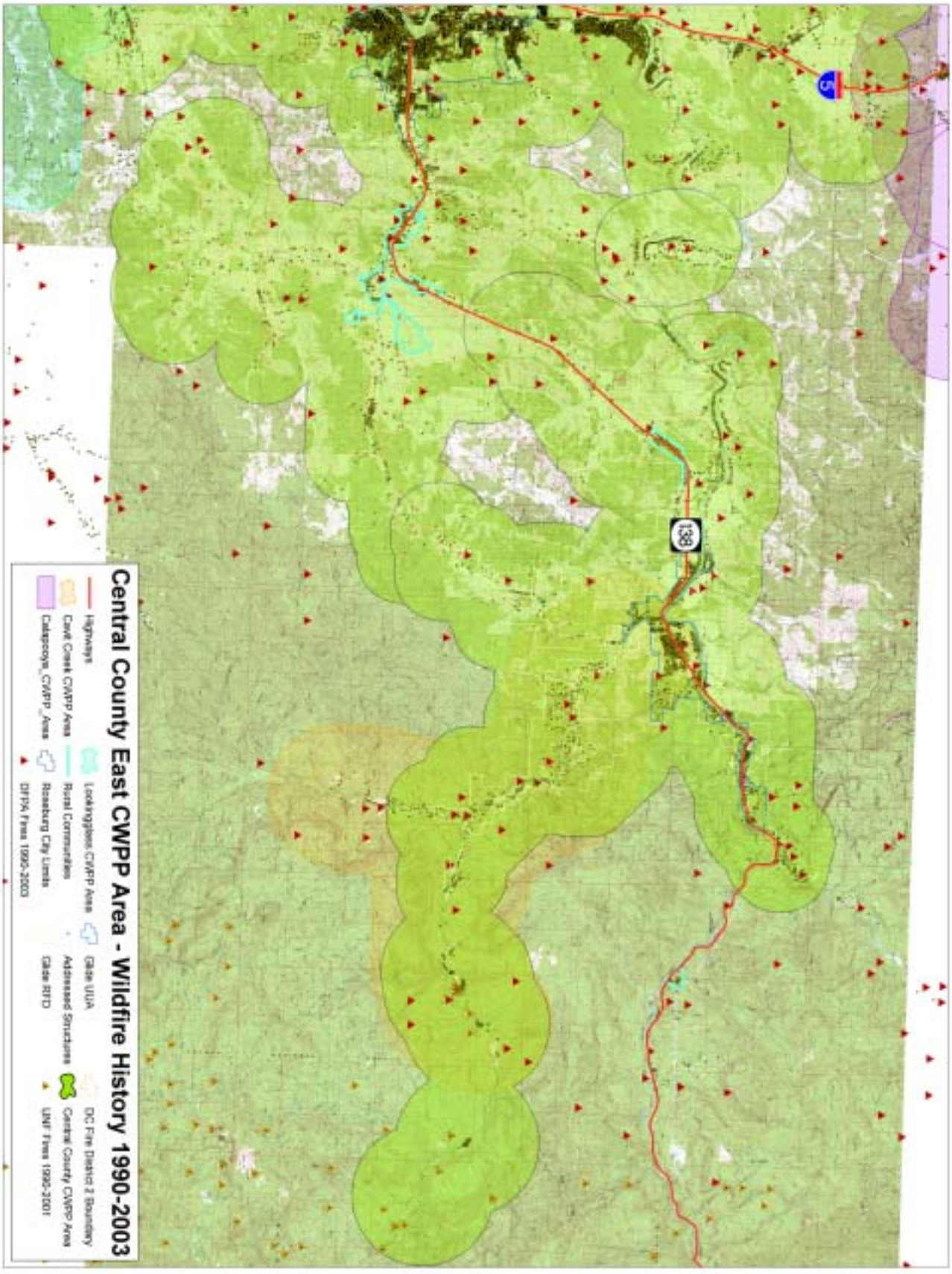
WILDFIRE RISK ASSESSMENT- History Map indicates fire history from 1990 through 2003 for the Central County East CWPP area taken from Douglas Forest Protective Association Data.



Emergency Equipment and Staffing Inventory
As shown on the maps, Douglas County Fire District 2 and the Glide Rural Fire District serve the Central County East CWPP area. Equipment and staffing inventory for each district is as follows:

DOUGLAS COUNTY FIRE DISTRICT 2
- 36 Firefighters
- 6 Type 1 Class A Structural engines
- 3 Type 2 Water tenders
- 1 Type 1 Water tender
- 6 Type 6 Wildland engines
- 4 First Responder Vehicles

GLIDE RURAL FIRE DISTRICT
- 30 Firefighters
- 2 Type 1 Class A engines
- 3 Type 2 Water tenders
- 1 Type 6 Wildland engine
- 2 BLS Ambulance

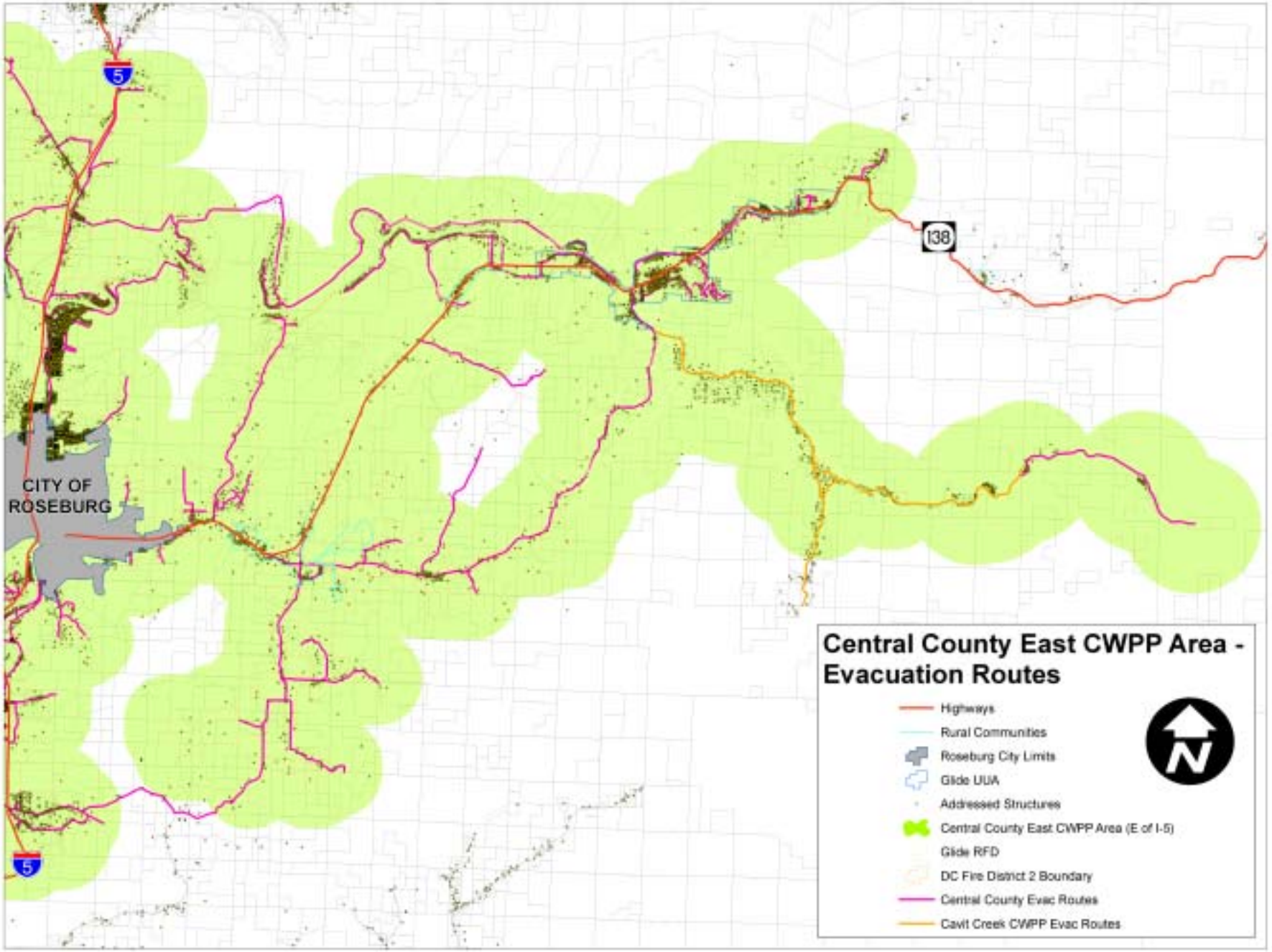
For areas outside of the Rural Fire Districts, Wildland Fire Protection is provided by the Umpqua National Forest and supported by the Douglas Forest Protective Associations by mutual aid.

The North Umpqua Ranger District of the Umpqua National Forest provides fire protection in the Steamboat CWPP Area, with the following inventory:

1	20-person hand crew	1	Type 6 Engines
2	Type 4 Engines	2	Type 3 Engines
1	Water Tender		

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter.

Evacuation Routes
In the event of a wildfire, the community would utilize the main evacuation routes of North Umpqua Highway (State Highway 138), Dixonville Road, Carnes Road, Little River Road, Highway 99, North Bank Road, Page Road, Sunshine Road, Whistlers Park Road, Whistlers Lane, South Deer Creek Road, Singleton Road, Cavitt Creek Road, Buckhorn Road and Wild River Drive which feed towards the Interstate and out of the CWPP Area. Secondary evacuation routes are roads and streets leading from home sites to the primary evacuation routes. See evacuation map on next page for further information.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138
CITY OF
ROSEBURG
5
Central County East CWPP Area -
Evacuation Routes
Highways
Rural Communities
Roseburg City Limits
Glide UUA
Addressed Structures
Central County East CWPP Area (E of I-5)
Glide RFD
DC Fire District 2 Boundary
Central County Evac Routes
Cavit Creek CWPP Evac Routes
N

Priority Fuel Reduction Area Identification

It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team.

While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

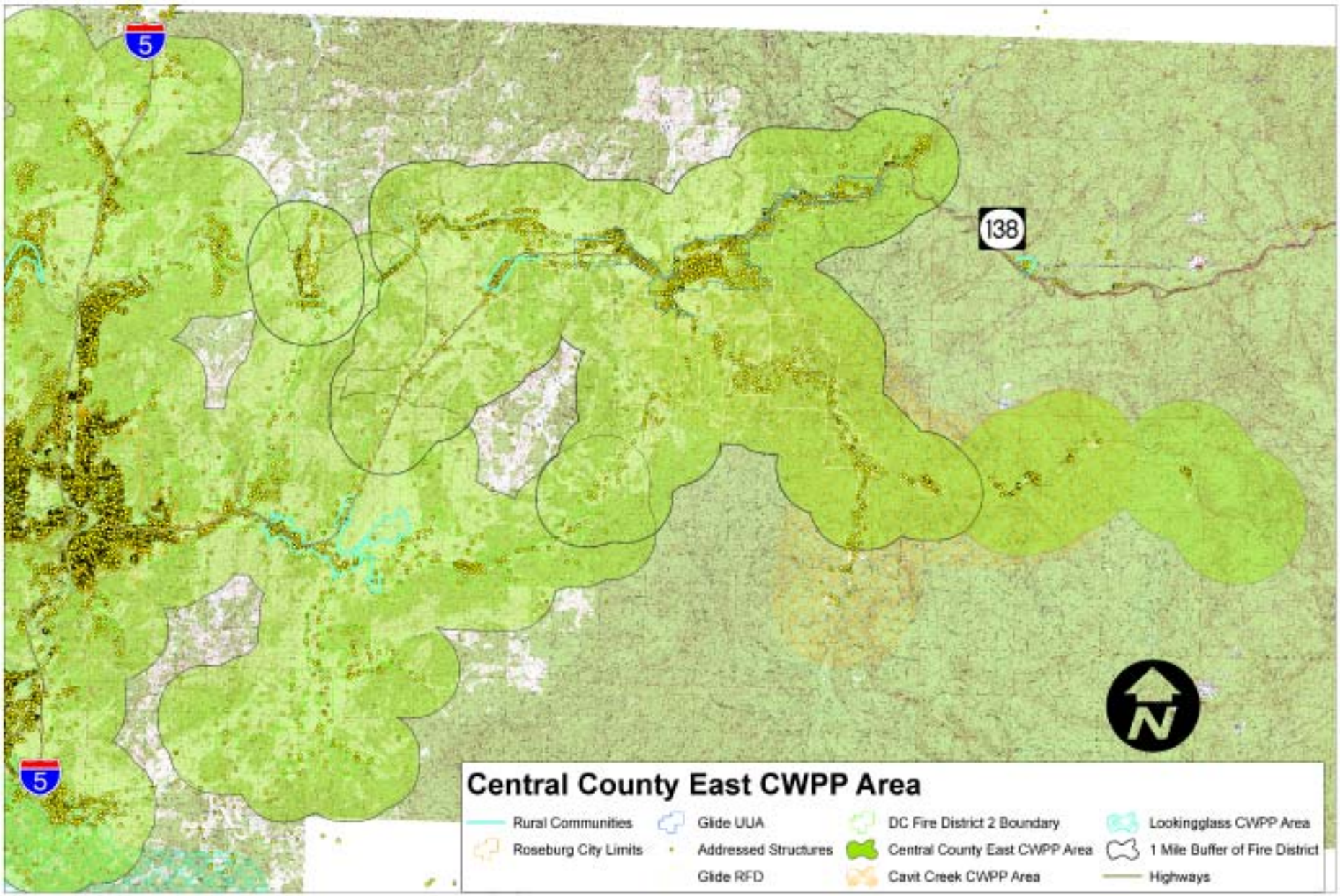
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern in the Umpqua National Forest was to Utilize Wildland Urban Interface Areas previously mapped by The USFS.

Guidance provided in the 10 year Comprehensive Strategy of the National Fire Plan, the Healthy Forest Restoration Act and the Umpqua National Forest's Land and Resource Management Plan, in addition to the designation of Communities at Risk in the Federal Register, directed the designation of the Wildland Urban Interface Areas included in this CWPP.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE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138
5
N
Central County East CWPP Area
Rural Communities
Roseburg City Limits
Glide UUA
Addressed Structures
Glide RFD
DC Fire District 2 Boundary
Central County East CWPP Area
Cavit Creek CWPP Area
Lookingglass CWPP Area
1 Mile Buffer of Fire District
Highways

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from homes and structures and critical infrastructure areas- concentrated along the evacuation routes, and alongside roads to home sites leading to evacuation routes. Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling.

Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

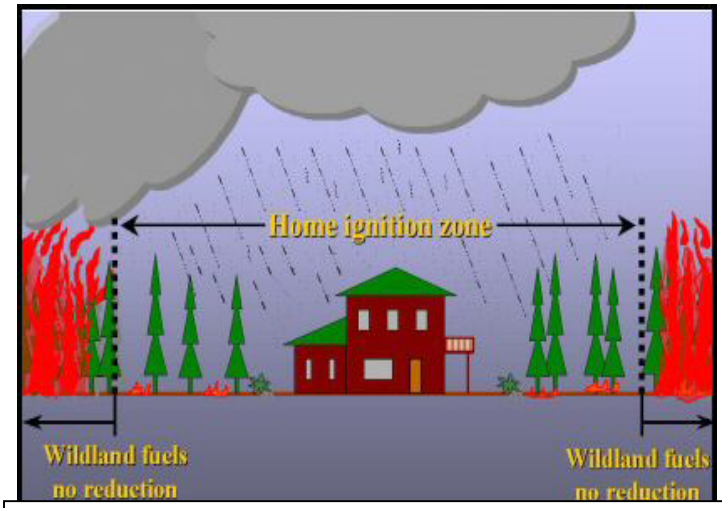


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes
- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education
Promote existing education and outreach programs (example: Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:

Michael Hansen 11-30-05

Chief, Douglas County Fire District 2 Date

Daniel Tilson 11/28/05

Chief, Glide Rural Fire District Date

James Caplan 1/17/06

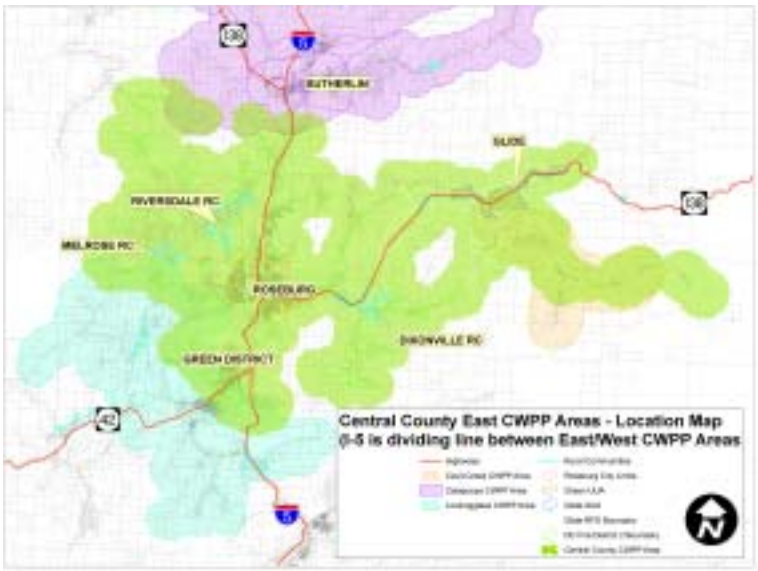
James Caplan Date
Forest Supervisor, Umpqua National Forest

Community Wildfire Protection Plans: **Central County West CWPP Area**

COMMUNITY PROFILE:

Location

The Central County West CWPP area is located west of Interstate 5 approximately between Exits 119 and 135. Interstate 5 divides the Central County CWPP into two regions (Central County East and West CWPP areas. The Western CWPP Area extends west of I-5, following the North Umpqua River to River Forks Park, and then following the main stem of the Umpqua to northeast of the Community of Umpqua, also intersecting with the Calapooya CWPP Area. Also going west, the CWPP Area extends on Melrose Road, through the Community of Melrose, where to the northeast it incorporates many home sites. To the south east of Melrose, the Central County West CWPP Area overlaps with the Lookingglass CWPP Area. To the south, the CWPP Area extends along Interstate 5, encompassing the Green Urban Unincorporated Area, and heading SW along Lookingglass Road, where the CWPP Area overlaps with the Lookingglass CWPP Area. The extent of the Central County West CWPP area contains the Rural Fire District Boundary of Douglas County Fire District 2 buffered one mile.



Population

The approximate population of the Central County West CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 25,819 people. The City of Roseburg (West of Interstate 5) accounts for 8,862 persons. The Green District UUA's population also accounts for a large amount of the Central County West CWPP Area population. Due to the overlap of CWPP areas, the population reported here also contains portions of the Calapooya CWPP Areas population as well as the Lookingglass CWPP Areas population.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 11756 addressed structures within the Central County West CWPP area. The City of Roseburg accounts for 4,356 addressed structures located west of I-5. The majority of addressed structures are homes, but there are also commercial and Industrial structures. Due to the overlap of CWPP areas, the addressed structure total reported here also contains portions of the Lookingglass CWPP Areas addressed structures as well as the Calapooya CWPP areas addressed structures

The Central County West CWPP area has zoning designations of RR (Rural Residential 2), 5R (Rural Residential 5) and AW (Agriculture and Woodlot) throughout the Melrose and Riverside Rural Communities and to the northeast of the community. In addition, 5R, RR and AW properties are located along Del Rio Road, and Garden Valley road north, including the Cleveland Rapids Road area. Another cluster of RR and 5R zoned properties is located along Lookingglass Road, Colonial Road, and along Old Melrose Road heading west of Roseburg; these areas along with the City of Roseburg and the Green Urban Unincorporated Area with zoning designations of R1 and R2

(Single & Multiple Family Residential) contain the majority of addressed structures in the CWPP area.

Surrounding the residential and AW properties, parcels are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), F1, F2 & F3 (Exclusive Farm Use Cropland) and FF (Farm Forest). Industrial zoning of M3 (Heavy Industrial) are located near Exit 129 and in the Green UUA, with M2 (Medium Industrial zoning also in the Green District. Commercial zoning designations of CRE (Rural Commercial) are located in the Melrose Rural Community, along with Commercial designations of C1 (Limited Commercial), C2 (Community Commercial) and C3 (General Commercial) properties located in the Green UUA. The City of Roseburg City Limits falls within the CWPP Area, however the city zoning information was not included in this analysis. The Lookingglass and Calapooya CWPP Plans have further information on land use in the overlapping CWPP Areas. See land use and structure location map on next page for further information.

Transportation

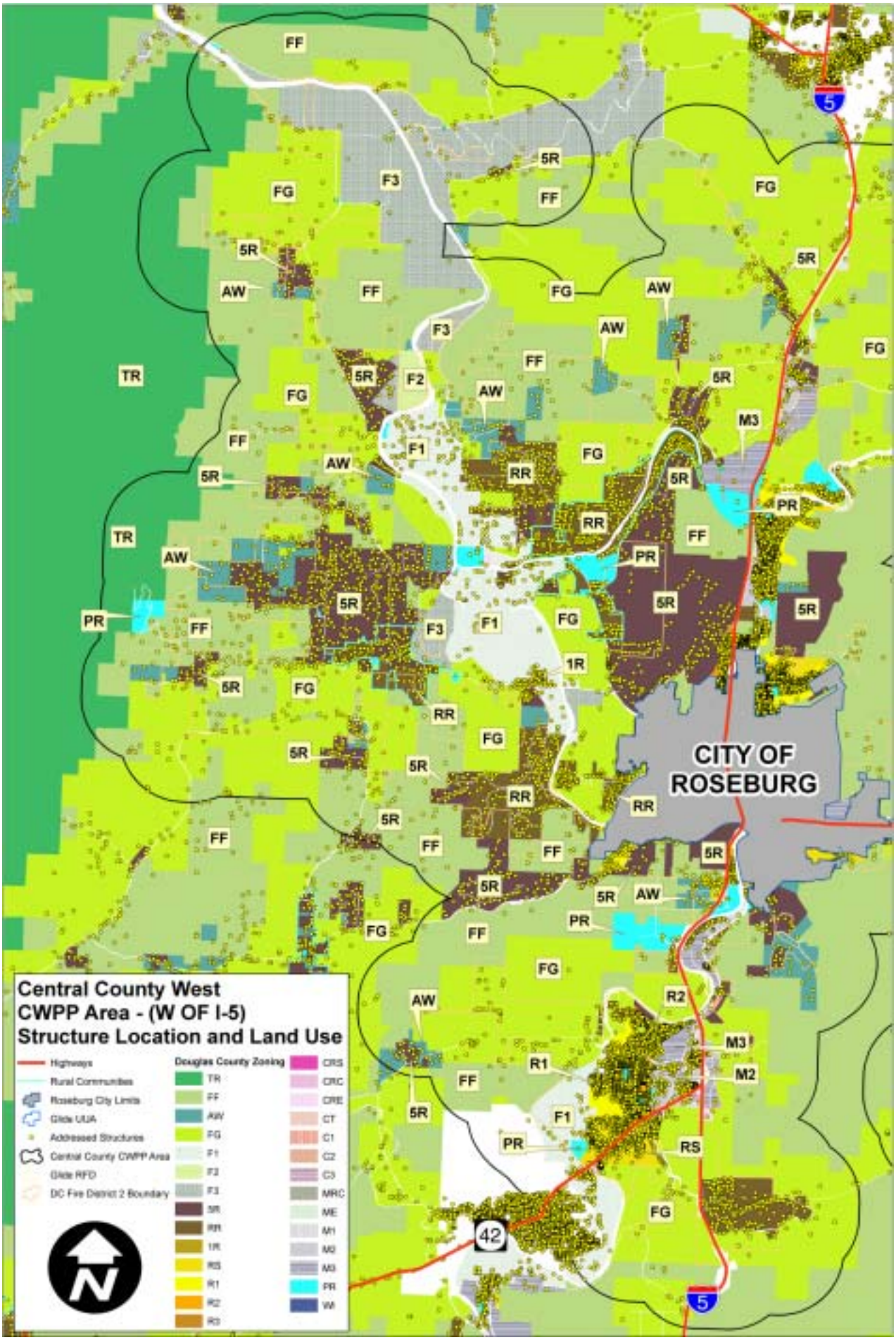
Transportation to and from the Central County West CWPP area is handled primarily via Interstate 5, which at Exit 120, leading west, connects to Highway 42, the Green UUA, City of Winston and the Lookingglass CWPP Area. From Green, Happy Valley Road going west extends to Lookingglass Road. Lookingglass Road connects to the City of Roseburg after looping through the Calapooya CWPP Area, also it connects to the Melrose RC via Colonial Road. From Roseburg, the CWPP Area extends to the Melrose Rural Community (RC) heading west on Old Melrose or Melrose Roads. The CWPP Area continues from Melrose, northward on the West Side of the Umpqua River on Cleveland Hill Road. Garden Valley Road extends the CWPP Area north through the Riversdale RC, intersecting with Del Rio Road. Del Rio Road heads eastward to I-5 Exit 129 and also to Wilbur Road which connects to Wilbur, located E of 1-5. Garden Valley Road continues north from the intersection with Del Rio along the eastern side of the Umpqua River to the Community of Umpqua and the intersection with Ft. McKay Road. I-5 Exits serving the Central County West CWPP Area are: 119, 120, 121, 123, 124, 125, 129, and 135.

Critical Infrastructure

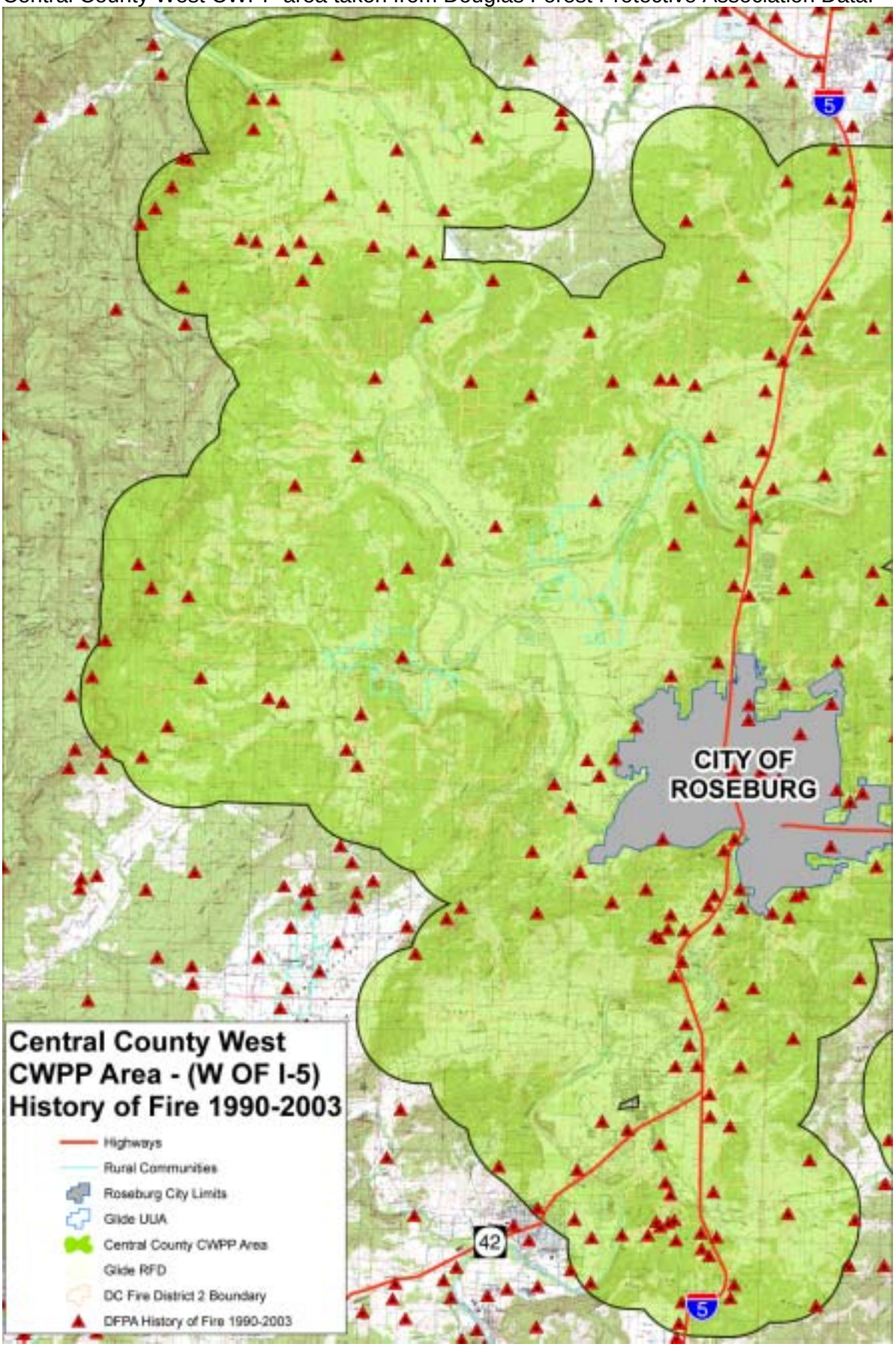
Unique critical infrastructure to the Central County West CWPP area includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines/Substations
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 42,and 138, Old Highway 99, any local road deemed critical as a economic route in or out of the communities)

CENTRAL COUNTY WEST CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP



WILDFIRE RISK ASSESSMENT- History Map indicates fire history from 1990 through 2003 for the Central County West CWPP area taken from Douglas Forest Protective Association Data.



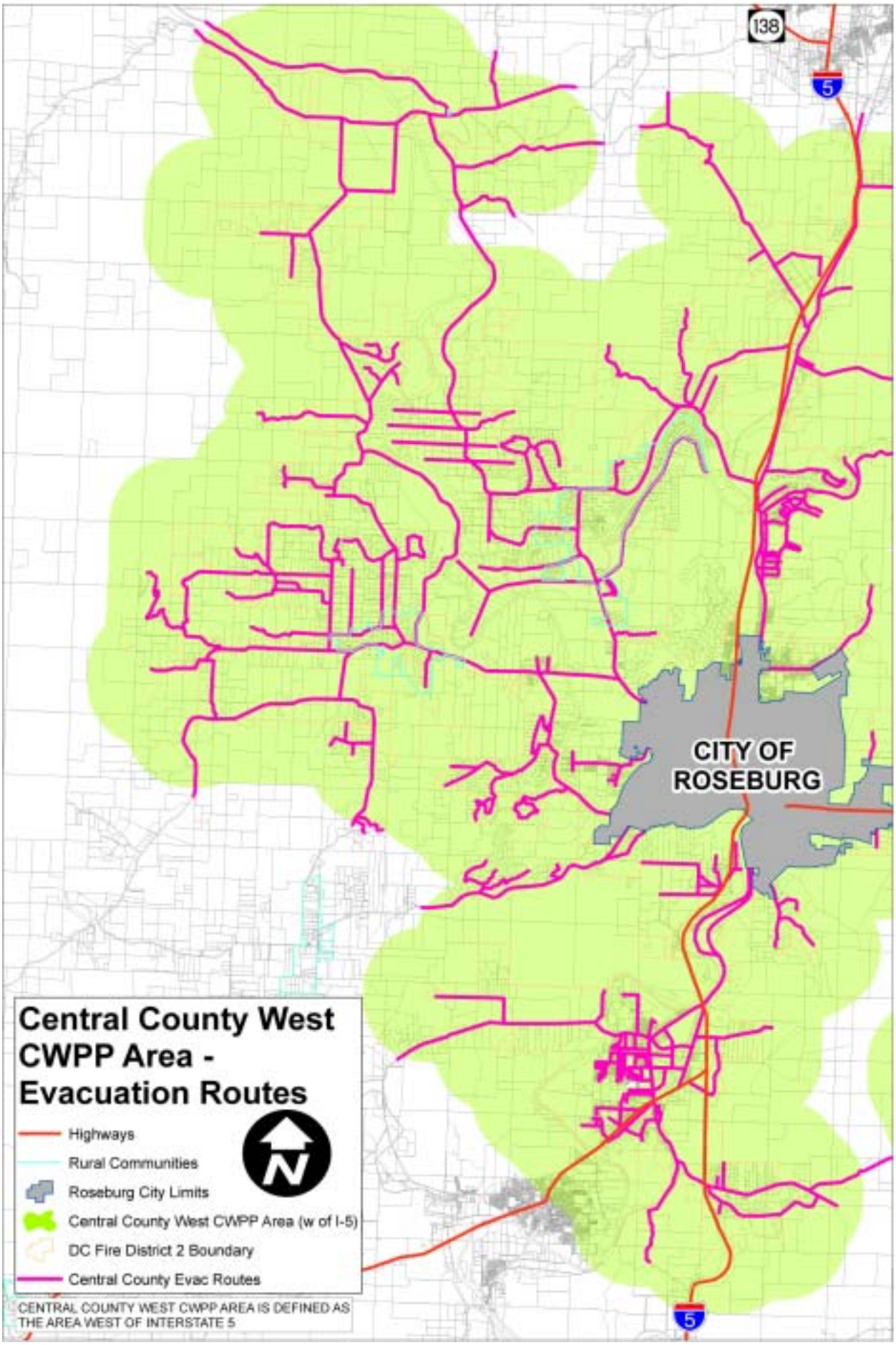
Emergency Equipment and Staffing Inventory
As shown on the maps, Douglas County Fire District 2 serves the Central County West CWPP area. Equipment and staffing inventory for the district is as follows:

DOUGLAS COUNTY FIRE DISTRICT 2

- 36 Firefighters
- 6 Type 1 Class A Structural engines
- 3 Type 2 Water tenders
- 1 Type 1 Water tender
- 6 Type 6 Wildland engines
- 4 First response vehicles

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter. Wildland Fire Protection is provided by the Douglas Forest Protective Associations and supported by mutual aid agreements by neighboring fire districts, U.S. Forest Service, and Oregon Department of Forestry Districts.

Evacuation Routes
In the event of a wildfire, the community would utilize the main evacuation routes of Melrose Road, Del Rio Road, Garden Valley Road, Lookingglass Road, Happy Valley Road, Colonial Road, Fort Mc Kay Road, Tyee Road, Oak Hill Road and Wilbur Road, which feed towards the Interstate and out of the CWPP Area. Secondary evacuation routes are roads and streets leading from home sites to the primary evacuation routes. See evacuation map on next page for further information.


