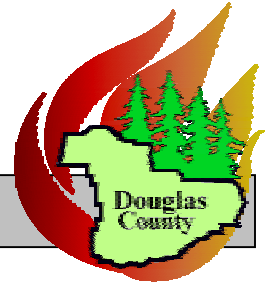


# Douglas County Community Wildfire Plans



## TABLE OF CONTENTS

Chapter One: Introduction and Mission of the Douglas County Community Wildfire Plans  
**Page 2**

Chapter Two: Community Wildfire Plans and the Healthy Forests Restoration Act **Page 4**

Chapter Three: Community Wildfire Protection Plan Requirements **Page 6**

Additional Needs **Page 8**

Past Fuel Reduction Projects: **Page 9**

Notice of Support and Approval of the Douglas County Community Wildfire Protection Plans **Page 10**

### COMMUNITY WILDFIRE PROTECTION PLANS:

1.	Cavitt Creek	1-1
2.	Days Creek	2-1
3.	Dry Creek	3-1
4.	Fortune Branch	4-1
5.	Jackson Creek	5-1
6.	Loon Lake	6-1
7.	Milo	7-1
8.	North Fork	8-1
9.	North Umpqua Village	9-1
10.	Nonpareil	10-1
11.	Susan Creek	11-1
12.	Tiller	12-1
13.	Upper Olalla	13-1
14.	Willis Creek	14-1
15.	Calapooya	15-1
16.	Camas Valley/Tenmile	16-1
17.	Canyonville South Umpqua	17-1
18.	Central County East	18-1
19.	Central County West	19-1
20.	Cow Creek	20-1
21.	Elkton/Scottsburg/Kellogg	21-1
22.	Lookingglass/Winston/Dillard	22-1
23.	Myrtle Creek/Tri City	23-1
24.	Riddle	24-1
25.	North Douglas (Yoncalla/Drain/Rice Valley)	25-1
26.	Boulder Creek	26-1
27.	Diamond Lake	27-1
28.	Lemolo Lake	28-1
29.	Steamboat	29-1
30.	Toketee	30-1

# DOUGLAS COUNTY COMMUNITY WILDFIRE PROTECTION PLANS

## CHAPTER 1: INTRODUCTION

Some of the region's most catastrophic fire events have taken place in Douglas County. Some years stand out above all others such as 1951 and 1987. In 1951, four large fires burned over 40,000 acres and took one life. The Hubbard Creek Fire accounted for much of the damage, burning 15,574 acres, a fire lookout tower and 19 homes. The most costly fire that year took place near Myrtle Creek on the Russell Creek Fire when a Good Samaritan lost his life while helping put the fire out. The uncanny Bland Mountain Fires of 1987 and 2004 started less than 100 yards apart from one another and followed the same path of destruction. The '87 fire burned 10,300 acres and took two lives, while the 2004 blaze scorched 4,700 acres. An additional 30,000 acres burned in 1987 that resulted from hundreds of lightning strikes during the Douglas Complex. The 1961 Clarks Branch Fire burned 5,000 acres and claimed the life of retired DFPA employee John J. Richards. Other significant fires in Douglas County are listed below.

<b>2002 Tiller Complex:</b>	68,862 acres
<b>2002 Apple Fire:</b>	17,600 acres
<b>1980 Tye Mountain Fire:</b>	1,056 acres
<b>1979 Cougar Ridge Fire:</b>	259 acres, one death.
<b>1973 Doe Creek Fire:</b>	2,300 acres

In addition to past large fires in Douglas County, recent fires in Oregon and across the western United States have increased public awareness to the potential losses to life, property, and natural resources. As a response to this threat to our forests, the President signed into law the Healthy Forests Restoration Act of 2003 to reduce the threat of destructive wildfires.

The Healthy Forest Restoration Act emphasizes the need for federal agencies to work collaboratively with communities to develop hazardous fuel reduction projects. In addition, the act provides communities with an opportunity to describe where and how federal agencies implement fuel reduction projects on adjacent Federal Lands and how additional Federal funds may be distributed for projects on non-federal land. The mechanism for identifying these priority fuel reduction areas is the Community Wildfire Protection Plan (CWPP). Priority for fuel treatment areas is given for areas identified by communities in a Community Wildfire Protection Plan.

In the summers of 2004 and 2005, the Douglas County Board of County Commissioners directed the County Planning Department to work with state and federal agencies, fire protection agencies and the County Emergency Management Director to develop Community Wildfire Protection Plans for Douglas County's at-risk communities. This countywide effort was initiated to reduce wildfire risk to citizens, improve forest health, and quality of life within Douglas County.

Since the beginning of the CWPP planning process, wildfire professionals, county staff, emergency responders, state and federal agency representatives and Douglas County Citizens have worked together to develop Community Wildfire Protection Plans for fourteen Communities at Risk (CARs) located throughout Douglas County. The CWPPs will help the County be successful in implementing fuels reduction projects, fire prevention education campaigns, and other fire-related programs. The plan will also help Douglas County become more competitive for federal funding programs such as the Rural Schools and Community Self-Determination Act of 2000, PL 106-393, the National Fire Plan and FEMA's Pre-Disaster Mitigation Program.

### **The Mission of the Douglas County Community Wildfire Protection Plans**

The main purpose of the Douglas County Community Wildfire Plans is to reduce the risk from wildfire to life, property, and natural resources in Douglas County. Guiding principles of the fire plan are to:

- Engage in community-developed landscape-scale fuels treatment projects that reduce wildfire vulnerability to communities at risk on private and public lands.
- Improve survivability to people, homes, and the environment when wildfire occurs.
- Promote wildfire awareness and public safety;
- Support and enhance the roles and functions of the County's Fire Districts, Douglas Forest Protective Association, Coos Forest Protective Association, Western Lane District: Oregon Department of Forestry and Fire and Emergency Service Providers;
- Provide education and wildfire prevention knowledge to citizens located in wildfire risk areas

### **CWPP Planning: Phases One and Two**

Phase One of the Douglas County CWPP Plan was the adoption of 14 CWPP Plans including: Cavitt Creek, Days Creek, Dry Creek, Fortune Branch, Jackson Creek, Loon Lake, Milo, North Fork, North Umpqua Village, Nonpareil, Susan Creek, Tiller, Upper Olalla, and Willis Creek. These CWPP plans were adopted by Resolution by the Douglas County Board of Commissioners on September 22, 2004.

In 2005, it was decided to reconvene the CWPP Core Team to develop CWPP plans for remaining rural and at-risk areas in the County. Ten more CWPP areas including: Calapooya, Camas Valley/Tenmile, South Umpqua/Canyonville, Central County East and West, Cow Creek, Elkton/Scottsburg/Kellogg, North Douglas (Yoncalla/Drain/Rice Hill), Lookingglass/Winston/Dillard, Myrtle Creek/Tri City, and Riddle were developed and integrated into the previously developed CWPP document for Douglas County.

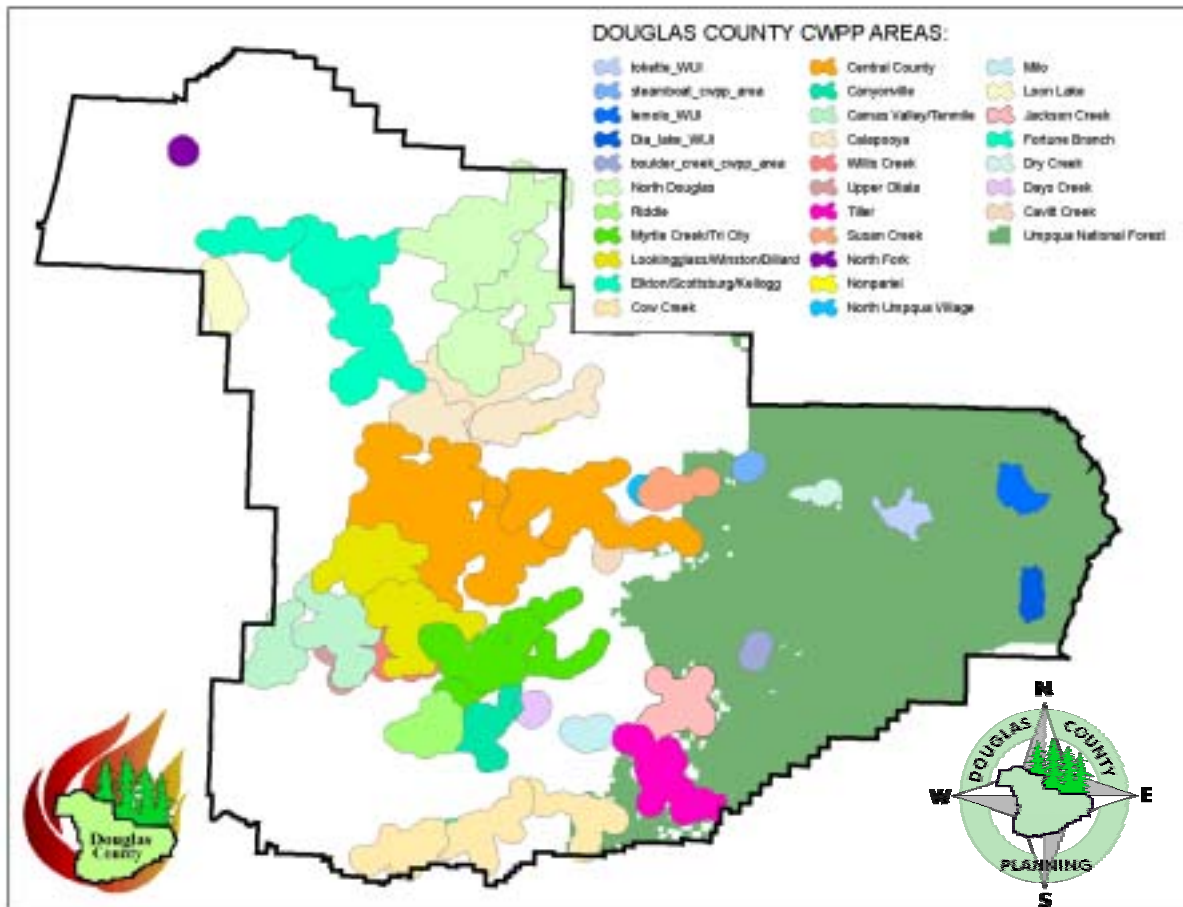
For Phase Two, the Core Team recommended using Fire District Boundaries Buffered by one mile to create the CWPP treatment areas. It was their belief that utilization of the fire district boundaries would be the most efficient way of encompassing structures located in areas of wildfire concern, and also makes for a more easily understandable CWPP boundary.

In addition to the Phase Two Communities, the Umpqua National Forest requested the addition of areas identified in their Wildland Urban Interface areas (WUI) to the Douglas County CWPP Areas. The areas added to the Douglas County CWPP included: Steamboat, Diamond Lake, Lemolo Lake, Toketee and Boulder Creek.

The Umpqua National Forest also requested that the areas identified in their WUI be added to locations already with completed CWPP plans. These areas are: Tiller, Susan Creek, Jackson Creek, Dry Creek, Cow Creek and Central County East CWPP Areas. The result of the addition of the Forest Service CWPP area, and modification of existing CWPP boundaries adds 148,304.4 acres of Umpqua National Forest Administered lands to the Douglas County CWPP.

The Phase Two Communities and the Umpqua National Forest CWPP areas were adopted by Resolution by the Douglas County Board of Commissioners on January 18, 2006.

## CWPP Areas in Douglas County:



## Chapter 2: HEALTHY FOREST RESTORATION ACT

The Healthy Forest Restoration Act, signed into law by President Bush in 2003, calls for the development of Community Wildfire Protection Plans. This section describes these requirements.

### Healthy Forests Restoration Act / Healthy Forests Initiative

In 2002 the President announced the Healthy Forests Initiative (HFI) designed to identify and remove barriers to the implementation of projects that were developed to restore the health of the nation's forests. HFI was focused on renewed efforts to be more effective and efficient in carrying out restoration projects. Under HFI, new categorical exclusions were developed to allow the agencies to move quickly through NEPA under appropriate circumstances, streamlined administrative review processes for NEPA and created new regulations under the Endangered Species Act for National Fire Plan projects to streamline consultation with federal regulatory agencies. It also set the stage for extensive discussion between the administration and Congress that resulted in new legislation addressing forest health.

Congress enacted the Healthy Forests Restoration Act in November 2003. It provides new tools and additional authorities to treat more acres more quickly to expedite our restoration goal. It strengthens public participation and provides incentives for local communities to develop community protection plans. It limits the complexity of environmental analyses for hazard reduction projects and provides a more effective



appeal process and instructs the Courts that are being asked to halt projects, to balance the short-term affects of implementing the projects against the harm from undue delay and long-term benefits of a restored forest.

Title I of the Act addresses vegetation treatments on certain types of National Forest System and Bureau of Land Management lands that are at risk of wildland fire or insect and disease epidemics.

- Encourages streamlined environmental analysis of HFRA projects;
- Provides for administrative review of proposed HFRA projects on National Forest System lands before decisions are issued;
- Contains requirements governing the maintenance and restoration of old-growth forest stands when the Forest Service and BLM conduct HFRA projects in such stands;
- Requires HFRA projects in the Forest Service and BLM to maximize retention of larger trees in areas other than old-growth stands, consistent with the objective of restoring fire-resilient stands and protecting at-risk communities and Federal lands;
- Encourages collaboration between Federal agencies and local communities when community wildland fire protection plans are prepared;
- Requires using at least 50% of the dollars allocated to HFRA projects to protect communities at risk of wildland fire if identified in Community Wildfire Protection Plans;
- Requires performance to be monitored when agencies conduct hazardous-fuel reduction projects and encourages multiparty monitoring that includes communities and other interested parties; and
- Encourages courts that consider a request for an injunction on an HFRA-authorized project to balance environmental effects of undertaking the project against the effects of failing to do so.

### **Community Wildfire Protection Plans**

Title I of the HFRA encourages the development of Community Wildfire Protection Plans under which communities will designate their Wildland Urban Influences (WUIs), and where HFRA projects may take place. Half of all fuel reduction projects under the HFRA will occur in the community protection zone as defined by HFRA. HFRA also encourages biomass energy production through grants and assistance to local communities to create market incentives for removal of otherwise valueless forest material.

The Healthy Forests Restoration Act (HFRA) is linked to the Rural Schools and Community Self-Determination Act of 2000, PL 106-393, through funding provisions found in two separate Titles of PL 106-393. Title III provides counties with funds for expenditure on projects that fall within certain categories, one of which is county planning efforts to increase the protection of people and property from wildfire. The CWPP planning process under HFRA is clearly an authorized use of Title III funds under PL 106-393, and Douglas County utilized Title III funds to create its CWPPs. In addition, Title II of PL 106-393 allows counties to direct the expenditure of federal funds on projects recommended by local Resource Advisory Committees (RACs) if projects are conducted on federal lands or affect federal resources. Reducing potential wildfire fuels on federal lands or near federal lands easily meets this standard. The fuel reduction strategies proposed in Douglas County's CWPPs qualify for selection by RACs as Title II projects, and they will be submitted to the appropriate RACs for approval at the next available opportunity.

## Chapter 3: Community Wildfire Protection Plan Requirements

### ***Requirements for a Community Wildfire Protection Plan***

***1. Collaboration: A CWPP must be collaboratively developed by local and state government representatives, in consultation with federal agencies and with input from the public.***

**How addressed in the Douglas County CWPPs:** A Core Team including wildfire specialists from The Douglas Forest Protective Association, The Roseburg Office of The Bureau of Land Management, the Umpqua National Forest, Douglas County Sheriff Office of Emergency Management and The Douglas County Planning Department was developed to identify fuel reduction areas for each community, develop prioritized fuel reduction strategies and create solutions to reduce dangerous fuel areas and protect life property and natural resources in each community.

The CWPPs were presented to the public in Douglas County through the Douglas County Planning Department's Planning Advisory Committees (PACs). Citizens in the community staff the PACs and their meetings are announced in the local newspaper beforehand. There are nine PACS in Douglas County, with five PACs containing communities identified in CWPPs.

Enclosed in this document is a sign off sheet, which gives official approval to the Douglas County Community Wildfire Protection Plans by each of the agencies represented by the Core team.

***2. Prioritized Fuel Reduction: A CWPP must identify and prioritize areas for hazardous fuel reduction treatments and recommend the types and method of treatments to protect at-risk communities and essential infrastructure on private and public lands***

**How addressed in the Douglas County CWPPs:** Each of the Douglas County Community Wildfire Protection Plans contains a section, which identifies the individual communities priority fuel reduction area. The CWPP Core team determined fuel reduction areas for the communities based on a community's boundary, evacuation routes or unique topographic and physical factors.

Upon identification of the fuel reduction areas of concern, specific areas within the fuel reduction areas were prioritized based on the primary goals of protection of life and property, and secondly determining areas that will have the greatest effect on making the communities more resistant to catastrophic wildfire.

In addition, 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.

Finally specific types and methods of fuel reduction activities were discussed for the priority fuel reduction areas for each community.

**3. Treatment of Structural Ignitability: A CWPP must recommend measures that homeowners and communities can take to reduce the ignitability of structures throughout the area addressed by the plan.**

**How addressed in the Douglas County CWPPs:** Each of the Douglas County Community Wildfire Protection Plans contain action items for reducing structural ignitability, and educating homeowners on the importance of defensible space for their homes. Below is the text from each of the CWPPs:

**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 “defensible 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 in reducing structural ignitability, and promotion of reduced ignitability building products and development of defensible space adjacent to homes
- Seek assistance (technical, financial) for homeowners to replace highly ignitable building materials and thinning of burnable vegetation adjacent to homes

In addition to addressing structural ignitability in a separate action item, each of the CWPPs contains a section that indicates educational and community outreach action items. Below is the text from each of the CWPPs:

**Additional needs:****Education**

Promote existing education and outreach programs (an example would be the Firewise Program, [www.firewise.org](http://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:**

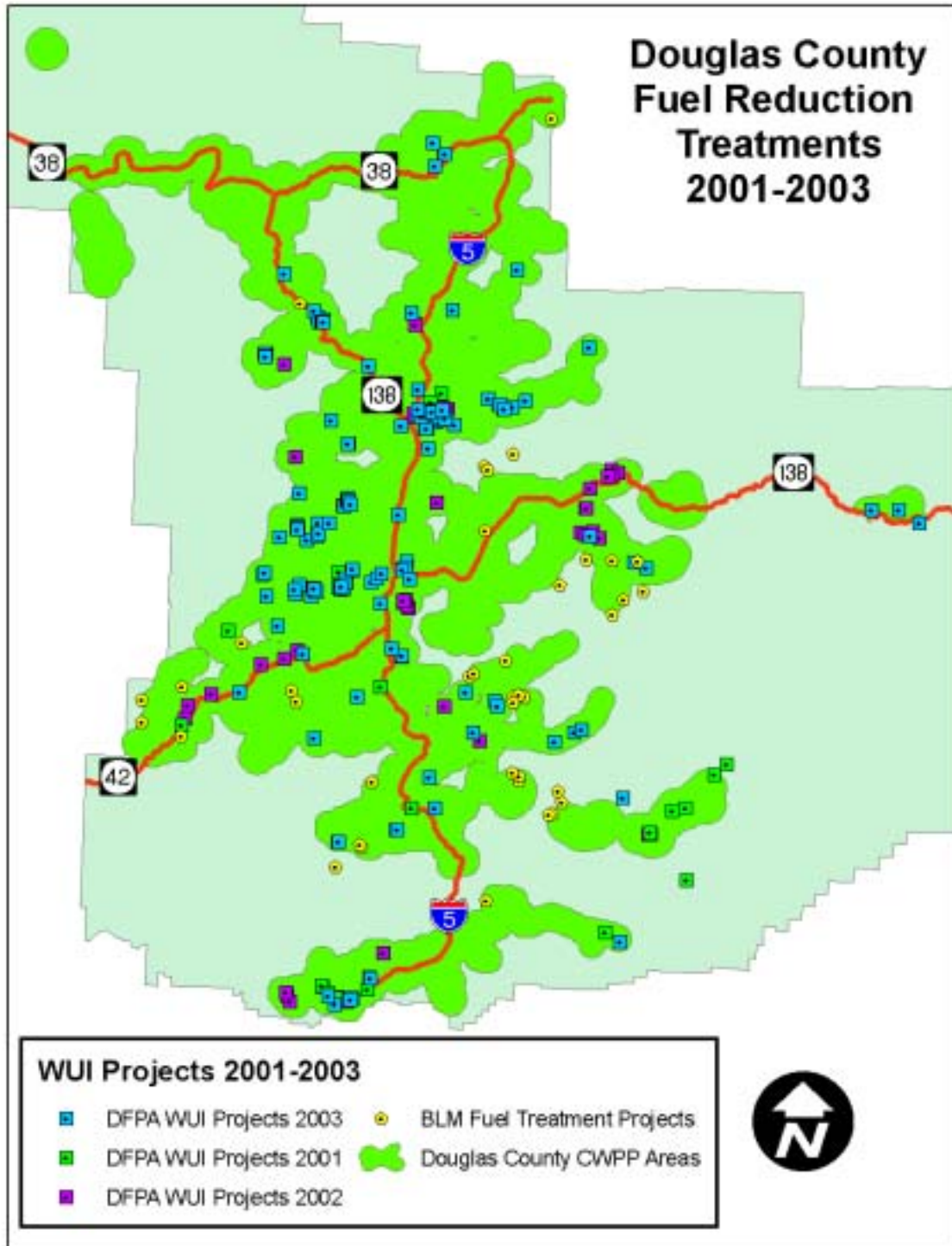
- Use and maintain Douglas County Community Wildfire Protection Plans website for wildfire status and evacuation plans (<http://healthyforest.info/cwpp/Oregon/Douglas/>)
- Identification, and public awareness of community wildfire escape routes
- Presentations and awareness campaigns to local schools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

**Training:**

Many small rural fire departments would not be in existence today if it were not for community members volunteering their time to keep them afloat. Recognized as volunteer firefighters, the fire fighters must adhere to the same Oregon State training guidelines as career paid firefighters. Constant training refines skills that are necessary to stay prepared for the diversity of calls that fire fighters are summoned to on any given day, at any given time and in all types of weather conditions. Decisions often need to be made in a quick, logical manner in a sometimes hectic and chaotic scene. The needed level of training will be funded through Title III funding from the Rural Schools and Community Self-Determination Act of 2000, PL 106-393.

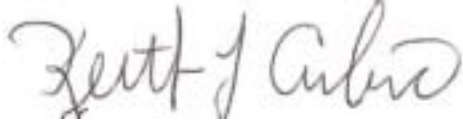
## Past Fuel Reduction Efforts:

The following map indicates past fuel treatment projects/WUI (Wildland/Urban Interface) Projects that have been undertaken in Douglas County from 2001-2003. Phase One and Phase Two CWPP areas have been overlaid on the map to give an indication of the prioritization of these areas as CWPP Communities at Risk.



## Notice of Support and Approval of the Douglas County Community Wildfire Protection Plans

Through involvement and consultation in the development of the Douglas County Wildfire Protection Plans, representatives of the following agencies hereby agree to the final contents of each of the fourteen Douglas County Wildfire Protection Plans:



9/21/04

---

Keith Cubic  
Director  
Douglas County Planning Department

Date



9/17/04

---

Melvin Thornton  
Director  
Douglas Forest Protective Association

Date



9/21/04

---

Wayne Stinson  
Director  
Douglas County Sheriffs Office of Emergency Management

Date

Signatures from local fire district representatives and the Umpqua National Forest (where applicable) follow in each of the Community Wildfire Protection Plans.

Each of the fire district representatives/National Forest Supervisor had an opportunity to review the CWPPs for their district.



# Community Wildfire Protection Plans: Cavitt Creek

## COMMUNITY PROFILE:

### Location

Cavitt Creek is located southeast of the intersection of Little River Road and Buckhorn Road, up Little River Road and southwest on Cavitt Creek Road, approximately 20 Miles east from the intersection of Interstate 5 exit 124 in Roseburg.

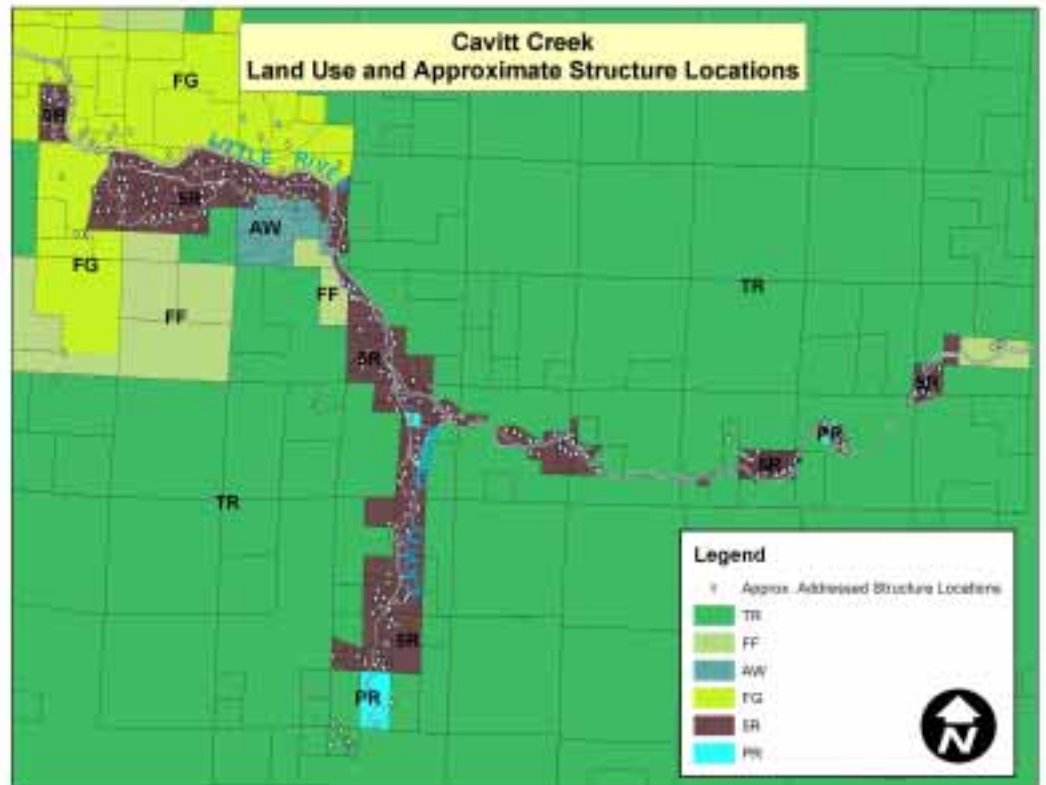
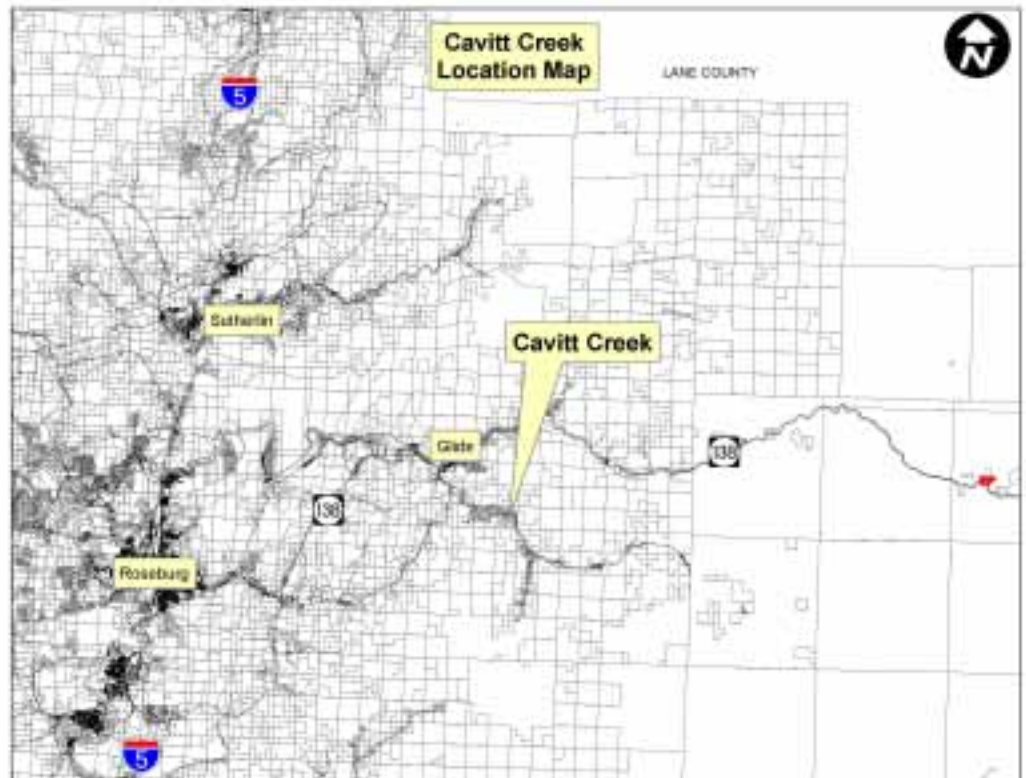
### Population

The approximate population of the Cavitt Creek area (Which includes portions of the population of areas to the north and south on Little River Road and Cavitt Creek Road depending on Census Block Location), according to the 2000 census, was approximately 1054 people.

### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 352 addressed structures within the Cavitt Creek Area. The majority of these are homes, but there are also commercial structures.

The Cavitt Creek area has zoning designations of 5R (Rural Residential 5) and AW (Agriculture and Woodlot along Little River and Cavitt Creek Road. Properties



surrounding the properties along the roads are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), and FF (Farm Forest). There are also properties zoned PR (Public Reserve) on Cavitt Creek Road and Little River Road

### Transportation

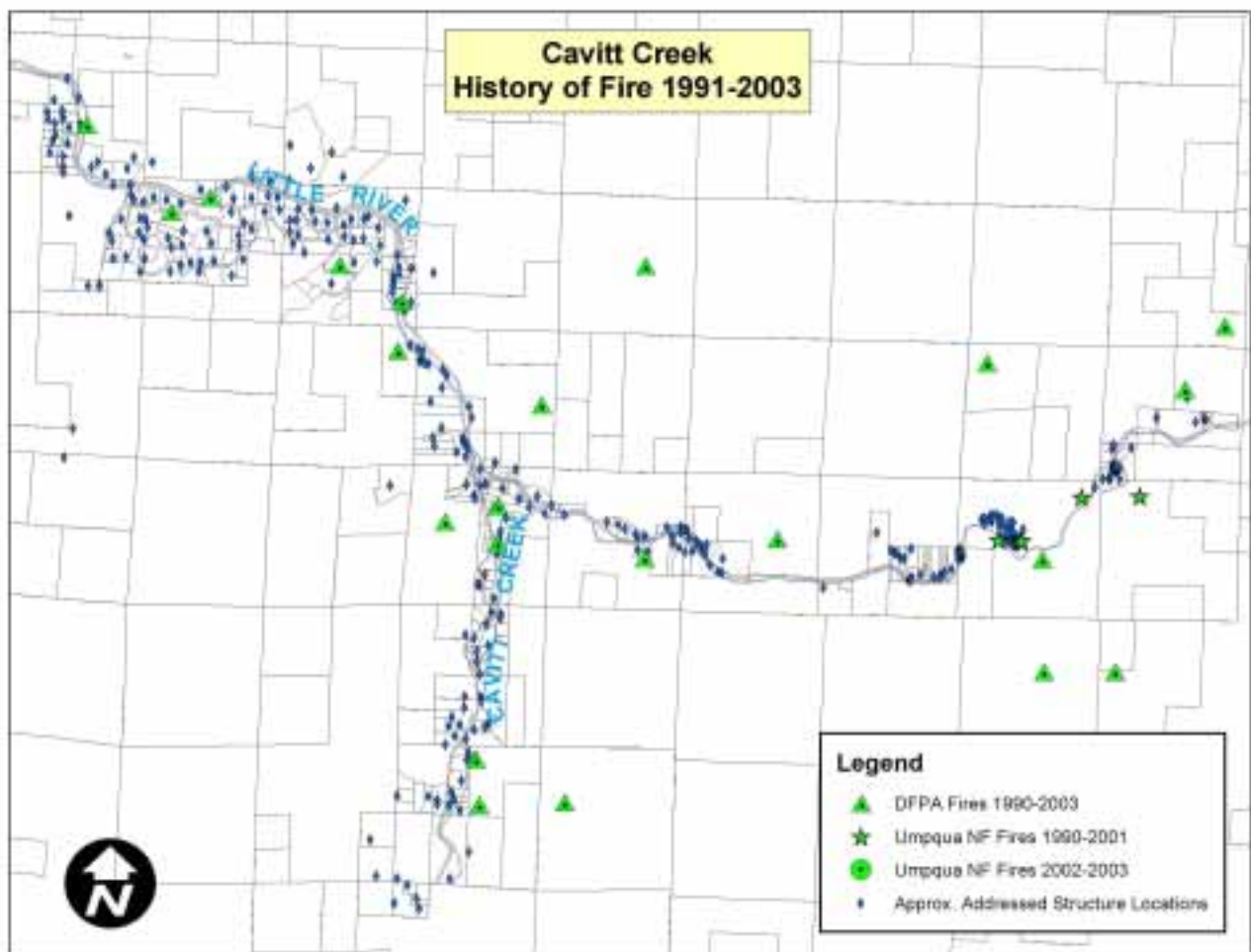
Roads: Transportation to and from Cavitt Creek is handled via Little River Road and Cavitt Creek Road, which intersects State Highway 138, which connects the community to Interstate 5 west of the community at exit 124 in Roseburg.

### Critical Infrastructure

There is a powerline, which crosses Little River Road and runs east-west. The Cavitt Creek covered bridge would be another important critical infrastructure point.

## WILDFIRE RISK ASSESSMENT

### History



### Emergency Equipment and Staffing Inventory

The Glide Rural Fire District services Cavitt Creek. Below is the current equipment inventory as of this writing:

- 30 firefighters
- 2 Type 2 Class A structural engines
- 1 Type 6 Wild land engines
- 3 Type 2 water tenders
- 2 BLS ambulance

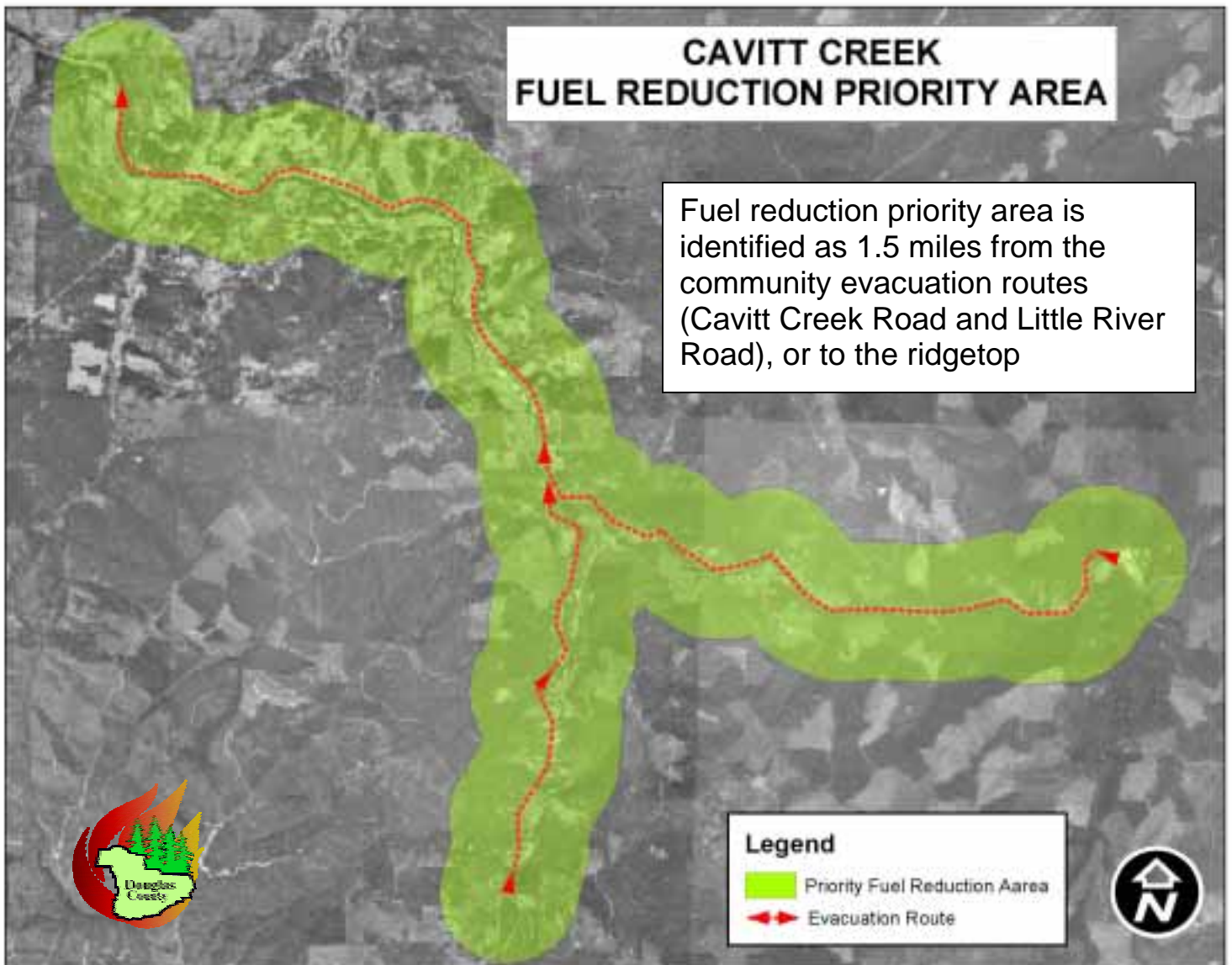


## Escape Routes

In the event of a wildfire, the community would utilize the main evacuation route of Cavitt Creek Road northward towards Little River Road, and Little River Road west towards Glide.

## Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Cavitt Creek area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas—concentrated along the evacuation routes, and home sites located to the west and east on Cavitt Creek Road and Little River Road. 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.

### **Type of fuel reduction treatment**

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core, 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 Rockv 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](http://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 hereby agrees to the final contents of the Community Wildfire Protection Plan:



Dan Tilson  
Chief, Glide Rural Fire Protection District

Date

## Community Wildfire Protection Plans: Days Creek

### COMMUNITY PROFILE:

#### Location

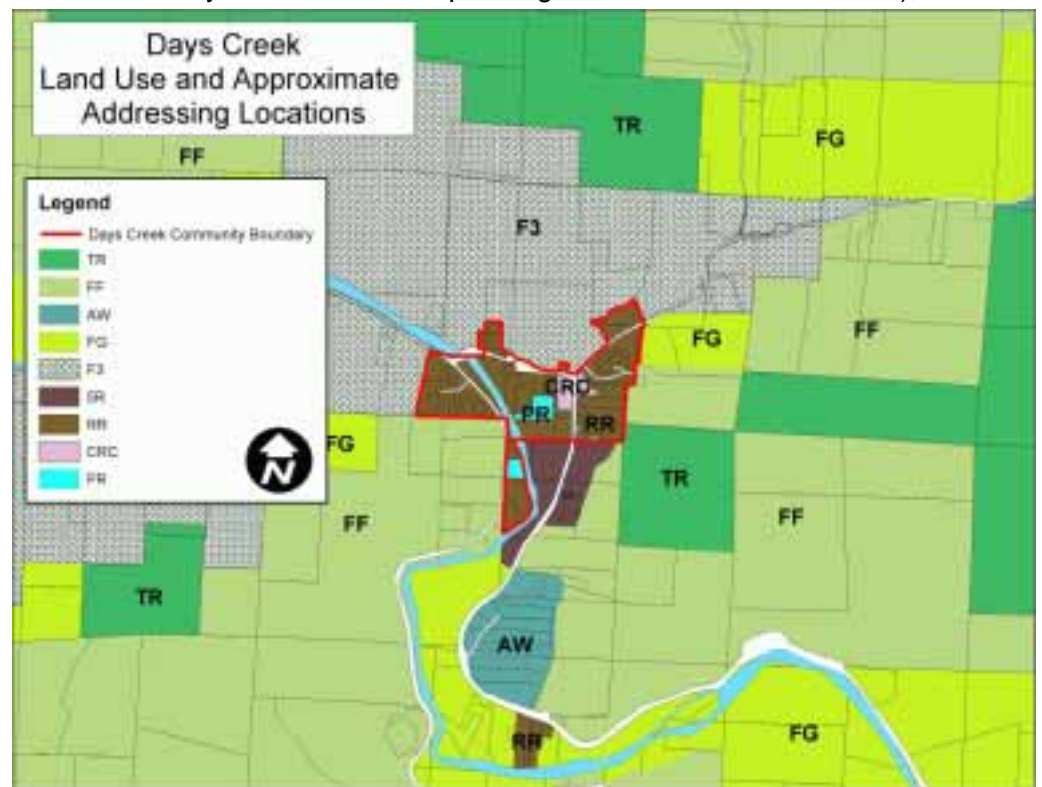
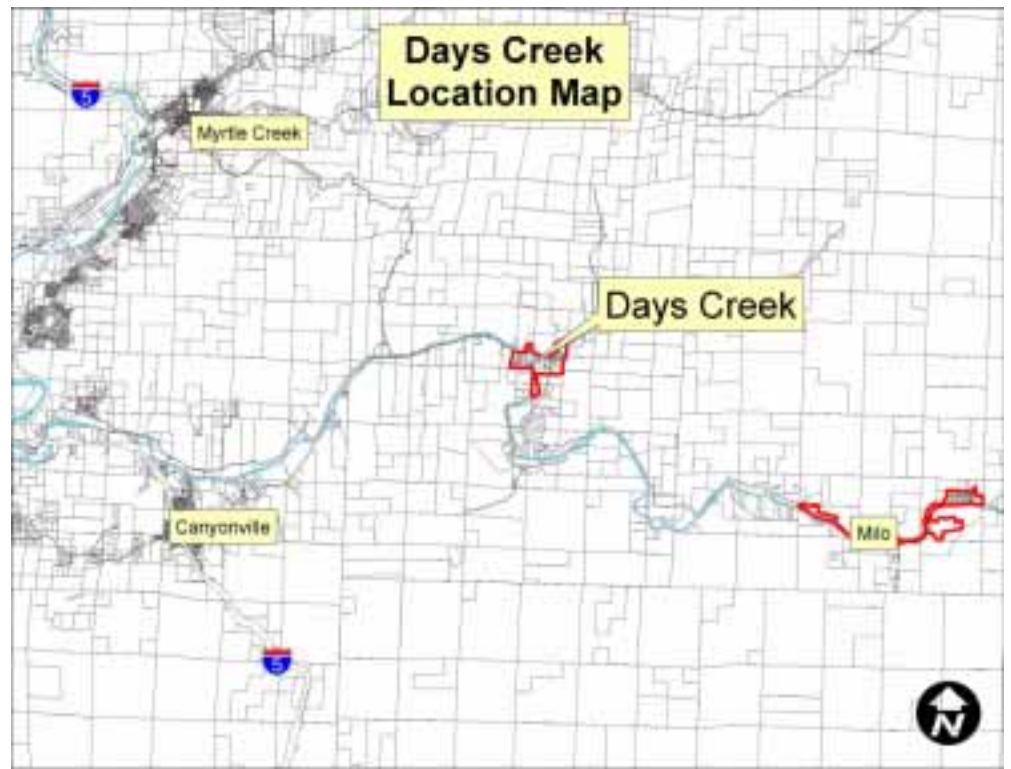
Days Creek is an unincorporated community designated, as a Rural Community by the Douglas County Comprehensive Plan. Days Creek is located on Tiller Trail Highway, approximately 15 miles east from the intersection of Tiller Trail Highway in Canyonville.

#### Population

The approximate population of Days Creek (Which includes portions of the population of areas to the east and west on Tiller Trail Highway, and northeast on Days Creek Road, depending on Census Block Location), according to the 2000 census, was approximately 412 people.

#### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 195 addressed structures within the Days Creek Area (including structures to the west and southeast of the Rural Community boundary on Tiller Trail Highway, and northeast on Days Creek Road. The majority of these are homes, but there are also commercial and public structures.



Within the Rural Community Boundary, the majority of Days Creek has zoning designations of RR (Rural Residential 2). CRC (Rural Community Commercial) zoned property is located at the intersection of Days Creek Road and Tiller Trail Highway. The Days Creek School is located to the



west of Tiller Trail Highway after the intersection and is zoned PR (Public Reserve). Properties surrounding the community are 5R (Rural Residential 5) immediately to the south; the remainder of the surrounding properties is zoned with resource designations of TR (Timberland Resource), AW (Agriculture and Woodlot), FG (Farm Grazing), FC-1 (Exclusive Farm Use-Cropland) and FF (Farm Forest).

### Transportation

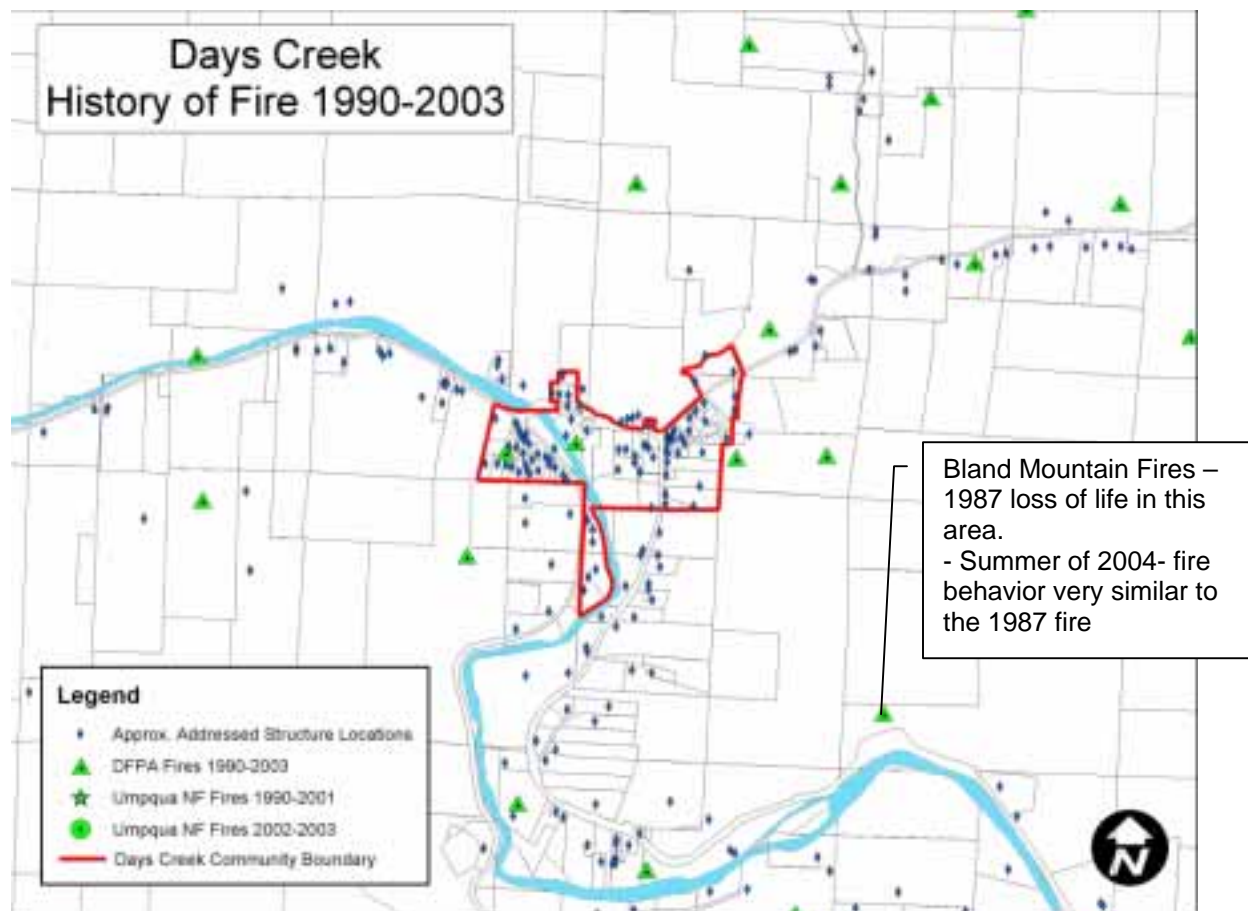
Roads: Transportation to and from Days Creek is handled via Tiller Trail Highway, which intersects The City of Canyonville of the community approximately 15 miles west of Days Creek. Days Creek Road bears to the northeast off Tiller Trail in the community.

### Critical Infrastructure

Critical infrastructure in Days Creek includes the following:

- Days Creek School
- Days Creek Post Office
- Fire Department Pump located near the bridge entering Days Creek from the west

### WILDFIRE RISK ASSESSMENT- History



### Emergency Equipment and Staffing Inventory

The Days Creek Rural Fire District services the community of Days Creek. Below is the current equipment inventory as of this writing:

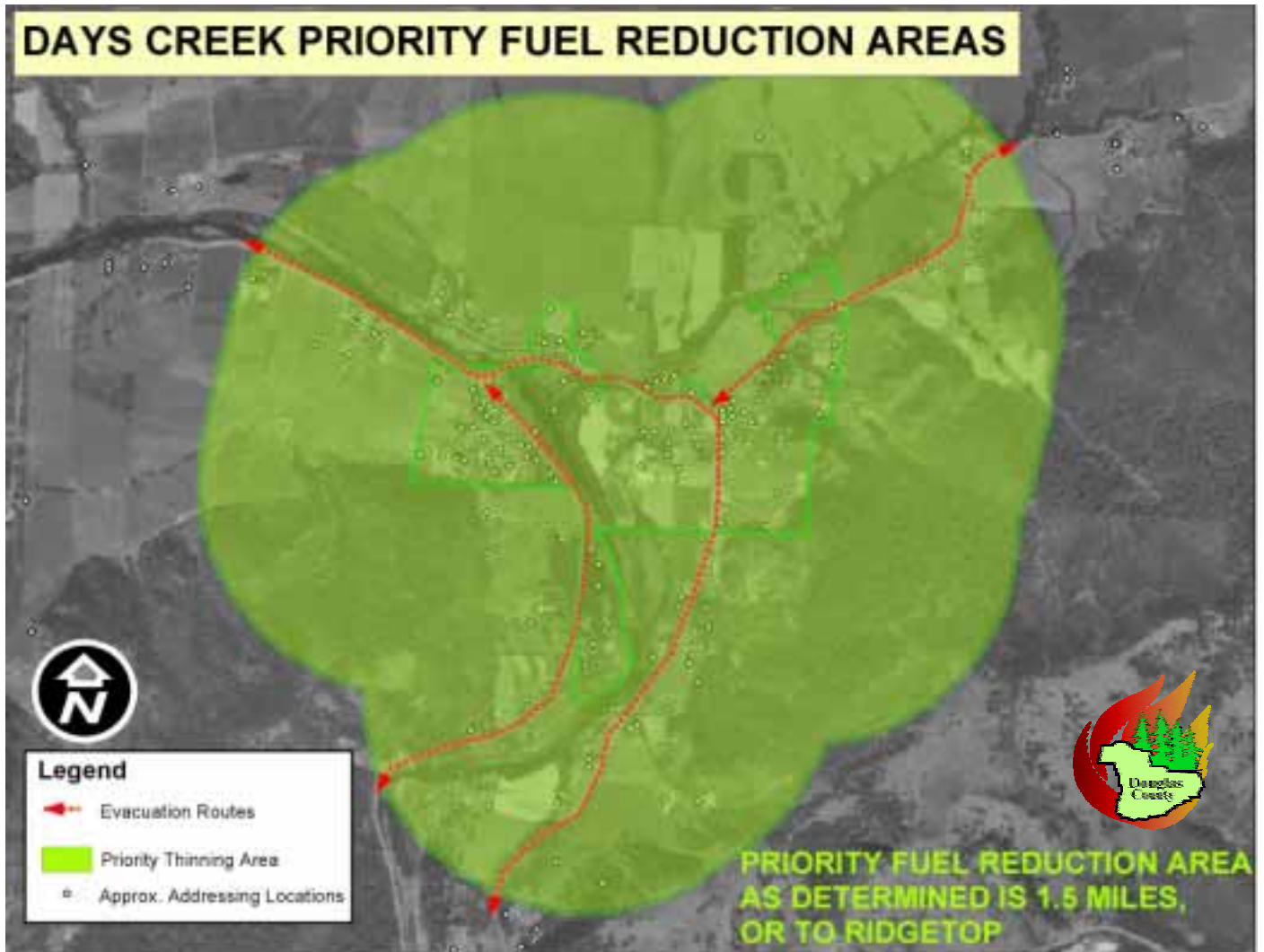
- 20 firefighters
- 2 Type 2 Class A structural engines
- 1 Type 6 Wild land engine
- 2 Type 2 water tenders
- 1 Rescue Vehicle

## Escape Routes

In the event of a wildfire, the community would utilize the main evacuation route of Tiller Trail Highway westward towards Canyonville, or secondarily use Tiller Trail Highway southeast towards Milo. Alternate routes include: northeast on Days Creek Road, and south on Shively Creek Road.

## Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Days Creek area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas concentrated inside the community boundary, and extending 1.5 miles or to ridge top outside of the Rural Community Boundary. Narrow escape routes to be cleaned and widened where needed. Thinning for structures to 300'. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Escape routes for homes located outside of the rural community to be maintained, enhanced and thinned 300’.

Treatment Areas 3: Areas located beyond the Rural Community Boundary to be thinned.

### **Type of fuel reduction treatment**

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core, 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”

#### **Action Items:**

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



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

### **Education**

Promote existing education and outreach programs (an example would be the Firewise Program, [www.firewise.org](http://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 assistance for 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 hereby agrees to the final contents of the Community Wildfire Protection Plan:



11-17-04

Chris Masotto,  
Chief, Days Creek Rural Fire Protection District

Date



# Community Wildfire Protection Plans: Dry Creek

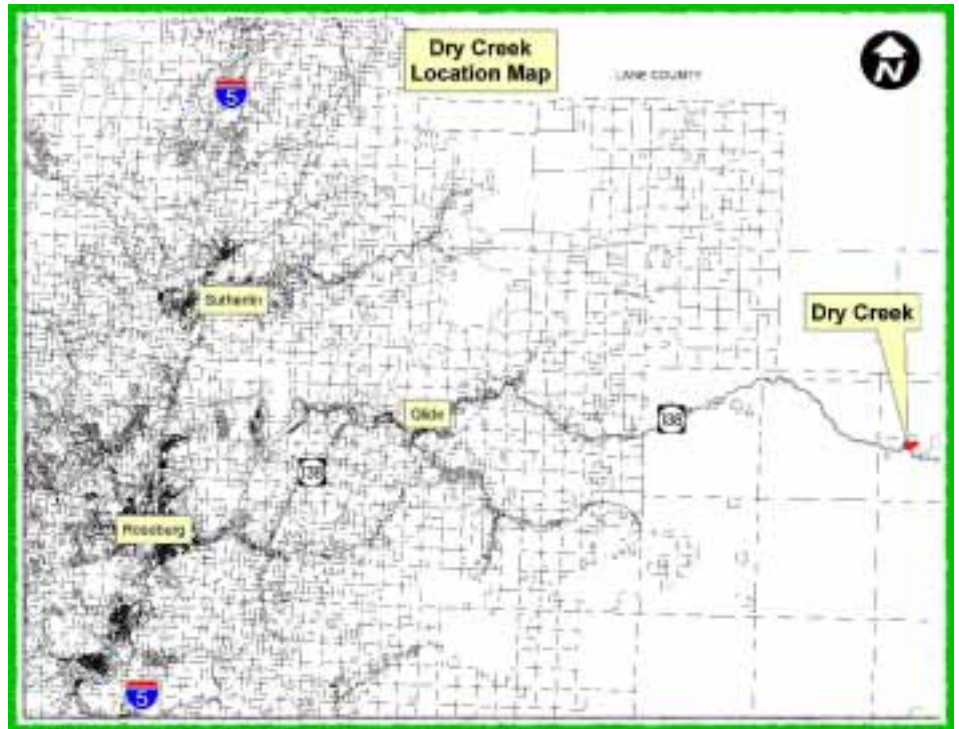
## COMMUNITY PROFILE:

### Location

Dry Creek is an unincorporated community designated, as a Rural Service Center by the Douglas County Comprehensive Plan. Dry Creek is located on State Highway 138, approximately 46 Miles east of the intersection of Highway 138 in Roseburg.

### Population

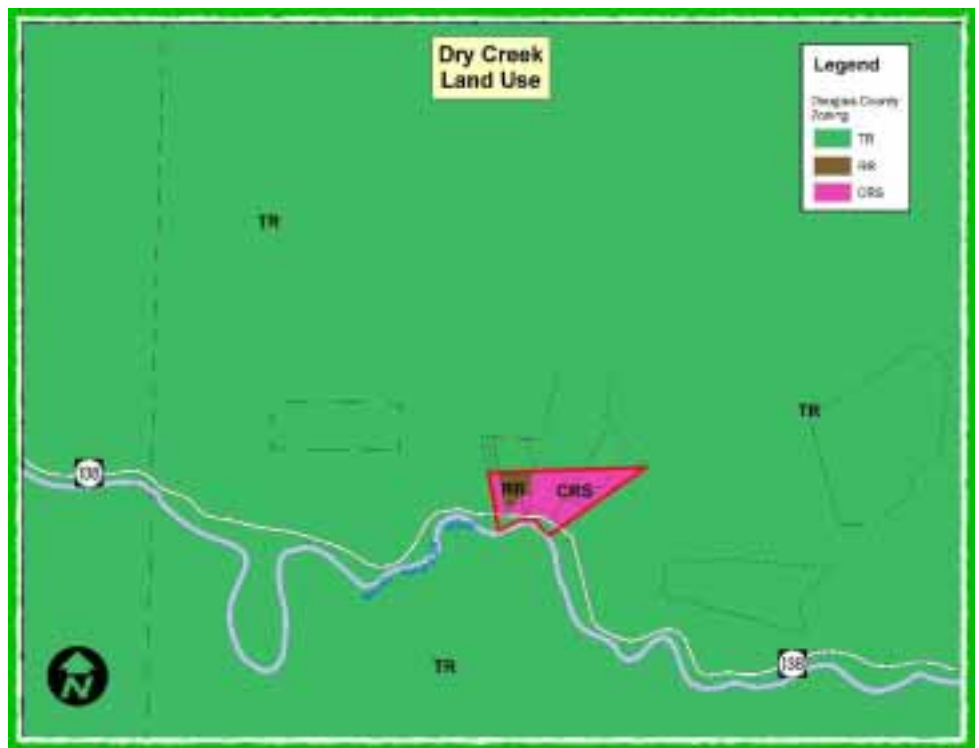
The approximate population of Dry Creek (Which includes portions of the population of areas to the west Dry Creek Road depending on Census Block Location), according to the 2000 census, was approximately 25 people.



### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 24 addressed structures within the Dry Creek Area. The majority of these are homes, but there are also commercial structures.

Within the Rural Service Center Boundary, the majority of Dry Creek has a zoning designation of CRS (Rural Service Center Commercial). Other lands in the Rural Service Center Boundary are zoned RR (Rural Residential 2), Surrounding lands are zoned entirely with the resource designation of TR (Timberland Resource).



