



## ***FUEL BED ANALYSIS***

Ten fuels beds were identified and serve as the geographical basis from which the plan was developed. Fire history from the past 100 years, assets at risk, fuel types and weather patterns were all considered in the development of this plan. Maps of each fuel bed with proposed fuel modification locations are included for reference. Each fuel bed analysis also includes a summary of the fuel bed, assets at risk, fire history and project descriptions.

## ***PROJECT DESCRIPTIONS***

This section gives more specific details of projects that are planned for the five-year window of this document. Please note the project descriptions include generalized concepts; accordingly, the actual burn plans should be referred to for detailed information and prescription requirements. As new projects are identified, they will be prioritized and added to this plan accordingly. Time frames are estimated as fuel and weather conditions can have a significant impact on the timing of prescribed fires and therefore, can cause considerable delays.





**VENTURA COUNTY FIRE DEPARTMENT  
WILDLAND FIRE DIVISION  
FIVE – YEAR VEGETATION MANAGEMENT PLAN**

<b>Project Name</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>	<b>2011/12</b>
Adams Ventura Motorway	1	1	1	M	M
Broome Ranch					P
Cheeseboro Dennison Park Black Mnt.				P P	P
Fairview/Foothill Fillmore/Piru WUI (Fillmore Front)	M 1	M 1	1 1	1 M	M
Fillmore/Santa Paula WUI Haley		P 2	1 2	1	1
Buena Ventura Hopper	1	1 M	1 M	1 M	1 M
Kevington			1		M
NPS Roadside Clearance Oak Park WUI		P	1		
Palo Comado				1	
Shelf Road Sheppard's Flat				M	P
Sisar	1	1	M	M	M
South Mountain Wildwood/COSCA	P	1	1		P
Reagan Library	1	1	M	M	M
Las Lajas Fuel Break		P			
Corriganville Break KFA	P	P 1	1	1 M	
Yerba Buena			P	1	
Dos Vientos		P			
Vedder Motorway		P	1		

Project Priority Ranking: 1=High 2=Medium 3=Low  
M=Maintenance P=Preparation Stage





## Five-Year Vegetation Management Plan Casitas Fuel Bed

### FUEL BED DESCRIPTION

The Casitas Fuel Bed is bordered on the south by the Pacific Ocean, on the north by Camino Cielo, on the east by Highway 33 and on the west by the county line with Santa Barbara.

The ground cover and vegetation consists of very heavy oak and heavy brush on the north facing slopes and light to medium brush on the remaining slopes

### PREDOMINANT RISK EXPOSURE

Structures and orchards in the interface are at the greatest risk. Homes, ranches and orchards along Highway 150 pose the most significant risk in this fuel bed and also are the most difficult to protect through fuel modification because of their sporadic placement. Homes along Santa Ana Road present a lesser risk due to the nature of the surrounding fuels and historical fire data. The Lake Casitas watershed is a low risk, high value community resource that needs consideration in this planning process.

Oil production facilities dominate the interior canyons of this fuel bed south of Lake Casitas, east of Highway 33 and north of Highway 101. The arrangement of these facilities and the brush clearances around them normally will reduce the risk potential in a wildfire.