138
5
CITY OF ROSEBURG
Central County West CWPP Area - Evacuation Routes
Highways
Rural Communities
Roseburg City Limits
Central County West CWPP Area (w of I-5)
DC Fire District 2 Boundary
Central County Evac Routes
N
CENTRAL COUNTY WEST CWPP AREA IS DEFINED AS THE AREA WEST OF INTERSTATE 5
5

Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

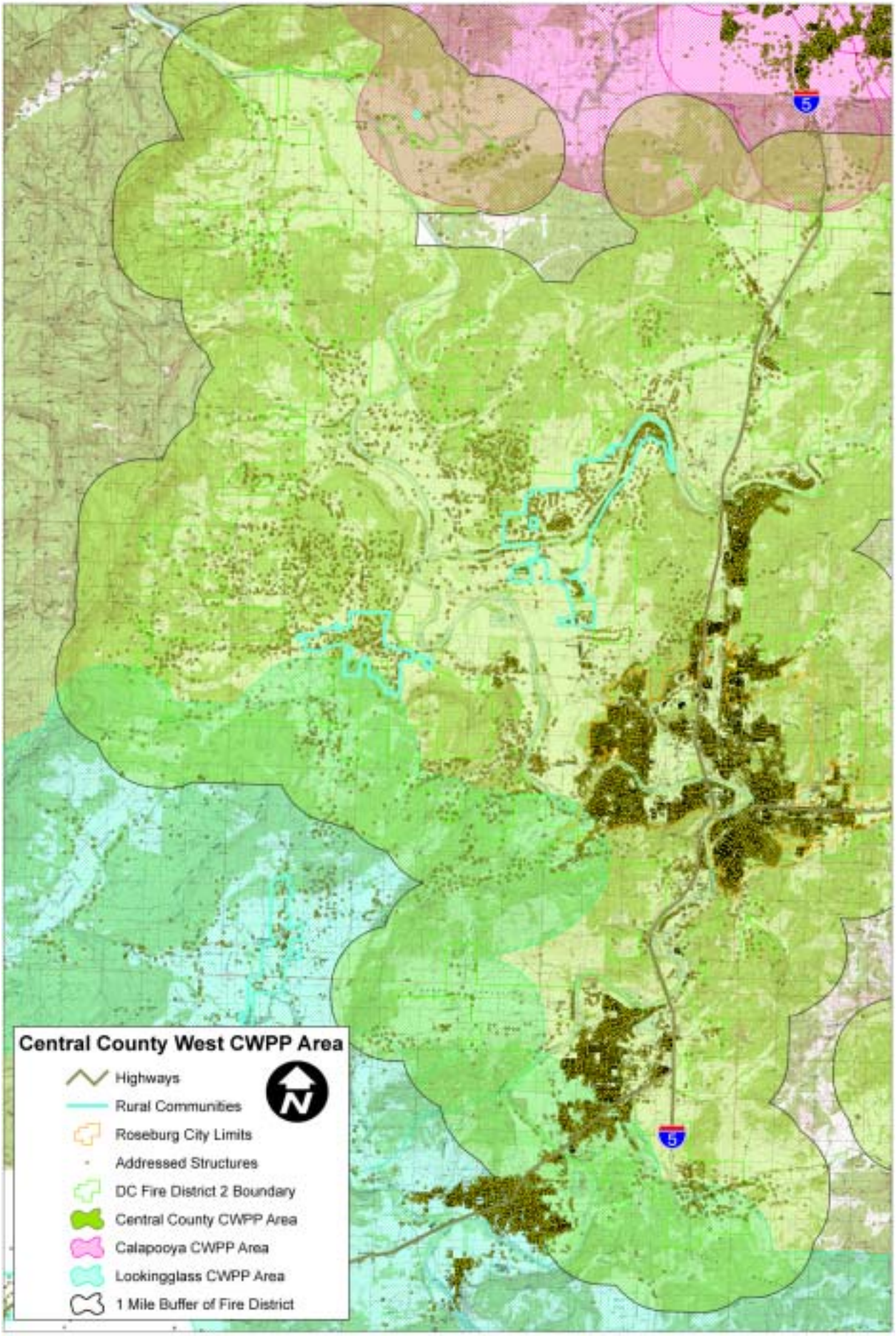
In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team.

While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE


Central County West CWPP Area
Highways
Rural Communities
Roseburg City Limits
Addressed Structures
DC Fire District 2 Boundary
Central County CWPP Area
Calapooya CWPP Area
Lockingglass CWPP Area
1 Mile Buffer of Fire District
N
5
5

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from homes and structures and critical infrastructure areas- concentrated along the evacuation routes, and alongside roads to home sites leading to evacuation routes. Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling.

Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

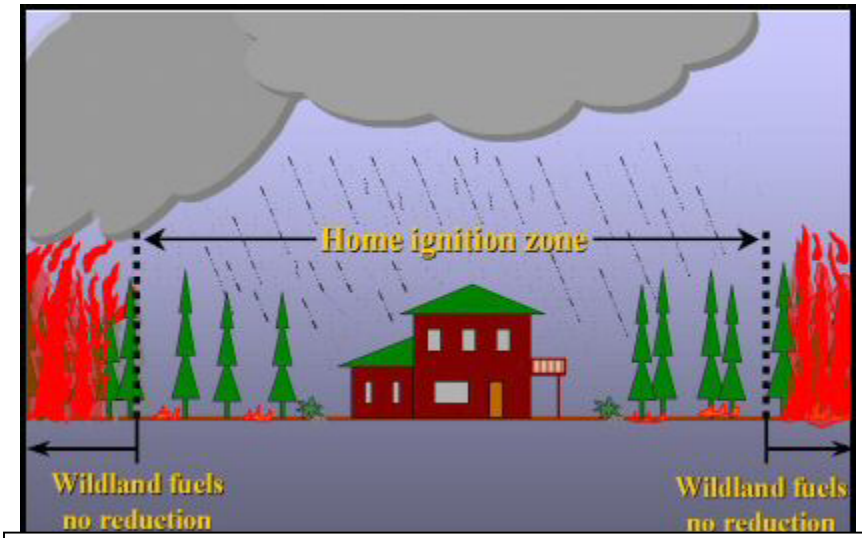


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes

- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education and outreach programs (an example would be the Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

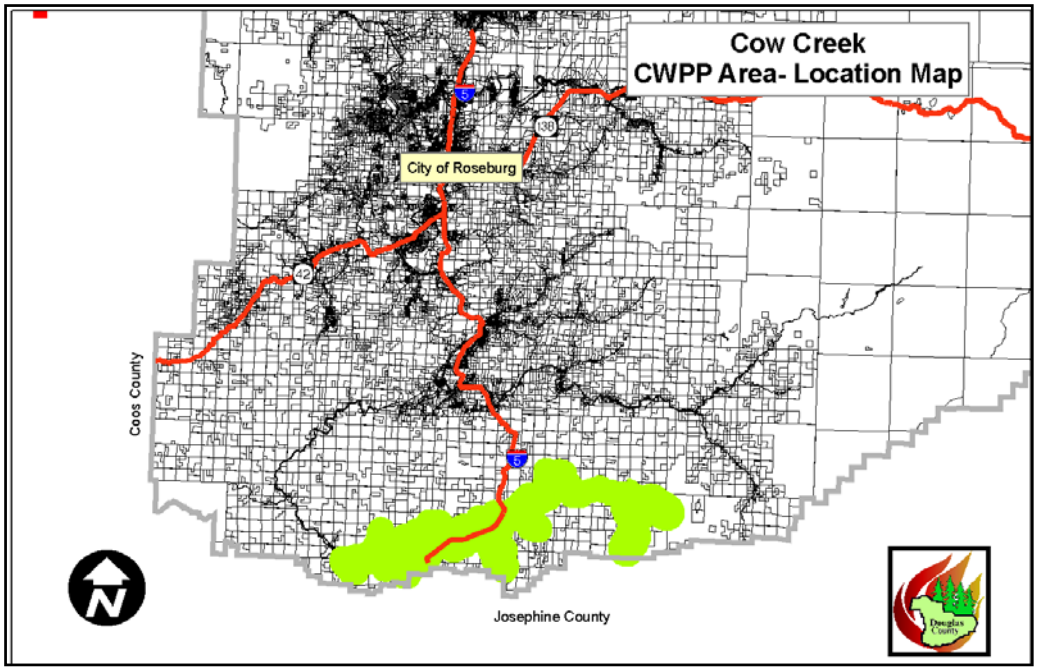
Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:

11-30-05

Chief, Douglas County Fire District 2 Date

Community Wildfire Protection Plans: **Cow Creek CWPP Area**

COMMUNITY PROFILE:



Location

The Cow Creek CWPP area stretches approximately 6 miles west of Interstate 5 Exit 80, past the City of Glendale and approximately 9 miles east on Upper Cow Creek Road, Past the Galesville Reservoir. The extent of the CWPP area contains the Rural Fire District Boundaries of the Glendale Municipal Fire District, The Glendale Rural Fire District and the Azalea Rural Fire Districts, buffered one mile. Areas to the east of the Azalea RFD, outside of a fire district boundary were buffered one mile from Upper Cow Creek Road.

Population

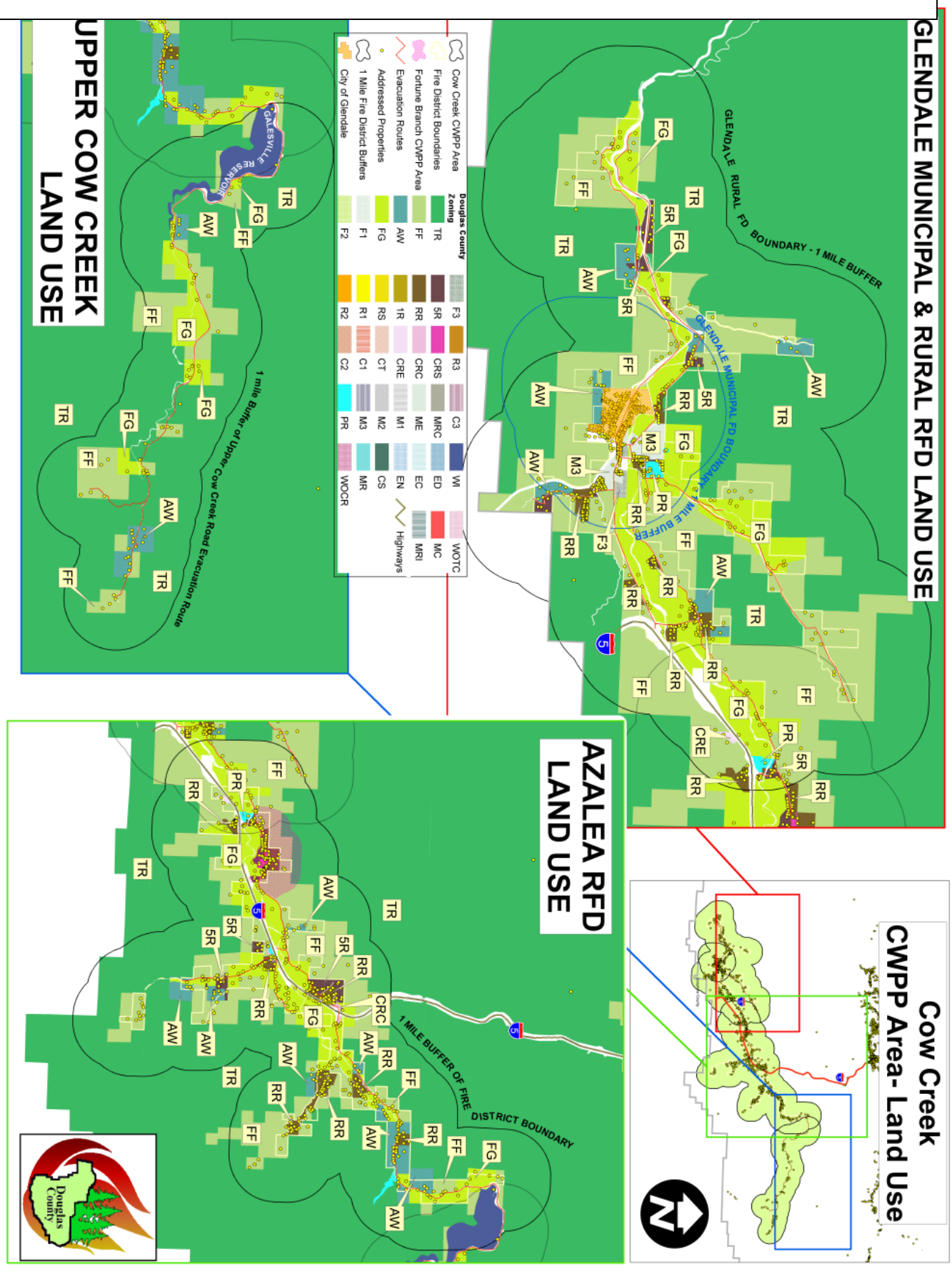
The approximate population of the Cow Creek CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 2841 people.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 1427 addressed structures within the Cow Creek CWPP Area. The majority of these are homes, but there are also commercial and industrial structures.

The Cow Creek CWPP area has zoning designations of RR (Rural Residential 2) 5R (Rural Residential 5) throughout the area, along Glendale Valley Road, Reuben Road East of Glendale, along Azalea-Glen Road northeast towards Fortune Branch and Azalea, along Quines Creek Road, Starveout Creek Road, Upper Cow Creek Road and west of I-5 exit 82. AW (Agriculture and Woodlot) zoned properties are located throughout the CWPP area. Surrounding the residential and AW properties, parcels are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), and FF (Farm Forest). There are also properties zoned PR (Public Reserve) and CRC (Rural Community Commercial) in the Azalea and Fortune Branch Rural Communities along Azalea-Glen Road. The City of Glendale zoning Designations was not a part of the analysis. A large amount of the Upper Cow Creek area consists of Umpqua National Forest Managed lands.

COW CREEK CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP



Transportation
Roads: Transportation to and from the Cow Creek CWPP area is handled via I-5 Exits 88, 86, 83, 82, and 80, which connects to the community on Upper Cow Creek Road, Azalea Glen Road, Glendale Valley Road and Quines Creek/Barton Roads.

Critical Infrastructure

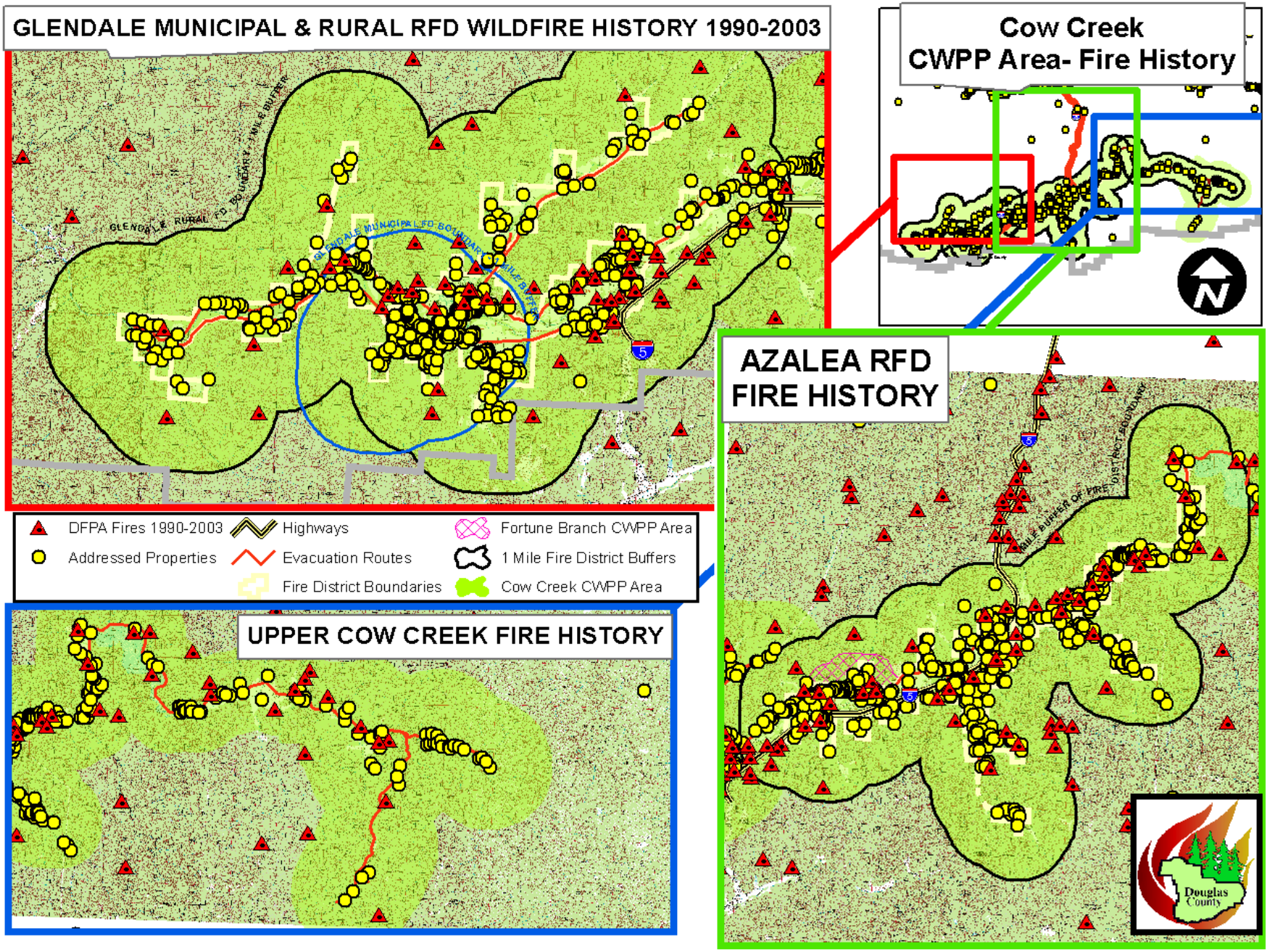
Unique critical infrastructure to the Cow Creek CWPP area includes:

- Galesville Reservoir

Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as an economic route in or out of the communities)

WILDFIRE RISK ASSESSMENT- History
Map on next page indicates fire history from 1990 through 2003 for the Cow Creek CWPP area taken from Douglas Forest Protective Association Data.


GLENDALE MUNICIPAL & RURAL RFD WILDFIRE HISTORY 1990-2003
GLENDALE RURAL FD BOUNDARY
GLENDALE MUNICIPAL FD BOUNDARY
1 MILE BUFFER
Cow Creek
CWPP Area- Fire History
N
AZALEA RFD
FIRE HISTORY
DISTRICT BOUNDARY
1 MILE BUFFER OF FIRE
Douglas County
DFPA Fires 1990-2003
Addressed Properties
Highways
Evacuation Routes
Fire District Boundaries
Fortune Branch CWPP Area
1 Mile Fire District Buffers
Cow Creek CWPP Area
UPPER COW CREEK FIRE HISTORY

Emergency Equipment and Staffing Inventory
As shown on the maps, the Glendale Municipal Fire Department, Glendale Rural Fire Department (RFD), and the Azalea RFD serve the Cow Creek CWPP area. Equipment and staffing inventory for each of the districts is as follows:

GLENDALE MUNICIPAL / GLENDALE RURAL FIRE DISTRICTS:

- 15 Firefighters
- 1 Type 1 Class A Structural engine
- 2 Type 2 Class A Structural engines
- 2 Type 2 Water tenders
- 2 Type 6 Wildland engines

AZALEA RURAL FIRE DISTRICT:

- 15 Firefighters
- 1 Type 1 Class A Structural engine
- 1 Type 2 Class A Structural engine
- 2 Type 2 Water tenders
- 1 Type 6 Wildland engine

In areas outside of Rural Fire District Boundaries, Wildland Fire Protection is provided by the Umpqua National Forest and supported by the Douglas Forest Protective Associations by mutual aid.

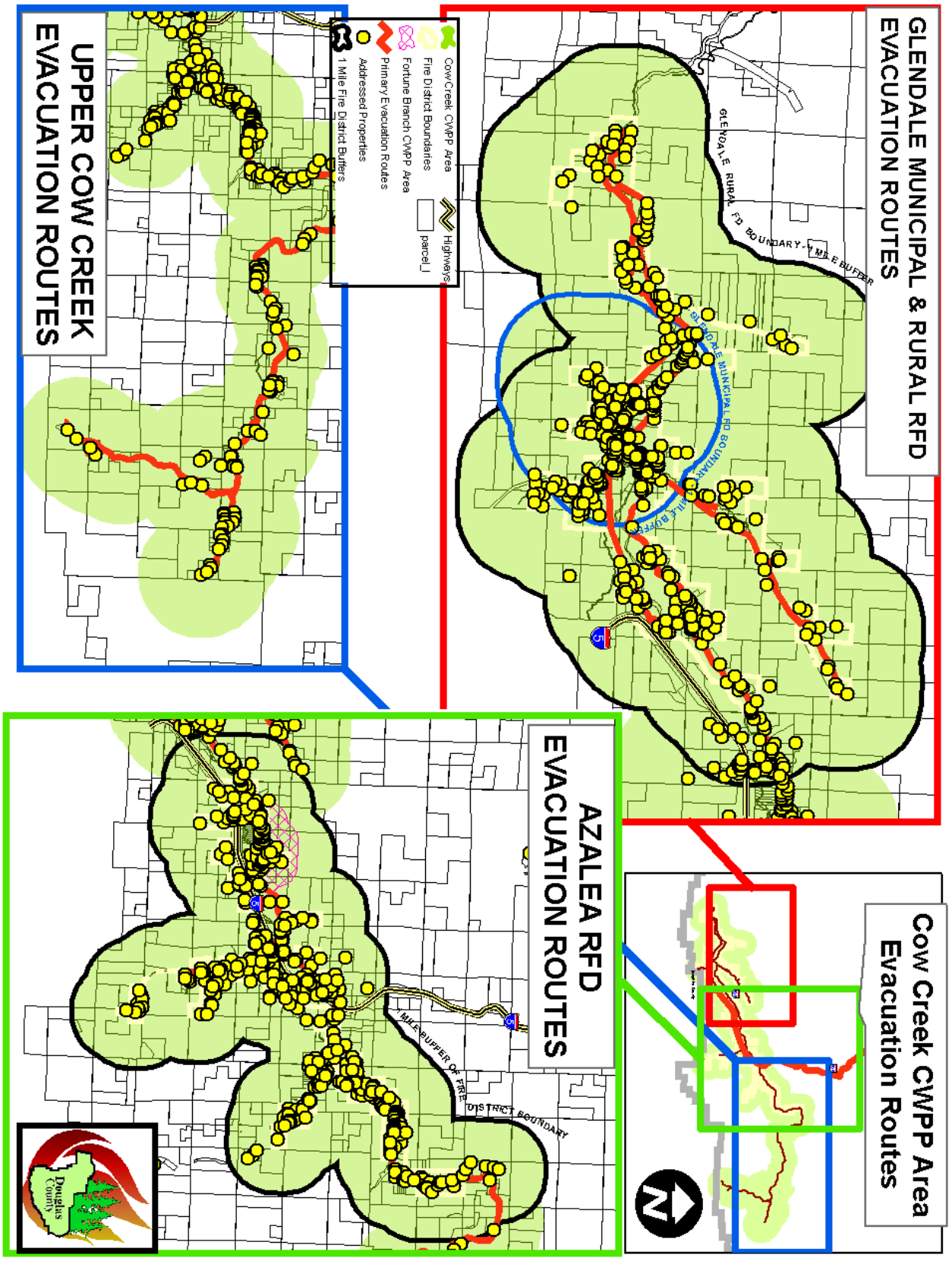
The Tiller Ranger District of the Umpqua National Forest provides fire protection in the Boulder Creek Area, with the following inventory:

1	20-person hand crew	1	Type 6 Engines
4	Type 4 Engines	1	Water Tender

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter.

Evacuation Routes

In the event of a wildfire, the communities would utilize the main evacuation routes of Azalea-Glen Road, Upper Cow Creek Road, Reuben Road, Quines Creek Road, Glendale Valley Road; Secondary evacuation routes are roads and streets leading from home sites to the primary evacuation routes.



Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. In areas outside the Rural Fire District Boundary (Upper Cow Creek Road), the evacuation route of the area was buffered one mile to create the CWPP area. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team.

While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

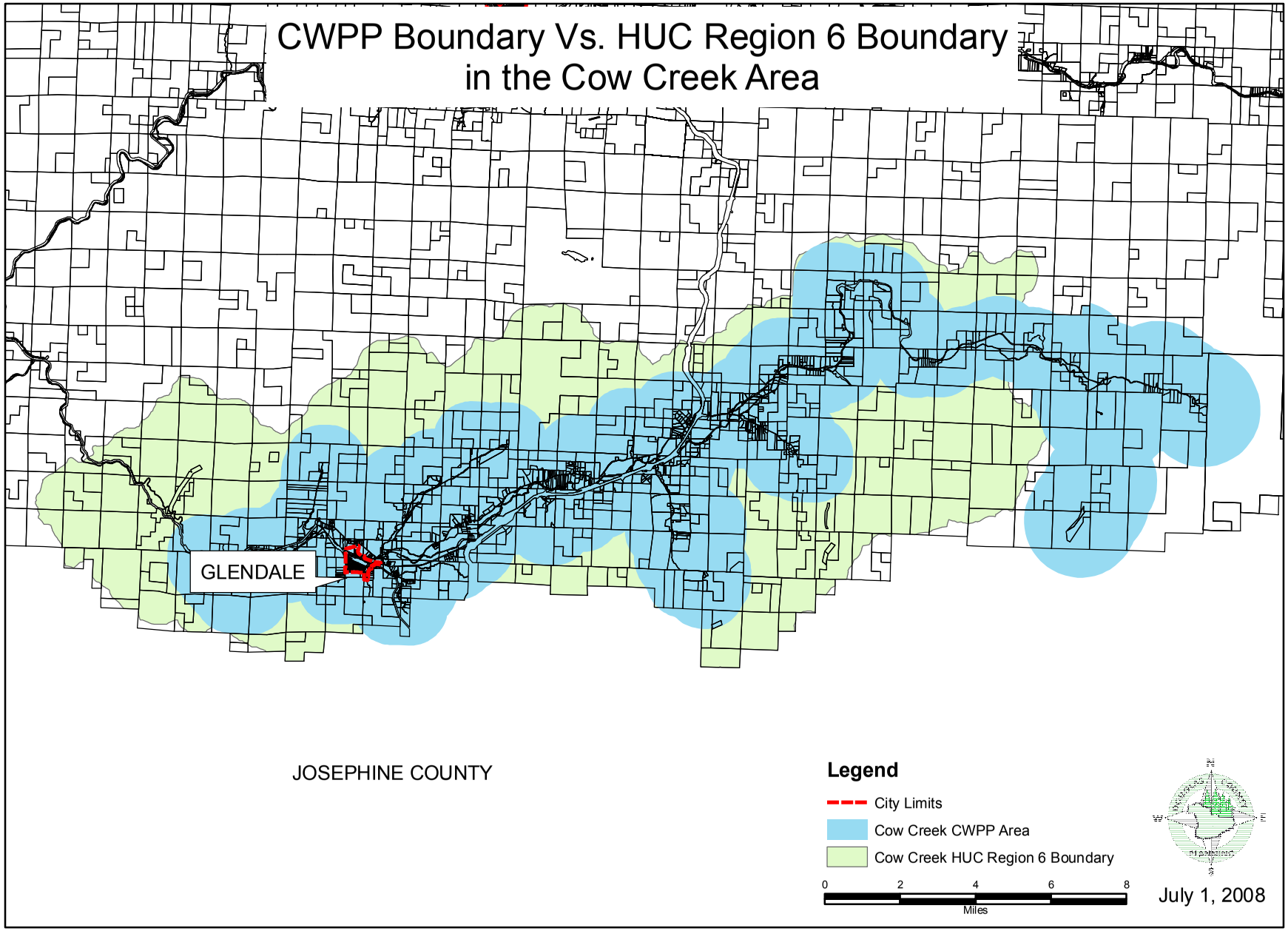
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern in the Umpqua National Forest was to Utilize Wildland Urban Interface Areas previously mapped by The USFS.

Guidance provided in the 10 year Comprehensive Strategy of the National Fire Plan, the Healthy Forest Restoration Act and the Umpqua National Forest's Land and Resource Management Plan, in addition to the designation of Communities at Risk in the Federal Register, directed the designation of the Wildland Urban Interface Areas included in this CWPP.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

In 2008, the United States Department of the Interior, Bureau of Land Management requested the Cow Creek CWPP be increased in size to include HUC Region 6 areas not previously included. In Fall 2008 Douglas County added the additional HUC 6 areas to the CWPP boundary through the legislative amendment process. The following map was created showing the additional area that was added to the Cow Creek CWPP boundary.

COW CREEK CWPP AREA MAP IS ON THE NEXT PAGE


CWPP Boundary Vs. HUC Region 6 Boundary
in the Cow Creek Area
GLENDALE
JOSEPHINE COUNTY
Legend
City Limits
Cow Creek CWPP Area
Cow Creek HUC Region 6 Boundary
0
2
4
6
8
Miles
July 1, 2008

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from critical infrastructure and home sites located to the west and east on main evacuation routes (Azalea-Glen Road, Upper Cow Creek Road, Reuben Road, Quines Creek Road, Glendale Valley Road and along Secondary Evacuation Routes (roads to home sites leading to the priority evacuation routes.) Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling.

Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

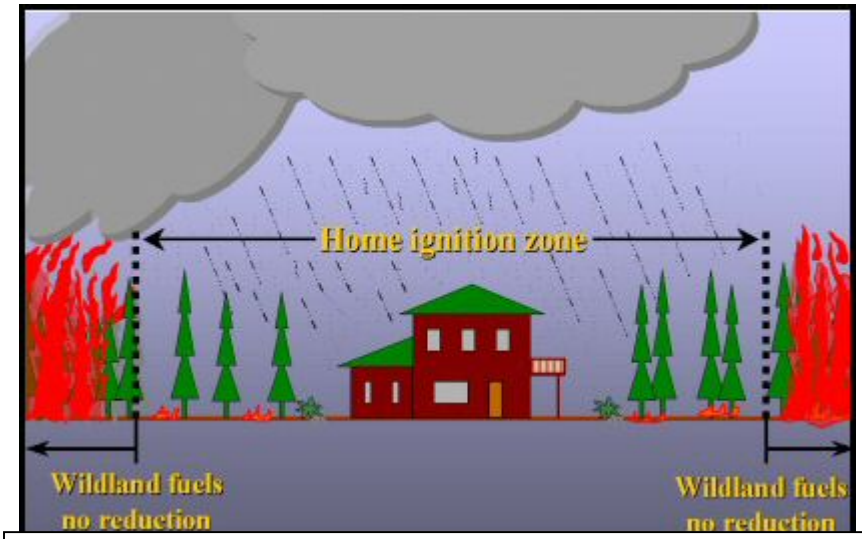


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes
- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education and outreach programs (an example would be the Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:

1/10/06

Chief, Azalea Rural Fire District — Date

1-10-06

Chief, Glendale Rural Fire District — Date

1-10-06

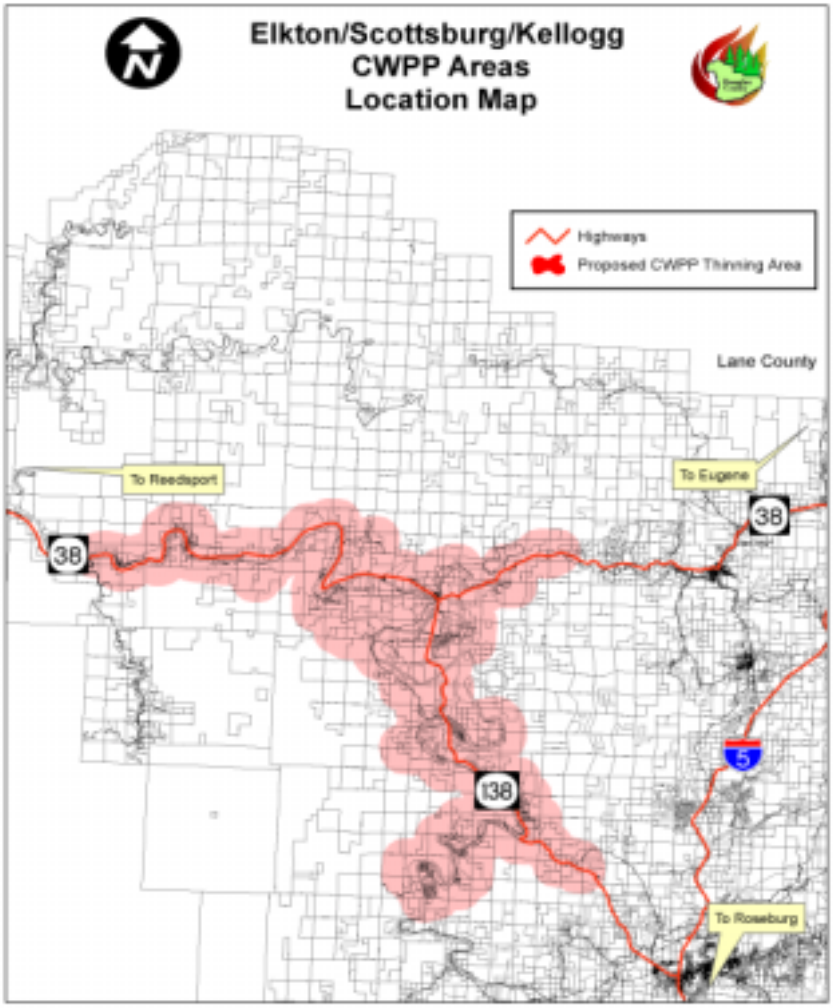
Chief, Glendale Municipal Fire District — Date

James Caplan 1/17/06

James Caplan — Date
Forest Supervisor, Umpqua National Forest

Community Wildfire Protection Plans: **Elkton/Scottsburg/Kellogg Area**

COMMUNITY PROFILE:



Location

The Elkton Scottsburg/Kellogg CWPP area is located approximately 15 miles southwest of interstate 5 Exit 162, at the intersection of State Highways 38 and 138. The CWPP Area extends south of the intersection of Highways 138 and 38 approximately 14 miles, northeast approximately 5 miles and west approximately 12 miles. The extent of the CWPP area contains the Rural Fire District Boundaries of the Elkton, Scottsburg and Kellogg Rural Fire Districts, buffered one mile.

Population

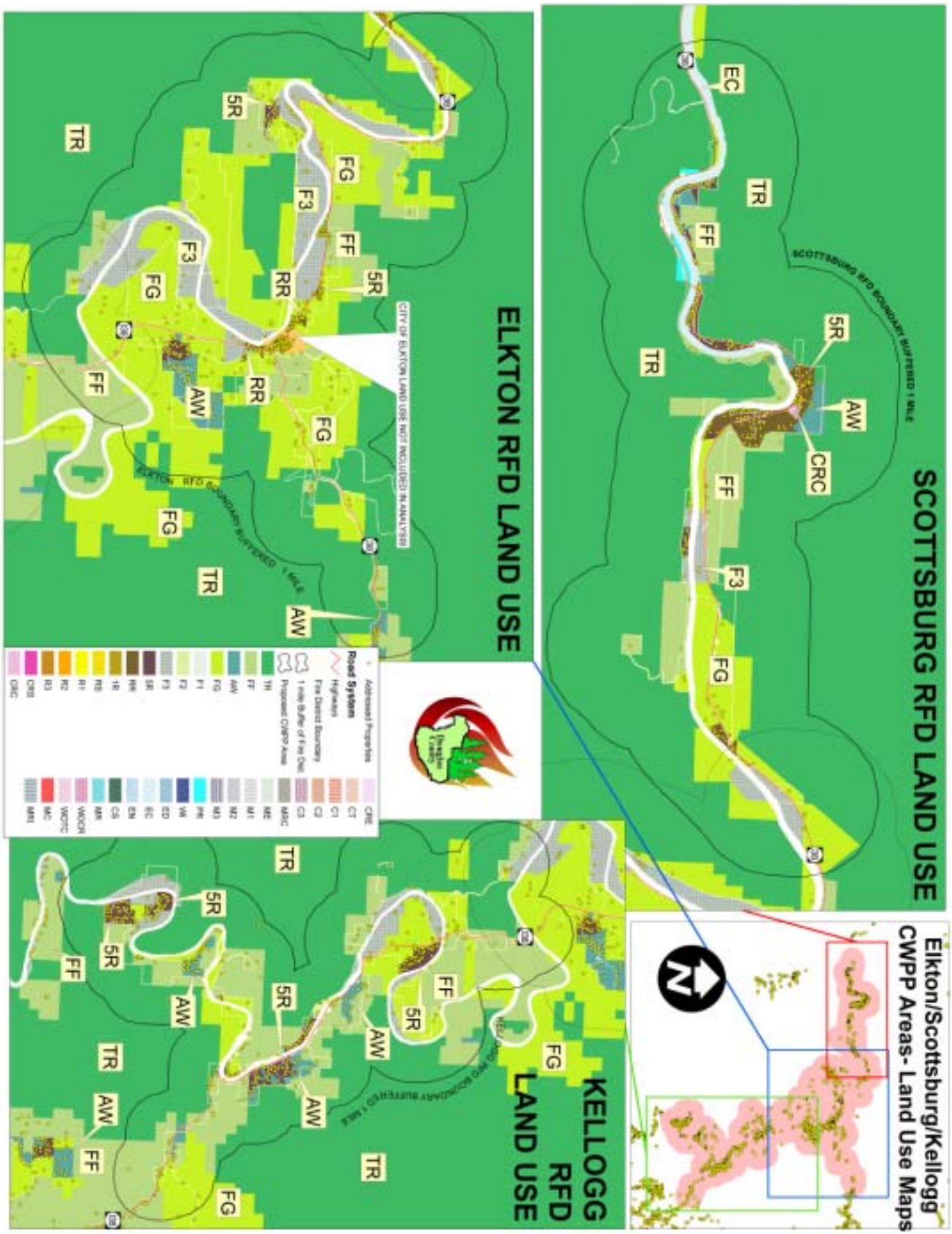
The approximate population of the Elkton Scottsburg/Kellogg CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 2355 people.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 1176 addressed structures within the Elkton Scottsburg/Kellogg CWPP area. The majority of these are homes, but there are also commercial structures.