### Transportation

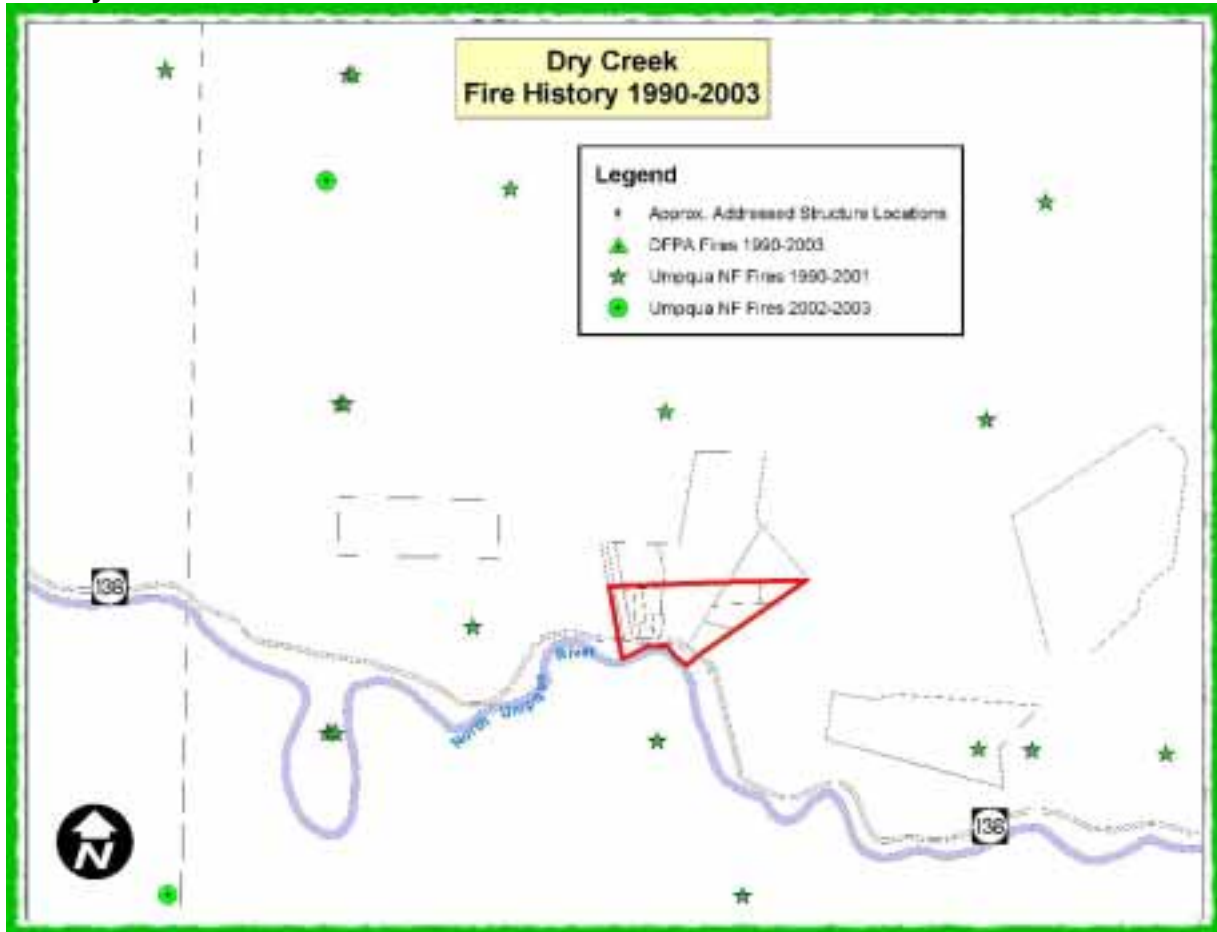
Roads: Transportation to and from Dry Creek is handled via Highway 138, which connects the community to Interstate 5 to the west via Roseburg, and Diamond Lake to the east.

### Critical Infrastructure

Located just to the north of the Rural Service Center Boundary, there are power lines. Highway 138 was indicated as a critical infrastructure route as it is the only way in or out of Dry Creek. Highway 138 is also of high economic value for eastern Douglas County.

## WILDFIRE RISK ASSESSMENT

### History



### Emergency Equipment and Staffing Inventory

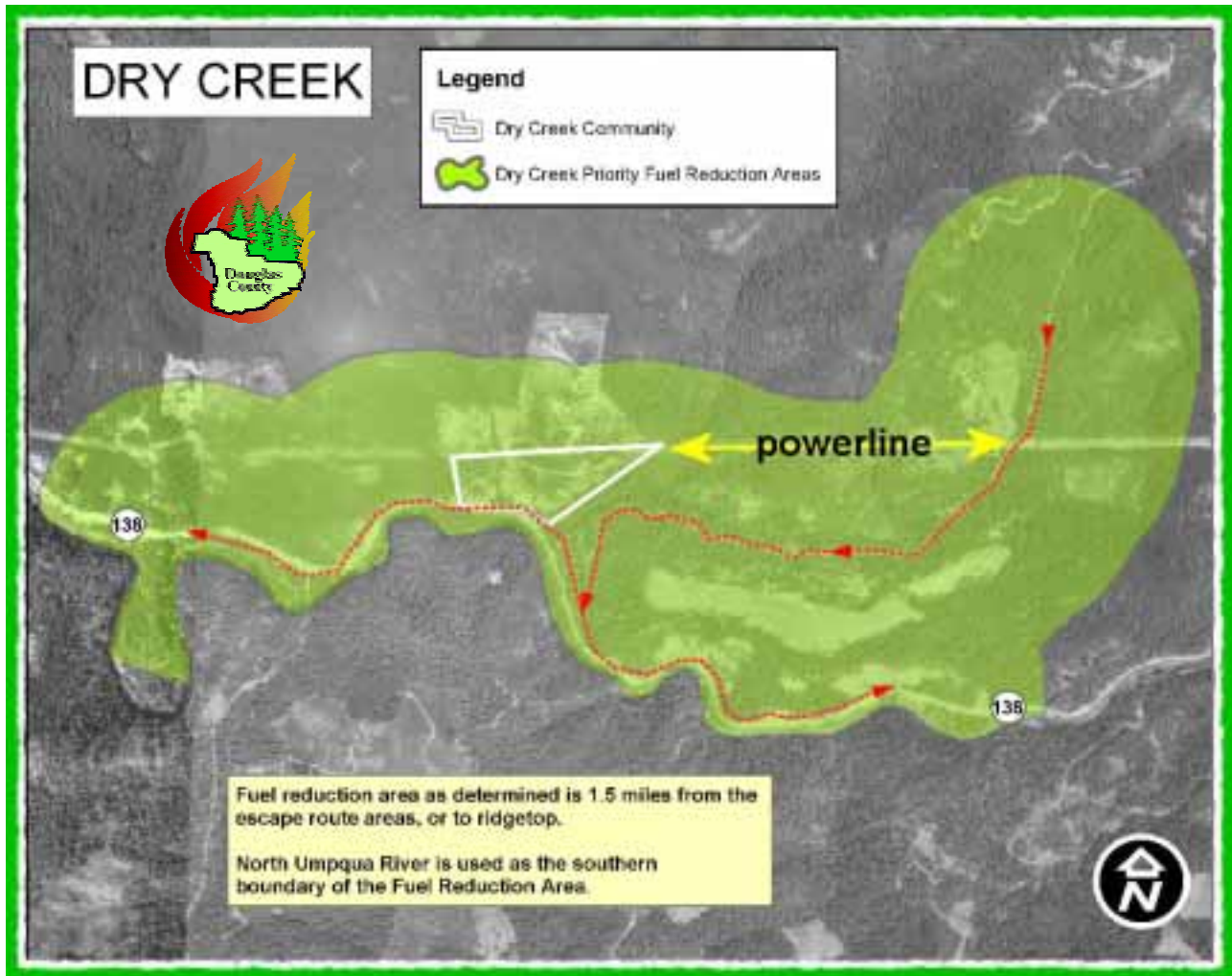
There is no Rural Fire District servicing Dry Creek. Douglas Fire Protective Association provides wildland fire protection with mutual aid agreements with the Umpqua National Forest and rural fire districts.

### Escape Routes

In the event of a wildfire, the community would utilize the main evacuation route of Highway 138, either west towards Glide, or east towards Diamond Lake.

## Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Dry Creek area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas concentrated in the Rural Service Center, and home sites located to the northeast of the Rural Service Center Boundary. 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.

Treatment Areas 3: Clear and thin areas outside of the Rural Service Center Boundary, as 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, 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 landscape-scale fire 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](http://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 Douglas Forest Protective Association hereby agrees to the final contents of the Community Wildfire Protection Plan:

*Melvin Thornton*

*9/17/04*

---

Melvin Thornton  
District Manager  
Douglas Forest Protective Association

Date

# Community Wildfire Protection Plans: Fortune Branch

## COMMUNITY PROFILE:

### Location

Fortune Branch is an unincorporated community designated, as a Rural Service Center by the Douglas County Comprehensive Plan. Fortune Branch is located on Azalea-Glen Road, approximately 7 miles Northeast from the City of Glendale on Azalea-Glen Road.



### Population

The population of Fortune Branch (Which may also figure into portions of the population of areas to the northeast and southwest on Azalea-Glen Road depending on Census Block Location), according to the 2000 census, was approximately 235 people.

### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 109 addressed structures within the Fortune Branch Area (including structures to the immediate northeast and southwest of the Rural Service Center boundary. The majority of these are homes, but there are also commercial structures.



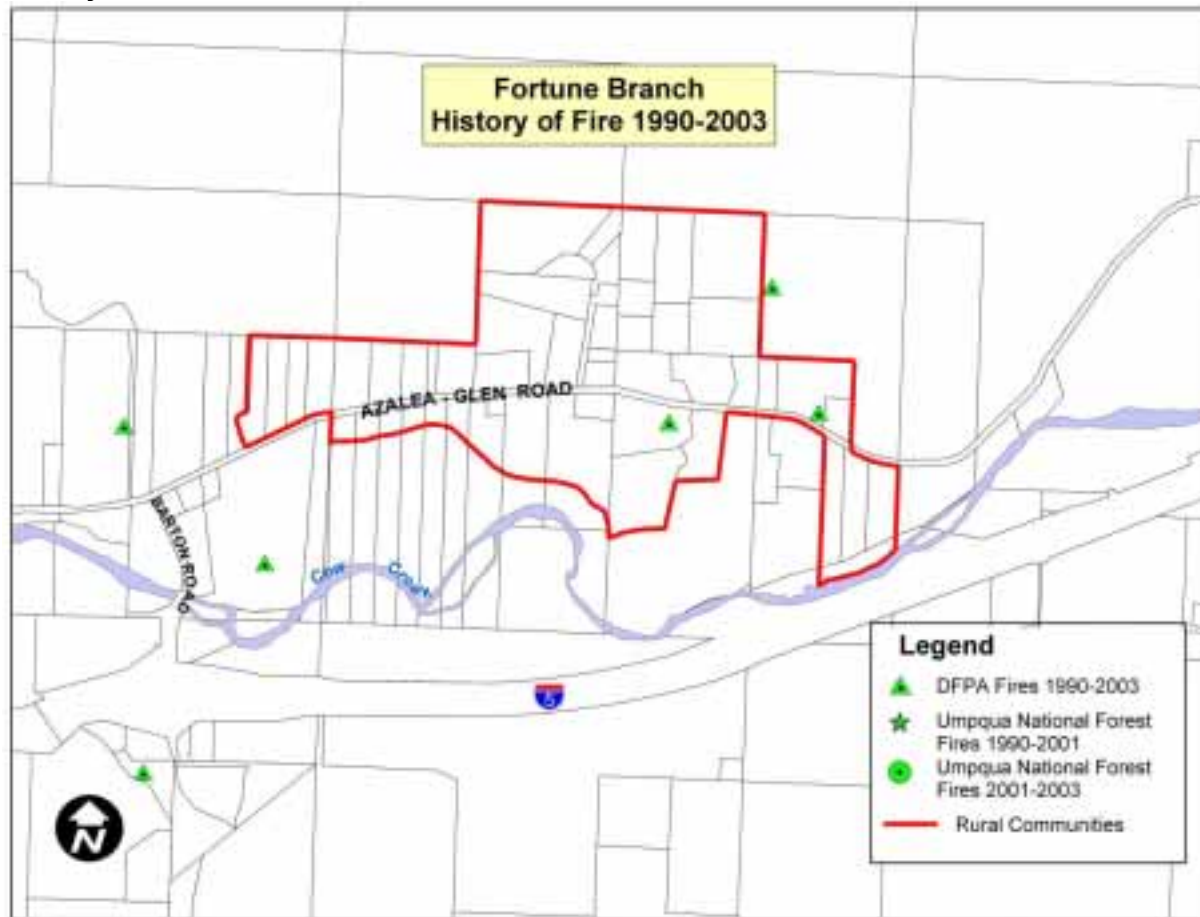
Within the Rural Service Center Boundary, Fortune Branch has zoning designations of 5R (Rural Residential 5) on the south side of Azalea-Glen Road. There is CRS (Rural Service Center Commercial) zoned property in the center of the community boundary. Properties to the north of Azalea-Glen Road are zoned RR (Rural Residential -2). The lands surrounding Fortune Branch are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), and FF (Farm Forest).

### Transportation

Roads: Transportation to and from Fortune Branch is handled via Azalea-Glen Road, which intersects Interstate 5 Southwest of the community at exit 83.

## WILDFIRE RISK ASSESSMENT

### History



### Emergency Equipment and Staffing Inventory

The Azalea Rural Fire District services Fortune Branch. Below is the current equipment inventory as of this writing:

- 11 firefighters
- 1 Type 1 Class A structural engine
- 1 Type 2 Class A structural engine
- 1 Type 6 Wild land engine
- 2 Type 2 water tenders

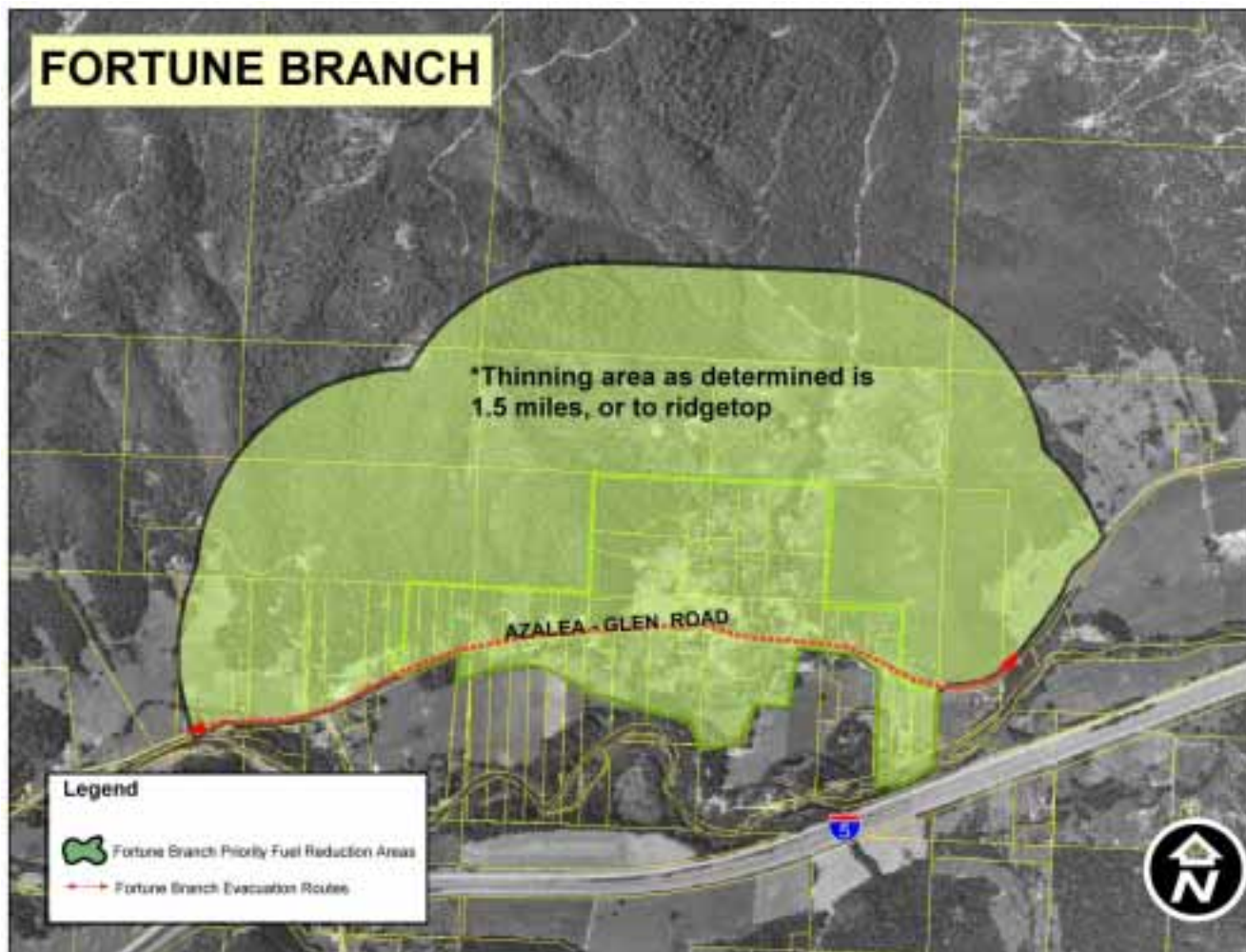
### Escape Routes

In the event of a wildfire, the community would utilize the main evacuation route of Azalea-Glen Road either Southwest towards Glendale, or Northeast towards Azalea.



### Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Fortune Branch area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas—concentrated in the rural community and areas adjacent to the east and west, narrow escape routes to be cleaned and widened. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Areas located beyond the Rural Community Boundary are to be thinned.

#### Type of fuel reduction treatment

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core, 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 landscape-scale fire 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](http://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 hereby agrees to the final contents of the Community Wildfire Protection Plan:



2-3-05

---

Fred Merino  
Chief, Azalea Rural Fire Protection District

Date

# Community Wildfire Protection Plans: Jackson Creek

## COMMUNITY PROFILE:

### Location

Jackson Creek is an unincorporated community designated, as a Rural Service Center by the Douglas County Comprehensive Plan Jackson Creek is located on South Umpqua Road, approximately 30 miles East from the intersection of Interstate 5.

### Population

The population of Jackson Creek (Which may also figure into portions of the population of Tiller depending on Census Block Location), according to the 2000 census, was approximately 70 people.

### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 64 addressed structures within the Jackson Creek Area (including structures to the north and south of the Rural Service Center boundary. The majority of these are homes, but there are also commercial and industrial structures.

Within the Rural Service Center Boundary, Jackson Creek has zoning designations of 5R (Rural Residential 5) on the south side of South Umpqua Road, and southeastern banks of the South Umpqua River, and CRS (Rural Service Center Commercial) on the northern edge of the Road. The lands surrounding Jackson Creek are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), AW (Agriculture & Woodlot) and FF (Farm Forest).

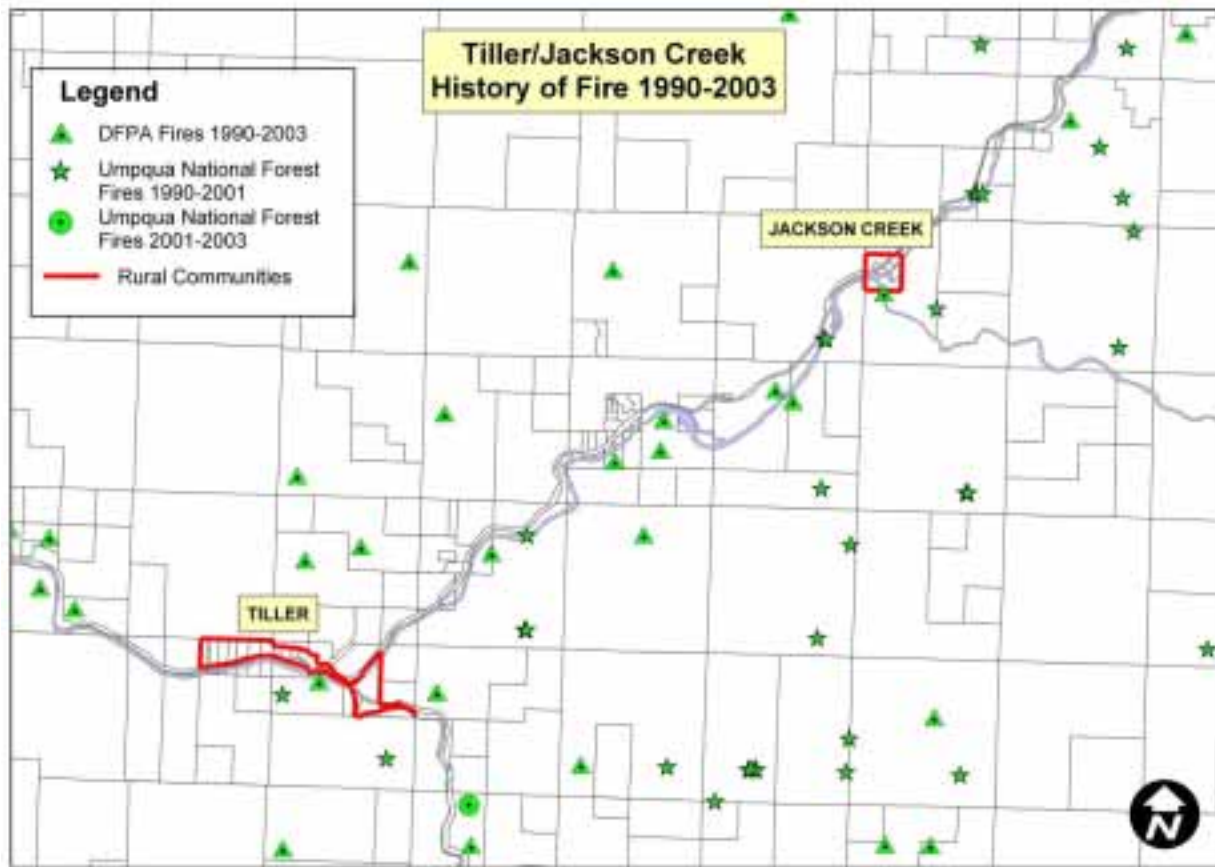
### Transportation

Roads: Transportation to and from Jackson Creek is handled via South Umpqua Road, which intersects Tiller Trail Highway at Tiller.



# WILDFIRE RISK ASSESSMENT

## History



### Emergency Equipment and Staffing Inventory

Jackson Creek is serviced by Tiller Rural Fire District. Below is the current equipment inventory as of this writing:

- 10 firefighters
- 3 Type 2 Class A structural engines
- 1 Type 6 wild land engine
- 1 Type 2 water tender
- 1 Type 3 water tender

### Escape Routes

In the event of a wildfire, the community would utilize the main evacuation route of South Umpqua Road South towards Tiller.

## Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Jackson Creek area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas-in the community boundary, concentrated on north side of river, also east on Jackson Creek Road where homes and structures are located, as well as structures located to the south of the community on South Umpqua Road. Narrow escape routes to be cleaned and widened where needed. Thinning for structures to 300'. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Escape routes for homes located north of South Umpqua Road, Dompier Creek Road and south of Jackson Creek Road to be thinned 300'.

Treatment Areas 3: Areas located beyond the Rural Community Boundary to be thinned



### **Type of fuel reduction treatment**

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core, 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 landscape-scale fire 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 Rockv 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](http://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 hereby agrees to the final contents of the Community Wildfire Protection Plan:

*Kevin Kehoe*

11-5-04

Kevin Kehoe,  
Chief , Tiller Rural Fire Protection District

Date

# Community Wildfire Protection Plans: Loon Lake

## COMMUNITY PROFILE:

### Location

Loon Lake is an unincorporated community undesignated by the Douglas County Comprehensive Plan. Loon Lake is located on Loon Lake Road, approximately 24 miles south from the intersection of State Highway 38.

### Population

The population of Loon Lake, according to the 2000 census, was approximately 28 people.

### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are 39 addressed structures within the Loon Lake Area. The majority of these are homes, but there are also commercial and industrial structures.

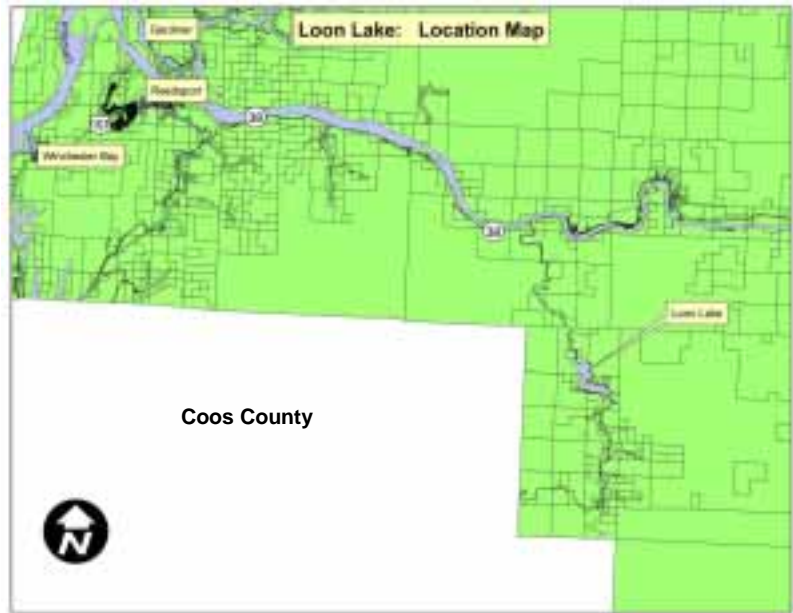
Loon Lake has zoning designations of 5R (Rural Residential 5) on the south side of the lake, and CRE (Rural Commercial) on the northern edge of the lake. The lands surrounding Loon Lake are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing) and FF (Farm Forest).

### Transportation

Roads: Transportation to and from Loon Lake is handled primarily via Loon Lake Road, which intersects State Highway 38. The community is served to the south by Loon Lake Road to a locked gate at the south.

### Critical Infrastructure

Because a large amount of Loon Lake Properties have boat-only access, critical infrastructure in Loon Lake includes docks and parking areas located on the Loon Lake Road side of the lake. Other infrastructure includes: a narrow bridge at north end of lake, and a locked gate at south end of gate.





## **WILDFIRE RISK ASSESSMENT**

### **History**

Fire History information is from the Coos Fire Protection Information and includes all historic fires from the Coos District in the years from 1980-1999. Fires listed may be located outside of the Community Wildfire Protection Plan Area.

Hunter Creek	138 acres	1980
Old Diggins	994 acres	1982
Brush Prairie	326 acres	1982
Burnt Mountain	145 acres	1985
Morgan Ridge	222 acres	1987
Brewster Rock	71 acres	1987
Graze Fires	736 acres	1987
Williams River	687 acres	1988
Willow Creek	200 acres	1988
Rock Creek	516 acres	1988
Whiskey Run	225 acres	1991
Humbug #2	177 acres	1991
Hudson Ridge	52 acres	1991
Joe Hall	145 acres	1993
China Creek	570 acres	1993
Myers Creek	110 acres	1993
Goat Rock	123 acres	1993
Tahkenitch	80 acres	1994
Whiskey Run	380 acres	1999

### **Emergency Equipment and Staffing Inventory**

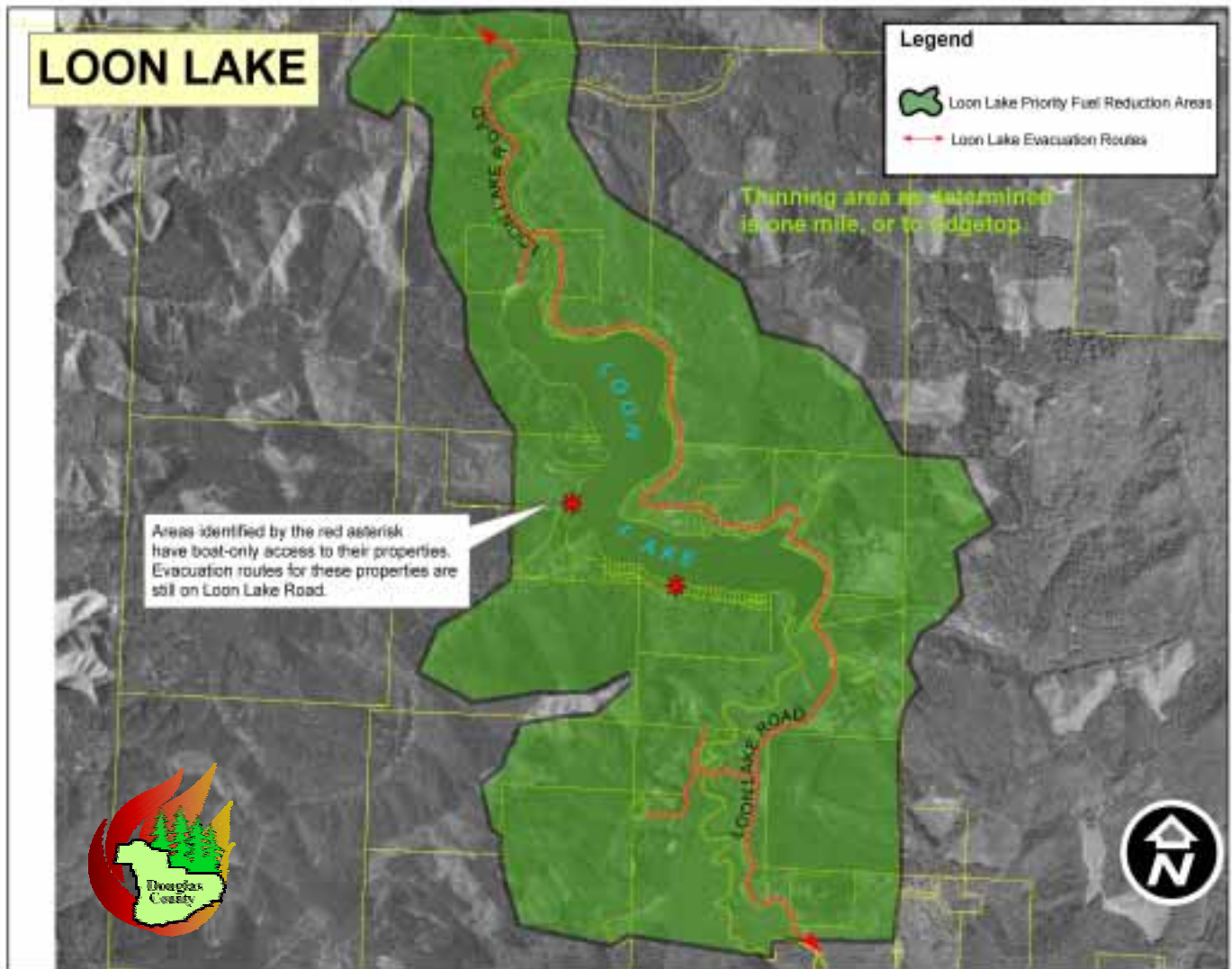
Loon Lake has no structure protection or a rural fire district. For areas outside of the rural fire district, the Coos Forest Patrol provides wildland fire protection, and Lower Umpqua Hospital provides medical assistance.

### **Escape Routes**

In the event of a wildfire, the community would utilize the main evacuation route of Loon Lake Road North to Highway 38. In the event that the northern route was unusable, the evacuation would be southward on Loon Lake Road possible only if gate is unlocked. Departure to east on Soup Creek Road, or to west on Thousand Road into the Elliot State Forest

## Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Loon Lake area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas—concentrated on north side of lake and boat access homes on the south side of Loon Lake. Narrow escape routes to be cleaned and widened where needed. Thinning for structures to 300'. Maintain all roads for fire fighting access during initial and extended attack.
- Treatment Areas 2: Escape routes for homes located south of Loon Lake to be thinned 300'.
- Treatment Areas 3: Areas located beyond the Rural Community Boundary to be thinned where appropriate.

### Type of fuel reduction treatment

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core, 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 landscape-scale fire 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 Rockv 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](http://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 Coos Forest Protection Association hereby agrees to the final contents of the Community Wildfire Protection Plan:



9/17/04

Mike Robison  
District Manager  
Coos Forest Protection Association

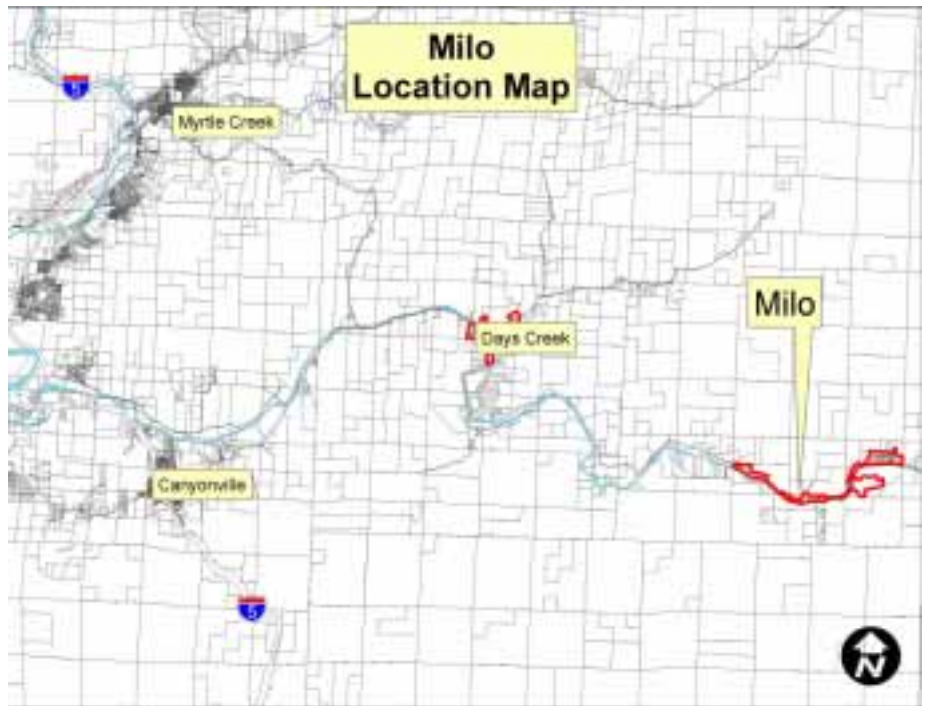
Date

# Community Wildfire Protection Plans: Milo

## COMMUNITY PROFILE:

### Location

Milo is an unincorporated community designated, as a Rural Community by the Douglas County Comprehensive Plan. Milo is located on Tiller Trail Highway, approximately 18 miles east from the intersection of Tiller Trail Highway in Canyonville.



### Population

The approximate population of Milo (Which includes portions of the population of areas to the east and west on Tiller Trail Highway depending on Census Block Location), according to the 2000 census, was approximately 313 people.

### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 163 addressed structures within the Milo Area (including structures to the west, east and south of the Rural Community boundary. The majority of these are homes, but there are also commercial and school structures.



Within the Rural Community Boundary, the majority of Milo has zoning designations of RR (Rural Residential 2) on the north side of Tiller Trail Highway, and to the southeast towards the Milo Adventist Academy. There is CRC (Rural Community Commercial) zoned property in the center of the community, south of Tiller Trail Highway. MRC (Rural Community Industrial) zoned properties are located to the southeast towards the Milo Adventist Academy. There are areas



zoned PR (Public Reserve) which contain the Milo Adventist Academy. Properties surrounding the community are zoned with resource designations of TR (Timberland Resource), AW (Agriculture and Woodlot), FG (Farm Grazing), and FF (Farm Forest).

### Transportation

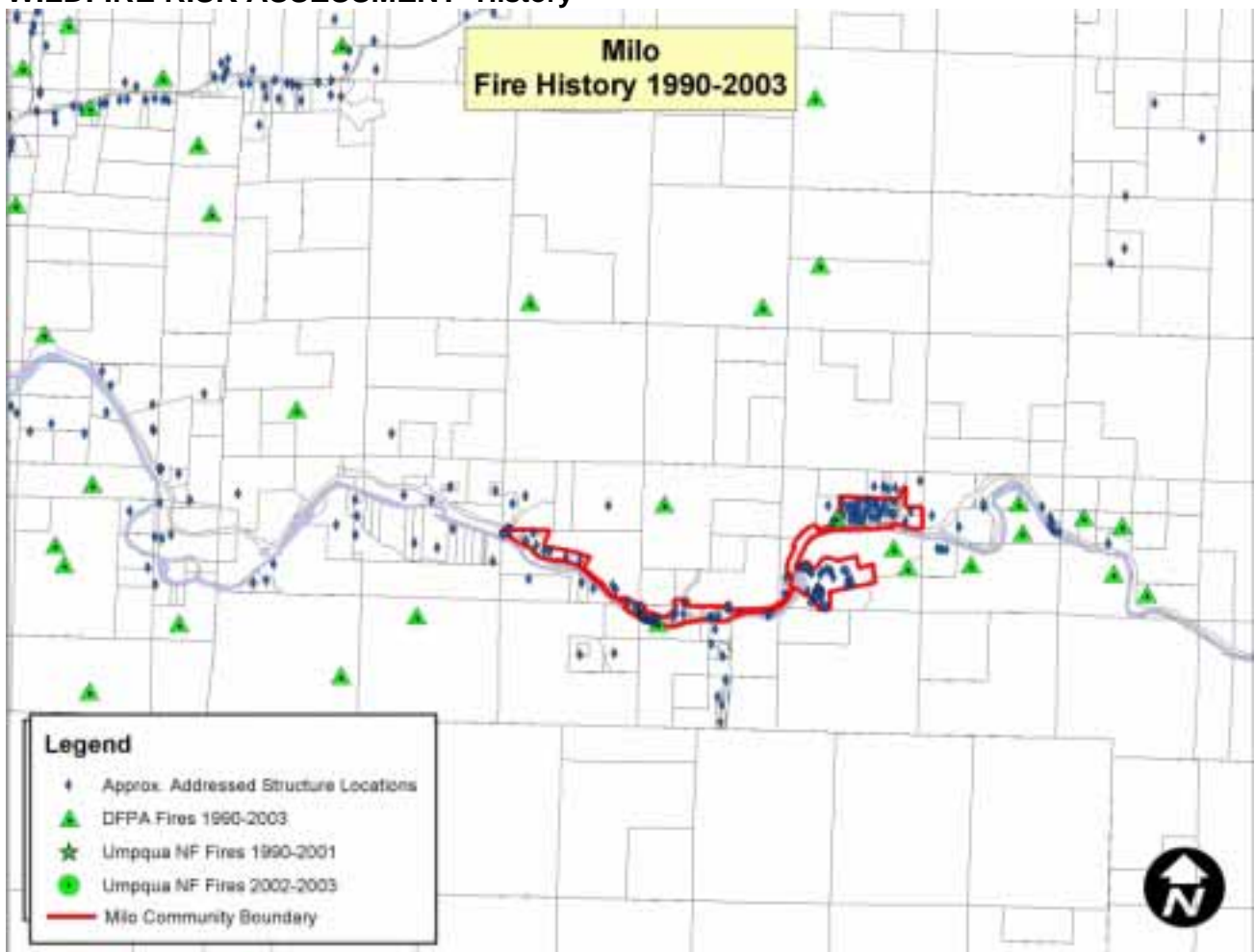
Roads: Transportation to and from Milo is handled via Tiller Trail Highway, which intersects the City of Canyonville of the community approximately 18 miles west of Milo.

### Critical Infrastructure

Critical infrastructure in Milo includes the following:

- Milo Adventist School
- Wooden bridge over South Umpqua River which connects Tiller Trail Highway to residential properties and to the Milo Adventist School
- Fire station located west of Tiller Trail Highway
- Power line which intersects the community

### WILDFIRE RISK ASSESSMENT- History





### Emergency Equipment and Staffing Inventory

The Milo Rural Fire District services the community of Milo. Below is the current equipment inventory as of this writing:

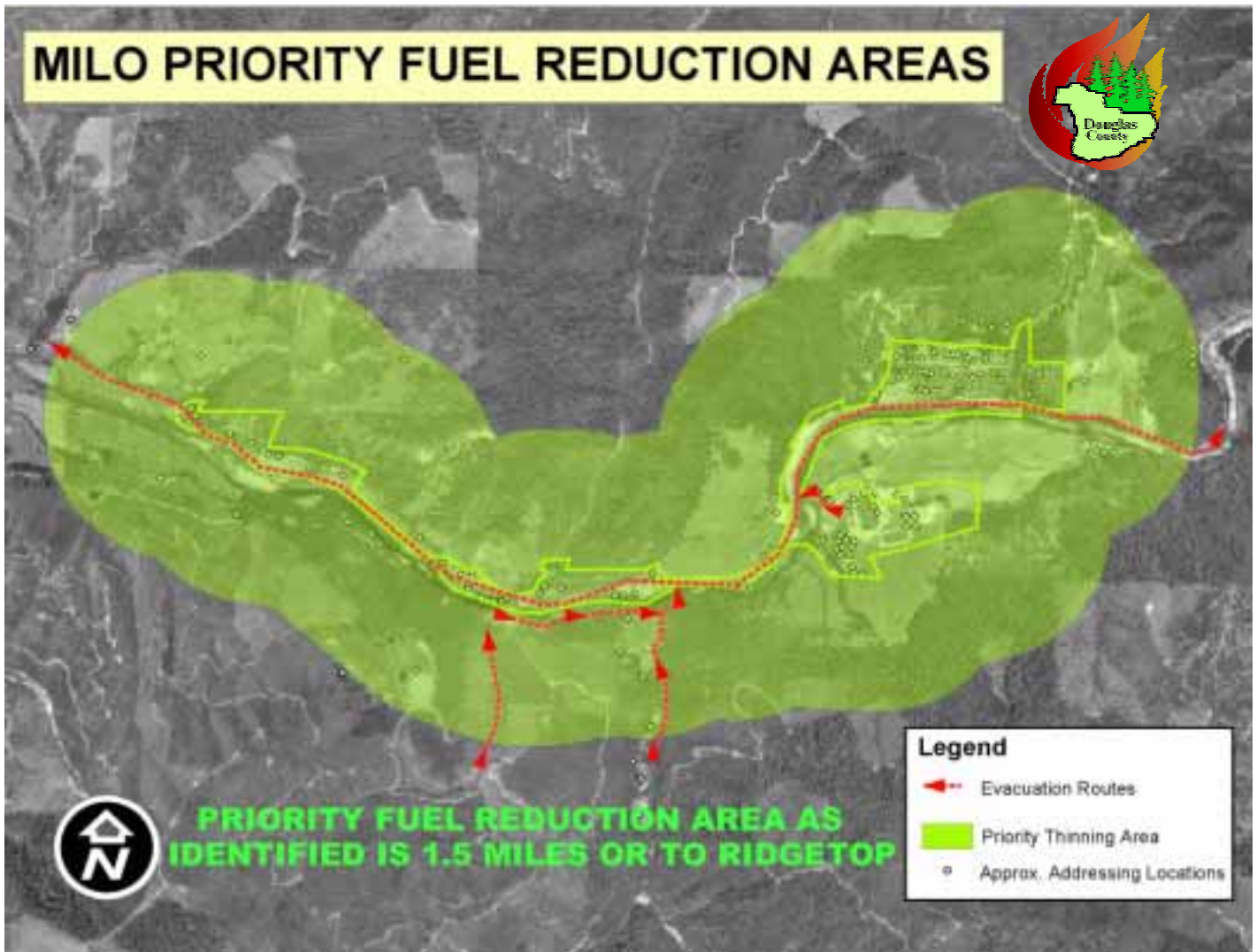
- 8 firefighters
- 2 Type 2 Class A structural engines
- 2 Type 1 water tenders
- 1 Rescue Vehicle

### Escape Routes

In the event of a wildfire, the community would utilize the main evacuation route of Tiller Trail Highway westward towards Canyonville, or secondarily use Tiller Trail Highway eastward towards Tiller.

### Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Milo area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas-concentrated in the Rural Community, as well as homesites located to the south, east and west of the Rural Community boundary. Narrow escape routes to be cleaned and widened where needed. Thinning for structures to 300'. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Maintain and enhance escape routes for homes located south, east and west of the Community Boundary to be thinned 300'.

Treatment Areas 3: Areas located beyond the Rural Community Boundary to be thinned.

### Type of fuel reduction treatment

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core, 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 landscape-scale fire 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

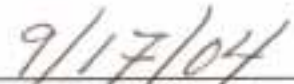
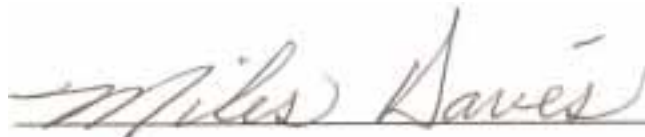
**Education**

Promote existing education and outreach programs (an example would be the Firewise Program, [www.firewise.org](http://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 hereby agrees to the final contents of the Community Wildfire Protection Plan:



Miles Davis  
Chief  
Milo Rural Fire Protection District

Date

# Community Wildfire Protection Plans: North Fork

## COMMUNITY PROFILE:

### North Fork Location Map:

#### Location

North Fork is an unincorporated community designated as a Rural Service Center by the Douglas County Comprehensive Plan. North Fork is located approximately 50 miles west on Lower Smith River Road from the intersection of Highway 101.



#### Population

The population of North Fork, according to the 2000 census, was approximately 37 people.

#### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are 12 structures within the North Fork Community.

The majority of these are homes, but there are also commercial and industrial structures within the rural community. Outside of the community, there are 9 addressed structures, primarily houses.

North Fork is split almost in half with a land use designation of CRS (Rural Service Center Commercial),





which contains a mobile home park and a restaurant/bar/ service station. The rest of the rural community is zoned M2 (Medium Industrial). The lands surrounding North Fork are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing) and FF (Farm Forest).

### **Transportation**

Roads: Transportation to and from North Fork is handled primarily via Lower Smith River Road. Secondary entrance/egress is available on the west side of the community via Upper Smith River Road, which is primarily dirt/gravel until you exit the road in north of Drain. North Fork Smith River Road continues to Mapleton on USFS gravel roads.

### **Critical Infrastructure**

The bridge across North Fork of Smith River on Lower Smith River Road was identified by the CWPP Core team as an important infrastructure point for ingress and egress of the community in an emergency.

## **WILDFIRE RISK ASSESSMENT**

### **History**

Fire History information is from the Coos Fire Protection Information and includes all historic fires from the Coos District in the years from 1980-1999. Fires listed may be located outside of the Community Wildfire Protection Plan Area.

- 1938 Smith River Fire - 28,239 acres
- 1951 Vincent Creek Fire - 28,165 acres
- 1966 Oxbow Fire - 43,000 acres

### **Emergency Equipment and Staffing Inventory**

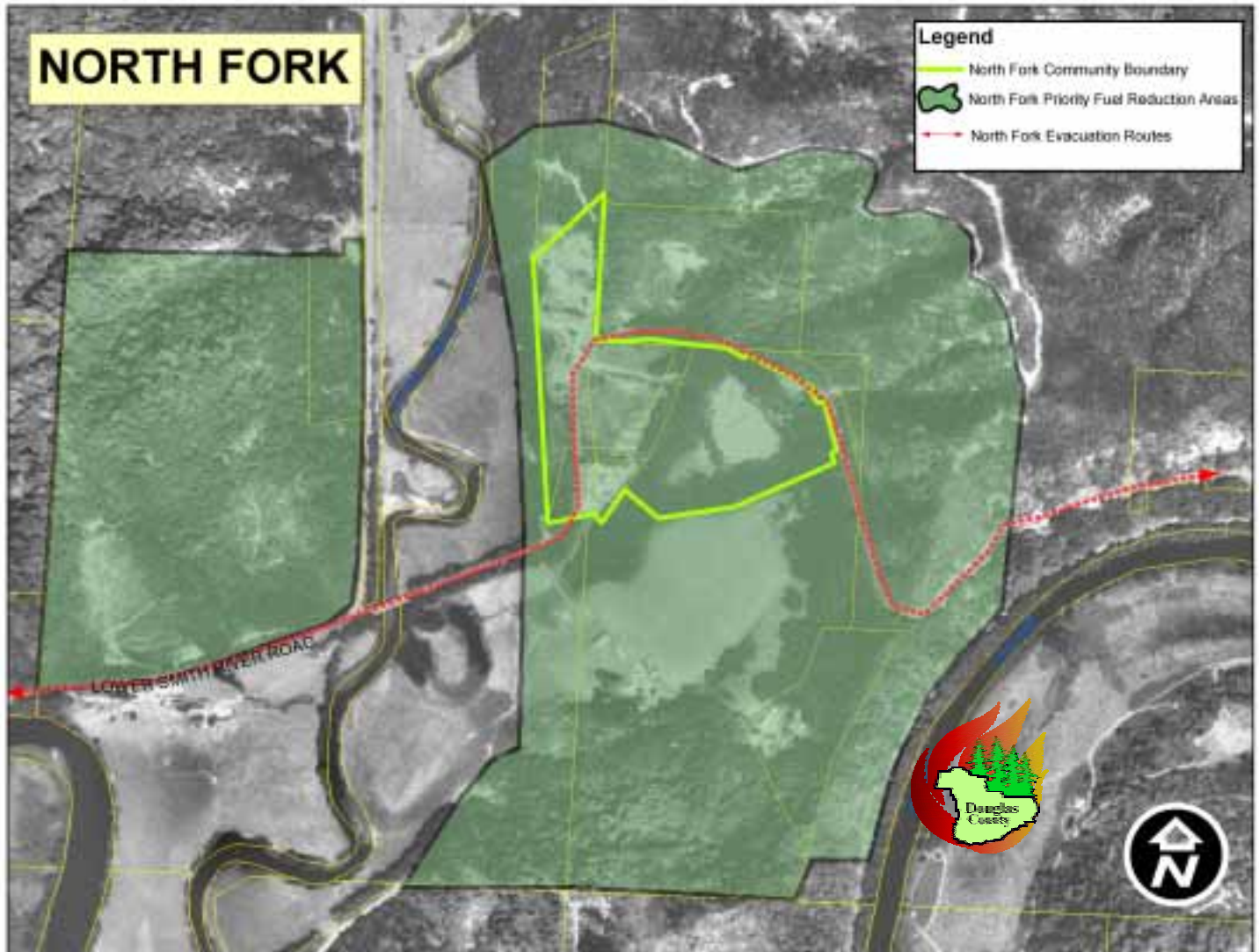
North Fork has no rural fire district. The West Lane District of the Oregon Department of Forestry provides wildland fire protection.

### **Escape Routes**

In the event of a wildfire, the community would utilize the main evacuation route of Lower Smith River Road to flee to the west. In the event that the western route was unusable, the evacuation would be eastward on Upper Smith River Road and northward on North Fork Smith River Road.

## Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the community of North Fork. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas concentrated in the Rural Community Boundary and west on Lower Smith River Road, where homes and structures are located. Narrow escape routes to be cleaned and widened where needed. Thinning for structures to 300'. Maintain all roads for fire fighting access during initial and extended attack.
- Treatment Areas 2: Escape routes for homes located west of the Rural Community Boundary to be thinned 300'.



Treatment Areas 3: Areas located beyond the Rural Community Boundary to be thinned.

### **Type of fuel reduction treatment**

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core, 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 landscape-scale fire 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](http://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 Western Lane District, Oregon Department of Forestry hereby agrees to the final contents of the Community Wildfire Protection Plan:



Rick Rogers

Date

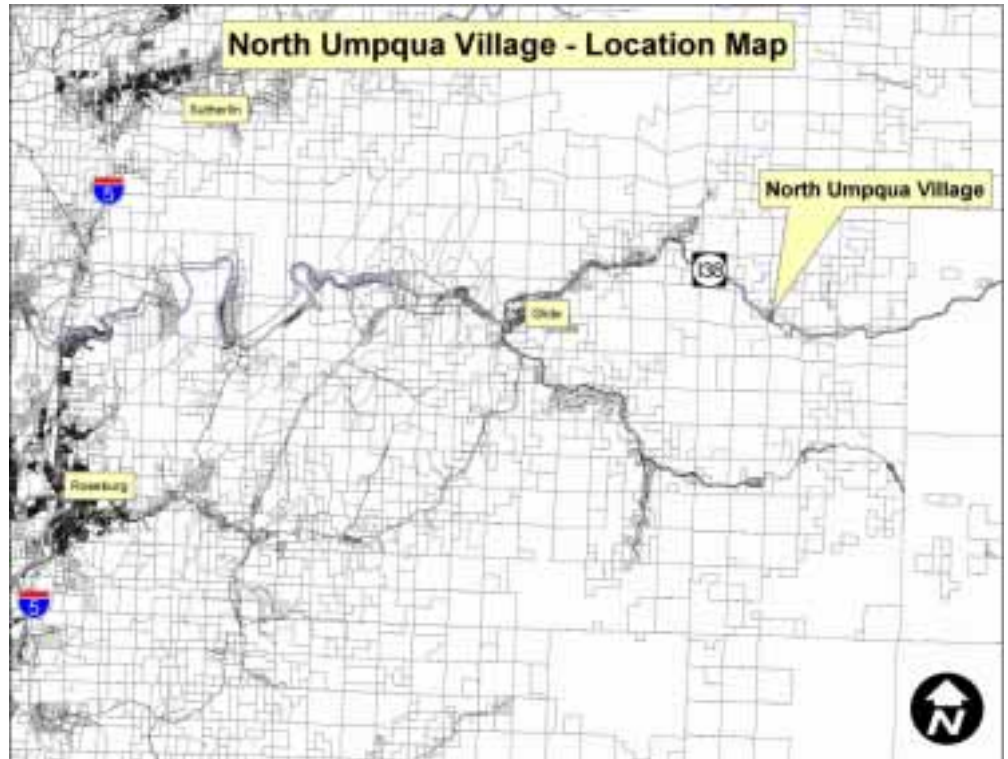
Western Lane District, Oregon Department of Forestry

# Community Wildfire Protection Plans: North Umpqua Village

## COMMUNITY PROFILE:

### Location

North Umpqua Village is an unincorporated community designated, as a Rural Service Center by the Douglas County Comprehensive Plan. North Umpqua Village is located on Highway 138, approximately 28 Miles east from the intersection of Interstate 5 exit 124 in Roseburg.



### Population

The approximate population of North Umpqua Village (Which includes portions of the population of areas to the east and west on Highway 138 depending on Census Block Location), according to the 2000 census, was approximately 42 people.

### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 35 addressed structures within the North Umpqua Village Area (including structures to the east and west of the Rural Service Center boundary. The majority of these are homes, but there are also commercial structures.



Within the Rural Service Center Boundary, the majority of North Umpqua Village has zoning designations of 5R (Rural Residential 5). There is CRS (Rural Service Center Commercial)

zoned property adjacent to Highway 138. Before the loop of Evergreen Lane there are some RR (Rural Residential 2) zoned properties. Other 5R Residential properties are located outside of the community boundary, eastward on Highway 138. Properties surrounding the community primarily zoned with resource designations of TR (Timberland Resource), with some PR (Public Reserve) zoning on parks along the North Umpqua Corridor.

### Transportation

Roads: Transportation to and from North Umpqua Village is handled via Highway 138, which to the west intersects Interstate 5 west of the community at exit 124 in Roseburg and to the east heads towards Diamond Lake.

### Critical Infrastructure

Powerlines intersect the Rural Service Center Boundary, which provide power to communities in the Umpqua Valley. Another critical infrastructure point is the escape route of Evergreen Lane, which would carry the majority of residential evacuees in the event of a wildfire. State Highway 138 is considered critical infrastructure for the economic value to Douglas County the east-west route provides.

## WILDFIRE RISK ASSESSMENT

### History



### Emergency Equipment and Staffing Inventory

There is no structural fire protection servicing North Umpqua Village. Wildland Fire Protection is Through the Douglas Forest Protective Association and support by mutual aid agreements with the Umpqua National Forest and rural fire districts.

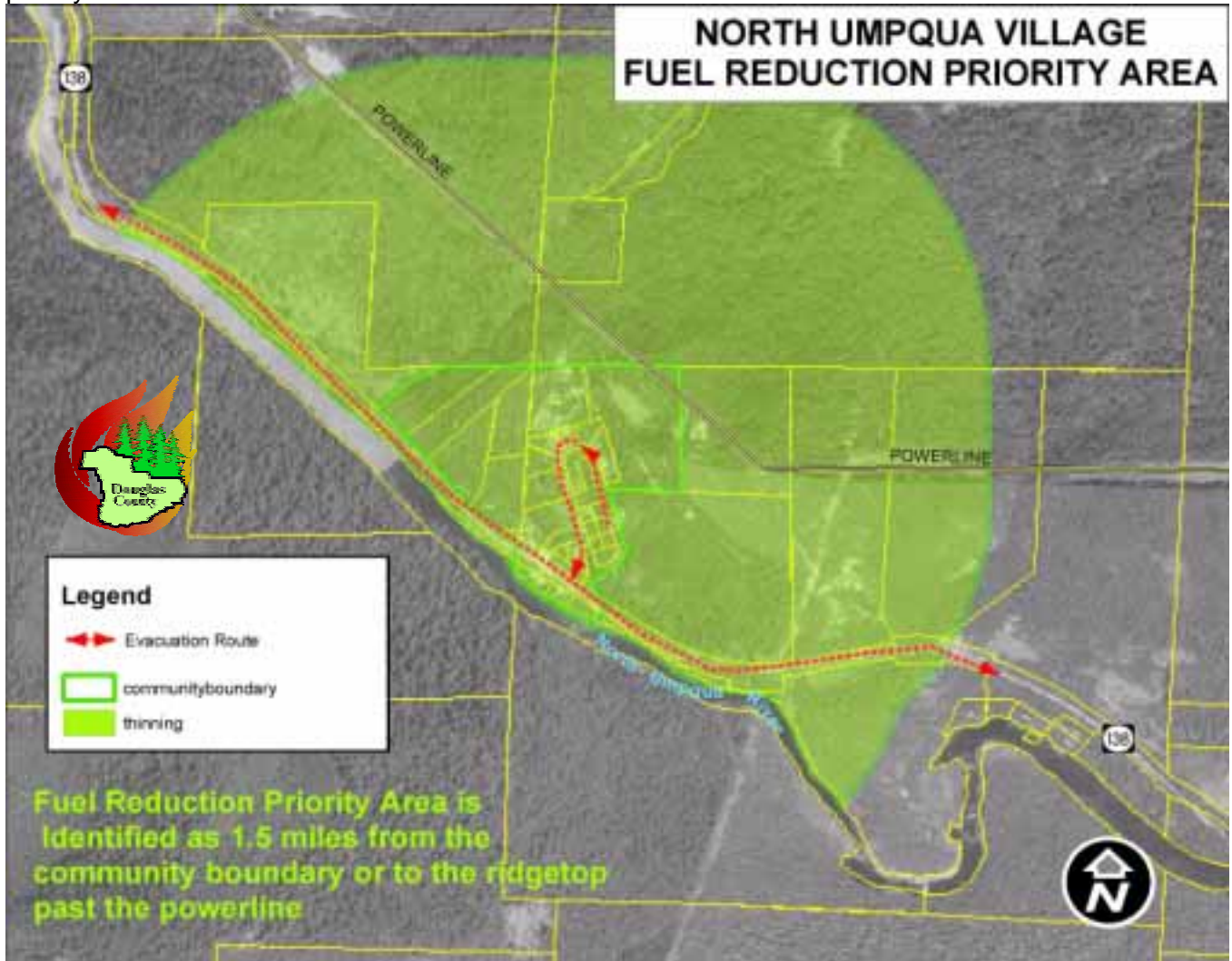


## Escape Routes

In the event of a wildfire, the community would utilize the main evacuation route Evergreen Lane to Highway 138 and then either west towards Glide or east towards Diamond Lake.

## Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the North Umpqua Village area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas-concentrated in the Rural Service Center, and home sites located to the northeast of the Rural Service Center Boundary. 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. Maintain width and travel-ability of Evergreen Lane



Treatment Areas 3: Clear and thin areas outside of the Rural Service Center Boundary, as 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, 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](http://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 Douglas Forest Protective Association hereby agrees to the final contents of the Community Wildfire Protection Plan:

*Melvin Thornton*

*9/17/04*

---

Melvin Thornton  
District Manager  
Douglas Forest Protective Association

Date

# Community Wildfire Protection Plans: Nonpareil

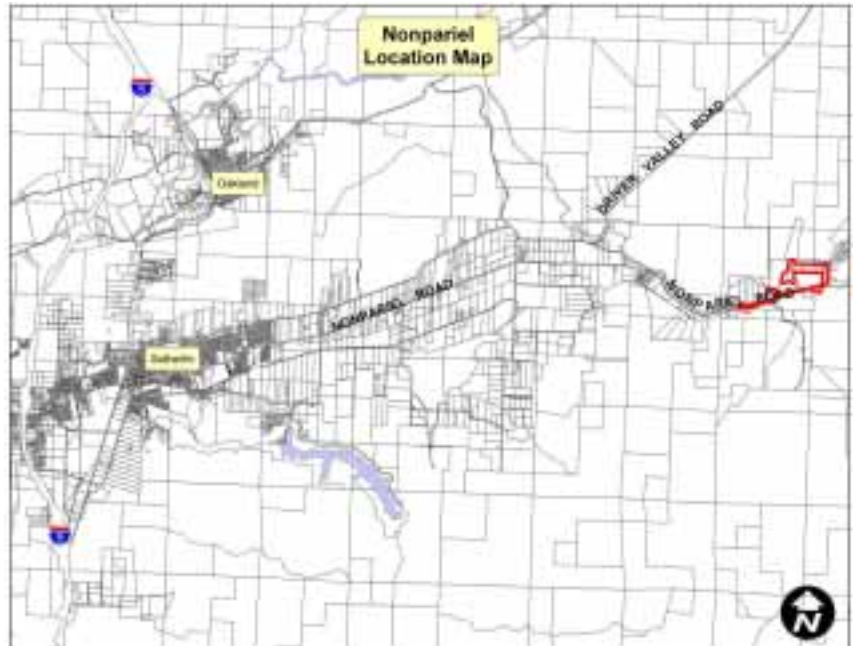
## COMMUNITY PROFILE:

### Location

Nonpareil is an unincorporated community designated, as a Rural Service Center by the Douglas County Comprehensive Plan. Nonpareil is located on Nonpareil Road, approximately 9 Miles east from the intersection of Interstate 5 exit 136.

### Population

The approximate population of Nonpareil (Which includes portions of the population of areas to the west on Nonpareil Road depending on Census Block Location), according to the 2000 census, was approximately 202 people.



### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 160 addressed structures within the Nonpareil Area (including structures to the west of the Rural Service Center boundary. The majority of these are homes, but there are also commercial structures.

Within the Rural Service Center Boundary, the majority of Nonpareil has zoning designations of 5R (Rural Residential 5) on the north side of Nonpareil Road. There is CRS (Rural Service Center Commercial) zoned property south of the road. Properties surrounding the community and to the west are 5R (Rural Residential 5), and are zoned with resource designations of TR (Timberland Resource), FG (Farm Grazing), and FF (Farm Forest).



### Transportation

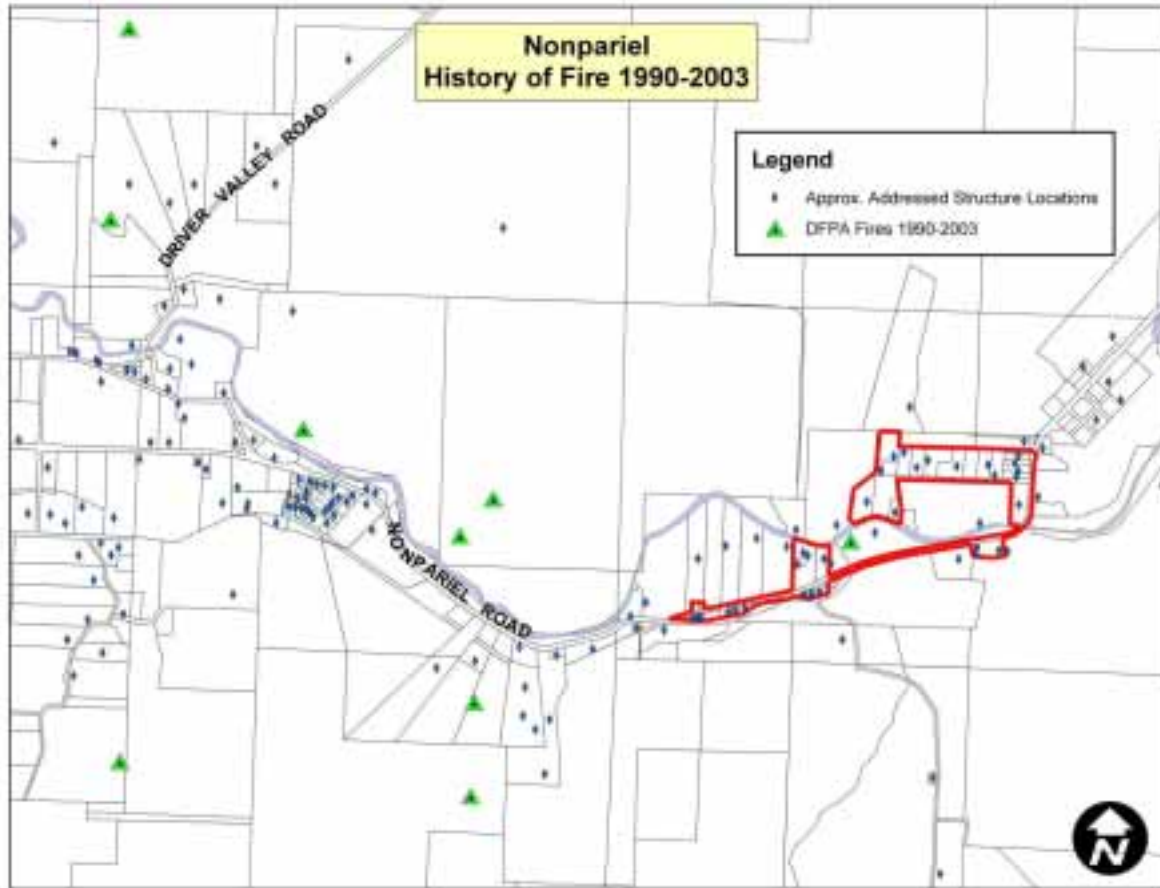
Roads: Transportation to and from Nonpareil is handled via Nonpareil Road, which intersects Interstate 5 west of the community at exit 136 in Sutherlin.

### Critical Infrastructure

Located just outside the Rural Service Center Boundary, there is a water facility for the City of Sutherlin, as well as the Fair Oaks Rural Fire District Station. Another critical infrastructure point is the bridge over Calapooya Creek near the western boundary on Nonpareil Road.

## WILDFIRE RISK ASSESSMENT

### History



### Emergency Equipment and Staffing Inventory

The Fair Oaks Rural Fire District services Nonpareil. Below is the current equipment inventory as of this writing:

- 22 firefighters
- 3 Type 2 Class A structural engines
- 3 Type 6 Wild land engines
- 2 Type 1 water tenders
- 1 Rescue vehicle

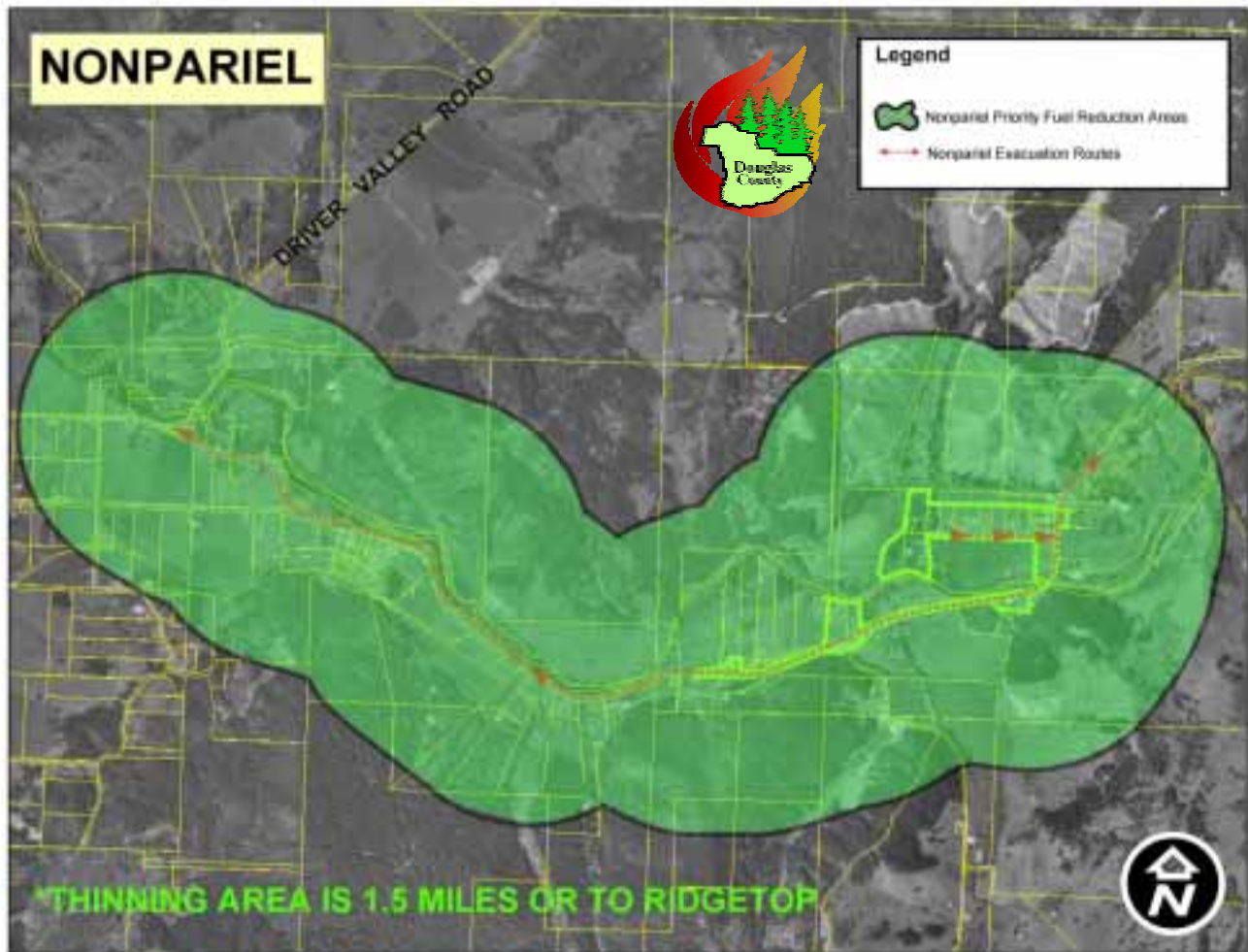
### Escape Routes

In the event of a wildfire, the community would utilize the main evacuation route of Nonpareil Road westward towards Sutherlin, or secondarily Nonpareil Road west.



## Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Nonpareil area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas—concentrated in the rural community, and home sites located to the west and east on Nonpareil Road. 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.

#### Type of fuel reduction treatment

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

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



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

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

## Structural Ignitability

Structural ignitability, defined as the home and its immediate surroundings, separates the Wildland-Urban Interface (WUI) structure fire loss problem from other landscape-scale fire 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 Rockv 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

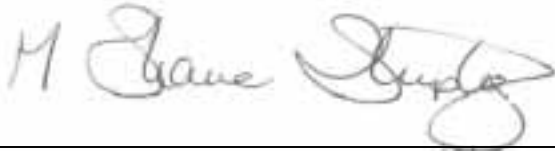
## Education

Promote existing education and outreach programs (an example would be the Firewise Program, [www.firewise.org](http://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 hereby agrees to the final contents of the Community Wildfire Protection Plan:



11-04-04

---

Shane Shipley  
Chief, Fair Oaks Rural Fire Protection District

Date

# Community Wildfire Protection Plans: Susan Creek

## COMMUNITY PROFILE:

### Location

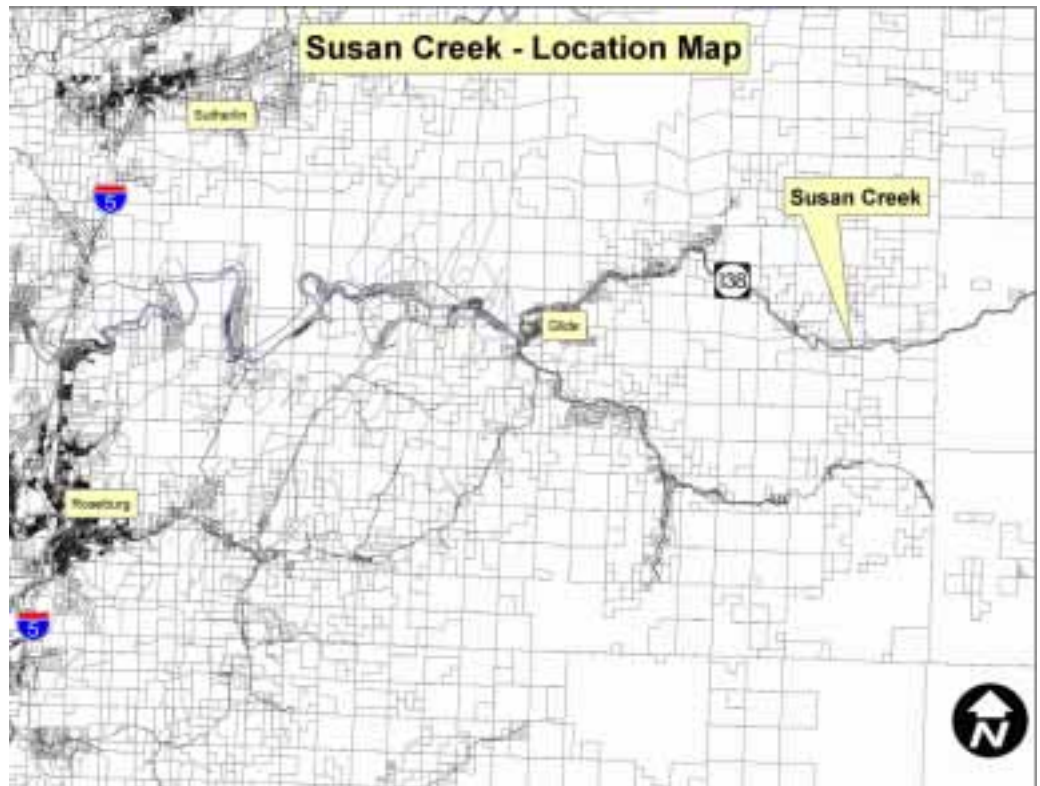
Susan Creek is a rural community in eastern Douglas County. Susan Creek is located on Highway 138; approximately 30 Miles east from the intersection of Interstate 5 exit 124 in Roseburg.

### Population

The approximate population of Susan Creek (Which includes portions of the population of areas to the east and west on Highway 138 depending on Census Block Location), according to the 2000 census, was approximately 88 people.

### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 27 addressed structures within the Susan Creek Area (including structures to the east and west on Highway 138 and homesites to the north. The majority of these are homes, but there are also commercial structures.



Within the Susan Creek Area, the majority of Susan Creek has the primary zoning designation of CRE (Rural Commercial), where the Susan Creek Mobile Home Park is located. 5R Residential properties are located outside of the community boundary, westward on Highway 138. Properties surrounding the community primarily zoned with resource designations of TR (Timberland Resource), which contains homesites north of Highway 138 and some PR (Public Reserve) zoning on parks along the North Umpqua Corridor.

### Transportation

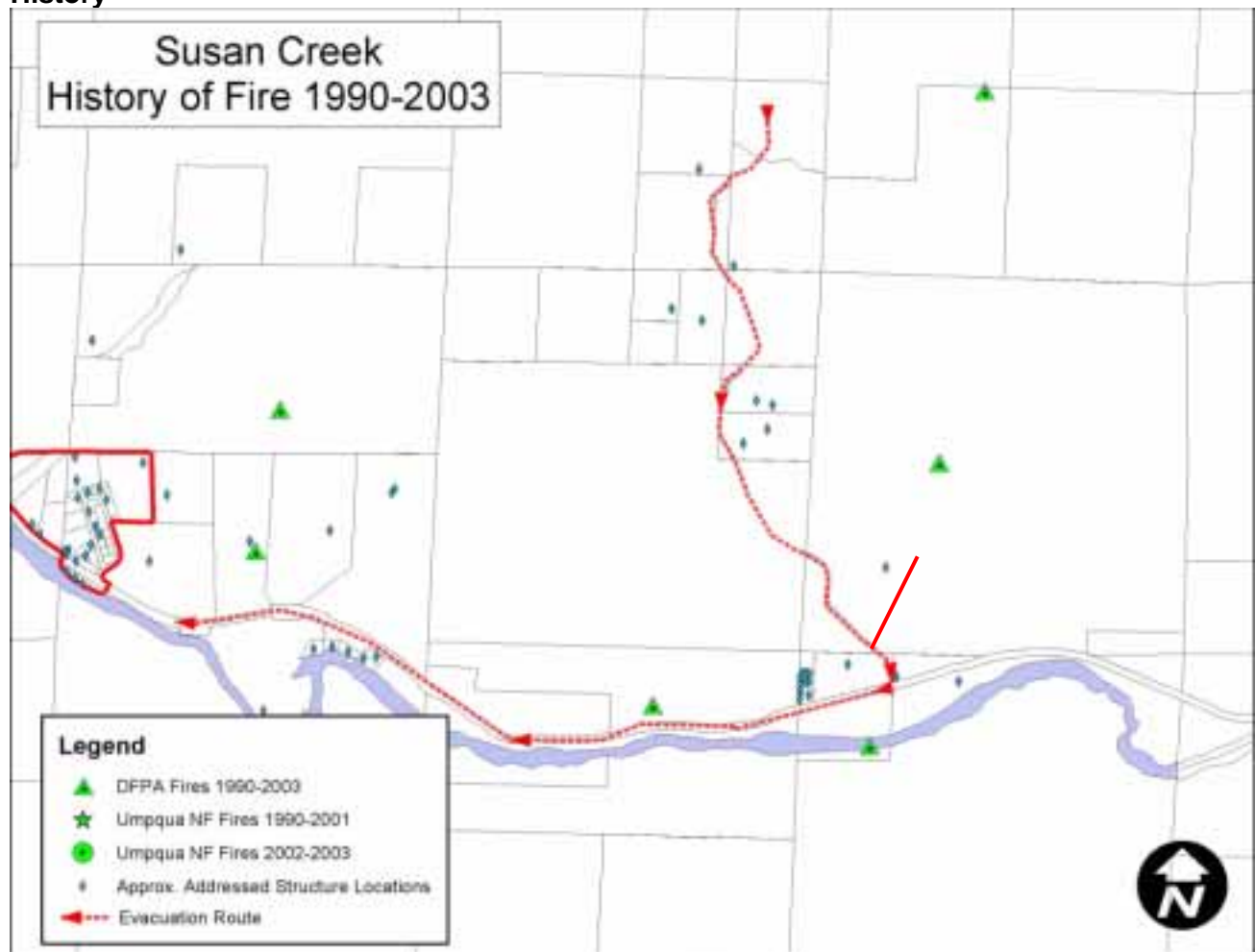
Roads: Transportation to and from Susan Creek is handled via Highway 138, which to the west intersects Interstate 5 west of the community at exit 124 in Roseburg and to the east heads towards Diamond Lake.

### Critical Infrastructure

Powerlines run north on the community, which provide power to communities in the Umpqua Valley. Another critical infrastructure point is the southern escape route, which would carry residential evacuees from rural properties to the north in the event of a wildfire. Highway 138 was also identified as critical infrastructure because it is the only highway out of the area, as well as having high economic value for Douglas County.

## WILDFIRE RISK ASSESSMENT

### History



### Emergency Equipment and Manpower Inventory

There is no structural fire protection servicing North Umpqua Village. Wildland Fire Protection is



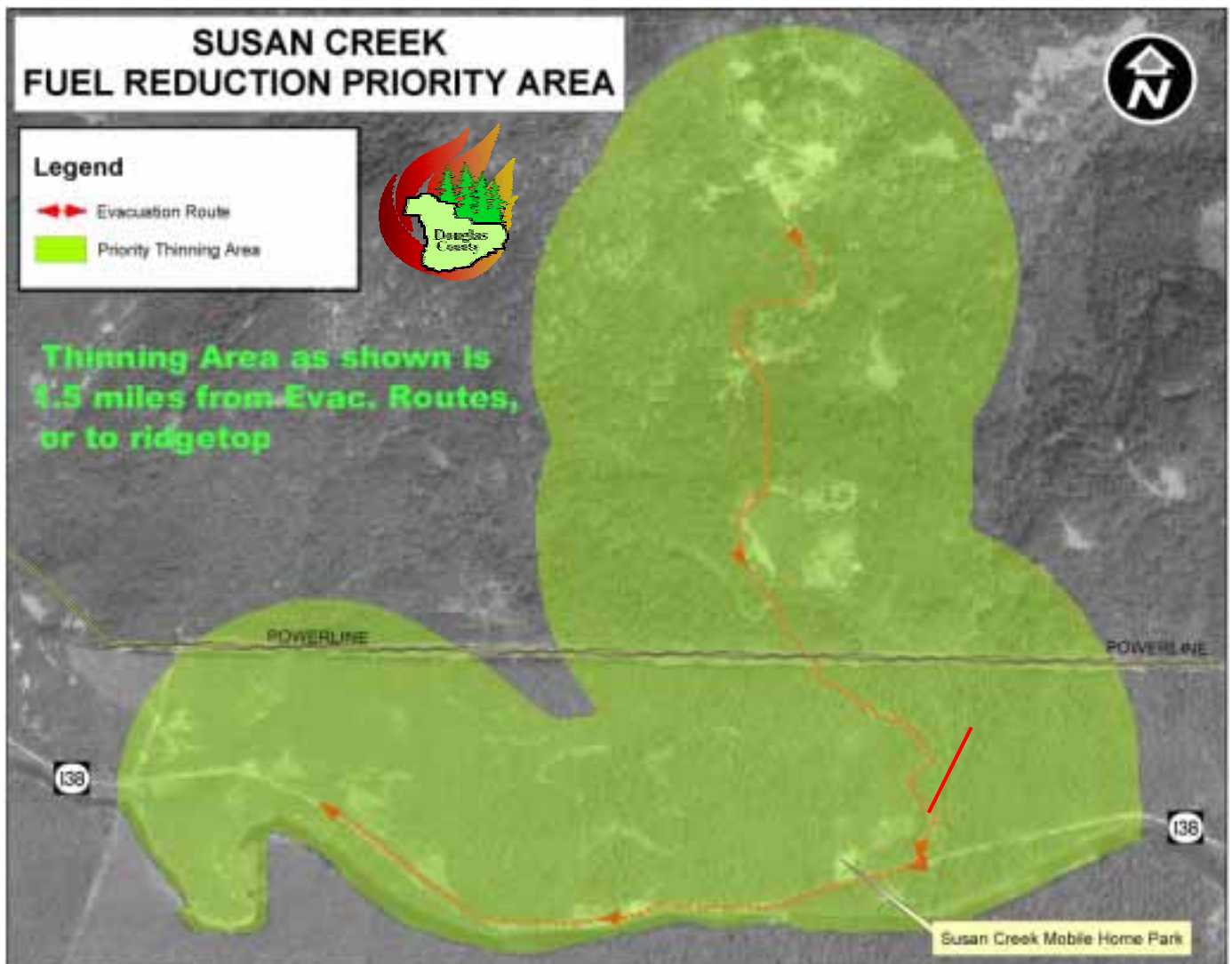
Through the Douglas Forest Protective Association and support by mutual aid agreements with the Umpqua National Forest and rural fire districts.

### Escape Routes

In the event of a wildfire, the community would utilize the main evacuation route of Highway 138 and then west towards Glide. Homes to the north of Highway 138 would utilize Susan Creek Road and Star Mountain Road to Highway 138.

### Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Susan Creek area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas. 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. Maintain width and travel-ability of Susan Creek Road and Star Mountain Road

Treatment Areas 3: Thinning in 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 Rockv 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](http://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 Douglas Forest Protective Association hereby agrees to the final contents of the Community Wildfire Protection Plan:

*Melvin Thornton*

*9/17/04*

---

Melvin Thornton  
District Manager  
Douglas Forest Protective Association

Date

# Community Wildfire Protection Plans: Tiller

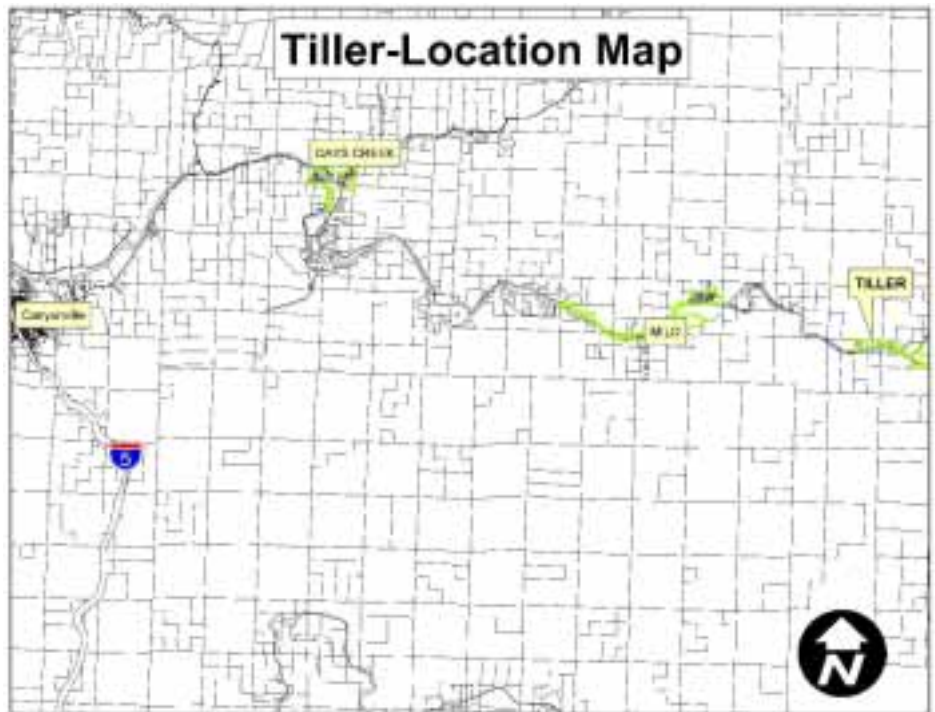
## COMMUNITY PROFILE:

### Location

Tiller is an unincorporated community designated, as a Rural Community by the Douglas County Comprehensive Plan. Tiller is located on Tiller Trail Highway, approximately 25 miles east from the intersection of Tiller Trail Highway in Canyonville.

### Population

The approximate population of Tiller (Which includes portions of the population of areas to the east and west on Tiller Trail Highway depending on Census Block Location), according to the 2000 census, was approximately 57 people.



### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 52 addressed structures within the Tiller Area (including structures to the west and northeast of the Rural Community boundary). The majority of these are homes, but there are also commercial and US Forest Service structures.



Within the Rural Community Boundary, the majority of Tiller has zoning designations of 5R (Rural Residential 5) on the north side of Tiller Trail Highway, and to the southeast on Tiller Trail Highway as you cross the South Umpqua River. There is CRC (Rural Community Commercial) zoned property in the north

and southeast areas of the community. MRC (Rural Community Industrial) zoned properties are located north of Tiller Trail Highway in the Rural Community. There are areas zoned PR (Public Reserve) which contain the US Forest Service Ranger Station in the community also. Properties surrounding the community and to the west are RR (Rural Residential 2), and are zoned with resource designations of TR (Timberland Resource), AW (Agriculture and Woodlot), FG (Farm Grazing), and FF (Farm Forest).

### Transportation

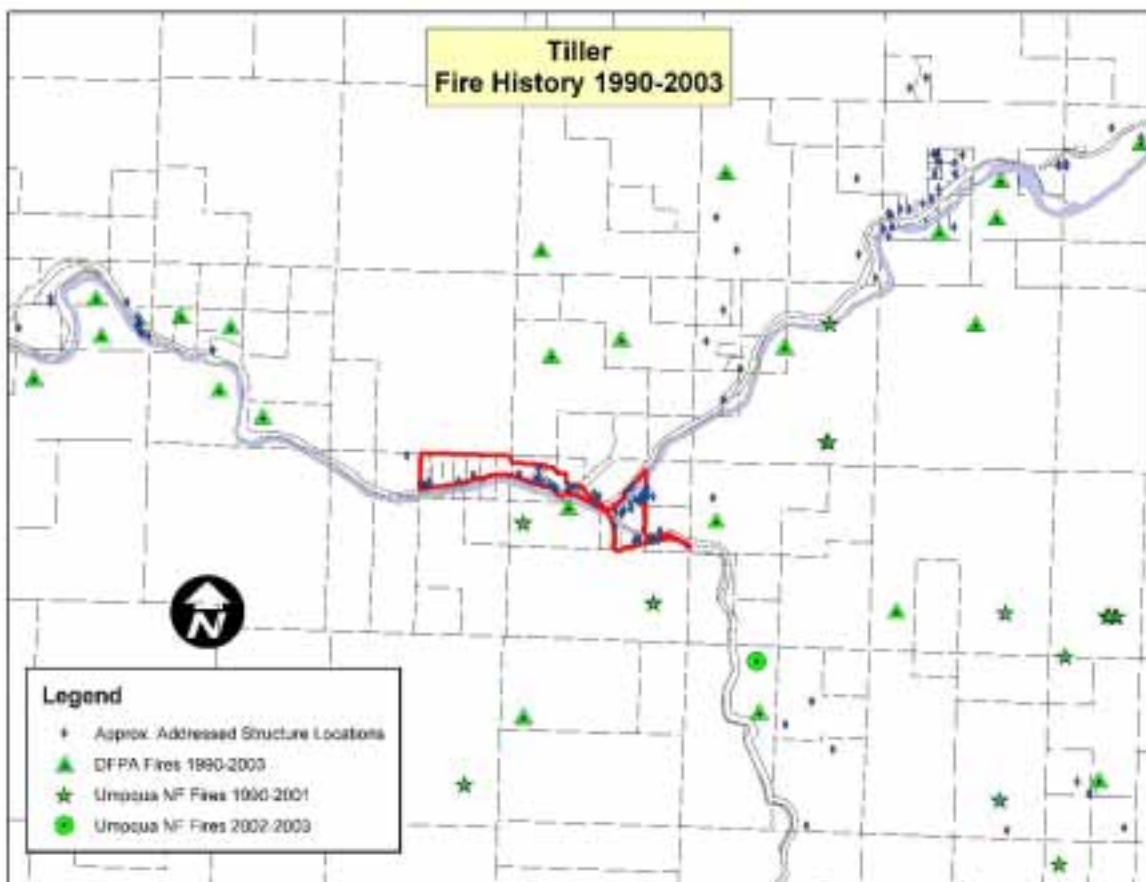
Roads: Transportation to and from Tiller is handled via Tiller Trail Highway, which intersects The City of Canyonville of the community approximately 25 miles west of Tiller. South Umpqua Road bears to the northeast and goes to the Rural Community of Jackson Creek a short distance away.

### Critical Infrastructure

Critical infrastructure in Tiller includes the following:

- Tiller Rural Fire District Station
- Tiller Ranger District and other USFS Buildings
- Water Tower
- Bridge crossing South Umpqua River to the Ranger District and homes to the southeast
- Douglas County Repeater site located to the southeast of the Rural Community

### WILDFIRE RISK ASSESSMENT- History



### Emergency Equipment and Staffing Inventory

The Tiller Rural Fire District services the community of Tiller. Below is the current equipment inventory as of this writing:

- 10 firefighters
- 3 Type 2 Class A structural engines



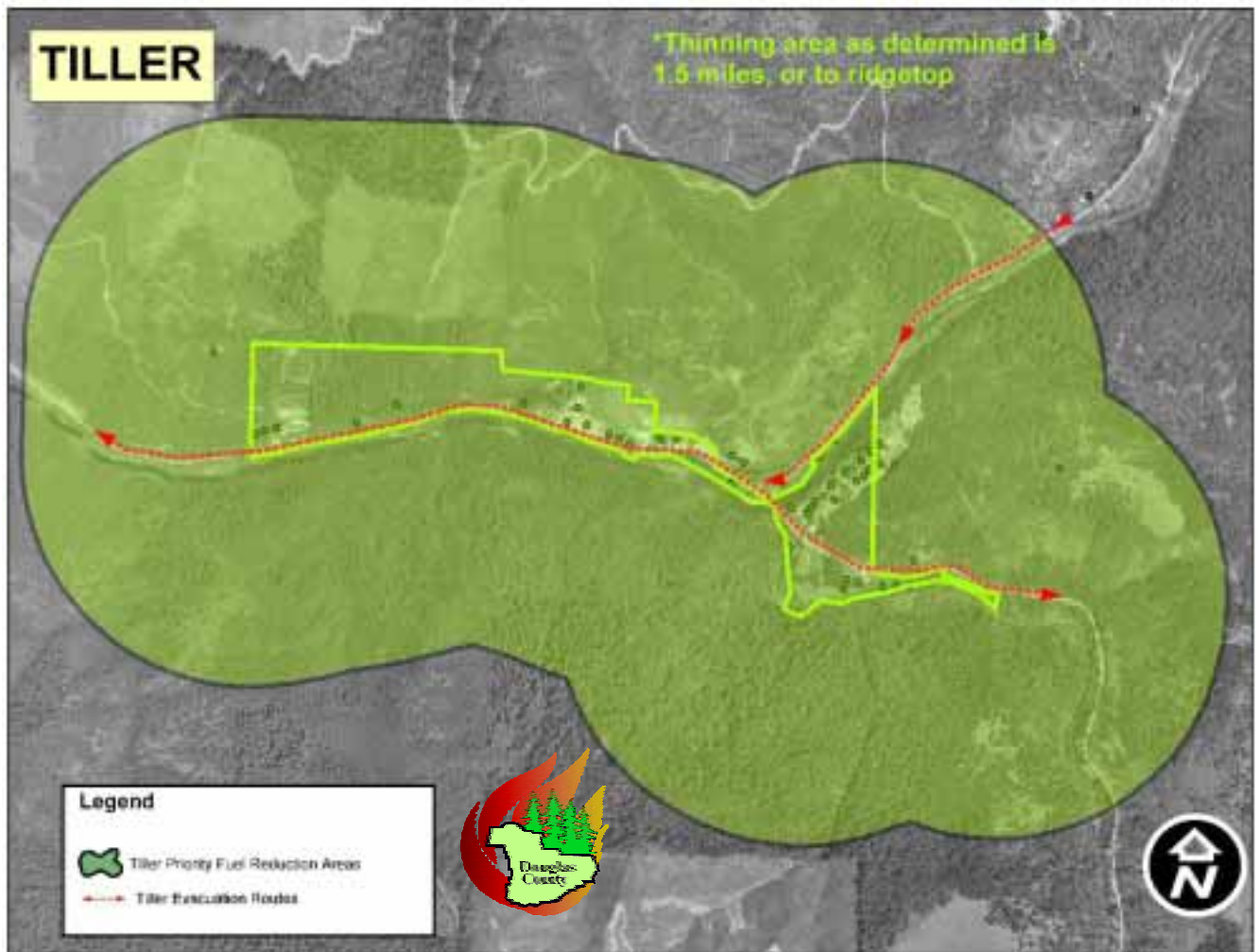
- 1 Type 6 Wild land engine
- 1 Type 2 water tenders
- 1 Type 3 water tenders

**Escape Routes**

In the event of a wildfire, the community would utilize the main evacuation route of Tiller Trail Highway westward towards Canyonville, or secondarily use Tiller Trail Highway southeast towards Jackson County.

**Priority Fuel Reduction Area Identification**

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Tiller area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas- concentrated on north side of river and south of Tiller Trail Highway over the bridge, where majority of homes and structures are located. Narrow escape routes to be cleaned and widened where needed. Thinning for structures to 300'. Maintain all roads for fire fighting access during initial and extended attack.



Treatment Areas 2: Escape routes for homes located south of Tiller Ranger District south of Tiller Trail Highway over the bridge to be thinned 300’.

Treatment Areas 3: Areas located beyond the Rural Community Boundary to be thinned towards the powerline to the north.

### **Type of fuel reduction treatment**

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core, 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](http://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 hereby agrees to the final contents of the Community Wildfire Protection Plan:

*Kevin Kehoe*

*11-5-04*

Kevin Kehoe  
Chief of the Tiller Rural Fire Protection District

Date

# Community Wildfire Protection Plans: Upper Olalla

## COMMUNITY PROFILE:

### Location

Upper Olalla is a rural community in Douglas County. Upper Olalla is located on Olalla Road, Benedict Road, Ben Irving Road and Ireland Road, approximately 3 miles south of Tenmile on Benedict Road.

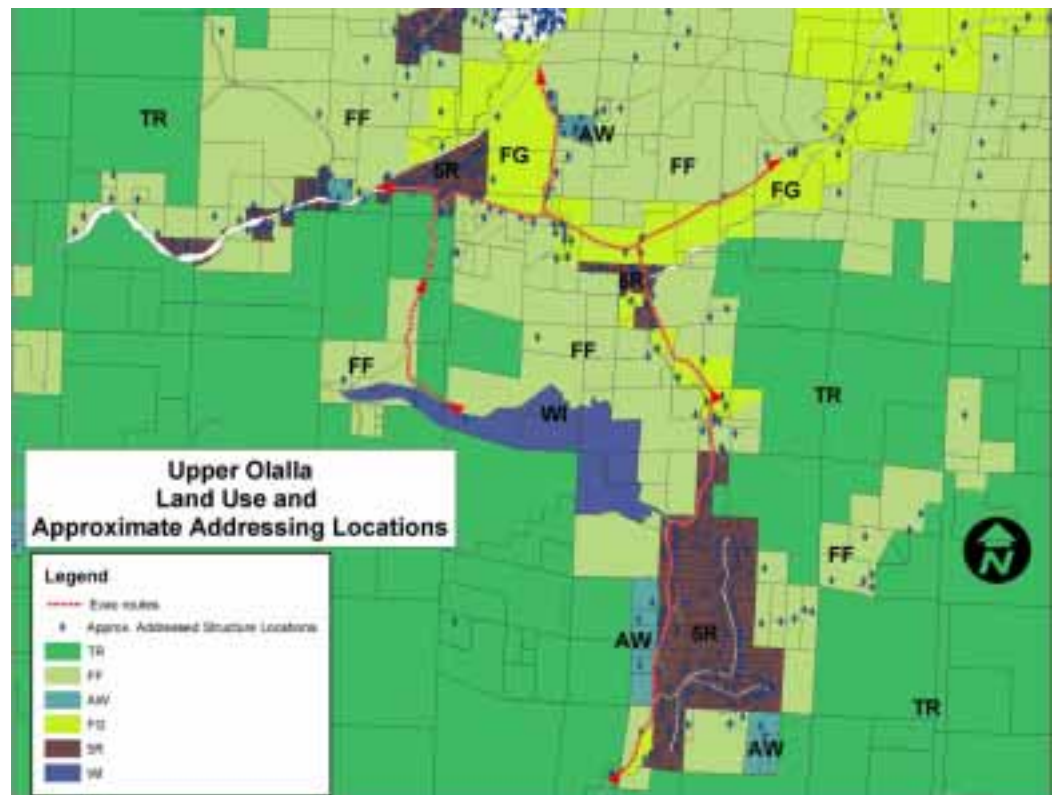
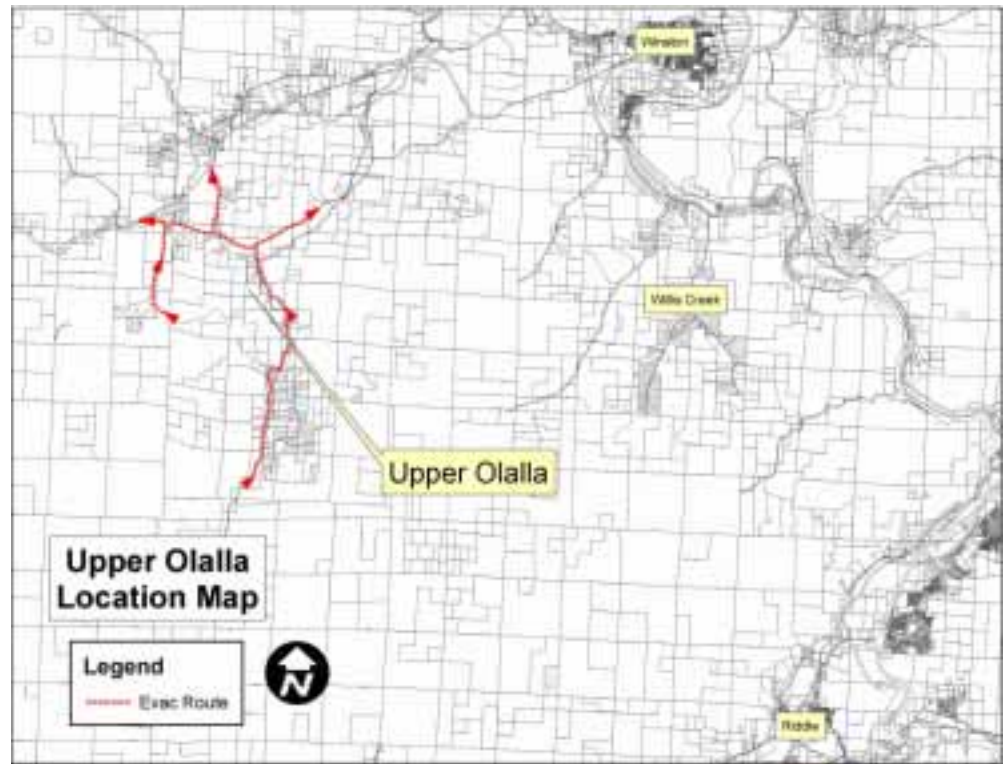
### Population

The approximate population of Upper Olalla (Which includes portions of the population of areas to the north, south, east and west of the depicted evacuation routes depending on Census Block Location), according to the 2000 census, was approximately 602 people.

### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 334 addressed structures within the Upper Olalla Area (including structures on Ireland and Benedict Road

and to the north and south on Olalla Road, towards Byron Creek Estates (the most populous area in Upper Olalla). The majority of these are homes.



Upper Olalla has zoning designations of 5R (Rural Residential 5) along the lower parts of Olalla Road (Byron Creek Estates), and continuing up Olalla road to the intersection of Ireland Road and at the intersection of Benedict Road and Highway 42. Properties adjacent to the three roadways are zoned with resource designations of TR (Timberland Resource), AW (Agriculture and Woodlot), FG (Farm Grazing), and FF (Farm Forest). The Ben Irving Reservoir area is zoned WI (Water Impoundment).

### Transportation

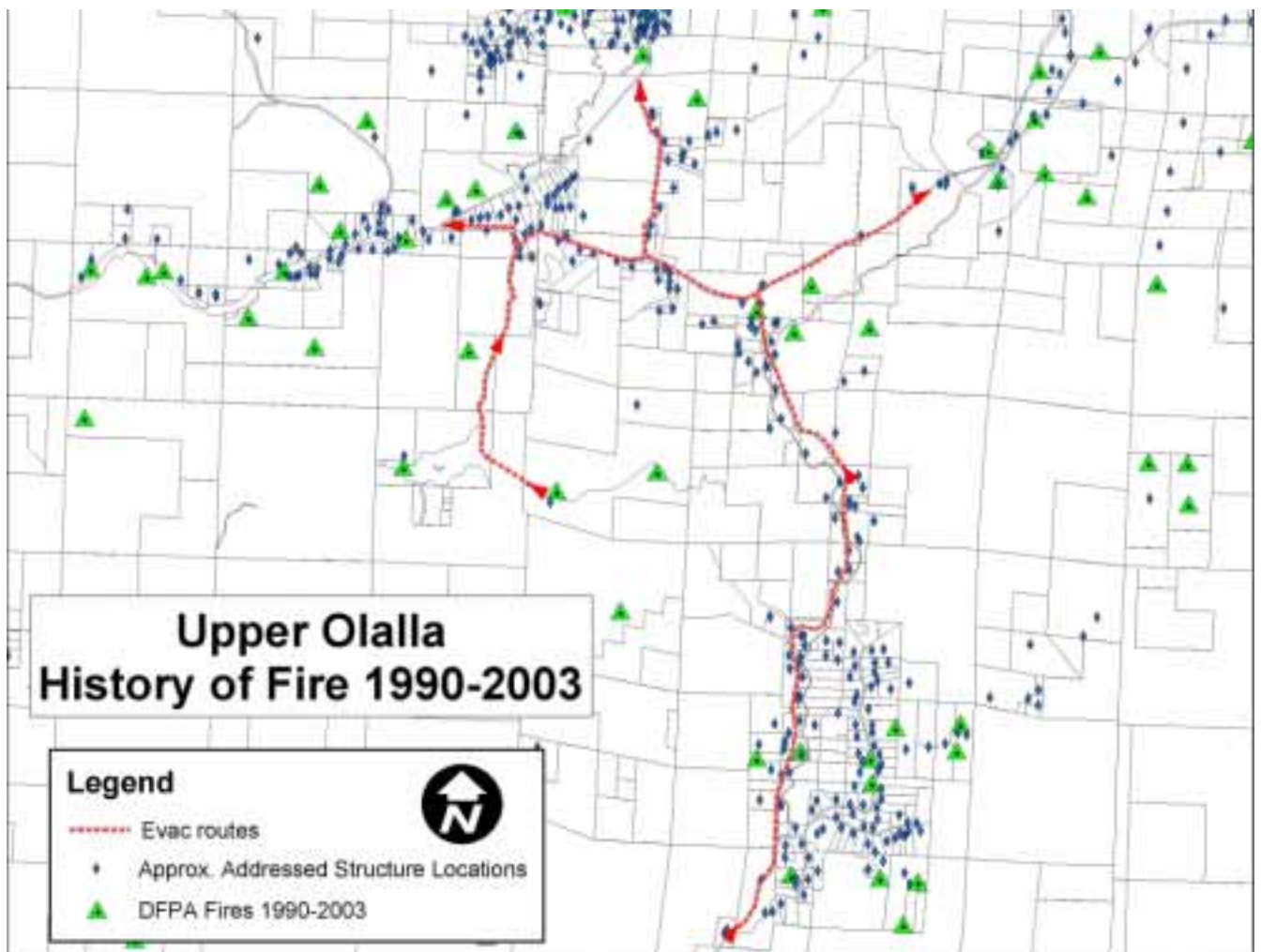
Roads: Transportation to and from Upper Olalla is handled via Highway 42 West from Winston to Ireland and Benedict Roads, and also on Olalla Road, which intersects Highway 42 closer to Winston.

### Critical Infrastructure

Critical infrastructure in Upper Olalla includes the following identified by the Douglas Planning Advisory Committee and the CWPP Core Team:

- Critical bridge locations on Olalla Road (3) which would carry the mass of evacuees in a wildfire event
- Fire Station located near Byron Creek Estates
- Areas along evacuation routes that could be used as effective “safe zones” on evacuation routes in the event of wildfire

### WILDFIRE RISK ASSESSMENT- History





## Emergency Equipment and Staffing Inventory

The Tenmile Rural Fire District services the community of Upper Olalla. Below is the current equipment inventory as of this writing:

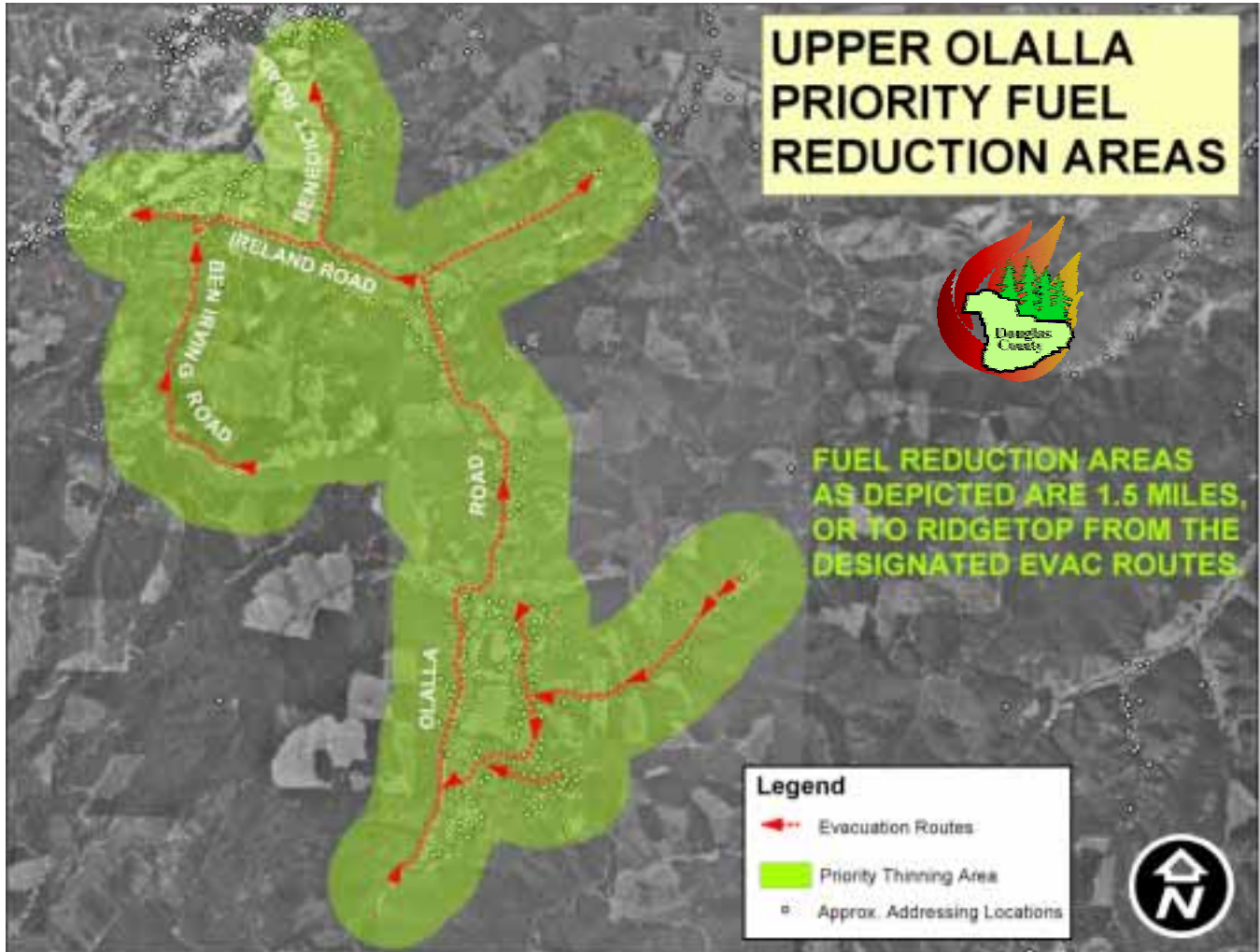
- 23 firefighters
- 2 Type 2 Class A structural engines
- 2 Type 6 Wild land engines
- 2 Type 2 water tenders
- 1 Rescue vehicle

## Escape Routes

In the event of a wildfire, the community would utilize the main evacuation routes of Olalla Road north either towards Winston, or to Ireland Road towards Tenmile. Evacuees near Ben Irving Road would evacuate north on Ben Irving Road and towards Ireland Road.

## Priority Fuel Reduction Area Identification

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Upper Olalla area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas- concentrated in the priority fuel reduction areas. Narrow escape routes to be cleaned and widened where needed. Thinning for structures to 300'. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Maintain and enhance escape routes for homes to be thinned 300'. Develop cleared safe areas along escape routes

### **Type of fuel reduction treatment**

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core, 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 landscape-scale fire 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](http://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 hereby agrees to the final contents of the Community Wildfire Protection Plan:



11-5-04

Mike Coffel  
Chief, Tenmile Rural Fire Protection District

Date



# Community Wildfire Protection Plans: Willis Creek

## COMMUNITY PROFILE:

### Location

Willis Creek is a rural community located in Douglas County. Willis Creek is located on Willis Creek Road, Rice Creek Road and Kent Creek Road, approximately 1 mile south of Dillard on Old Highway 99 South and 3 miles west of Interstate 5 exit 113.

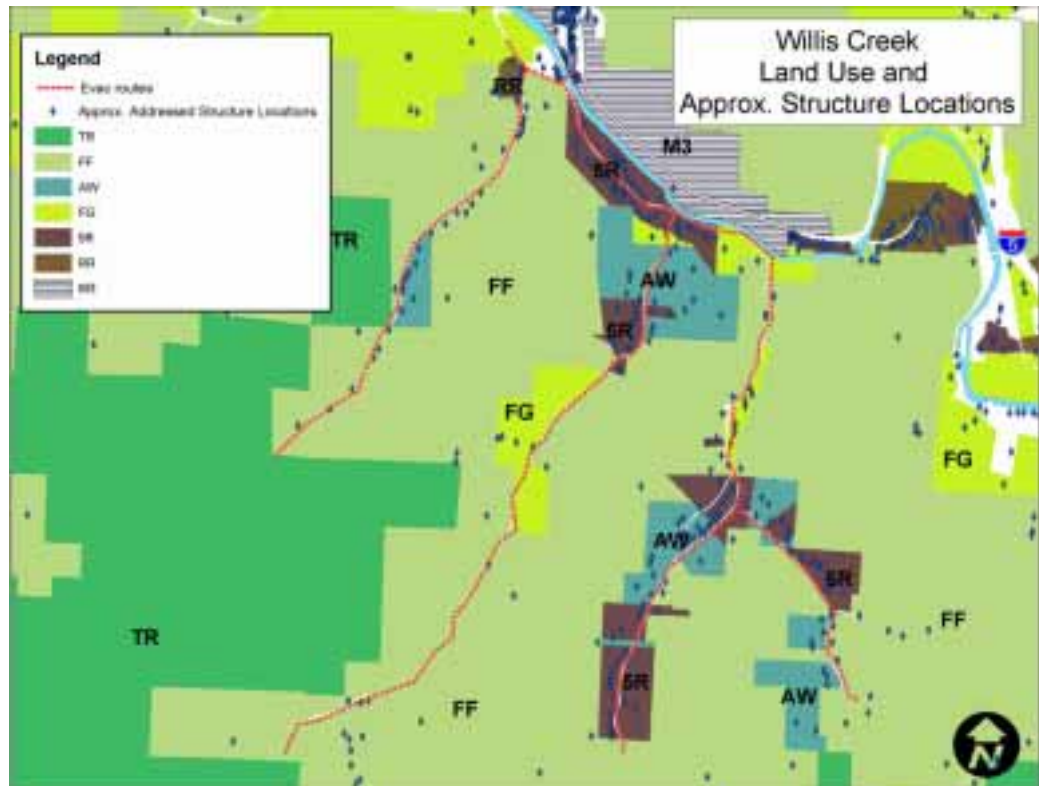
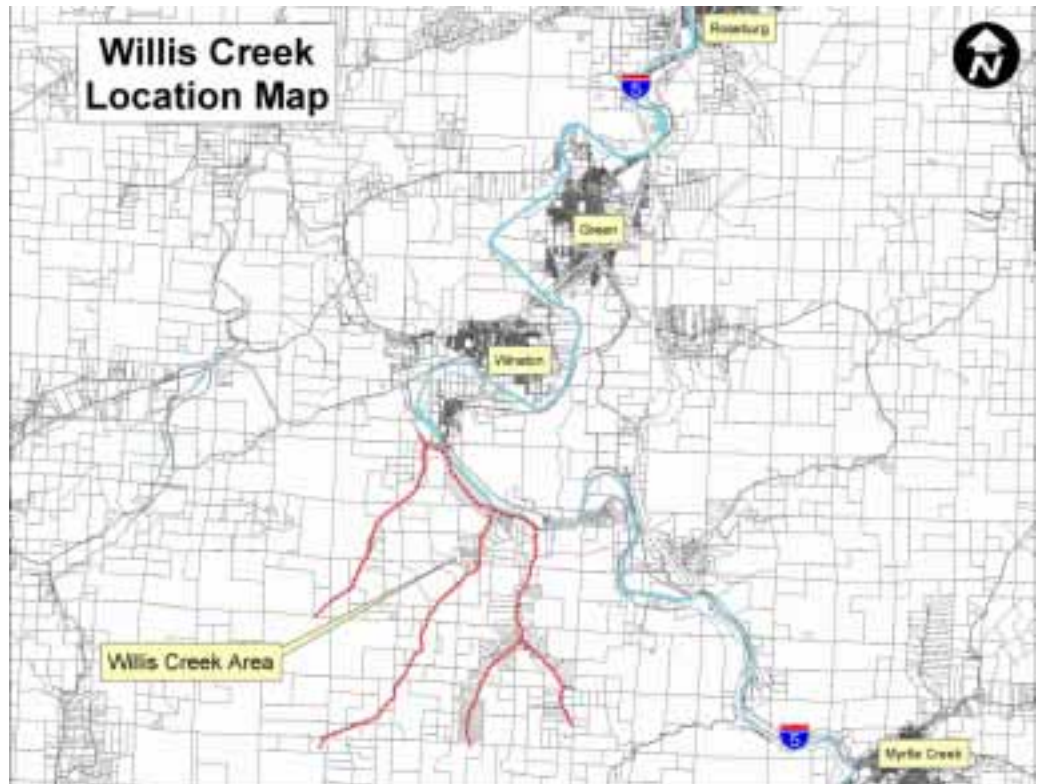
### Population

The approximate population of Willis Creek (Which includes portions of the population of areas to the south, east and west of Willis Creek Road, Rice Creek Road and Kent Creek Road, depending on Census Block Location), according to the 2000 census, was approximately 766 people.

### Housing/Land Use

Using the Douglas County Planning Department's addressing plats, there are approximately 332 addressed structures within the Willis Creek Area (including structures to the west, east and south of Willis Creek Road, Rice Creek Road and Kent Creek Road.

The majority of these are homes.



Willis Creek has zoning designations of RR (Rural Residential 2) on the northwest side of Kent Creek Road, 5R (Rural Residential 5) along the lower parts of Willis Creek Road, and continuing up



Willis Creek (where the majority of homes are located) and Rice Creek Road. Properties adjacent to the three roadways are zoned with resource designations of TR (Timberland Resource), AW (Agriculture and Woodlot), FG (Farm Grazing), and FF (Farm Forest).