### HISTORICAL FIRE DATA (1950-2007)

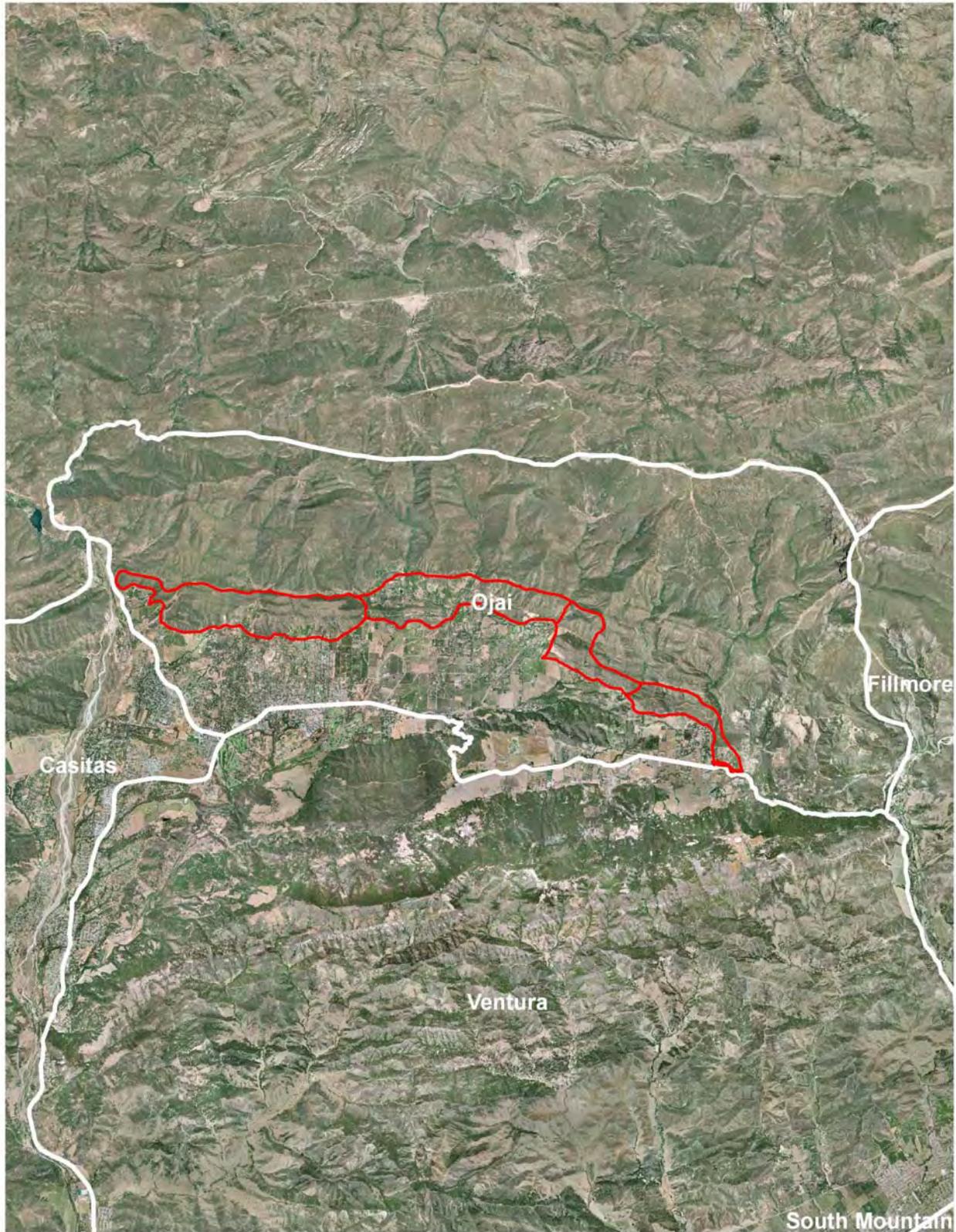
Number of 300+ Acre Fires	Average Size	Time of Occurrence	Fire Spread Characteristics
6	21,025 acres. 686 acres without the 122,724 acre Wheeler Fire  Zaca 240,207	Varied	4 of 6 large fires were wind driven. 2 of 6 were fuels Wind and topography driven.

### PROJECT DESCRIPTIONS

**Haley Project.** The fuel modification area will be located north of the oil facilities in Padre Juan Canyon, south of Hwy 150, east of Los Sauces Creek and west of Lake Casitas. This area will serve to protect the Lake Casitas watershed and support range improvement. This project area may also prevent fire from entering into Forest Service lands when a fire start occurs off the oil leases with an on-shore wind influence. The methods of treatments will be prescribed fire, handwork and mechanized work.



Fuel consumption on the prescribed burn is planned to be 65-90%. The project area will be reseeded by the property owner for erosion control and increased grazing opportunities. Because of the continual grazing that will occur, reentry is not planned for at least 20 years





## Five-Year Vegetation Management Plan Ojai Fuel Bed

### FUEL BED DESCRIPTION

The Ojai Fuel Bed is bordered on the south by Highway 150, on the north by the Sespe River, on the east by the Santa Paula Creek, and on the west by Highway 33.

The ground cover and vegetation of concern consists of light to medium brush north of the City of Ojai and adjacent to the Upper Ojai community. The main ridges primarily run from east to west.

### PREDOMINANT RISK EXPOSURE

Structures and orchards in the interface area are at the greatest risk. The areas of greatest concern are on the northern border of the City of Ojai, where fingers of development into the urban interface have created potential problems. Orchards are mixed in with this development creating additional assets that are threatened in a wildfire. The majority of the residents in the community of Upper Ojai live in areas that blend with their natural surroundings creating an environment that will be challenging to defend in a wildfire.

Oil production facilities exist in the area east of Santa Paula Creek. The layout of these facilities and the brush clearances around them normally will reduce the risk posed in a wildfire.

### HISTORICAL FIRE DATA (1950-2007)

Number of 300+ Acre Fires	Average Size	Time of Occurrence	Fire Spread Characteristics
7	27,068 acres	July - October with one large fire in December	7 of 7 large fires were wind driven.
	21,645 Wolf	June	

### PROJECT DESCRIPTIONS

**Fairview/Foothill and Shelf Road Project.** The fuel modification area will be located north of Fairview and Shelf Roads, south of Nordoff Ridge, east of Cozy Dell Canyon and west of Gridley Road. These areas have been selected due to their ability to provide protection to the at risk assets in east and northeast wind driven fires. Accordingly, the project has been prioritized as high. The method of treatment will be a combination of cut, stack and pile burning, chipping, mechanized work. This break will be maintained as needed.



**Sisar Road Project.** The second area will be located north of Ojai Santa Paula Road, south of Nordoff Ridge Road, east of Horn Canyon and west of Bear Canyon. This area has been selected due to its ability to provide protection to the at risk assets in east and northeast wind driven fires. The method of treatment will be a combination of cut, stack and pile burning. This project was funded through a USFS grant and was completed in 2007. This project is being maintained as needed to reduce structure threat. Research for the possible extension of the existing break westward along the foothills is ongoing.