The Elkton Scottsburg/Kellogg CWPP area has zoning designations of RR (Rural Residential 2) 5R (Rural Residential 5) and AW (Agriculture and Woodlot) along areas near the river in all three Rural Fire District Boundaries; these areas contain the majority of addressed structures in the CWPP area. Surrounding the residential and AW properties, parcels are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), F3 (Exclusive Farm Use Cropland) and FF (Farm Forest). There are also properties zoned PR (Public Reserve) and CRC (Rural Community Commercial) in the Scottsburg Rural Community along Highway 38. The City of Elkton City Limits falls within the Elkton Rural Fire District Boundary, however the city zoning information was not included in this analysis.

ELKTON/SCOTTSBURG/KELLOGG CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP



Transportation
Roads: Transportation to and from the Elkton/Scottsburg/Kellogg CWPP area is handled via State Highway 138, which connects the community to Interstate 5 southeast of the CWPP Area at exit 136 in Sutherlin; also State Highway 38, which to the east connects the community to the City of Drain and further to Interstate 5 at exit 162 near Curtin; to the west, State Highway 38 connects the community to US 101 in Reedsport.

Critical Infrastructure

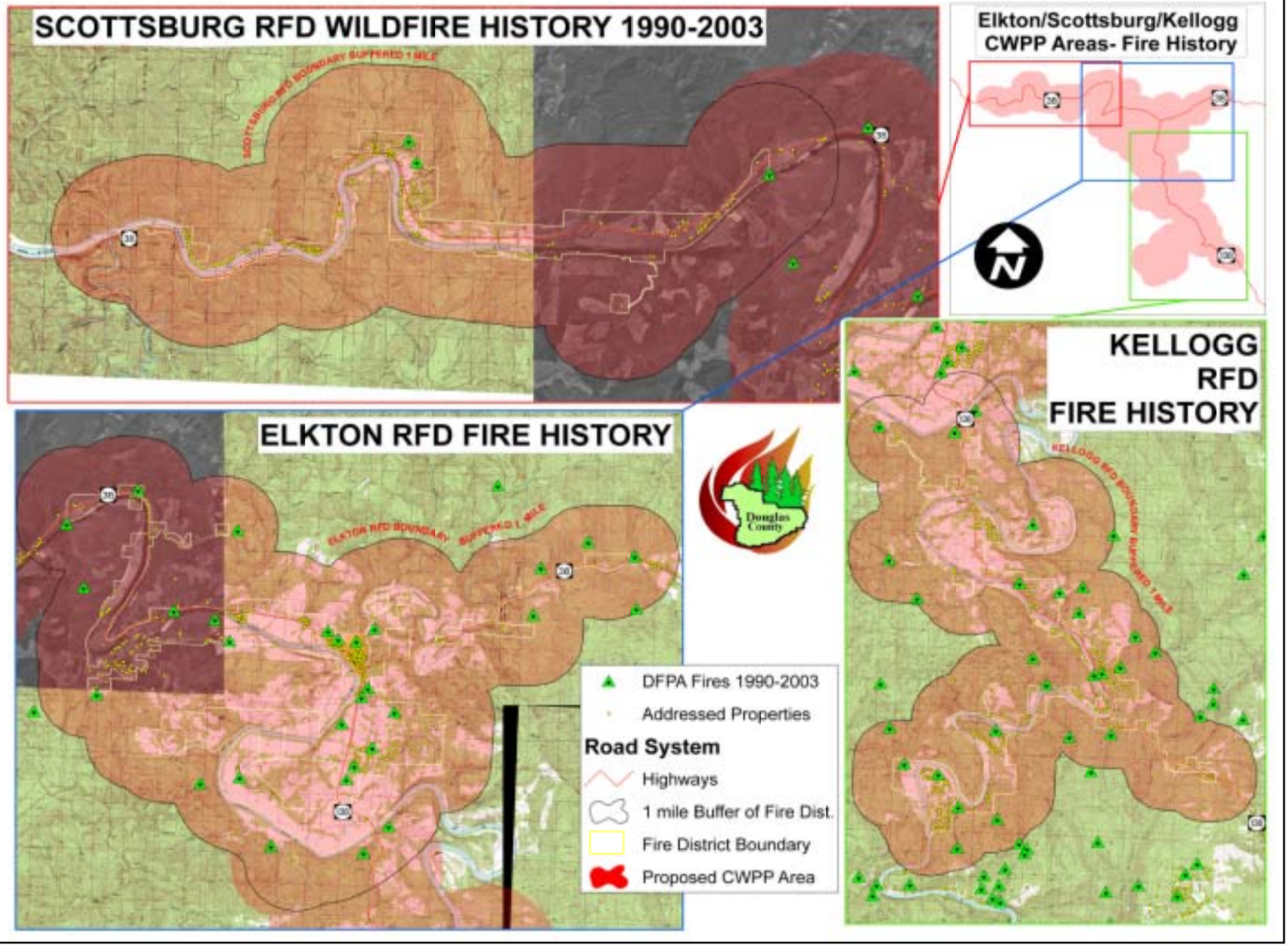
Unique critical infrastructure to the Elkton/Scottsburg/Kellogg CWPP area includes:

- Highway 38 tunnel east of Elkton
- Phipps State Nursery South of Elkton on Wells Road
- City of Drain - Bear Creek Municipal Watershed

Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as a economic route in or out of the communities)

WILDFIRE RISK ASSESSMENT- History
Map on next page indicates fire history from 1990 through 2003 for the Elkton/Scottsburg/Kellogg CWPP area taken from Douglas Forest Protective Association Data.


SCOTTSBURG RFD WILDFIRE HISTORY 1990-2003
SCOTTSBURG RFD BOUNDARY BUFFERED 1 MILE
Elkton/Scottsburg/Kellogg
CWPP Areas- Fire History
N
ELKTON RFD FIRE HISTORY
ELKTON RFD BOUNDARY BUFFERED 1 MILE
KELLOGG
RFD
FIRE HISTORY
KELLOGG RFD BOUNDARY BUFFERED 1 MILE
Douglas County
DFPA Fires 1990-2003
Addressed Properties
Road System
Highways
1 mile Buffer of Fire Dist.
Fire District Boundary
Proposed CWPP Area

Emergency Equipment and Staffing Inventory
As shown on the maps, the Elkton Rural Fire District (RFD), the Scottsburg RFD, and the Kellogg RFD serve the Elkton/Scottsburg/Kellogg CWPP area. Equipment and staffing inventory for each of the districts is as follows:

ELKTON RURAL FIRE DISTRICT:
- 15 Firefighters
- 2 Type 1 Class A engines
- 1 Type 2 Class A engine
- 1 Type 2 Water tender
- 1 Type 6 Wildland engine

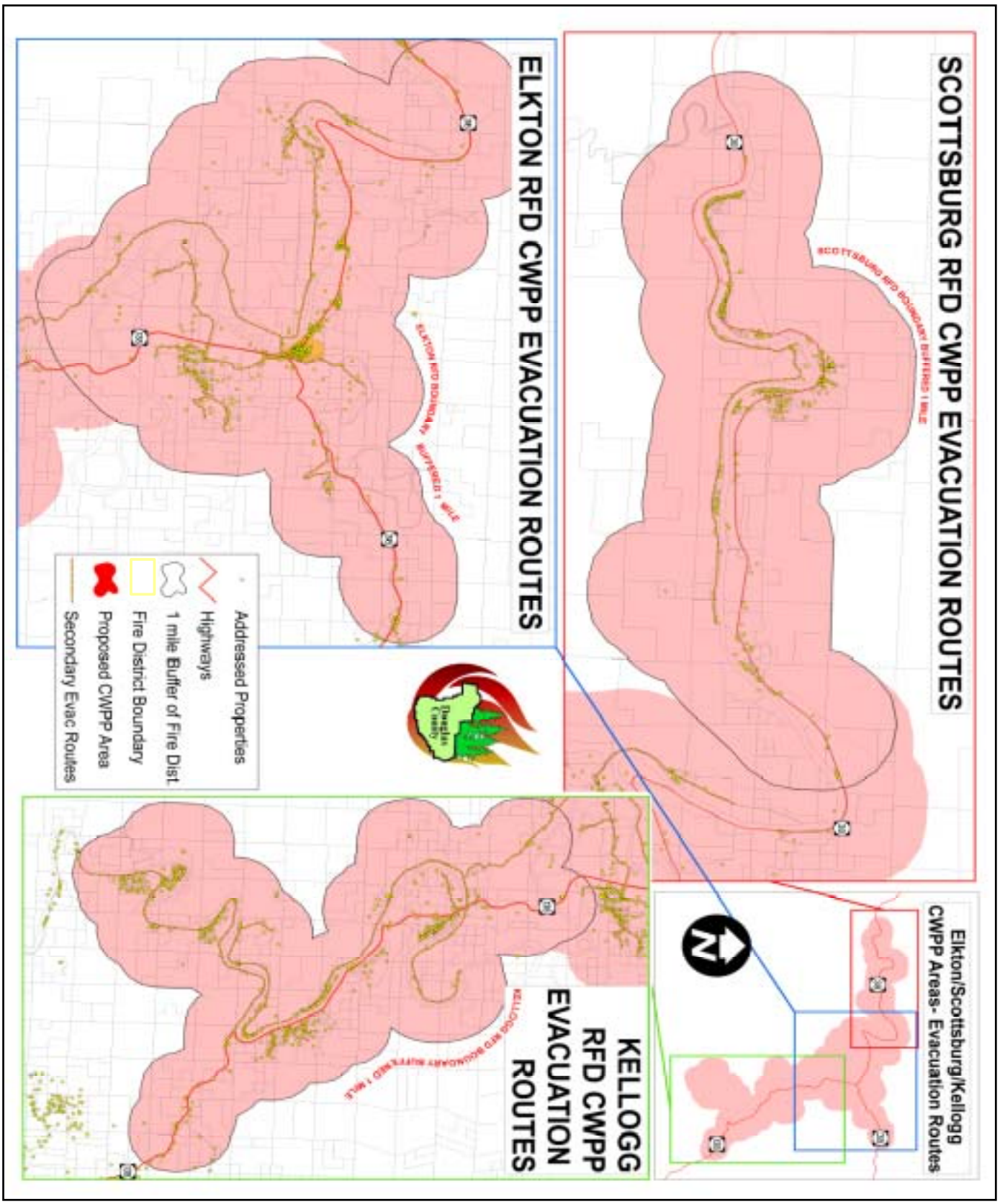
SCOTTSBURG RURAL FIRE DISTRICT:
- 20 Firefighters
- 1 Type 1 Class A Structural engine
- 3 Type 3 Water tenders
- 1 EMS Resp. Unit 4791

KELLOGG RURAL FIRE DISTRICT
- 10 Firefighters
- 1 Type 2 Class A Structural engine
- 1 Type 2 Water tender
- 1 Type 6 Wildland engine

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter. Wildland Fire Protection is provided by Douglas and Coos Forest Protective Associations and supported by mutual aid agreements by neighboring fire districts, U.S. Forest Service, and Oregon Department of Forestry Districts.

Evacuation Routes

In the event of a wildfire, the community would utilize the main evacuation routes of State Highways 138 northward or southward, State Highway 38 Road west towards Reedsport or east towards Drain. Secondary evacuation routes are roads and streets leading from home sites to the primary evacuation routes.



Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team.

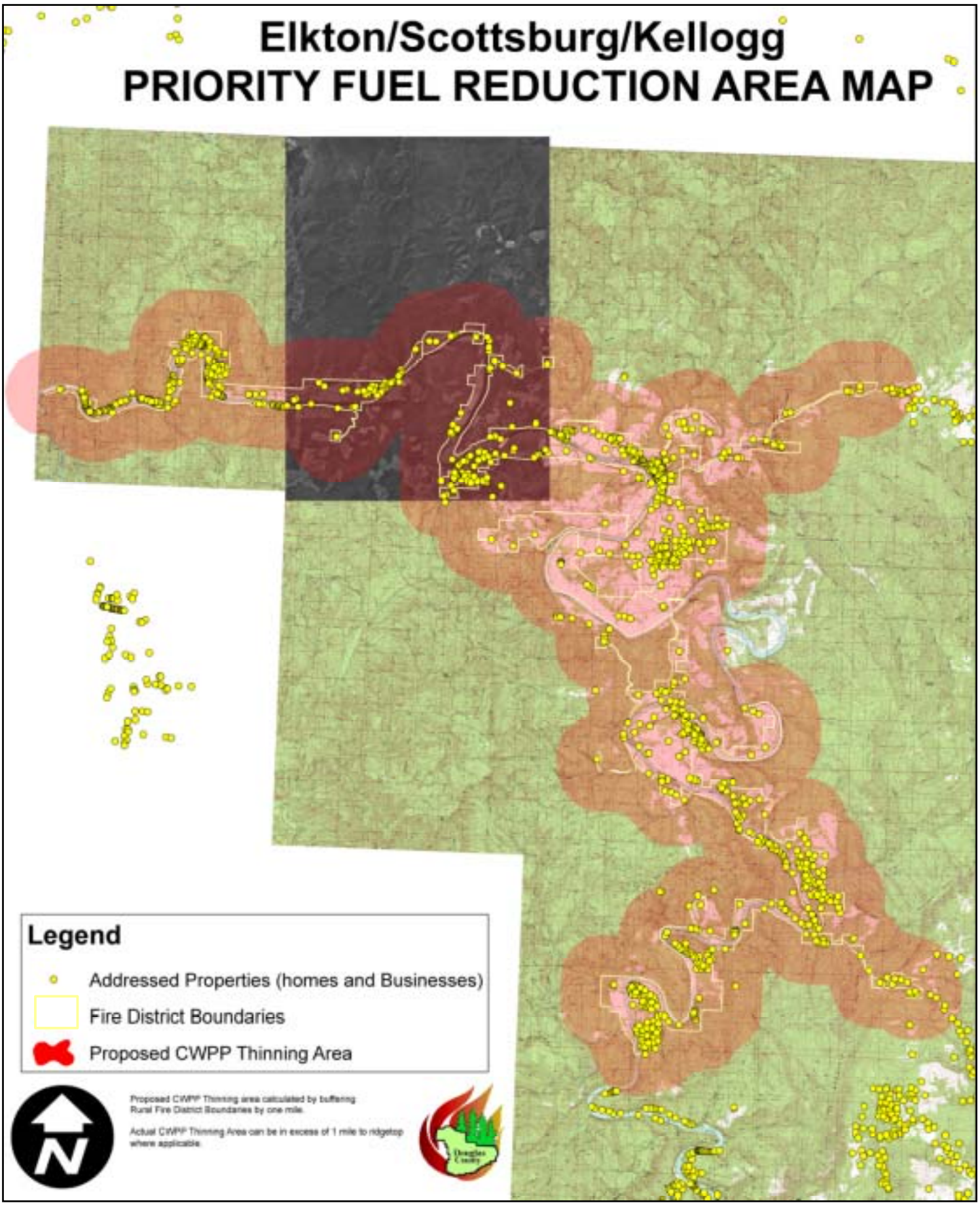
While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE

Elkton/Scottsburg/Kellogg
PRIORITY FUEL REDUCTION AREA MAP



MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from homes and structures and critical infrastructure areas- concentrated along the evacuation routes, and home sites located to the west and east on State Highway 38, north and south along State Highway 138, and along Secondary Evacuation Routes (roads to home sites leading to the priority evacuation routes.) Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling.

Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

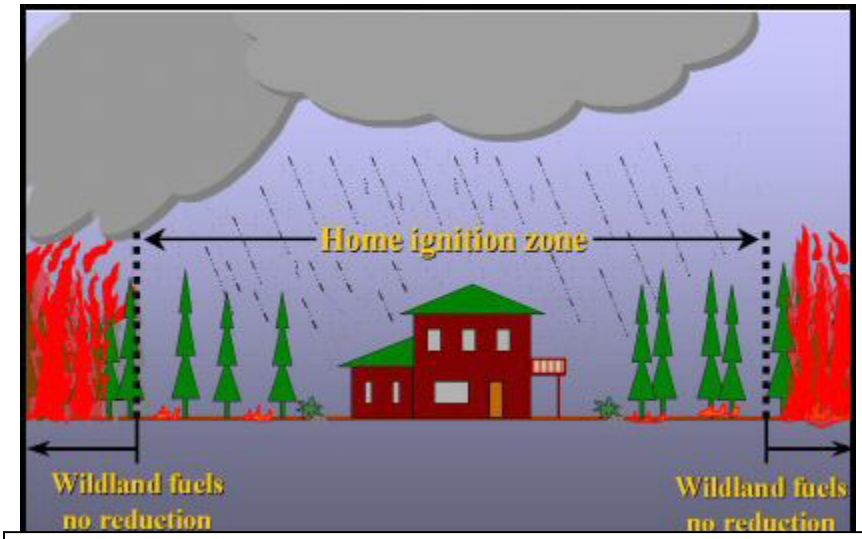


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes

- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education and outreach programs (an example would be the Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:

Paul Ellis Dept Chief. 12/21/05

Chief, Elkton Rural Fire District Date

(The Kellogg Rural Fire District received copies of this plan. At the time of this printing we have not received a signature from their Fire Chief. As soon as the signature is received, it will be included in this document as well as any changes requested by the Fire District)

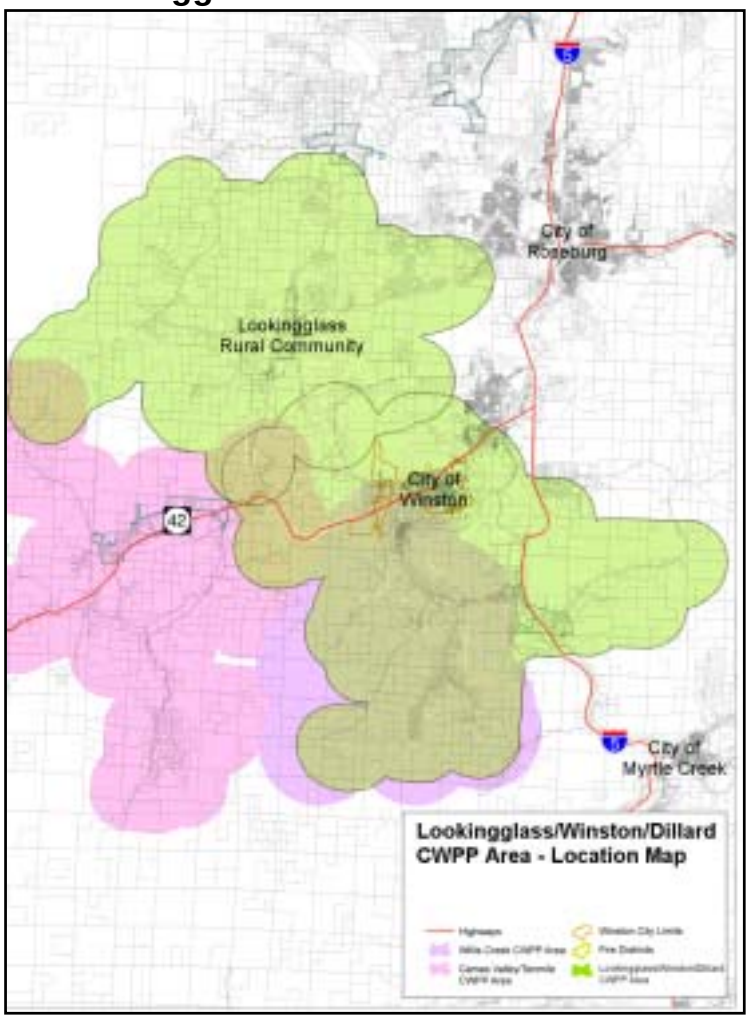
Chief, Kellogg Rural Fire District Date

Steve Rose Chief By Tom Hogue 12-13-05

Chief, Scottsburg Rural Fire District Date

Community Wildfire Protection Plans: **Lookingglass/Winston/Dillard CWPP Area**

COMMUNITY PROFILE:



Location

The Lookingglass/Winston/Dillard CWPP area is located east of Interstate 5 from exit 113 in the south, north almost to Exit 120. The CWPP area extends east of I-5 along Clarks Branch and Roberts Creek Roads. From the City of Winston, the CWPP area goes to the northwest past the Lookingglass Rural Community along Flournoy Valley and Coos Bay Wagon Roads where it connects to the Camas Valley/Tenmile CWPP Area. The CWPP Area overlaps portions of the Camas Valley/Tenmile CWPP area to the west, The Central County West CWPP area to the North, the Central County East CWPP area to the east, The Myrtle Creek CWPP area to the southeast and engulfs the Willis Creek CWPP area to the south. The extent of the CWPP area contains the Rural Fire District Boundaries of the Winston/Dillard and Lookingglass Rural Fire Districts, buffered one mile.

Population

The approximate population of the Lookingglass/Winston/Dillard CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 14,600 people. A portion of the population was also included in the Camas Valley/Tenmile CWPP area, where the two CWPP areas overlap. The entire Willis Creek CWPP areas population is included in the Lookingglass/Winston/Dillard CWPP area. The City of Winston, which isn't included in this analysis accounts for 4,613 people according to the 2000 census. The Douglas County Rural Communities of Lookingglass, Clarks Branch, the Urban Unincorporated Areas of Dillard and parts of Green are included in the CWPP area.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 5494 addressed structures within the Lookingglass/Winston/Dillard CWPP area. The majority of these are homes, but there are also commercial structures. A portion of these structures was also included in the Camas Valley/Tenmile CWPP area, where the two CWPP areas overlap. The entire Willis Creek CWPP area's structures are included in this CWPP area. 2,580 addressed structures are located within the City of Winston.

The Lookingglass/Winston/Dillard CWPP area has zoning designations of RR (Rural Residential 2) 5R (Rural Residential 5) and AW (Agriculture and Woodlot) in or near the Rural Community Boundaries of Lookingglass and Clarks Branch, and also in Dillard, in addition, RS (Suburban Residential) zoned properties are in the Green District. Also, some rural residential properties are located along major evacuation routes such as Lookingglass Road and Roberts Mountain Road; these residential areas contain the majority of addressed structures in the CWPP area (outside the Winston City Limits. Surrounding the residential and AW properties, parcels are zoned with

resource designations of TR (Timberland Resource) (located in the hillsides and outside of the agriculturally zoned areas). The majority of the CWPP area is zoned FG (Farm Grazing), FF (Farm Forest) and F1 and F3 (Exclusive Farm Use Cropland). There are also properties zoned PR (Public Reserve) throughout and CRC (Rural Community Commercial) in the Lookingglass and Clarks Branch Rural Communities. The City of Winston City Limits falls within the Winston/Dillard Rural Fire District Boundary, however the city zoning information was not included in this analysis. The Willis Creek CWPP Area falls completely within the Lookingglass/Winston/Dillard CWPP Area, for detailed Land Use information in the Willis Creek Area, please consult that section of the Douglas County CWPPs. (Land use map follows on next page)

Transportation

Roads: Transportation to and from the Lookingglass/Winston/Dillard CWPP area is handled via State Highway 42, which connects the community to Interstate 5 east of the CWPP Area at Exit 119 in Green; also Lookingglass Road, which connects the CWPP Area to the City of Roseburg in the North and connects to State Highway 42 west of the City of Winston; to the west, Flournoy Valley Road and Coos Bay Wagon Road connect to the Camas Valley/Tenmile CWPP Area. East of Interstate 5, the community is connected via Clarks Branch Road, and Roberts Creek Road. Willis Creek Road connects to Interstate 5 at the Clarks Branch Rural Community at Exit 112 in the south, and connects to State Highway 42 west of Winston in the north.

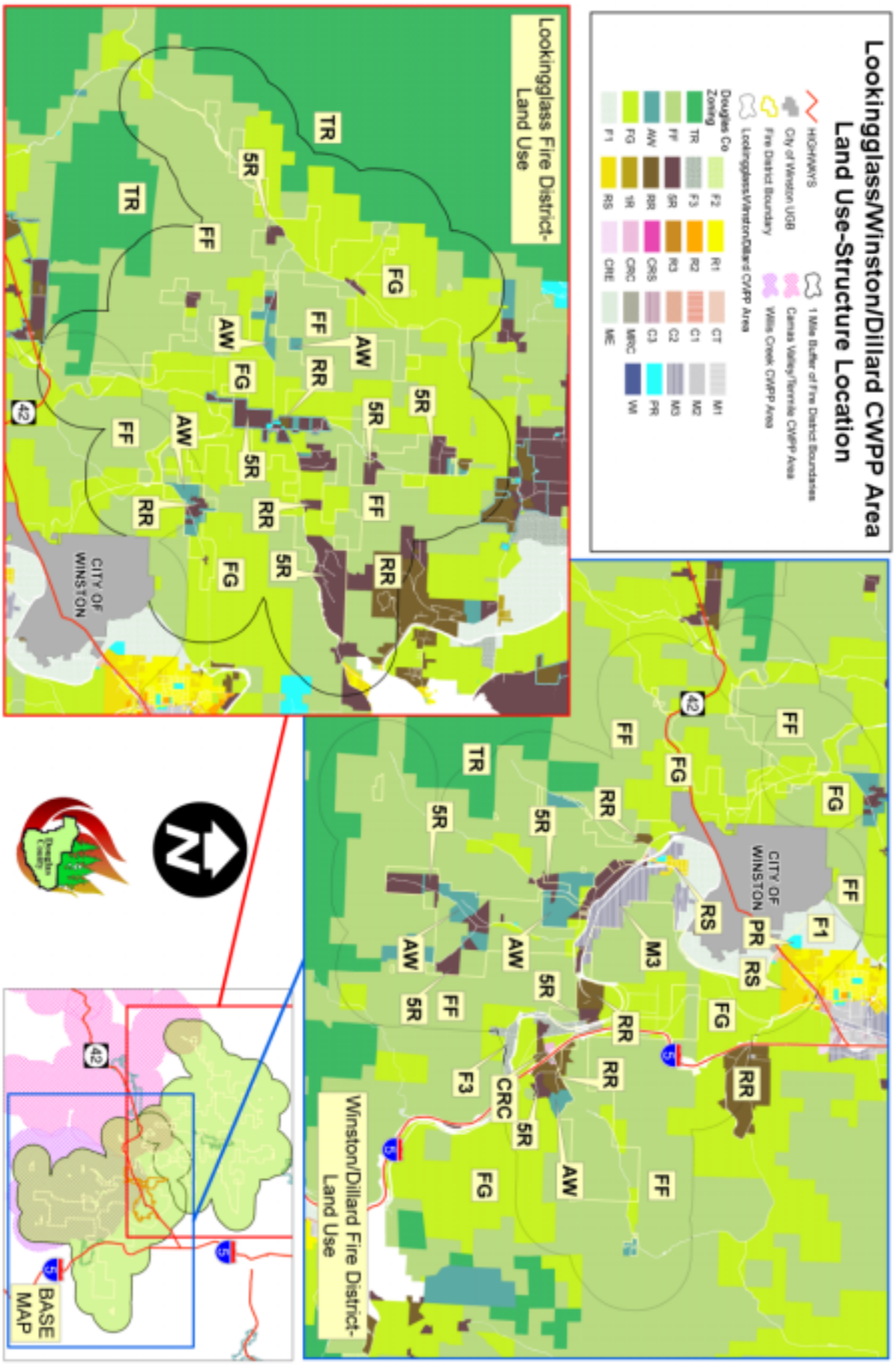
Critical Infrastructure

- Gas/Fiber optic lines

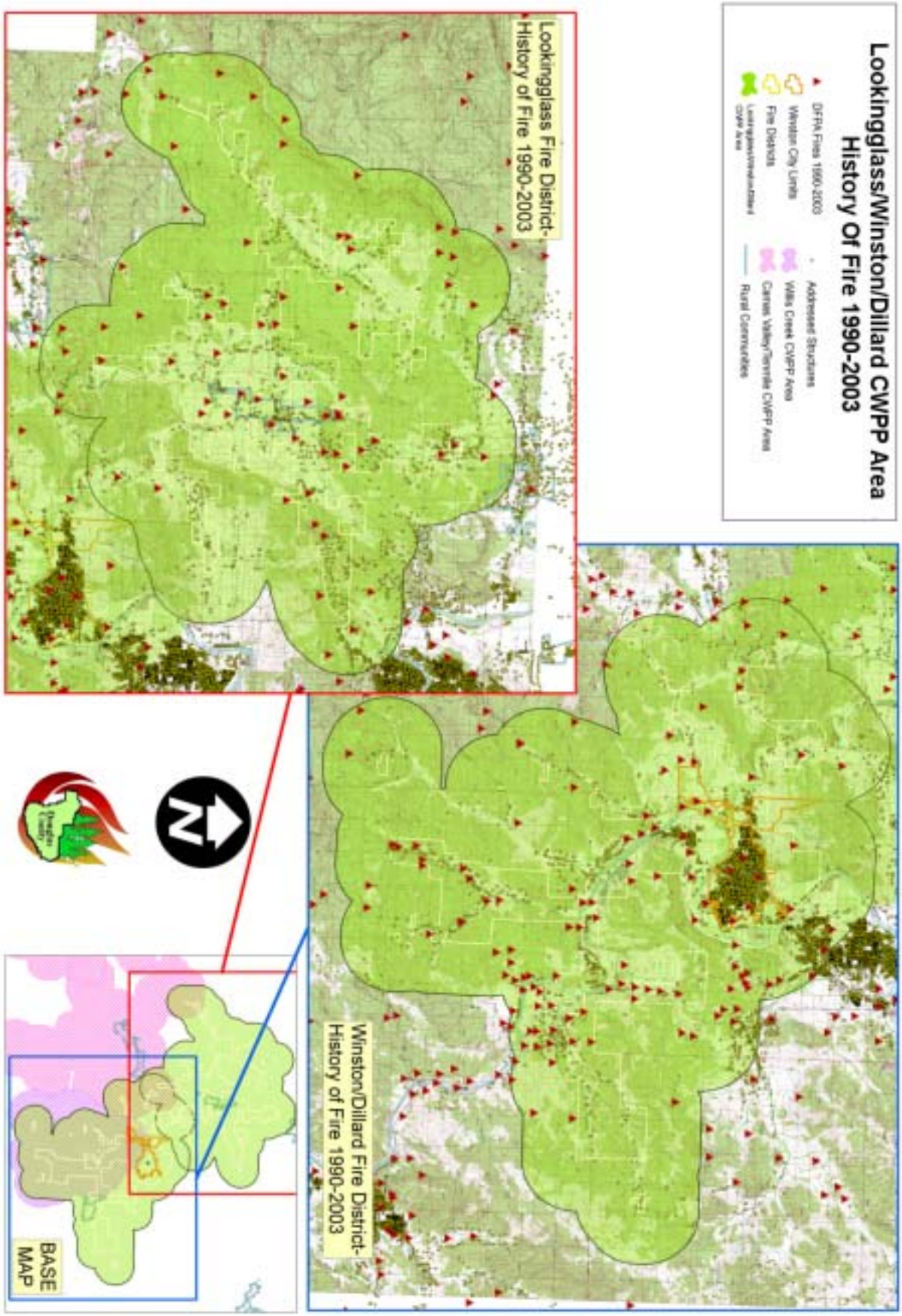
Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, and any local road deemed critical as a economic route in or out of the communities)

Lookingglass/Winston/Dillard CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP



WILDFIRE RISK ASSESSMENT- History This Map indicates fire history from 1990 through 2003 for the Lookingglass/Winston/Dillard CWPP area taken from Douglas Forest Protective Association Data.



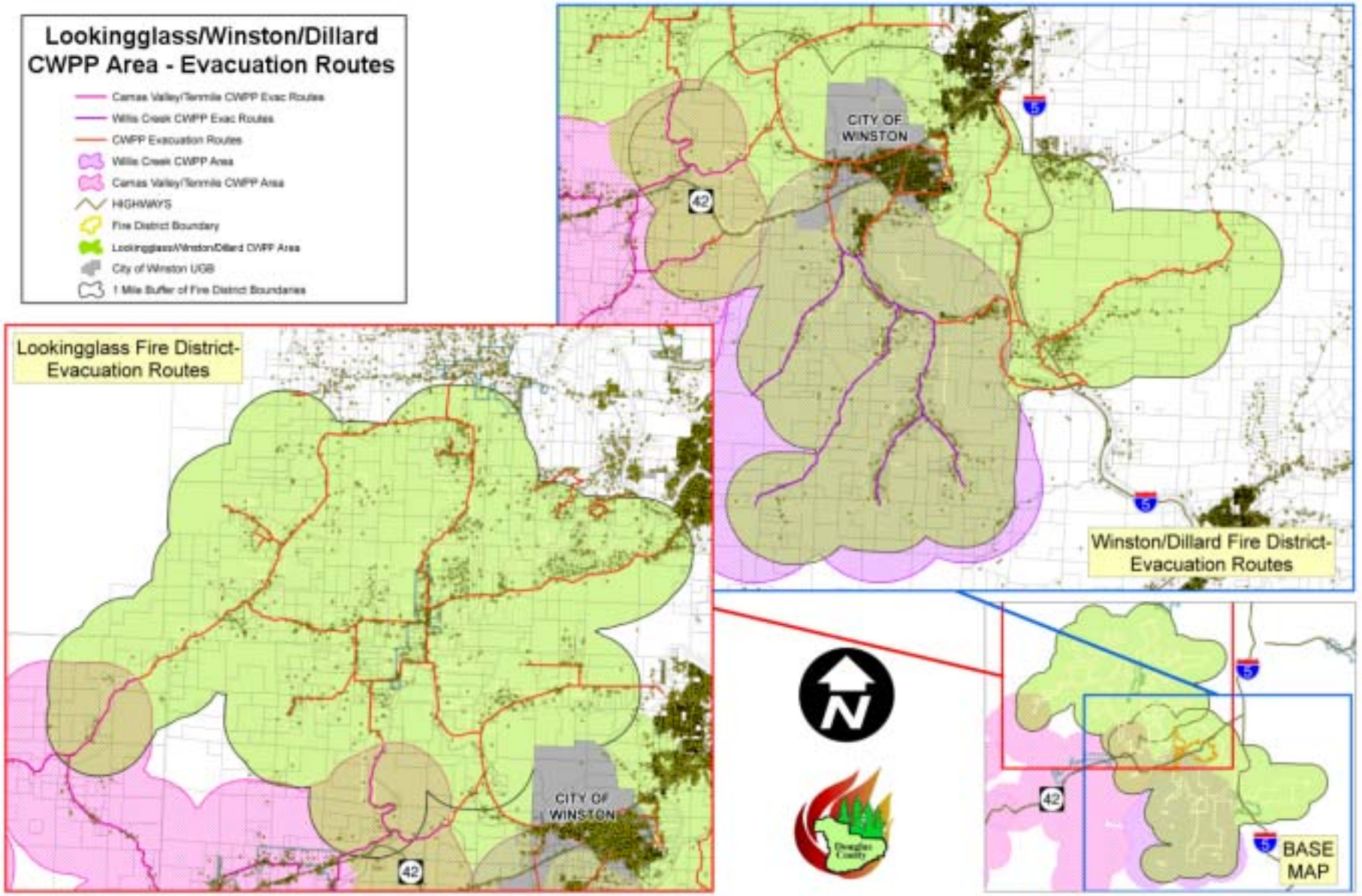
Emergency Equipment and Staffing Inventory
As shown on the maps, the Lookingglass Rural Fire District (RFD), and the Winston/Dillard Fire District serve the Lookingglass/Winston/Dillard CWPP area. Equipment and staffing inventory for each of the districts is as follows:

LOOKINGGLASS RURAL FIRE DISTRICT:
- 15 Firefighters
- 1 Type 1 Class A Structural engine
- 1 Type 2 Class A Structural engine
- 1 Type 2 Water tender
- 1 Type 6 Wildland engine

WINSTON/DILLARD FIRE DISTRICT:
- 15 Firefighters
- 2 Type 1 Class A Structural engines
- 1 Type 1 Water tender
- 2 Type 6 Wildland engines
- 3 ALS Ambulances

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter. Wildland Fire Protection is provided by Douglas and Coos Forest Protective Associations and supported by mutual aid agreements by neighboring fire districts, U.S. Forest Service, and Oregon Department of Forestry Districts.

Evacuation Routes
In the event of a wildfire, the community would utilize the main evacuation routes of State Highway 42, Lookingglass, Roberts Creek, Coos Bay Wagon, Clarks Branch, Willis Creek and Flournoy Valley Roads, and along Secondary Evacuation Routes (roads to home sites leading to the priority evacuation routes.) Evacuation Map follows on next page.


