

**2016
SHASTA COUNTY
COMMUNITY WILDFIRE PROTECTION PLAN**

**SHINGLETOWN/MANTON
PLANNING AREA**



Covering the communities of:

- Shingletown
- Manton (north)
- Viola

SHINGLETOWN/MANTON PLANNING AREA (2016)

I. PROPOSED PROJECTS

A. THE PLANNING AREA

The boundary of the planning area encompasses 107,340 acres and includes the community of Shingletown, located approximately 25 miles east of Redding, California. Other communities that lie within the Plan boundary include Viola on the eastern end and Manton on the south. There are approximately 5,411 residents living within the Plan boundary. The area is used heavily for recreation during the summer months – substantially increasing the number of people using the land during the height of fire season. Land ownership is approximately 4% public, including Bureau of Land Management and USDA Forest Service, and 96% private, including commercial forest land owned by Sierra Pacific Industries (SPI) and land managed by W.M. Beaty and Associates, Inc. (W.M. Beaty), and other private land ownership. The Bear Creek Watershed Group remains as an active organization in Shingletown.

This area can be reached from State Highway 44 east and west, which is the major two-lane highway connecting Redding and Lassen Volcanic National Park. The topography of the area varies with elevations from 350 feet at the confluence with the Sacramento River on the west end to 4,400 feet at the eastern end. The majority of the watershed has remained relatively undeveloped over time and provides high quality water to the Sacramento River.

The Battle Creek Watershed (in Shasta County) includes the communities of Mineral and Manton and encompasses about 410 square miles or approximately 262,400 acres, and lies along the north border of Tehama County on the east side of the Sacramento River. Approximately 54,910 acres lies within the planning area. The elevation of the watershed ranges from 330 feet on its western end along the Sacramento River to 10,470 feet at the top of Lassen Peak. Land ownership includes Lassen National Park, the USDA Forest Service, Bureau of Land Management, large commercial timberland and small private landowners.

B. PROJECT PRIORITIES

SHINGLETOWN/MANTON PLANNING AREA FUEL REDUCTION PROJECTS				
PROPOSED PROJECT	MAP NUMBER¹	TYPE	AREA (acres)	ESTIMATED COST²
Shingletown Ridge Road	1	Fuelbreak	6.3	\$797,236
A-Line Viola North	2	Fuelbreak	5.0	\$632,727
100 Road (West/70HH)	3	Fuelbreak	11.5	\$1,455,273
Black Butte Road	4	Fuelbreak	3.2	\$404,945
Emigrant Trail West	5	Fuelbreak	3.3	\$417,600
Ritts Mill Road	6	Fuelbreak	1.8	\$227,782
Shasta Forest Village	7	Fuelbreak	3.7	\$468,218
McCumber Flats	8	Fuelbreak	3.2	\$404,945
Ponderosa Way #1	9	Fuelbreak	1.5	\$189,818
Ponderosa Way #3	10	Fuelbreak	3.6	\$455,564
Wildcat Road	11	Fuelbreak	2.1	\$265,745
Battle Ck Bottom / Wilson Hill	12	Fuelbreak	6.7	\$847,855
Ponderosa Way - Bear Creek	13	Fuelbreak	5.5	\$696,000
Manton Ponderosa Way	14	Fuelbreak	0.5	\$63,273
Sites Road - Plateau Pines	15	Fuelbreak	1.2	\$151,855
Plateau Pines East	16	Fuelbreak	0.7	\$88,582
Hwy 44 at Dersch Road	17	Fuelbreak	1.2	\$151,855
Wilson Hill Road North	18	Fuelbreak	1.5	\$189,818
Keswick Ditch / Arbor Drive	19	Fuelbreak	1.1	\$139,200
Shingletown Ridge Phase 2	20	Fuelbreak	3.8	\$480,873
Woodcutters Way	21	Fuelbreak	0.6	\$75,927
A-Line Viola South	22	Fuelbreak	4.4	\$556,800
400 Road	23	Fuelbreak	6.6	\$835,200
W-3 Viola Chip	24	Fuelbreak	11.0	\$1,392,000
Shingle Glen / Whispering Winds	25	Fuelbreak	1.0	\$126,545
300 Road W-27	26	Fuelbreak	3.8	\$480,873
<i>Shasta Co. = Shasta County; SPI = Sierra Pacific Industries; WMB = W.M. Beaty & Associates.</i>				

¹ Proposed projects are numbered on the map according to priority.

² Estimated costs of the projects are for planning purposes only. More accurate costs will be determined for the preparation of project proposals.

The identified fuel reduction projects fall into two categories, defensible space for homes and structures and roadside and ridgeline shaded fuelbreaks intended to create safe ingress and egress for fire personnel and escape routes for residents. The following section describes the individual projects and the asset values at risk. The following table depicts the project name, type, category, and priority.

The identified fuel reduction projects fall into two categories: defensible space for homes and structures and roadside and ridgeline shaded fuelbreaks intended to create safe ingress and egress for fire personnel and escape routes for residents.