**Dennison Park.** Improve the defensible space around the existing park.

**Black Mountain Fire Road.** Reestablishment of the fire road would provide better access for fire apparatus. In the event of a wildfire it could be used as a control line to suppress or control the spread of the fire.





## Five-Year Vegetation Management Plan Ventura Fuel Bed

### FUEL BED DESCRIPTION

The Ventura Fuel Bed is bordered on the north by the Ojai Valley, on the south by the City of Ventura and Highway 126, on the east by Highway 150 and on the west by Highway 33. The highest elevation of the fuel bed is approximately 2,727 feet.

The ground cover and vegetation consists of very heavy oak and heavy brush in steep canyons running out to lighter, flashy fuels in the foothills north of the City of Ventura. The main ridges primarily run from east to west.

### PREDOMINANT RISK EXPOSURE

The greatest area of risk in the Ventura Fuel Bed is in the interface area that separates the City of Ventura from the County jurisdictional areas. Fingers of development have continued to grow over time. Development in the areas between Harmon, Sexton, and Barlow Canyons would be challenging to protect in a wild fire driven by winds from the northeast. Additional at risk areas include Sulphur Mountain Road, Creek Road and the east side of Highway 33. Orchards are also at risk throughout this fuel bed and need consideration when planning for fuel modifications.

Oil production facilities can be found along Shell Road, the eastern portion of Sulphur Mountain Road and at the north end of Wheeler Canyon. The arrangement of these facilities and the brush clearances around them normally will reduce the risk potential in a wildfire.

### HISTORICAL FIRE DATA (1950-2007)

Number of 300+ Acre Fires	Average Size	Time of Occurrence	Fire spread Characteristics
14	8,706 Acres	July-October	10 to 14 large fires were wind driven. 4 of 14 were fuels and topography driven.

### PROJECT DESCRIPTIONS

#### Adams Canyon Project.

The preferred treatment area is the area north of Foothill Road, south of Sulphur Mountain Road, east of Lake Canyon and West of Highway 150. This area has been selected due to its ability to protect the interface area from Ventura to Santa Paula in a wind driven fire. Treatment will also support range and watershed improvement. The fire history in the area supports the location of the fuel modification area. The method of treatment will be prescribed fire. This project has a priority rating of medium



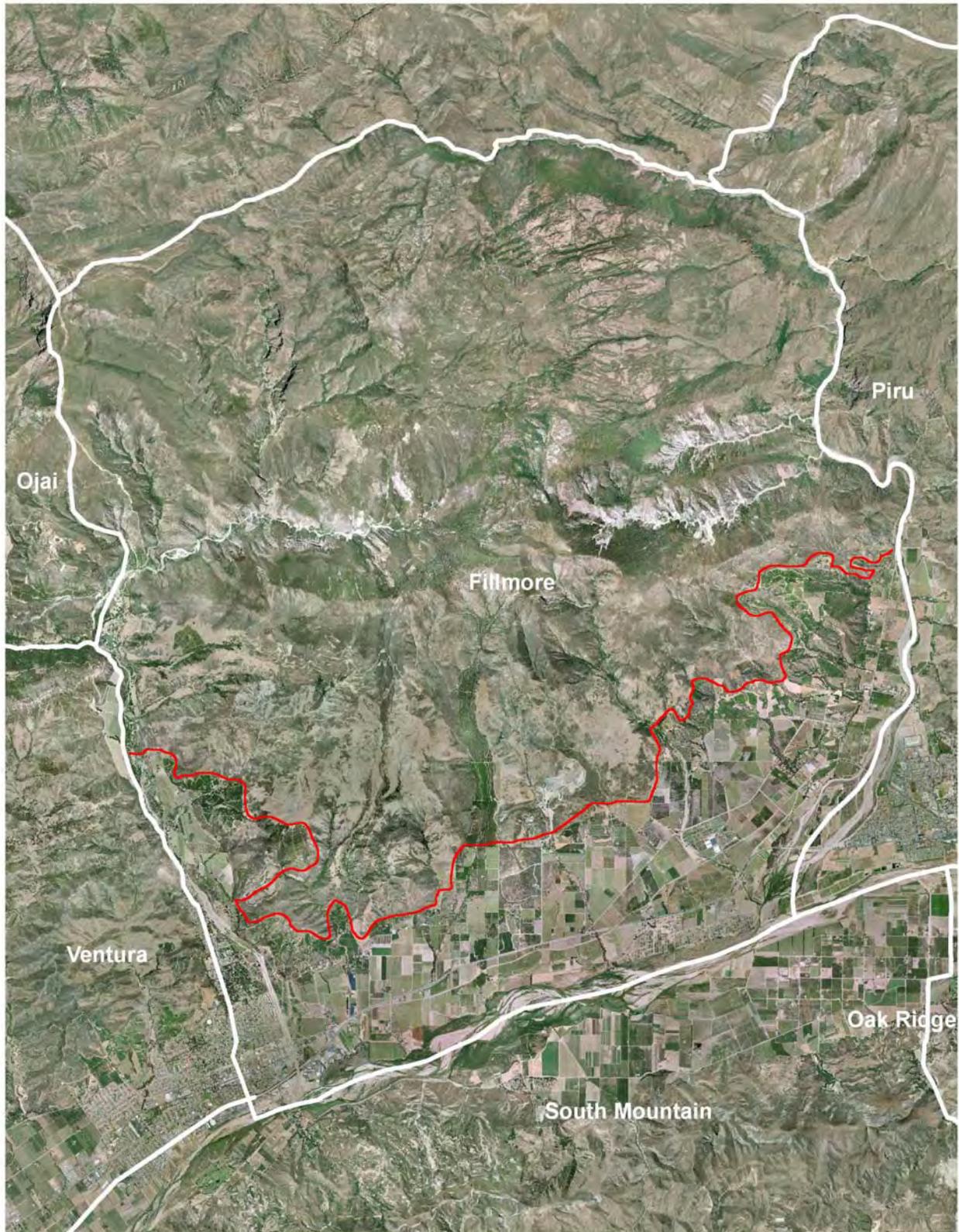
since it could positively impact the interface area and has other fire benefits. Adams Canyon was completed in 2007. Prescribed grazing is maintaining the fuel loads in much of the project area.