Lookingglass/Winston/Dillard CWPP Area - Evacuation Routes
Camas Valley/Tenmile CWPP Evac Routes
Willis Creek CWPP Evac Routes
CWPP Evacuation Routes
Willis Creek CWPP Area
Camas Valley/Tenmile CWPP Area
HIGHWAYS
Fire District Boundary
Lookingglass/Winston/Dillard CWPP Area
City of Winston UGB
1 Mile Buffer of Fire District Boundaries
Lookingglass Fire District- Evacuation Routes
CITY OF WINSTON
42
Winston/Dillard Fire District- Evacuation Routes
BASE MAP
N

Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

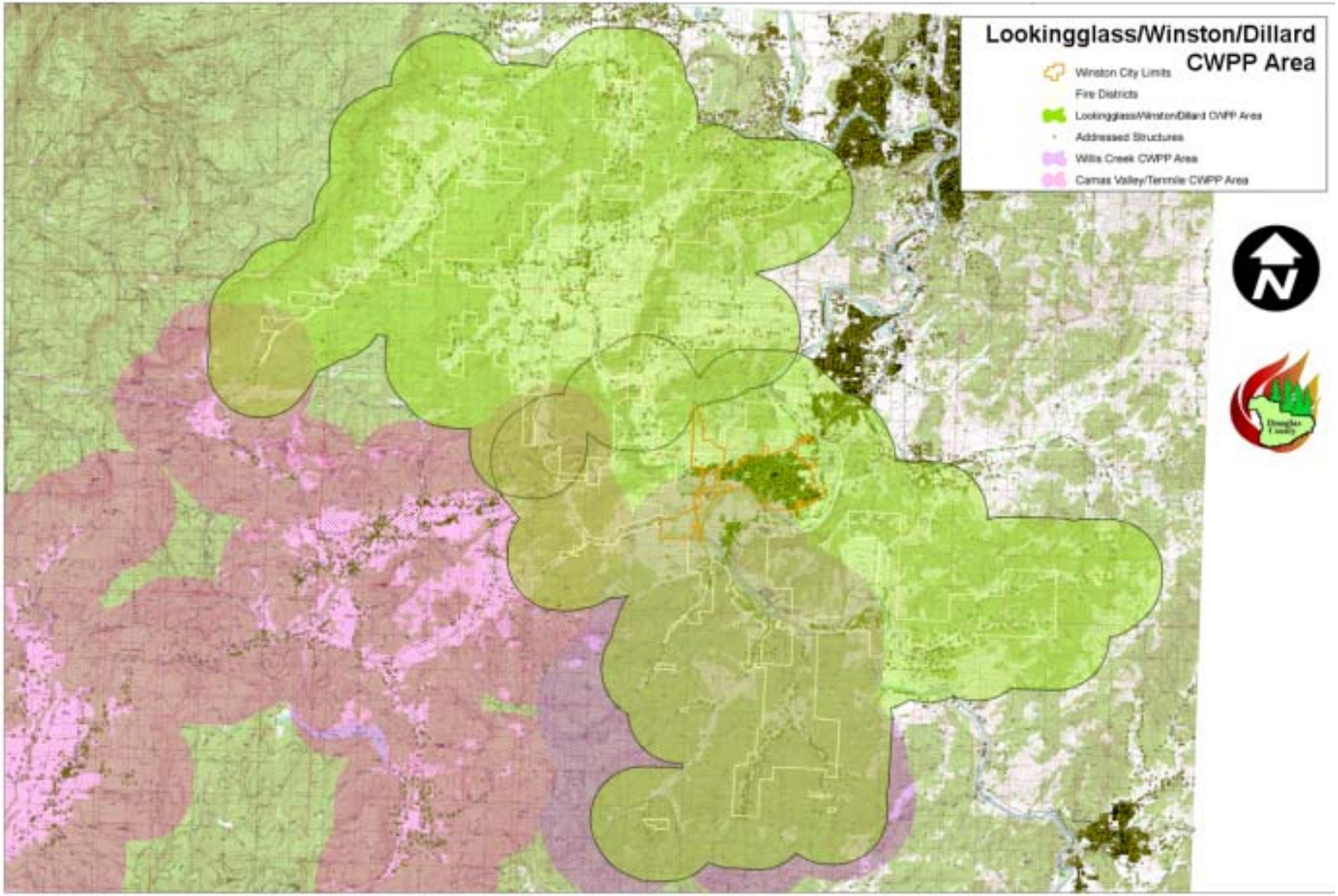
In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team.

While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE


Lookingglass/Winston/Dillard
CWPP Area
Winston City Limits
Fire Districts
Lookingglass/Winston/Dillard CWPP Area
Addressed Structures
Willis Creek CWPP Area
Camas Valley/Tennile CWPP Area
N

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from homes and structures and critical infrastructure areas-concentrated along the evacuation routes, and home sites located along State Highway 42, Lookingglass, Roberts Creek, Coos Bay Wagon, Clarks Branch, Willis Creek and Flournoy Valley Roads, and along Secondary Evacuation Routes (roads to home sites leading to the priority evacuation routes.) Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling.

Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

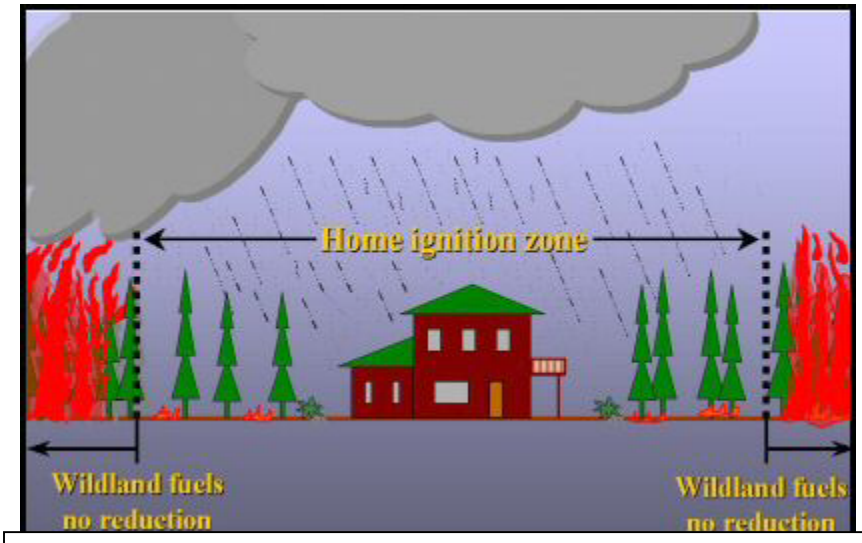


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes

- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education and outreach programs (an example would be the Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:

12-21-05

Chief, Winston/Dillard Fire District — Date

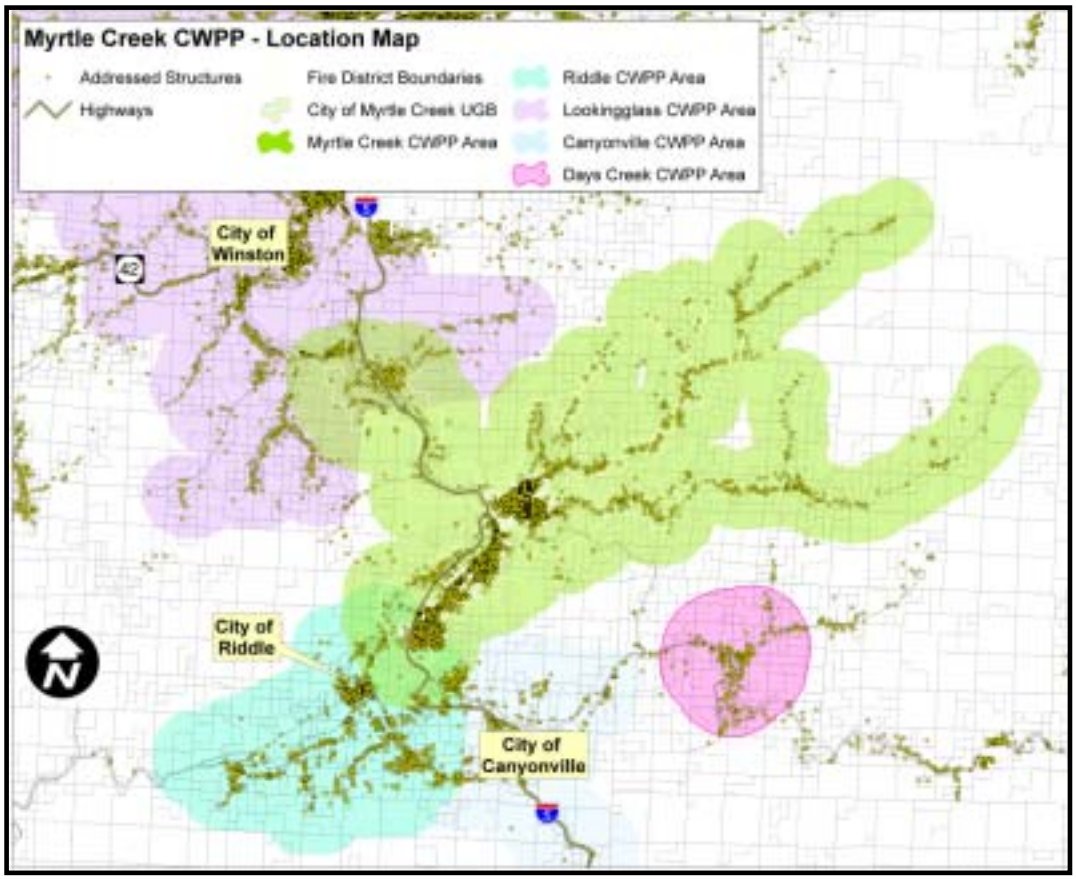
11-26-05

Chief, Lookingglass Rural Fire District — Date

Community Wildfire Protection Plans: **Myrtle Creek/Tri City CWPP Area**

COMMUNITY PROFILE:

Location



The Myrtle Creek/Tri City CWPP area is located along Interstate 5 between Exit 103 and northward, beyond Exit 113 The CWPP Area extends west of I-5, 1 mile from the Myrtle Creek and Tri City Fire District boundaries. To the south, the CWPP Area extends through Tri City Urban Unincorporated Area and along both sides of Interstate 5, again buffering the Fire District Boundary by one mile. To the North it follows I-5 on the west side of the South Umpqua River, and Dole Road on the east side of the river. To the northeast, the CWPP Area follows North Myrtle, Bilger Creek and Frozen Creek Roads. Eastward, the CWPP Area extends along South Myrtle Road, and Louis Creek Road. The extent of the CWPP area contains the Fire District Boundary of the Myrtle Creek and Tri City Fire Districts.

Population

The approximate population of the Myrtle Creek/Tri City CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 9,997 people. Due to the overlap of CWPP areas, the population reported here also contains portions of the Canyonville CWPP Areas population as well as the Riddle CWPP Areas population. The City of Myrtle Creek population accounts for 3,419 persons.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 4575 addressed structures within the Myrtle Creek/Tri City CWPP area. The majority of these are homes, but there are also commercial and Industrial structures. Due to the overlap of CWPP areas, the addressed structure total reported here also contains portions of the Canyonville CWPP Areas addressed structures as well as the Riddle CWPP areas addressed structures. The City of Myrtle Creek and the Tri City UUA account for the majority of addressed structures in the CWPP Area.

The Myrtle Creek/Tri City CWPP area has zoning designations of RR (Rural Residential 2), 5R (Rural Residential 5) and AW (Agriculture and Woodlot) along areas near North Myrtle, South

Myrtle, Bilger Creek, Frozen Creek, Louis Creek, and Dole Roads; these areas along with the City of Myrtle Creek and the Tri City Urban Unincorporated Area with zoning designations of R1 and R2 (Single & Multiple Family Residential) contain the majority of addressed structures in the CWPP area. Surrounding the residential and AW properties, parcels are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), F1/F2/F3 (Exclusive Farm Use Cropland) and FF (Farm Forest). Industrial zoning of ME (Rural Industrial), M1 (Light Industrial) and M3 (Heavy Industrial) are located near the South Umpqua Industrial Park, and in the Tri City UUA. Commercial zoning designations of CT (Tourist Commercial), C2 (Community Commercial), and C3 (General Commercial) are located at Exit 103, and throughout Tri City. The City of Myrtle Creek City Limits falls within the CWPP Area, however the city zoning information was not included in this analysis. The Canyonville and Riddle CWPP Plans have further information on land use in the overlapping CWPP Areas. See land use and structure location map on next page for further information.

Transportation

Roads: Transportation to and from the Myrtle Creek/Tri City CWPP area is handled primarily via Interstate 5, which at Interstate 5, Exit 112, connects to Old Highway 99 N, eventually looping to the Dillard UUA. At I-5 Exit 108, the City of Myrtle Creek is connected to the interstate, and east of the city to North Myrtle and South Myrtle Roads. Dole Road runs between the City of Myrtle Creek and Exit 112. The CWPP Area is connected by Old Highway 99 through the Tri City Urban Unincorporated Area at Exit 103 to Riddle By-Pass Road and the City of Riddle.

Critical Infrastructure

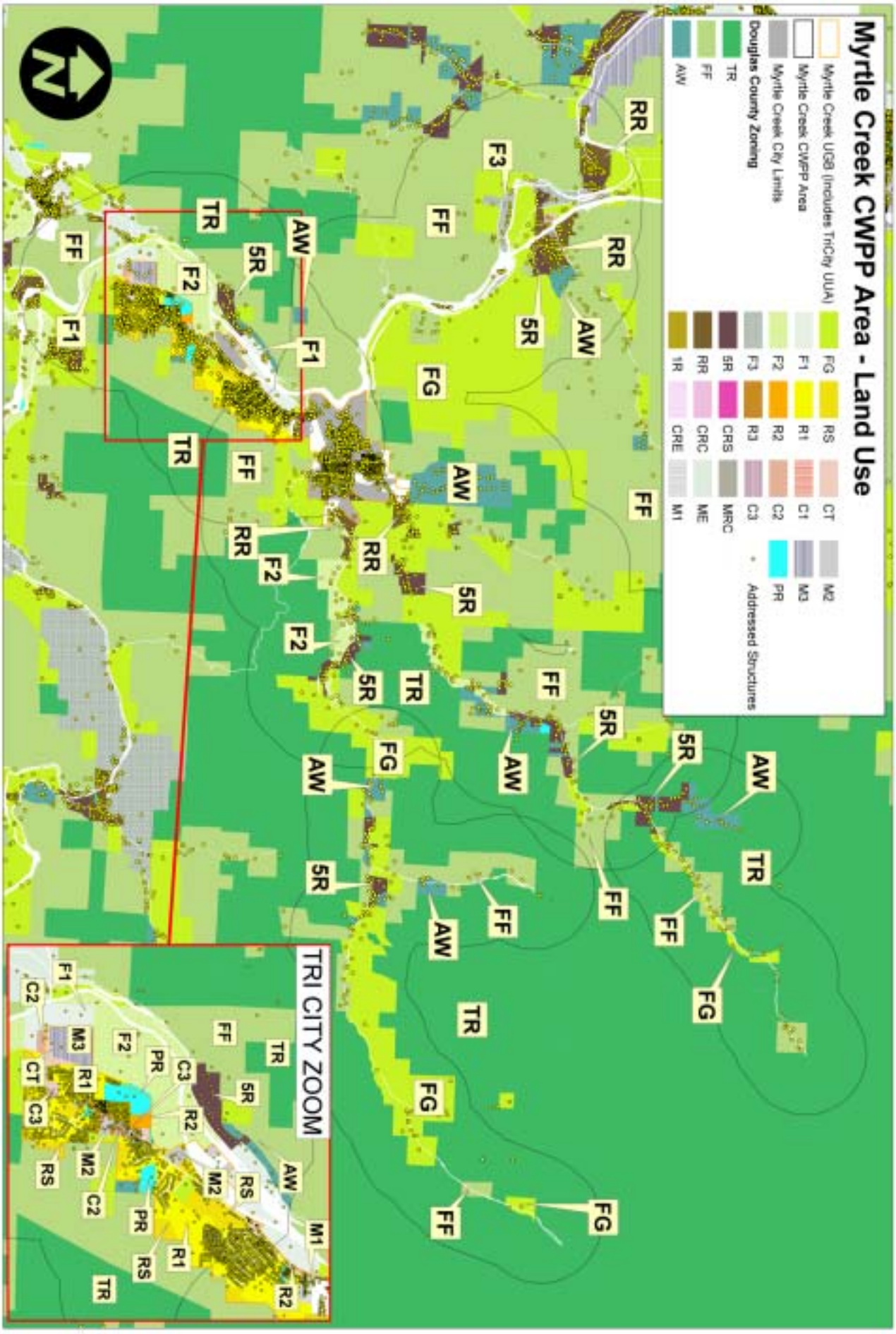
Unique critical infrastructure to the Myrtle Creek/Tri City CWPP area includes:

- South Umpqua Industrial Park
- Myrtle Creek Airport
- Watershed Area
- Water Tower in Tri City

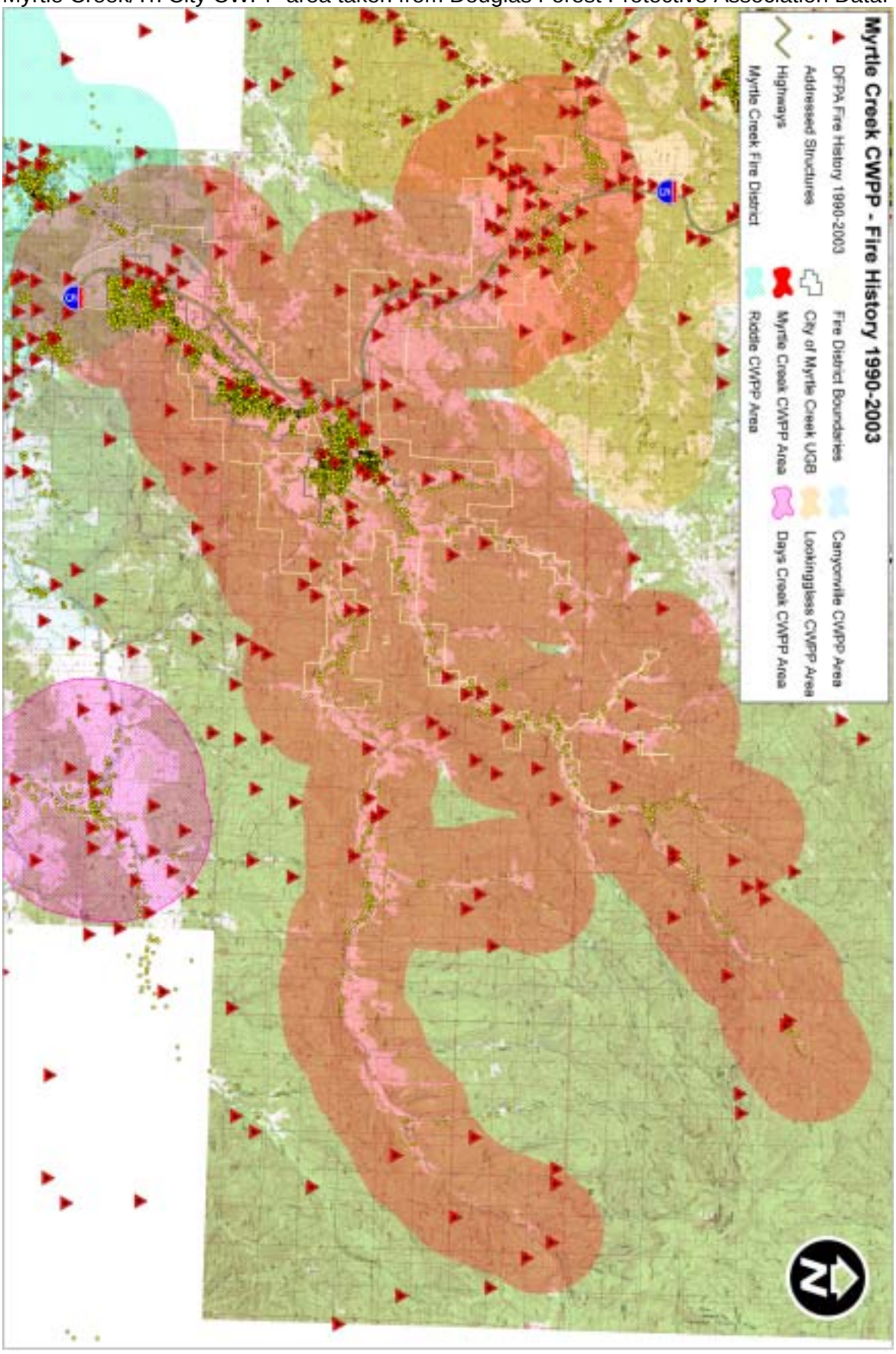
Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines/Substations
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as a economic route in or out of the communities)

MYRTLE CREEK CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP



WILDFIRE RISK ASSESSMENT- History Map indicates fire history from 1990 through 2003 for the Myrtle Creek/Tri City CWPP area taken from Douglas Forest Protective Association Data.



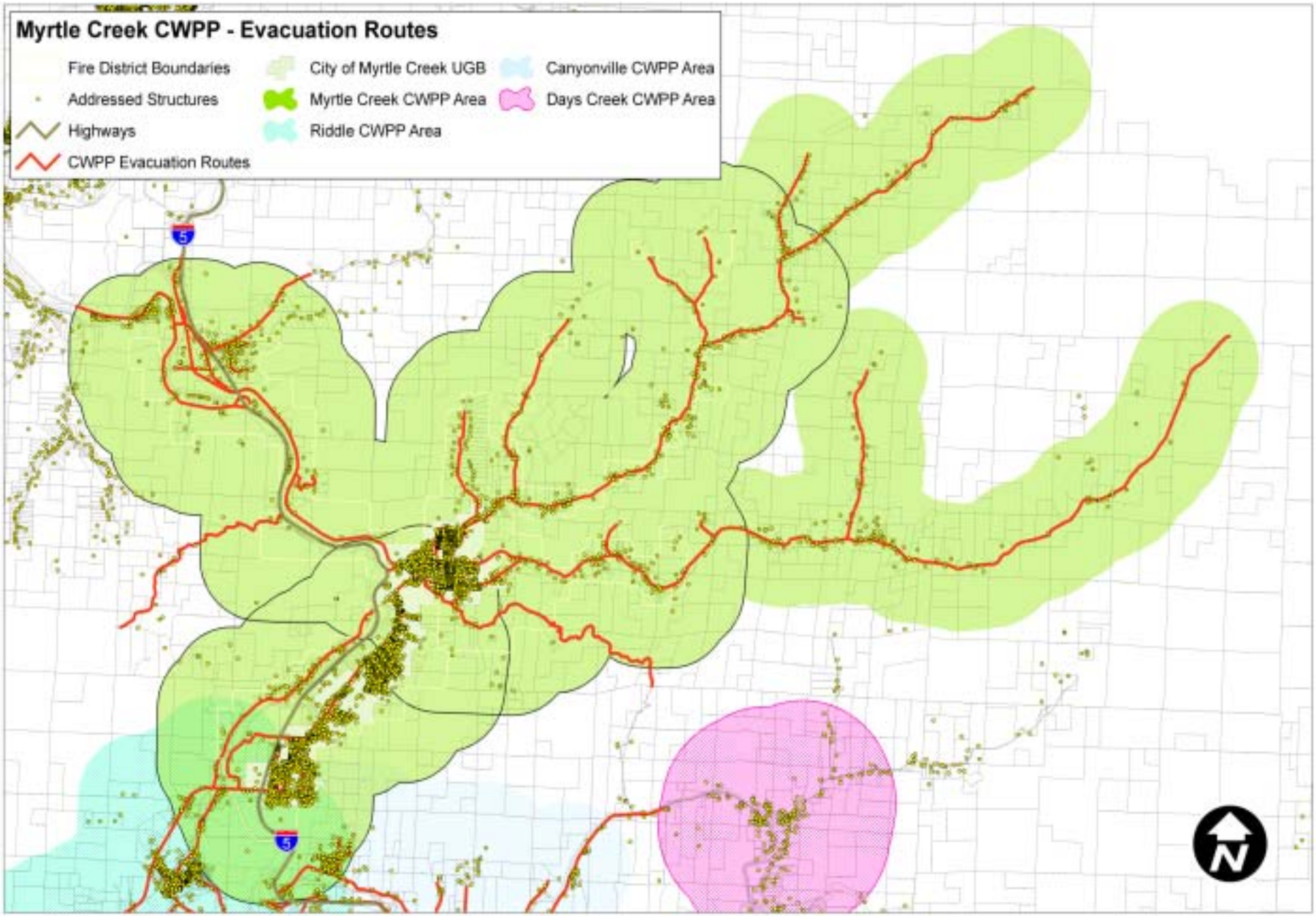
Emergency Equipment and Staffing Inventory
As shown on the maps, the Myrtle Creek and Tri City Fire Districts serve the Myrtle Creek/Tri City CWPP area. Equipment and staffing inventory the districts is as follows:

MYRTLE CREEK FIRE DISTRICT:
- 35 Firefighters
- 4 Type 1 Class A Structural engines
- 1 Type 2 Class A Structural engine
- 2 Type 2 Water tenders
- 3 Type 6 Wildland engines
- 1 First Response Vehicle
- 1 Rescue-Salvage unit
- 1 Portable SCBA air van
- 1 Mobile ICP unit

TRI CITY RFD
- 30 Firefighters
- 3 Type 1 Class A Structural engines
- 1 Type 2 Water tender
- 3 Type 6 Wildland engines
- 1 Rescue-Salvage unit

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter. Wildland Fire Protection is provided by Douglas and Coos Forest Protective Associations and supported by mutual aid agreements by neighboring fire districts, U.S. Forest Service, and Oregon Department of Forestry Districts.

Evacuation Routes
In the event of a wildfire, the community would utilize the main evacuation routes of Dole Road, North Myrtle, South Myrtle, and Old Highway 99, which feed towards the Interstate. Secondary evacuation routes are roads and streets leading from home sites to the primary evacuation routes. See evacuation map on next page for further information.


Myrtle Creek CWPP - Evacuation Routes
Fire District Boundaries
Addressed Structures
Highways
CWPP Evacuation Routes
City of Myrtle Creek UGB
Myrtle Creek CWPP Area
Riddle CWPP Area
Canyonville CWPP Area
Days Creek CWPP Area
5
5
N

Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team.

While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:

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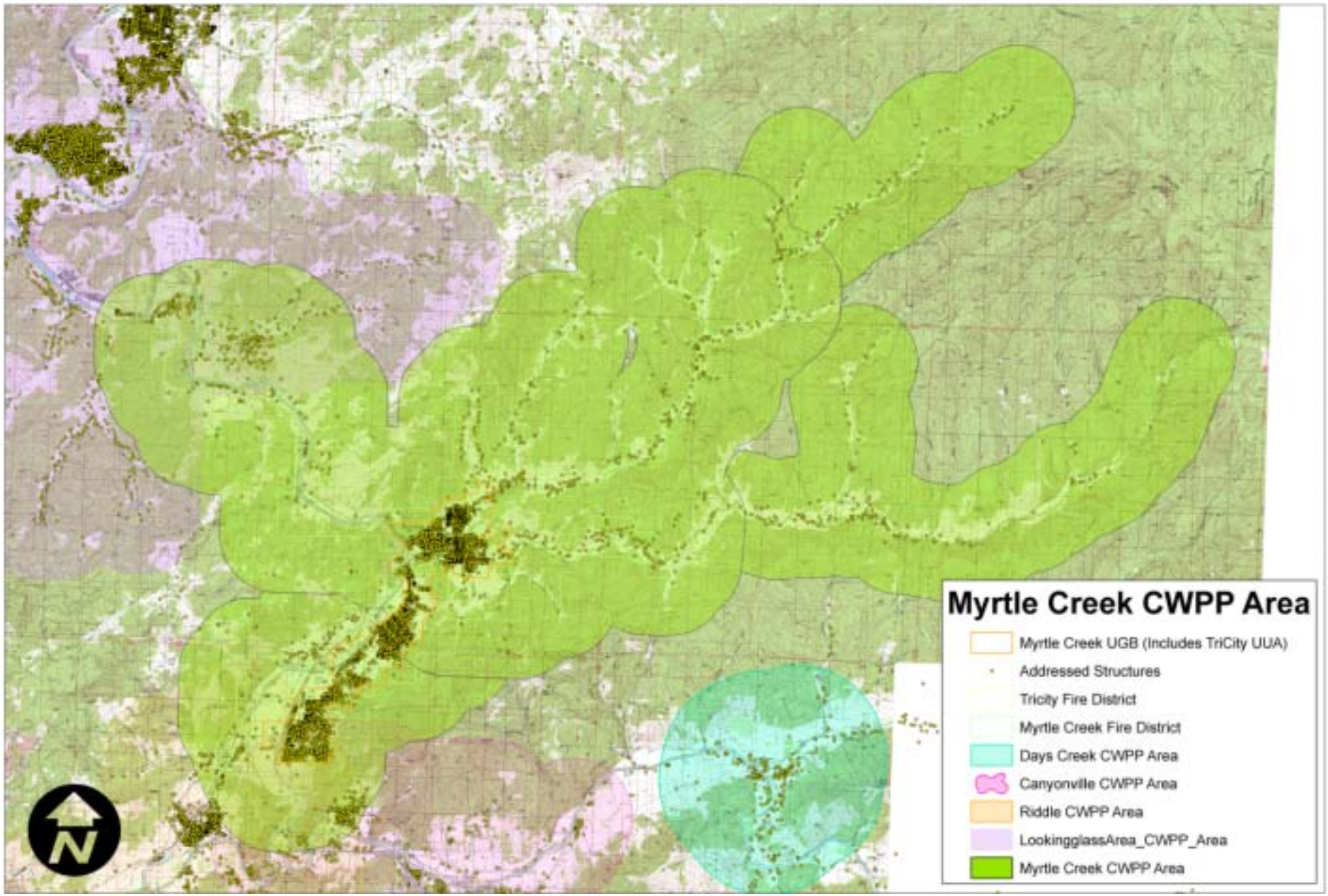
Myrtle Creek CWPP Area
Myrtle Creek UGB (Includes TriCity UUA)
Addressed Structures
Tricity Fire District
Myrtle Creek Fire District
Days Creek CWPP Area
Canyonville CWPP Area
Riddle CWPP Area
LookingglassArea_CWPP_Area
Myrtle Creek CWPP Area
N

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from homes and structures and critical infrastructure areas- concentrated along the evacuation routes, and alongside roads to home sites leading to evacuation routes. Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
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Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

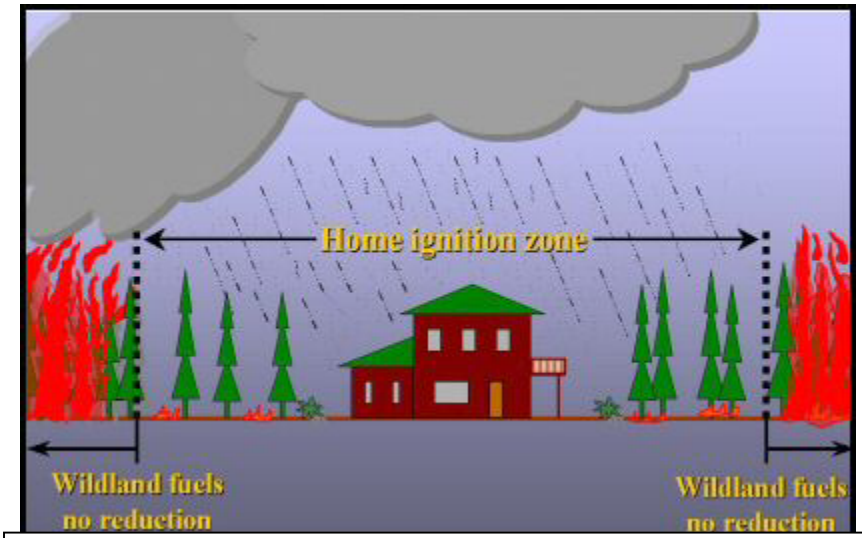


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes

- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education and outreach programs (an example would be the Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:

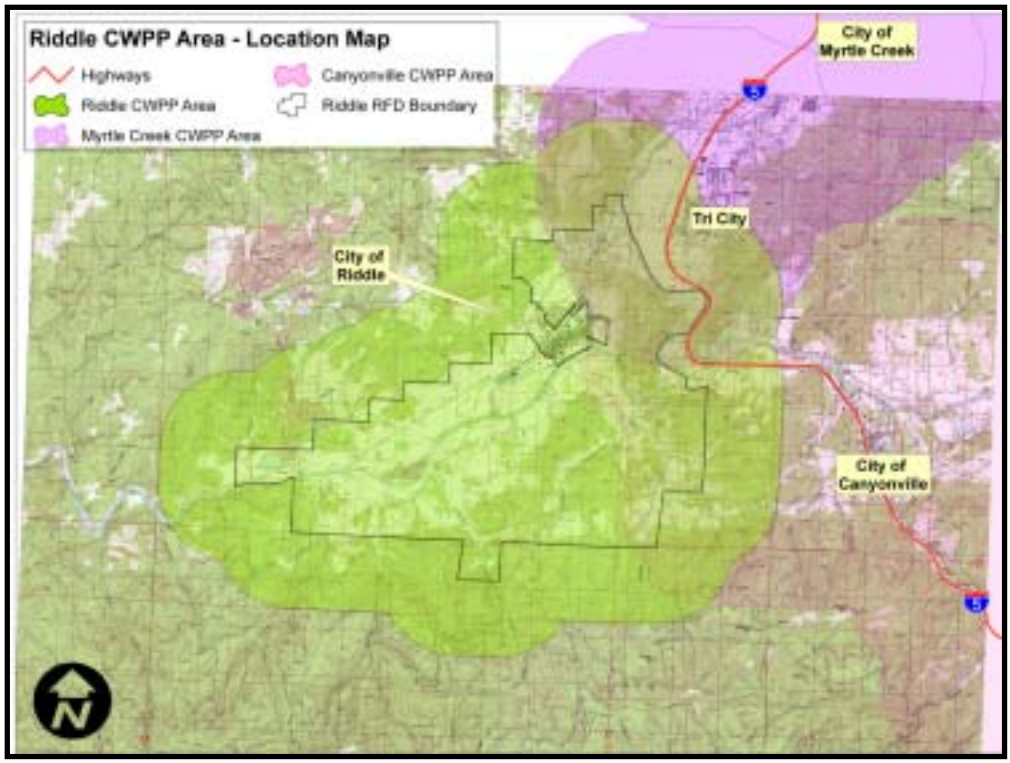
Chief, Myrtle Creek Fire District — Date

Chief, Tri City Fire District — Date

Community Wildfire Protection Plans: **Riddle CWPP Area**

COMMUNITY PROFILE:

Location



The Riddle CWPP area is located along Interstate 5 between Exits 101 and 103. The CWPP Area extends west on Riddle By-Pass Road, one mile west of the Riddle Rural Fire District Boundary. To the south, the CWPP Area extends along Glenbrook Loop road and south along Canyonville/ Riddle Road and Shoestring Road. To the northeast, the CWPP Area borders the Myrtle Creek CWPP Area, and borders the Canyonville CWPP Area to the southeast. The CWPP Area also extends northeast through the southern portions of the Tri City Urban Unincorporated Area. The extent of the CWPP area contains the Rural Fire District Boundaries of the Riddle Rural Fire District and Riddle Municipal Fire District, buffered one mile.

Population

The approximate population of the Riddle CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 4,119 people. Due to the overlap of CWPP areas, the population reported here also contains portions of the Myrtle Creek CWPP Areas population as well as the Canyonville CWPP Areas population

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 1751 addressed structures within the Riddle CWPP area. The majority of these are homes, but there are also commercial and Industrial structures. Due to the overlap of CWPP areas, the addressed structure total reported here also contains portions of the Myrtle Creek CWPP Areas addressed structures as well as the South Umpqua/Canyonville CWPP areas addressed structures

The Riddle CWPP area has zoning designations of RR (Rural Residential 2), 5R (Rural Residential 5) and AW (Agriculture and Woodlot) along areas near Glenbrook Loop, Canyonville/Riddle, Council Creek and Shoestring Roads; these areas along with the City of Riddle and a portion of the Tri City Urban Unincorporated Area with zoning designations of R1 and R2 (Single & Multiple Family Residential) contain the majority of addressed structures in the CWPP area. Surrounding the residential and AW properties, parcels are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), F2 (Exclusive Farm Use Cropland) and FF (Farm Forest).