Projects were prioritized based on need and factors such as the following:

- Protection of private residences and properties;
- Access or escape route for the public and fire suppression forces;
- Identification of staging areas in conjunction with the fuelbreak development to provide fire suppression forces strategic locations for planning fire management and suppression actions.
- Connections to other fuelbreaks or areas of lower risk.

DEFENSIBLE SPACE/FIREWISE

#1 – Emigrant Trail Area

Proposed Solution: Encourage the development of defensible space/Firewise program.

Ownership = 100 % private land

Number of dwellings = 286

Value of dwellings = \$62,920,000

Number of people = 658



Roadside conditions typical of the Shingletown/Manton communities. Note the dense vegetation up to the roadside.

#2 – Black Butte School Area

Proposed Solution: Encourage the development of defensible space/Firewise program.

Ownership = 100 % private land

Number of dwellings = 62

Value of dwellings = \$13,020,000

Number of people = 143

FUELBREAKS

#1 – Shingletown Ridge Road

- Vulnerable to wind-driven wildfires, dense fuel loads, and steep terrain;
- Provides emergency ingress/egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks near Shingletown Ridge Road.

6.3 miles long x 200 feet across = 153 acres



*Shingletown Ridge Road.
Note trees and brush up to asphalt edge.*

#2 – A-Line Viola North

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near the A-Line, north of Viola.

5.0 miles x 200 feet across = 121 acres



*Near A-Line Road in Viola.
Note trees and brush up to asphalt edge.*

#3 – 100 Road West / 70 HH

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks along 100 Road/70 HH.

5.8 miles long x 200 feet across = 141 acres.

Alternative project: Prescribed burn along 100 Road, treating 170 acres of parcel land.



100 Road. Note debris and brush up to road edge.

#4 – Black Butte Road

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Black Butte Road.

3.2 miles x 200 feet across = 78 acres



*Black Butte Road.
Note dense trees and brush near asphalt edge.*

#5 – Emigrant Trail West

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near the west side of Emigrant Trail.

3.3 miles x 200 feet across = 80 acres



*Emigrant Trail.
Note dense trees and brush up to road edge.*

#6 – Ritts Mill Road

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Ritts Mill Road.

1.8 miles x 200 feet across = 44 acres



Ritts Mill Road. Fuelbreak is generally good, but needs maintenance and improvement.

#7 – Shasta Forest Village

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Shasta Forest Village.

3.7 miles x 200 feet across = 90 acres

#8 – McCumber Flat

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near McCumber Flat.

3.2 miles x 200 feet across = 78 acres



*Near McCumber Flat.
Note dense trees and brush up to road edge*

#9 – Ponderosa Way #1

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Ponderosa Way.
1.5 miles x 200 feet across = 36 acres



*Ponderosa Way.
Note dense trees and brush up to road edge.*

#10 – Ponderosa Way #3

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near the west side of Emigrant Trail.
3.6 miles x 200 feet across = 87 acres



*Near Ponderosa Way.
Note dense trees and brush up to road edge.*

#11 – Wildcat Road

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Wildcat Road.
2.1 miles x 200 feet across = 51 acres

#12 – Battle Creek Bottom / Wilson Hill

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Battle Creek Bottom and Wilson Hill Road.

6.7 miles x 200 feet across = 162 acres

#13 – Ponderosa Way / Bear Creek

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Ponderosa Way and Bear Creek.

5.5 miles x 200 feet across = 133 acres

#14 – Manton Ponderosa Way

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Ponderosa Way in Manton.

0.5 miles x 200 feet across = 12 acres

#15 – Sites Road / Plateau Pines

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Maintain fuelbreak and brush clearance as needed.

3.2 miles x 200 feet across = 78 acres



*Sites Road/Plateau Pines Road.
Note the dense vegetation up to the roadside.*

#16 – Plateau Pines East

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Maintain shaded fuelbreak and brush clearance as needed near the east side of Plateau Pines Road.

0.7 miles x 200 feet across = 17 acres

#17 – HWY-44E / Dersch Road

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Maintain fuelbreak and brush clearance as needed near HWY-44E and Dersch Road.

1.2 miles x 200 feet across = 29 acres

#18 – Wilson Hill Road North

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near the north side of Wilson Hill Road.

1.5 miles x 200 feet across = 36 acres

#19 – Keswick Ditch / Arbor Drive

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Keswick Ditch and Arbor Drive.

1.1 miles x 200 feet across = 27 acres

#20 – Shingletown Ridge Phase 2

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct and expand shaded fuelbreaks as needed approximately ½ mile south of Hwy 44, near Shingletown Ridge Rd and Wilson Hill Rd.

3.8 miles x 200 feet across = 92 acres. *This project is in-progress (2016).*

#21 – Woodcutters Way

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Woodcutters Way.

0.6 miles x 200 feet across = 15 acres

#22 – A-Line Viola South

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near the A-Line in southern Viola.

4.4 miles x 200 feet across = 107 acres

#23 – 400 Road

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed, connecting to the 400 Road.