**Ventura Motorway Project**

This project reestablishes a fire road that runs from Canada Larga at HWY 33, north of the City of Ventura to HWY 150, west of the City of Santa Paula. This project is important for the fire department to gain access in initial attack fires and for the movement of fire equipment to travel on. The motorway is intersected by access roads in Adams Canyon, Wheeler Canyon, and Aliso Canyon.

**San Buenaventura Project**

This project is located north east of the City of Ventura. It consists of the following canyons: Sexton, Harmon, Sloan, Aliso, Barlow, Canada Larga, School, Hall, Lake, Wheeler, O'Hare, and Manual. This project is 43,362 acres and has been selected due to its ability to protect its interface area from Ventura to Santa Paula. The method of treatment consists of cut, stack and pile burning, prescribed fire and mechanized work.





## Five-Year Vegetation Management Plan Fillmore Fuel Bed

### FUEL BED DESCRIPTION

The Fillmore fuel bed is bordered on the north by Sespe Creek and River Road, on the south by Highway 126, on the east by Hopper Canyon, and on the west by Santa Paula Canyon. The highest point is the Topa Topa Bluffs at 6,244 feet.

The ground cover and vegetation consists of light to medium brush in the areas of concern. Heavier brush and stands of timber can be found in the Sespe Creek area at the extreme north end of the fuel bed.

### PREDOMINANT RISK EXPOSURE

Ranches, residences and orchards between Santa Paula and Fillmore present the greatest risk exposure.

Oil production facilities are located in the area of Anlauf Canyon. The arrangement of these facilities and the brush clearances around them normally will reduce the risk posed in a wildfire.

### HISTORICAL FIRE DATA (1950-2007)

Number of 300+ Acre Fires	Average Size	Time of Occurrence	Fire Spread Characteristics
13	8,213 acres	April - December	12 of 13 large fires <sup>^</sup> were wind driven. 1 of 13 were fuels and topography driven.