Industrial zoning of ME (Rural Industrial), and M3 (Heavy Industrial) are located near the South Umpqua Industrial Park, and along Riddle By-Pass Road. Commercial zoning designations of CT (Tourist Commercial) and CRE (Rural Commercial) are located to the east of I-5 at Exit 103. The City of Riddle City Limits falls within the CWPP Area, however the city zoning information was not included in this analysis. The Myrtle Creek and Canyonville CWPP Plans have further information on land use in the overlapping CWPP Areas. See land use and structure location map on next page for further information.

Transportation

Roads: Transportation to and from the Riddle CWPP area is handled primarily via Interstate 5, which at interstate 5, Exit 103, leading West, connects to Riddle By-Pass Road and eventually looping to the City of Glendale. The CWPP Area is connected to the Tri City Urban Unincorporated Area at Exit 103 to the east. The CWPP Area extends southward, and eventually connects to the City of Canyonville via Canyonville/Riddle Road. Shoestring and Glenbrook Loop Roads connect home sites south of the City of Riddle to Canyonville/Riddle Road and Riddle By-Pass Road.

Critical Infrastructure

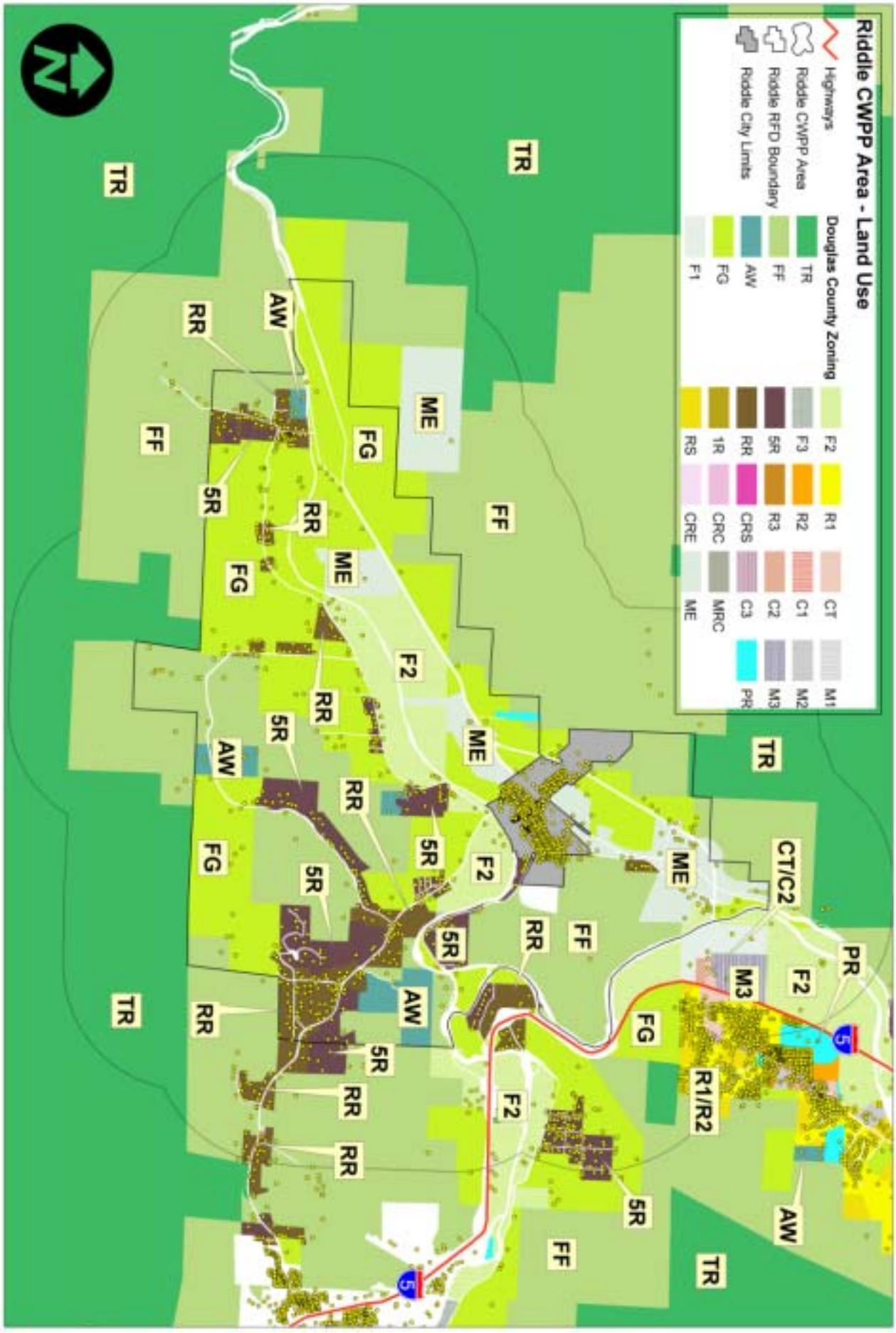
Unique critical infrastructure to the Riddle CWPP area includes:

- South Umpqua Industrial Park
- Lumber Mills
- Water System

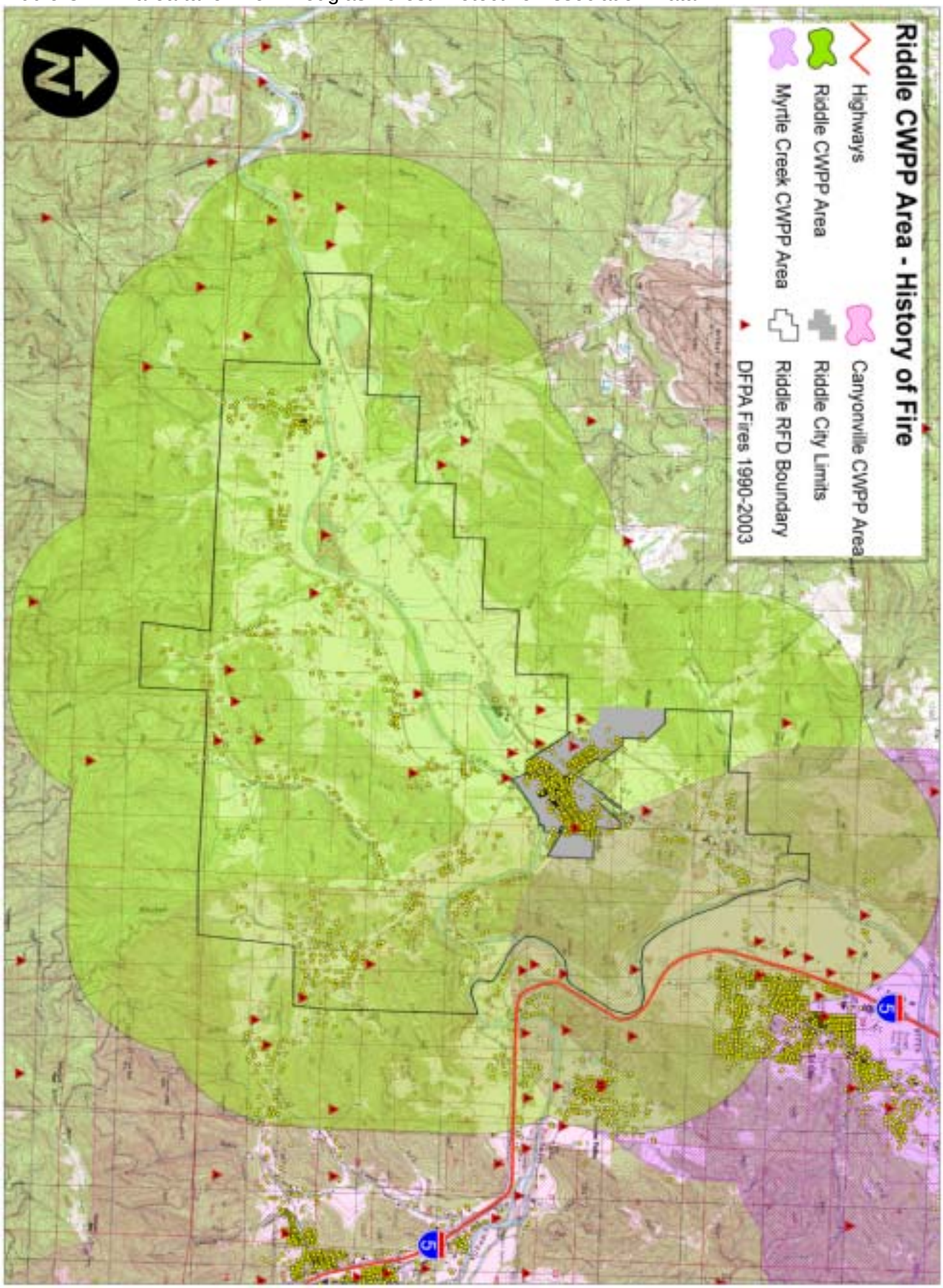
Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines/Substations
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as a economic route in or out of the communities)

RIDDLE CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP



WILDFIRE RISK ASSESSMENT- History Map indicates fire history from 1990 through 2003 for the Riddle CWPP area taken from Douglas Forest Protective Association Data.



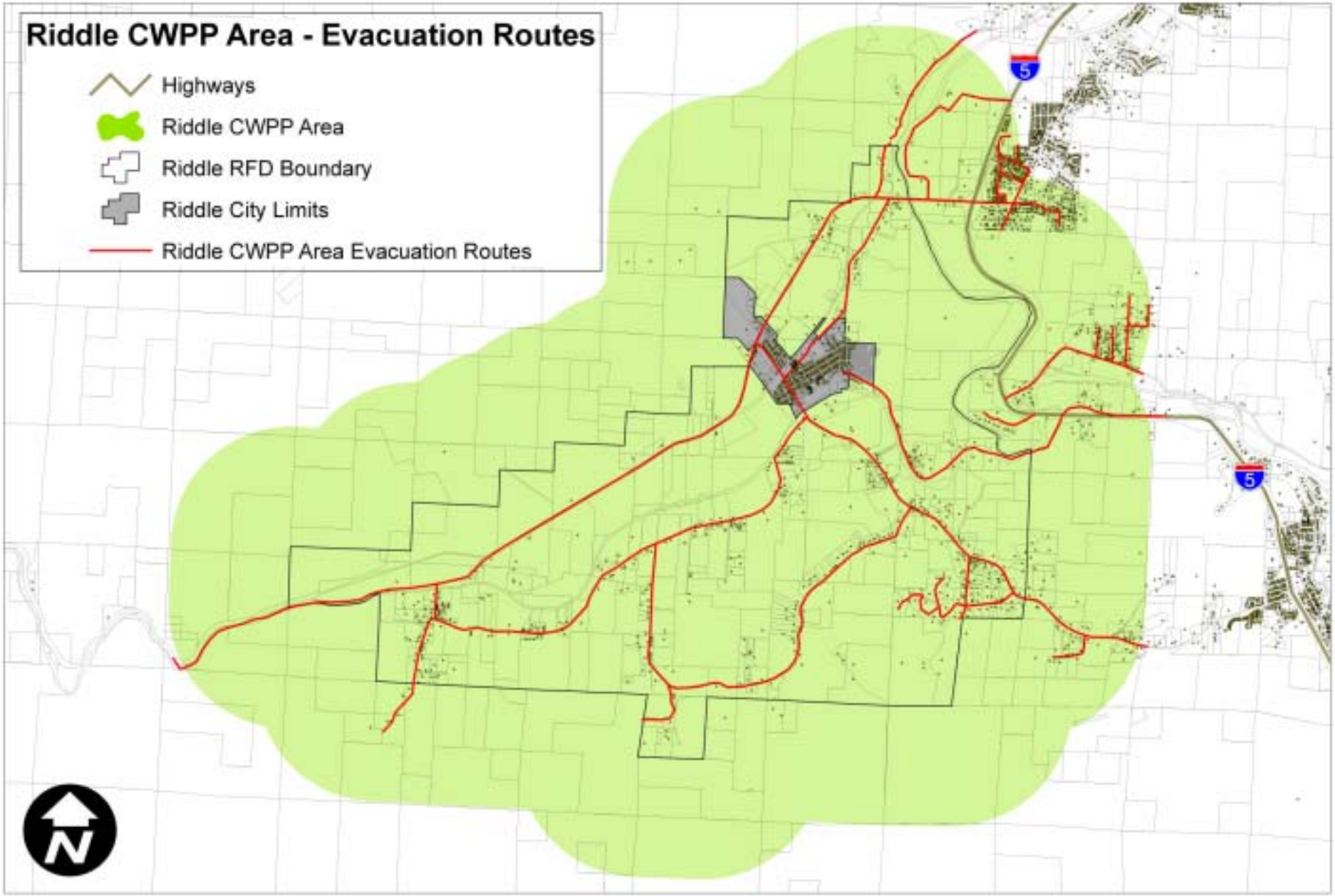
Emergency Equipment and Staffing Inventory
As shown on the maps, the Riddle Rural Fire District (RFD), and the Riddle Municipal FD serve the Riddle CWPP area. Equipment and staffing inventory for the districts is as follows:

RIDDLE RURAL / RIDDLE MUNICIPAL FIRE DISTRICTS:

- 24 Firefighters
- 3 Type 1 Class A Structural engines
- 3 Type 2 Water tenders
- 2 Type 6 Wildland engines
- 1 Rescue-Salvage unit
- 1 Portable SCBA air van

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter. Wildland Fire Protection is provided by Douglas and Coos Forest Protective Associations and supported by mutual aid agreements by neighboring fire districts, U.S. Forest Service, and Oregon Department of Forestry Districts.

Evacuation Routes
In the event of a wildfire, the community would utilize the main evacuation routes of Riddle By-Pass Road, Canyonville/Riddle Road, Shoestring Road and Glenbrook Loop Road, which feed towards the Interstate. Secondary evacuation routes are roads and streets leading from home sites to the primary evacuation routes. See evacuation map on next page for further information.


Riddle CWPP Area - Evacuation Routes
Highways
Riddle CWPP Area
Riddle RFD Boundary
Riddle City Limits
Riddle CWPP Area Evacuation Routes
5
5
N

Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

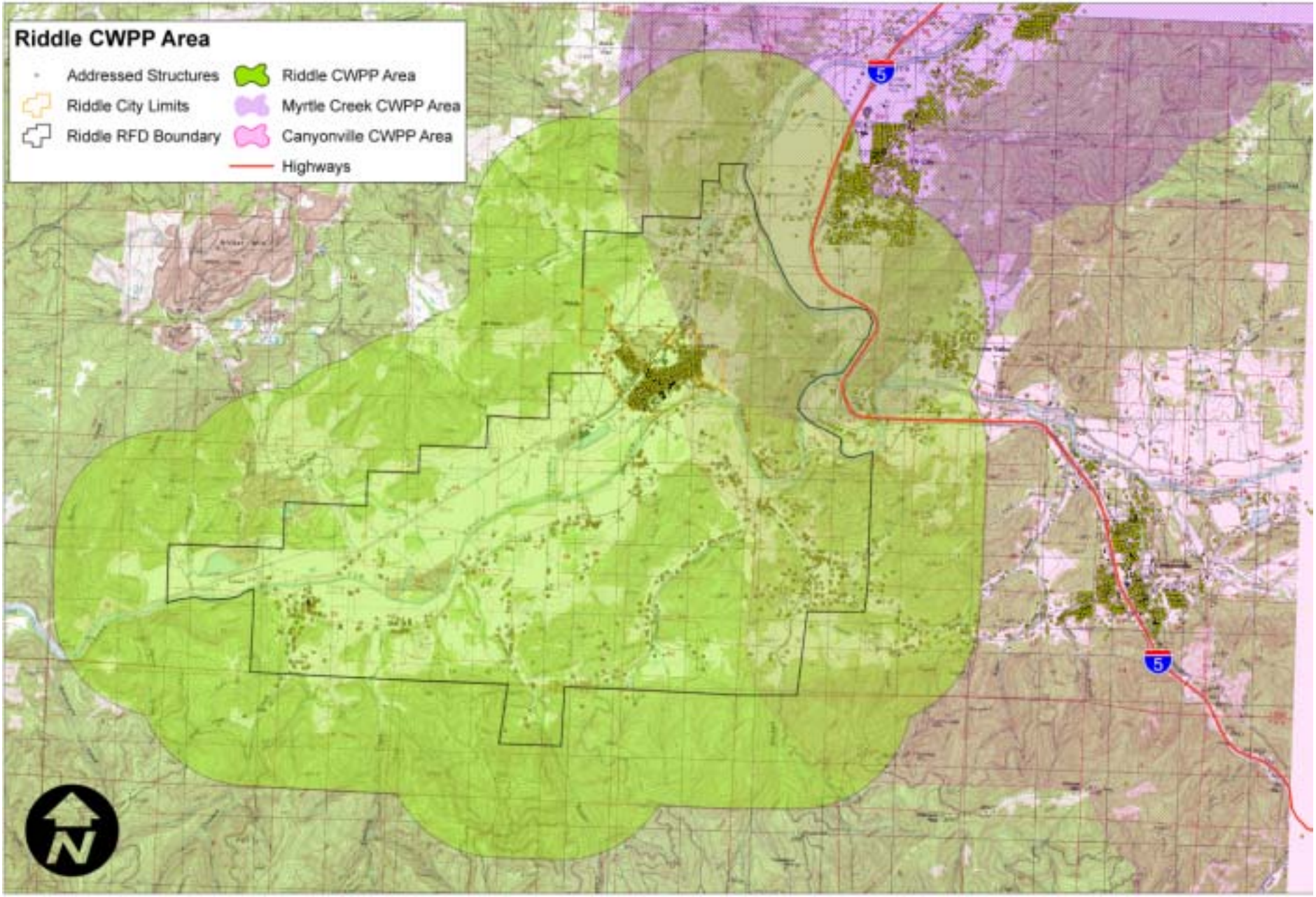
In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team.

While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE


Riddle CWPP Area
Addressed Structures
Riddle City Limits
Riddle RFD Boundary
Riddle CWPP Area
Myrtle Creek CWPP Area
Canyonville CWPP Area
Highways
5
5
N

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from homes and structures and critical infrastructure areas- concentrated along the evacuation routes, and alongside roads to home sites leading to evacuation routes. Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling.

Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

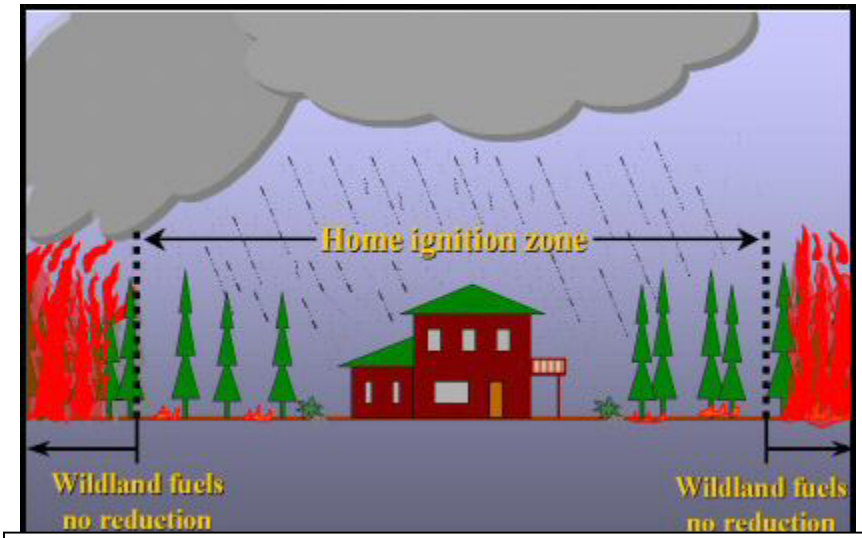


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes

- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education and outreach programs (an example would be the Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:

Jack R Day 1-10-06

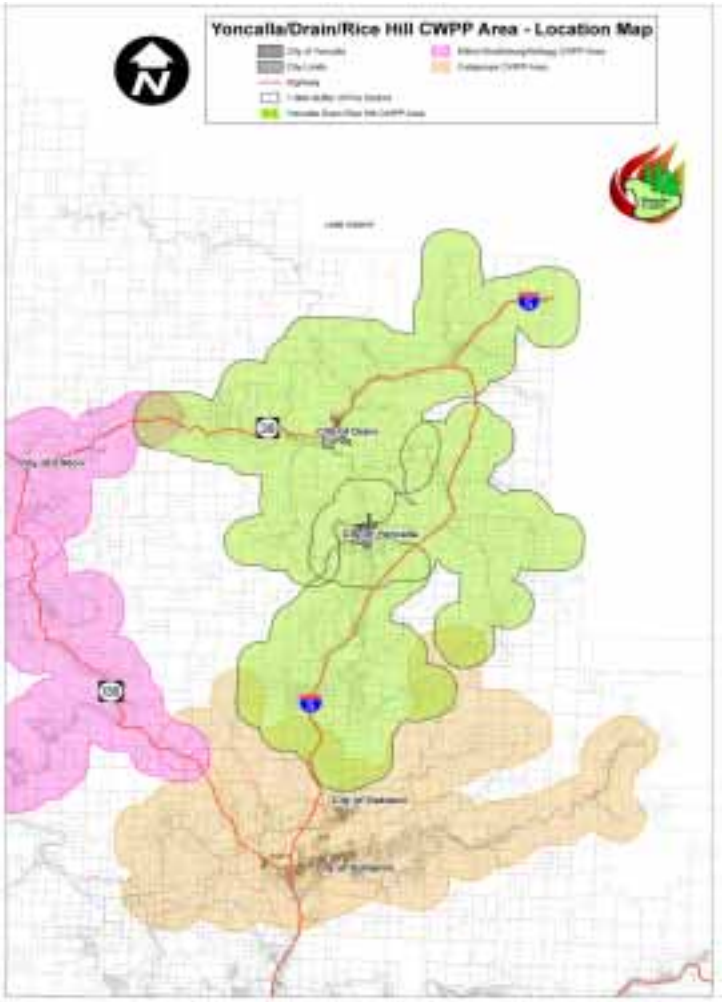
Chief, Riddle Rural Fire District Date

Jack R Day 1-10-06

Chief, Riddle Rural Fire District Date

Community Wildfire Protection Plans: **North Douglas (Yoncalla/Drain/Rice Valley Area)**

COMMUNITY PROFILE:



Location

The Yoncalla/Drain/Rice Valley CWPP area is located along Interstate 5 from exit 142 in the south, north to the Lane County line. The CWPP area extends west along State Highways 38 past Drain and eastward to Elkhead along Elkhead Road. The CWPP Area overlaps portions of the Calapooya CWPP area to the south and the Elkton/Scottsburg/Kellogg CWPP area to the west. The extent of the CWPP area contains the District Boundary of the North Douglas Fire and EMS District, buffered one mile.

Population

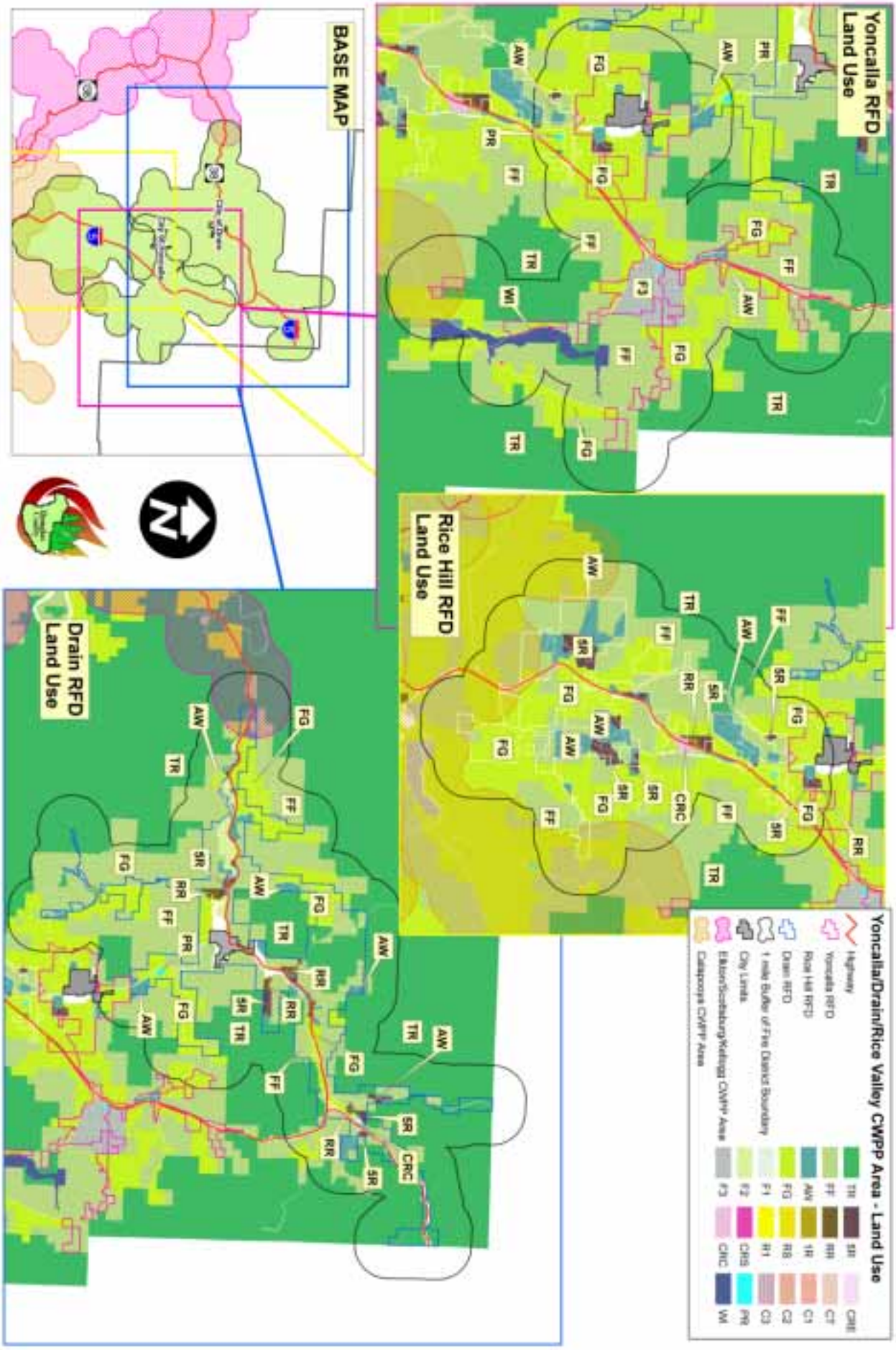
The approximate population of the Yoncalla/Drain/Rice Valley CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 5500 people.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 2834 addressed structures within the Yoncalla/Drain/Rice Valley CWPP area. The majority of these are homes, but there are also commercial structures.

The Yoncalla/Drain/Rice Valley CWPP area has zoning designations of RR (Rural Residential 2) 5R (Rural Residential 5) and AW (Agriculture and Woodlot) along areas near Interstate and main roadways in all three Rural Fire District Boundaries; these areas contain the majority of addressed structures in the CWPP area (outside of Drain and Yoncalla City Limits. Surrounding the residential and AW properties, parcels are zoned with resource designations of TR (Timberland Resource) (located in the hillsides and outside of the agriculturally zoned areas). The majority of the CWPP area is zoned FG (Farm Grazing), F3 (Exclusive Farm Use Cropland) and FF (Farm Forest). There are also properties zoned PR (Public Reserve) throughout and CRC (Rural Community Commercial) in the Rice Hill and Curtain Rural Communities along Interstate 5. The Cities of Drain and Yoncalla City Limits falls within the North Douglas (Yoncalla/Drain/Rice Valley Area) Boundary, however the city zoning information was not included in this analysis. The majority of addressed structures are within the City Limits of both towns.

YONCALLA/DRAIN/RICE VALLEY CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP



Transportation
Roads: Transportation to and from the Yoncalla/Drain/Rice Valley CWPP area is handled via State Highway 38, which connects the community to Interstate 5 east of the CWPP Area at exit 162 near Curtin; also Eagle Valley Road, which goes through the City of Yoncalla and connects to Interstate 5 at exit 150 south of the City; to the west, Interstate Exits 146, 148, 150, 154, 159, and 162 connect the main roads along with feeder roads throughout the community.

Critical Infrastructure

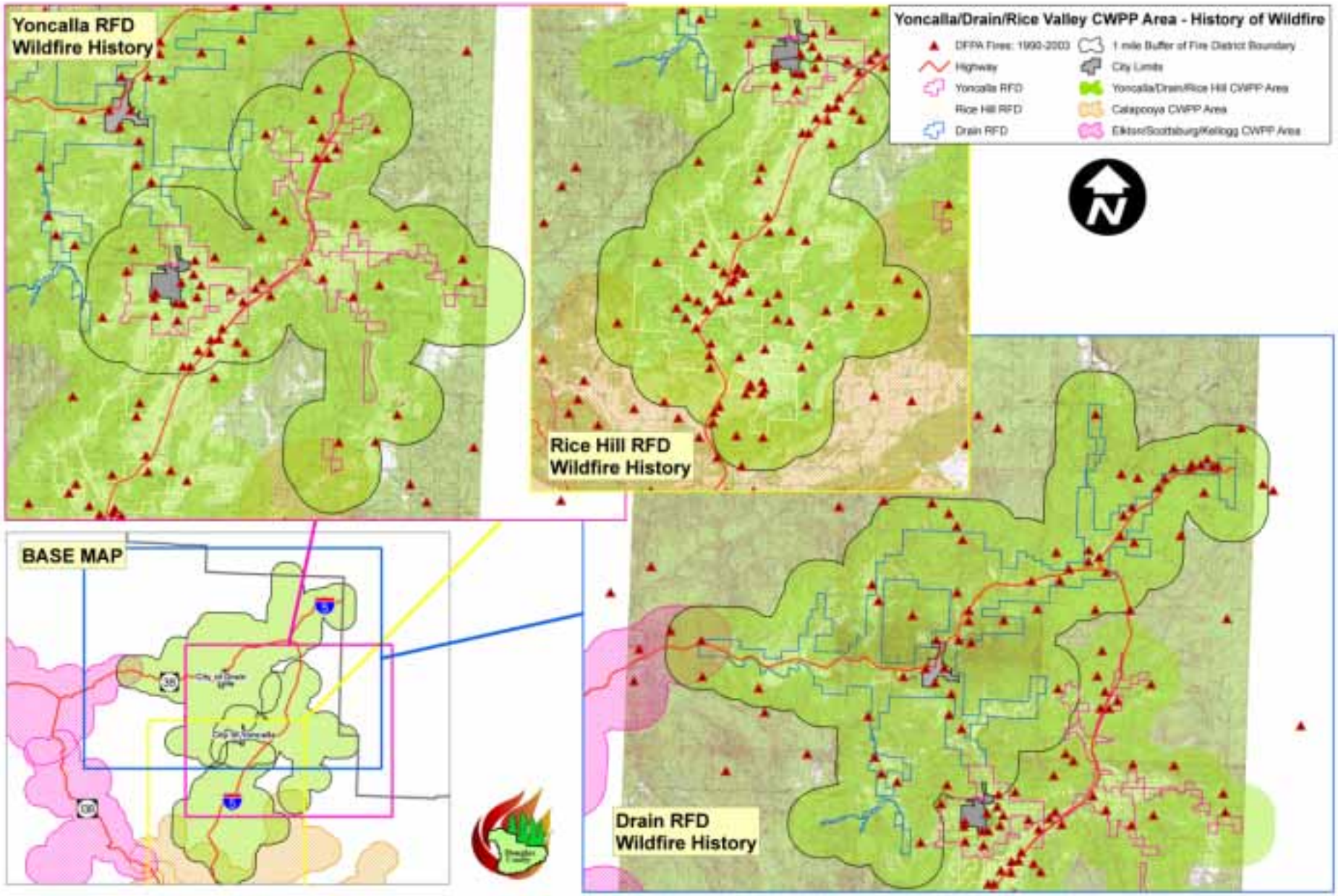
Unique critical infrastructure to the Yoncalla/Drain/Rice Valley CWPP area includes:

- Highway 38 tunnel west of Drain
- City of Drain - Bear Creek Municipal Watershed

Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as a economic route in or out of the communities)

WILDFIRE RISK ASSESSMENT- History
Map on next page indicates fire history from 1990 through 2003 for the North Douglas (Yoncalla/Drain/Rice Valley Area) CWPP area taken from Douglas Forest Protective Association Data.


Yoncalla RFD
Wildfire History
Rice Hill RFD
Wildfire History
Drain RFD
Wildfire History
BASE MAP
Yoncalla/Drain/Rice Valley CWPP Area - History of Wildfire
DFPA Fires: 1990-2003
Highway
Yoncalla RFD
Rice Hill RFD
Drain RFD
1 mile Buffer of Fire District Boundary
City Limits
Yoncalla/Drain/Rice Hill CWPP Area
Calapooya CWPP Area
Elkton/Scottsburg/Kellogg CWPP Area
N

Emergency Equipment and Staffing Inventory
North Douglas Fire and EMS (encompassing the Drain, Yoncalla and Rice Hill Fire Districts) serve the North Douglas (Yoncalla/Drain/Rice Valley area) CWPP area. Equipment and staffing inventory for the district is as follows:

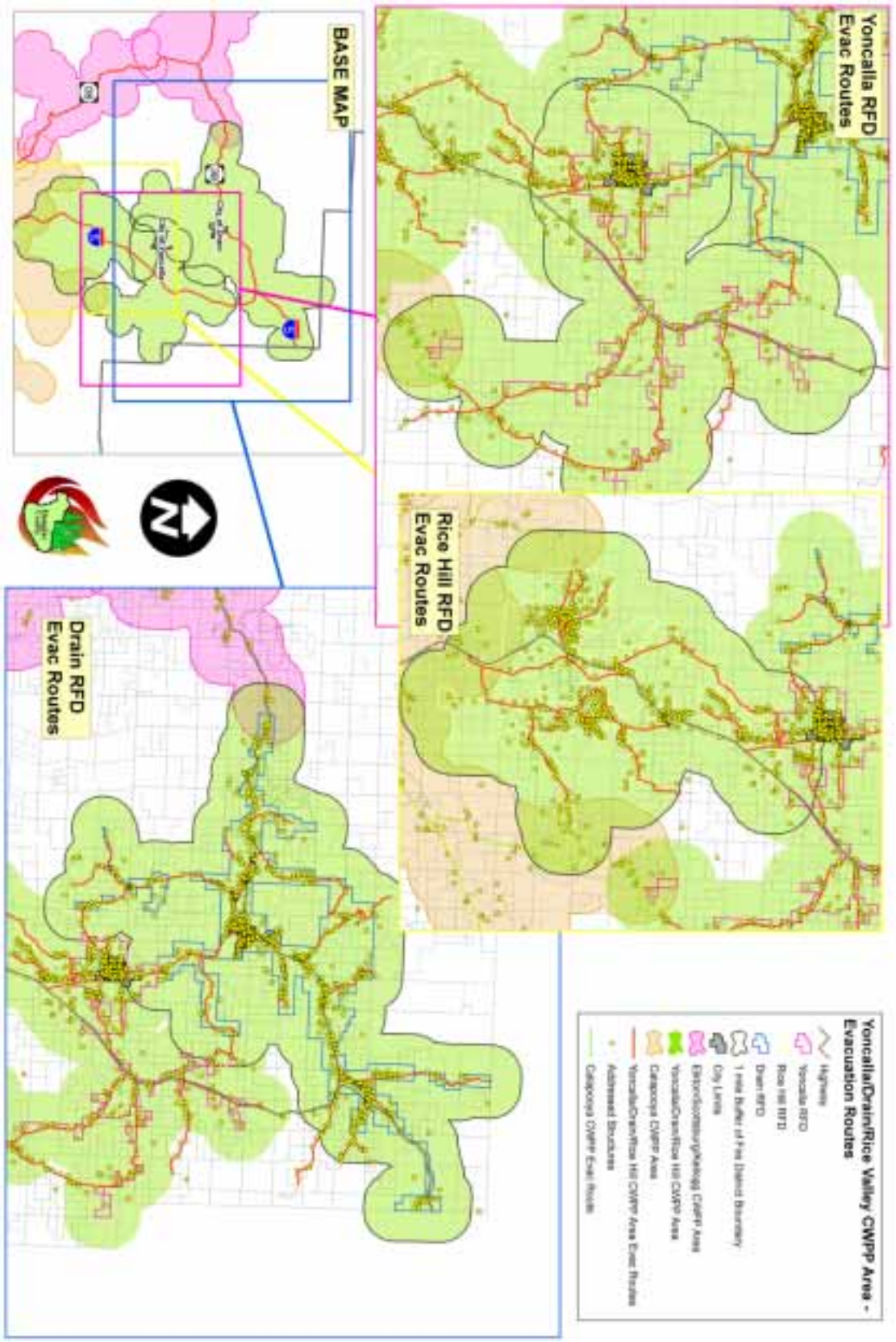
NORTH DOUGLAS FIRE AND EMS:

- 42 Firefighters
- 2 Type 1 Class A Structural engines
- 1 Type 2 Water tender
- 1 Rescue-Salvage unit
- 2 First Responder Vehicles
- 3 Service vehicles

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter. Wildland Fire Protection is provided by Douglas and Coos Forest Protective Associations and supported by mutual aid agreements by neighboring fire districts, U.S. Forest Service, and Oregon Department of Forestry Districts.