6.6 miles x 200 feet across = 160 acres

#24 – W-3 Viola Chip

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near W-3 Road in Viola.
11.0 miles x 200 feet across = 267 acres

#25 – Shingle Glen / Whispering Wind

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near Shingle Glen and Whispering Wind.
1.0 miles x 200 feet across = 24 acres

#26 – 300 Road W-27

- Vulnerable to wind-driven wildfires, dense fuels, and steep terrain;
- Provides emergency ingress/ egress; and
- Protects residential and commercial properties.

Proposed Solution:

Construct shaded fuelbreaks and brush clearance as needed near 300 Road and W-27.
3.8 miles x 200 feet across = 92 acres

II. COMMUNITY PRIORITIES

A. OVERALL COMMUNITY WILDFIRE RISK ASSESSMENT

SHINGLETOWN/MANTON PLANNING AREA OVERALL COMMUNITY WILDFIRE RISK ASSESSMENT												
Community, structure or area at risk	Map Number	Fuel Hazard	Wildfire Occurrence Risk	Structural Ignitability	Preparedness Capability	Overall Risk	Fire Hazard Severity Zone Rating	WUI				
Shingletown Ridge Road	1	High	High	High	Low	High	Very High	Yes				
A-Line Viola North	2	High	High	High	Low	High	Very High	Yes				
100 Road (West / 70 HH)	3	High	High	High	Low	High	Very High	Yes				
Black Butte Road	4	High	High	High	Low	High	Very High	Yes				
Emigrant Trail west	5	High	High	High	Low	High	Very High	Yes				
Ritts Mills Road	6	High	High	High	Low	High	Very High	Yes				
Shasta Forest Village	7	High	High	High	Low	High	Very High	Yes				
McCumber Flat	8	High	High	High	Low	High	Very High	Yes				
Ponderosa Way #1	9	High	High	High	Low	High	Very High	Yes				
Ponderosa Way #3	10	High	High	High	Low	High	Very High	Yes				
Wildcat Road	11	High	High	High	Low	High	Very High	Yes				
Battle Creek Bottom / Wilson Hill Road	12	High	High	High	Low	High	Very High	Yes				
Ponderosa Way / Bear Creek	13	High	High	High	Low	High	Very High	Yes				

A. OVERALL COMMUNITY WILDFIRE RISK ASSESSMENT (continued)

SHINGLETOWN/MANTON PLANNING AREA OVERALL COMMUNITY WILDFIRE RISK ASSESSMENT								
Community, structure or area at risk	Map Number	Fuel Hazard	Wildfire Occurrence Risk	Structural Ignitability	Preparedness Capability	Overall Risk	Fire Hazard Severity Zone Rating	WUI
Manton Ponderosa Way	14	High	High	High	Low	High	Very High	Yes
Sites Road / Plateau Pines Road	15	High	High	High	Low	High	Very High	Yes
Plateau Pines Road East	16	High	High	High	Low	High	Very High	Yes
HWY-44E / Dersch Road	17	High	High	High	Low	High	Very High	Yes
Wilson Hill Road North	18	High	High	High	Low	High	Very High	Yes
Keswick Ditch / Arbor Drive	19	High	High	High	Low	High	Very High	Yes
Shingletown Ridge Phase 2	20	High	High	High	Low	High	Very High	Yes
Woodcutters Way	21	High	High	High	Low	High	Very High	Yes
A-Line Viola South	22	High	High	High	Low	High	Very High	Yes
400 Road	23	High	High	High	Low	High	Very High	Yes
W-3 Viola Chip	24	High	High	High	Low	High	Very High	Yes
Shingle Glen / Whispering Wind	25	High	High	High	Low	High	Very High	Yes
300 Road W-27	26	High	High	High	Low	High	Very High	Yes

B. OVERALL COMMUNITY HAZARD REDUCTION ASSESSMENT

SHINGLETOWN/MANTON PLANNING AREA OVERALL COMMUNITY HAZARD REDUCTION ASSESSMENT						
Community, structure or area at risk	Map Number	Overall Risk	Cultural Value	Treatment Type	Treatment Method	
Shingletown Ridge Road	1	High	Low	Fuelbreak	Brush and tree removal, pruning	
A-Line Viola North	2	High	Low	Fuelbreak	Brush and tree removal, pruning	
100 Road (West / 70 HH)	3	High	Low	Fuelbreak	Brush and tree removal, pruning	
Black Butte Road	4	High	Low	Fuelbreak	Brush and tree removal, pruning	
Emigrant Trail west	5	High	Low	Fuelbreak	Brush and tree removal, pruning	
Ritts Mills Road	6	High	Low	Fuelbreak	Brush and tree removal, pruning	
Shasta Forest Village	7	High	Low	Fuelbreak	Brush and tree removal, pruning	
McCumber Flat	8	High	Low	Fuelbreak	Brush and tree removal, pruning	
Ponderosa Way #1	9	High	Low	Fuelbreak	Brush and tree removal, pruning	
Ponderosa Way #3	10	High	Low	Fuelbreak	Brush and tree removal, pruning	
Wildcat Road	11	High	Low	Fuelbreak	Brush and tree removal, pruning	
Battle Creek Bottom / Wilson Hill Road	12	High	Low	Fuelbreak	Brush and tree removal, pruning	
Ponderosa Way / Bear Creek	13	High	Low	Fuelbreak	Brush and tree removal, pruning	