### Transportation

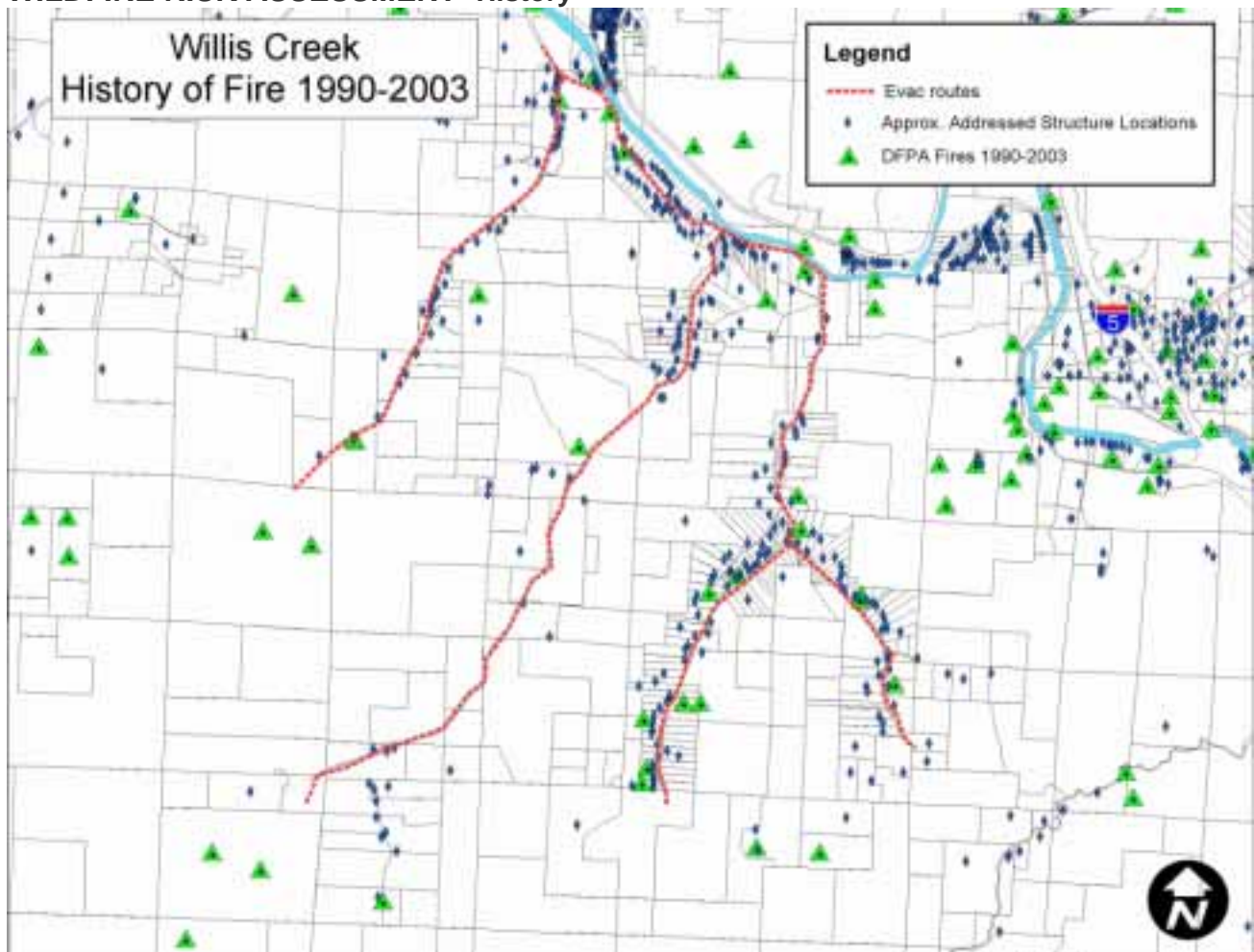
Roads: Transportation to and from Willis Creek is handled via Old Highway 99 South from Winston and Dillard, approximately 1 mile to the north of Willis Creek, Willis Creek Road from Brockway, or from Interstate 5, exit 113, to Old Highway 99, located approximately 3 miles to the east of Willis Creek.

### Critical Infrastructure

Critical infrastructure in Willis Creek includes the following identified by the Douglas Planning Advisory Committee:

- Critical bridge located between Rice Creek Road and Upper Willis Creek Road which would carry the mass of evacuees in a wildfire event
- Water towers located on Willis Creek Road and Rice Creek Road
- Pump facilities located off Willis Creek Road on a private landowners property
- Areas along evacuation routes that could be used as effective “safe zones” on evacuation routes in the event of wildfire

### WILDFIRE RISK ASSESSMENT- History



### Emergency Equipment and Staffing Inventory

The Winston/Dillard Rural Fire District services the community of Willis Creek. Below is the current equipment inventory as of this writing:

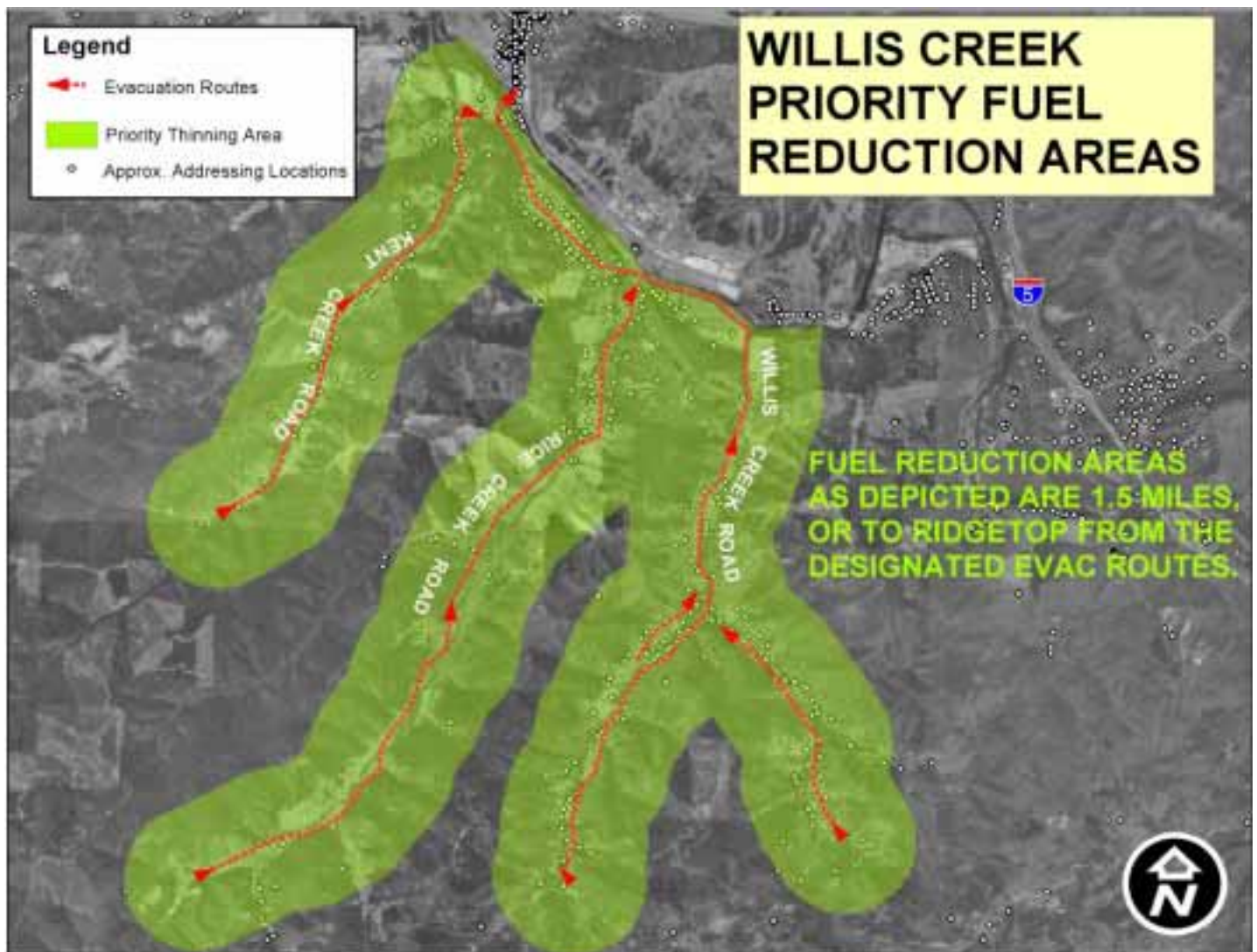
- 15 firefighters
- 3 Type 1 Class A structural engines
- 1 Type 2 Class A structural engine
- 1 Type 6 Wild land engine
- 1 Type 2 water tender
- 3 ALS ambulances

**Escape Routes**

In the event of a wildfire, the community would utilize the main evacuation routes of Willis Creek Road, Rice Creek Road and Kent Creek Road towards the river, then either across the river towards Dillard, or north on Willis Creek Road towards Brockway.

**Priority Fuel Reduction Area Identification**

The Douglas County Community Wildfire Protection Plans Core Team has identified priority fuel treatment areas for the Willis Creek area. Using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, 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 homes and structures and critical infrastructure areas concentrated in the priority fuel reduction areas. Narrow escape routes to be cleaned and widened where needed. Thinning for structures to 300'. Maintain all roads for fire fighting access during initial and extended attack.

Treatment Areas 2: Maintain and enhance escape routes for homes located on Willis Creek Road, Rice Creek Road and Kent Creek Road to be thinned 300'. Develop cleared safe areas along escape routes

### Type of fuel reduction treatment

Mechanical clearing and thinning in fuel reduction areas identified by the Community Wildfire Protection Plan Core, 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 landscape-scale fire 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](http://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 hereby agrees to the final contents of the Community Wildfire Protection Plan:



Robert Nicholls  
Chief , Winston-Dillard Rural Fire Protection District

Signed 2/3/2005

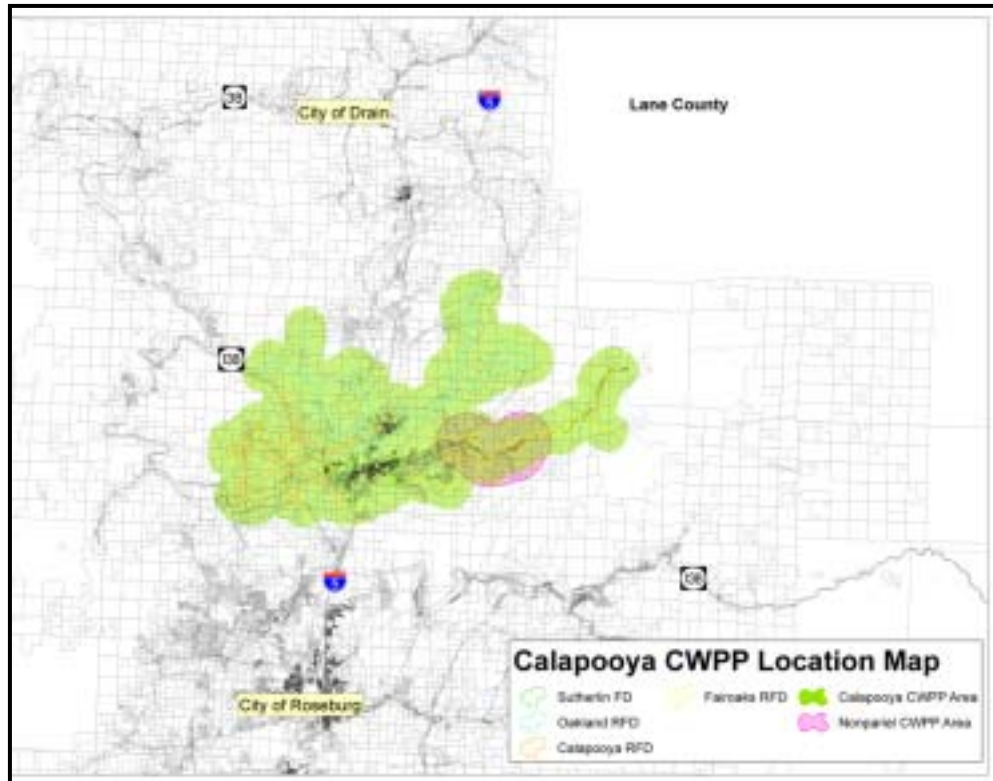


## Community Wildfire Protection Plans: Calapooya CWPP Area

### 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 it 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

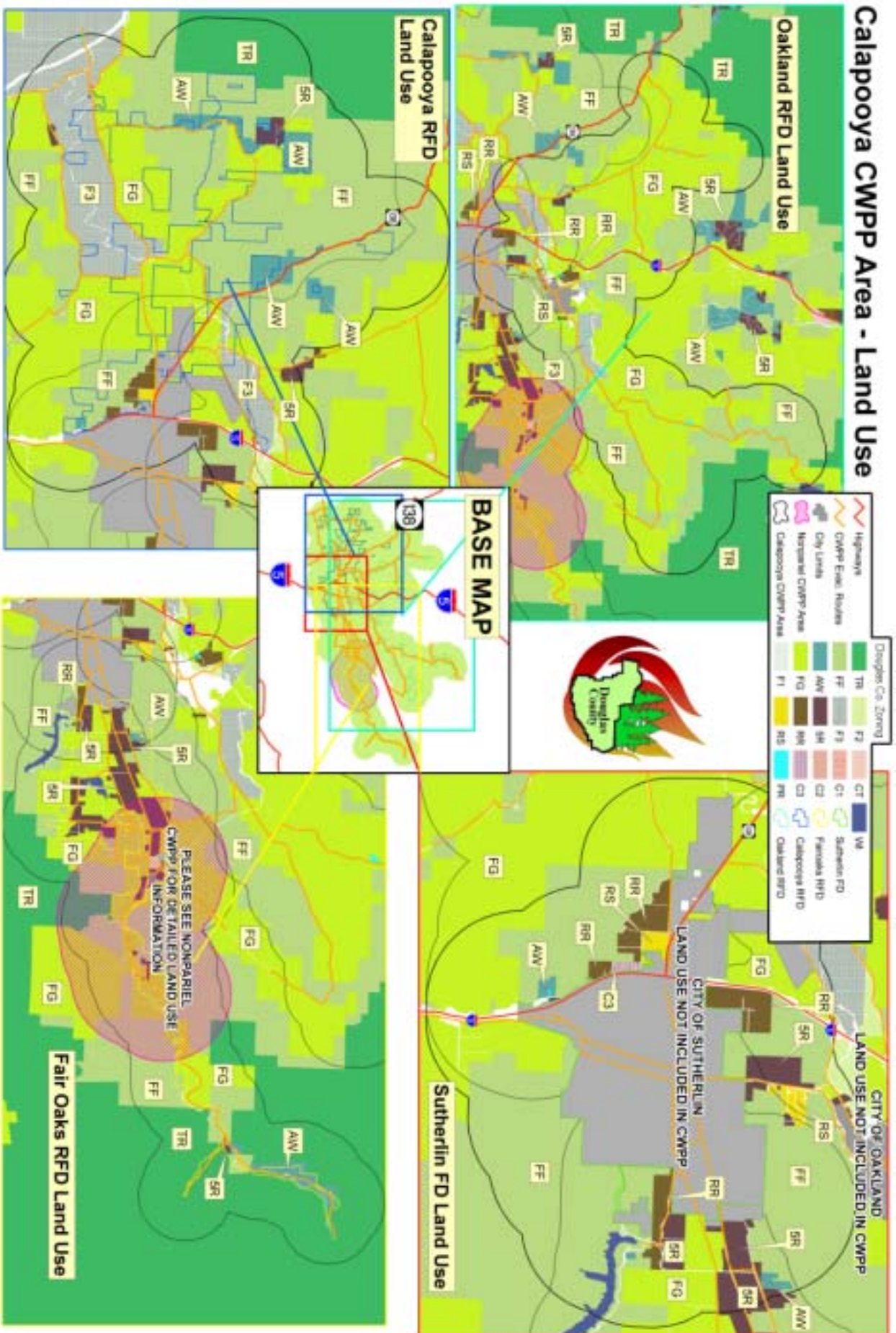
The approximate population of the Calapooya CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 11,600 people.

#### 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

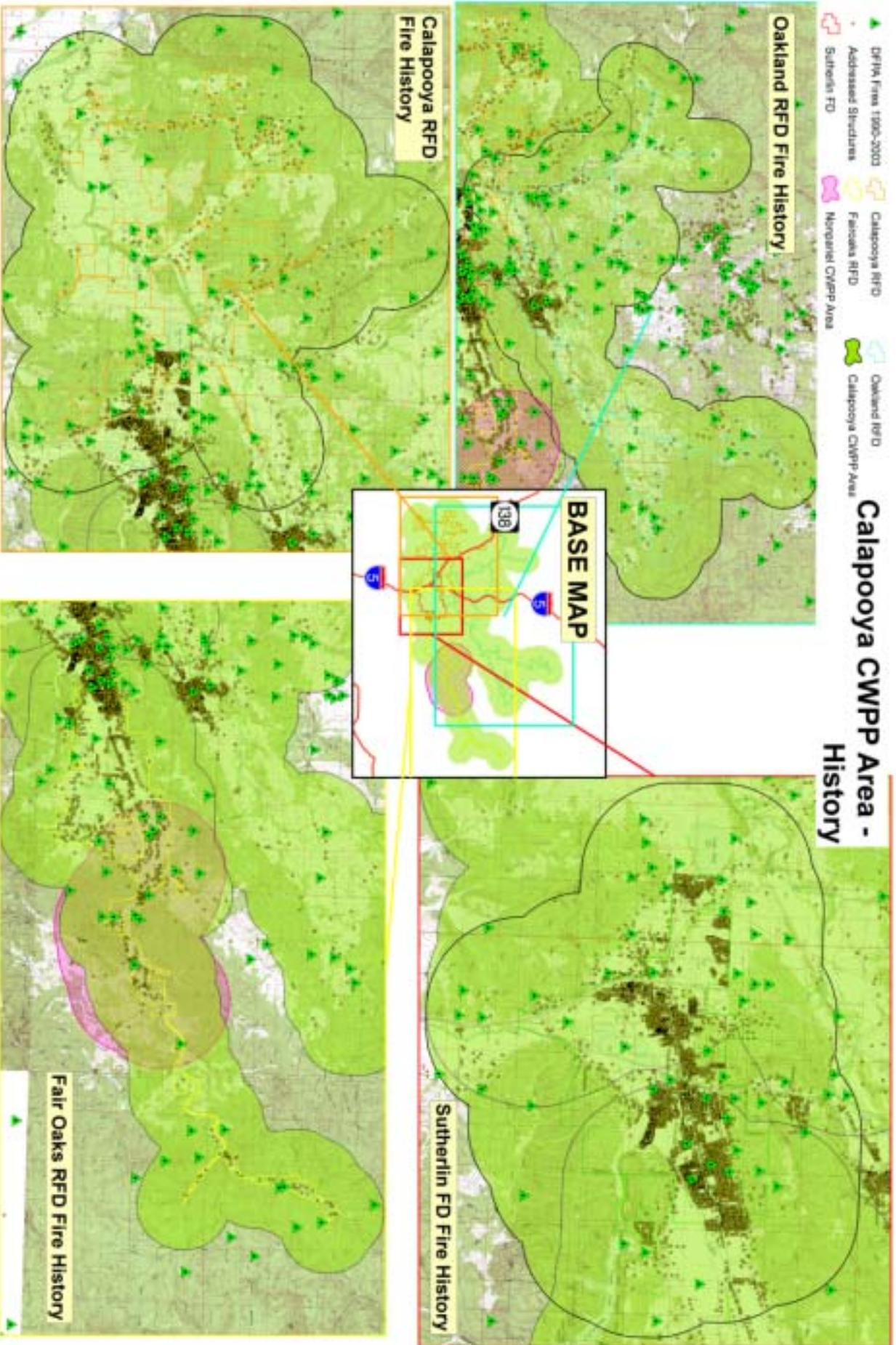
Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- 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.







## **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

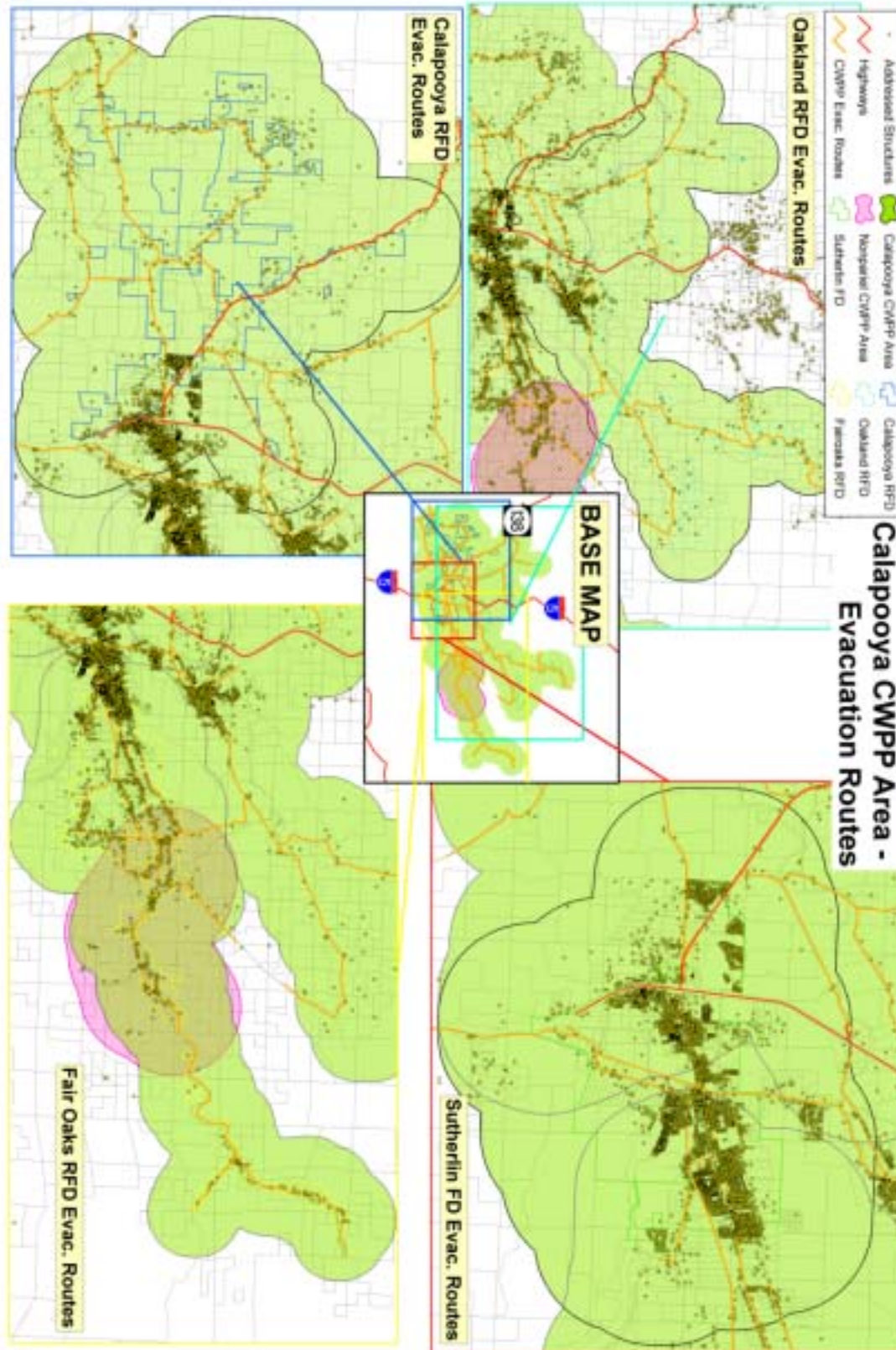
### **SUTHERLIN FIRE DISTRICT / CALAPOOYA RURAL FIRE DISTRICT**

- 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.

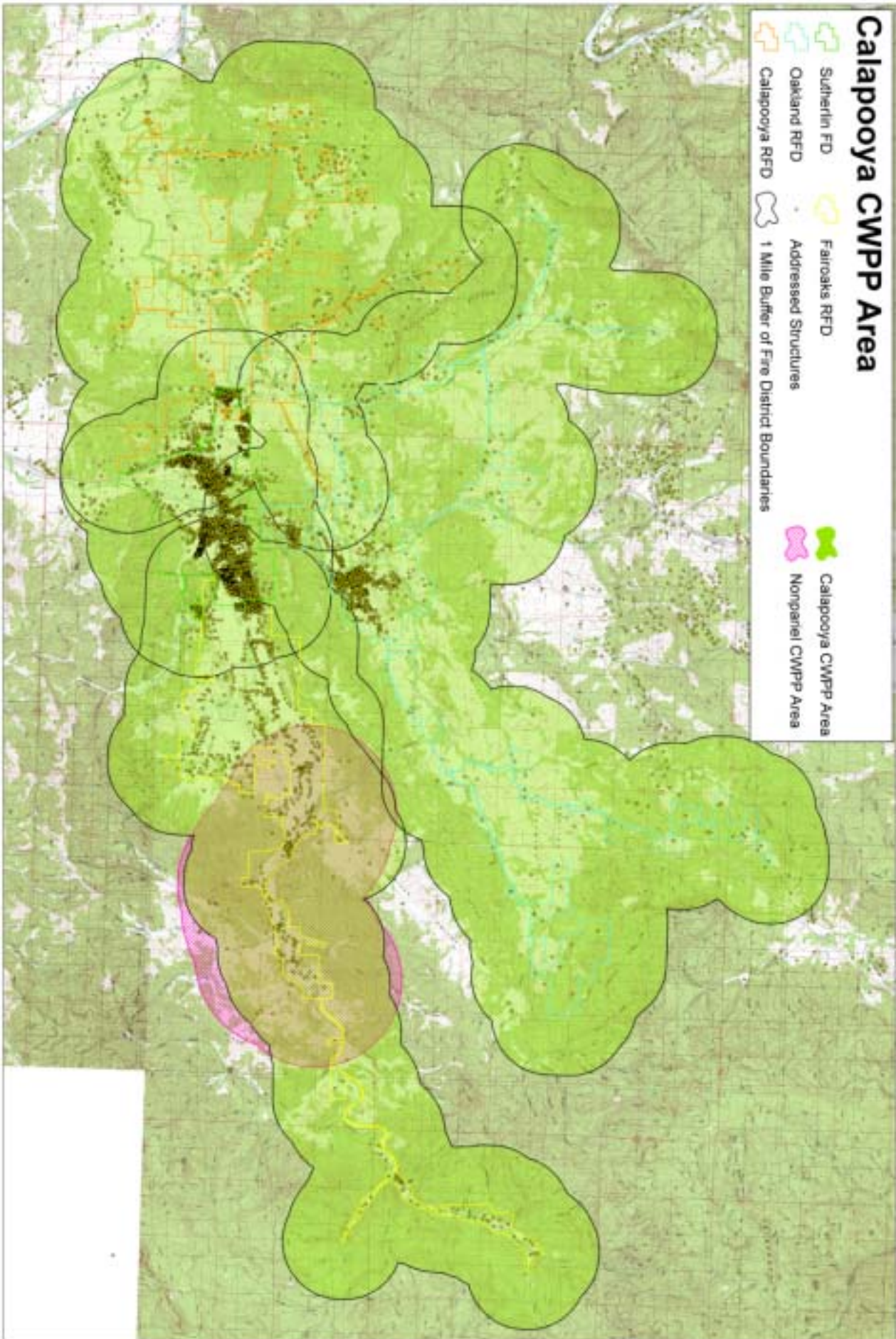
The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE



# Calapooya CWPP Area

-  Sutherlin FD
-  Oakland RFD
-  Calapooya RFD
-  Fair Oaks RFD
-  Addressed Structures
-  1 Mile Buffer of Fire District Boundaries
-  Calapooya CWPP Area
-  Nonpanel 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](http://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, Fair Oaks Rural Fire District

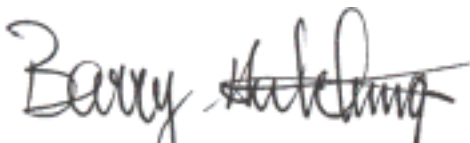
Date



12/21/05

Chief, Oakland Rural Fire District

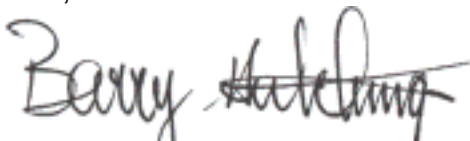
Date



12-21-05

Chief, Sutherlin Fire District

Date



12-21-05

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.

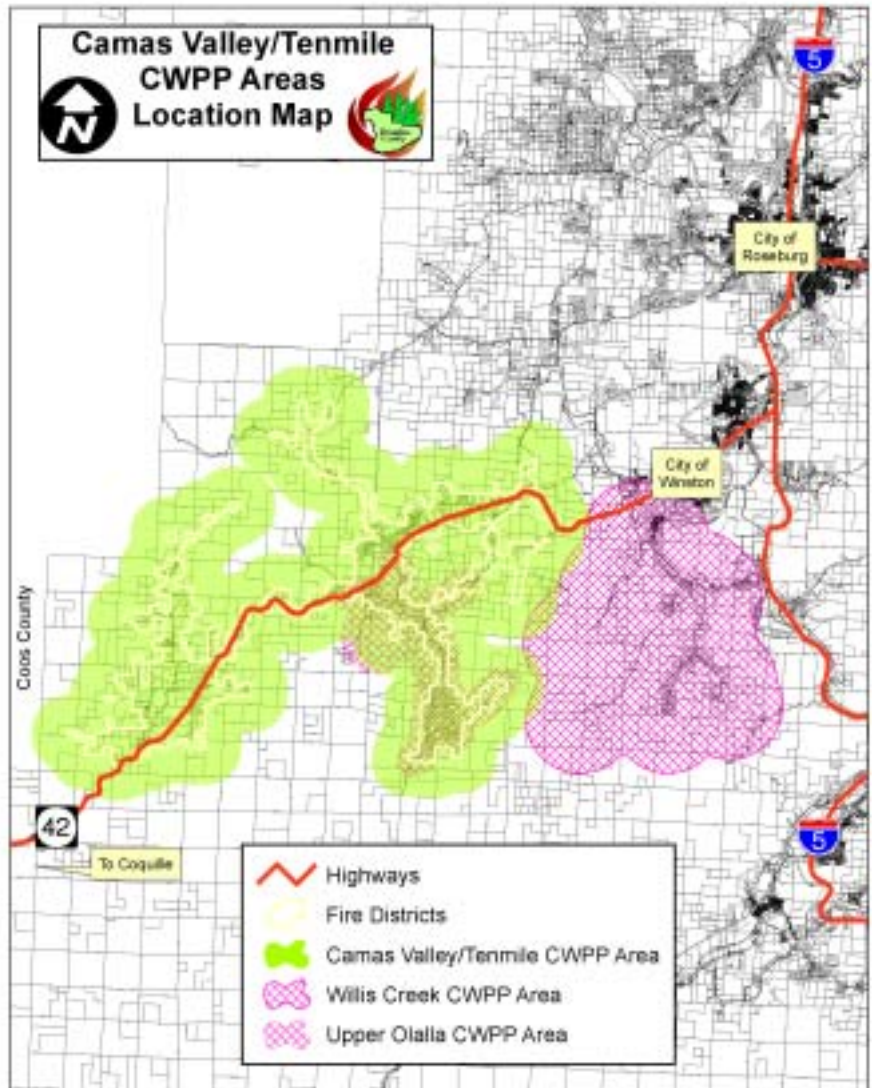
### Population

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

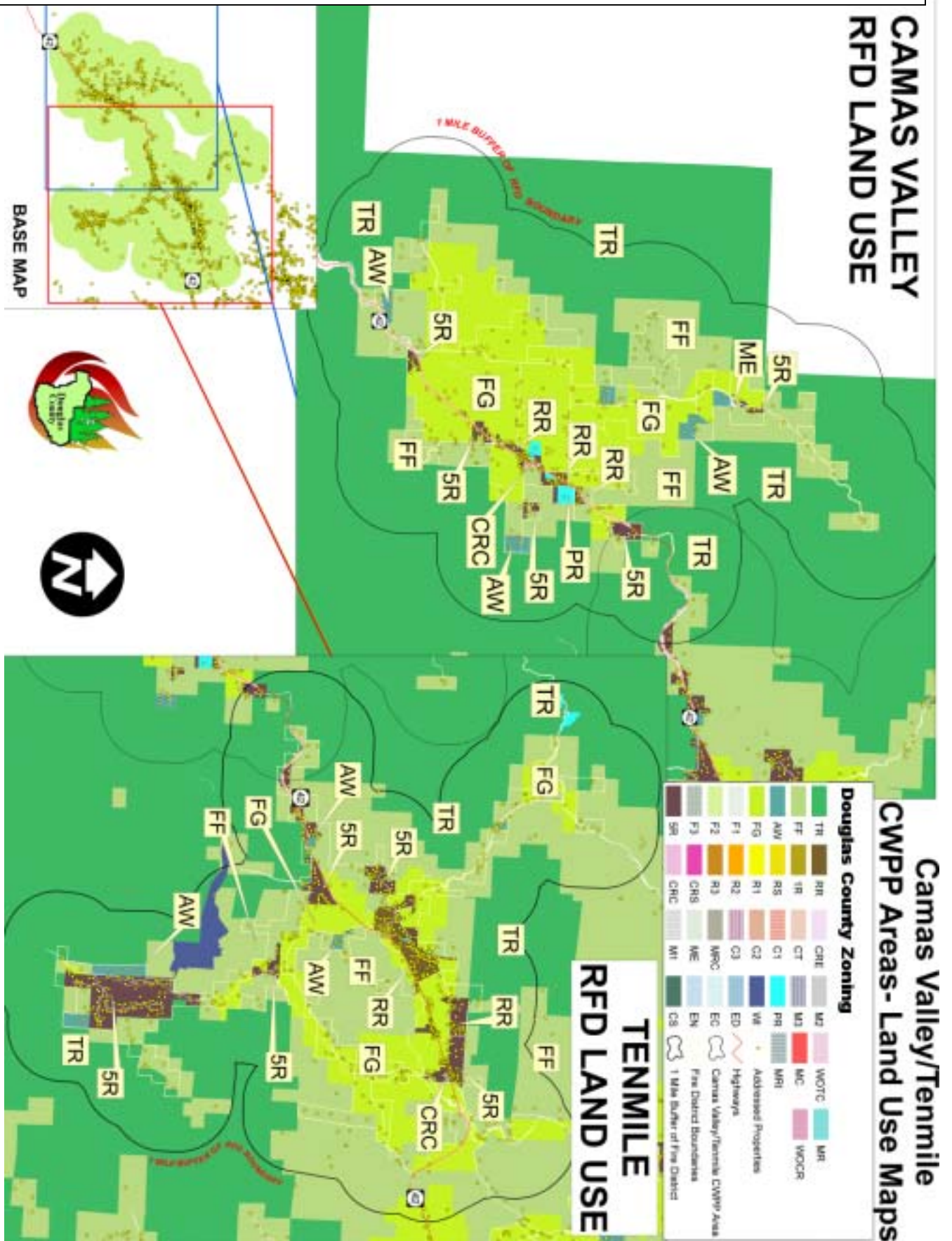
Using the Douglas County Planning Department's addressing plats, there are approximately 1195 addressed structures within the Camas Valley/Tenmile CWPP Area. The majority of these are homes, but there are also commercial structures.

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)

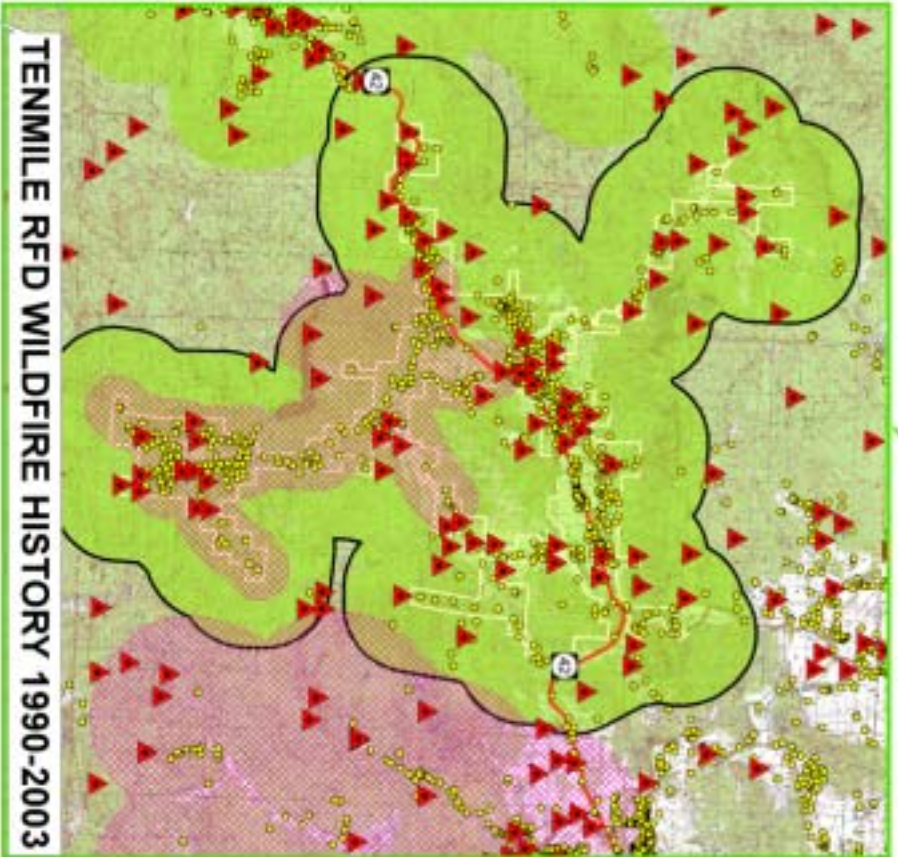
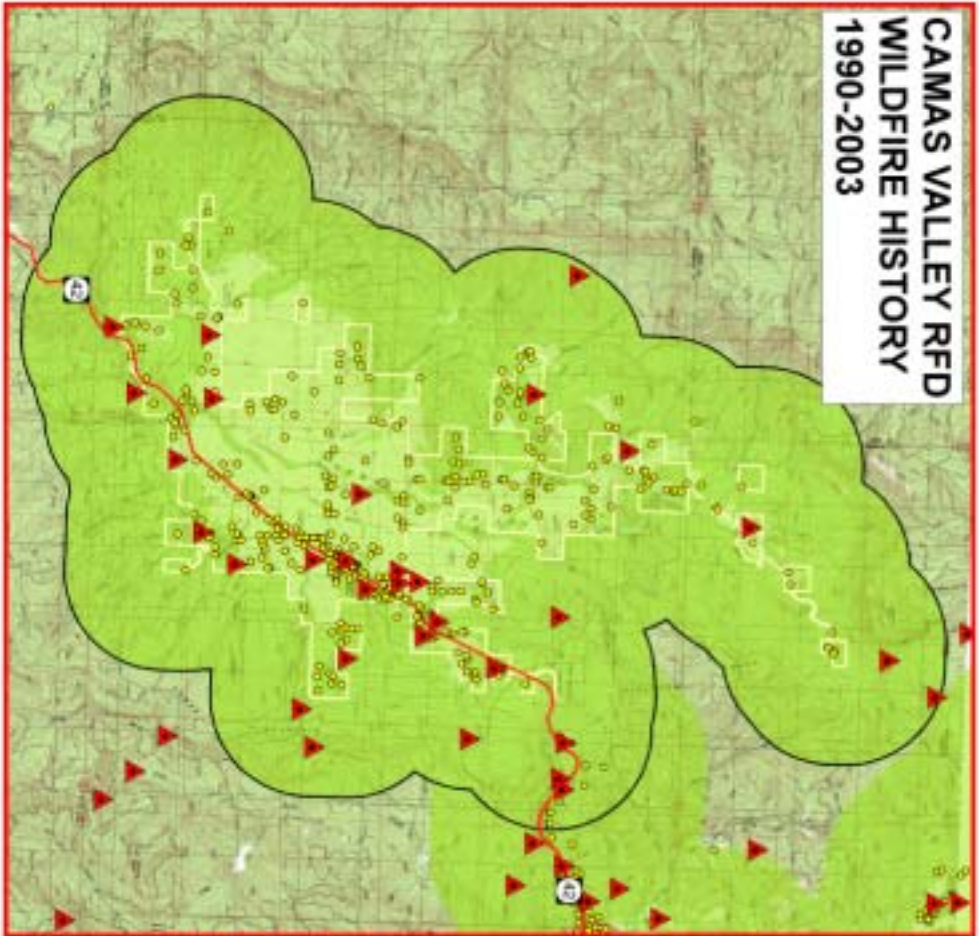
## **WILDFIRE RISK ASSESSMENT- History**

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.

- ▲ DFPA Fires 1990-2003
- Upper Ollala CWPP Area
- Willis Creek CWPP Area
- Highways
- Addressed Properties



## Camas Valley/Tennile 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

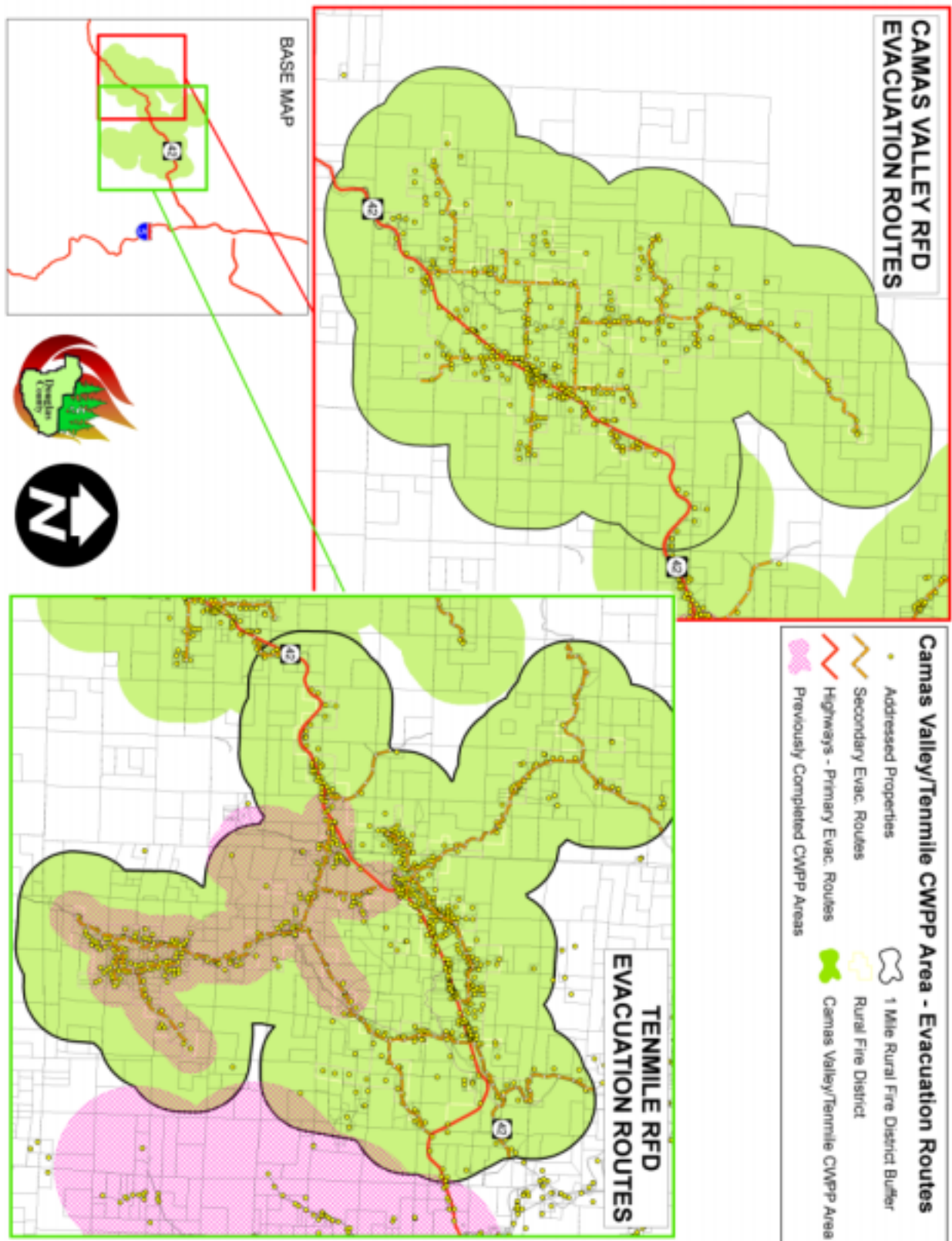
### TENMILE RURAL FIRE DISTRICT:

- 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.

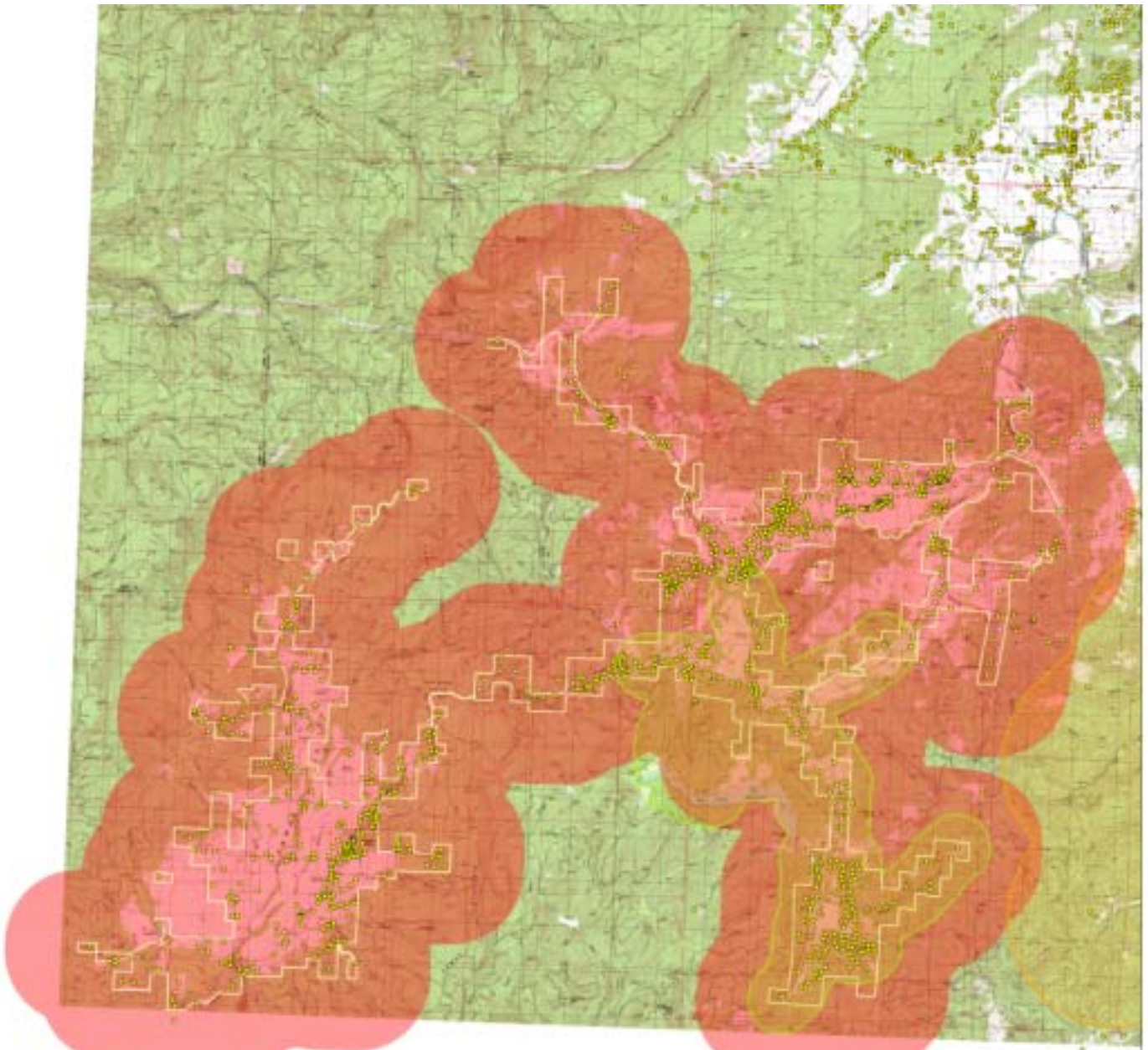
In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries 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](http://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, Camas Valley Rural Fire District

1-19-06  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Chief, Tenmile Rural Fire District

12/21/05  
\_\_\_\_\_  
Date

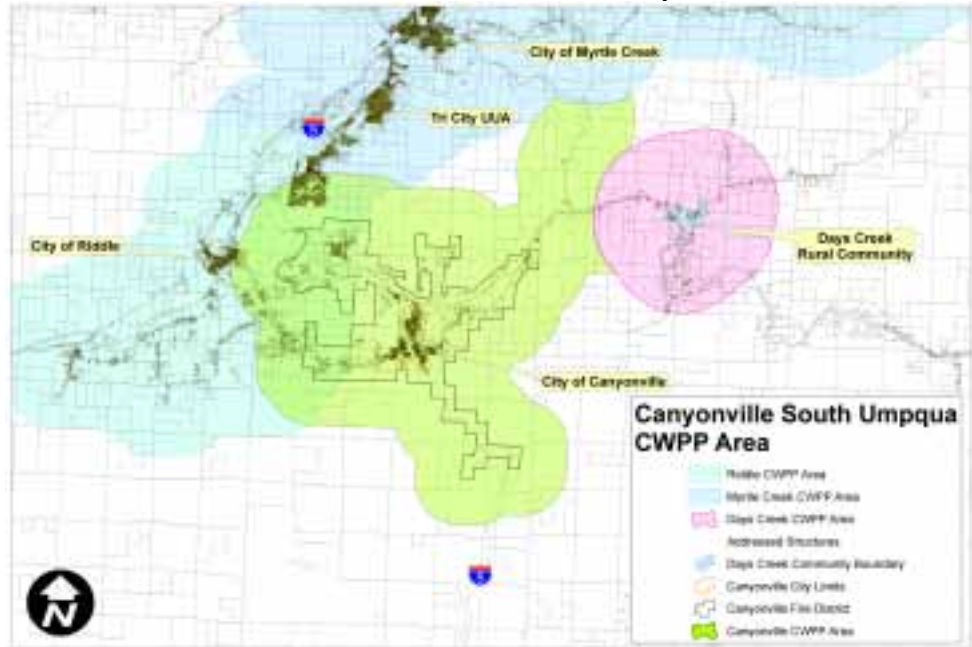


## Community Wildfire Protection Plans: Canyonville South Umpqua CWPP Area

### 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**

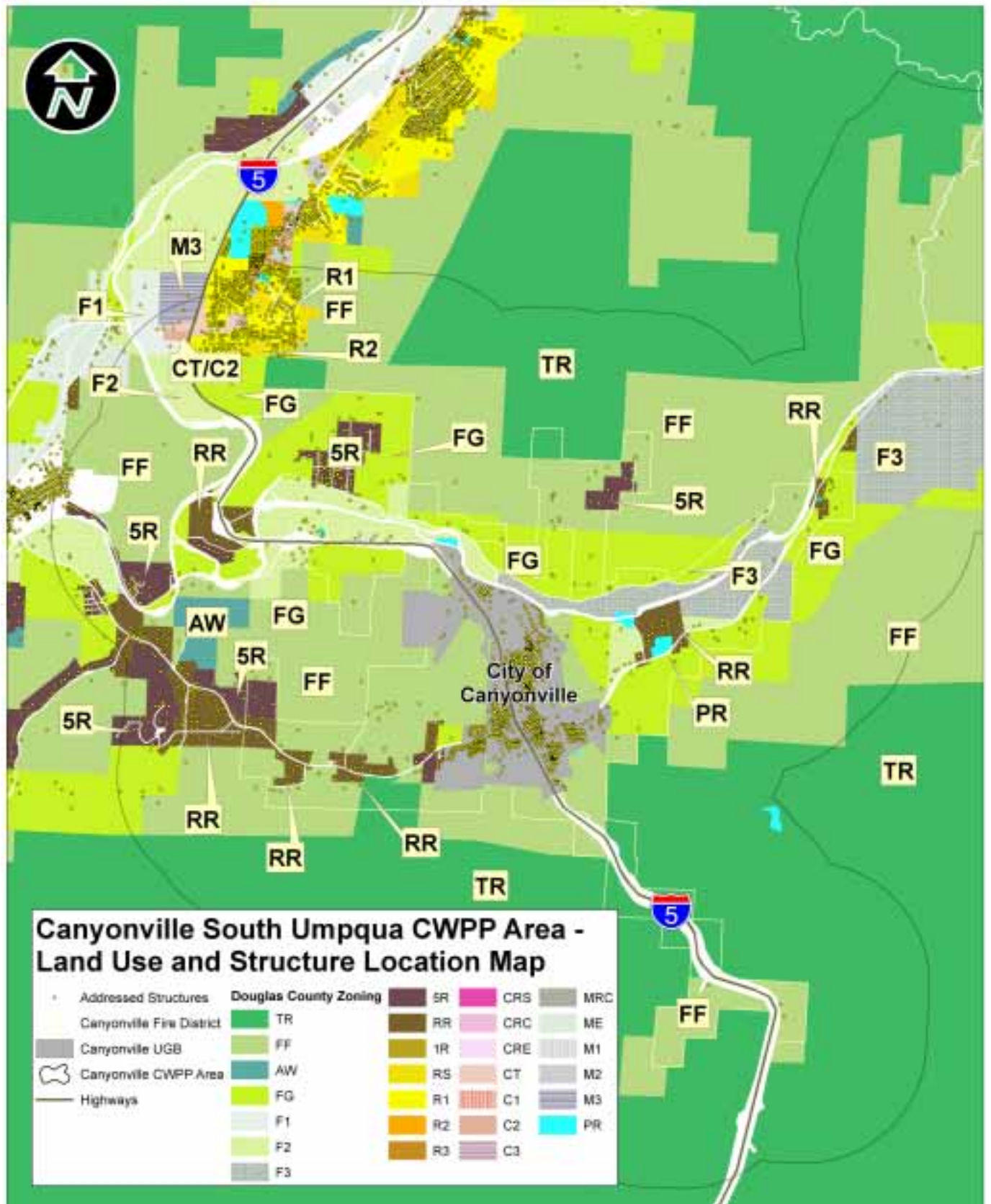
Unique critical infrastructure to the Canyonville South Umpqua CWPP area includes:

- 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:

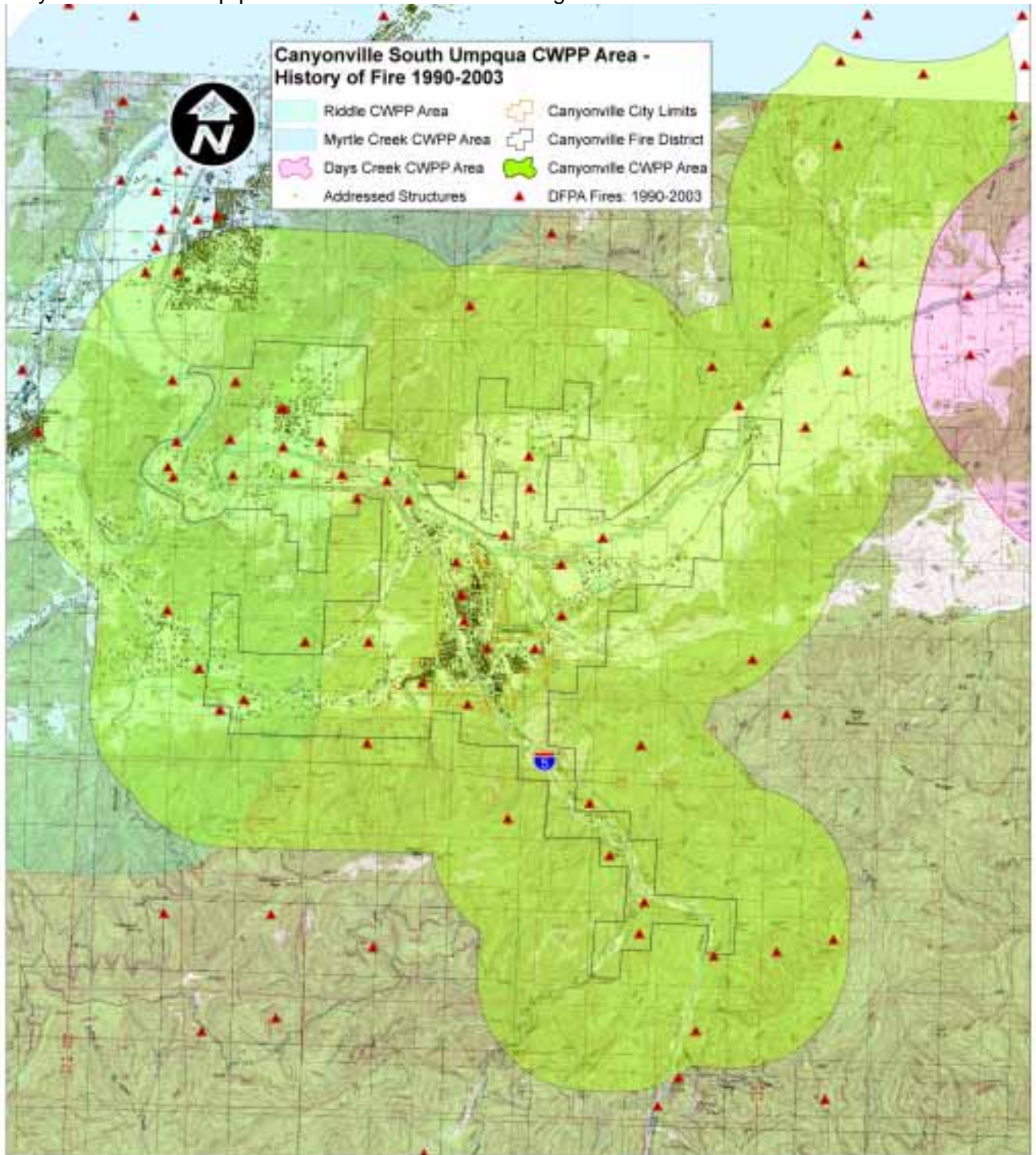
- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines/Substations
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical 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:

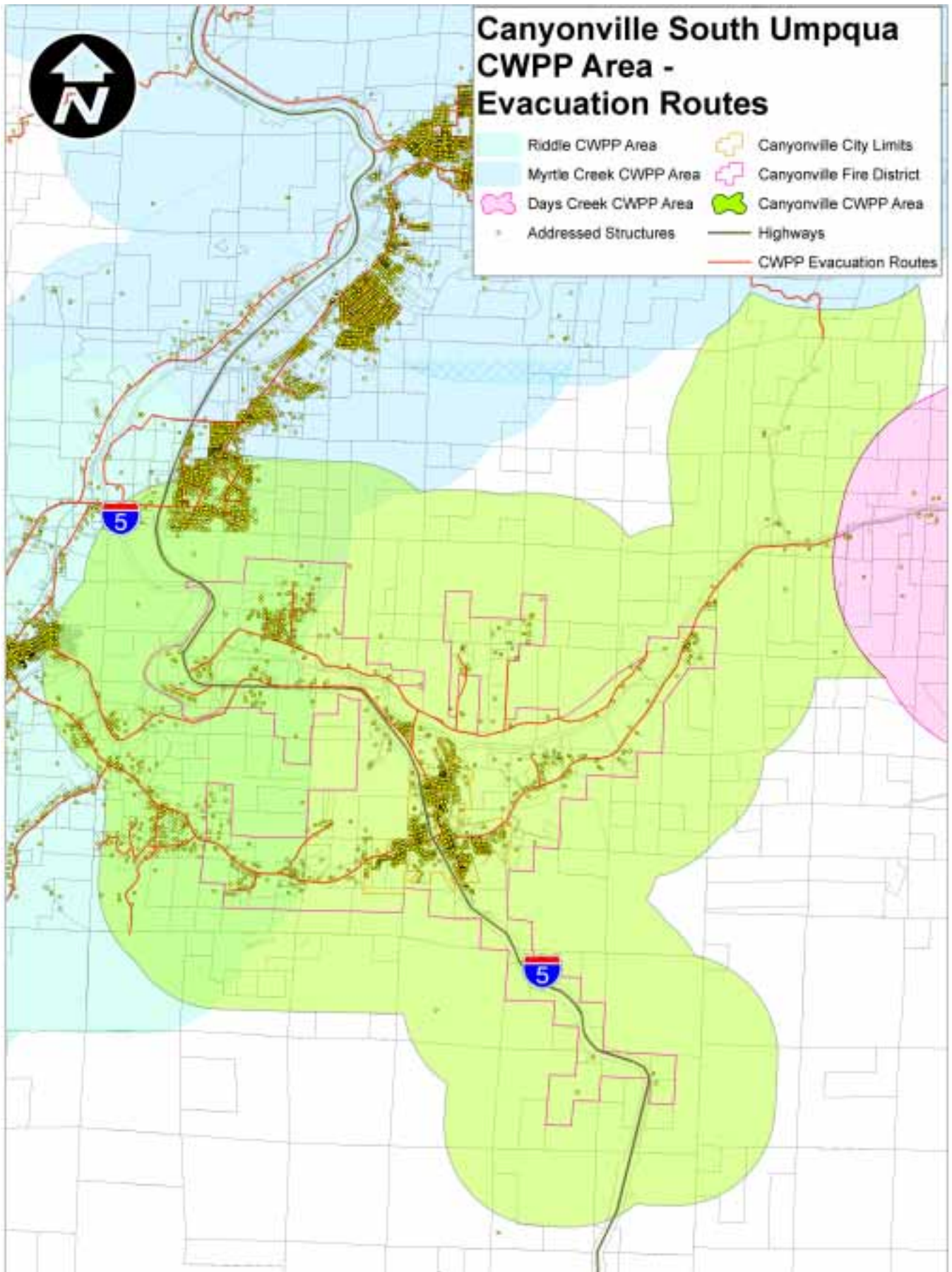
#### **CANYONVILLE SOUTH UMPQUA FIRE DISTRICT:**

- 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.



