El Dorado County
COMMUNITY WILDFIRE PROTECTION PLAN
Community Tab for
LOGTOWN FIRE SAFE COUNCIL ACTIVITIES

Prepared for Inclusion in the:

EL DORADO COUNTY FIRE SAFE COUNCIL
Community Wildfire Protection Plan
Diamond Springs, California

Prepared for:

LOGTOWN FIRE SAFE COUNCIL

JANUARY 2017
COMMUNITY DESCRIPTION
The Logtown Fire Safe Council area includes a diverse community of more than 600 parcels ranging from smaller two acre subdivision lots to large ranches. We have dirt roads, graveled roads and paved roads. There are private roads, county roads, roads maintained by a Community Service District and a State highway (SR-49) bisecting the community. The terrain ranges from open ridge tops with views of the Sierra Nevada Range to the east to secluded, timbered canyons. Our location in the beautiful Sierra Nevada foothills and the diverse terrain and roadways present us with unique challenges when it comes to fire safety. The wildland fire hazard ratings for the Logtown area range from moderate to very high in what is known as a Wildland Urban Interface (WUI) area.

GENESIS
The Logtown Fire Safe Council was born in July 2006 after a wildfire started by an accident on Highway 49 destroyed two houses and threatened many more. Since that time we have improved our community’s resistance to wildfire through education, creation of defensible space and cooperation with local fire and road agencies. The volunteers of the Logtown Fire Safe Council has completed several, grant funded, fuel reduction project around the perimeter of the community and along transportation corridors. The Logtown Fire Safe Council meets on the second Saturday of each month except December at Station 44 on Quartz Drive. Every year in the spring the Logtown FSC hosts a spring cleanup that includes green waste dumpsters, household trash dumpsters, recycle bins, e-waste collections and local charity donation truck. Each fall the Logtown FSC hosts a “Hot Dog Social” fundraiser with music and auctions. The Logtown Fire Safe Council is one of the most active and successful councils in the county.

FIRE RISK
Logtown is an unincorporated community with approximately 600 parcels and 850 residents. Logtown is situated on ridges between the North Fork and main Consumes River Canyons in El Dorado County. The steep topography in the canyons, heavy fuel loading, history of wildfire ignitions combined with extensive and diverse use activities has many of the elements for a wildfire of catastrophic portions.

The Logtown Community Wildfire Prevention Plan addresses all the hazards and risks within and adjacent to the community. The greatest threat outside the community would be a fast moving wildfire in the river canyons (North Fork & Middle Fork of Consumes River) and along Highway 49. Within the community there are areas where homes are intermixed with dense vegetation and located on dead end roads. Vegetation was identified and classified into 4 fuel models and Fuel Treatment Standards were written for each model. Seven fuel reduction elements were developed to help protect the Logtown area: Defensible Space, Vacant Lots, Fuel breaks, Firebreaks Perimeter Fuel Reduction Zones, Roadside Fuel Treatments and Power Lines.
HISTORY

Probably one of the most forgotten places in El Dorado County, relatively little is known about Logtown also called Empire City. Located 3 miles south of El Dorado (Mud Springs) and about eight miles north of Plymouth (Polkerville) on Highway 49, archaeologists have recently uncovered various objects from the 1800s including mining tools and machinery and a blacksmith’s shop. A small cemetery located nearby marks the graves of a handful of young men who died of cholera, but the location of the towns other residents remains a mystery. The Empire Mine was known to be active in 1856 and later the Pocahontas mine was active in the 1870s. State Route 49 leads south from El Dorado into a pleasant little valley lush and green in the spring, dried and marked by shades of brown in fall and winter. Logtown Creek, Logtown Ravine, and Logtown Ridge along the east side of the ravine are no different than any of the valleys, creeks, or ridges within in a few minutes’ drive in any direction. The thick grass on the hills and flanks of the ridge, the dense underbrush and cottonwoods along the creek, and the groves of oak trees and years of decay hide it well. They conceal the creek bank where gold seekers first tried their luck at placer mining; the piles of gravel they dug up and washed clean; the dams and ditches that brought water to where they needed it; the mine shafts that sank through hundreds of feet of rock; and the clusters of buildings that grew up around the mines and mills.