B. OVERALL COMMUNITY HAZARD REDUCTION ASSESSMENT (continued)

SHINGLETOWN/MANTON PLANNING AREA OVERALL COMMUNITY HAZARD REDUCTION ASSESSMENT						
Community, structure or area at risk	Map Number	Overall Risk	Cultural Value	Treatment Type	Treatment Method	
Manton Ponderosa Way	14	High	Low	Fuelbreak		Brush and tree removal, pruning
Sites Road / Plateau Pines Road	15	High	Low	Fuelbreak		Brush and tree removal, pruning
Plateau Pines Road East	16	High	Low	Fuelbreak		Brush and tree removal, pruning
HWY -44E / Dersch Road	17	High	Low	Fuelbreak		Brush and tree removal, pruning
Wilson Hill Road North	18	High	Low	Fuelbreak		Brush and tree removal, pruning
Keswick Ditch / Arbor Drive	19	High	Low	Fuelbreak		Brush and tree removal, pruning
Shingletown Ridge Phase 2	20	High	Low	Fuelbreak		Brush and tree removal, pruning
Woodcutters Way	21	High	Low	Fuelbreak		Brush and tree removal, pruning
A-Line Viola South	22	High	Low	Fuelbreak		Brush and tree removal, pruning
400 Road	23	High	Low	Fuelbreak		Brush and tree removal, pruning
W-3 Viola Chip	24	High	Low	Fuelbreak		Brush and tree removal, pruning
Shingle Glen / Whispering Wind	25	High	Low	Fuelbreak		Brush and tree removal, pruning
300 Road W-27	26	High	Low	Fuelbreak		Brush and tree removal, pruning

III. COMMUNITY VALUES

RESIDENCES AND MAJOR STRUCTURES

Fishing

Both cold and warm water fishing are popular on Shingletown Ridge and in the Battle Creek and Bear Creek drainages. Small mouth bass and blue gill are caught in Bear Creek up to 1,000 feet elevation, while rainbow trout are supported in Bear Creek and Battle Creek. Grace, Nora, and McCumber Lakes support rainbow trout and brown trout, and brown trout, rainbow trout, and bullhead are found in Lake McCumber. Woodridge Lake also supports an excellent trout fishery, but is not open to the public. The pond at Bear Creek Trading Post offers rainbow trout fishing for a fee. Bailey Creek, North Fork of Battle Creek, Millseat Creek, and all diverted water support rainbow trout.

Hunting

The planning area contains important deer migration routes. Deer, bear, and turkey are hunted throughout the planning area, especially on lands north of Highway 44 leased by local gun clubs. Quail, dove, and the Bandtail Pigeon are hunted. Between November 15 and March 1 fur trapping is allowed and species taken include bobcat, coyote, mink, raccoon, and muskrat.

Highway 44 Corridor

Highway 44 is the main highway between Interstate 5 and Lassen Volcanic National Park, an area that offers a year-round complex of outdoor recreation resources and has been designated a gateway to the Lassen Crossroads National Scenic Byway by the USDA Forest Service. As Highway 44 merges with Highway 89 at Lassen Volcanic National Park, it becomes part of the "Volcanic Legacy Scenic Byway," a 500 mile route that begins as a loop around Lassen Volcanic National Park, and ends just north of Crater Lake National Park near Mount Thielsen in Oregon. Driving the "volcano to volcano" route for pleasure attracts tourists in both summer and winter.

Scenic Views

Long vistas of Mount Shasta and the forests that surround it are possible from Shasta Forest Village, some locations along Highway 44, Westmoore Road, and in the Midway area. Lassen Peak vistas are visible from locations on the west side of meadows and Lake McCumber in the eastern third of the planning area. Canyon views can be observed from the roads leading north and south off the ridge and into Battle Creek south of the Site Road/Pegnon Acres settlements. The Ash Creek drainage provides middle foreground to the views from the east side of Shingletown Ridge Road and the Weston House Bed & Breakfast. Canyon views are also visible to the northwest from Ponderosa Way and Westmoore.

Throughout the area, forest scenes viewed from homes and roads are attractive. Lassen Peak is visible from the highway as drivers pass through large meadows in the eastern third of the planning area. Meadows and glades are scenic resources throughout the planning area, although some of these locations are being invaded by brush and trees and would be improved by the application of prescribed fire. Meadows and glades double as potential safety zones for residents

and firefighters and as fuelbreaks. As a middle foreground, meadows are second only to lakes in scenic value.

Brush fields offer less attractive scenes (and offer evidence of past stand-replacing fire events) and do not inspire the same kind of interest and attention provided by meadows and lakes. Brush fields are found throughout the planning area and along Highway 44 and large brush fields are found near the airport and west of the planning area. They are also visible on hillsides to the northeast and on the canyon slopes to the south and north of the planning area.