### **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.

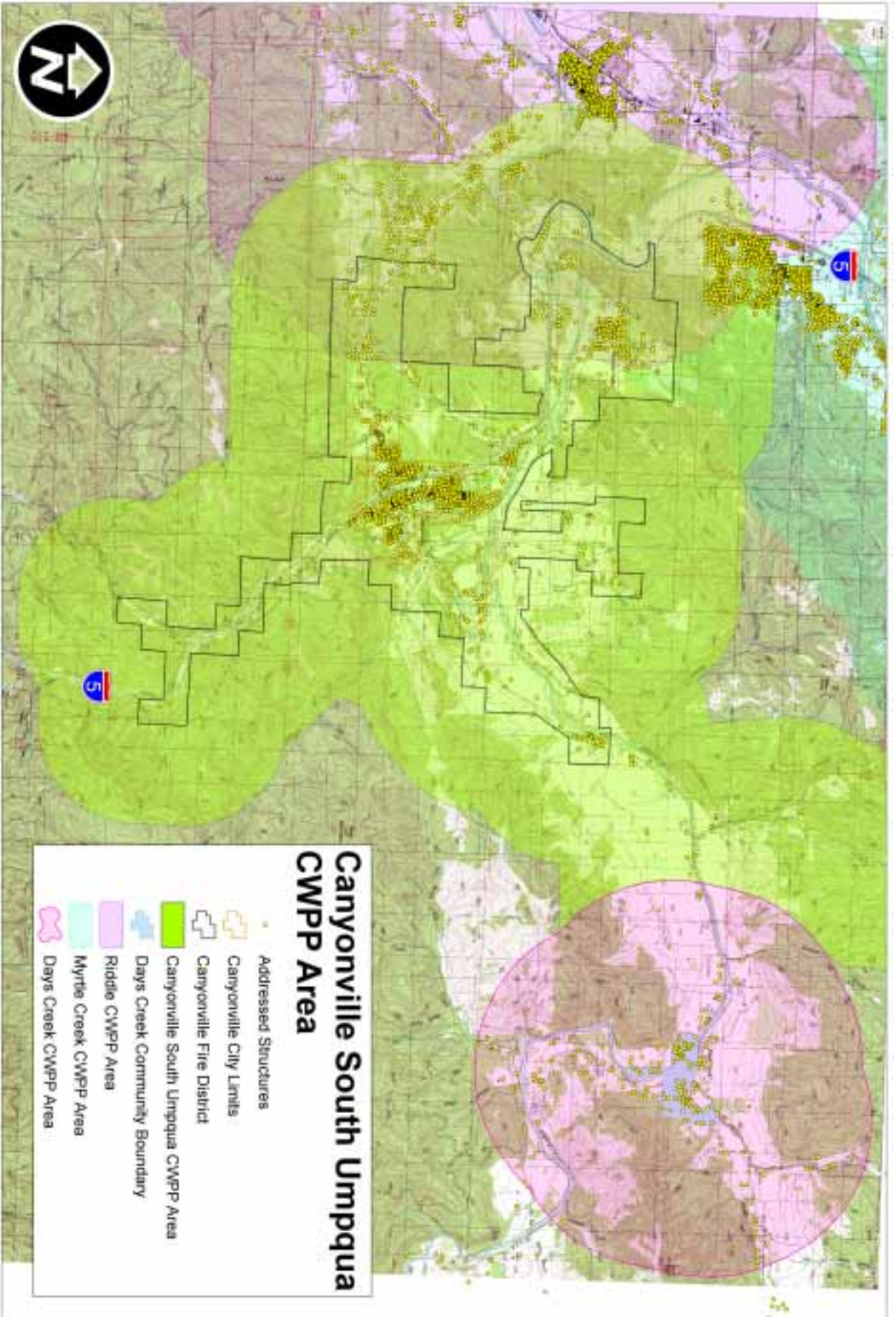
While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, 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





## Canyonville South Umpqua CWPP Area

- Addressed Structures
- Canyonville City Limits
- Canyonville Fire District
- Canyonville South Umpqua CWPP Area
- Days Creek Community Boundary
- Riddell 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.

Biological 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](http://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:



*Nov. 30, 05*

Chief, Canyonville South Umpqua Fire District

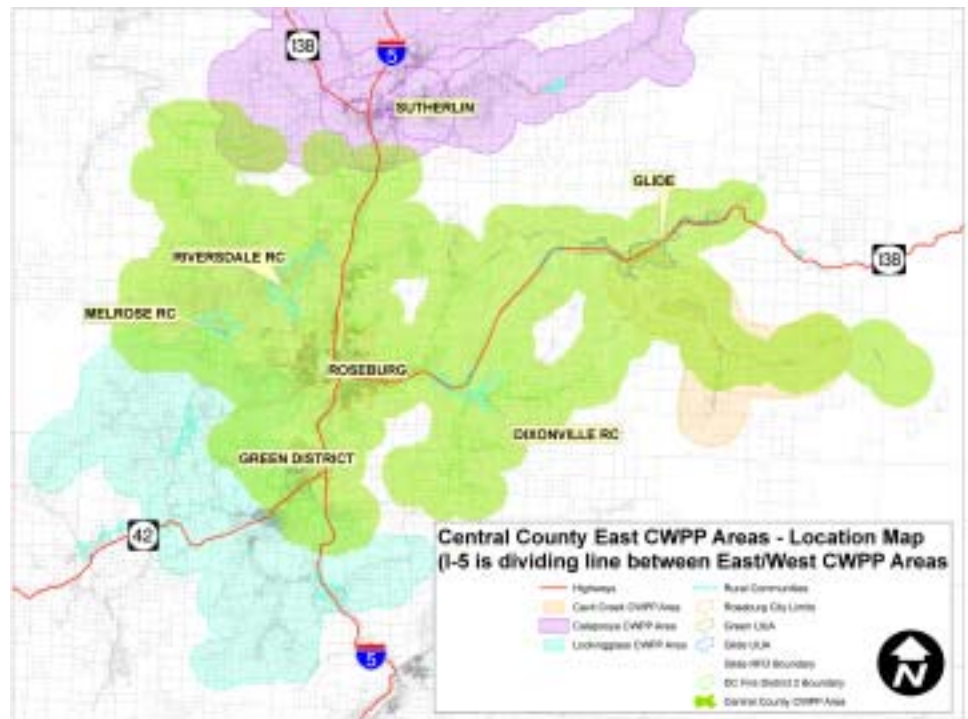
Date

# 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 5,767 addressed 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**

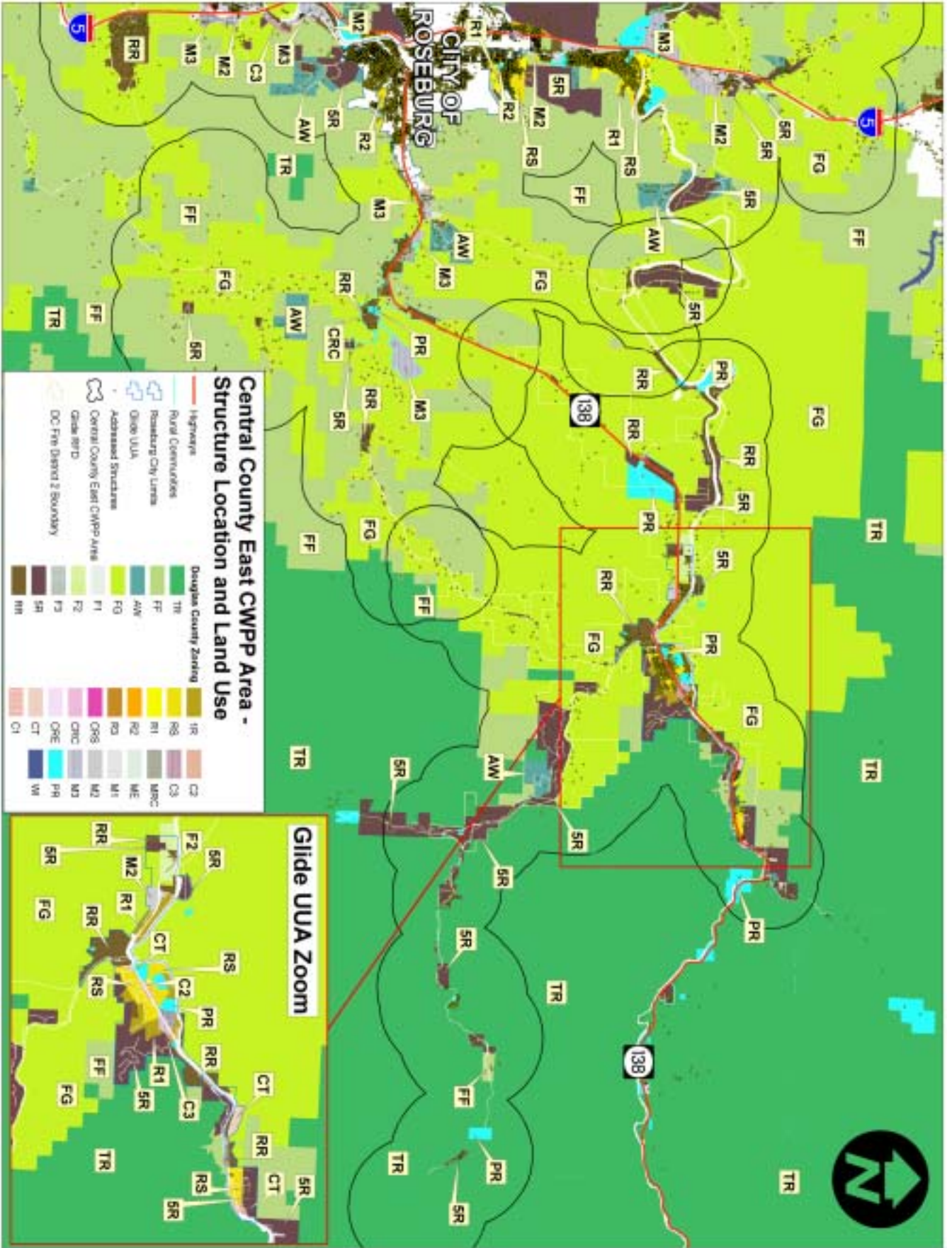
Unique critical infrastructure to the Central County East CWPP area includes:

- 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**

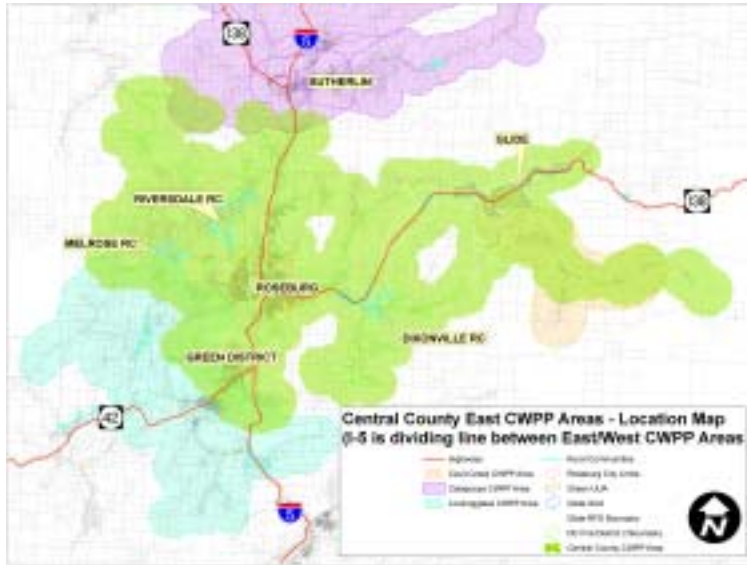


# Community Wildfire Protection Plans: **Central County West CWPP Area**

## **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 I-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.

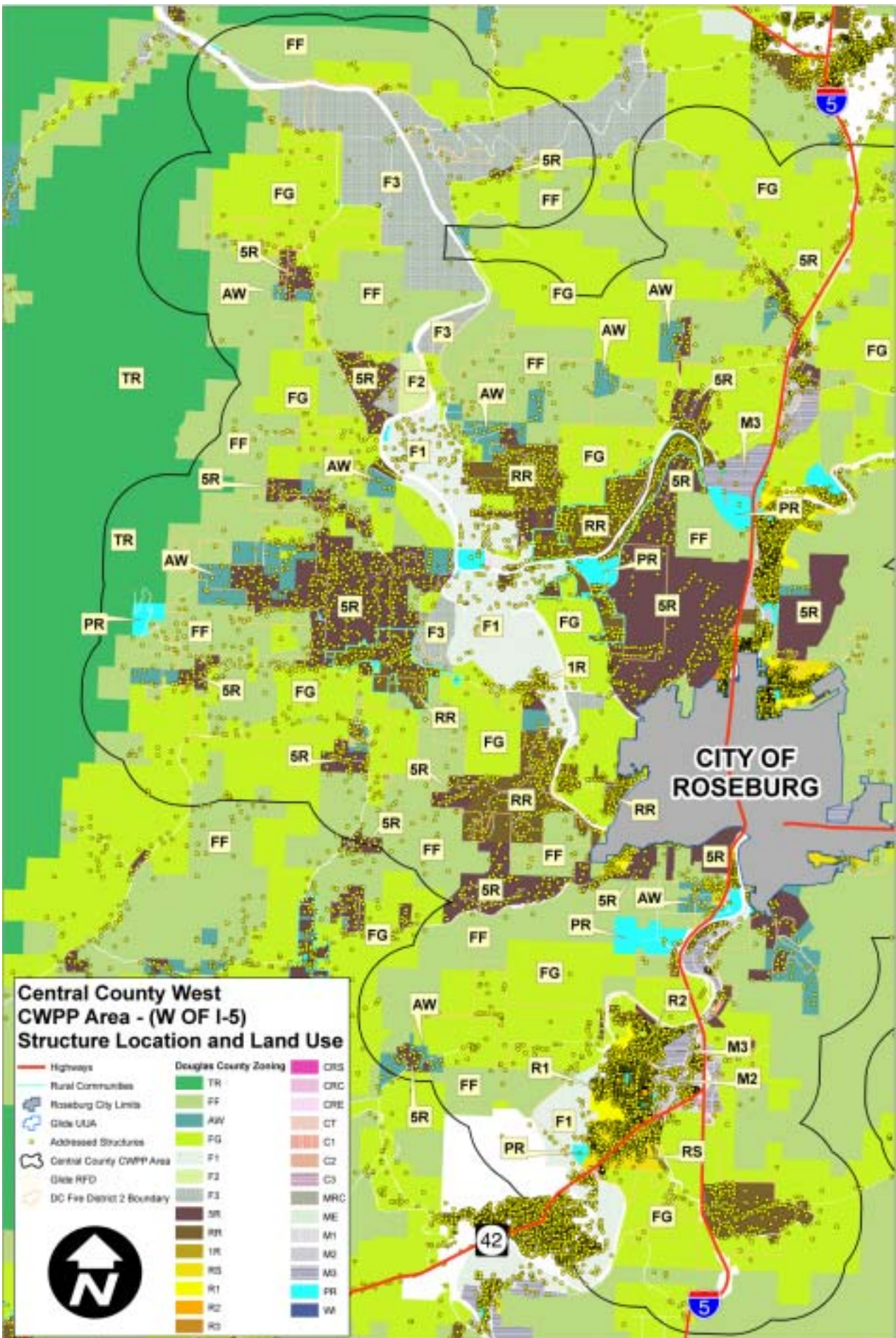
### **Critical Infrastructure**

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)

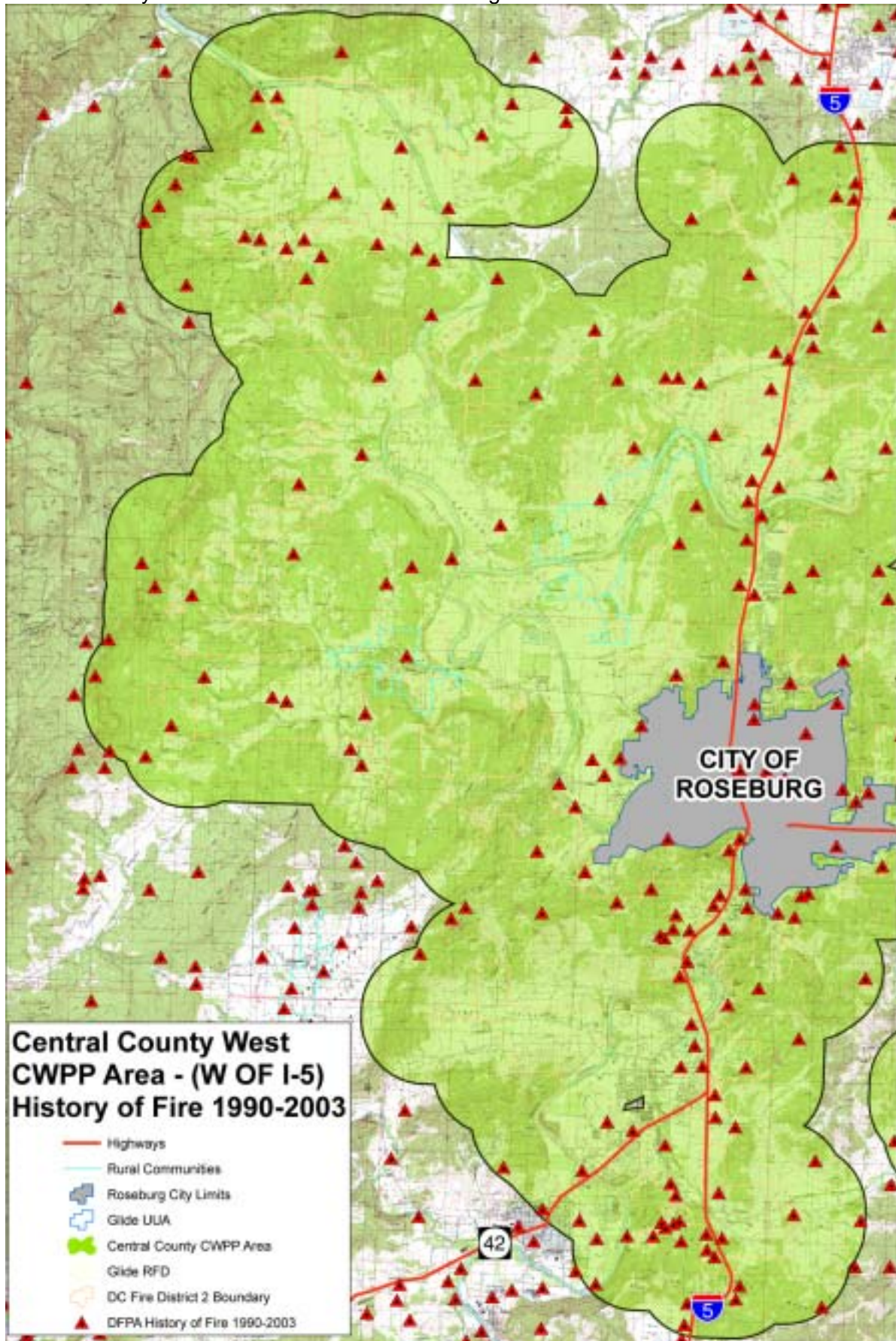


CENTRAL COUNTY WEST CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP





**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**

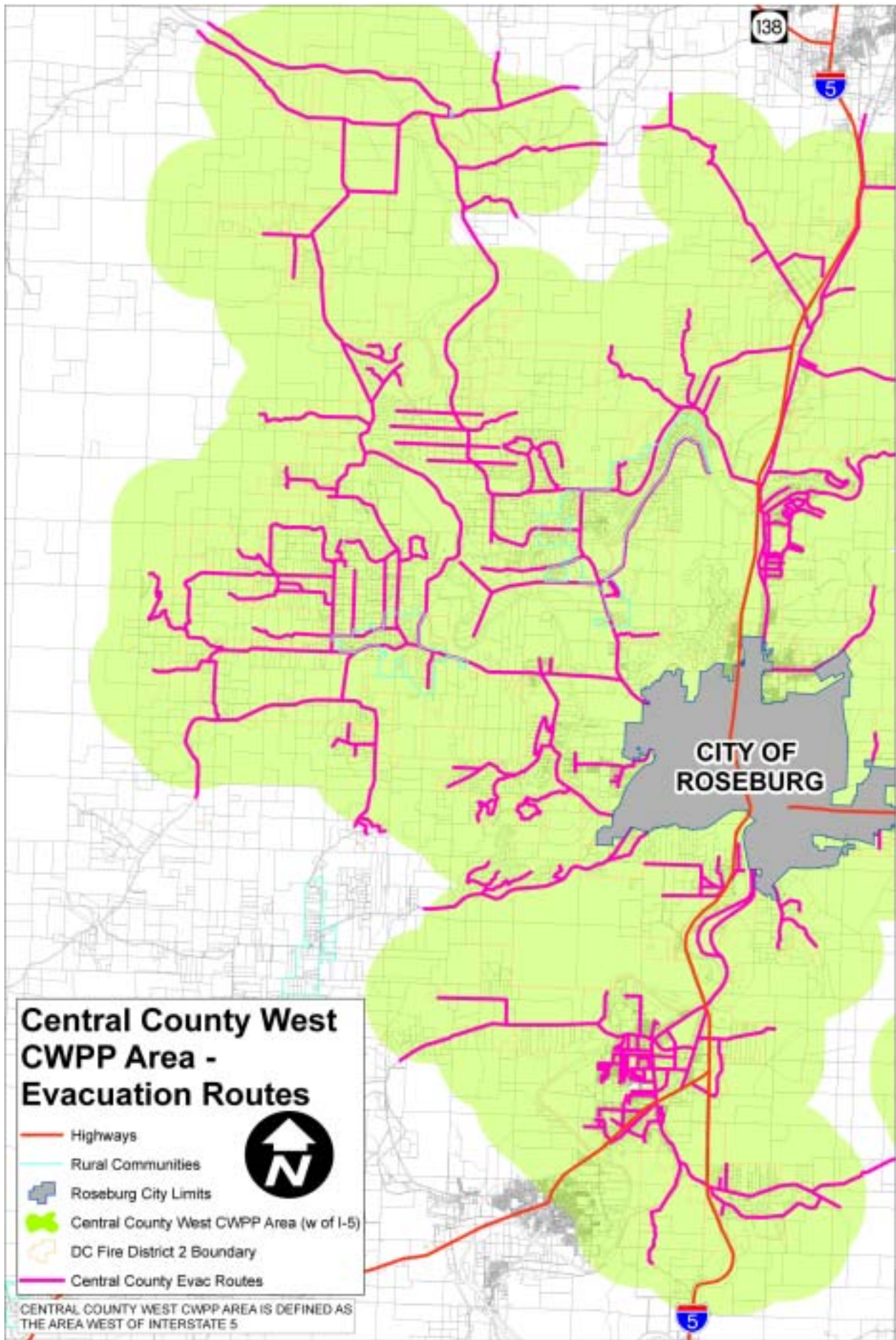
- 36 Firefighters
- 6 Type 1 Class A Structural engines
- 3 Type 2 Water tenders
- 1 Type 1 Water tender
- 6 Type 6 Wildland engines
- 4 First response vehicles

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.







### **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.

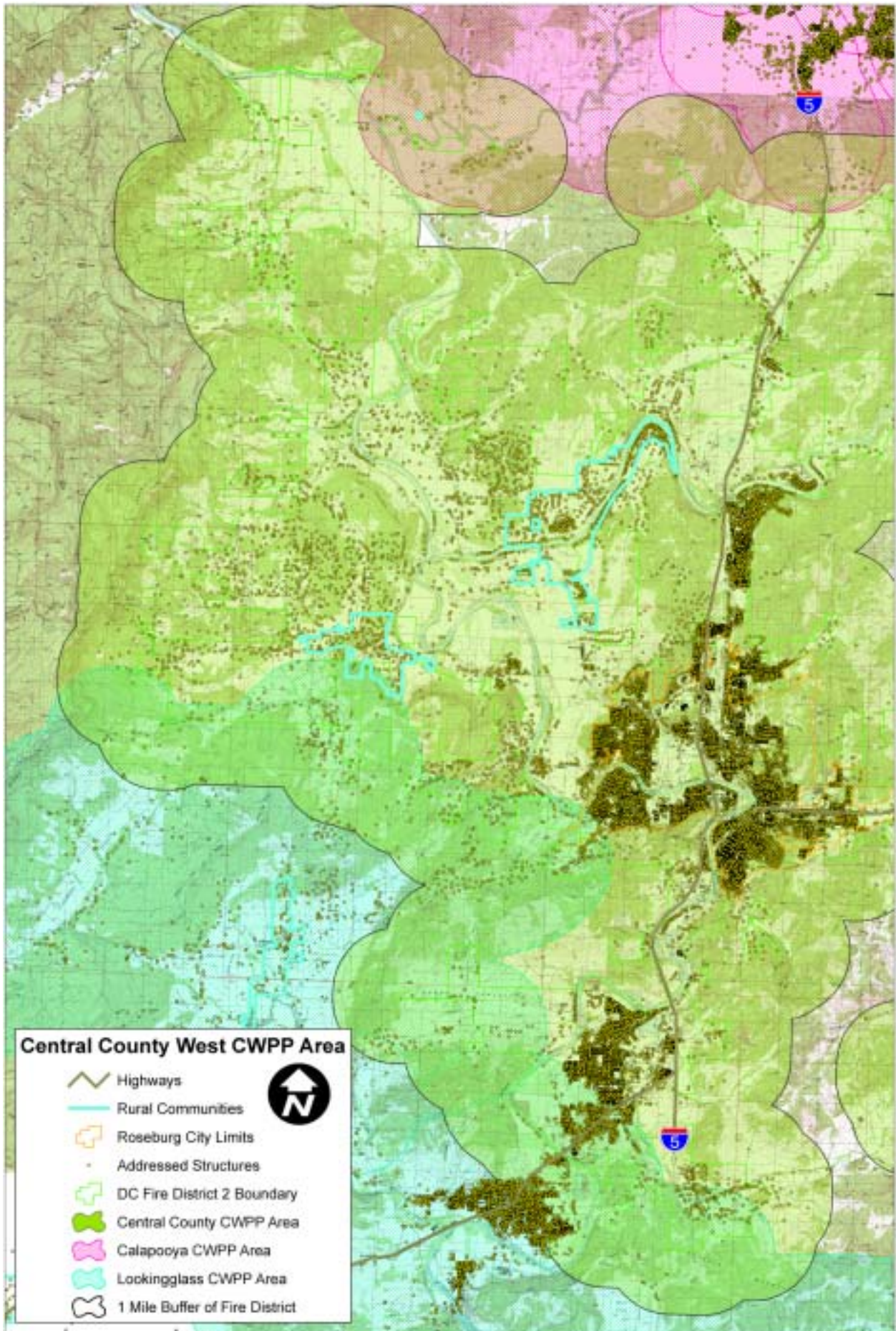
In order to identify areas of concern, a decision was made by the Core Team to buffer the Fire District Boundaries by one mile. Further analysis of the one mile buffer showed that by using concentrations of homes, maintaining evacuation routes, and vegetation types as a guide, the Fire District Boundaries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



## 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](http://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:

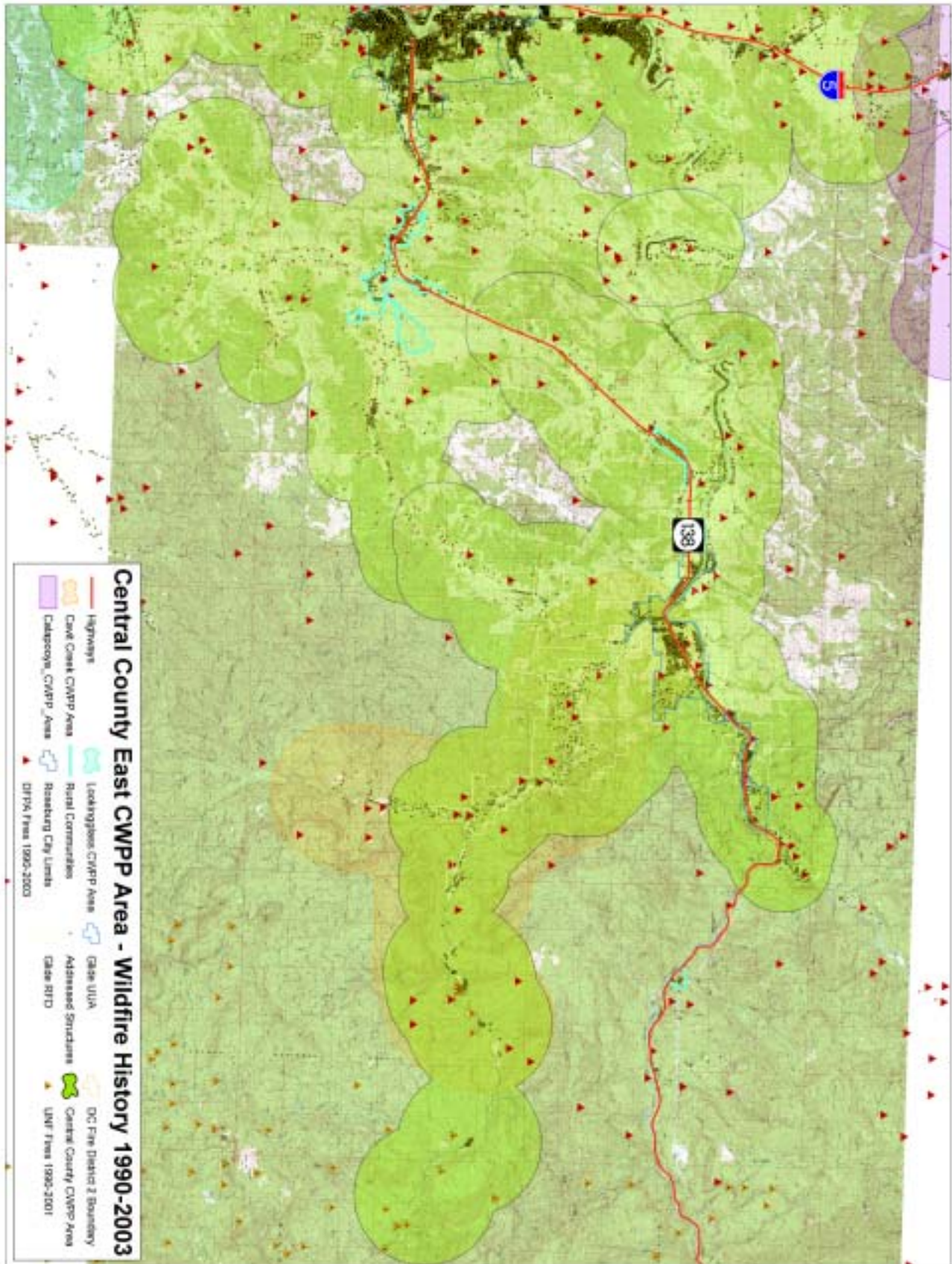


Chief, Douglas County Fire District 2

Date



**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:

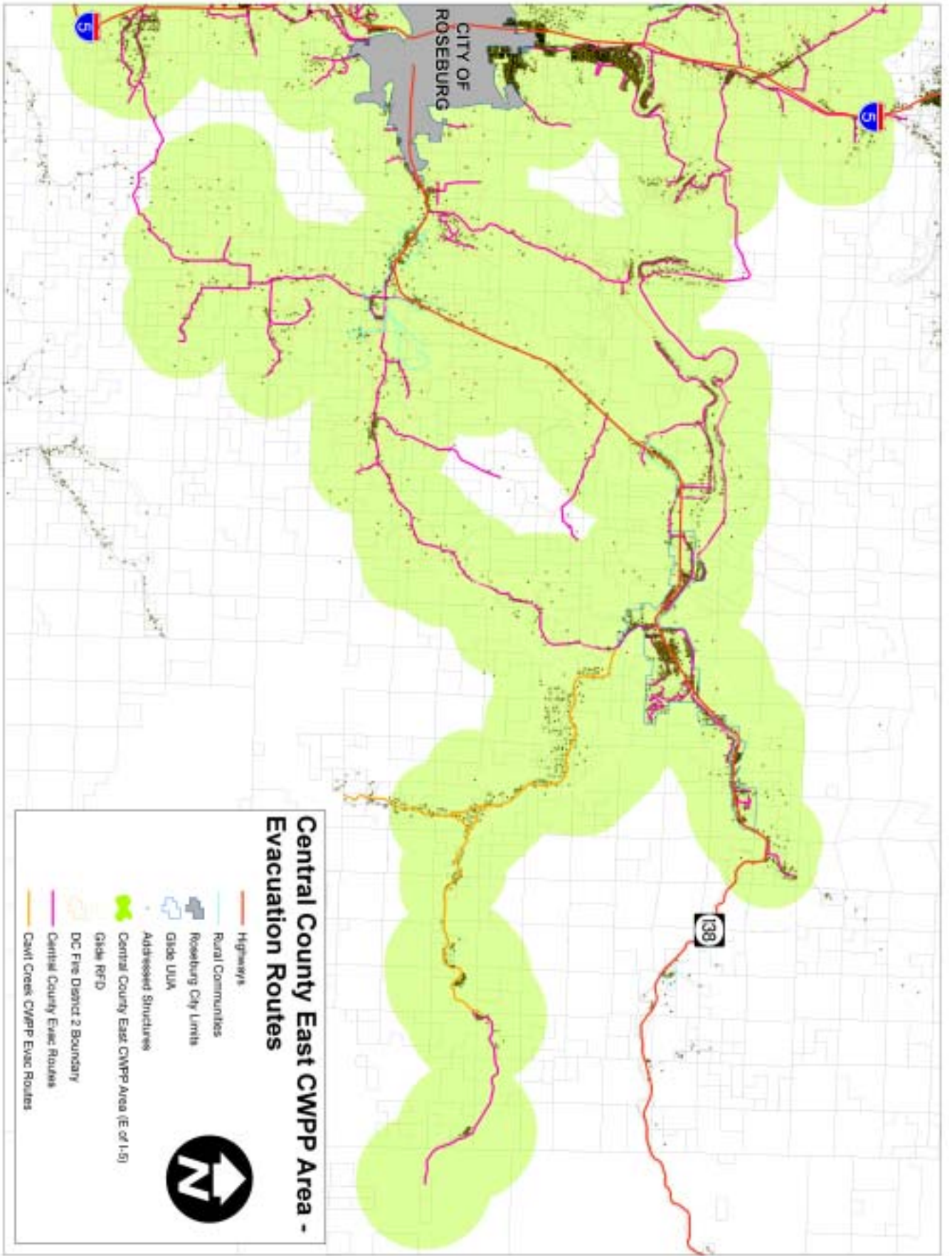
1	20-person hand crew	1	Type 6 Engines
2	Type 4 Engines	2	Type 3 Engines
1	Water Tender		

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.





## 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.

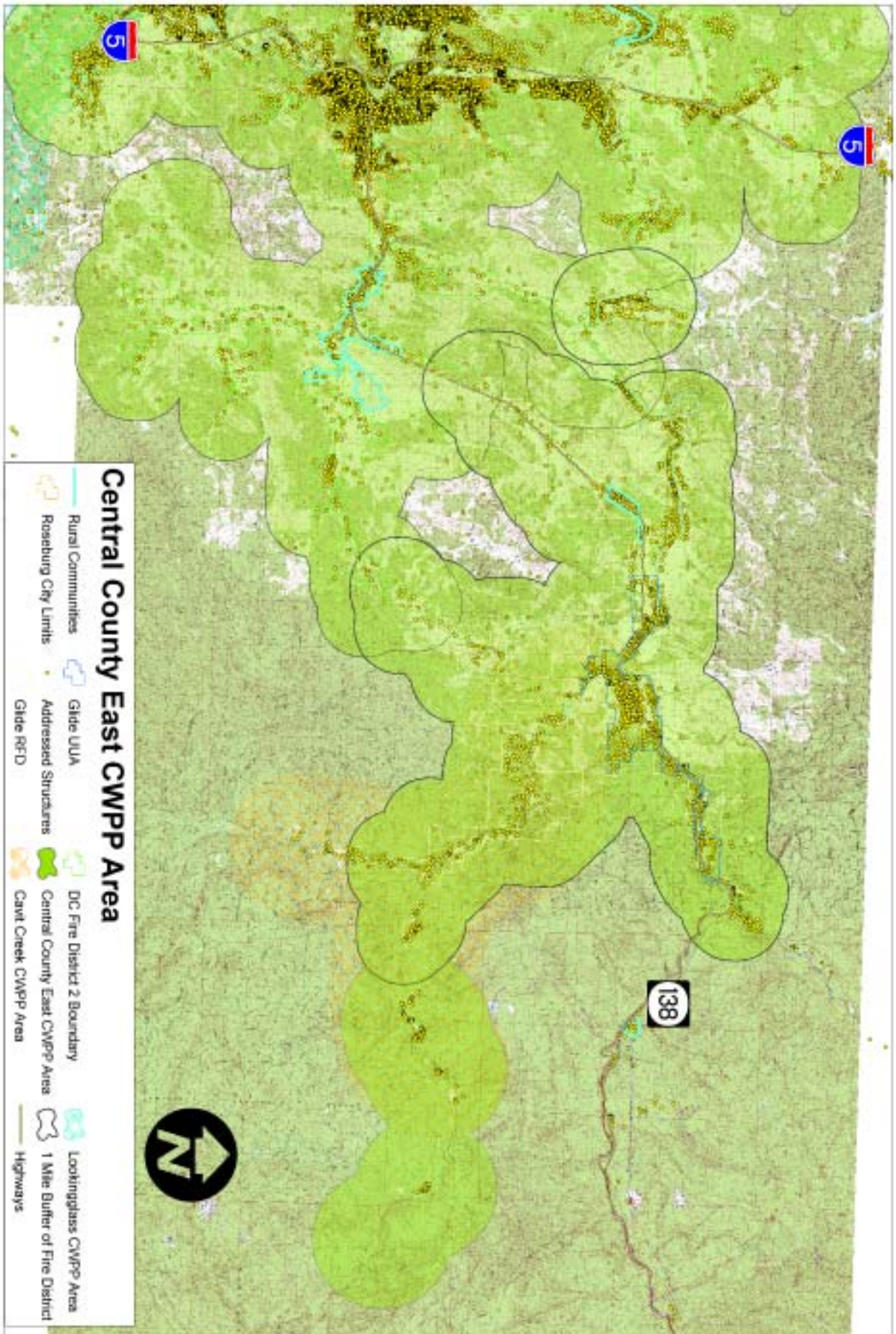
Guidance provided in the 10 year Comprehensive Strategy of the National Fire Plan, the Healthy Forest Restoration Act and the Umpqua National Forest's Land and Resource Management Plan, in addition to the designation of Communities at Risk in the Federal Register, directed the designation of the Wildland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





## 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".

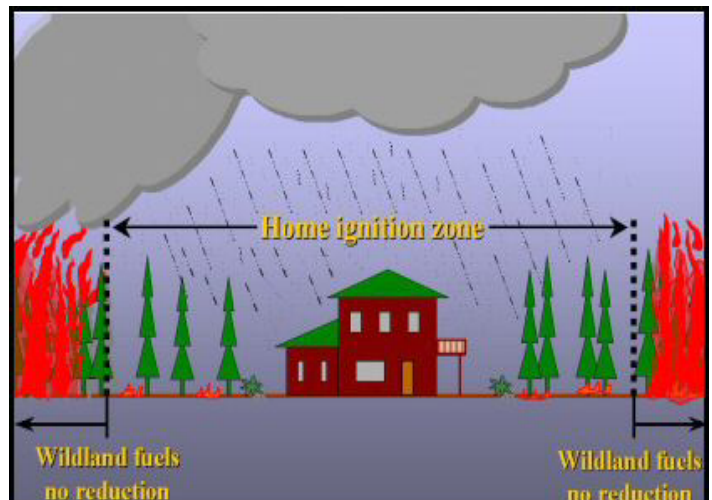


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential*; Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain

#### 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](http://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 Hanson*

*11-30-05*

Chief, Douglas County Fire District 2

Date

*Daniel Tubman*

*11/28/05*

Chief, Glide Rural Fire District

Date

*James Caplan*

*1/17/06*

James Caplan  
Forest Supervisor, Umpqua National Forest

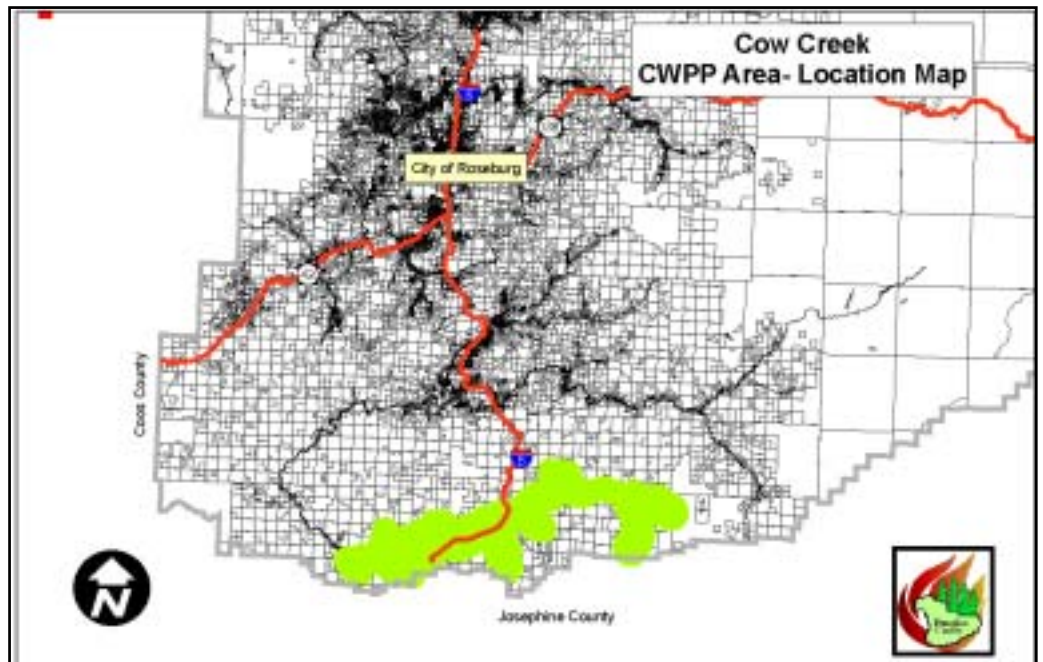
Date

## 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.

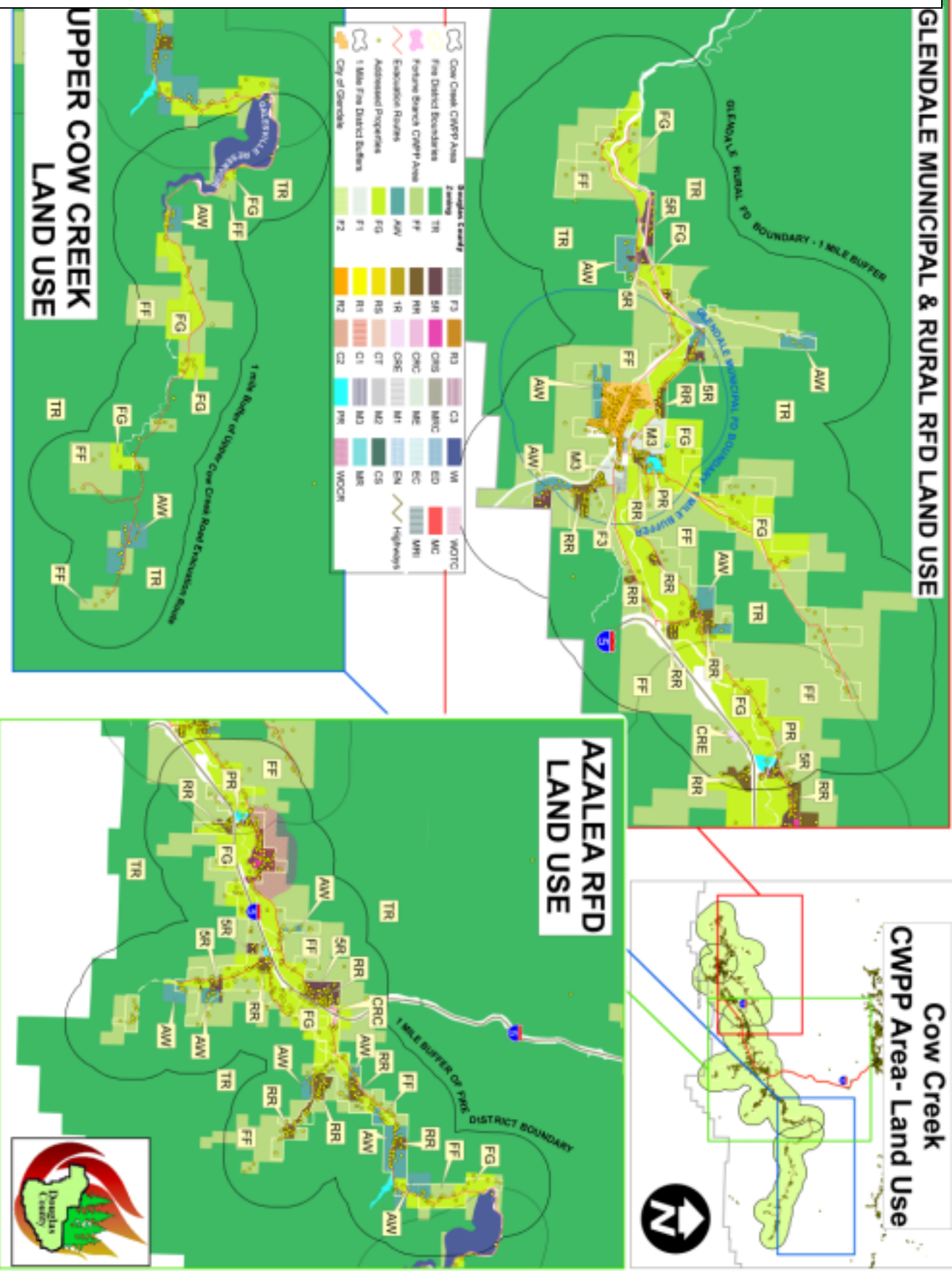
#### Housing/Land Use

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:

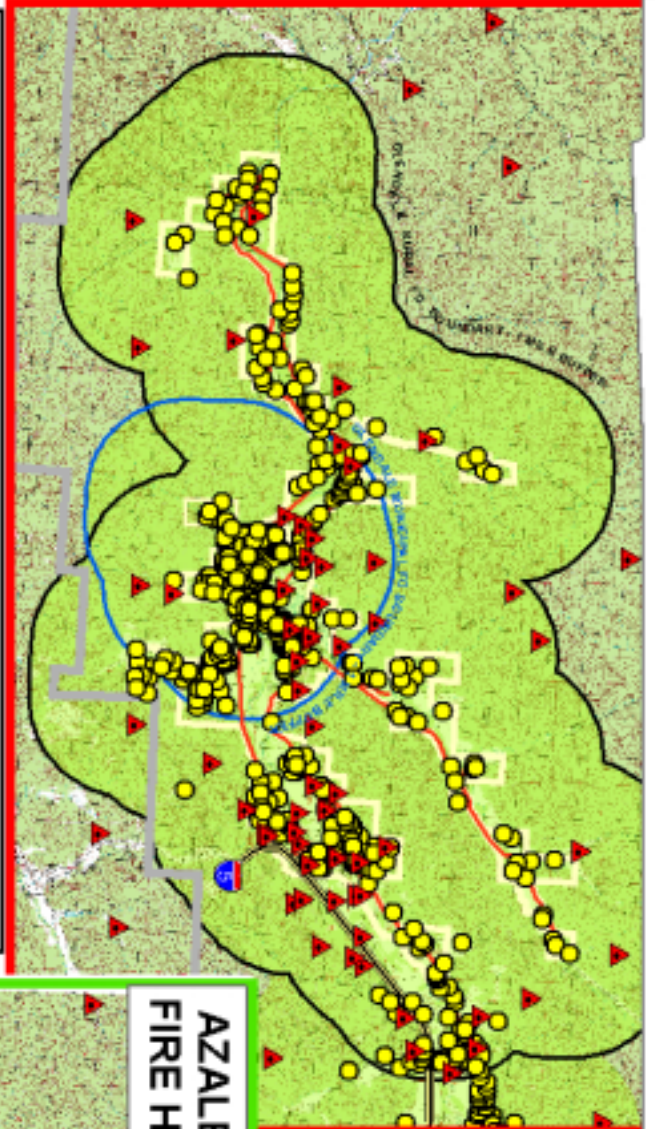
- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural 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**

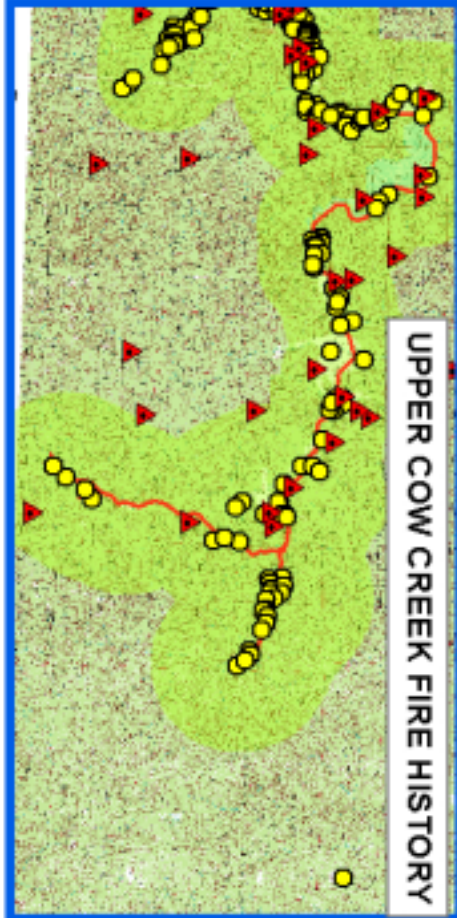
Map on next page indicates fire history from 1990 through 2003 for the Cow Creek CWPP area taken from Douglas Forest Protective Association Data.



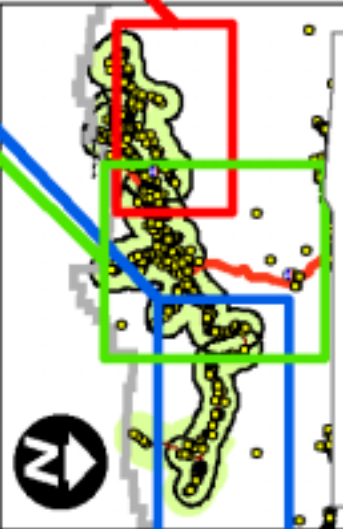
**GLENDALE MUNICIPAL & RURAL RFD WILDFIRE HISTORY 1990-2003**



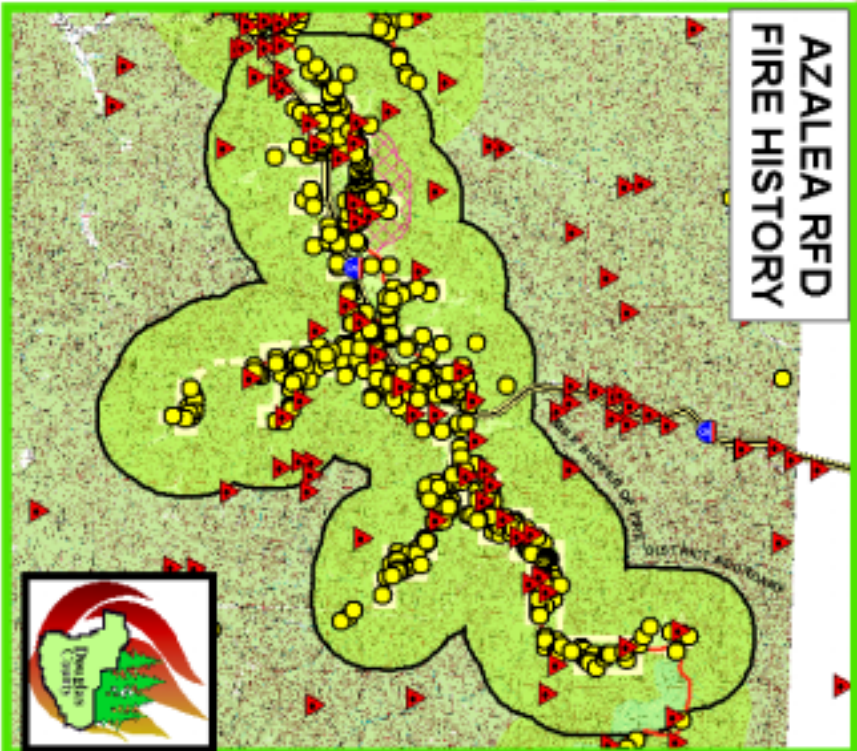
**UPPER COW CREEK FIRE HISTORY**



**Cow Creek CWPP Area - Fire History**



**AZALEA RFD 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:

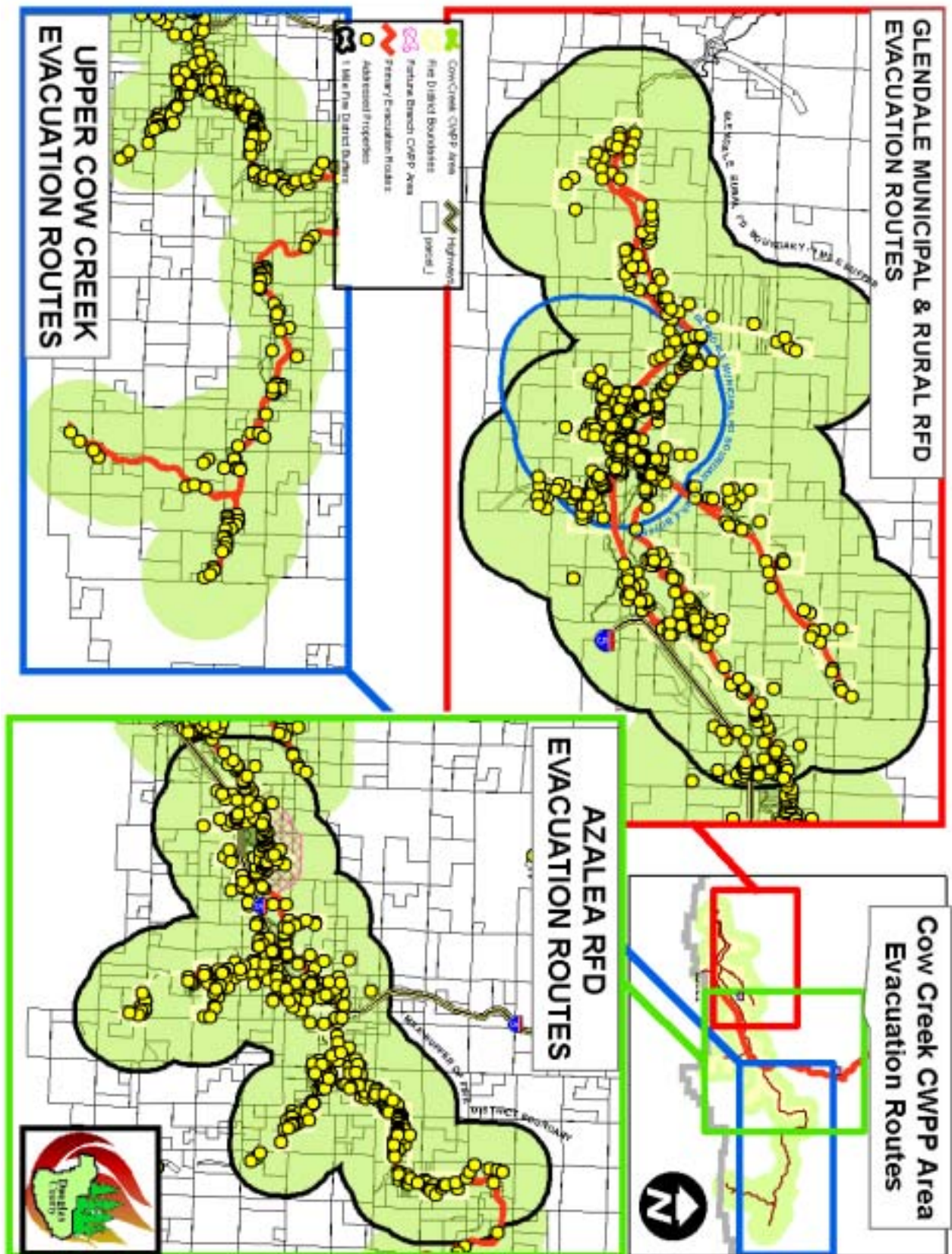
1	20-person hand crew	1	Type 6 Engines
4	Type 4 Engines	1	Water Tender

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.