Evacuation Routes

In the event of a wildfire, the community would utilize the main evacuation routes of State Highway 38 east towards Interstate 5, or west towards Elkton. Eagle Valley Road would also be an evacuation route, northward towards Drain, or Southward towards I-5. Secondary evacuation routes are all roads and streets leading from home sites to the primary evacuation routes.



Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern near rural home sites in the communities identified was to utilize the Rural Fire District Boundaries, which already encompass the majority of home sites in the area.

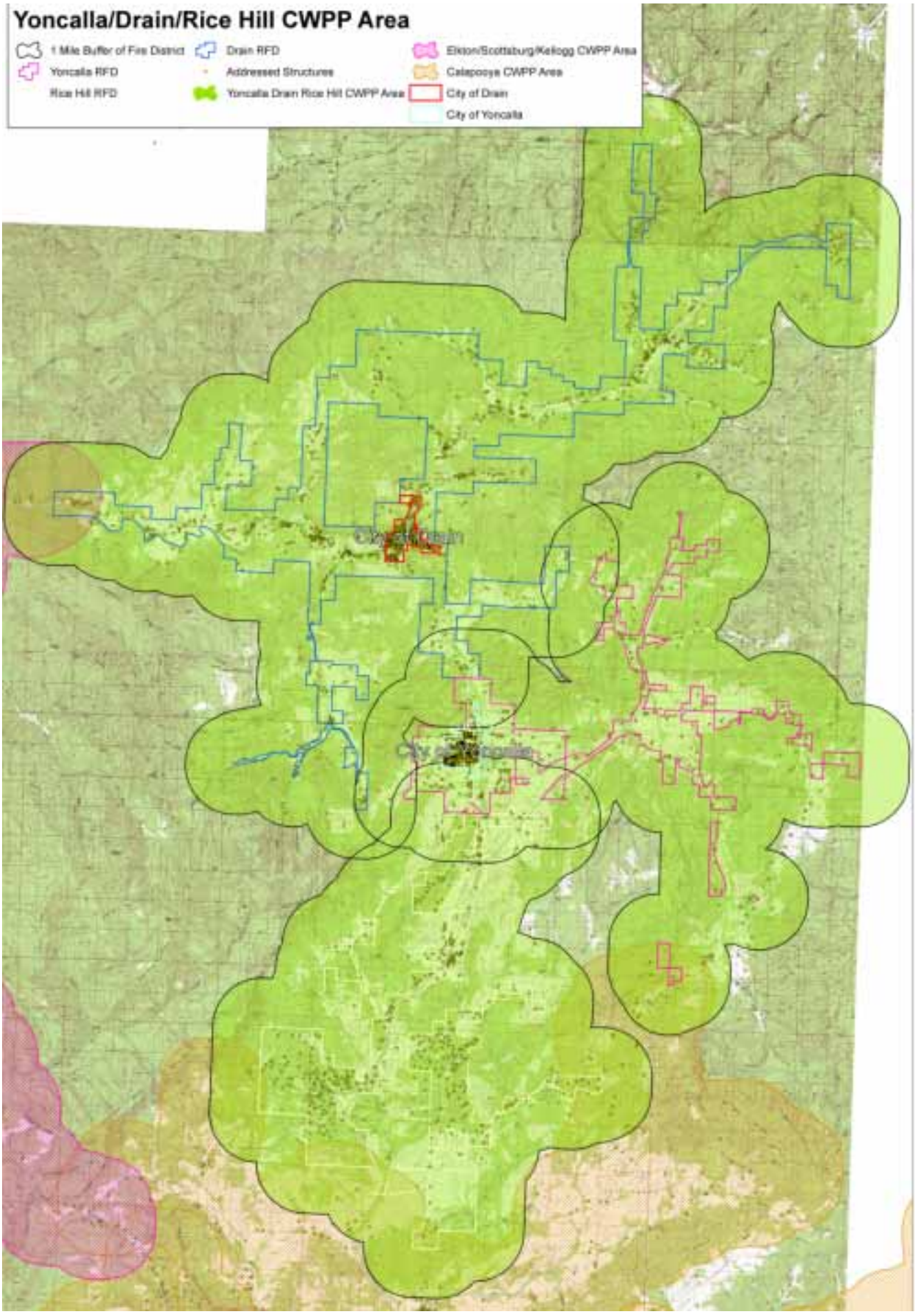
In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries one mile buffer met the fuel reduction and public safety goals of the fire professionals on the Core Team.

While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, identify areas of the highest potential for a fuel mitigation program, and provide an easily recognizable and definable area to identify the Priority Fuel Reduction Area.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE


Yoncalla/Drain/Rice Hill CWPP Area
1 Mile Buffer of Fire District
Yoncalla RFD
Rice Hill RFD
Drain RFD
Addressed Structures
Yoncalla Drain Rice Hill CWPP Area
Elkton/Scottsburg/Kellogg CWPP Area
Calapooya CWPP Area
City of Drain
City of Yoncalla

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from homes and structures and critical infrastructure areas- concentrated along the evacuation routes, and home sites located along State Highway 38, north and south along Eagle Valley Road, and along Secondary Evacuation Routes (roads to home sites leading to the priority evacuation routes.) Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling.

Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as "survivable space".

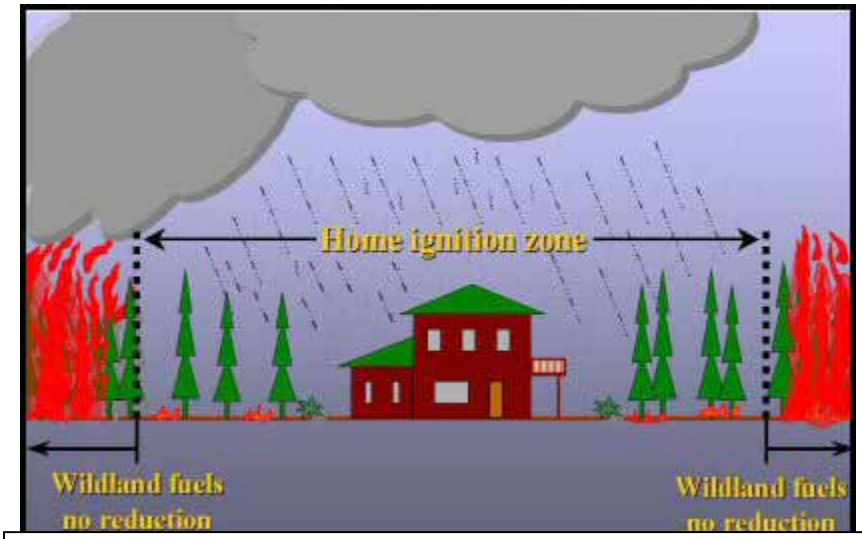


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire Sciences Laboratory

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes

- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education and outreach programs (an example would be the Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

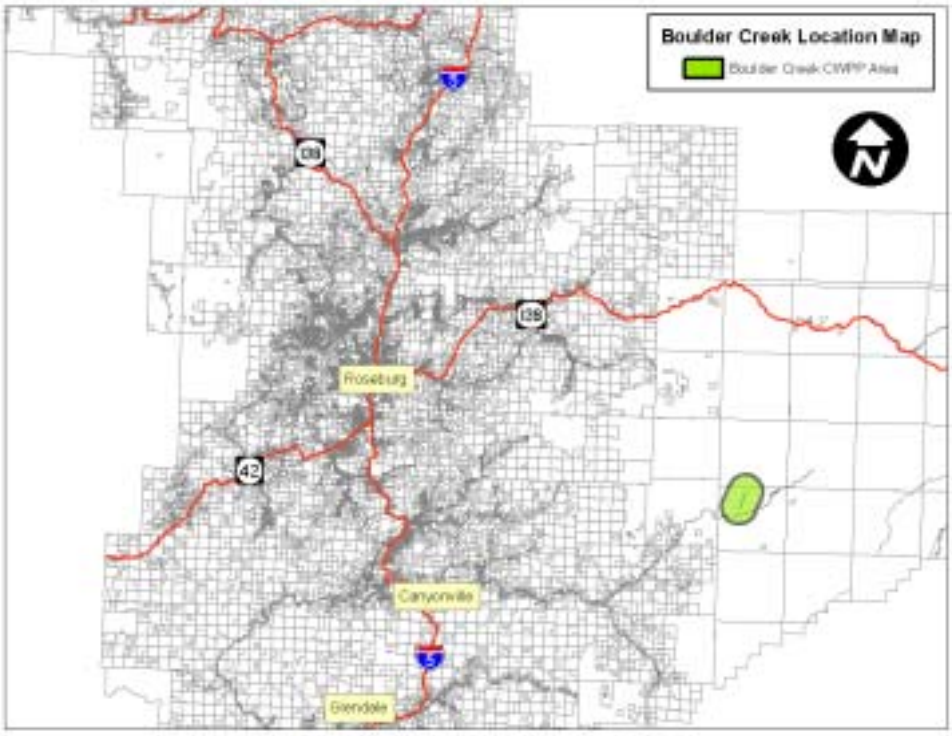
Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Local Rural Fire Protection District(s) hereby agree to the final contents of the Community Wildfire Protection Plan:

_____

NAME Date
Chief, North Douglas Fire and EMS

Community Wildfire Protection Plans: **Boulder Creek CWPP Area**

COMMUNITY PROFILE:



Location

The Boulder Creek CWPP area is located approximately 42 Miles east of Interstate 5 Exit 98 in Canyonville, on a Forest Service maintained road extension of South Umpqua Road. The extent of the CWPP area contains the Wildland Urban Interface Area of the Boulder Creek Area as determined by The USFS, following guidelines in the Healthy Forest Restoration Act of 2003.

Population

The approximate population of the Boulder Creek CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 11 people. The North Umpqua Area, which includes the Umpqua National Forest is a popular camping and vacation area, the population indicated only recognizes year-round residents. The population of people camping/vacationing in the area may be significantly higher throughout the year.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 5 addressed structures within the Boulder Creek CWPP Area.

The Boulder Creek CWPP area has a designations entirely zoned as TR (Timberland Resource), reflecting the entire Boulder Creek CWPP Area falling within Umpqua National Forest Managed lands.

Transportation
Roads: Transportation to and from the Boulder Creek CWPP area is handled via the Forest Service extension of South Umpqua Road (located Northwest of the communities of Tiller and Jackson Creek), which connects to the CWPP Area to I-5 in Canyonville.

Critical Infrastructure

Unique critical infrastructure to the Boulder Creek CWPP area includes:

- State Highway 138
- Evacuation routes in and out of CWPP Area
- Values to be protected (cultural resources, recreation areas, aquatic mitigation areas, wildlife mitigation measures, threatened, and endangered and sensitive plant considerations) as indicated in the Fire Management Plan of the Roseburg District BLM and Umpqua National Forest.

Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as an economic route in or out of the communities)

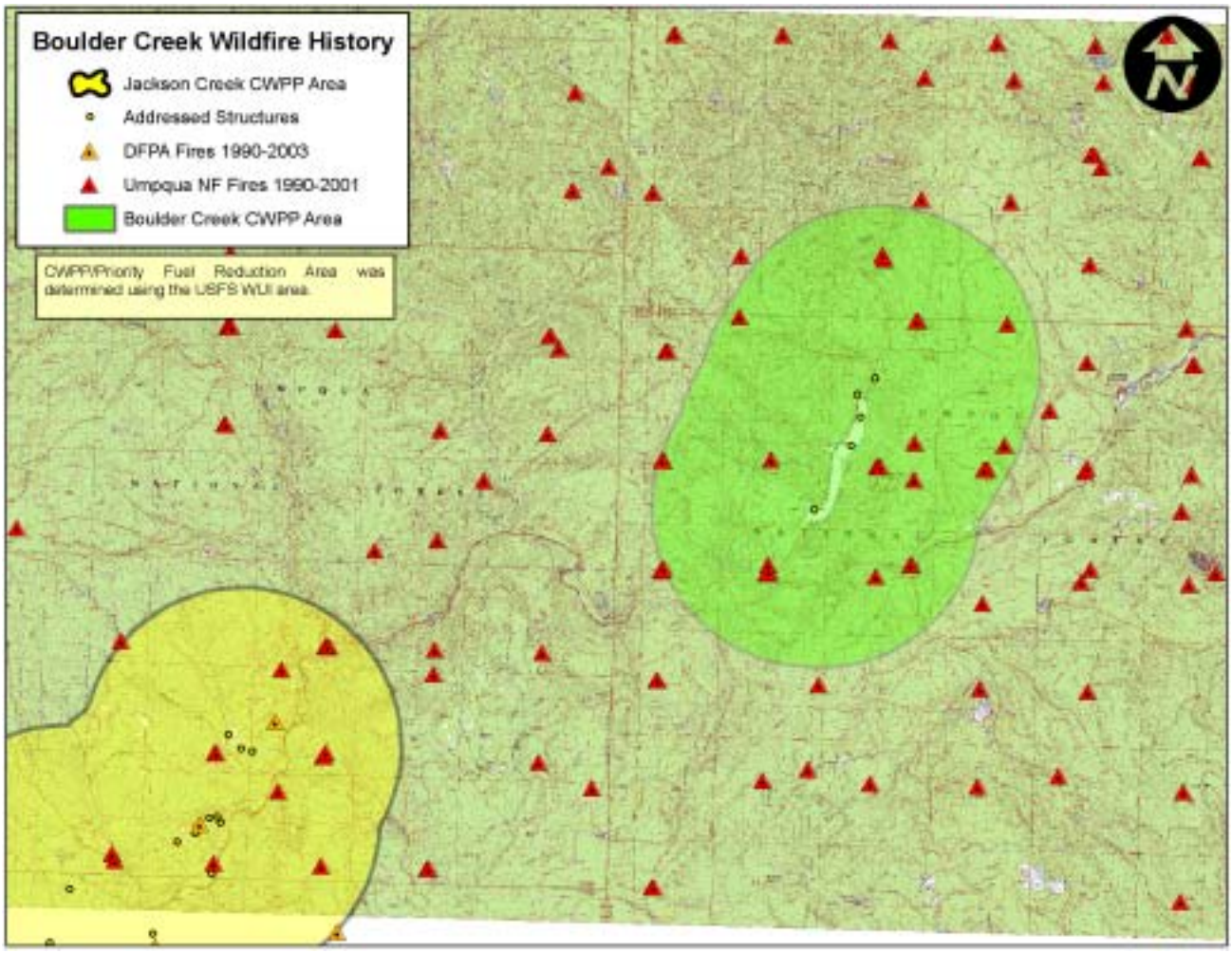
Emergency Equipment and Staffing Inventory
There is no Rural Fire District servicing Boulder Creek. Wildland Fire Protection is provided by the Umpqua National Forest and supported by the Douglas Forest Protective Associations by mutual aid.

The Tiller Ranger District of the Umpqua National Forest provides fire protection in the Boulder Creek Area, with the following inventory:

1	20-person hand crew	1	Type 6 Engines
4	Type 4 Engines	1	Water Tender

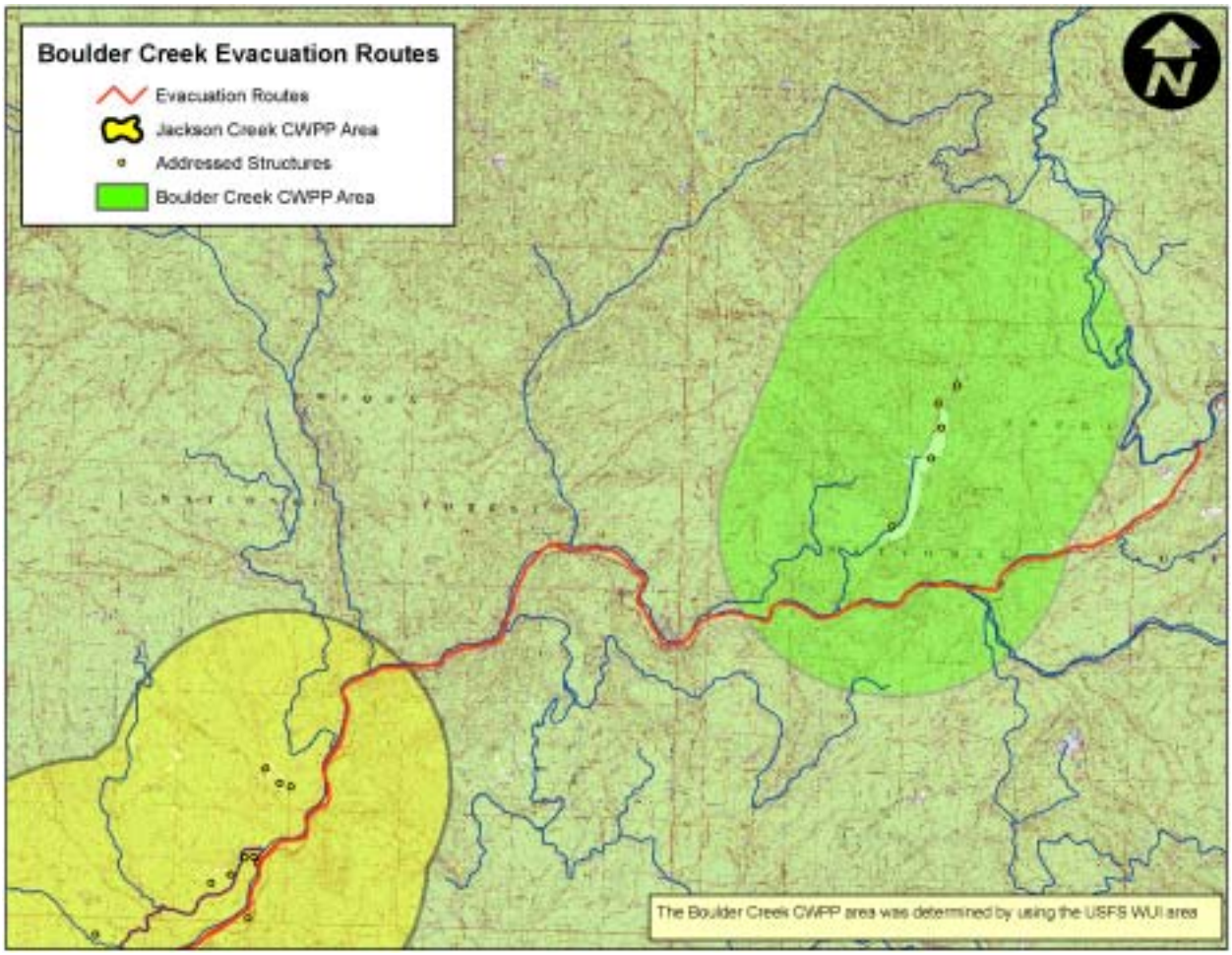
Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter.

WILDFIRE RISK ASSESSMENT- History
The map on next page indicates fire history from 1990 through 2003 for the Boulder Creek CWPP area taken from Douglas Forest Protective Association and Umpqua National Forest Data.



Evacuation Routes

In the event of a wildfire, the communities would utilize the main evacuation route of South Umpqua Road, southwest towards Tiller, and on towards Canyonville. Secondary evacuation routes are roads and streets leading to the primary evacuation route. See Evacuation Map on the next page.

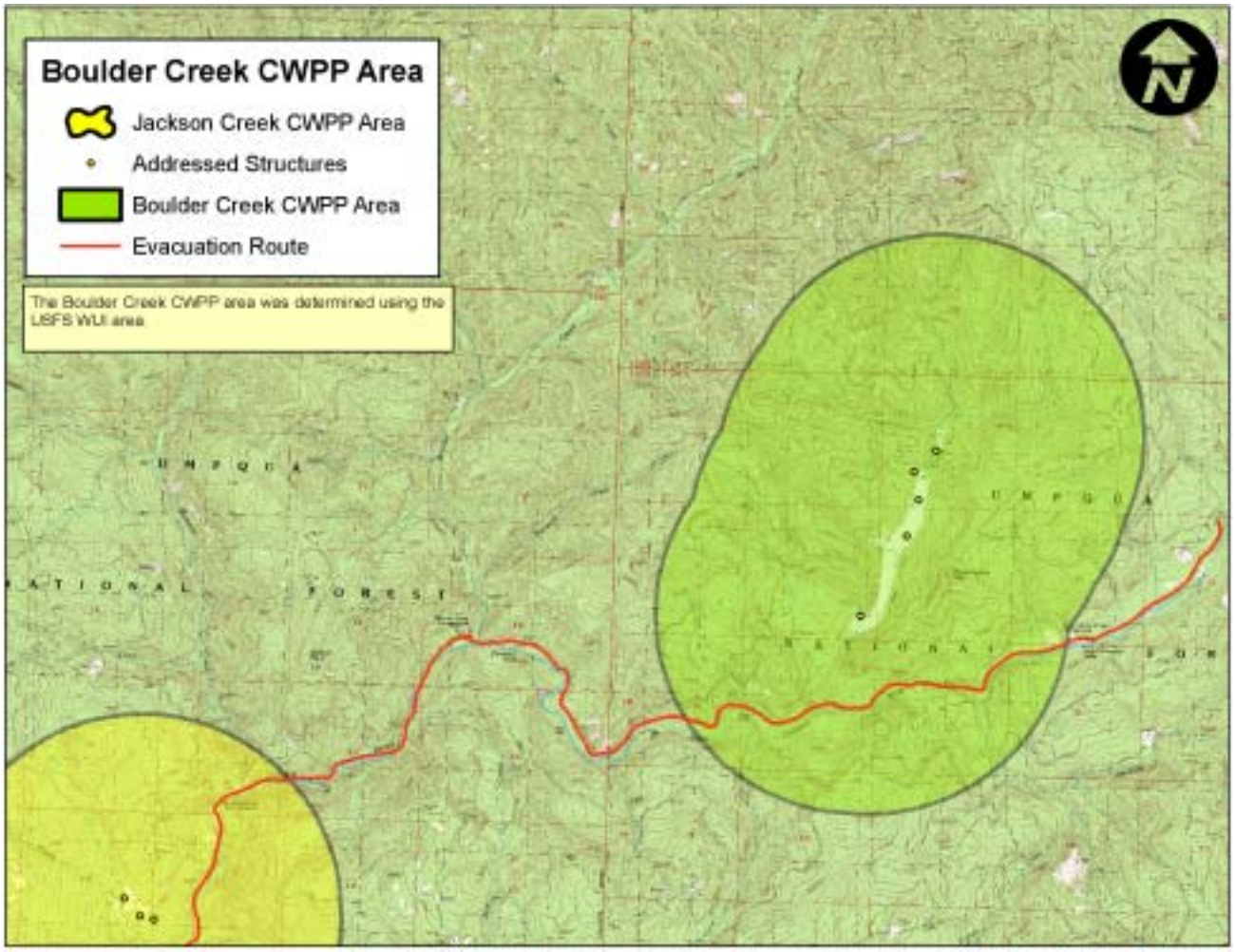


Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern in the Umpqua National Forest was to Utilize Wildland Urban Interface Areas previously mapped by The USFS.

Guidance provided in the 10 year Comprehensive Strategy of the National Fire Plan, the Healthy Forest Restoration Act and the Umpqua National Forest's Land and Resource Management Plan, in addition to the designation of Communities at Risk in the Federal Register, directed the designation of the Wildland Urban Interface Areas included in this CWPP.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess of the CWPP fuel reduction area, this decision will be made based on fire suppression and resource management tactics and determined in the field, The Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

The following map was created, identifying priority treatment areas:



MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from critical infrastructure and home sites located to the north of the main evacuation route (South Umpqua Road) Secondary Evacuation Routes (roads leading to the main evacuation route). Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes and areas of recreation identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling. Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations. Prescribed burning where appropriate shall be pursued as a method of fuels reduction. Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

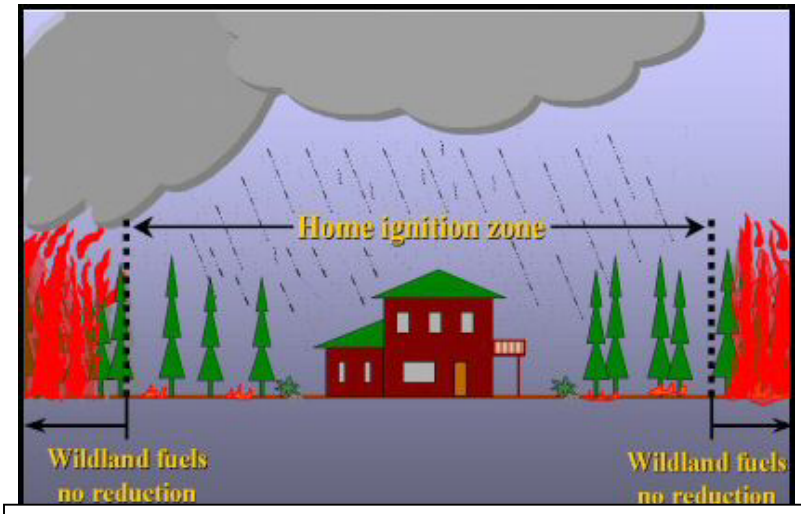


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as “survivable space”.

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes
- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education/outreach programs (an example: Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

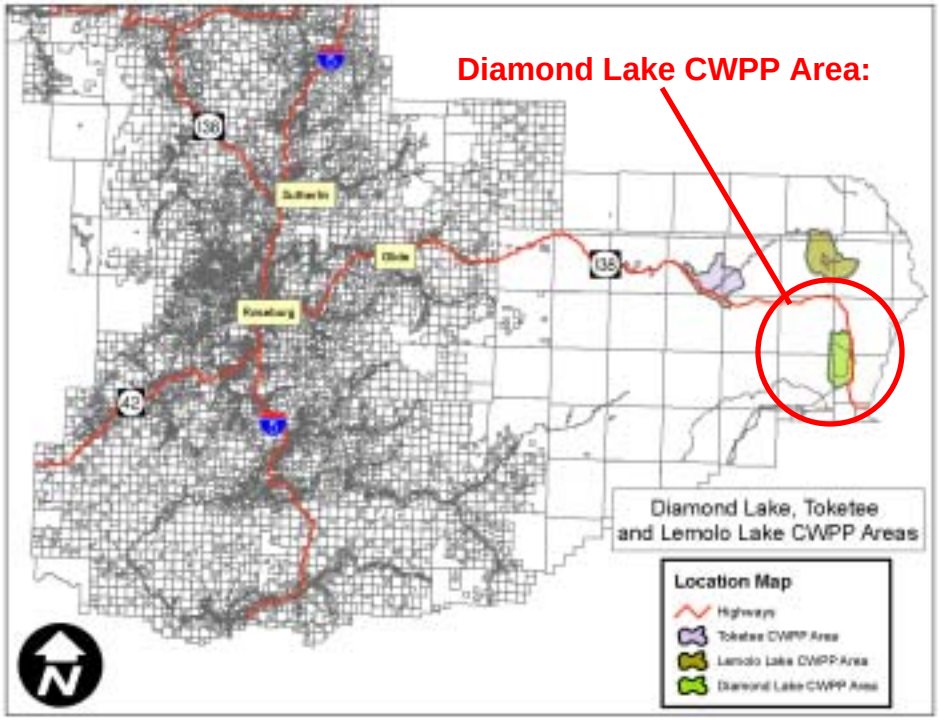
- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Umpqua National Forest hereby agrees to the final contents of the Community Wildfire Protection Plan:

James Caplan 1/17/06

James Caplan — Date
Forest Supervisor, Umpqua National Forest

COMMUNITY PROFILE:

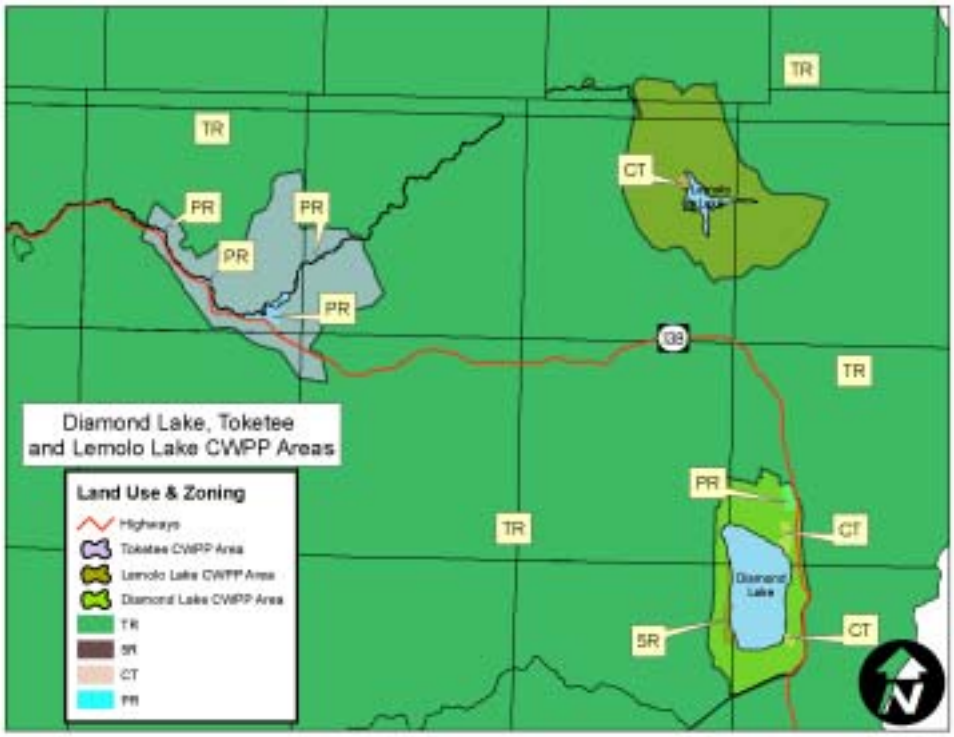


Location

The Diamond Lake CWPP area is located approximately 82 Miles east of Interstate 5 Exit 124, on State Highway 138. The extent of the CWPP area contains the Wildland Urban Interface Area of the Diamond Lake Area as determined by The USFS, following guidelines in the Healthy Forest Restoration Act of 2003.

Population

The approximate population of the Diamond Lake CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 99 people. The North Umpqua Area, which includes the Umpqua National Forest is a popular camping and vacation area, the population indicated only recognizes year-round residents. The population of people camping/vacationing in the area may be significantly higher throughout the year.



Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are many cabins and recreational structures within the Diamond Lake CWPP area.

The Diamond Lake CWPP area has zoning designations of PR (Public Reserve) near trailheads at the north end of the CWPP area, 5R (5 Acre Rural Residential) along the Diamond Lake shoreline and CT (Tourist Commercial Zoning located at the Diamond Lake Resort Area. The vast majority of land within the CWPP area is zoned with the resource designation of TR (Timberland Resource), reflecting the entire Diamond Lake CWPP Area falling within Umpqua National Forest Managed lands.

Transportation
Roads: Transportation to and from the Diamond Lake CWPP area is handled via State Highway 138, which connects to the CWPP Area to I-5 in Roseburg, leading to Interstate 97 (running North-South to Bend and Klamath Falls), and State Highway 230 connecting to Medford.

Critical Infrastructure

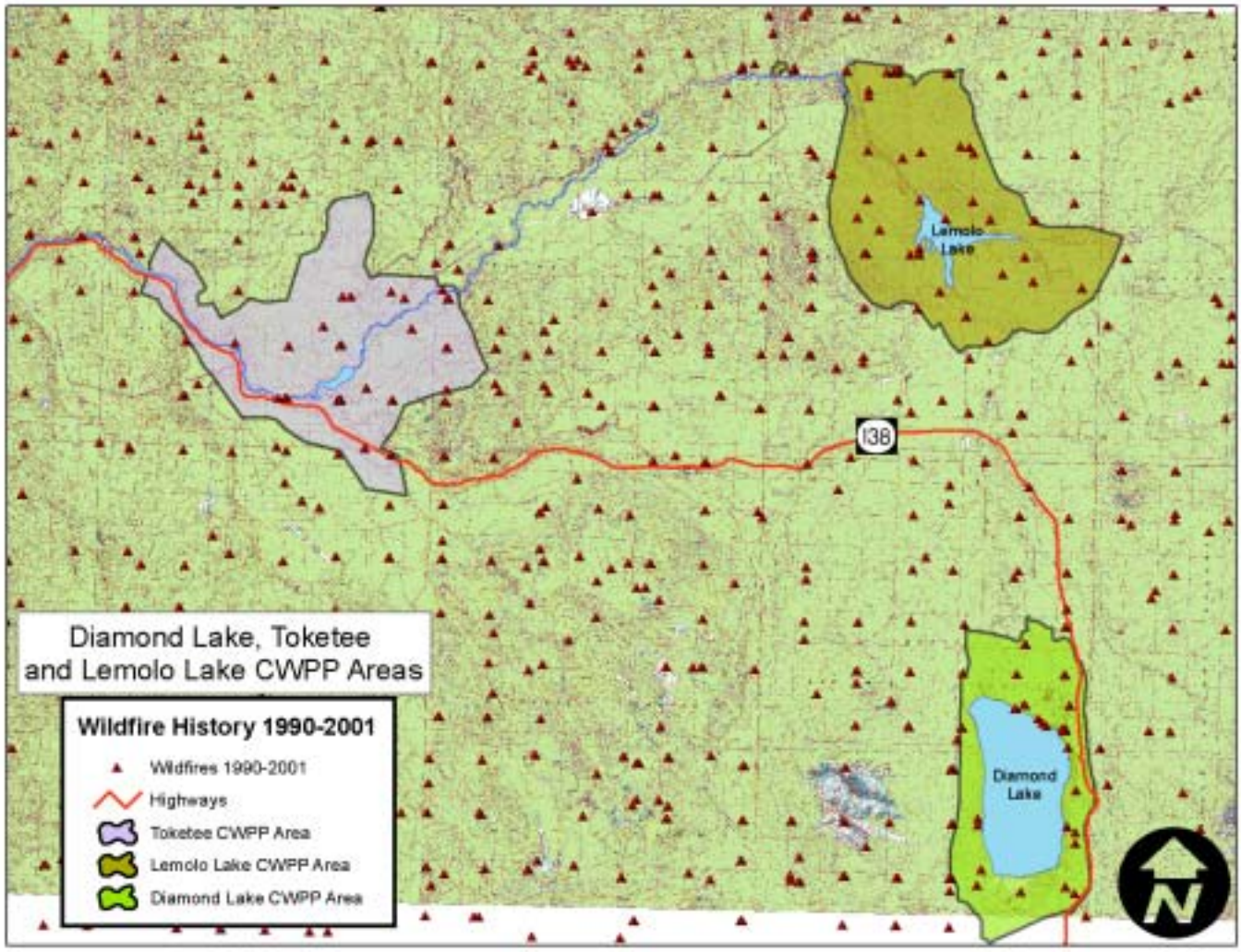
Unique critical infrastructure to the Diamond Lake CWPP area includes:

- State Highway 138 (critical as the only transportation route in and out of eastern Douglas County.
- Diamond Lake Resort
- Values to be protected (cultural resources, recreation areas, aquatic mitigation areas, wildlife mitigation measures, threatened, and endangered and sensitive plant considerations) as indicated in the Fire Management Plan of the Roseburg District BLM and Umpqua National Forest

Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as an economic route in or out of the communities)

WILDFIRE RISK ASSESSMENT- History
Map on next page indicates fire history from 1990 through 2003 for the Diamond Lake CWPP area taken from Douglas Forest Protective Association and Umpqua National Forest Data.