Residential Environments

The landscapes of residential settlements are a particularly sensitive aesthetic resource. Research has demonstrated that as many as one in five residents in the wildland-urban interface feel a lush landscape today is more important than saving their home from a wildfire that might occur. Comments in focus groups and public meetings reinforce the notion that a thick forested landscape is essential to the quality of life they experience as part of living in the Shingletown community (Hodgson, 1993).

In community discussions the importance of the landscape arose many times. Saving the landscape from catastrophic fire was a common motivation of those strongly supporting hazard fuel reduction efforts; while others objected to removal of the understory for fear the openness would decrease their privacy. Those people in particular wanted to keep the landscape in what they perceived to be a natural state.

Many of the residential areas have covenants, conditions, and restrictions (CC&Rs) restricting logging and tree removal in order to protect the aesthetics of the landscaping around homes. The energy with which these restrictions are enforced testifies to the importance of the landscape as an aesthetic resource.

Historical

Of historical interest is the Aldridge Ranch, the second longest continually owned ranch in Shasta County. It was purchased in 1862, and contains approximately 5,000 acres of ranchland. This area has been subjected to a CAL FIRE Vegetation Management Plan (VMP) which used prescribed burning (Section VI) to reduce the fuel load on the ranch.

Anselmo Vineyards sits on about 2,400 acres of land north of Hwy 44.

MAPS OF THE SHINGLETOWN/MANTON PLANNING AREA

1. SHINGLETOWN/MANTON PROPOSED PROJECTS AND PLANNING AREA
2. FIRE SEVERITY RATING
3. VEGETATION
4. SPECIAL STATUS SPECIES AND HABITAT

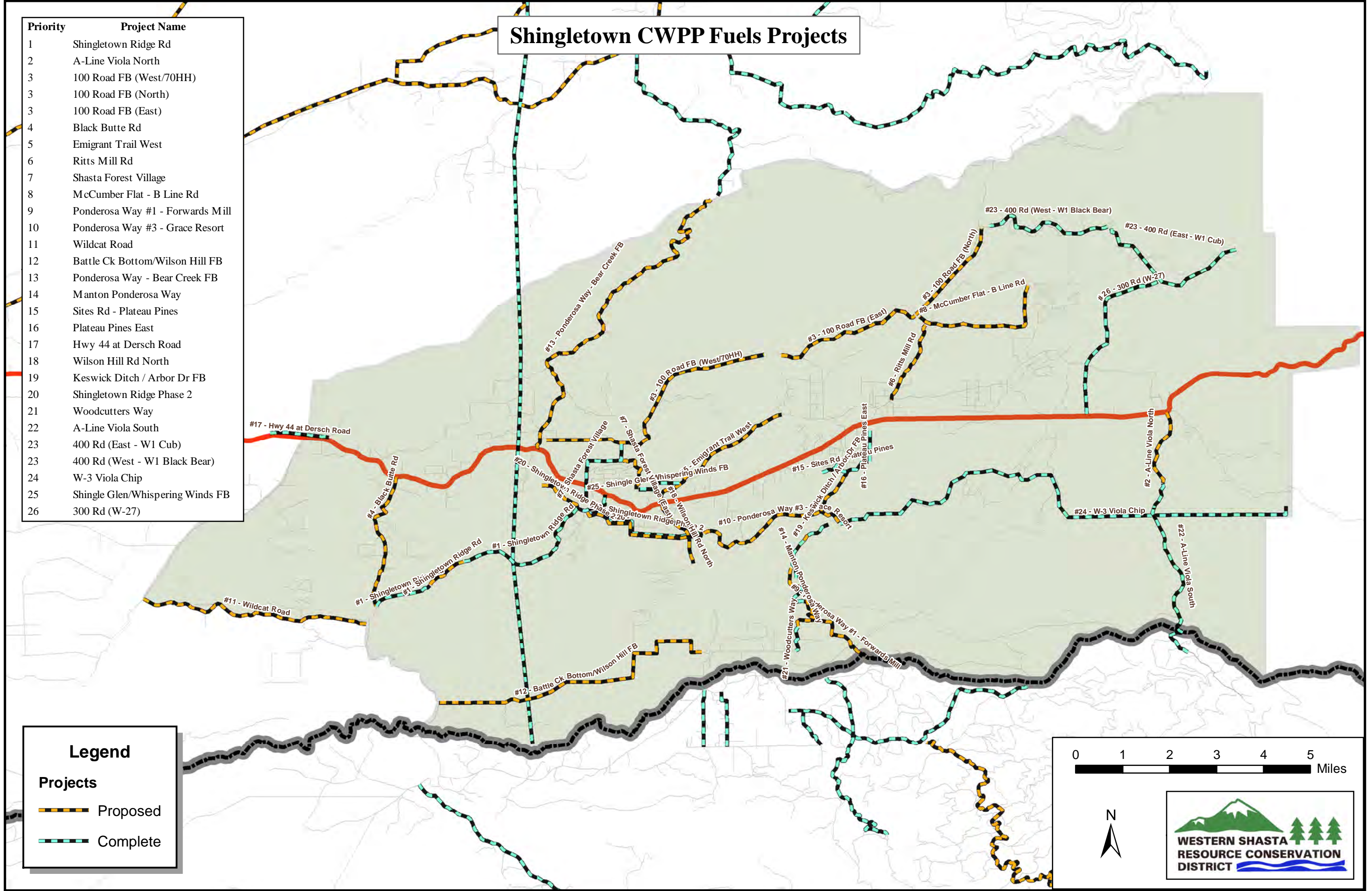
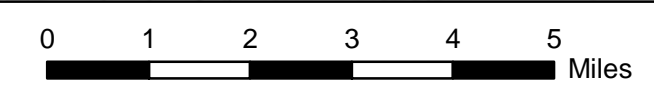
Shingletown CWPP Fuels Projects