The following map was created, identifying priority treatment areas:

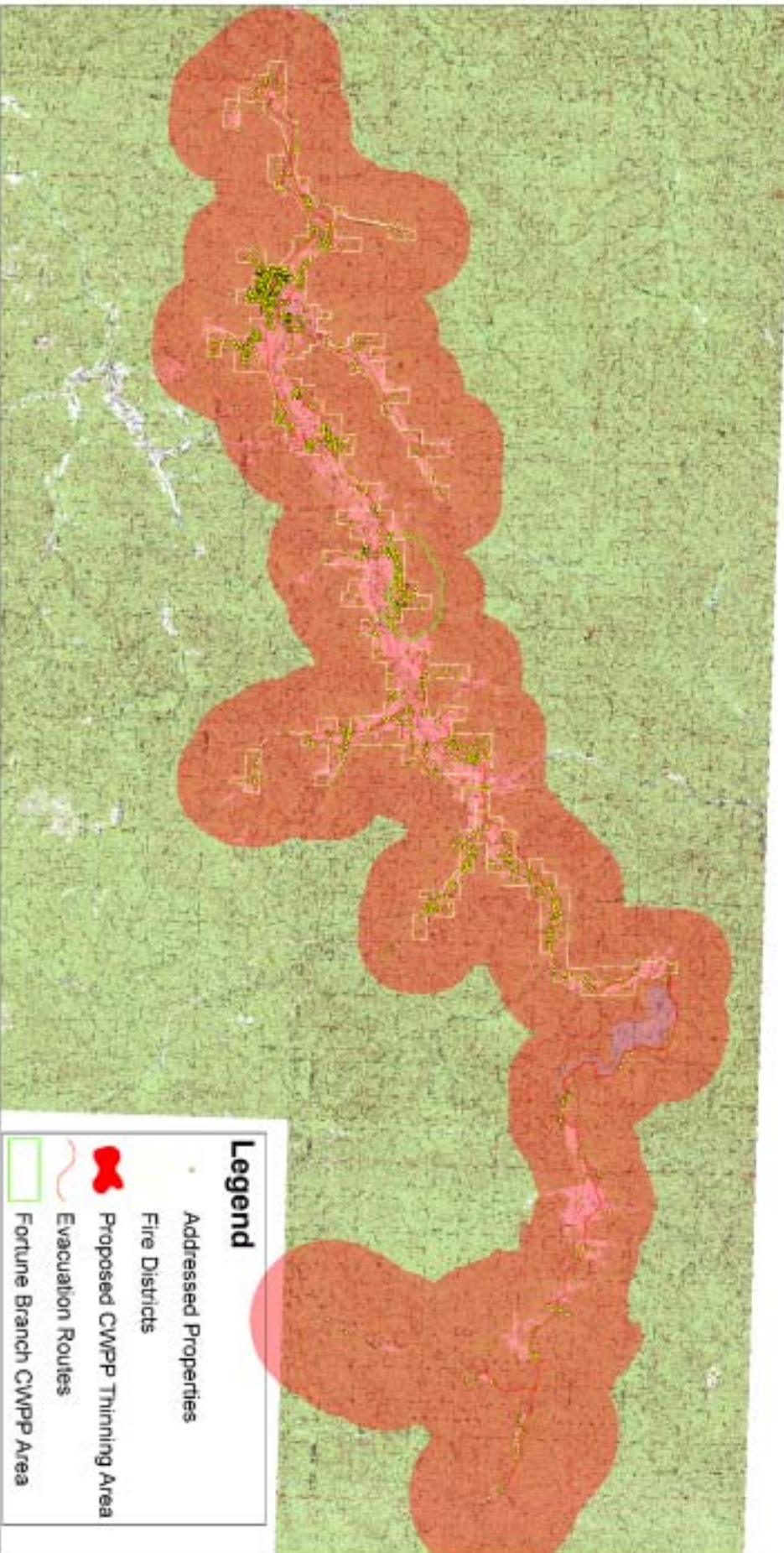
PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE





# Cow Creek CWPP Area

Proposed CWPP Thinning Area calculated by buffering Rural Fire District Boundaries by one mile. USFS VML Used for eastern boundary of CWPP Area. Actual CWPP Thinning Area can be in excess of one mile to ridge/top where applicable. For areas outside of a rural fire district boundary, a buffer of one mile was placed on the evacuation routes to determine CWPP Thinning Area.



**Legend**

- Addressed Properties
- Fire Districts
- Proposed CWPP Thinning Area
- Evacuation Routes
- Fortune Branch 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 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 Rockv 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](http://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, Azalea Rural Fire District 1/10/06  
Date

  
\_\_\_\_\_  
Chief, Glendale Rural Fire District 1-10-06  
Date

  
\_\_\_\_\_  
Chief, Glendale Municipal Fire District 1-10-06  
Date

  
\_\_\_\_\_  
James Caplan 1/17/06  
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.

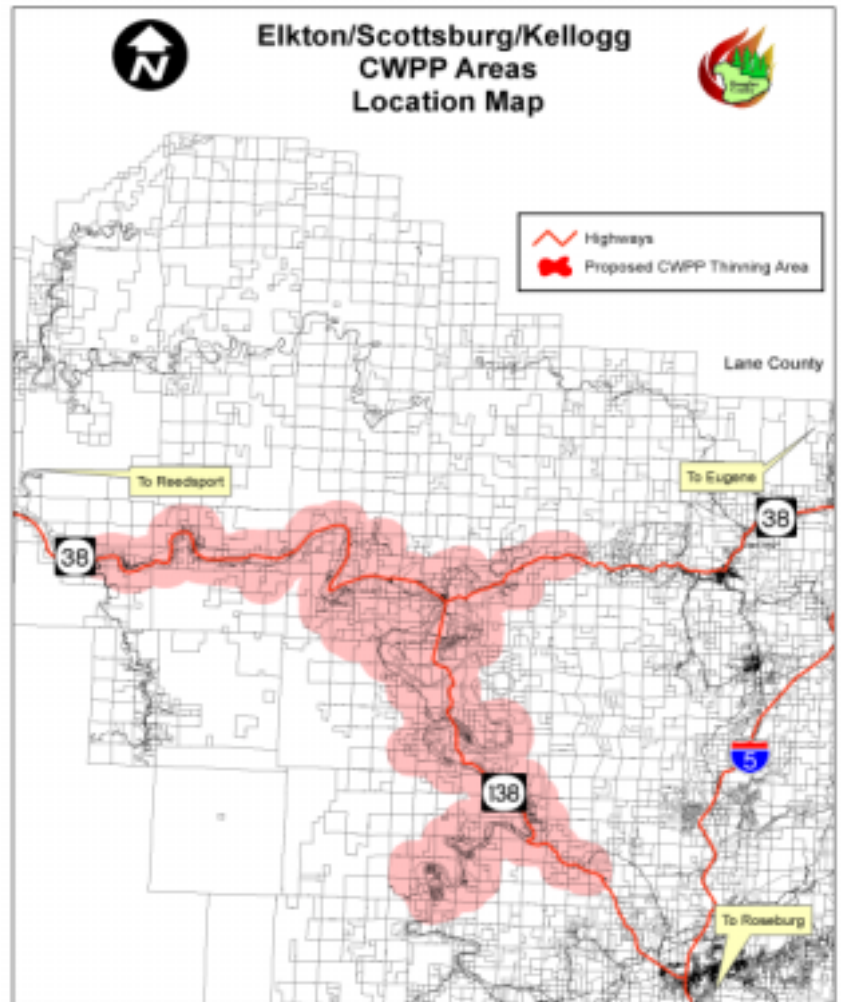
#### Population

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.

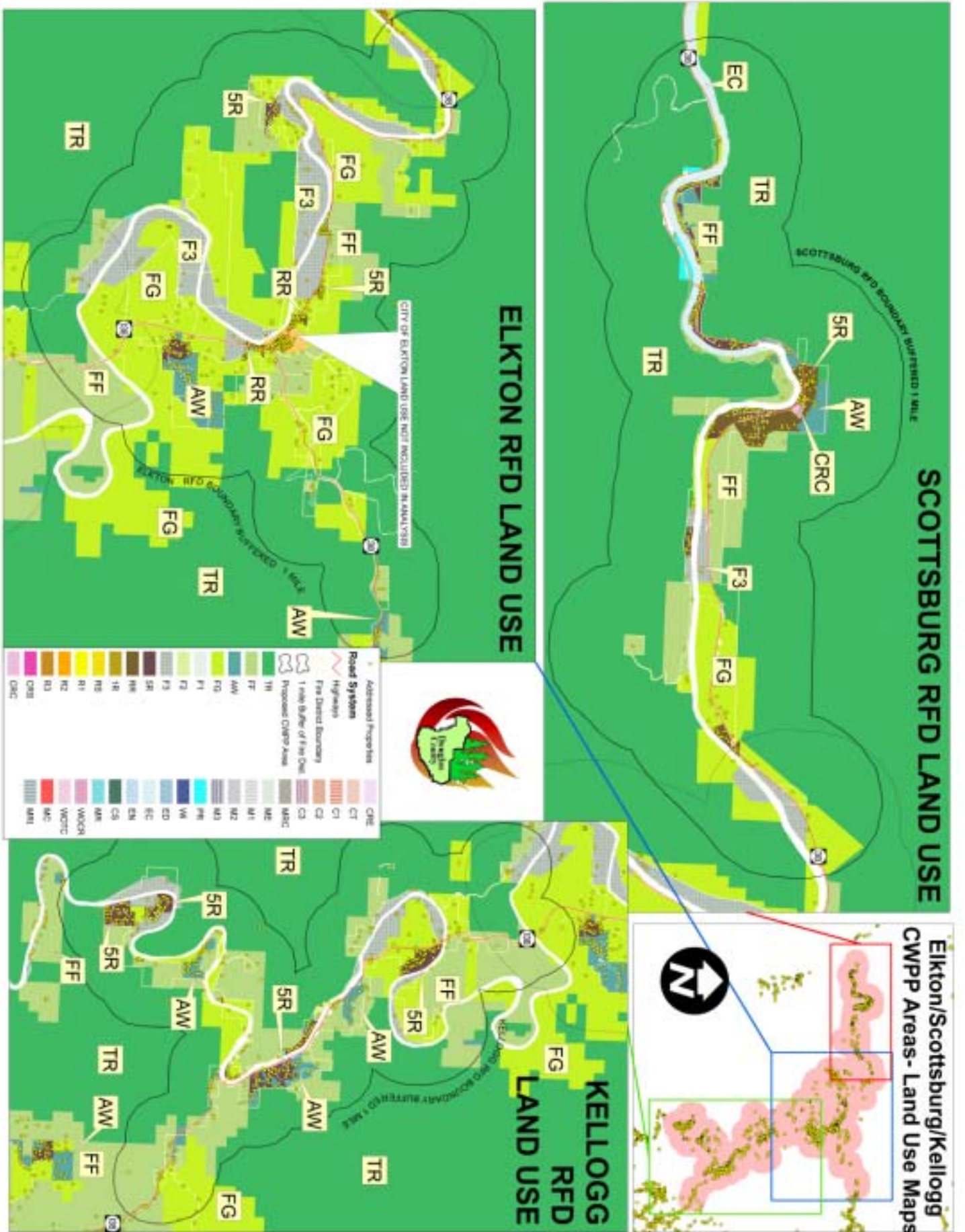
#### Housing/Land Use

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:

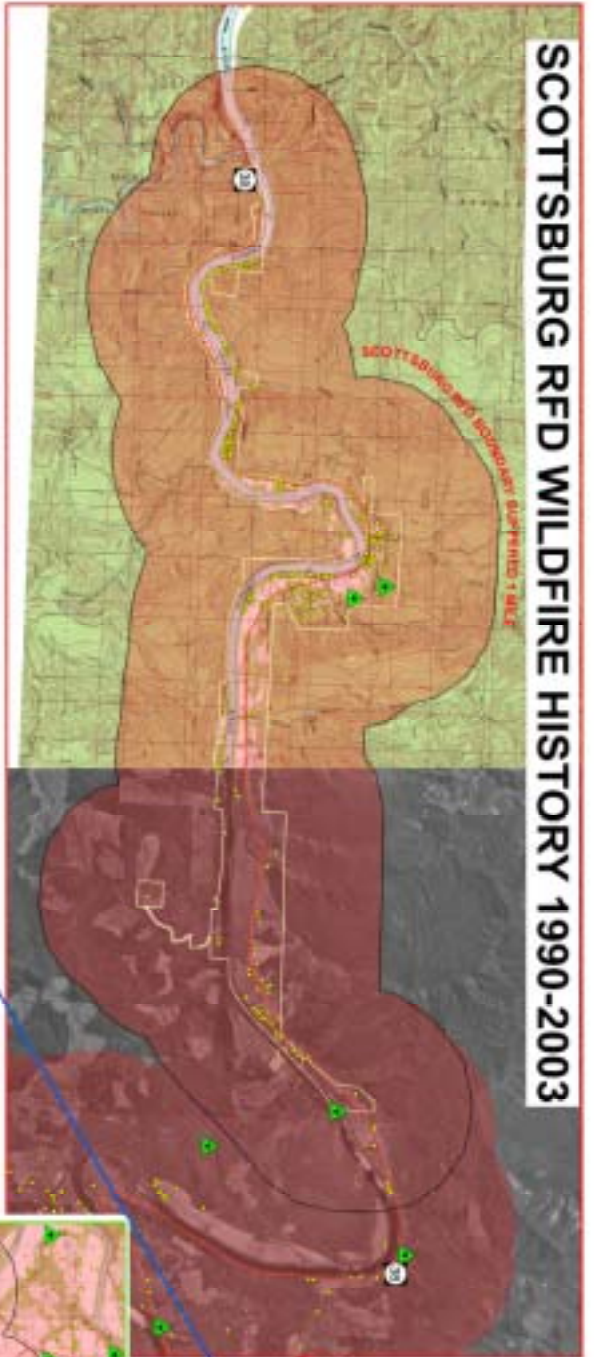
- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical and cultural 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**

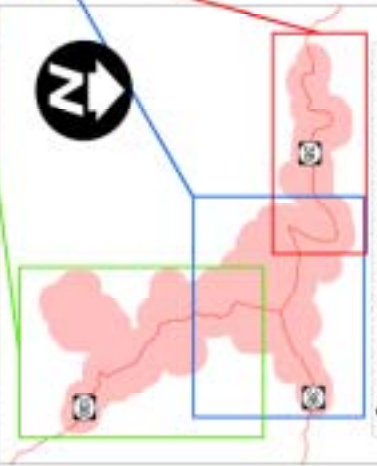
Map on next page indicates fire history from 1990 through 2003 for the Elkton/Scottsburg/Kellogg CWPP area taken from Douglas Forest Protective Association Data.



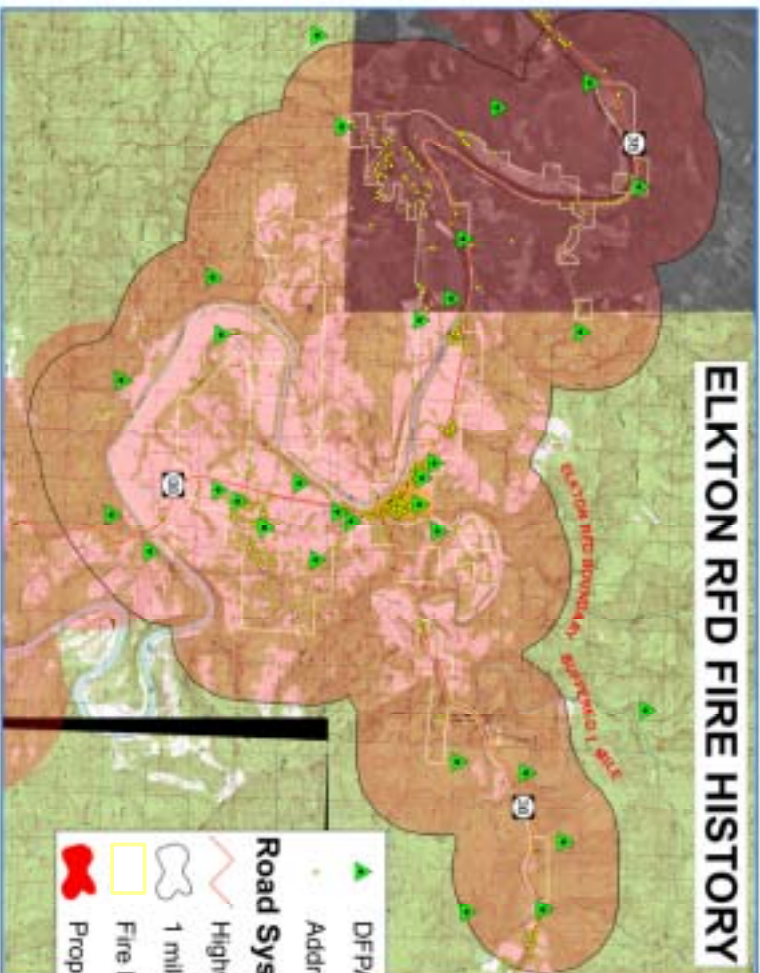
# SCOTTSBURG RFD WILDFIRE HISTORY 1990-2003



# Elkton/Scottsburg/Kellogg CWPP Areas - Fire History

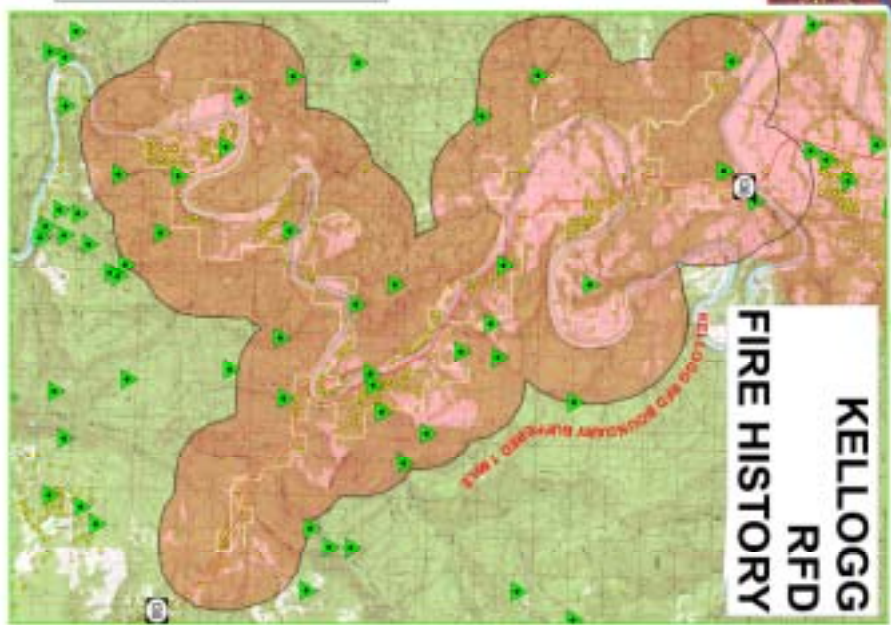


# ELKTON RFD FIRE HISTORY



- ▲ DFPA Fires 1990-2003
- Addressed Properties
- Road System**
- Highways
- 1 mile Buffer of Fire Dist.
- Fire District Boundary
- Proposed CWPP Area

# KELLOGG RFD FIRE HISTORY



## **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

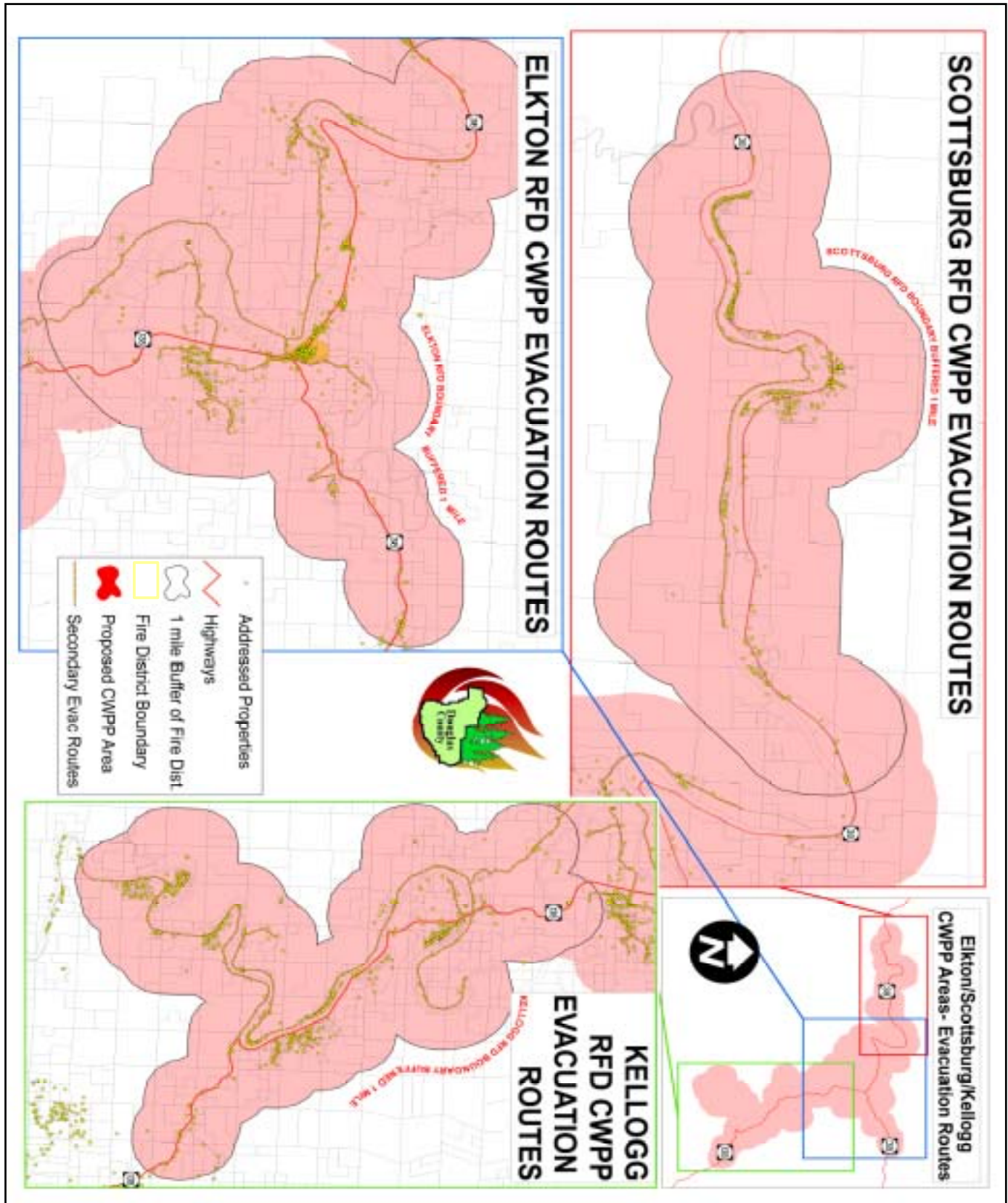
- 10 Firefighters
- 1 Type 2 Class A Structural engine
- 1 Type 2 Water tender
- 1 Type 6 Wildland engine

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.

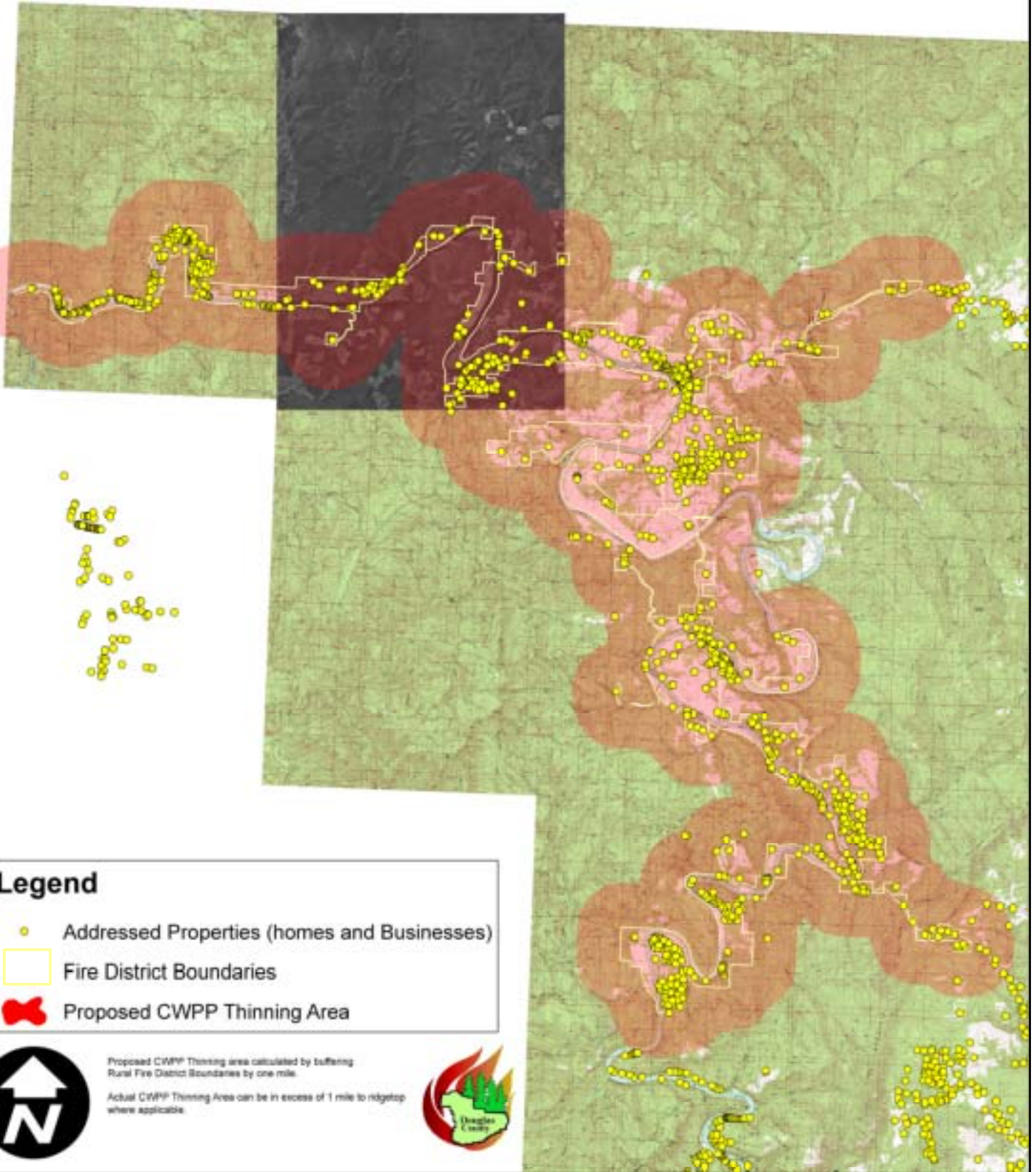
On occasion, based on topography, the Priority Fuel Reduction Area may be in excess, of one mile, as the Core Team identified that the area should be defined as "to ridgetop" for resource management and fire fighting.

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 Rockv 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](http://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 Dist 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 Row Chief*

*By Tom House 12-13-05*

Chief, Scottsburg Rural Fire District

Date

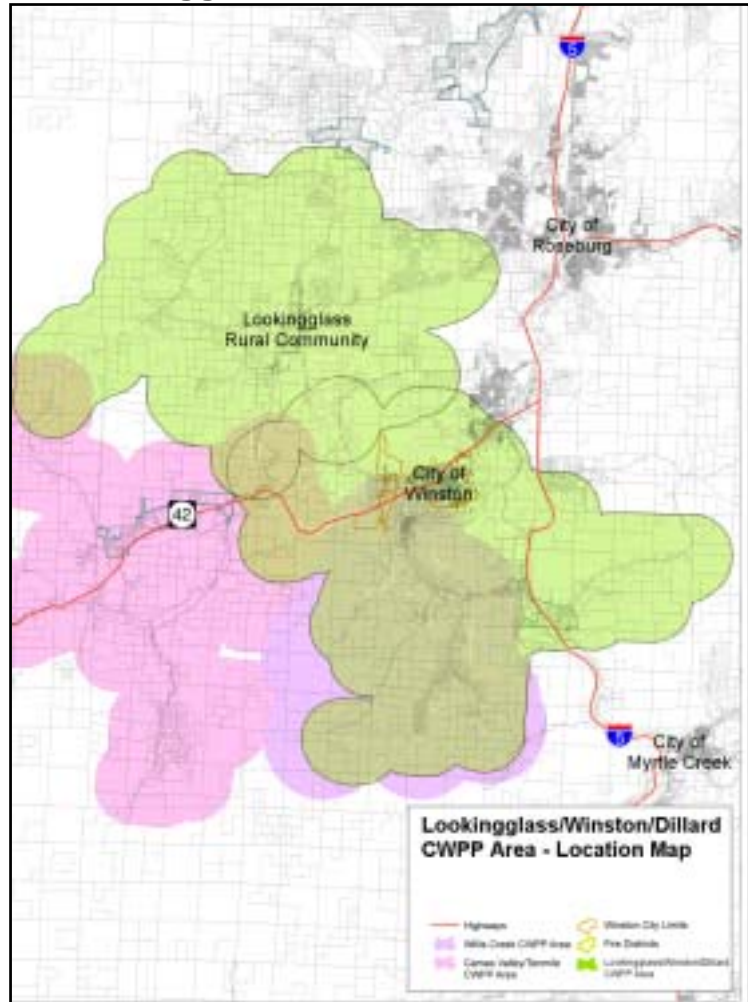


## Community Wildfire Protection Plans: Lookingglass/Winston/Dillard CWPP Area

### 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.

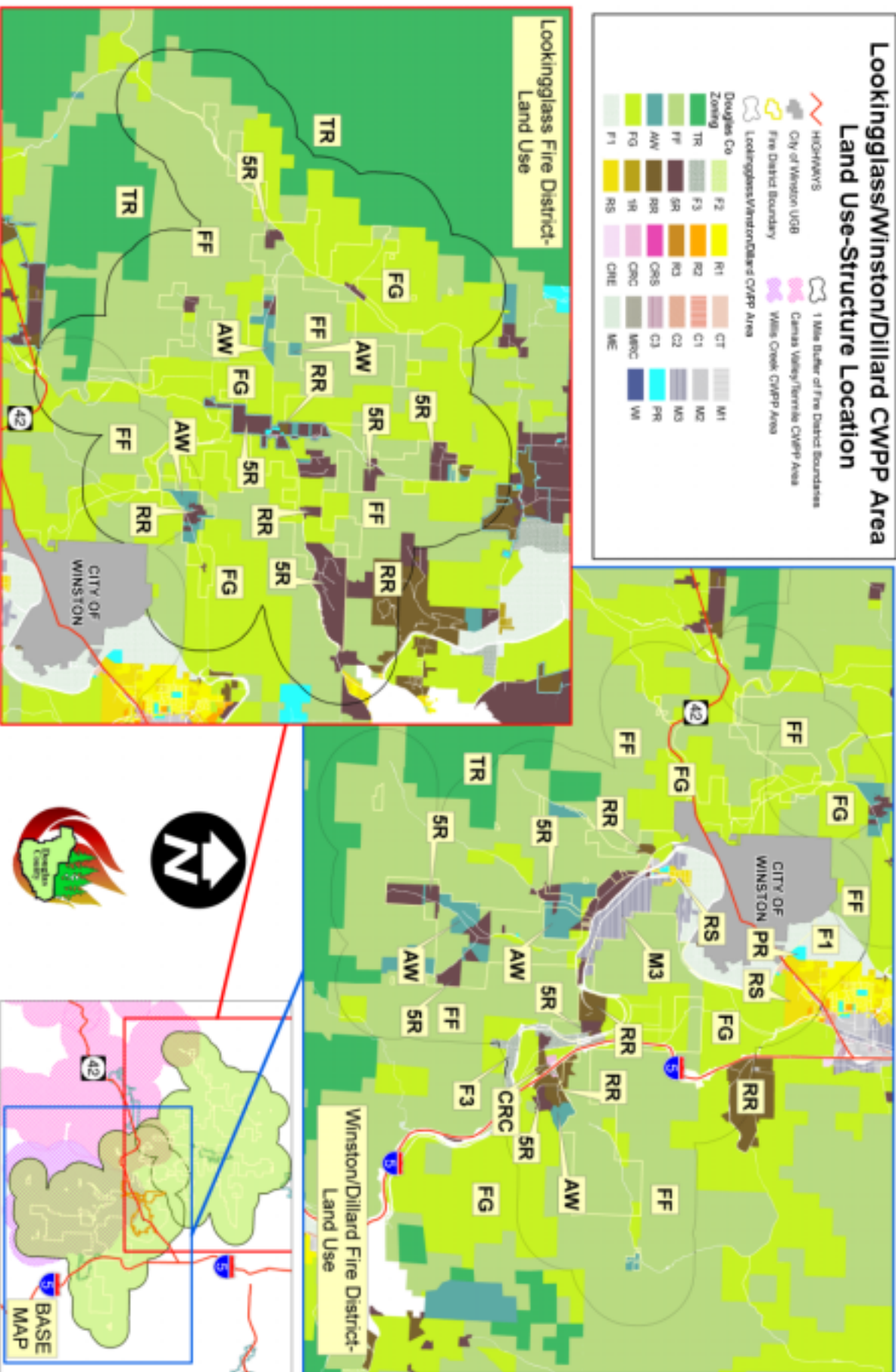
### **Critical Infrastructure**

- Gas/Fiber optic lines

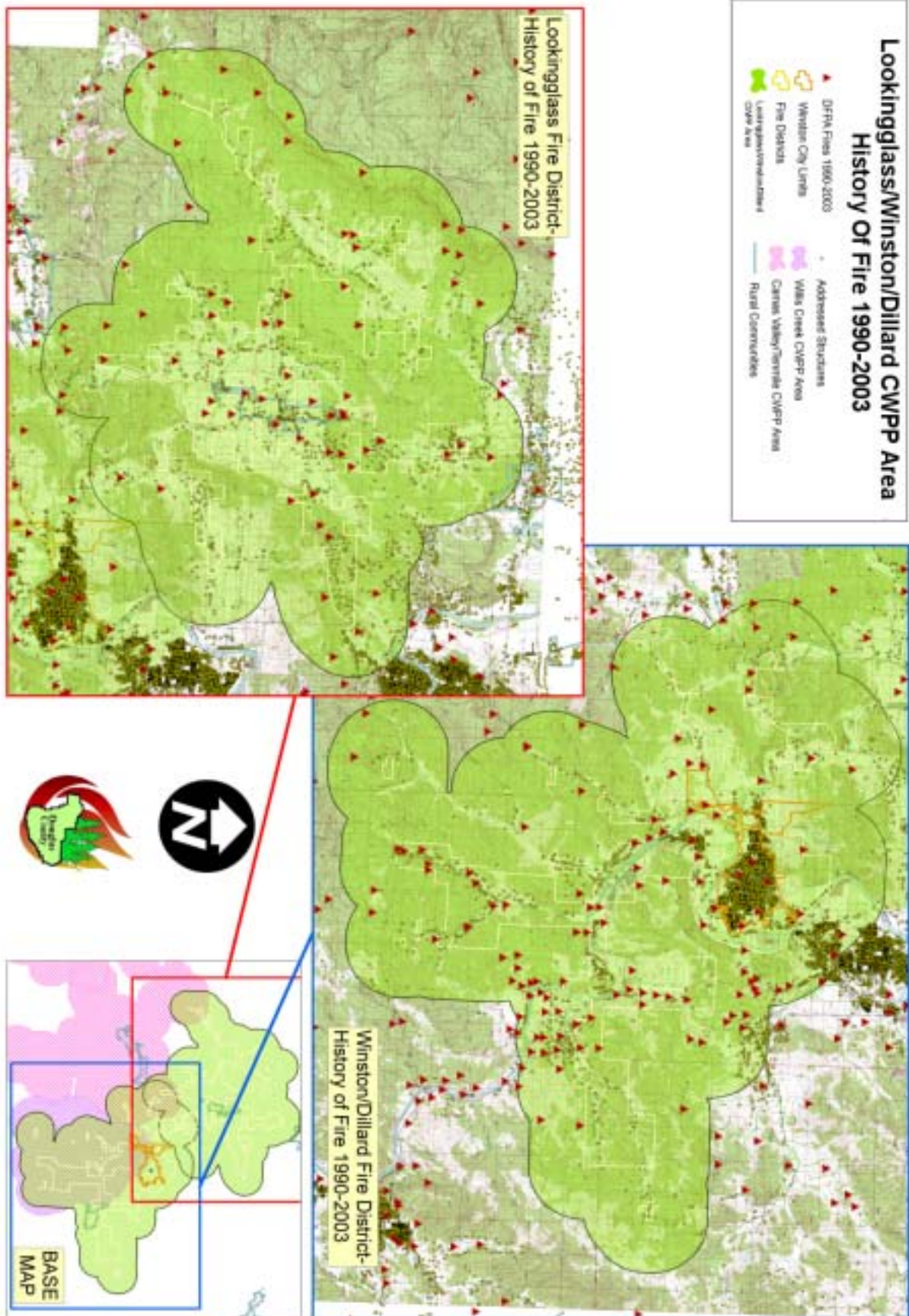
Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- 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**

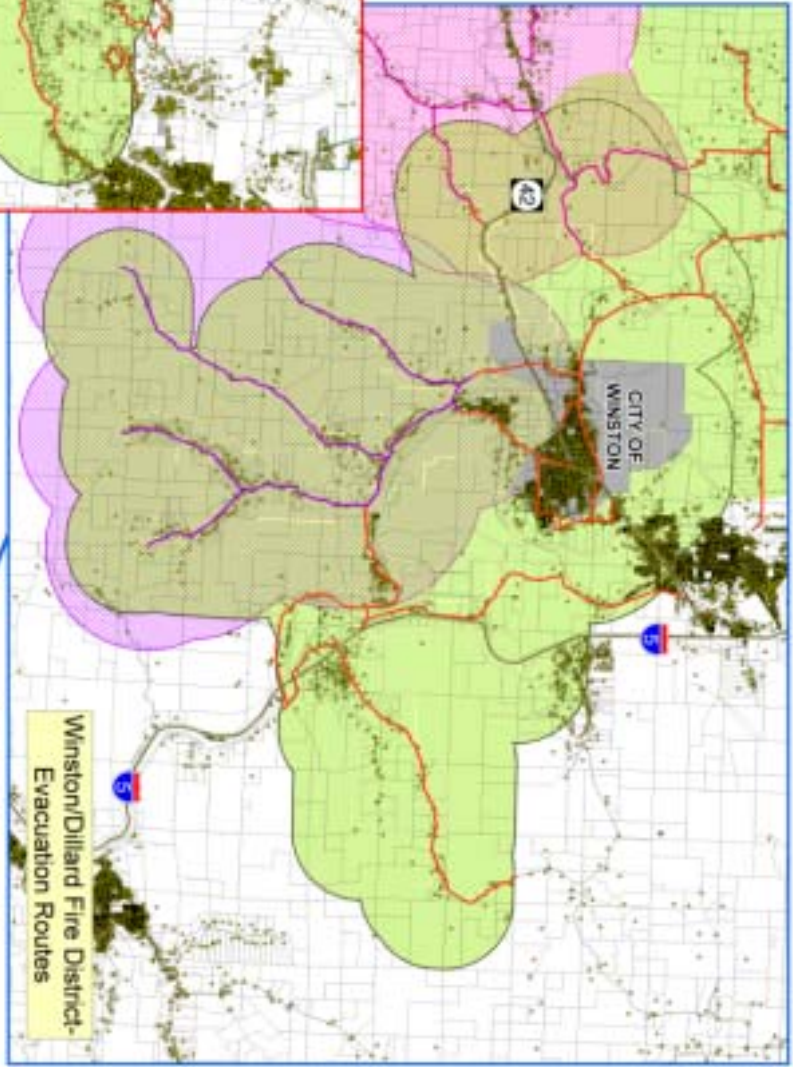
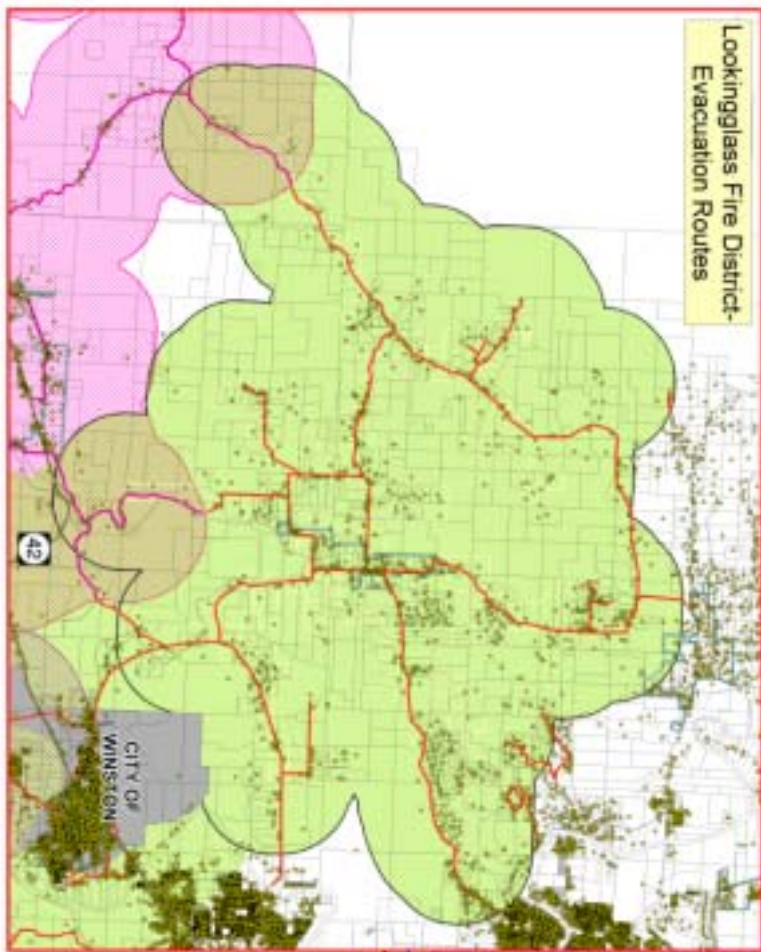
In the event of a wildfire, the community would utilize the main evacuation routes of State Highway 42, Lookingglass, Roberts Creek, Coos Bay Wagon, Clarks Branch, Willis Creek and Flournoy Valley Roads, and along Secondary Evacuation Routes (roads to home sites leading to the priority evacuation routes.)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



# Lookingglass/Winston/Dillard CWPP Area - Evacuation Routes

- Carona Valley/Terrilla CWPP Evac Routes
- Villa Creek CWPP Evac Routes
- CWPP Evacuation Routes
- Villa Creek CWPP Area
- Carona Valley/Terrilla CWPP Area
- HIGHWAYS
- Fire District Boundary
- Lookingglass/Winston/Dillard CWPP Area
- City of Winston USGS
- 1 Mile Buffer of Fire District Boundaries

## Lookingglass Fire District- Evacuation Routes



## Winston/Dillard Fire District- 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.

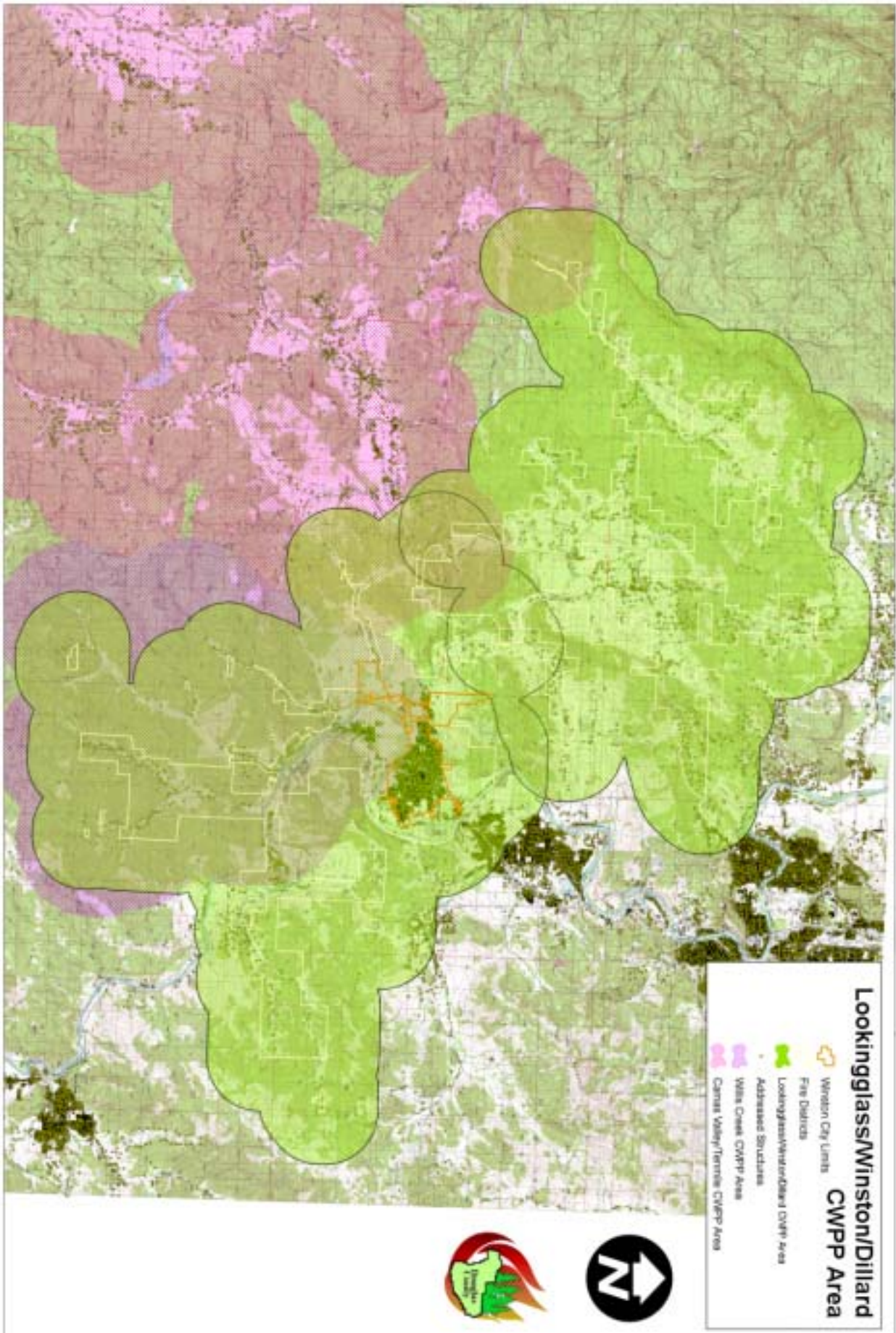
While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, 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





## 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 Flourney 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 Rockv 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](http://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, Winston/Dillard Fire District

12-21-05

Date



Chief, Lookingglass Rural Fire District

11-26-05

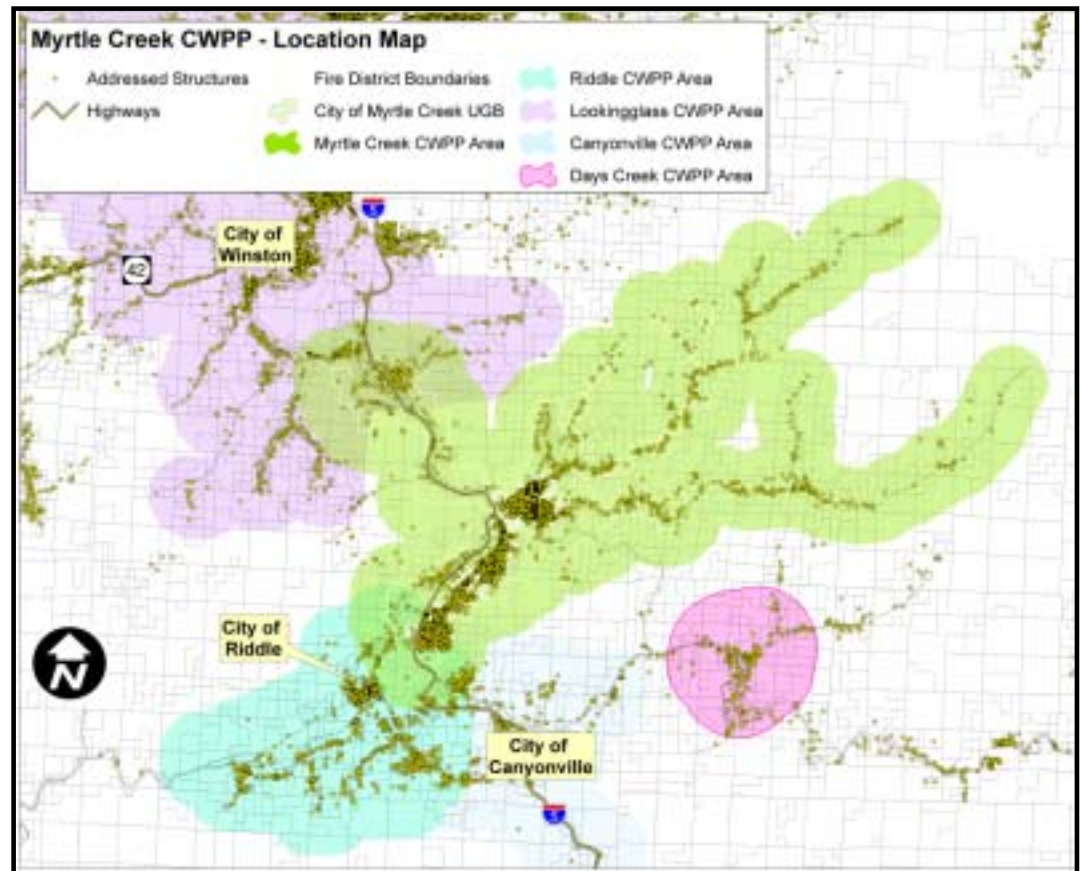
Date

## 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:

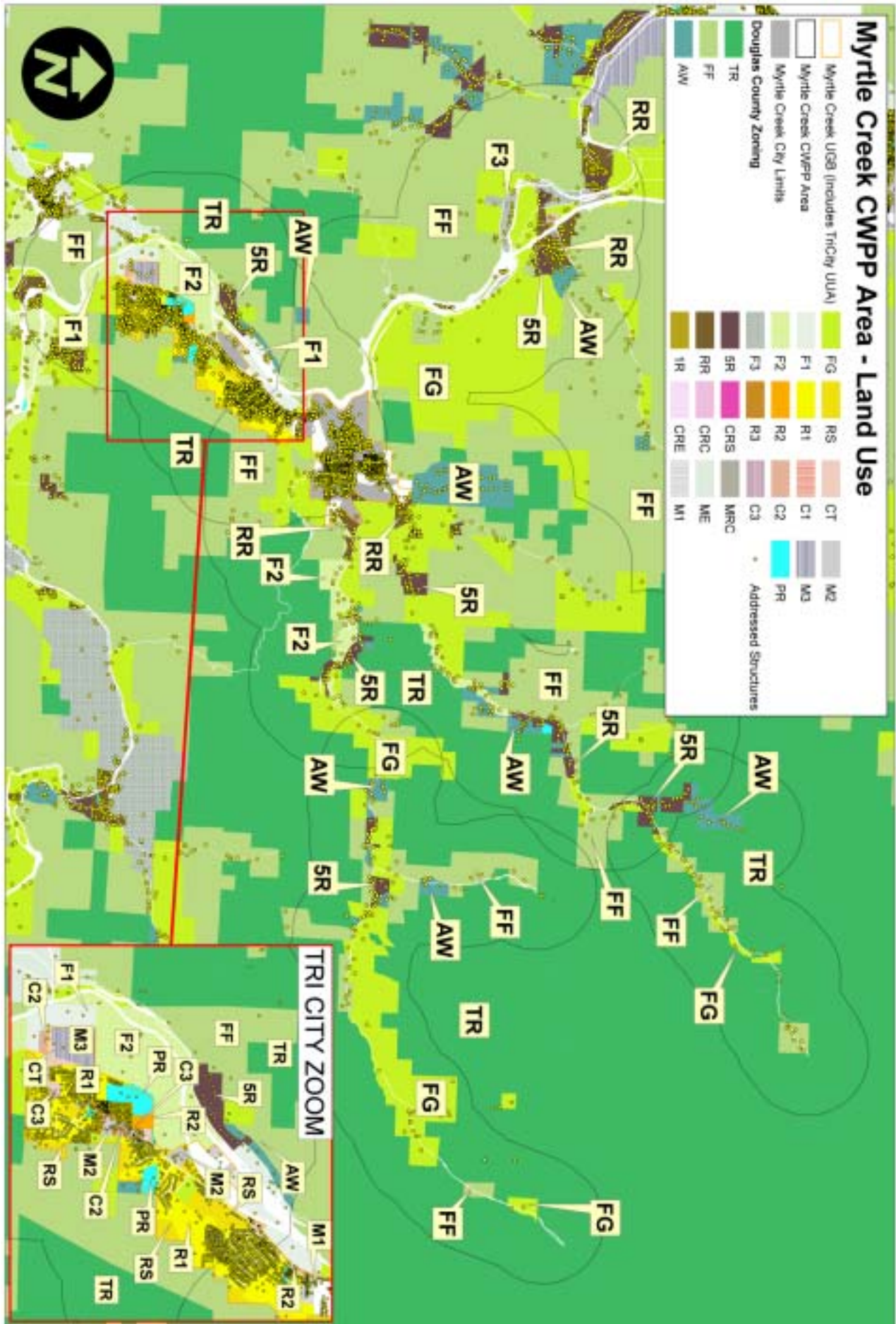
- South Umpqua Industrial Park
- Myrtle Creek Airport
- Watershed Area
- Water Tower in Tri City

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)

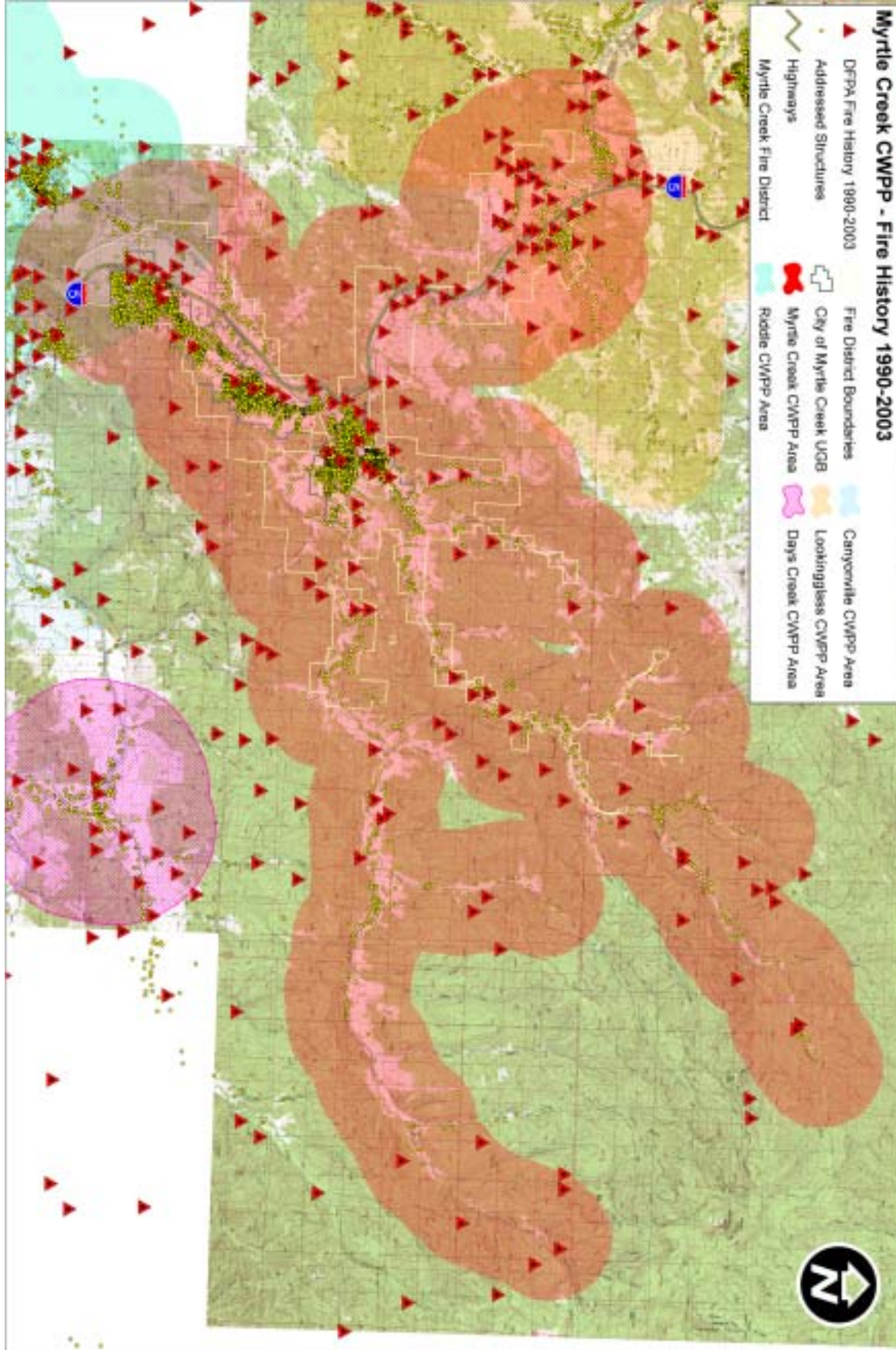


MYRTLE CREEK CWPP AREA - LANDUSE AND STRUCTURE LOCATION MAP





**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

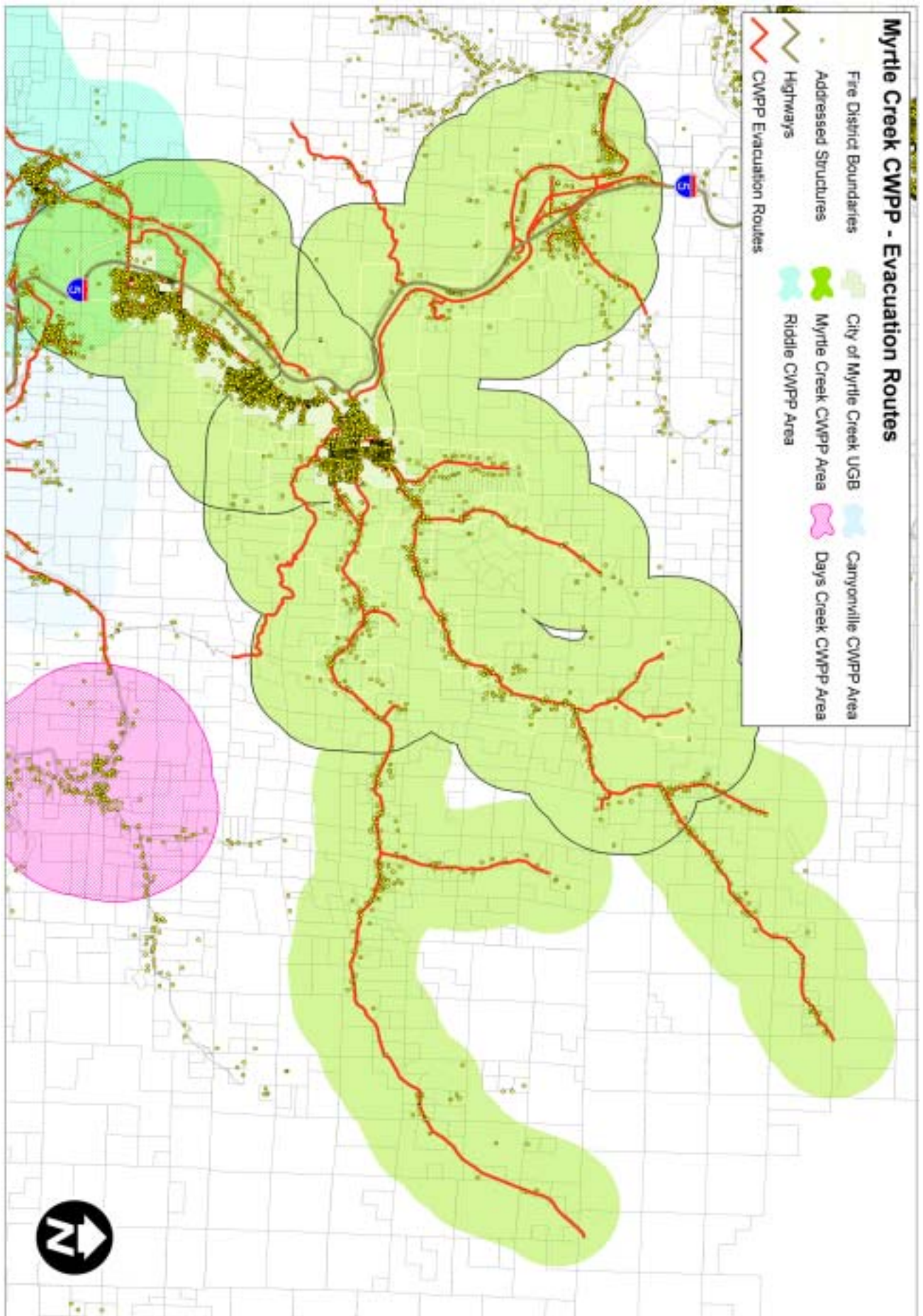
- 30 Firefighters
- 3 Type 1 Class A Structural engines
- 1 Type 2 Water tender
- 3 Type 6 Wildland engines
- 1 Rescue-Salvage unit

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.