Emergency Equipment and Staffing Inventory

There is no Rural Fire District servicing Diamond Lake. Wildland Fire Protection is provided by the Umpqua National Forest and supported by the Douglas Forest Protective Associations by mutual aid.

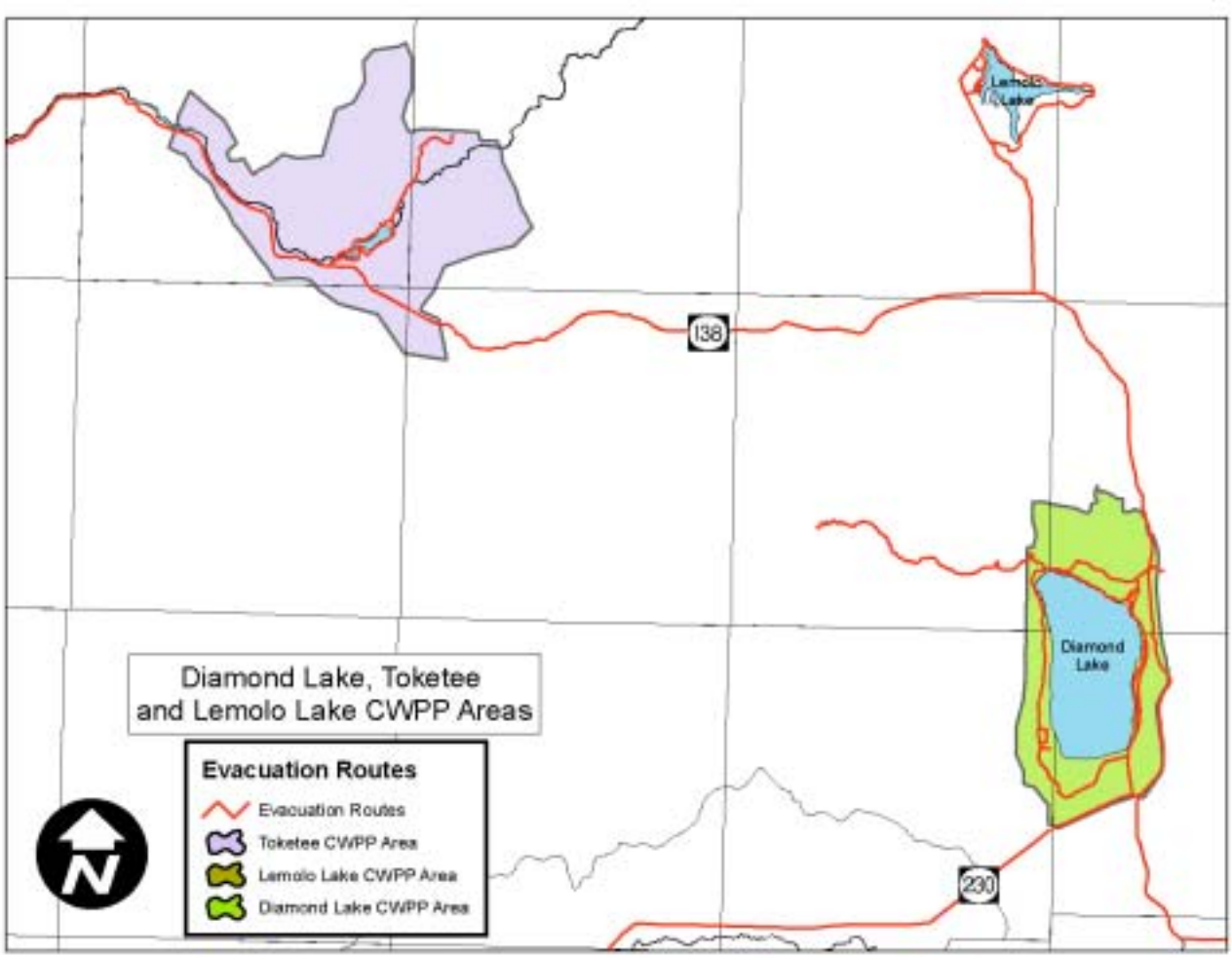
The Diamond Lake Ranger District of the Umpqua National Forest provides fire protection in the Diamond Lake CWPP Area, with the following inventory:

1	20-person hand crew	1	Type 6 Engines
2	Type 4 Engines	2	Type 3 Engines
1	Water Tender		

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter.

Evacuation Routes

In the event of a wildfire, the communities would utilize the main evacuation route of Highway 138, either west towards Glide, or southeast towards Crater Lake. Additional Evacuation Routes are the roads around Diamond Lake leading to Highway 138, and State Highway 230 towards Medford. Secondary Evacuation Routes are roads and passageways leading to the primary evacuation routes.

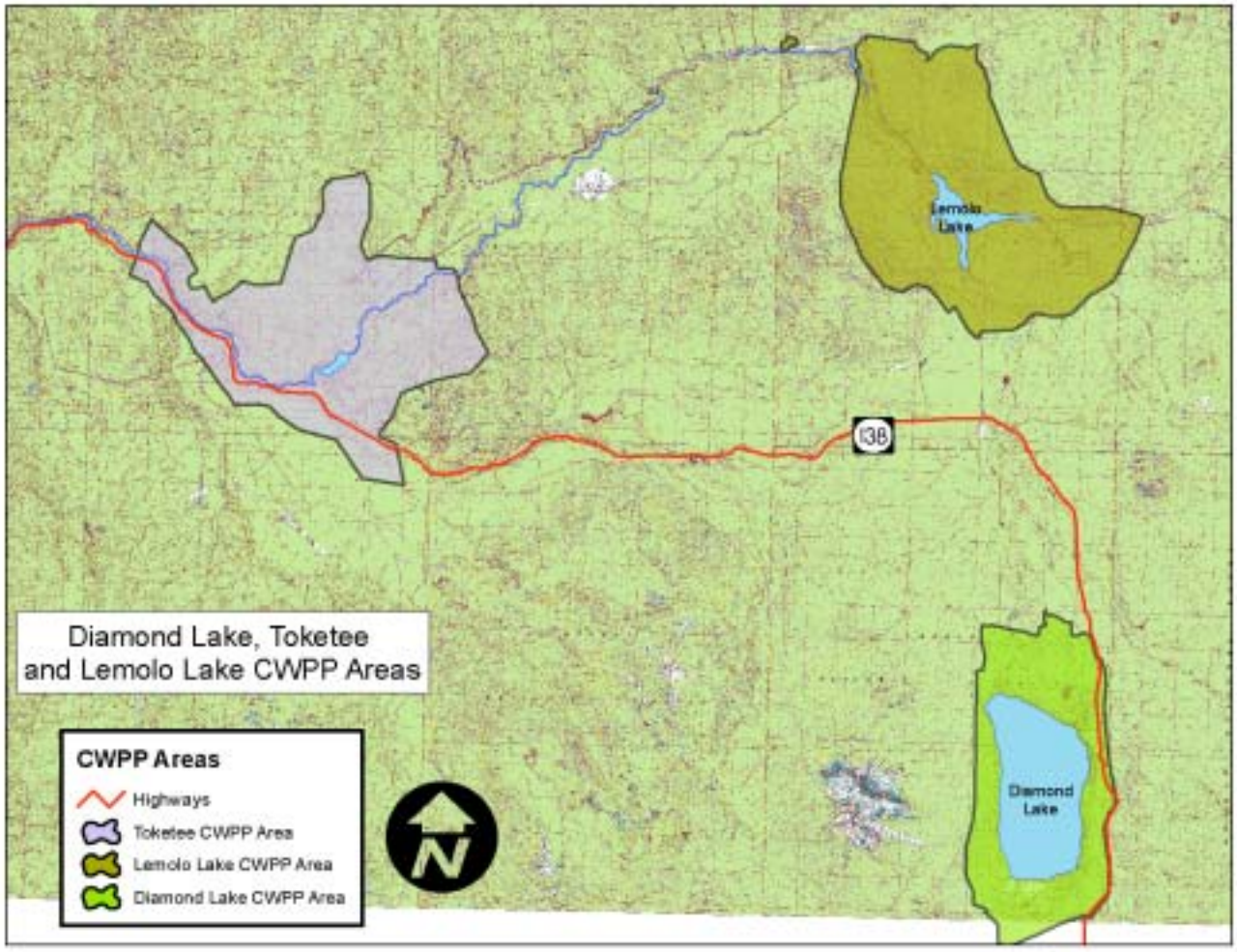


Priority Fuel Reduction Area Identification

It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern in the Umpqua National Forest was to Utilize Wildland Urban Interface Areas previously mapped by The USFS.

Guidance provided in the 10 year Comprehensive Strategy of the National Fire Plan, the Healthy Forest Restoration Act and the Umpqua National Forest's Land and Resource Management Plan, in addition to the designation of Communities at Risk in the Federal Register, directed the designation of the Wildland Urban Interface Areas included in this CWPP.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess of the CWPP fuel reduction area, this decision will be made based on fire suppression and resource management tactics and determined in the field, The Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting. The following map was created, identifying priority treatment areas:



MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from critical infrastructure and home sites located to the west and east on main evacuation routes (Highway 138 East and West of the CWPP Area, Highway 203 south towards Medford) Secondary Evacuation Routes (County Roads and Forest Service Roads leading to Highway 138). Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes and areas of recreation identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling. Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations.

Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

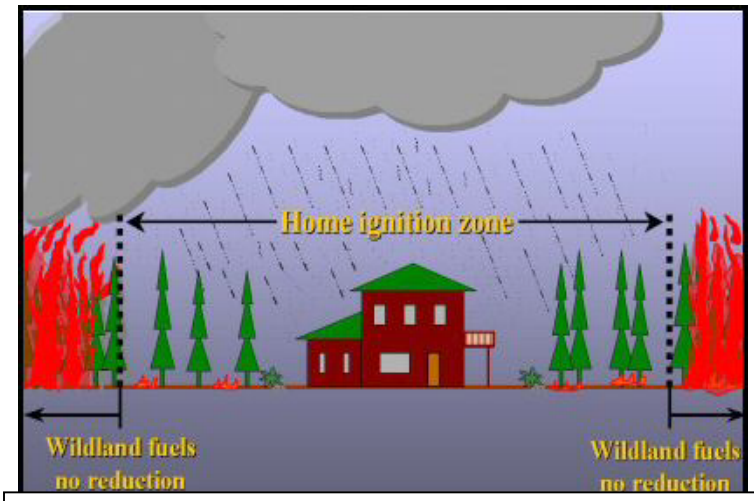


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as “survivable space”.

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes
- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education and outreach programs (example: Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

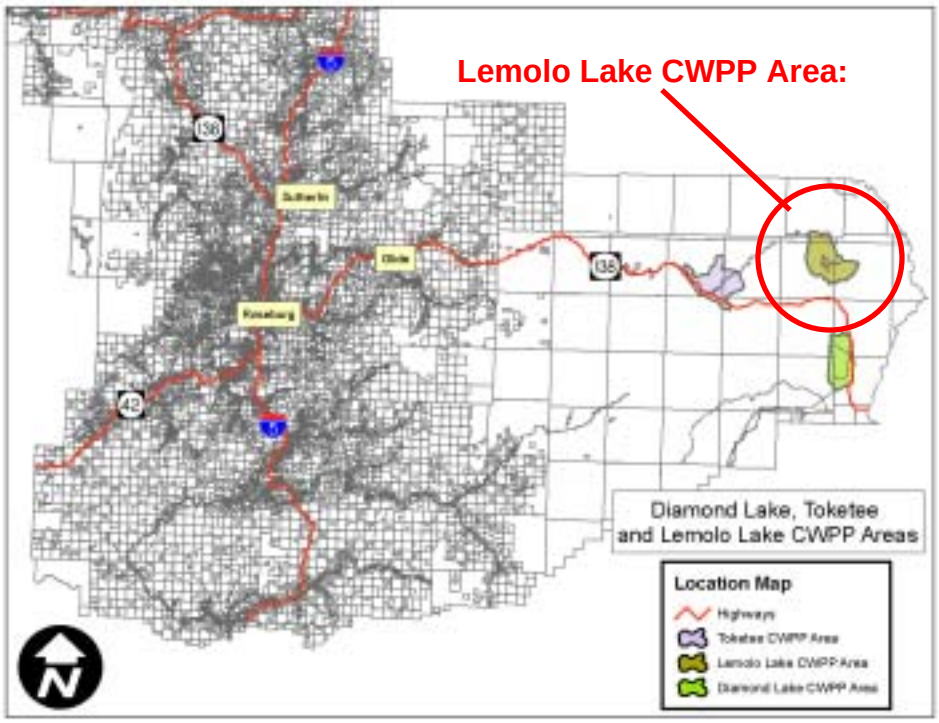
Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Umpqua National Forest hereby agrees to the final contents of the Community Wildfire Protection Plan:

James Caplan 1/17/06

James Caplan — Date
Forest Supervisor, Umpqua National Forest

Community Wildfire Protection Plans: **Lemolo Lake CWPP Area**

COMMUNITY PROFILE:

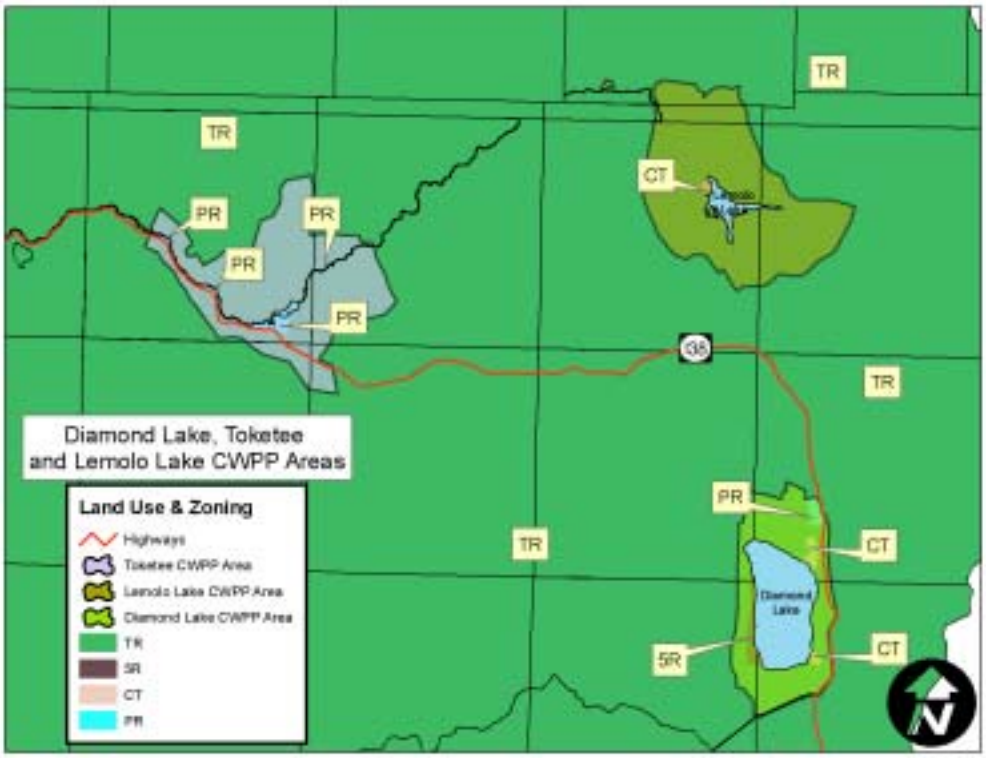


Location

The Lemolo Lake CWPP area is located approximately 77 Miles east of Interstate 5 Exit 124, on State Highway 138. The extent of the CWPP area contains the Wildland Urban Interface Area of the Lemolo Lake Area as determined by The USFS, following guidelines in the Healthy Forest Restoration Act of 2003.

Population

The approximate population of the Lemolo Lake CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 8 people. The North Umpqua Area, which includes the Umpqua National Forest is a popular camping and vacation area, the population indicated only recognizes year-round residents. The population of people camping/vacationing in the area may be significantly higher throughout the year.



Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 3 addressed structures within the Lemolo Lake CWPP Area.

The Lemolo Lake CWPP area has zoning designations of PR (Public Reserve) near Island campground as well as the North Umpqua Trail head south of the North Umpqua River. The vast majority of land within the CWPP area is zoned with the resource designation of TR (Timberland Resource), reflecting the entire Lemolo Lake CWPP Area falling within Umpqua National Forest Managed lands.

Transportation
Roads: Transportation to and from the Lemolo Lake CWPP area is handled via State Highway 138, which connects to the CWPP Area to I-5 in Roseburg, leads to Interstate 97 (running North-South to Bend and Klamath Falls), and State Highway 230 connecting to Medford.

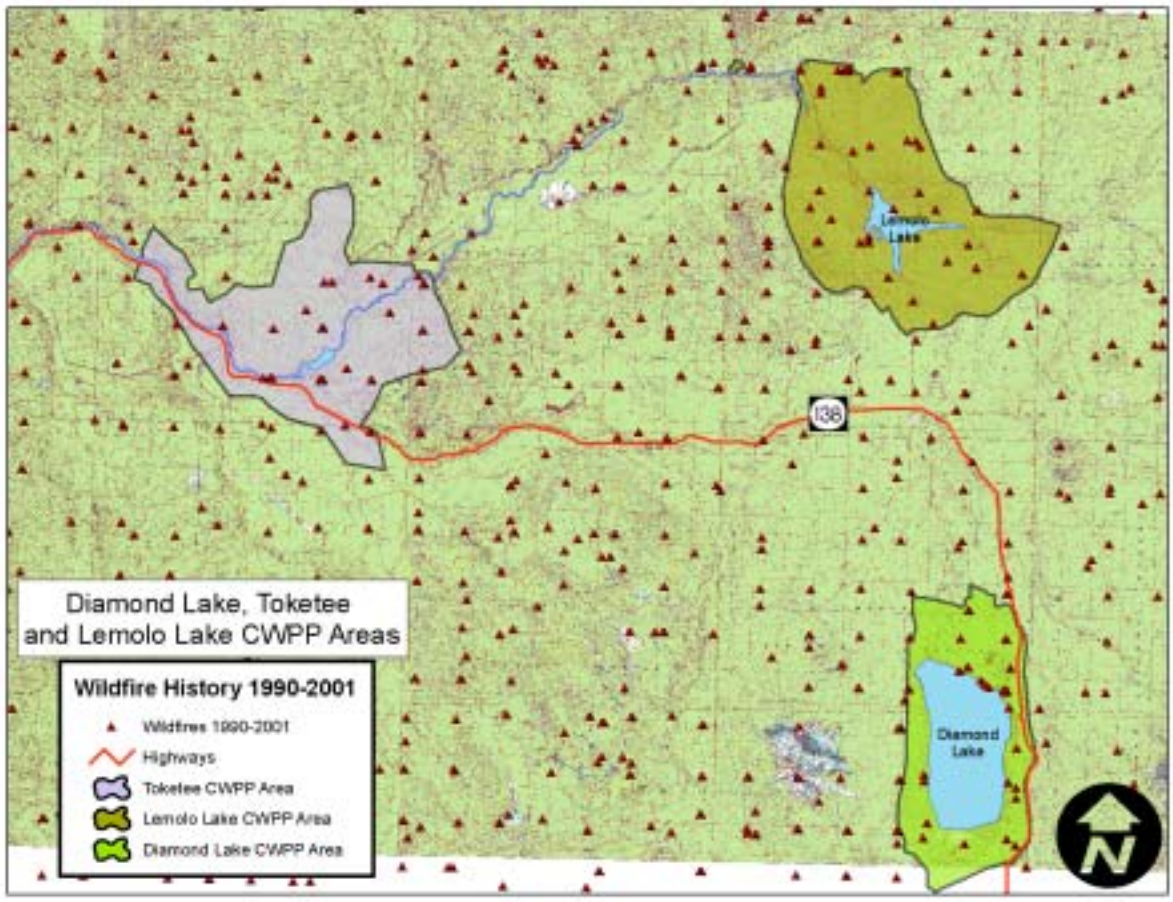
Critical Infrastructure
Unique critical infrastructure to the Lemolo Lake CWPP area includes:

- State Highway 138 (critical as the only transportation route in and out of eastern Douglas County.
- Diamond Lake Resort
- Values to be protected (cultural resources, recreation areas, aquatic mitigation areas, wildlife mitigation measures, threatened, and endangered and sensitive plant considerations) as indicated in the Fire Management Plan of the Roseburg District BLM and Umpqua National Forest

Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as an economic route in or out of the communities)

WILDFIRE RISK ASSESSMENT- History
Map on next page indicates fire history from 1990 through 2003 for the Lemolo Lake CWPP area taken from Douglas Forest Protective Association and Umpqua National Forest Data.



Emergency Equipment and Staffing Inventory

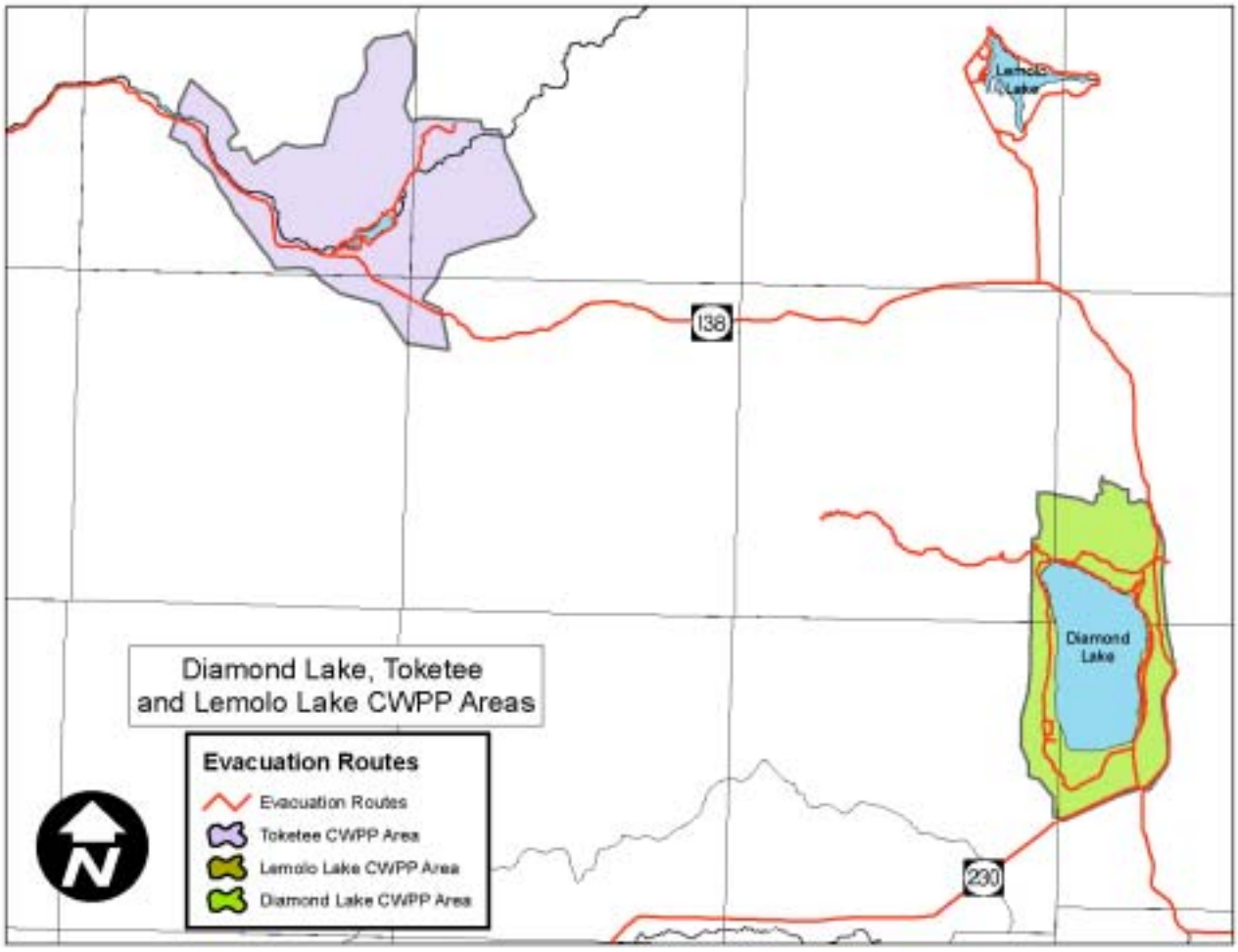
There is no Rural Fire District servicing Lemolo Lake. Wildland Fire Protection is provided by the Umpqua National Forest and supported by the Douglas Forest Protective Associations by mutual aid.

The Diamond Lake Ranger District of the Umpqua National Forest provides fire protection in the Lemolo Lake CWPP Area, with the following inventory:

1	20-person hand crew	1	Type 6 Engines
2	Type 4 Engines	2	Type 3 Engines
1	Water Tender		

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter.

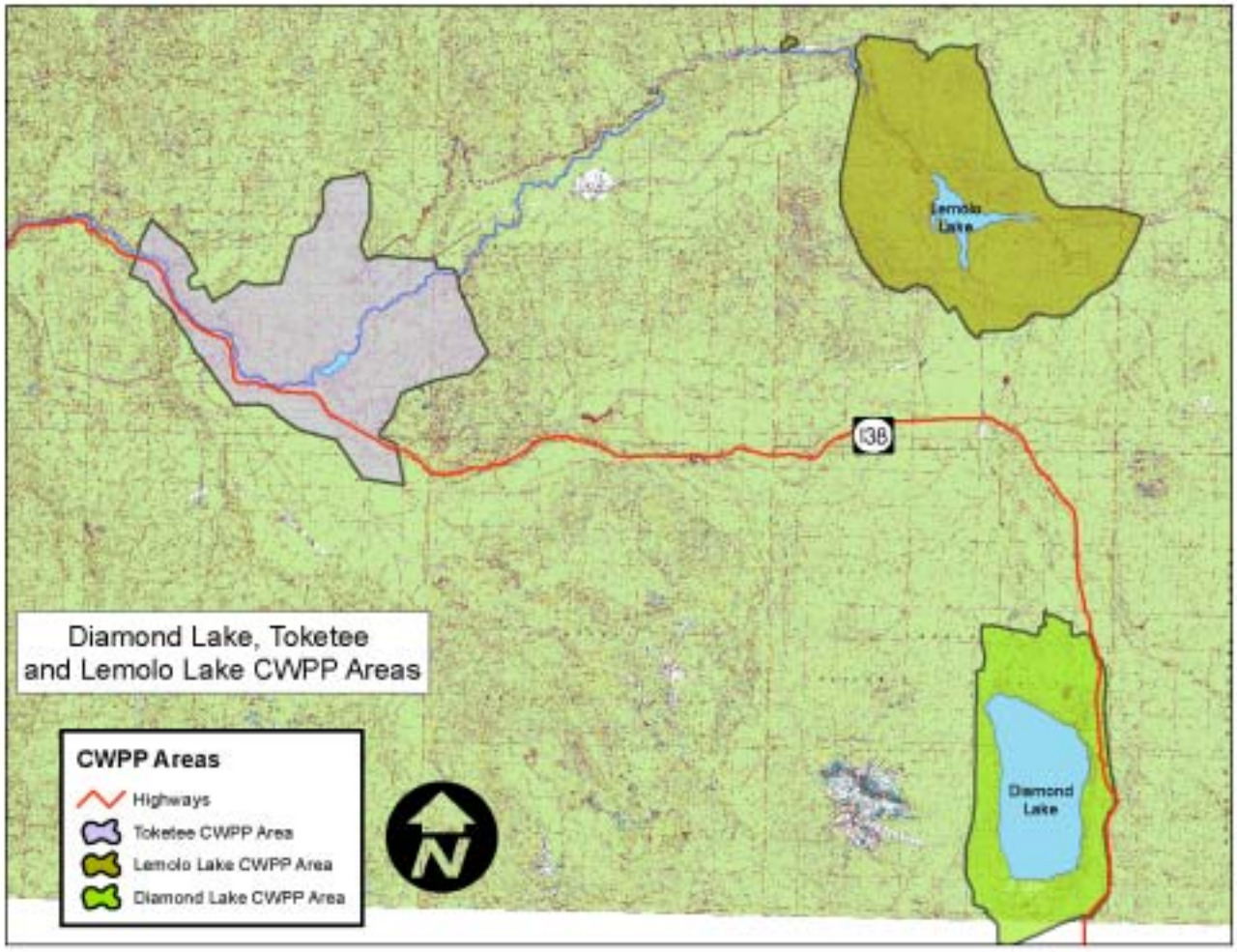
Evacuation Routes
In the event of a wildfire, the communities would utilize the main evacuation route of Highway 138, either west towards Glide, or southeast towards Crater Lake. Additional Evacuation Routes are the roads around Lemolo Lake leading to Highway 138, and State Highway 230 towards Medford. Secondary Evacuation Routes are roads and passageways leading to the primary evacuation routes.



Priority Fuel Reduction Area Identification
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern in the Umpqua National Forest was to Utilize Wildland Urban Interface Areas previously mapped by The USFS.

Guidance provided in the 10 year Comprehensive Strategy of the National Fire Plan, the Healthy Forest Restoration Act and the Umpqua National Forest's Land and Resource Management Plan, in addition to the designation of Communities at Risk in the Federal Register, directed the designation of the Wildland Urban Interface Areas included in this CWPP.

On occasion, based on topography, the Priority Fuel Reduction Area may be in excess of the CWPP fuel reduction area, this decision will be made based on fire suppression and resource management tactics and determined in the field, The Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting. The following map was created, identifying priority treatment areas:



MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from critical infrastructure and home sites located to the west and east on main evacuation routes (Highway 138 East and West of the CWPP Area) Secondary Evacuation Routes (Lemolo Lake Road and Forest Service Roads leading to Highway 138). Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

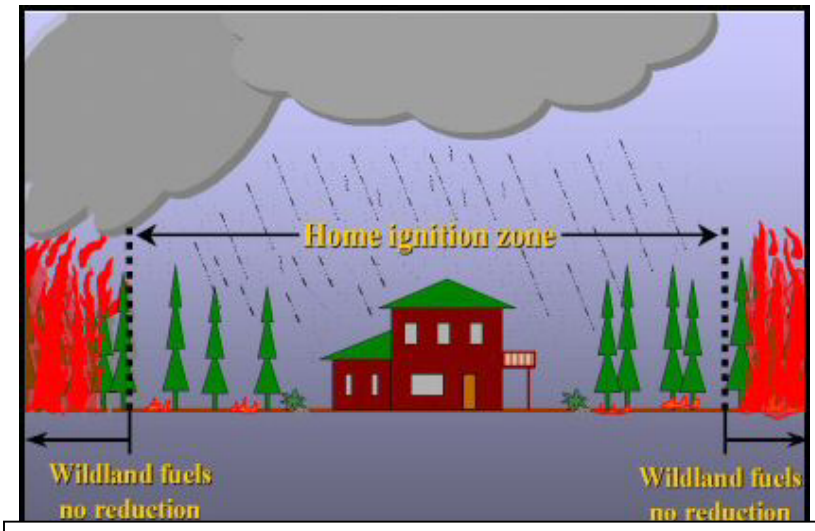
Treatment Areas 2: Clear and thin escape routes for homes and areas of recreation identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling. Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations. Prescribed burning where appropriate shall be pursued as a method of fuels reduction. Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

Structural Ignitability



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Action Items:

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Action Items:

- Use and maintain the Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (http://healthyforest.info/cwpp/Oregon/Douglas/)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

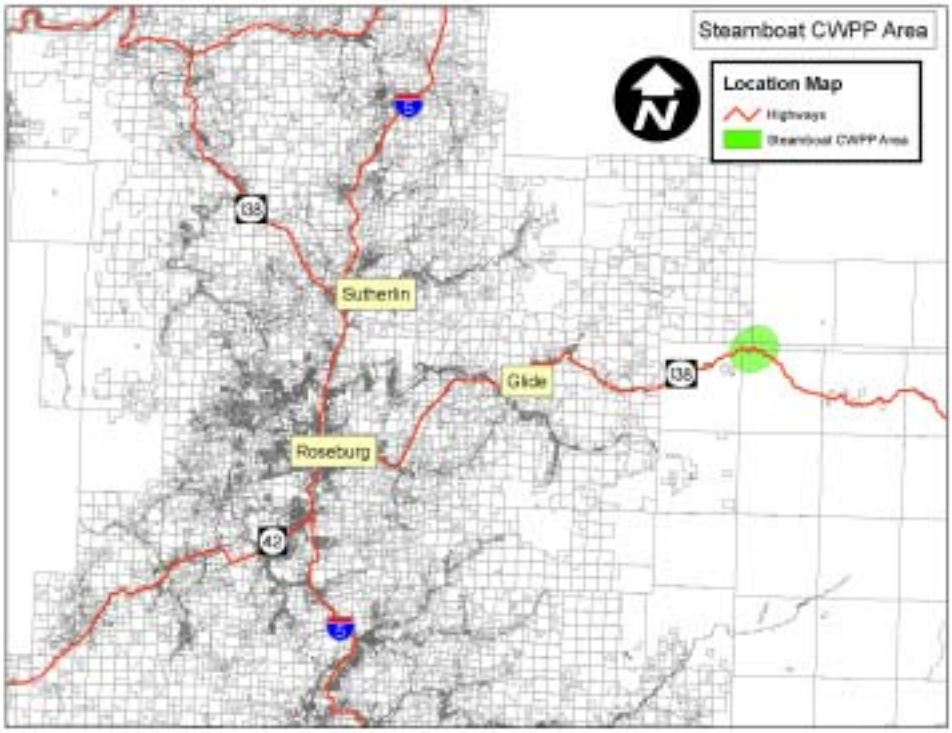
Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Umpqua National Forest hereby agrees to the final contents of the Community Wildfire Protection Plan:

James Caplan 1/17/06

James Caplan — Date
Forest Supervisor, Umpqua National Forest

Community Wildfire Protection Plans: **Steamboat CWPP Area**

COMMUNITY PROFILE:



Location

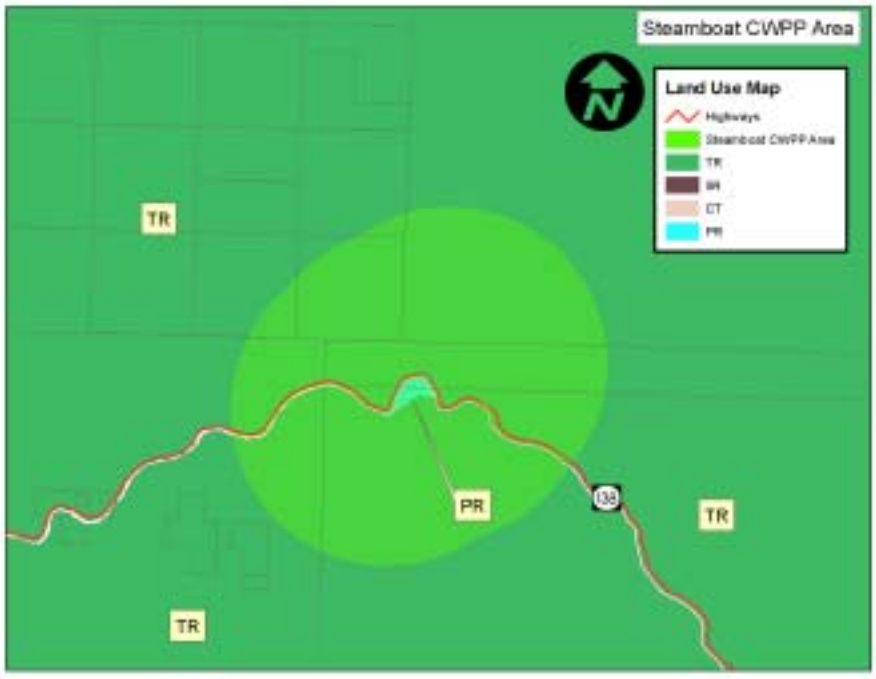
The Steamboat CWPP area is located approximately 38 Miles east of Interstate 5 Exit 124, on State Highway 138. The extent of the CWPP area contains the Wildland Urban Interface Area of the Steamboat Area as determined by The USFS, following guidelines in the Healthy Forest Restoration Act of 2003.

Population

The approximate population of the Steamboat CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 20 people. The North Umpqua Area, which includes the Umpqua National Forest is a popular camping and vacation area, the population indicated only recognizes year-round residents. The population of people camping/vacationing in the area may be significantly higher throughout the year.

Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 3 addressed structures within the Steamboat CWPP Area.