A place can also be hidden, or overlooked, because it is ordinary. Logtown was not the scene of extraordinary events. The ravine is one of many little valleys in the Sierra Nevada foothills, and the events here were not so different from what went on throughout Gold Country. Logtown was part of the Gold Rush, and the eventual development of mining and agriculture in El Dorado County. At Logtown, there was placer mining at the beginning of the Gold Rush in 1849 and 1850. The census and newspapers do not tell us what Logtown looked like in 1850, but we can imagine tents and simple log or wooden houses spread along the creek from one end of the ravine to the other. The business district probably consisted of a cluster of tents and more substantial buildings. According to the Placer Times there were as many as 20 stores, two taverns, and services like blacksmiths, shoemakers, bakers, and carpenters. The census confirms this picture, listing three hotel keepers and five merchants, as well as a carpenter, clerk, drover, herder, joiner, laborer, and trader. By 1851, the El Dorado County Recorder had licensed 15 merchants in Logtown who sold “goods and/or liquors.” In 1852, an additional four liquor licenses were granted in Logtown. At one time or another, there were more than a dozen mines operating in Logtown Ravine. The Pocahontas, Empire, Lamoille, Ophir, and Minnehaha, were the most prominent, as the Placerville Mountain Democrat described in an article from February 5, 1858: Almost every person here is more or less interested in quartz mining, and quartz is the constant topic of the day. There are now six mills in active operation in this neighborhood, employing, in the aggregate, not less than one hundred and seventy five men.

As the gold petered out and the miners left, the countryside reverted to ranching and grazing. Many of the original families from the 1800s remain and large family run ranches surround the Logtown Community.

In the early 1960’s portions of Logtown Ridge were sub-divided into 2 to 8 acre parcels named “Paradise Ranchos” Many families from the city moved here to raise their families in the quiet of the foothills. The homes were built along the ridges to take advantage of the views of the high sierras to the east and the city lights of Sacramento to the west. The ridgetop locations increase the fire risk. In addition, the building standards of the 1960’s did not require two ways in and out, so many of the roads run along a ridgetop and dead end. Crystal Blvd. and Monitor Road are examples.
VEGETATION (Fuels)
Some ecosystems have become overgrown and unhealthy leaving them hazardous to homes in and adjacent to these ecosystems. Condition Classes are a function of the degree of departure from historical fire regimes resulting in alterations of key ecosystems components such as composition, structural age, stand age, and canopy closure. One or more of the following activities may have caused this departure: fire exclusion, timber harvesting, grazing, and insect and disease or other past management practices. Condition Classes were determined by CAL FIRE.

The dominate fuel models in and around Logtown are Grass savannas, (Fuel Model 1), Blue Oak/Grass (Full Model 2), Interior Live Oak/ with grass and brush (Fuel Models 4 and 6) and Chaparral (Fuel Model 4). Intermixed are small patches of Native Pine and Ponderosa Pine.

Grass Savannas (Fuel Model 1) are comprised of very porous and continuous herbaceous grass fuels, generally below knee level and fuel loads are about 1 ton per acre. Less than one-third of the area has other vegetation like shrubs and trees. When cured, surface fires will move rapidly, 700 - 1050 (feet/hour) with flame lengths of 3.5 - 4.5 feet.

Annual grasses with scattered oaks and brush, typical of area northeast of Quartz Drive. Fire Spread is in the Grasses.

Blue Oak/Grass (Fuel Model 2) is comprised of oak overstory (20% to 40% canopy closure), grass ground cover 1 to 2 feet tall with scattered Poison Oak and mixed brush. A moderate fuel ladder is established however fire spread is mainly in the grass but more intense than Fuel Model 1, but rate of spread is reduced (360 – 500 feet/hour) and with flame lengths of 6 - < 8 feet.
Thirty to forty percent oak overstory with understory of scattered brush and groundcover of annual grasses. Typical of fuels on west side of Crystal Boulevard. Fire spread is in the grasses. Individual trees will torch.

Interior Live Oak with grass and brush (combination of Fuel Models 4 and 6) is comprised of primarily mixed oak (Live Oak, Blue Oak, Black Oak, Valley Oak) with scattered Native Pine and Ponderosa Pine in the overstory. Live Oak is the dominate tree species. The understory is Poison Oak, mixed brush, oak and Native Pine seedlings and saplings. Ground cover is grass with liter (tree limbs, and logs). Canopy closure is 80% to 100%. Fuel loading is 6 to 13 tons per acre. A significant fuel ladder is present in this fuel type. The heaviest concentrations of these fuels are in the Martinez Creek drainage along the FSC eastern boundary.

Live Oak stands with scattered Native and Ponderosa Pine with 80% crown closure and understory of brush, saplings and ground cover of grass and litter. An extensive fuel ladder is present. Fire spread is in tree crowns.

Chaparral (Fuel Model 4) consists of Chemise, Toyon and manzanita brush with a high ratio of dead to live fuel. Fuel loads average 18 to 20 tons per acre. The largest brush field is located on the east facing slope between Logtown Ridge and Highway 49. Rate of spread can be 7500 feet/hour with 20 foot flame lengths.
Mixed brush - chemise, manzanita, Toyon with high ratio of dead to live stems in large brush field between Highway 49 and Crystal Boulevard. Scattered suppressed tree saplings are intermixed with the brush. Fire spread is in brush crowns.