### **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.

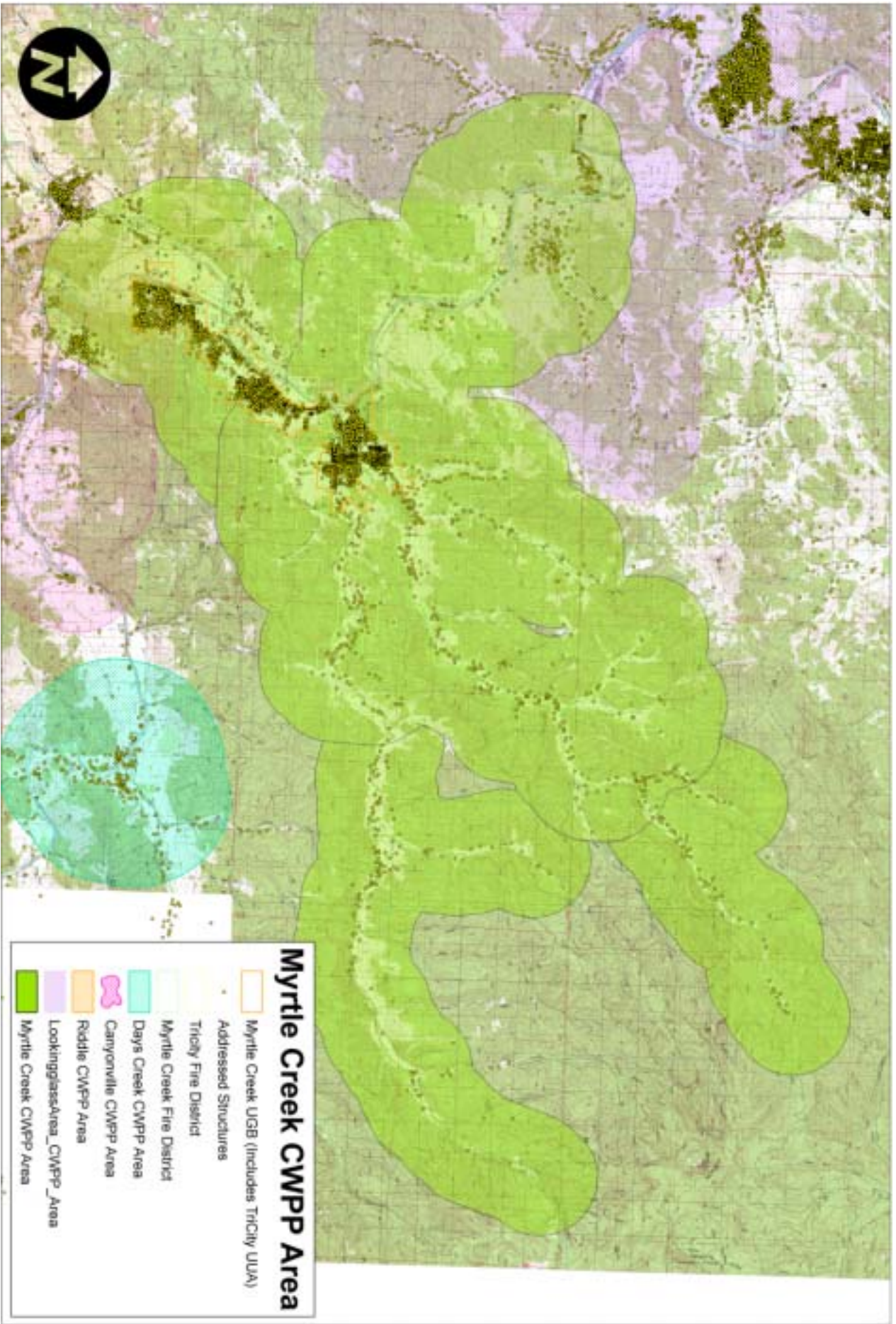
While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, 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





## 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](http://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

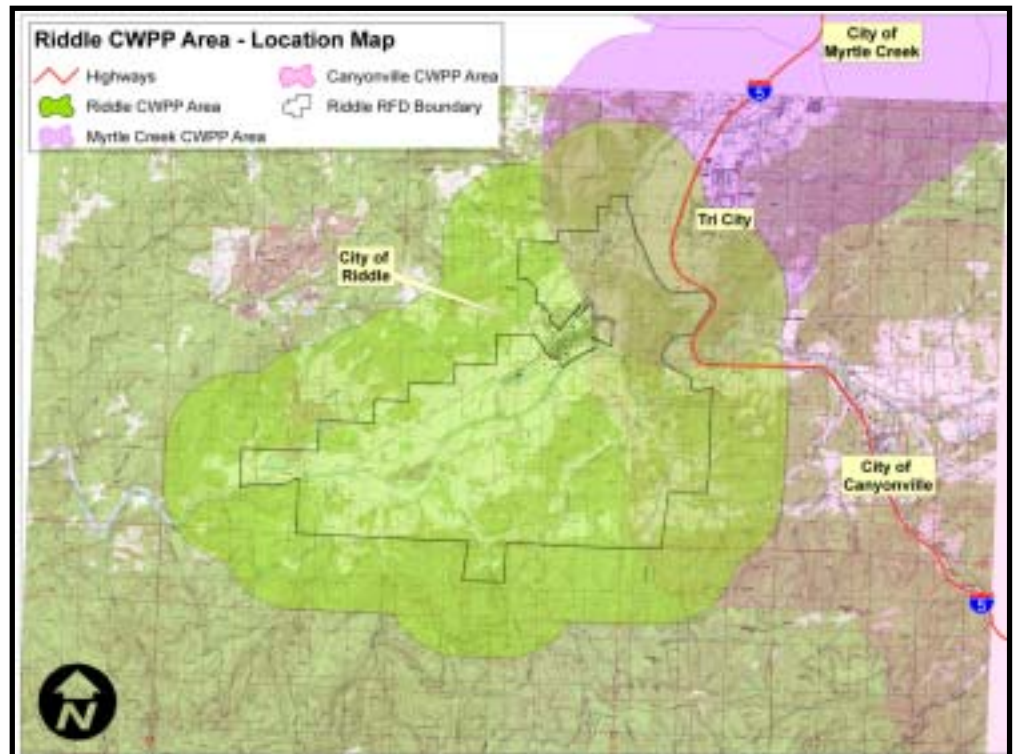


## Community Wildfire Protection Plans: **Riddle CWPP Area**

### **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**

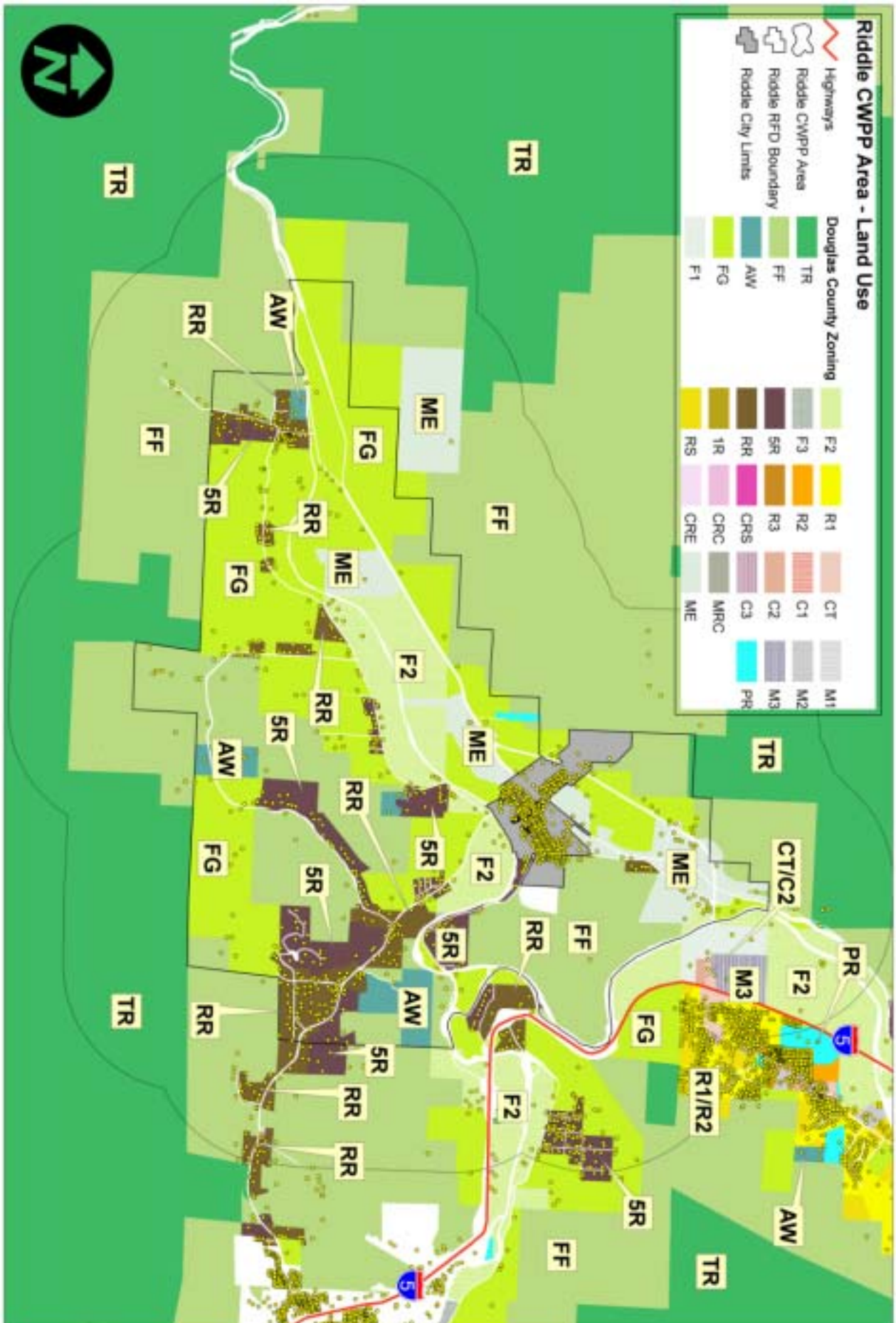
Unique critical infrastructure to the Riddle CWPP area includes:

- South Umpqua Industrial Park
- Lumber Mills
- Water System

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

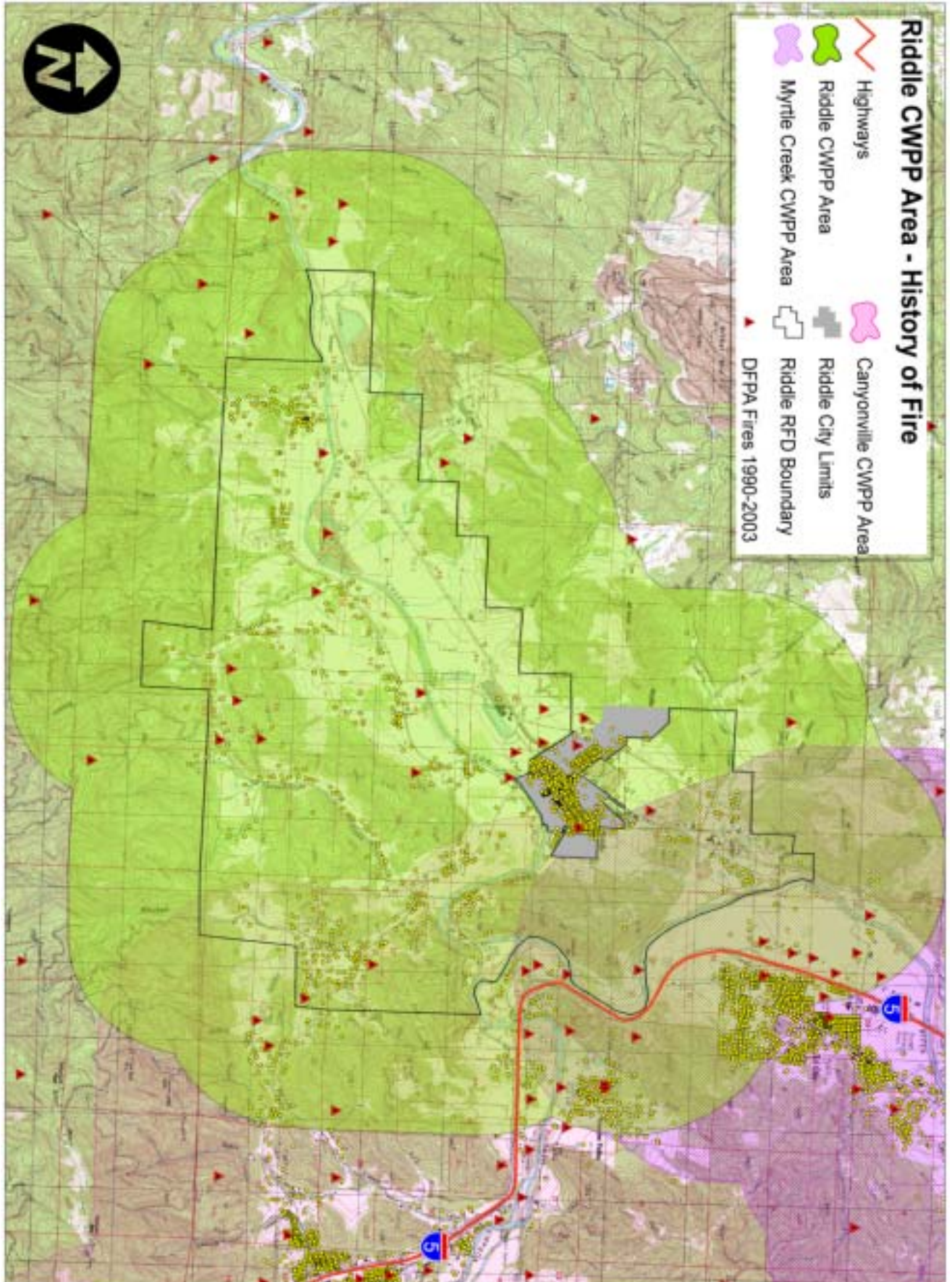
- Fire, ambulance, and police stations and equipment
- Schools and community centers
- Hospitals
- Power lines/Substations
- Industrial sites
- Water treatment/reservoirs/well head areas/water pumping and supply areas
- Dams
- Railroads and railroad tunnels
- Emergency Communication towers
- Historical 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.

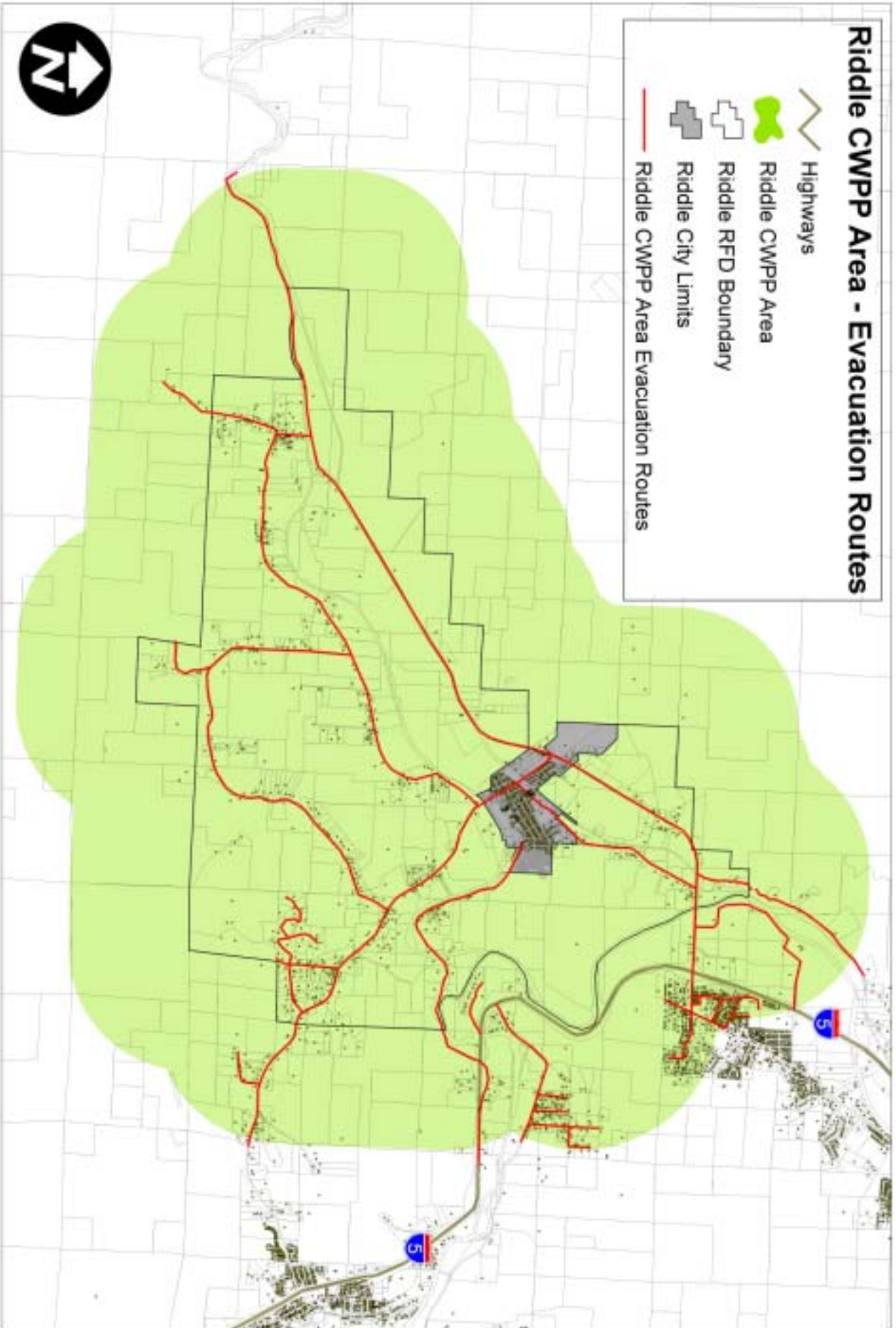
## **Evacuation Routes**

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



### **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.

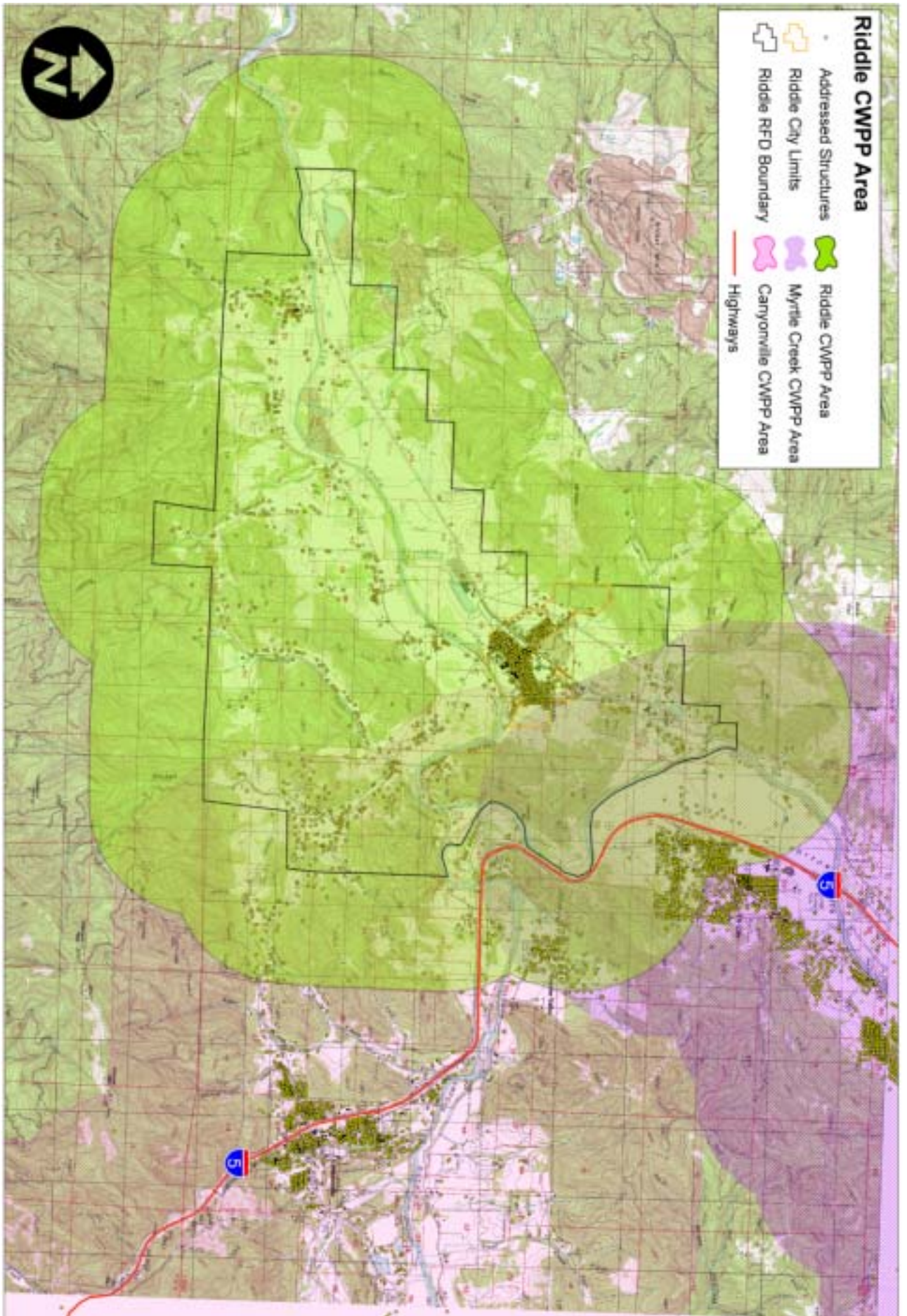
While the Priority Fuel Reduction Area map contains farm, residential and some urban land, which would have small or no value in a fuel reduction program, it was decided that buffering the Fire District Boundaries would be the most efficient way of incorporating the areas/home sites of the highest danger, 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





## 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

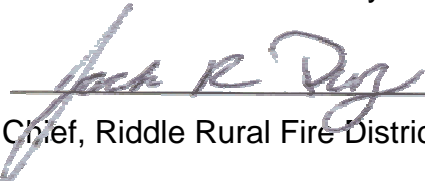
**Education**

Promote existing education and outreach programs (an example would be the Firewise Program, [www.firewise.org](http://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, Riddle Rural Fire District

*1-10-06*

Date

  
\_\_\_\_\_  
Chief, Riddle Rural Fire District

*1-10-06*

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.

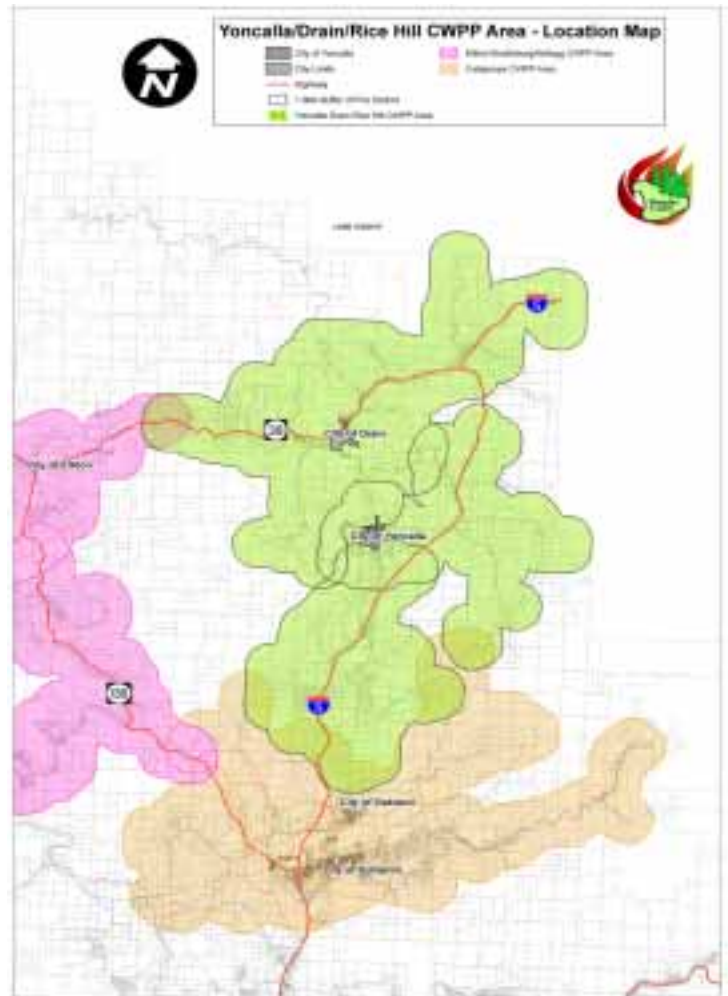
#### **Population**

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.

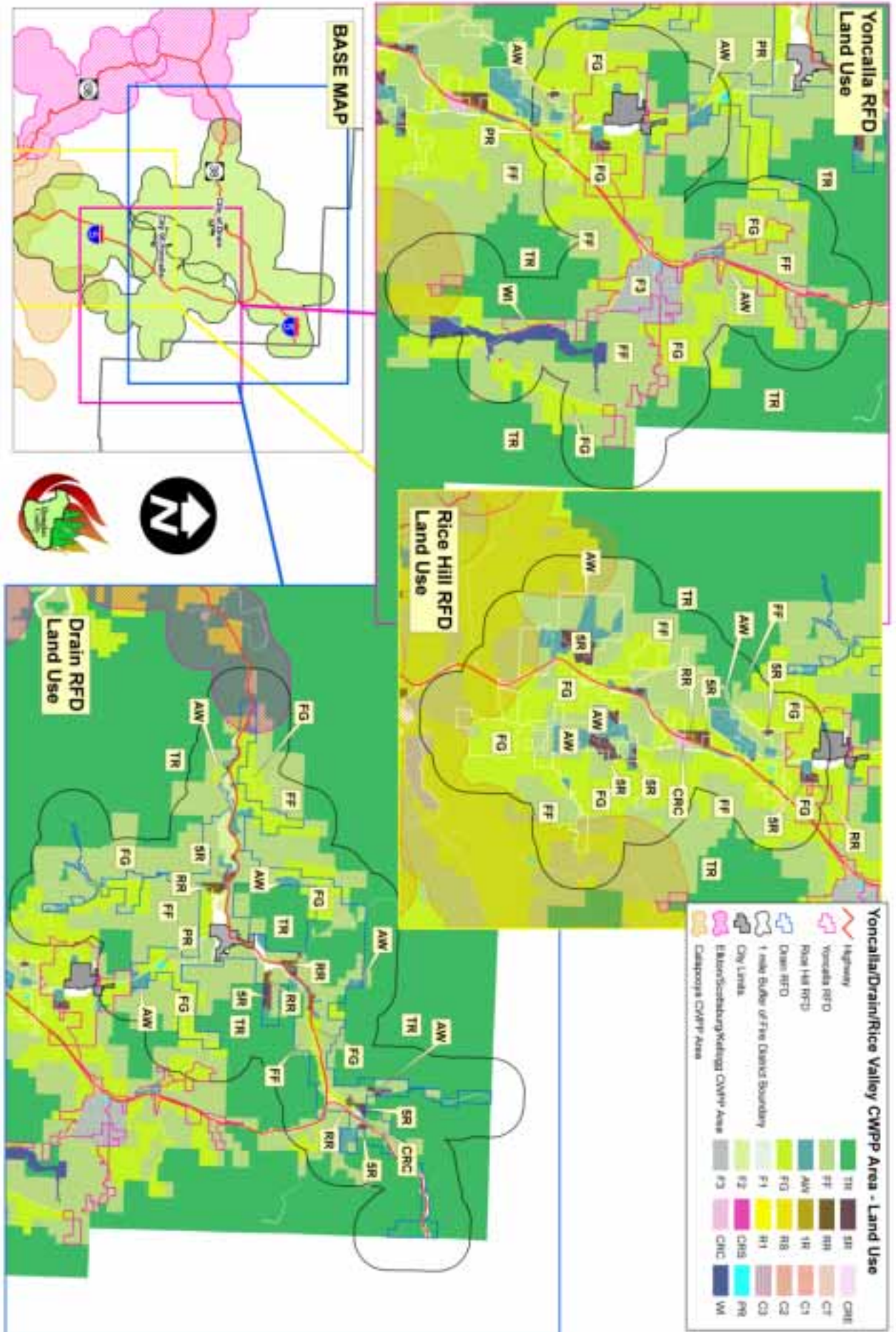
#### **Housing/Land Use**

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:

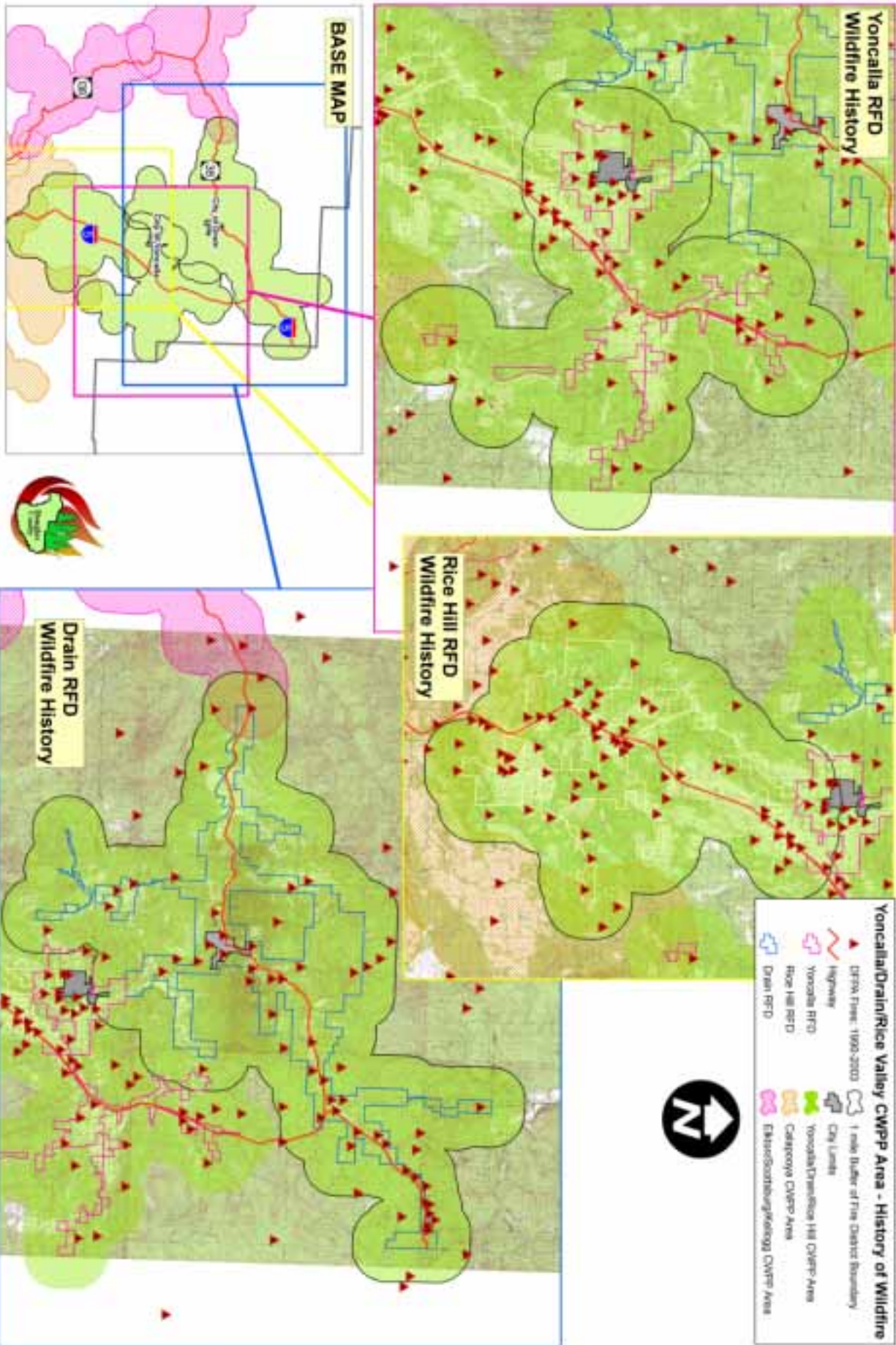
- Highway 38 tunnel west of Drain
- City of Drain - Bear Creek Municipal Watershed

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.



## **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:

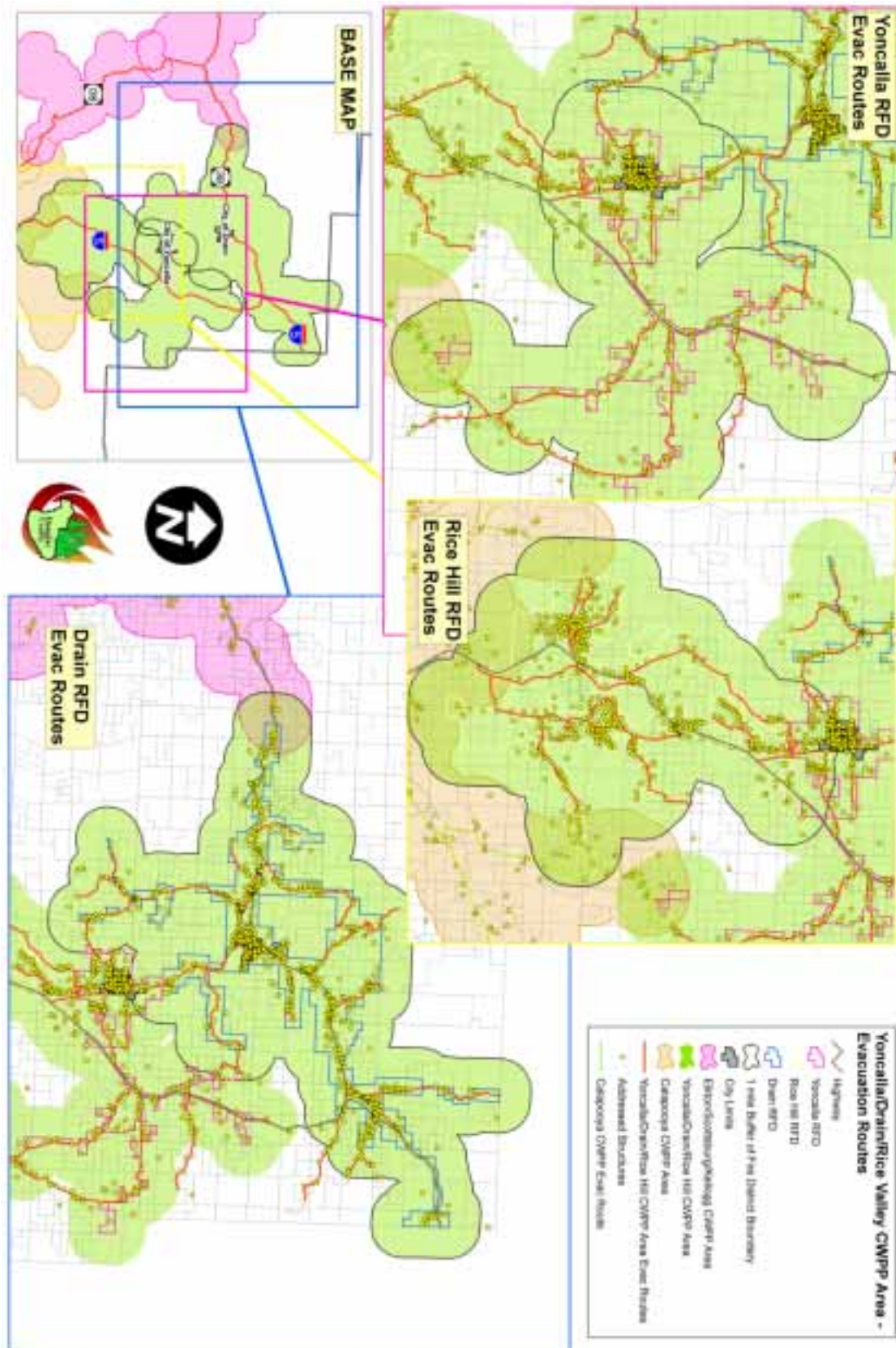
- 42 Firefighters
- 2 Type 1 Class A Structural engines
- 1 Type 2 Water tender
- 1 Rescue-Salvage unit
- 2 First Responder Vehicles
- 3 Service vehicles

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.

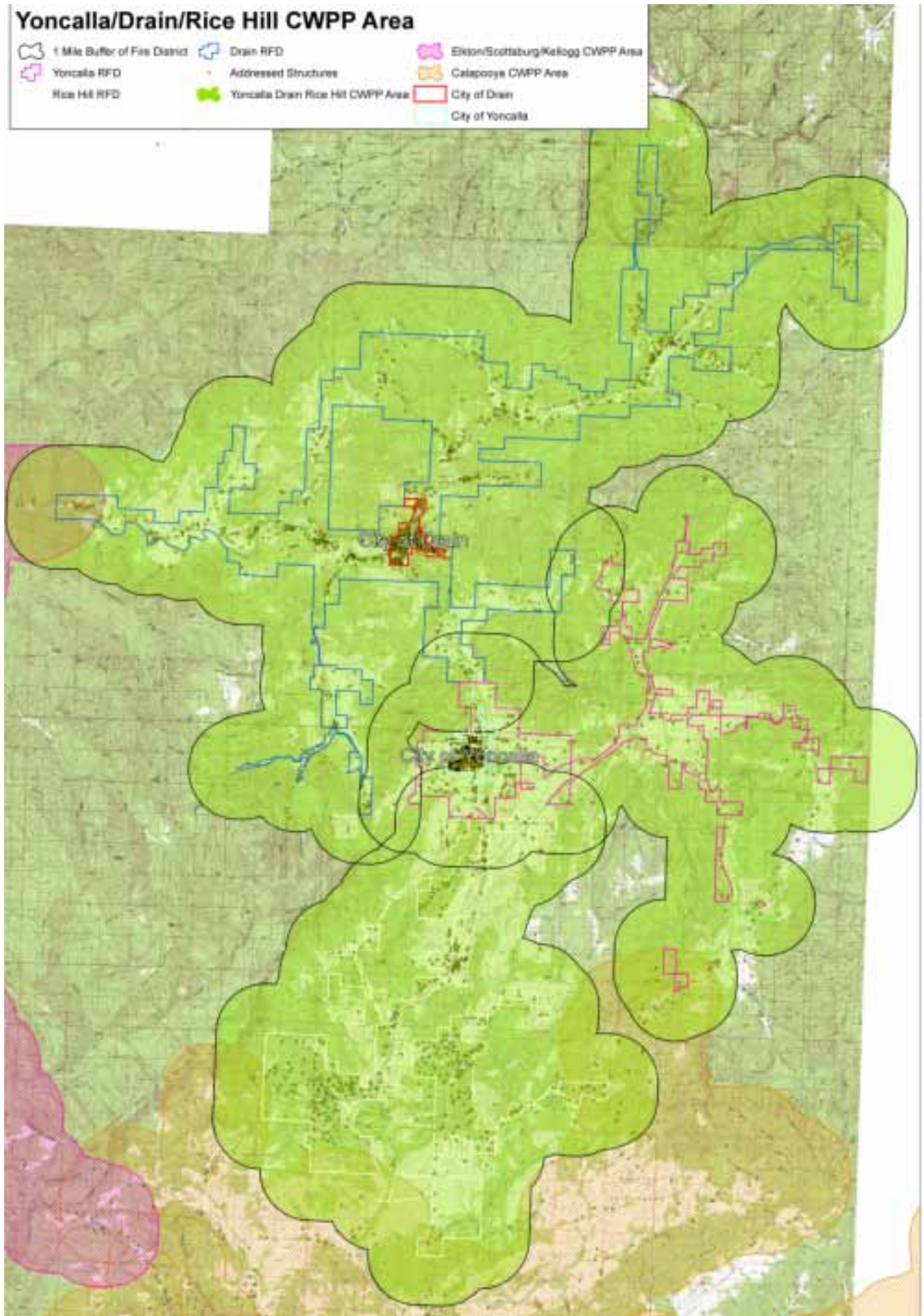
The following map was created, identifying priority treatment areas:

PRIORITY FUEL REDUCTION AREA MAP IS ON THE NEXT PAGE



# Yoncalla/Drain/Rice Hill CWPP Area

- 1 Mile Buffer of Fire District
- Drain RFD
- Elkton/Scottsburg/Kellogg CWPP Area
- Yoncalla RFD
- Addressed Structures
- Catapooysa CWPP Area
- Rice Hill RFD
- Yoncalla Drain Rice Hill 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 Rockv 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](http://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  
Chief, North Douglas Fire and EMS

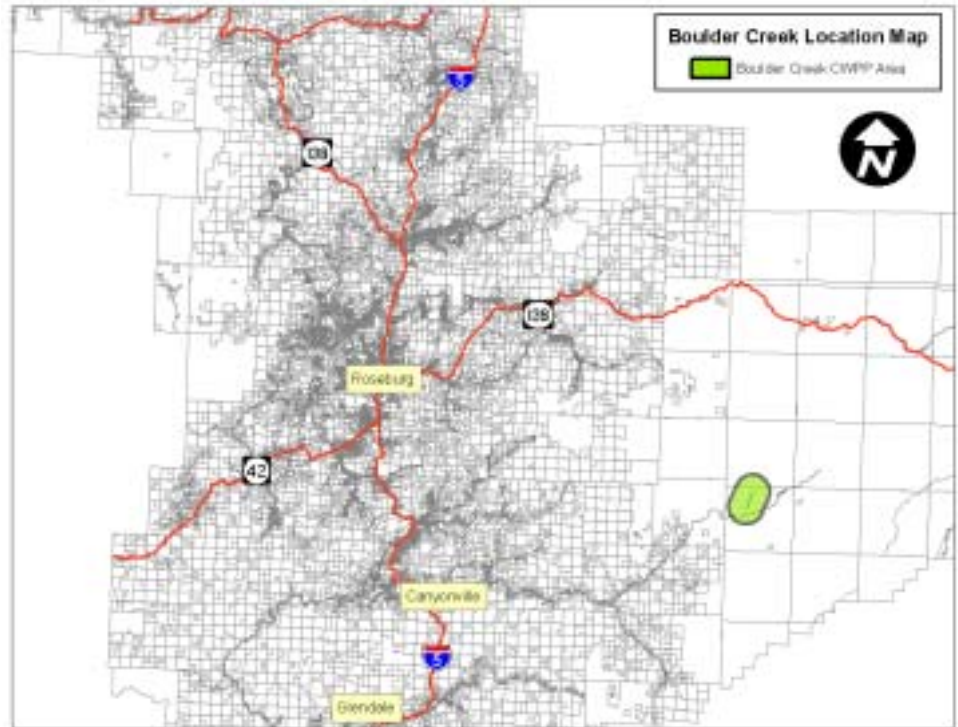
Date

# 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.

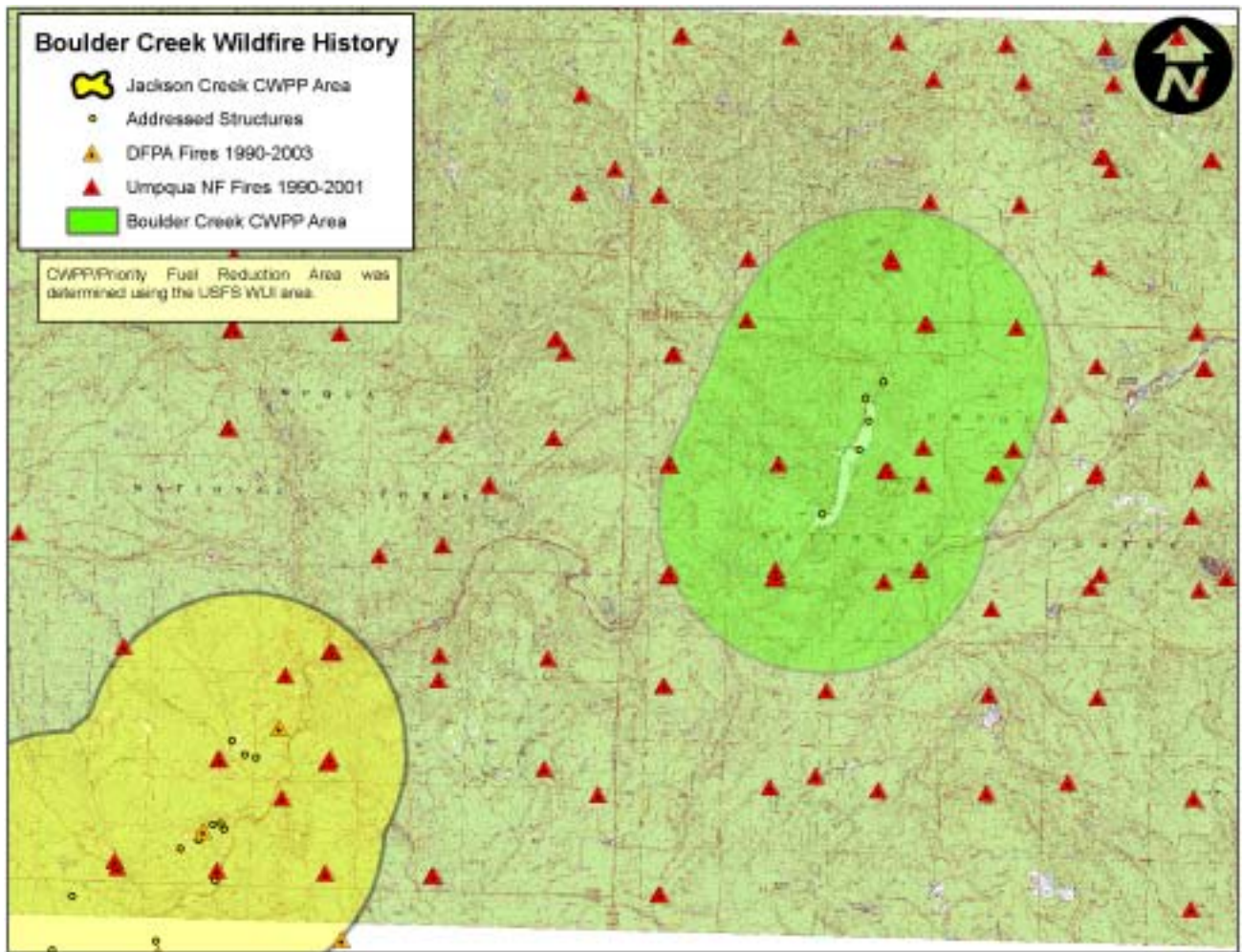
The Tiller Ranger District of the Umpqua National Forest provides fire protection in the Boulder Creek Area, with the following inventory:

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.

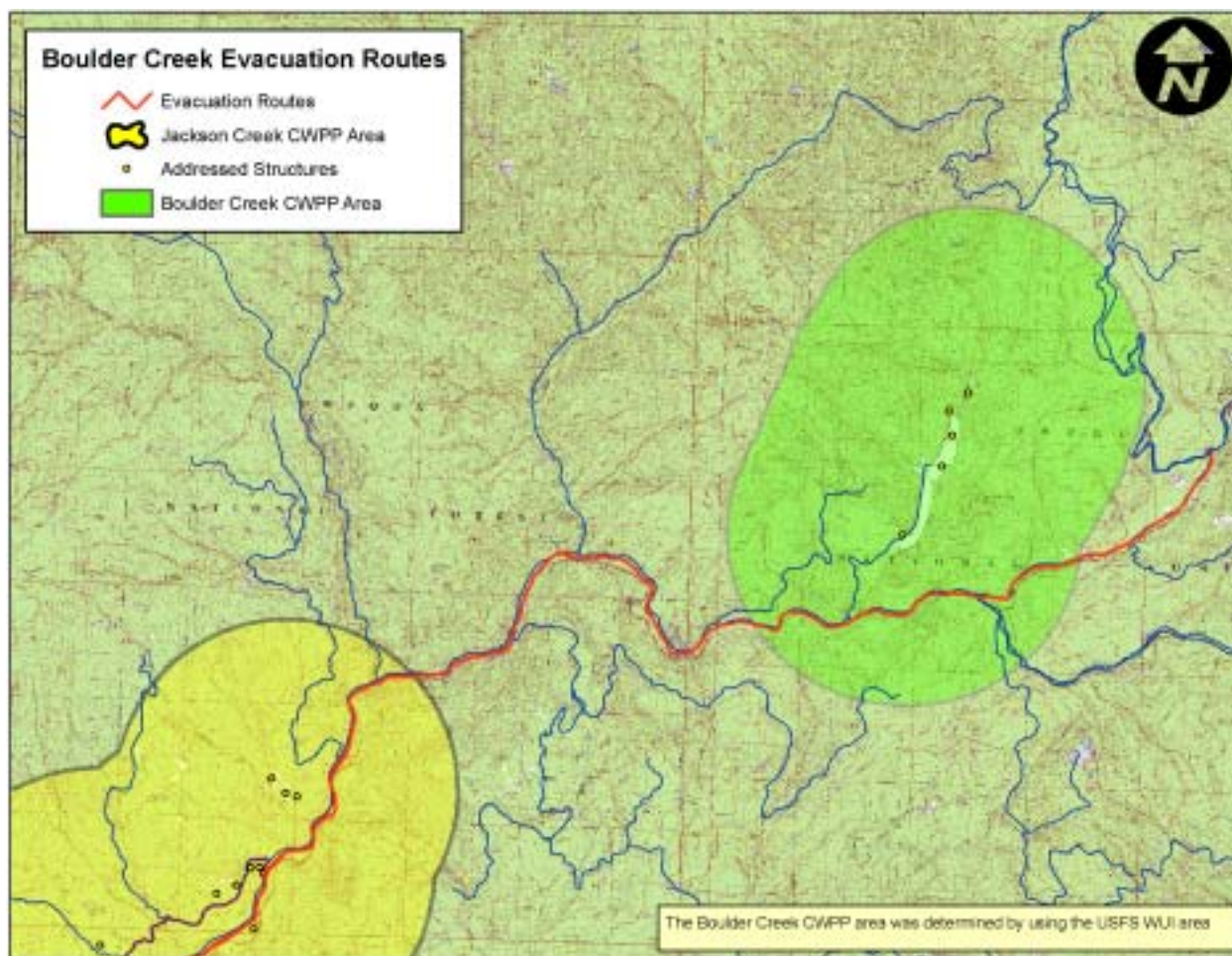
## **WILDFIRE RISK ASSESSMENT- History**

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**

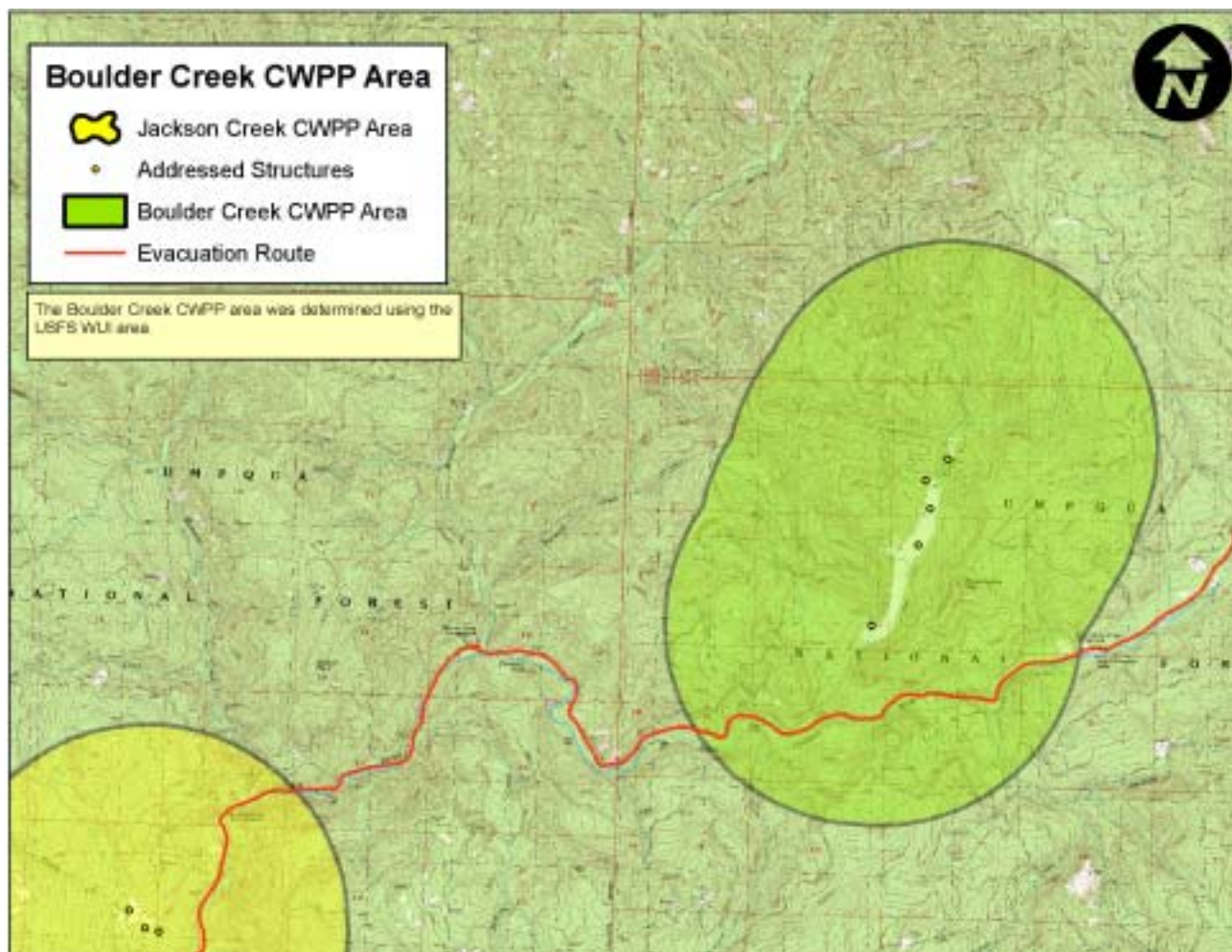
It was the Douglas County Community Wildfire Protection Plans Core Team’s conclusion that the most efficient way to identify fuel reduction areas of concern in the Umpqua National Forest was to Utilize Wildland Urban Interface Areas previously mapped by The USFS.

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.