The Steamboat CWPP area has zoning designations of PR (Public Reserve) near Island campground as well as the North Umpqua Trail head south of the North Umpqua River. The vast majority of land within the CWPP area is zoned with the resource designation of TR (Timberland Resource), reflecting the entire Steamboat CWPP Area falling within Umpqua National Forest Managed lands.

Transportation
Roads: Transportation to and from the Steamboat CWPP area is handled via State Highway 138, which connects to the CWPP Area to I-5 in Roseburg, leads to Interstate 97 (running North-South to Bend and Klamath Falls), and State Highway 230 connecting to Medford.

Critical Infrastructure

Unique critical infrastructure to the Steamboat CWPP area includes:

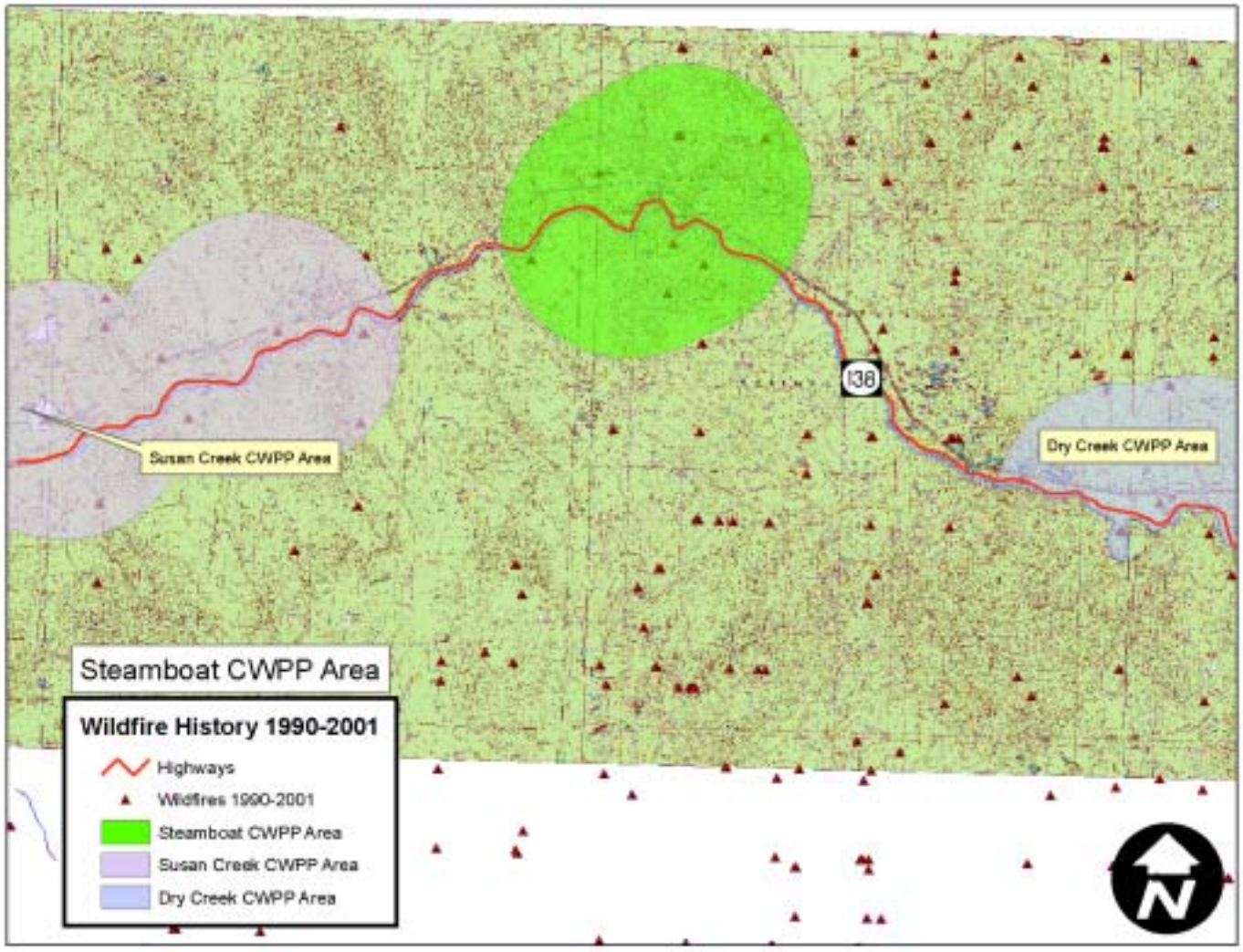
- State Highway 138 (critical as the only transportation route in and out of eastern Douglas County.
- Values to be protected (cultural resources, recreation areas, aquatic mitigation areas, wildlife mitigation measures, threatened, and endangered and sensitive plant considerations) as indicated in the Fire Management Plan of the Roseburg District BLM and Umpqua National Forest

Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines

Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as an economic route in or out of the communities)

WILDFIRE RISK ASSESSMENT- History
Map on next page indicates fire history from 1990 through 2003 for the Steamboat CWPP area taken from Douglas Forest Protective Association and Umpqua National Forest Data.



Emergency Equipment and Staffing Inventory

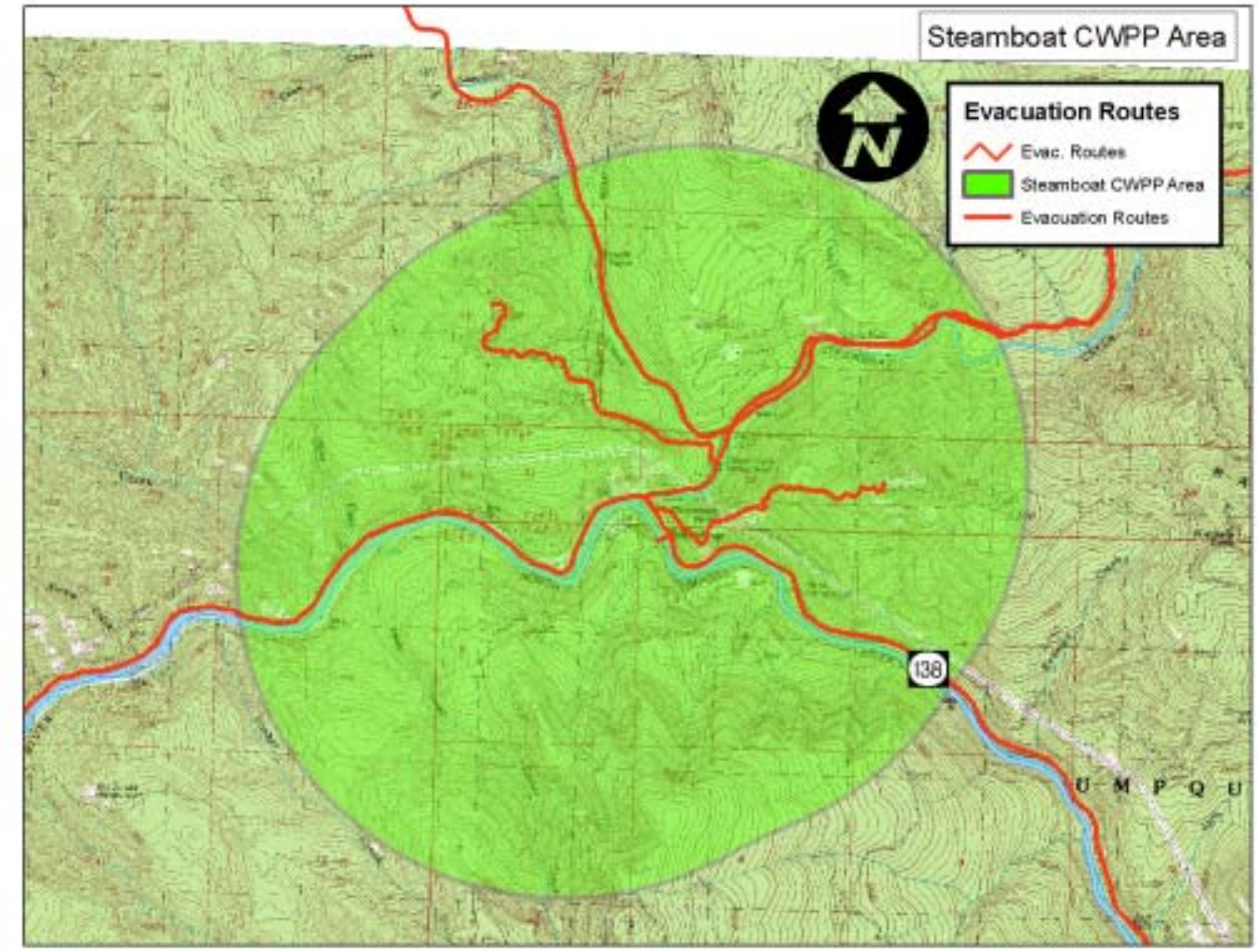
There is no Rural Fire District servicing the Steamboat CWPP Area. Wildland Fire Protection is provided by the Umpqua National Forest and supported by the Douglas Forest Protective Associations by mutual aid.

The North Umpqua Ranger District of the Umpqua National Forest provides fire protection in the Steamboat CWPP Area, with the following inventory:

1	20-person hand crew	1	Type 6 Engines
2	Type 4 Engines	2	Type 3 Engines
1	Water Tender		

Douglas Forest Protective Association serves the Douglas District of the Oregon Department of Forestry with 10 fire suppression crews, wildland fire engines ranging from 200 to 3,000 gallons, three bulldozers, and a fire suppression helicopter.

Evacuation Routes
In the event of a wildfire, the communities would utilize the main evacuation route of Highway 138, either west towards Glide, or east towards Diamond Lake. Secondary Evacuation Routes are Steamboat Road and the Forest Service roads branching off Steamboat Road up Canton Creek.



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On occasion, based on topography, the Priority Fuel Reduction Area may be in excess of the CWPP fuel reduction area, this decision will be made based on fire suppression and resource management tactics and determined in the field, The Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting. The following map was created, identifying priority treatment areas: The following map was created, identifying priority treatment

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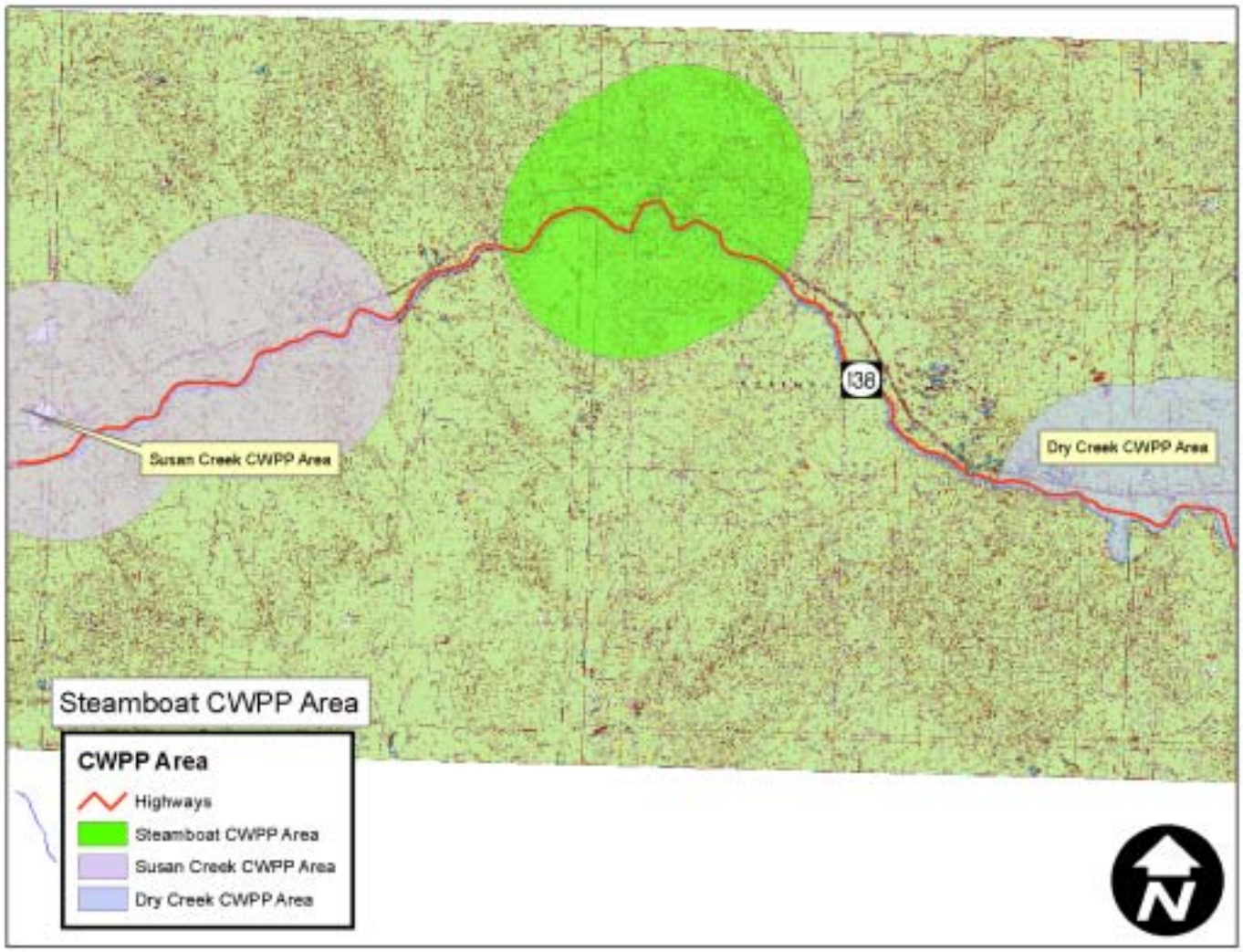

MITIGATION ACTION PLAN
Fuels Reduction
Identification and prioritization of treatment areas

Treatment Areas 1: Clearing 100' from critical infrastructure and home sites located to the west and east on main evacuation routes (Highway 138 East and West of the CWPP Area) Secondary Evacuation Routes (Steamboat Road and Forest Service Roads leading to Highway 138). Thinning 300' around structures and critical infrastructure. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Clear and thin escape routes for homes and areas of recreation identified in the priority fuel reduction area. Use of prescribed burning as a tool for fuels reduction.

Treatment Areas 3: Clear and thin areas identified in the priority fuel reduction area.

Type of fuel reduction treatment
Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core Team, including harvesting, thinning, mowing, chipping, cutting and piling. Chemical treatment is to be done where appropriate and consistent with State and Federal Regulations. Prescribed burning where appropriate shall be pursued as a method of fuels reduction.

Biologic treatment of areas (Grazing, etc.) is to be encouraged where use would be a benefit to agriculture as well as fuel reduction projects.

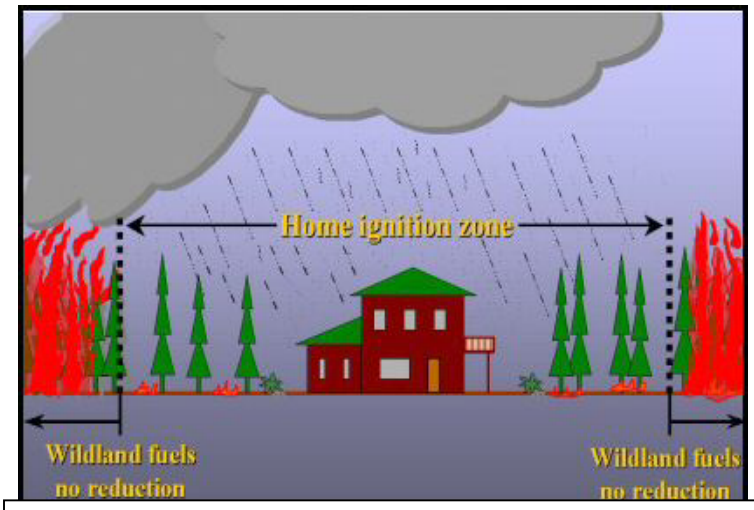

Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential;* Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain

Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other wildfire management issues.

Highly ignitable homes can be destroyed during lower-intensity wildfires, whereas homes with low home ignitability can survive high-intensity wildfires.

Structural ignitability, rather than wildland fuels, is the principal cause of structural losses during wildland/urban interface fires. Key items are flammable roofing materials (e.g. cedar shingles) and the presence of burnable vegetation (e.g. ornamental trees, shrubs, wood piles) immediately adjacent to homes, also referred to as “survivable space”.

Action Items:

- Education of homeowners regarding reducing structural ignitability, and promotion of reduced ignitability building products and development of survivable space adjacent to their homes
- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

Education

Promote existing education and outreach programs (example: Firewise Program, www.firewise.org) and develop community specific education programs which enhance and implement information on community escape routes, wildfire mitigation activities and reducing the risk to citizens, property and community values.

Action Items:

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- Presentations and awareness campaigns to local schools
- Structural ignitability awareness and replacement of flammable building materials

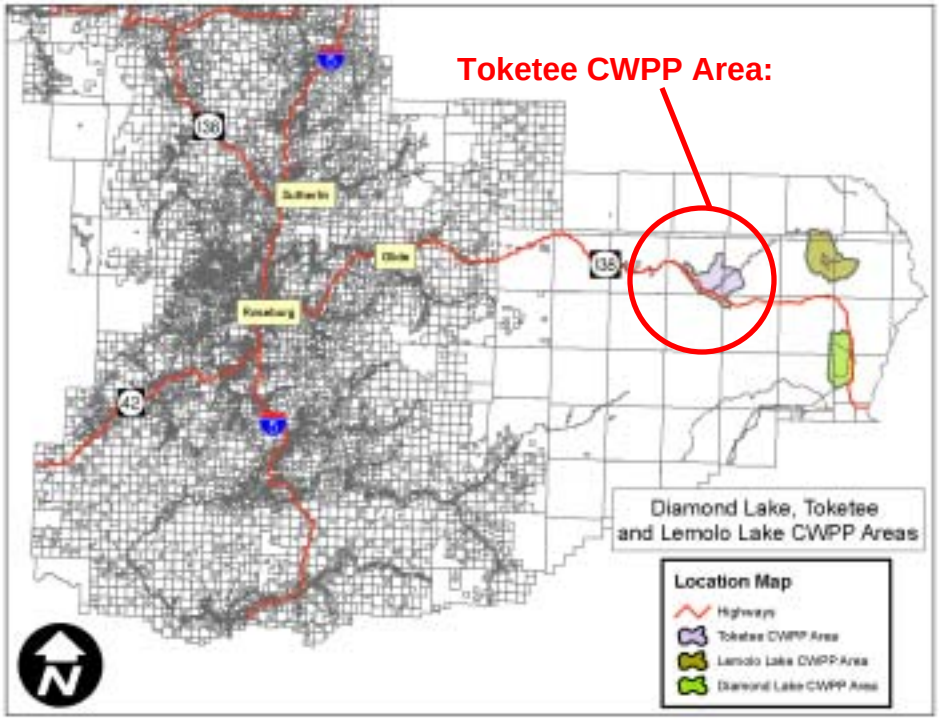
Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, the Umpqua National Forest hereby agrees to the final contents of the Community Wildfire Protection Plan:

James Caplan 1/17/06

James Caplan — Date
Forest Supervisor, Umpqua National Forest

Community Wildfire Protection Plans: **Toketee CWPP Area**

COMMUNITY PROFILE:

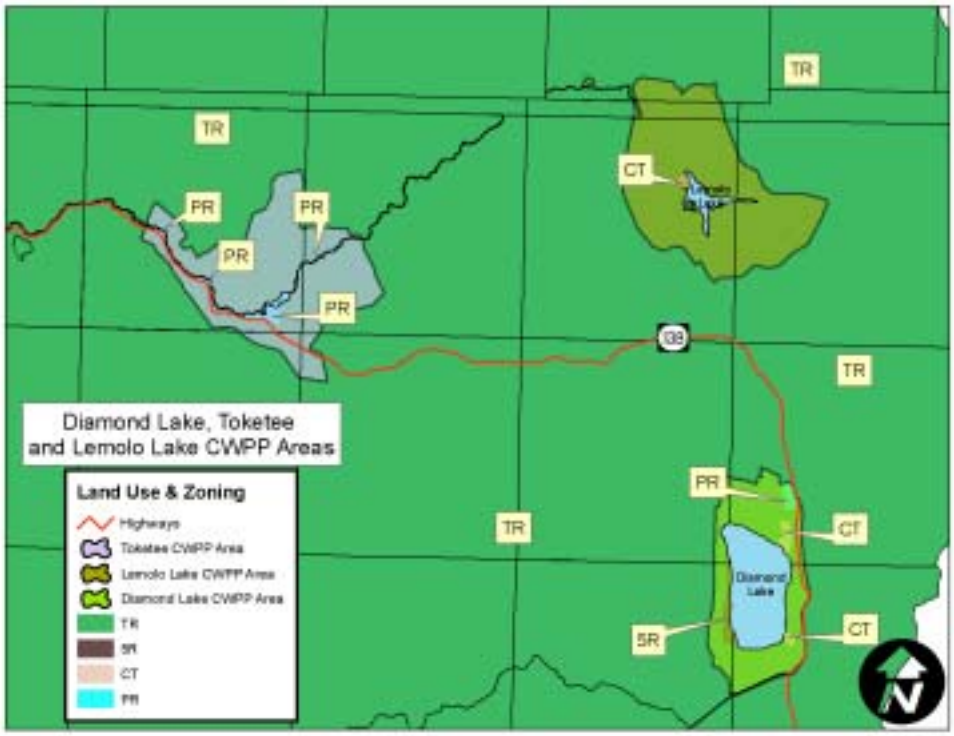


Location

The Toketee CWPP area is located approximately 57 Miles east of Interstate 5 Exit 124, on State Highway 138. The extent of the CWPP area contains the Wildland Urban Interface Area of the Toketee Area as determined by The USFS, following guidelines in the Healthy Forest Restoration Act of 2003.

Population

The approximate population of the Toketee CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 105 people. The North Umpqua Area, which includes the Umpqua National Forest is a popular camping and vacation area, the population indicated only recognizes year-round residents. The population of people camping/vacationing in the area may be significantly higher throughout the year.



Housing/Land Use

The Toketee CWPP area has zoning designations of PR (Public Reserve) near the Ranger Station as well as the Toketee Falls Trail head and North Umpqua Trail trailhead. The vast majority of land within the CWPP area is zoned with the resource designation of TR (Timberland Resource), reflecting the entire Toketee CWPP Area falling within Umpqua National Forest Managed lands.

Transportation
Roads: Transportation to and from the Toketee CWPP area is handled via State Highway 138, which connects to the CWPP Area to I-5 in Roseburg, leads to Interstate 97 (running North-South to Bend and Klamath Falls), and State Highway 230 connecting to Medford.

Critical Infrastructure

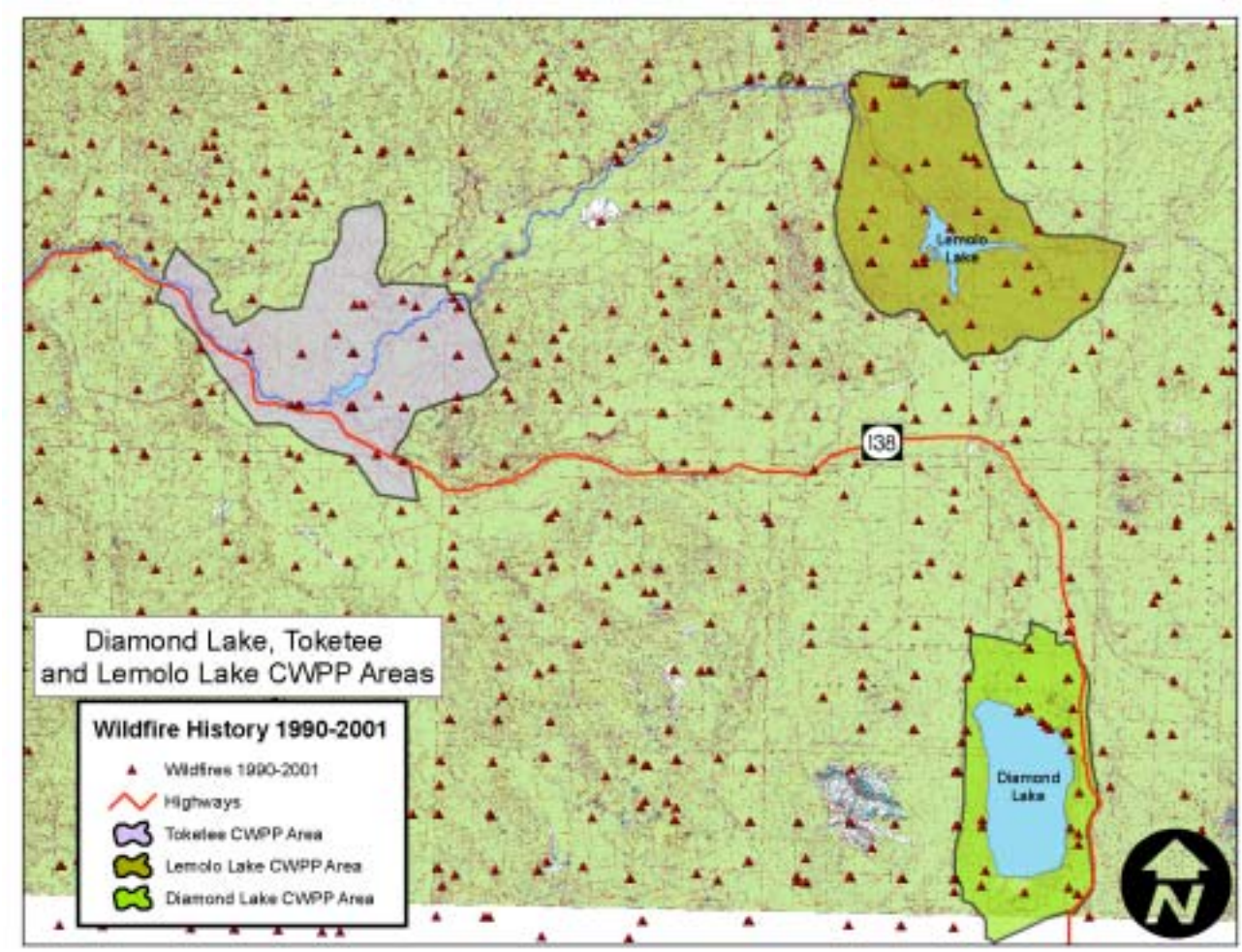
Unique critical infrastructure to the Toketee CWPP area includes:

- State Highway 138 (critical as the only transportation route in and out of eastern Douglas County.
- Toketee Ranger Station
- Toketee Airfield
- Toketee Dam
- Values to be protected (cultural resources, recreation areas, aquatic mitigation areas, wildlife mitigation measures, threatened, and endangered and sensitive plant considerations) as indicated in the Fire Management Plan of the Roseburg District BLM and Umpqua National Forest

Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural sites
- Commercial areas of economic value to the communities
- Gas and fuel pipelines
- Main highways for transit (Interstate 5, State Highways 38,42,138, Old Highway 99, US 101, any local road deemed critical as an economic route in or out of the communities)

WILDFIRE RISK ASSESSMENT- History
Map on next page indicates fire history from 1990 through 2003 for the Toketee CWPP area taken from Douglas Forest Protective Association and Umpqua National Forest Data.



Emergency Equipment and Staffing Inventory

There is no Rural Fire District servicing the Toketee CWPP Area. Wildland Fire Protection is provided by the Umpqua National Forest and supported by the Douglas Forest Protective Associations by mutual aid.

The Diamond Lake Ranger District of the Umpqua National Forest provides fire protection in the Toketee CWPP Area, with the following inventory:

1	20-person hand crew	1	Type 6 Engines
2	Type 4 Engines	2	Type 3 Engines
1	Water Tender		

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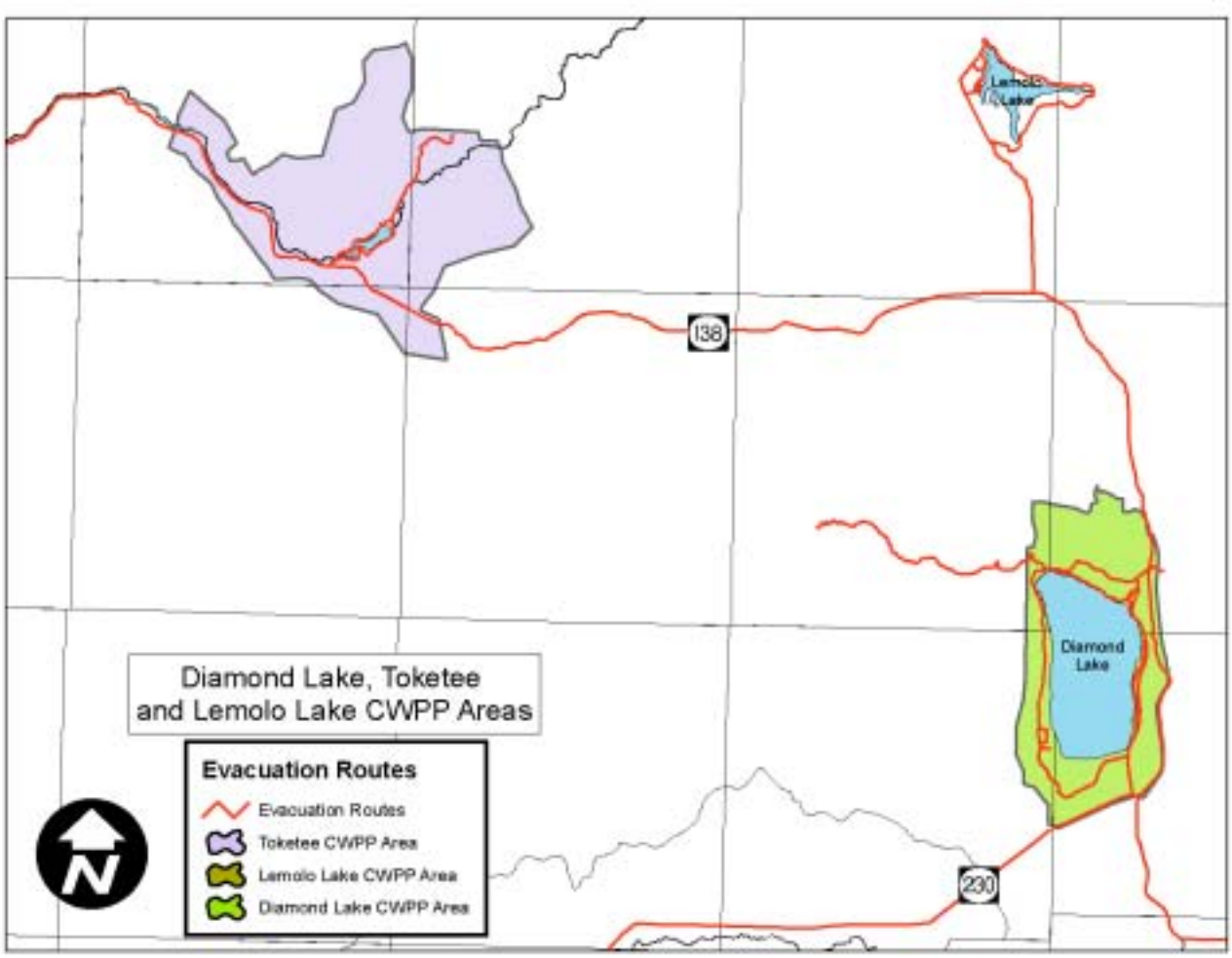

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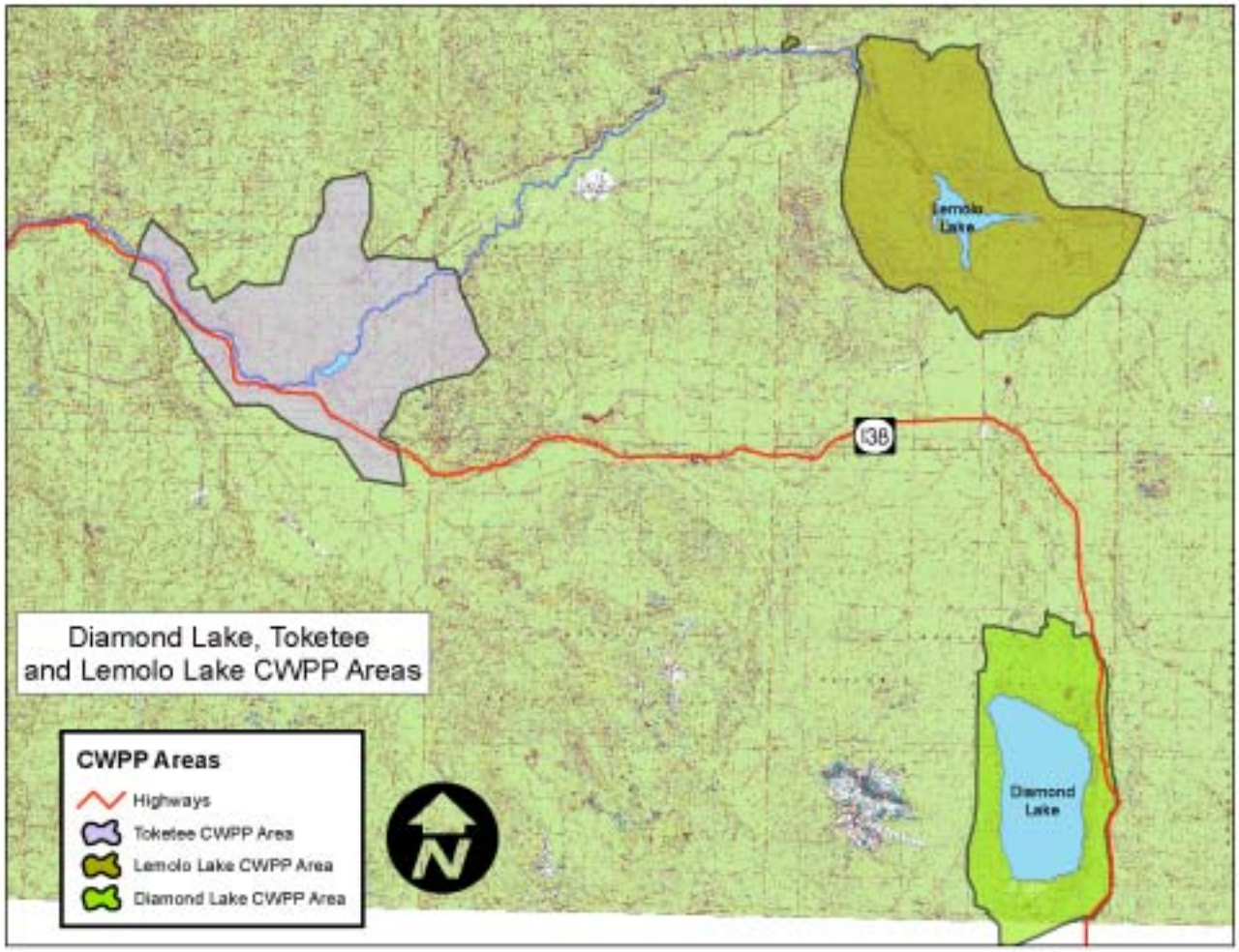

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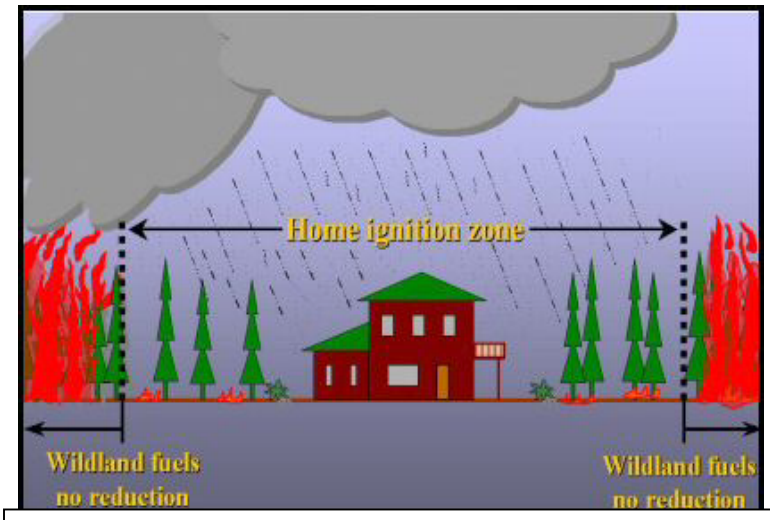

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