TOPOGRAPHY
The main topographic features are: Logtown Ridge, Monitor Ridge, Martinez Creek and the North and Middle Forks of the Consumes River. The high ridges, steep canyons and multiple watersheds make wildland firefighting difficult. The major ridges run north and south and the predominate winds are from the west driving wildfire up the ridges.

CLIMATE
Logtown has a Mediterranean type climate which features hot, dry summers and cool moist winters. The June – October dry season produces ideal conditions for wildfires. Annual plants die and perennial plants lose moisture and become highly flammable. Fires burning towards the end of the dry season are intense, resist suppression efforts and threaten lives, property and resources. Drought conditions intensify the wildfire danger. Two additional climatic conditions aggravate this already serious wildfire problem. Periodically, almost every year, the Pacific High Pressure System moves eastward over California and brings very hot, dry weather with low humidity. This “Heat Wave” can occur at any time during the dry season and wildfire can start easily and are difficult to extinguish. The other extreme weather condition, thankfully less frequent, usually occurs in the fall and sometimes in early winter, when north or east strong, dry winds subside from the Great Basin High (Fohen Winds). Under these conditions, a wildfire can quickly escape and create great damage before the winds stop blowing. The Oakland Hills Fire of 1991, which destroyed 3810 homes, burned under these conditions.

Each year, hundreds of homes are destroyed or damaged by wildland fires. El Dorado County and Logtown are no exception from wildfire losses. In 1985 the Eight Mile Fire destroyed 14 homes; in 1992 the Cleveland Fire destroyed over 40 homes and claimed the lives of two air tanker pilots; and in 2006 two homes were lost in Logtown from fire starts along Highway 49.

INFASTRUCTURE
There are no schools or parks, a CSD Common Area, a commercial “Strip Mall” and PG&E transmission lines. There is a large El Dorado Irrigation District (EID) drinking water reservoir on Dolomite that provides residential water to the community and water for the fire hydrant system. There is a two bay fire station with apparatus on Quartz Drive, but it is manned with a volunteer. Many of the parcel owners have livestock which help in reducing fuels but complicates evacuation procedures.
FIRE PROTECTION

Structural fire protection is provided by Diamond Springs – El Dorado Fire Protection District. A robust mutual aid agreement with all county fire districts has a multiplier effect and all of the county firefighting resources are available to respond to an incident (including CAL FIRE and the USFS). The nearest staffed station is in El Dorado, Station 46. Station 44 is located in Logtown on Quartz Drive but is staffed by a volunteer resident. Logtown is wholly within CAL FIRE State Responsibility Area who is the primary provider of wildfire protection. However, both agencies share in the jurisdictional responsibilities for wildfire and structure protection. A fire hydrant system serves the community except in the Little Canyon Road area.

Project History

The Logtown Fire Safe Council has been one of the most active Fire safe councils in the county and has accomplished numerous projects since the original CWPP was created in 2007

Logtown Completed Projects

<table>
<thead>
<tr>
<th>ID (49CWPP)</th>
<th>Name (Logtown)</th>
<th>Funded by</th>
<th>Acres</th>
<th>Cost</th>
<th>Completed</th>
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<tbody>
<tr>
<td>LT-4</td>
<td>FB2 Rattler/Buzztail</td>
<td>Prop 40</td>
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<tr>
<td>LT-6</td>
<td>Mica Roadside</td>
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<td></td>
<td></td>
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<tr>
<td>LT-5</td>
<td>FB 1 Roadside</td>
<td>USFS</td>
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<td>FB3</td>
<td>USFS</td>
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<td>Stope FRZ</td>
<td>USFS</td>
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<td>LT-8</td>
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A copy of the Logtown CWPP can be found on the website: [http://www.edcfiresafe.org/cwpp/](http://www.edcfiresafe.org/cwpp/)
Summary of proposed treatment by cost for the Logtown Area.

<table>
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<tr>
<th>COMMUNITY</th>
<th>PRIORITY</th>
<th>PROJECT NUMBER</th>
<th>PROJECT DESCRIPTION</th>
<th>TREATMENT TYPE</th>
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<th>MILES</th>
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<td>Total Logtown</td>
<td></td>
<td></td>
<td>489</td>
<td>10.3</td>
<td>$786,558</td>
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</table>
Westside Fuel Break Maintenance (LT 2B)

102.8 Acres
N 38° 36' 8.316", W 120° 51' 47.844"

West Side Fuel Break Maintenance (LT-2B)

Data Source: El Dorado County GIS, Legmen FSC

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Legend:
- Logtown FSC
- Planned Treatment
- Developed Parcel
- Grassland
- Shrub
- Forest
- Oak and Mixed Wood
- Agricultural
- Barren or Urban
- River
- Perennial Stream
- Intermittent Stream
- Highway
- Major Road
- Minor Road