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

## 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](http://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:

 \_\_\_\_\_ 1/17/06

James Caplan  
Forest Supervisor, Umpqua National Forest

Date

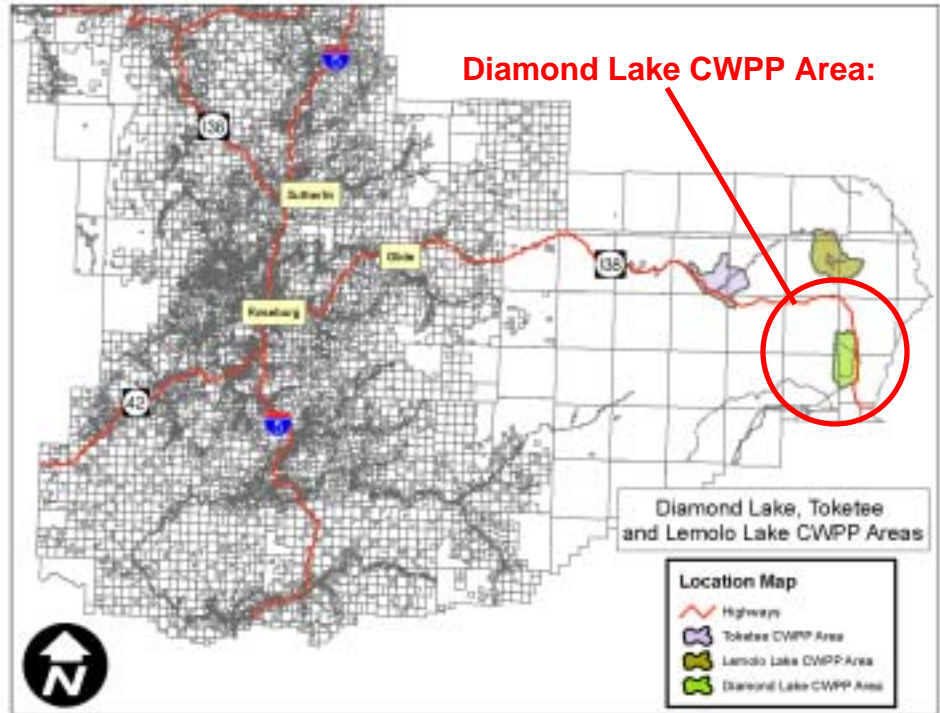


## Community Wildfire Protection Plans: Diamond Lake CWPP Area

### 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:

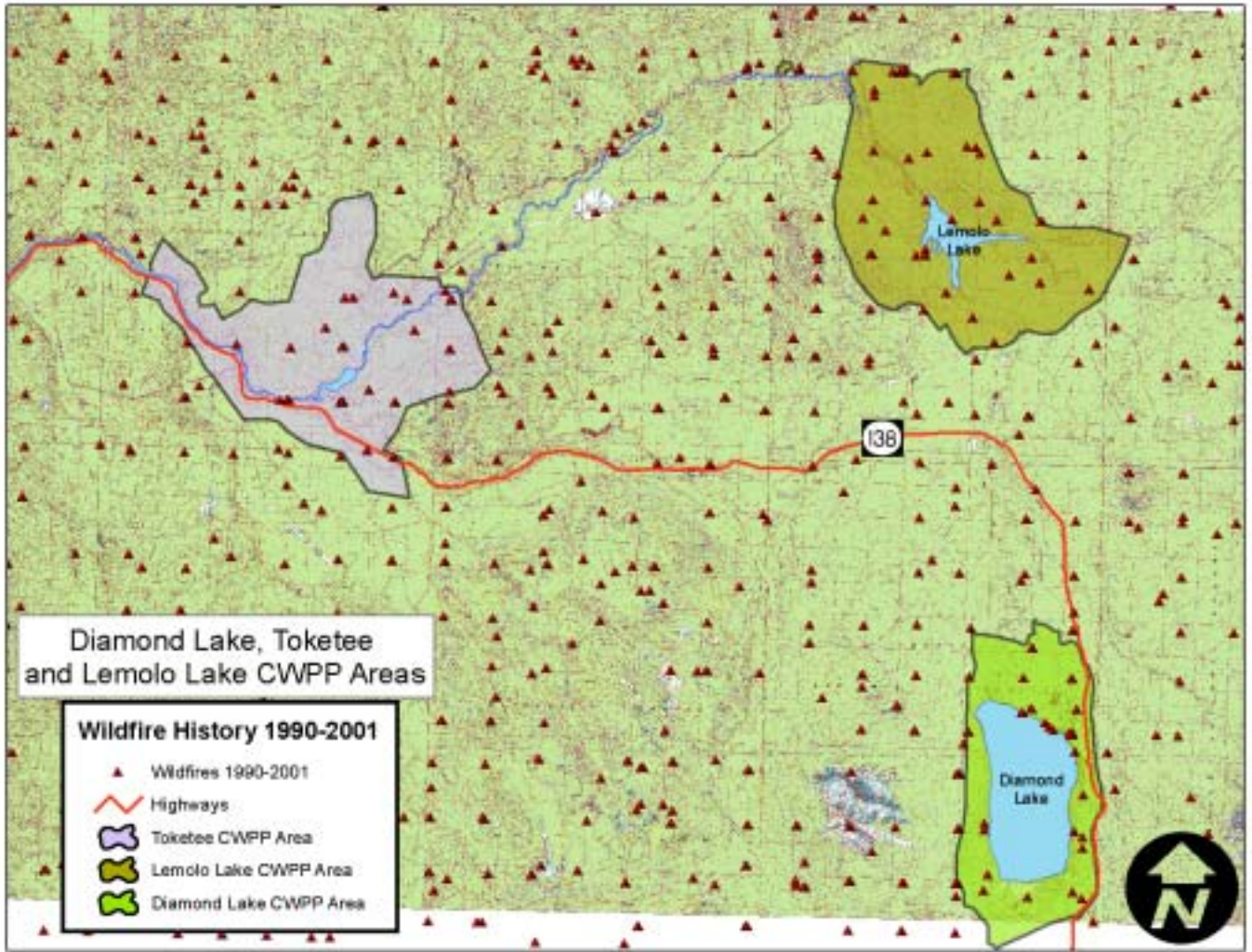
- State Highway 138 (critical as the only transportation route in and out of eastern Douglas County).
- Diamond Lake Resort
- Values to be protected (cultural resources, recreation areas, aquatic mitigation areas, wildlife mitigation measures, threatened, and endangered and sensitive plant considerations)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

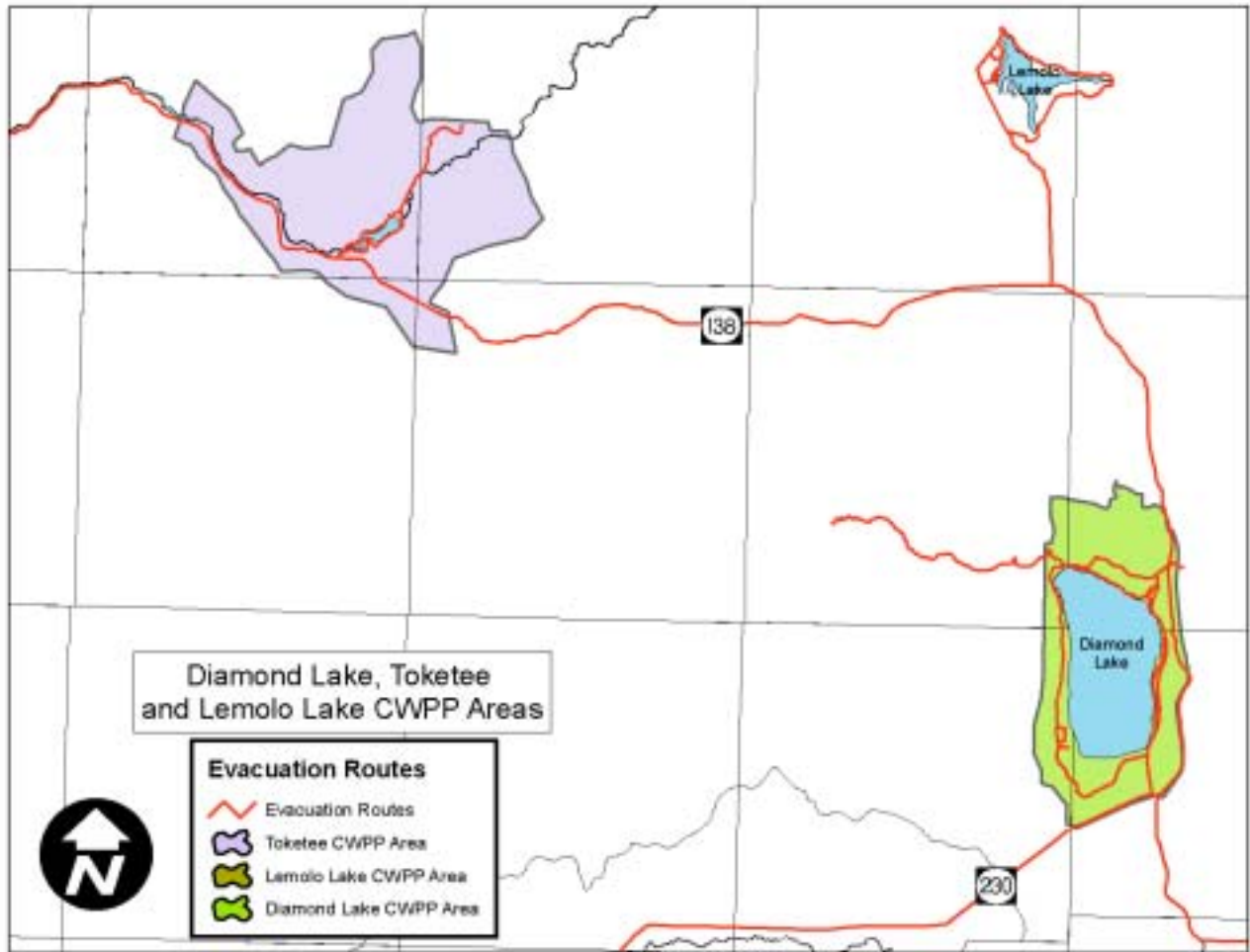
The Diamond Lake Ranger District of the Umpqua National Forest provides fire protection in the Diamond Lake CWPP Area, with the following inventory:

- |   |                     |   |                |
|---|---------------------|---|----------------|
| 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.



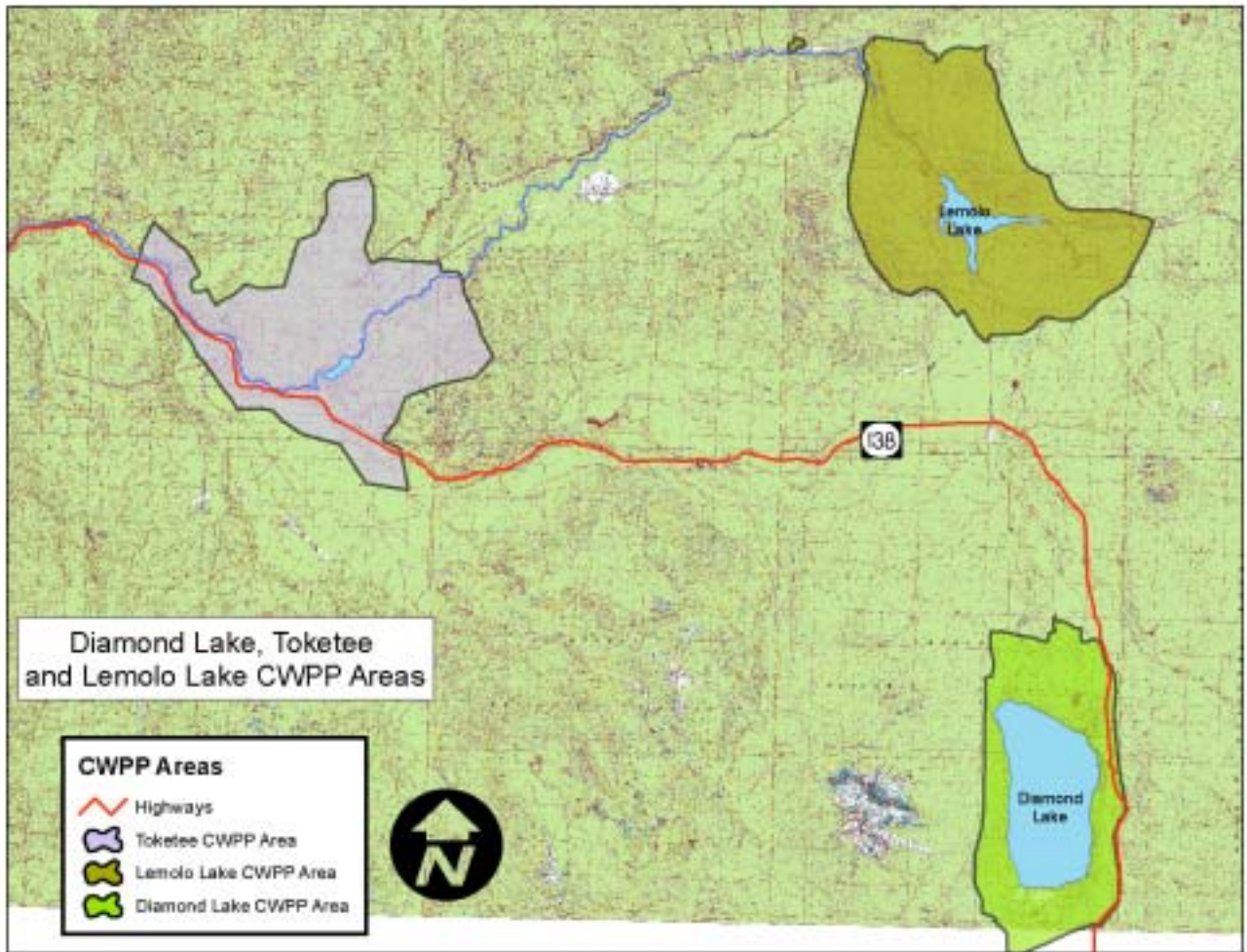
**Priority Fuel Reduction Area Identification**

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.

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”.

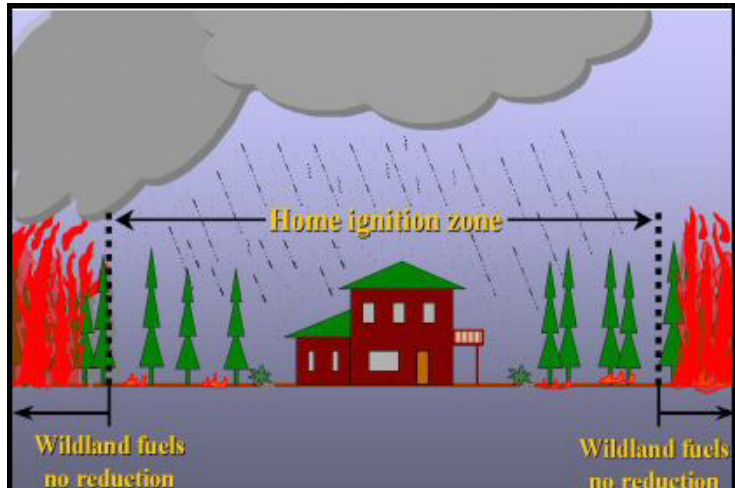


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential*; Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain

#### 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](http://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  
Forest Supervisor, Umpqua National Forest

1/17/06

Date



# 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

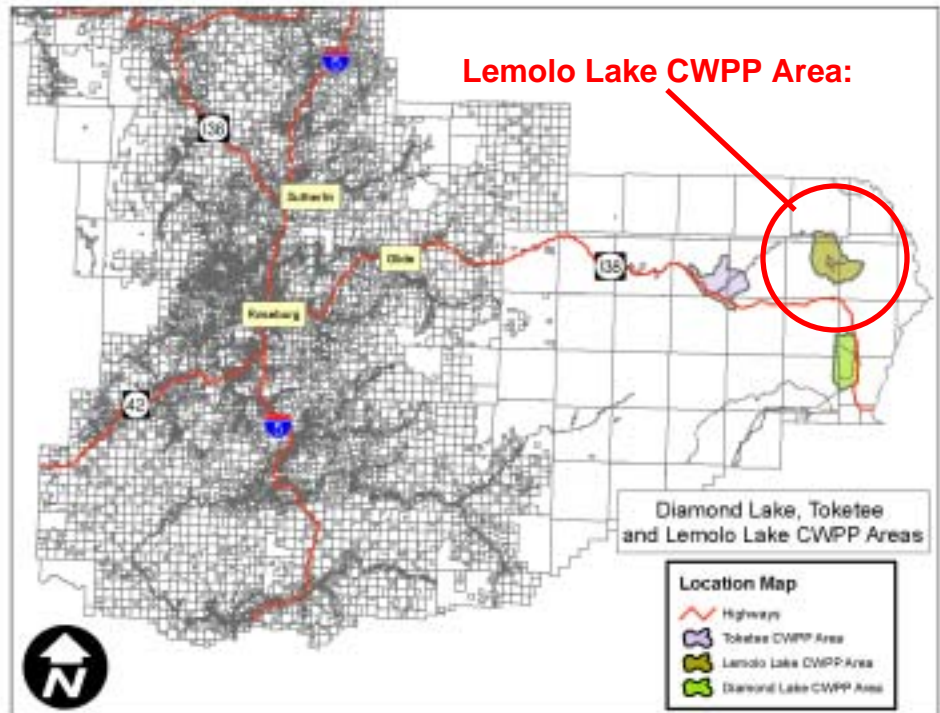
The approximate population of the Lemolo Lake CWPP area (Which includes portions of Census Blocks whose populations may or may not be in the CWPP Area), according to the 2000 census, was approximately 8 people. The North Umpqua Area, which includes the Umpqua National Forest is a popular camping and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

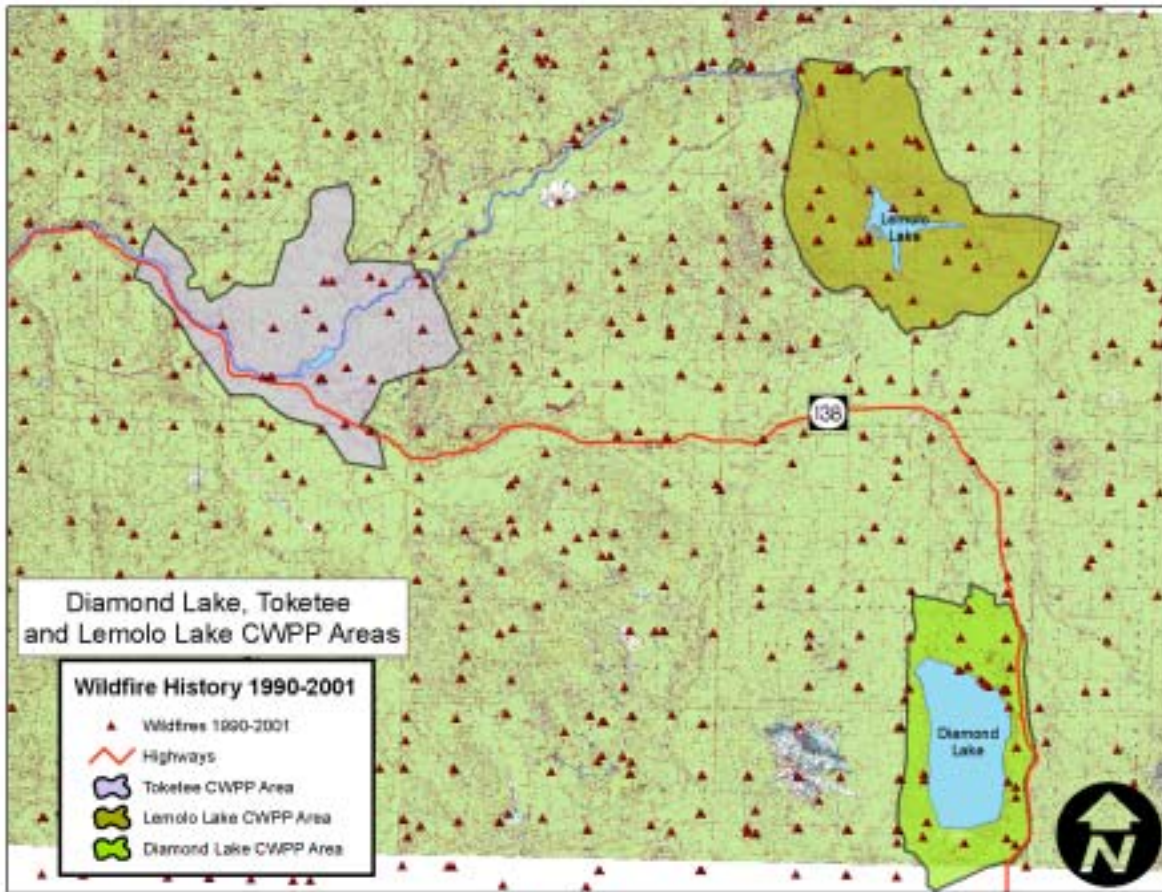
- State Highway 138 (critical as the only transportation route in and out of eastern Douglas County.
- Diamond Lake Resort
- Values to be protected (cultural resources, recreation areas, aquatic mitigation areas, wildlife mitigation measures, threatened, and endangered and sensitive plant considerations)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

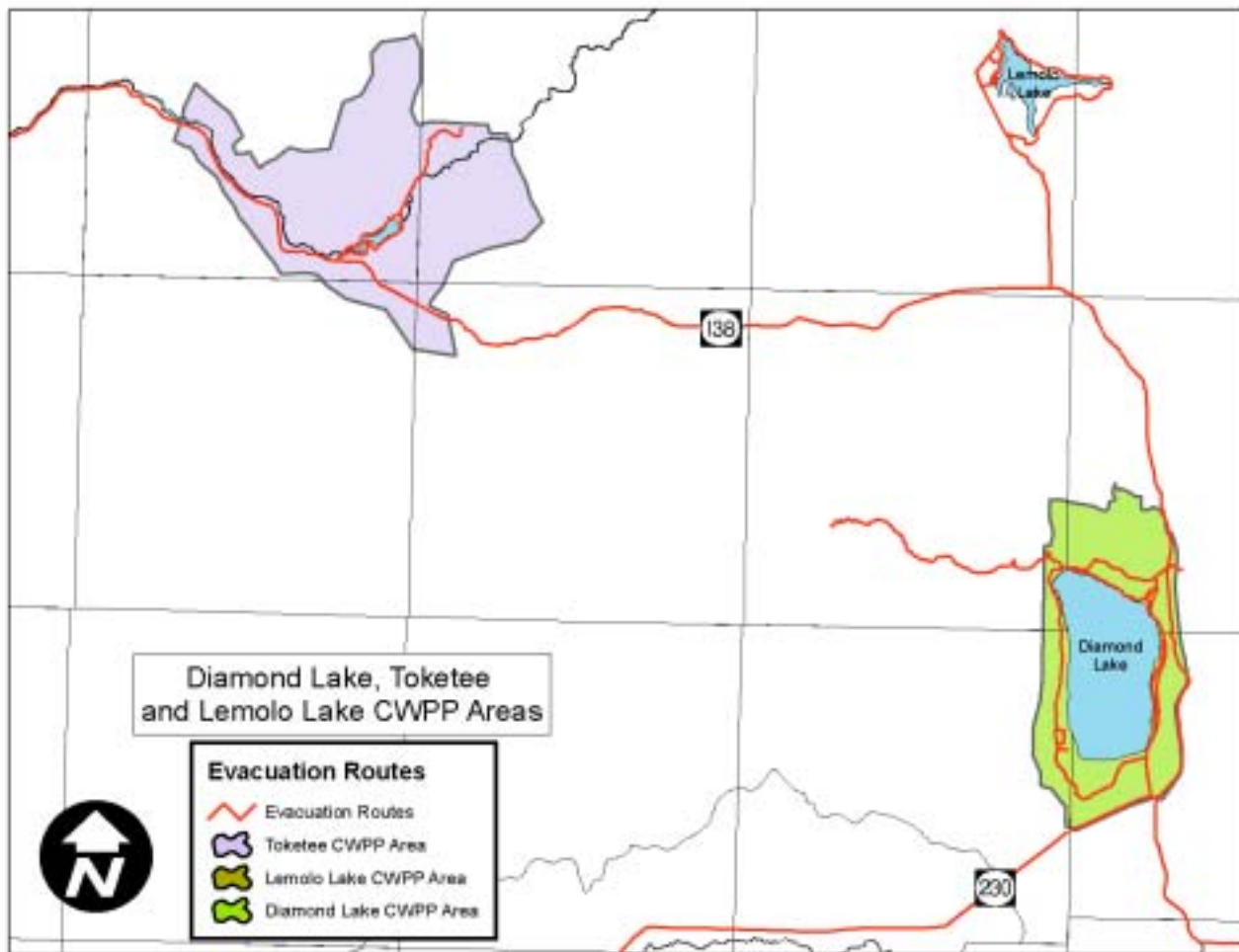
The Diamond Lake Ranger District of the Umpqua National Forest provides fire protection in the Lemolo Lake CWPP Area, with the following inventory:

- |   |                     |   |                |
|---|---------------------|---|----------------|
| 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.



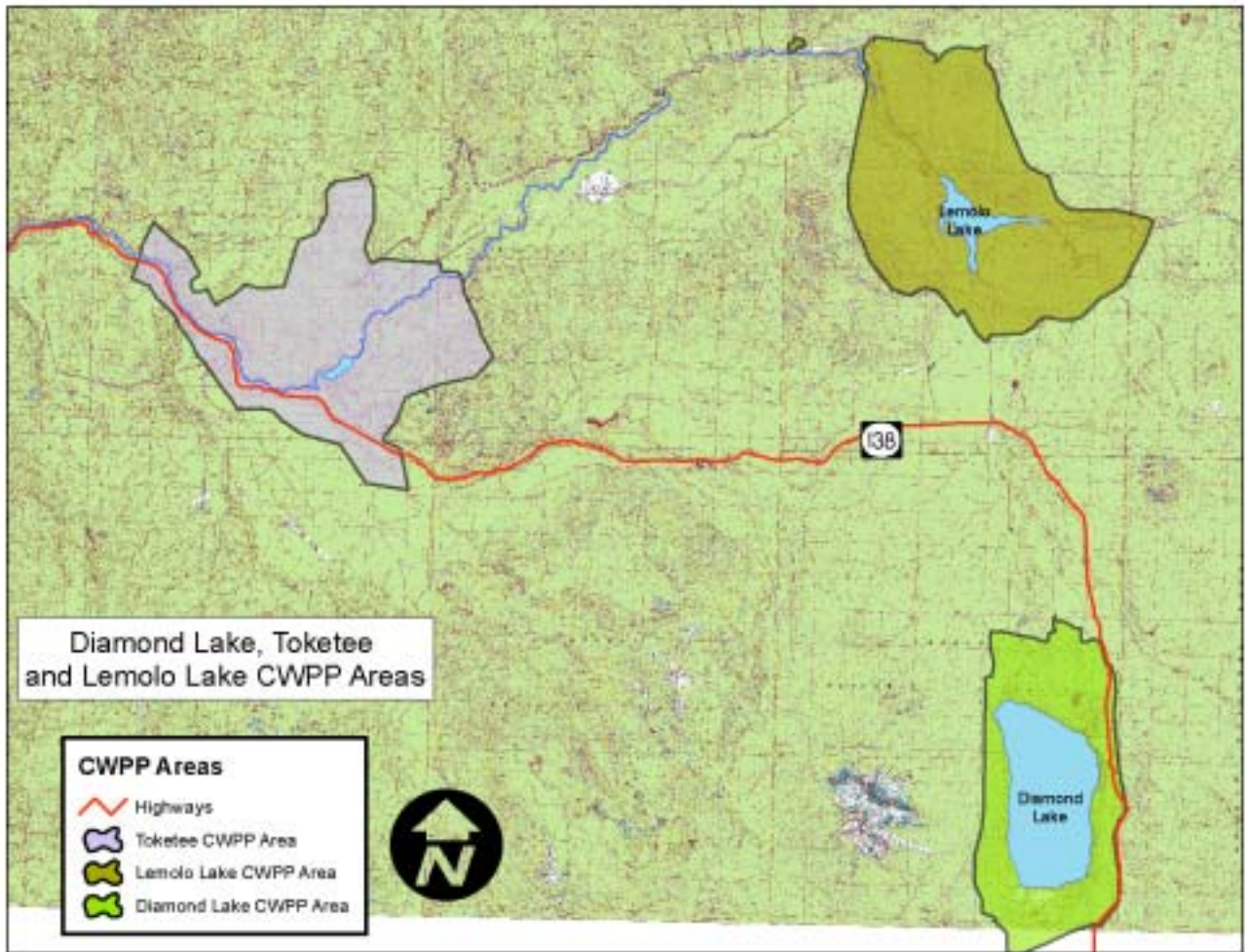
## Priority Fuel Reduction Area Identification

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

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

### 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

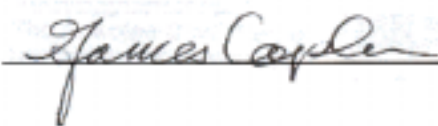
### Education

Promote existing education and outreach programs (an example would be the Firewise Program, [www.firewise.org](http://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.

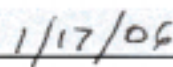
### Action Items:

- 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  
Forest Supervisor, Umpqua National Forest



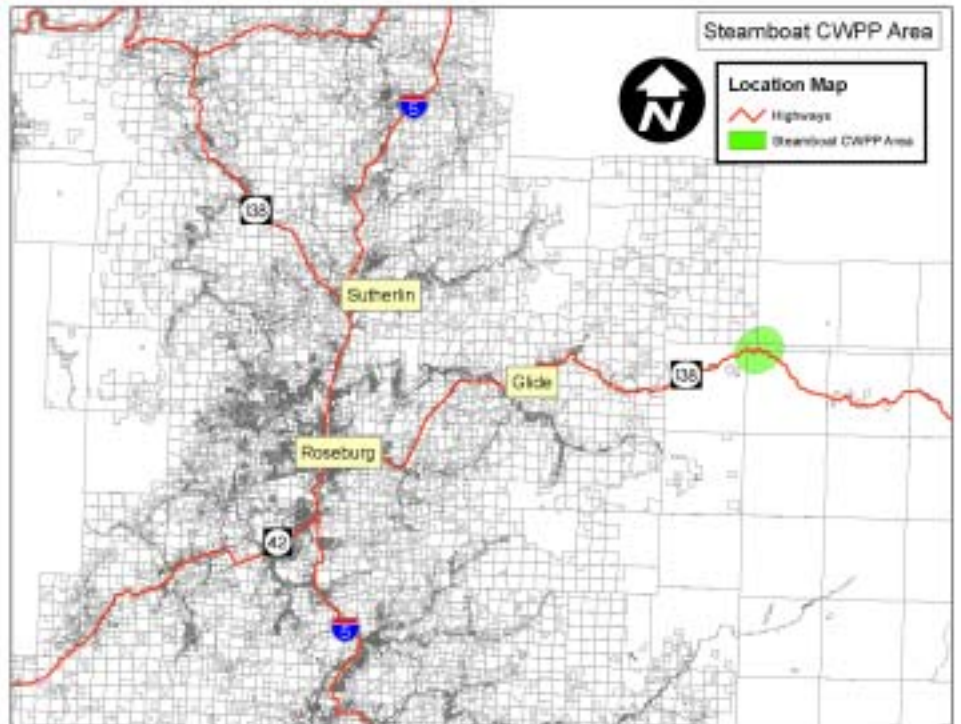
Date

# 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.

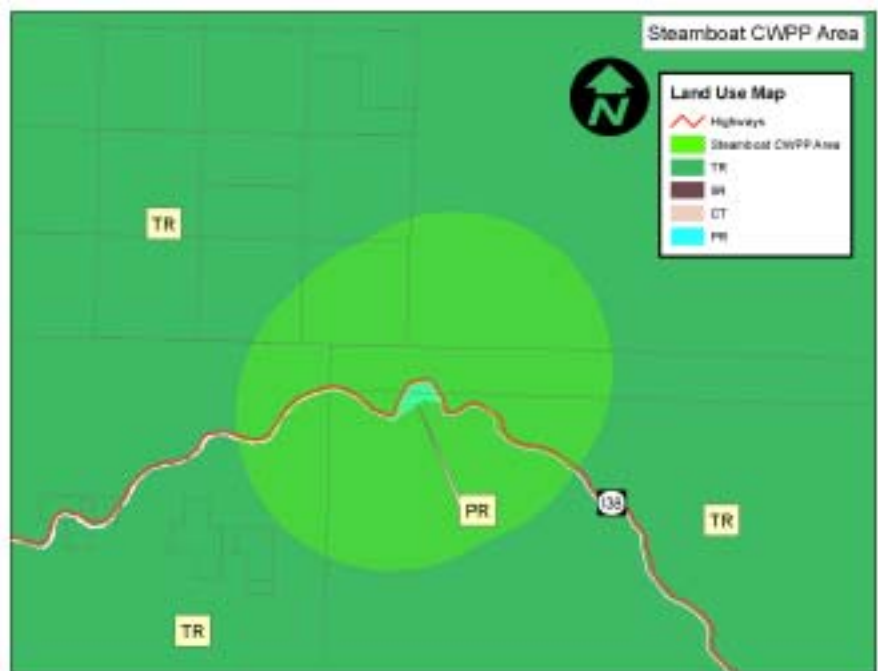


### Population

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

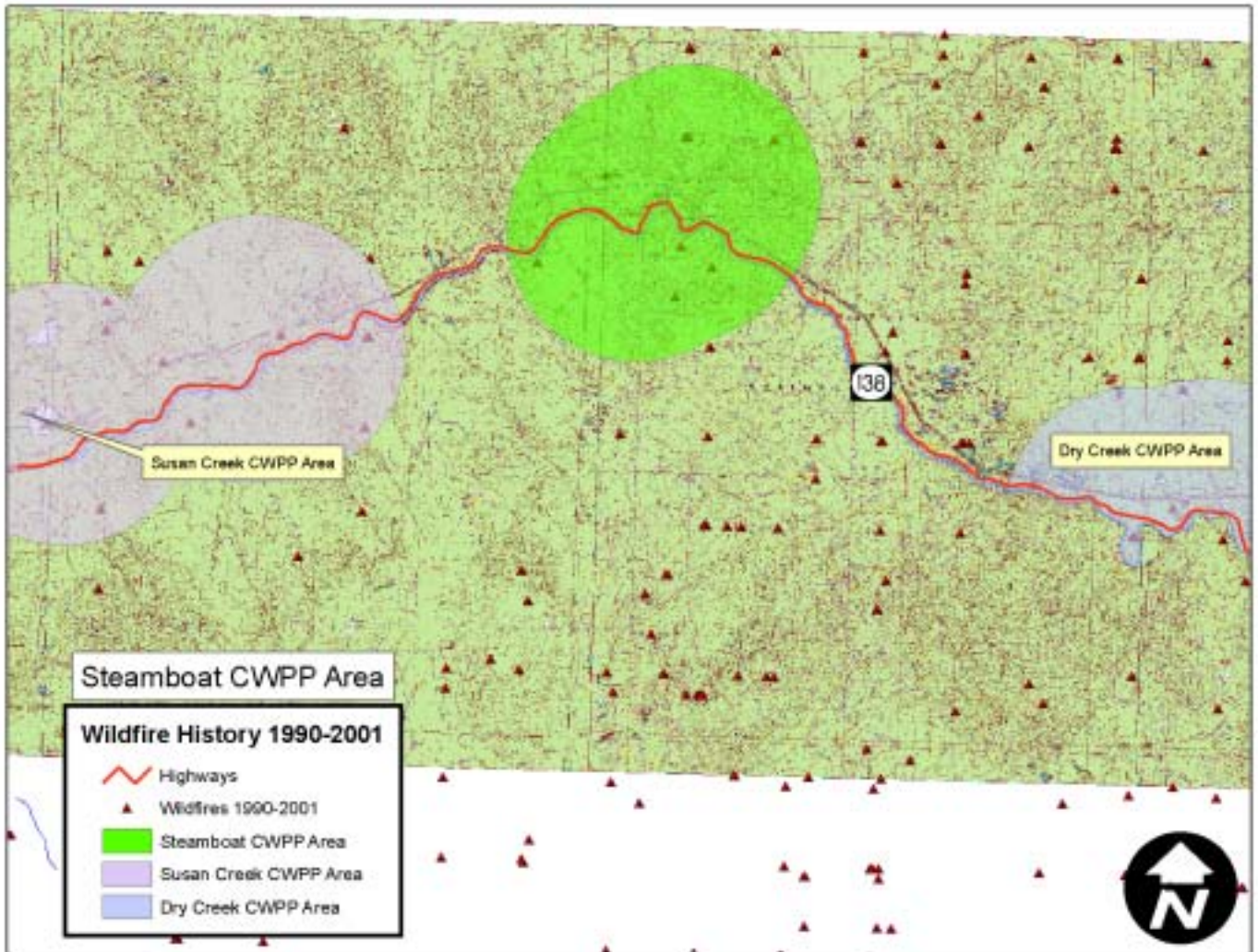
Infrastructure listed as Critical, common to some or all CWPP areas in Douglas County includes:

- 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.

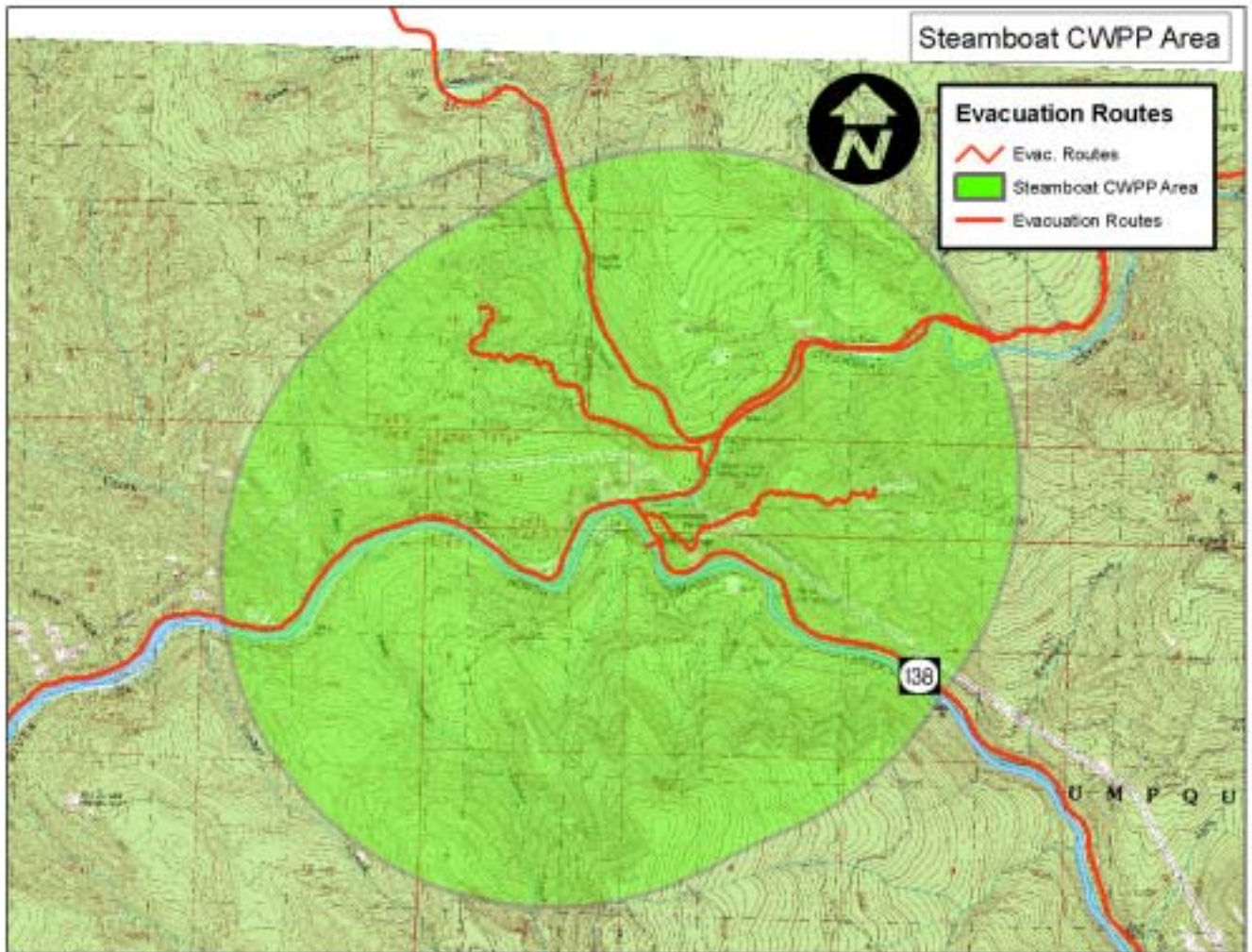
The North Umpqua Ranger District of the Umpqua National Forest provides fire protection in the Steamboat CWPP Area, with the following inventory:

- |   |                     |   |                |
|---|---------------------|---|----------------|
| 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.



## Priority Fuel Reduction Area Identification

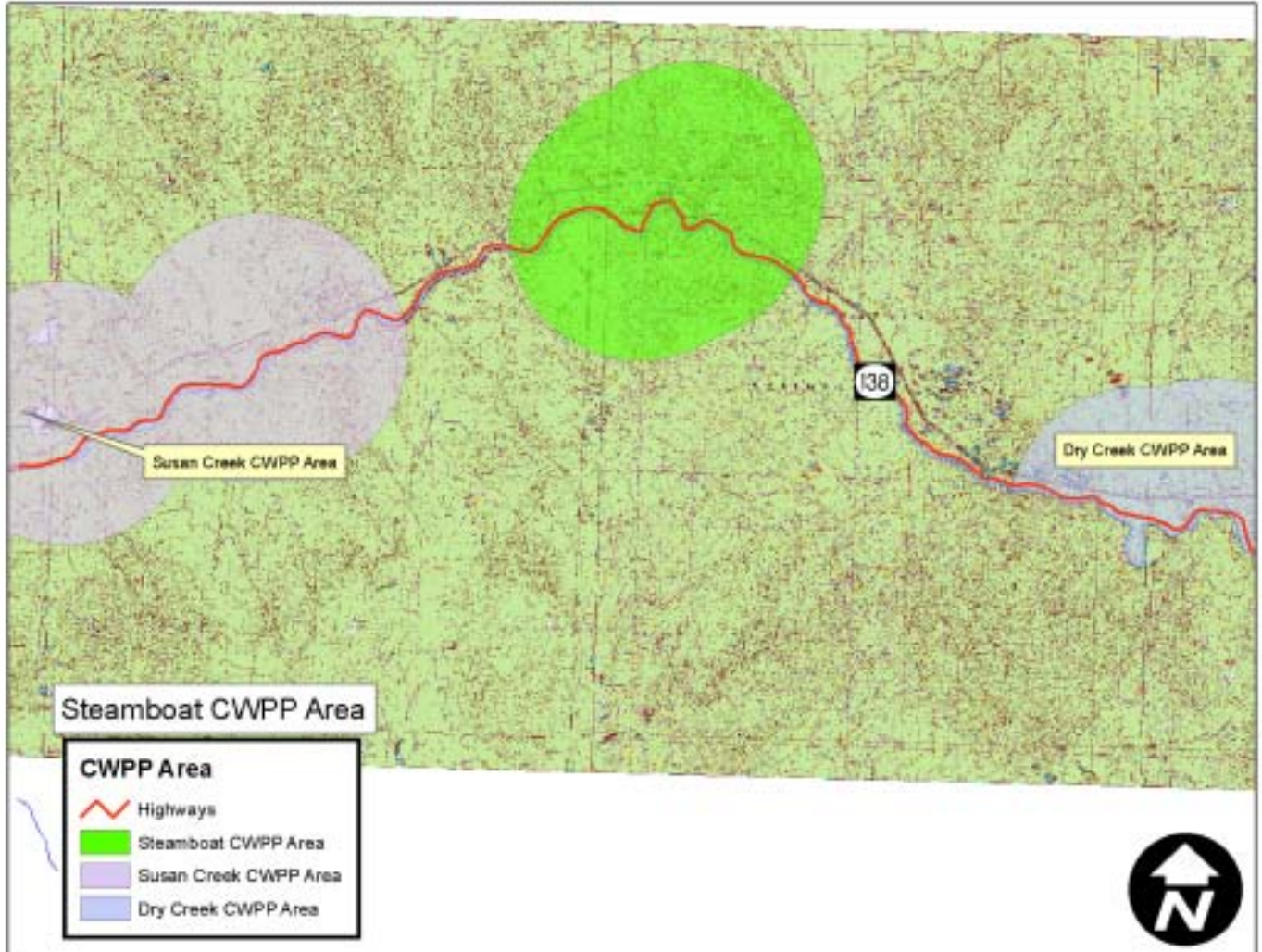
It was the Douglas County Community Wildfire Protection Plans Core Team's conclusion that the most efficient way to identify fuel reduction areas of concern in the Umpqua National Forest was to Utilize Wildland Urban Interface Areas previously mapped by The USFS.

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: 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 (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.

**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.

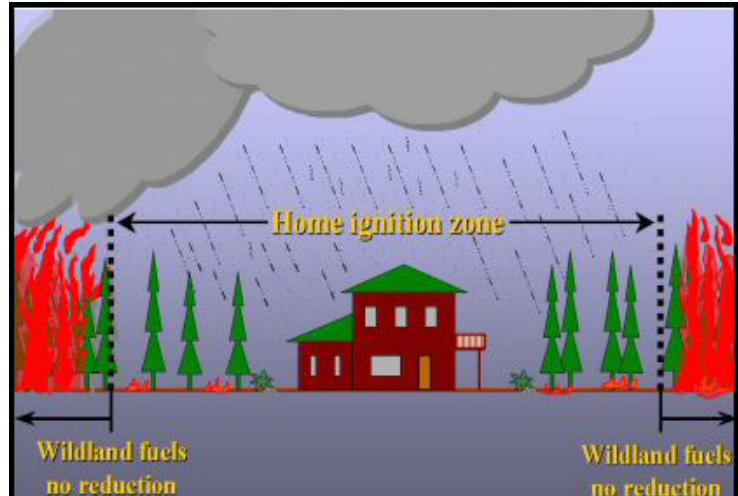


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential*; Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain

Structural ignitability, 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](http://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: Toketee CWPP Area

## COMMUNITY PROFILE:

### Location

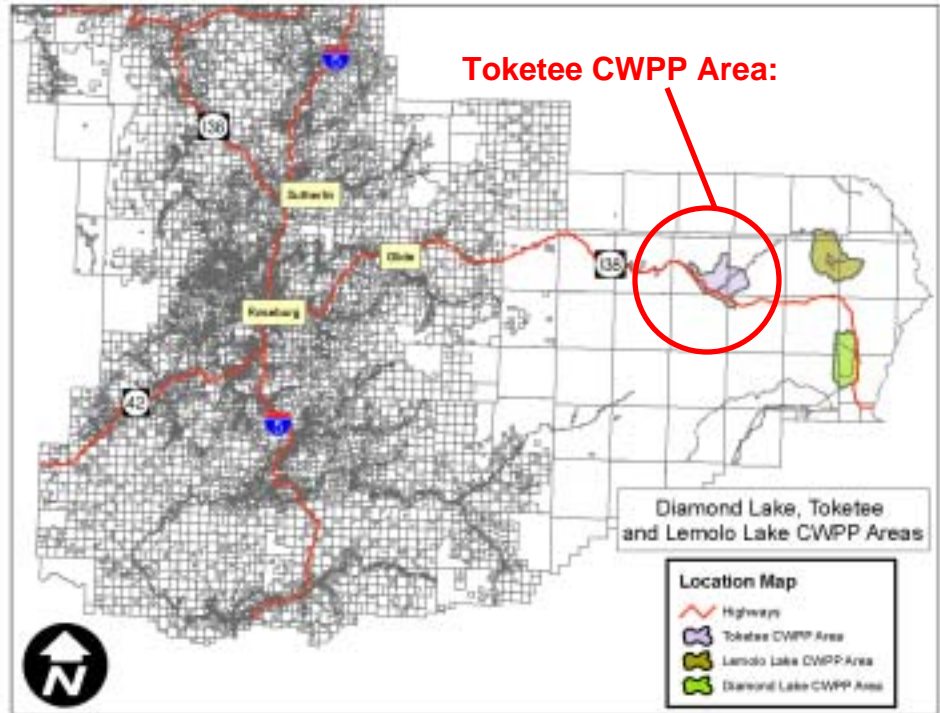
The Toketee CWPP area is located approximately 57 Miles east of Interstate 5 Exit 124, on State Highway 138. The extent of the CWPP area contains the Wildland Urban Interface Area of the Toketee Area as determined by The USFS, following guidelines in the Healthy Forest Restoration Act of 2003.

### 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:

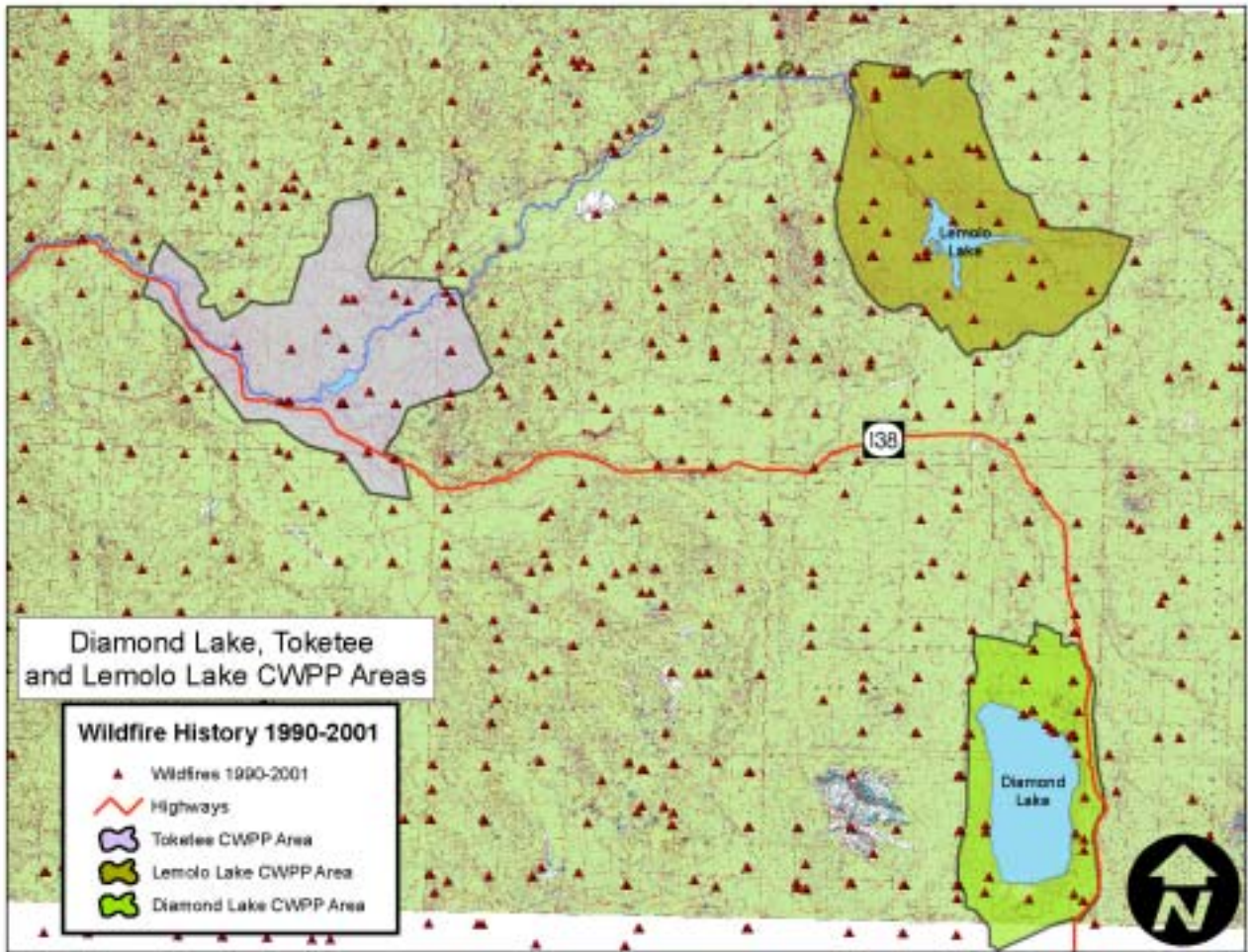
- State Highway 138 (critical as the only transportation route in and out of eastern Douglas County.
- Toketee Ranger Station
- Toketee Airfield
- Toketee Dam
- Values to be protected (cultural resources, recreation areas, aquatic mitigation areas, wildlife mitigation measures, threatened, and endangered 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.

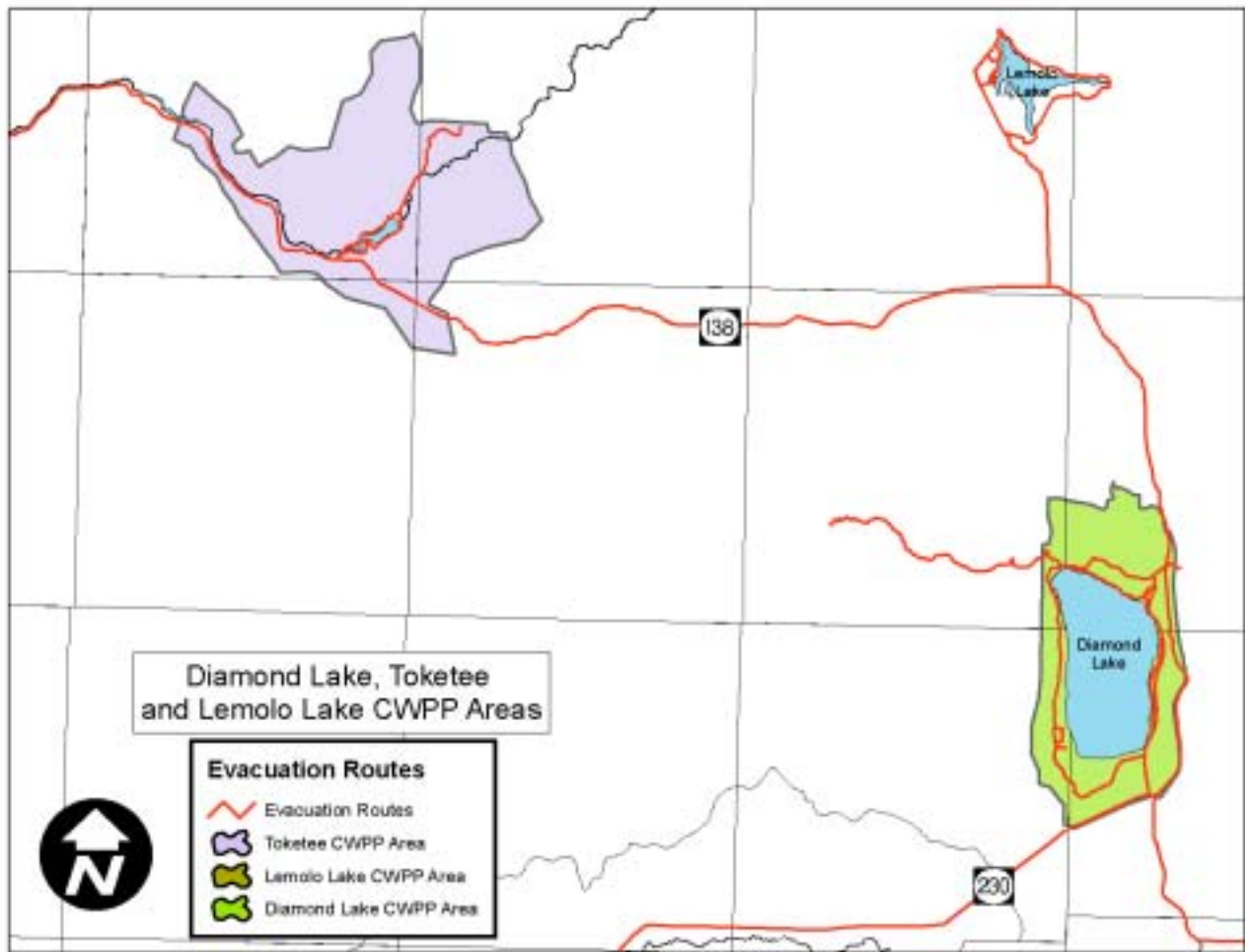
The Diamond Lake Ranger District of the Umpqua National Forest provides fire protection in the Toketee CWPP Area, with the following inventory:

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

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 Roads and entrances leading towards the main evacuation route.



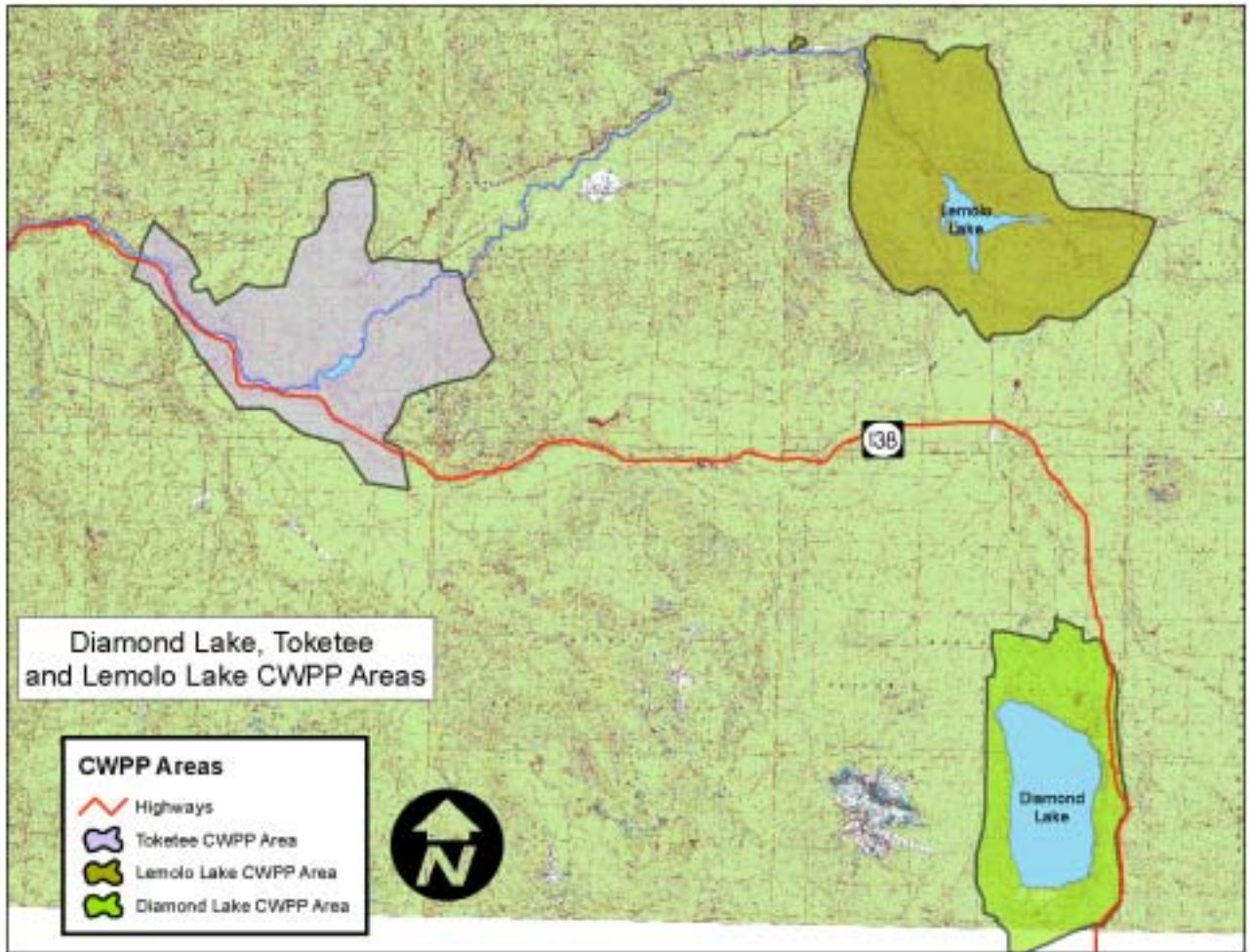
### Priority Fuel Reduction Area Identification

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: 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 (roads and entrances 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.

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”.

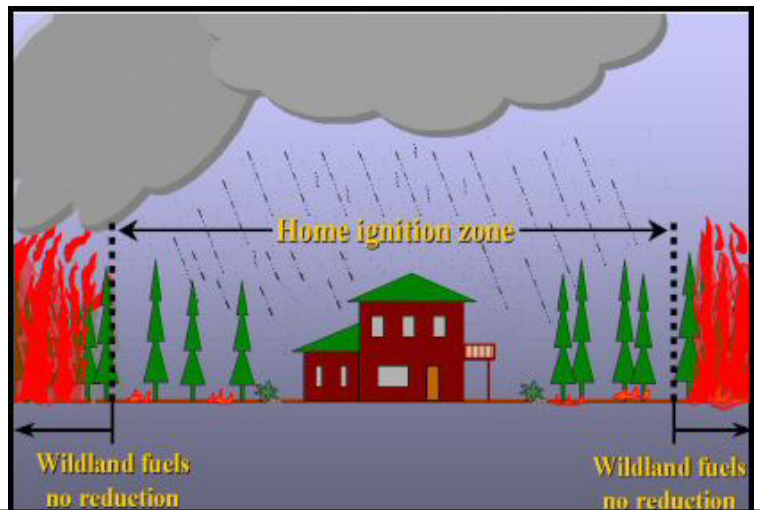


Image and Text Source: *Emerging Knowledge about Wildland-Urban Interface Home Ignition Potential*; Jack D. Cohen, U.S. Department of Agriculture, Forest Service, Rocky Mountain Research Station, Fire

### 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](http://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*

James Caplan  
Forest Supervisor, Umpqua National Forest

1/17/06

Date