Priority	Project Name
1	Shingletown Ridge Rd
2	A-Line Viola North
3	100 Road FB (West/70HH)
3	100 Road FB (North)
3	100 Road FB (East)
4	Black Butte Rd
5	Emigrant Trail West
6	Ritts Mill Rd
7	Shasta Forest Village
8	McCumber Flat - B Line Rd
9	Ponderosa Way #1 - Forwards Mill
10	Ponderosa Way #3 - Grace Resort
11	Wildcat Road
12	Battle Ck Bottom/Wilson Hill FB
13	Ponderosa Way - Bear Creek FB
14	Manton Ponderosa Way
15	Sites Rd - Plateau Pines
16	Plateau Pines East
17	Hwy 44 at Dersch Road
18	Wilson Hill Rd North
19	Keswick Ditch / Arbor Dr FB
20	Shingletown Ridge Phase 2
21	Woodcutters Way
22	A-Line Viola South
23	400 Rd (East - W1 Cub)
23	400 Rd (West - W1 Black Bear)
24	W-3 Viola Chip
25	Shingle Glen/Whispering Winds FB
26	300 Rd (W-27)

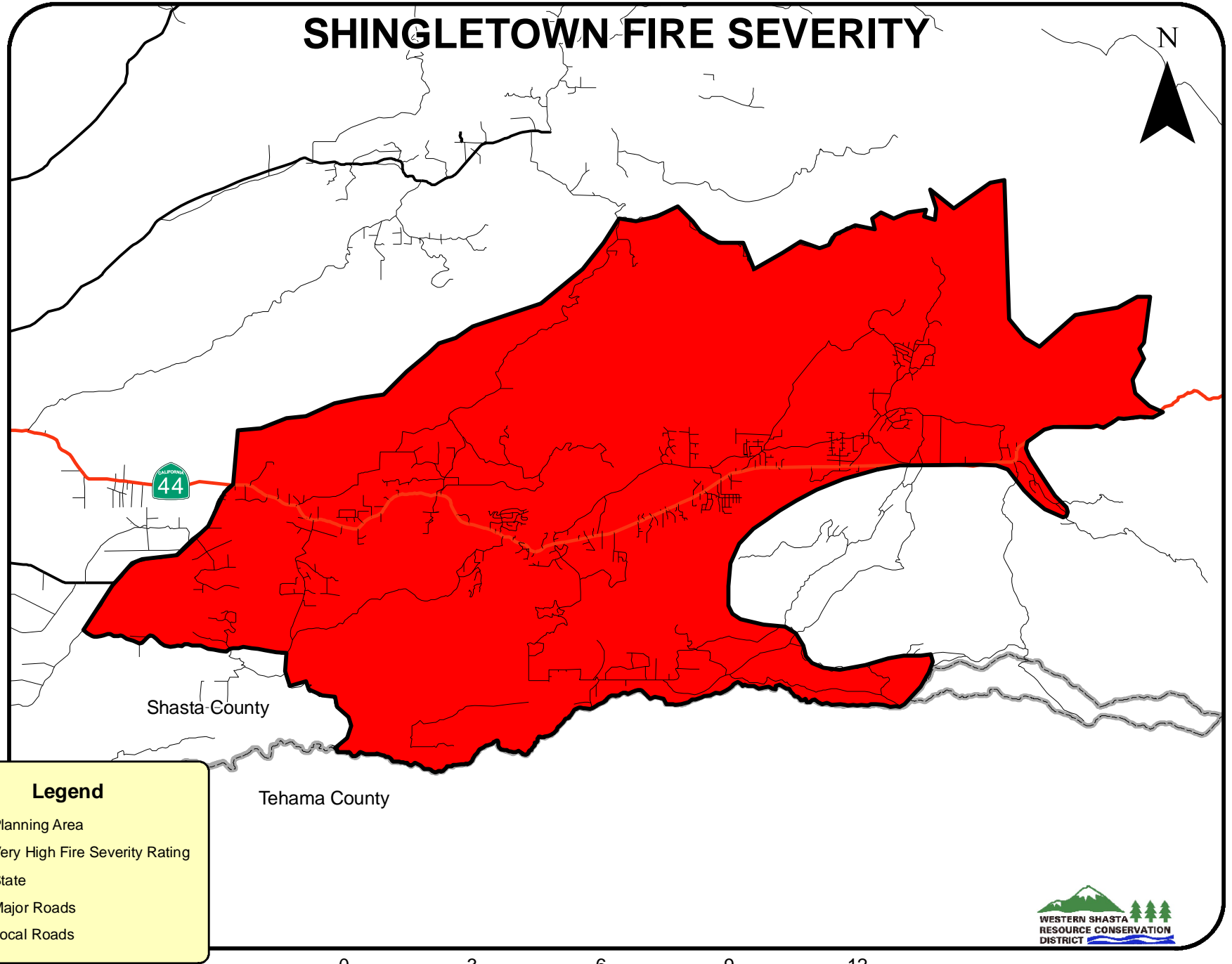
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Projects