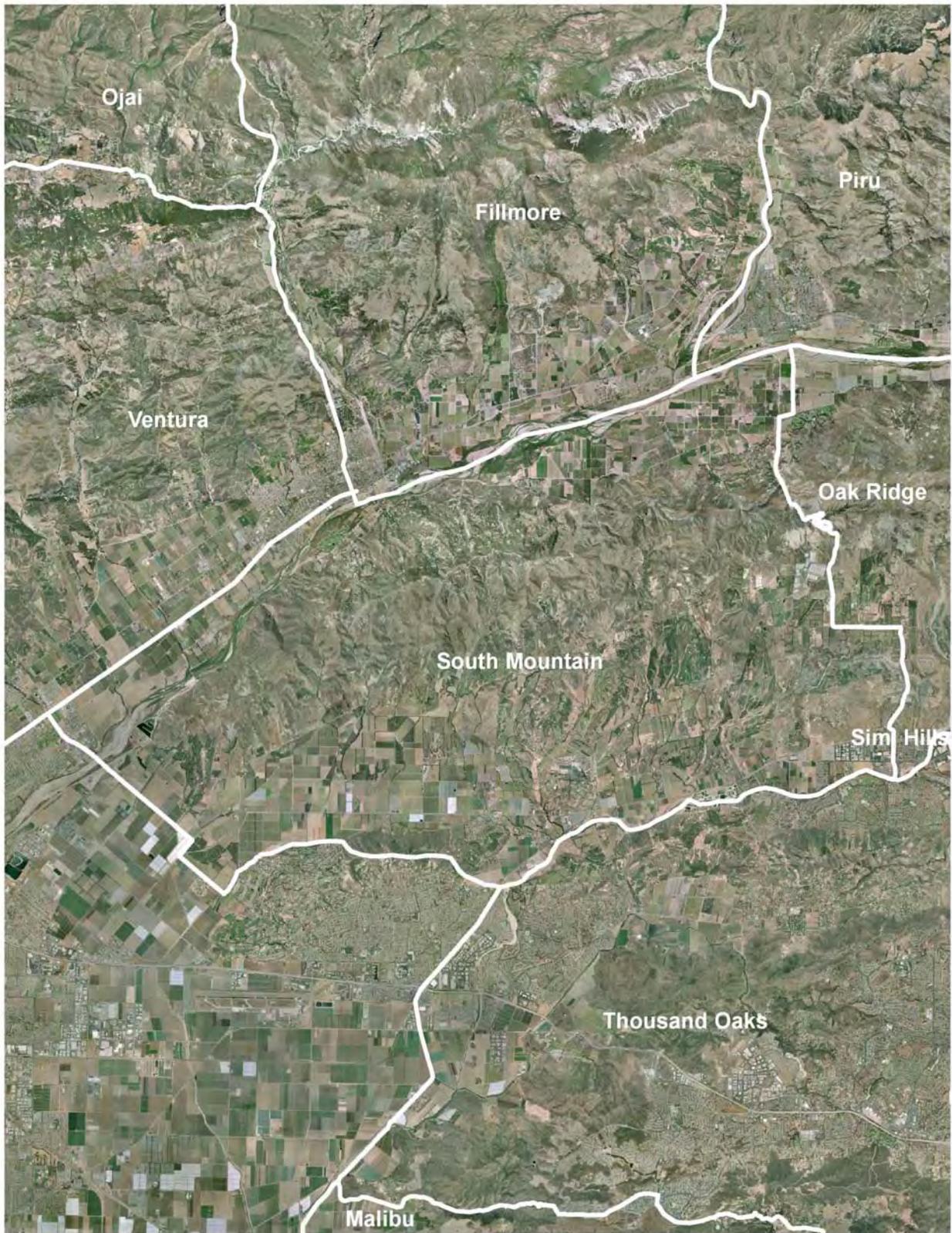
### FUEL BREAK LOCATION AND METHOD

#### PIRU / FILLMORE FRONT:

1. Citrus, Avocado and ornamental plant production are assets that fall within the WUI area between the cities of Fillmore and Santa Paula. The Ventura County Fire Department recognizes the potential for high dollar loss when these assets are destroyed by fire. This project will, through the use of several different vegetation management practices, alter the state of hazardous ground and ladder fuels on up to 1,470 acres. In turn the defensible space established would provide a buffer from ignition sources that could occur along the farm road system thus providing protection to the vast open space that constitutes the adjacent California condor habitat. The Ranch fire did not reach the front country-parallel highway 126 in these areas. After removal of the brush a maintenance program will be established.



2. Road system improvement. An extensive dirt road system exists across the foothills between Fillmore and Santa Paula. Improvement of these roads by establishing drains in known washout areas would provide better access for fire apparatus in the event of a wildfire and also can be utilized as control lines to suppress or control the spread of fire. After repairs and improvements are made a maintenance program will be established.





## Five-Year Vegetation Management Plan South Mountain Fuel Bed

### FUEL BED DESCRIPTION

The South Mountain Fuel Bed is bordered on the north by Highway 126, on the south by Highway 118, on the east by Highway 23 and on the west by Highway 118.

The ground cover and vegetation consists of light grasses and light to medium brush.

### PREDOMINANT RISK EXPOSURE

Ranchlands, scattered residences and orchards are the primary assets at risk in this fuel bed.

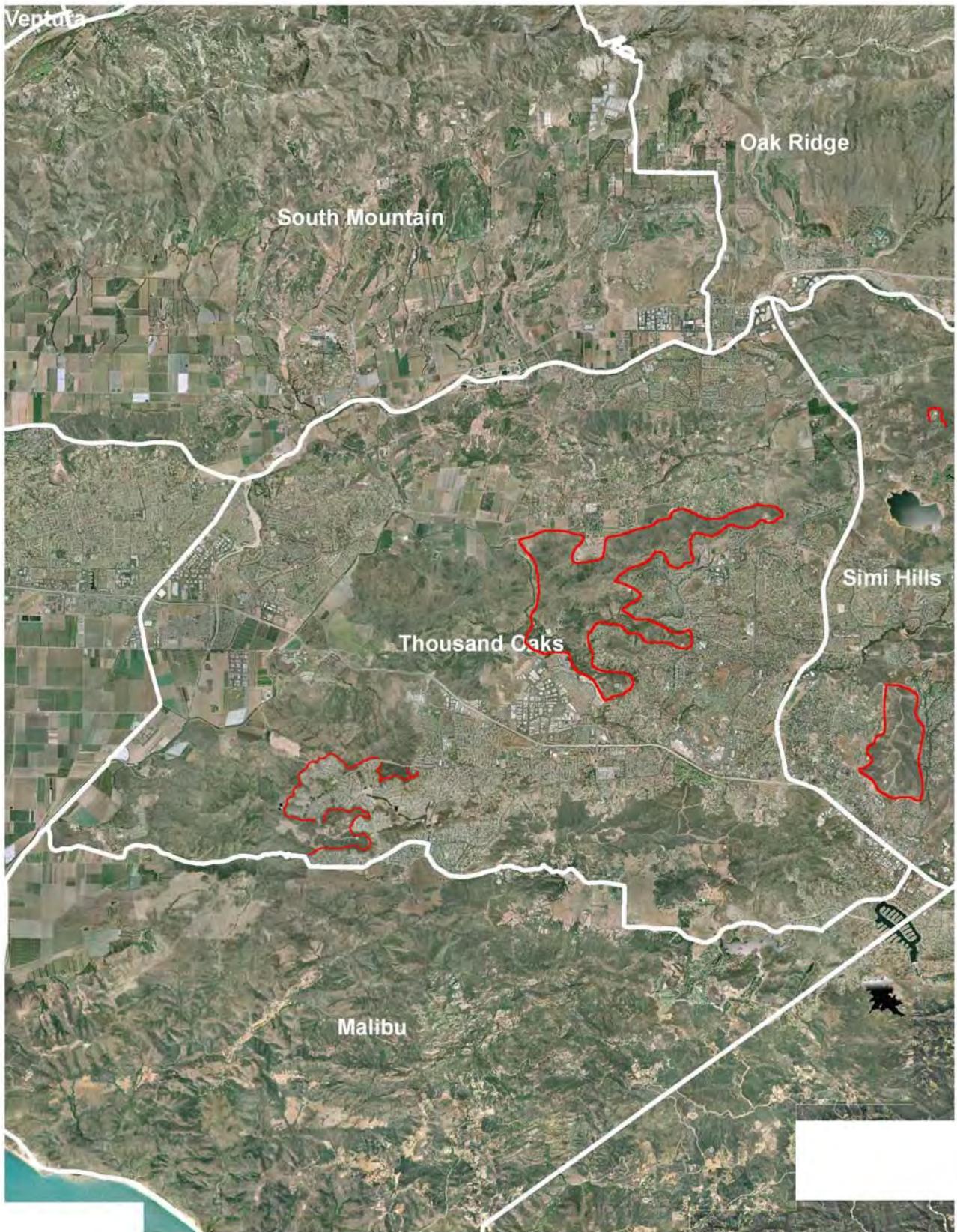
Oil facilities are located in the area of South Mountain and have been a source of many of the larger fires analyzed in the historical data. The arrangement of these facilities and the brush clearances around them normally will reduce the risk posed to the facilities in a wildfire.

### HISTORICAL FIRE DATA (1950-2007)

Number of 300+ Acre Fires	Average Size	Time of Occurrence	Fire spread Characteristics
12	6,836 13,600 Shekell Fire	May-December Dec 06	12 of 12 large fires were wind driven

### FUEL BREAK LOCATION AND METHOD

After a risk and workload analysis, no modification areas have been identified in the South Mountain Fuel Bed for treatment within the next five years.





## Five-Year Vegetation Management Plan Thousand Oaks Fuel Bed

### FUEL BED DESCRIPTION

The Thousand Oaks Fuel Bed is bordered on the north by Highway 118, on the south by Potrero Road, on the east by Highway 23 and on the west by the Oxnard Plains.

The ground cover and vegetation consists of heavy brush on the north facing slopes just south of the City of Thousand Oaks. Lighter, flashy fuels and medium brush can be found in the remainder of the fuel bed. The main ridges primarily run from east to west.

### PREDOMINANT RISK EXPOSURE

Thousand Oaks is a growing urban area that has interface issues along its perimeter. This is illustrated by the setting found in the Wildwood Park area where steep topography with hazardous fuels is found below many residences. Because of the significant development in the area many of the fuels that used to exist in the area have been mitigated due to the expanding urban area. As the Dos Vientos project continues to grow to the north of Potrero Road, ongoing evaluation of risk exposure will need to occur.

### HISTORICAL FIRE DATA (1950-2007)

Number of 300+ Acre Fires	Average Size	Time of Occurrence	Fire Spread Characteristics
11	2 681 acres	June - December	10 of 11 large fires were wind driven. 1 of 11 were fuels and topography driven

### FUEL BREAK LOCATION AND METHOD

**Wildwood III Project.** The area selected for fuels treatment is in the area of Wildwood Park. This area is north of Newbury Park, south of Santa Rosa Valley, east of Hill Canyon and west of the City of Thousand Oaks. This is a continuation of a prior project that was funded through a FEMA grant. The treatment of this area will afford protection from wildfire to the residences that are in the interface area. Due to the proximity of the homes to the treatment area, fuels will need to be cut, stacked and pile burned. This project is rated as a high priority because of its interface protection value. The project will be spread out over a three-year period pending completion of its environmental review.