- Proposed
- Complete

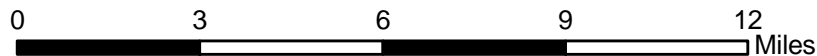


SHINGLETOWN FIRE SEVERITY



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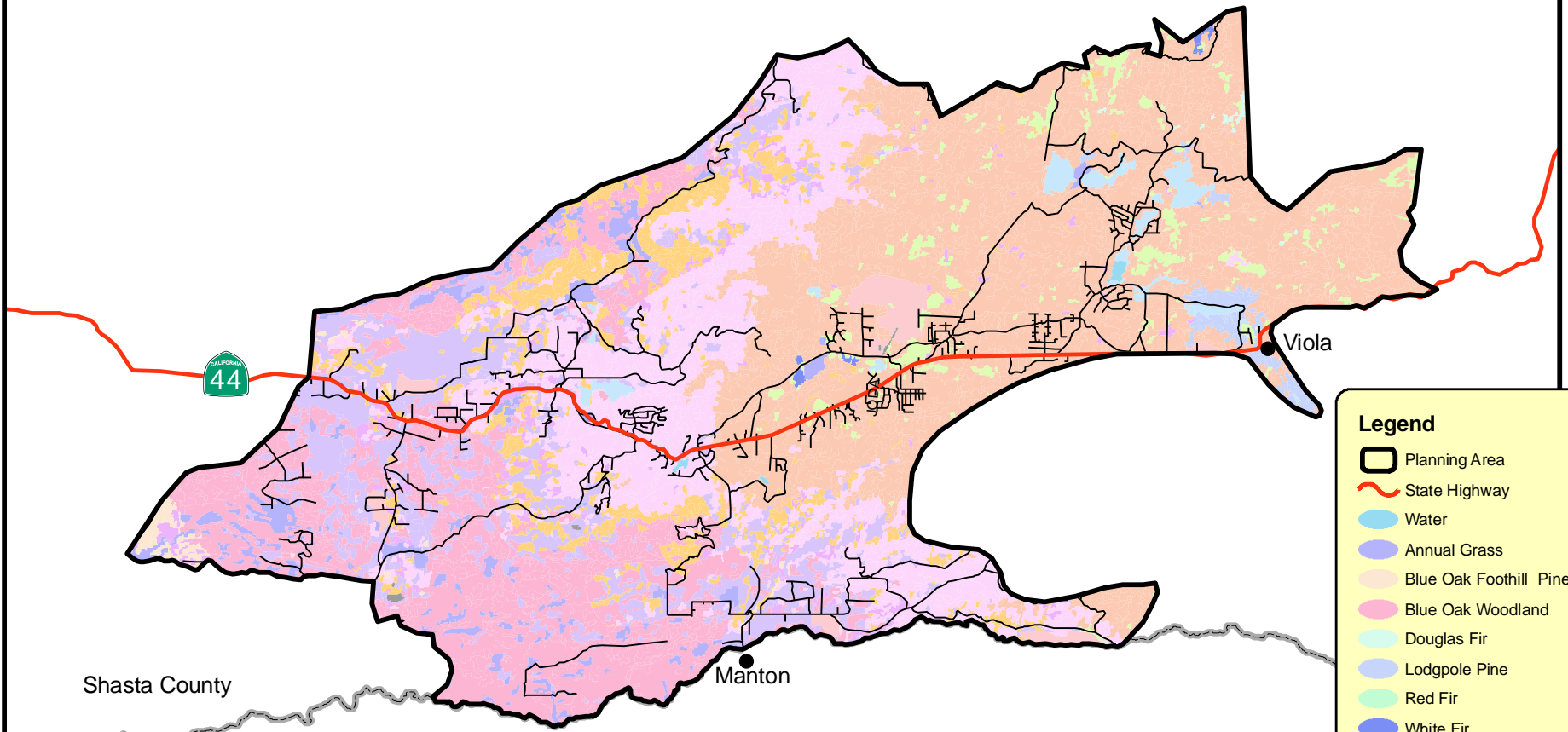
-  Planning Area
-  Very High Fire Severity Rating
-  State
-  Major Roads
-  Local Roads



VERY HIGH FIRE HAZARD SEVERITY ZONE
as Recommended By CAL FIRE

MAP 3

SHINGLETOWN VEGETATION MAP



Shasta County

Tehama County

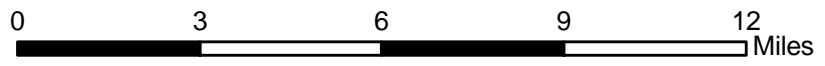
Manton

Viola



Legend

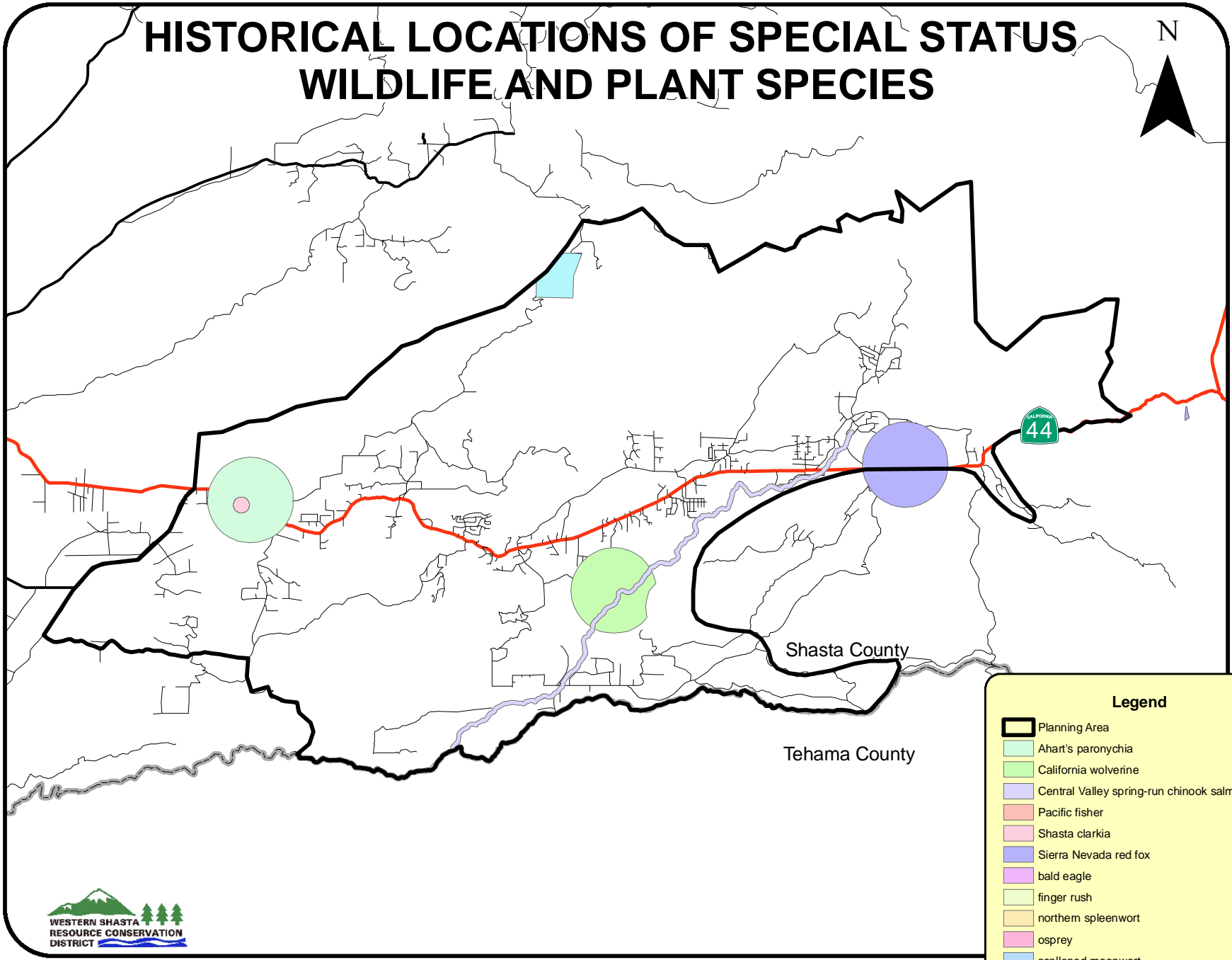
- Planning Area
- State Highway
- Water
- Annual Grass
- Blue Oak Foothill Pine
- Blue Oak Woodland
- Douglas Fir
- Lodgpole Pine
- Red Fir
- White Fir
- Ponderosa Pine
- Mixed Chaparral
- Montane Chaparral
- Montane Hardwood Conifer
- Sierra Mixed Conifer
- Montane Hardwood
- Wet Meadow
- Cropland
- Barren



MAP 4

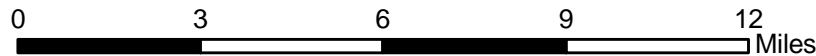
HISTORICAL LOCATIONS OF SPECIAL STATUS WILDLIFE AND PLANT SPECIES

N



Legend

- Planning Area
- Ahart's paronychia
- California wolverine
- Central Valley spring-run chinook salmon ESU
- Pacific fisher
- Shasta clarkia
- Sierra Nevada red fox
- bald eagle
- finger rush
- northern spleenwort
- osprey
- scalloped moonwort
- silky cryptantha
- western pond turtle



Department Name: Shasta County Board of Supervisors
Agreement Number: FAF-040020
Dollar Amount: \$53,500