### **COSCA Project**

The Ventura County Fire Dept. and COSCA will work together in developing a fuel management plan that will enhance our efforts to further mitigate our threat, community partnerships that focus public education in creating defensible space will yield the most tangible results in combating the wildfire hazard. The fuel management plan will consider the effects upon the environment, wildlife, soils, and plant life. The method of treatment will consist of cut, stack and pile burning, handwork, chipping, and mechanized work.





## Five-Year Vegetation Management Plan Malibu Fuel Bed

### FUEL BED DESCRIPTION

The Malibu fuel bed is bordered on the north by Potrero Road, on the south by Highway 1, on the east by the Los Angeles County line and on the west by Lewis Road. The highest elevation on the fuel bed is Sandstone Peak at 3,111 feet.

The ground cover vegetation consists of light to medium brush, with light flashy fuels on the north end of the fuel bed, turning to medium to heavier brush, as you get closer to the coast and north slopes.

### PREDOMINANT RISK EXPOSURE

Structures located in narrow canyons with limited access present the greatest risk to both local assets and firefighting resources. The fact that the majority of the structures at risk are scattered throughout the fuel bed makes large-scale prescribed fire projects ineffective for protective purposes. Some ranch and agricultural assets exist in Hidden Valley and on the western portion of the fuel bed in the Broome Ranch area.

### HISTORICAL FIRE DATA (1950-2007)

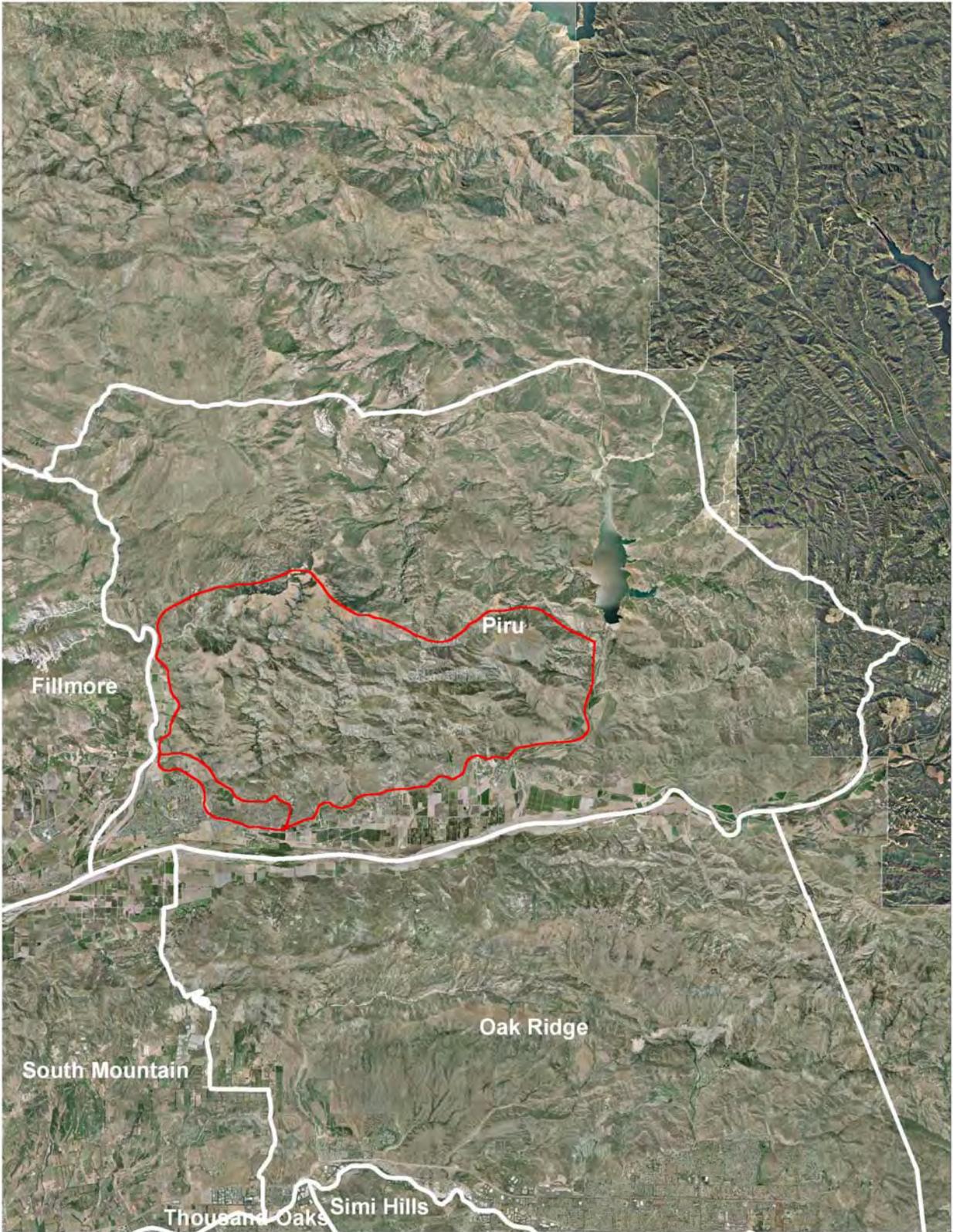
Number of 300+ Acre Fires	Average Size	Time of Occurrence	Fire Spread Characteristics
25	6200 acres	July - December	22 of 25 large fires were wind driven. 3 of 25 were fuels and topography driven

### FUEL BREAK LOCATION AND METHOD

#### Vedder Motor Way

Reestablish the Vedder motorway from the end of Carlisle Canyon road to Yerba Buena road. This fire road will help fire equipment gain better and quicker access to the area between Carlisle Canyon rd. and Yerba Buena rd. This fire road can be utilized as a control line to assist in suppressing or controlling the spread of fire.

**NPS Clearance Project.** Pending





## Five-Year Vegetation Management Plan Piru Fuel Bed

### FUEL BED DESCRIPTION

The Piru Fuel bed is bordered on the north by Agua Blanca Creek, on the south by the Santa Clara River, on the east by Del Valle and on the west by the Hopper Canyon west slope.

The ground cover and vegetation consists of light to medium brush in the areas of concern. The fuel bed has large areas of southern aspect slopes. The Santa Clara Valley alignment runs west to east and provides for erratic fire spread with a west wind condition.

### PREDOMINANT RISK EXPOSURE

Ranches, residences and orchards between Fillmore, Piru and the Los Angeles County Line present the greatest risk exposure.

Oil production facilities are located in the area to the northwest of the line connecting Oat and Hopper Mountains and in the Holser Canyon area. The arrangement of these facilities and the brush clearances around them normally will reduce the risk posed in a wildfire.

### HISTORICAL FIRE DATA (1950-2007)

Number of 300+ Acre Fires	Average Size	Time of Occurrence	Fire Spread Characteristics
12	4881 Acres 162,702 Day	July-December	6 of 12 large fires were wind driven. 6 of 12 were fuels and topography driven

### FUEL BREAK LOCATION AND METHOD

#### Condor Refuge

The US Fish and Wildlife contracts with the Ventura County Fire Department to provide defensible space around the Hopper Ranch Center and the bird pens.

**Fillmore and Piru Wildland Urban Interface (WUI) Fuel Break.** This federally funded project will occur to the northeast of Fillmore and to the Northwest of Piru. The project will result in the creation of a fuel break, the purpose of which is to prevent fire from entering the cities from the Piru fuel bed. The method of treatment will be mechanized, hand cutting, stacking and pile burning with the possibility of prescribed fire.



**HOPPER MOUNTAIN REFUGE:**

1. Increase the defensible space surrounding the Refuge Head Quarters buildings and support facilities.

- Increase the existing break surrounding the Headquarters compound to 200'
- Establish stand-alone breaks around all water tanks and piping, radio repeaters, observation pen, and isolation pen.

2. Provide wildland training for the biologist and associates assigned to work in the refuge area. This would include formal classes that would be applicable to conditions that may be experienced in the field. In addition to specific instruction on the use care and maintenance of wildland personal safety equipment radios and fire shelters.

3. Creation of an emergency plan for the Refuge area. A written plan will be created to identify escape routes and safety zones, cell sites, radio reception/transmission areas and emergency procedures in the event of fire or medical emergency. In addition, road maps will be created for emergency routes utilizing the Burson Ranch Fire Road and other road systems throughout the refuge area.

4. Establish equipment cash for structure protection and provide training for the use care and maintenance of the equipment. Equipment examples included but not limited to: Aluminum wrap, portable pump/sprinkler system, and gel system.

**PIRU CANYON:**

Removal of dead fuel caused by the incomplete burning of brush along the roadside extending from the town of Piru north to Blue Point Campground gate. A shaded fuel break will be established and maintained as natural fuels are allowed to re-establish themselves. Evasive non-native species will be identified and eradicated to preserve the natural environment.

**PIRU / FILLMORE FRONT:**

1. Citrus, Avocado and ornamental plant production are assets that fall within the WUI area between the cities of Fillmore and Santa Paula. The Ventura County Fire Department recognizes the potential for high dollars loss when these assets are destroyed by fire. This project will, through the use of several different vegetation management practices, alter the state of hazardous ground and ladder fuels on up to 1,470 acres. In turn the defensible space established would provide a buffer from ignition sources that could occur along the farm road system thus providing protection to the vast open space that constitutes the adjacent California condor habitat. The Ranch fire did not reach the front country-parallel highway 126 in these areas. After removal of the brush a maintenance program will be established.



2. Road system improvement. An extensive dirt road system exists across the foothills between Piru Canyon and Fillmore city. Improvement of these roads by establishing drains in known washout areas would provide better access for fire apparatus in the event of a wildfire and also can be utilized as control lines to suppress or control the spread of fire. After repairs and improvements are made a maintenance program will be established. Note: Hopper Mountain NWR Emergency Access. Due to the extreme cost and the potential for severe road damage in the future we feel that re-establishing the Angels pass access and the surrounding road system would not be a wise investment of current funds.

3. Fourth of July Patrol. The Ventura County Fire Department will establish a fire watch patrol on the Forth of July for the area surrounding the City of Fillmore.

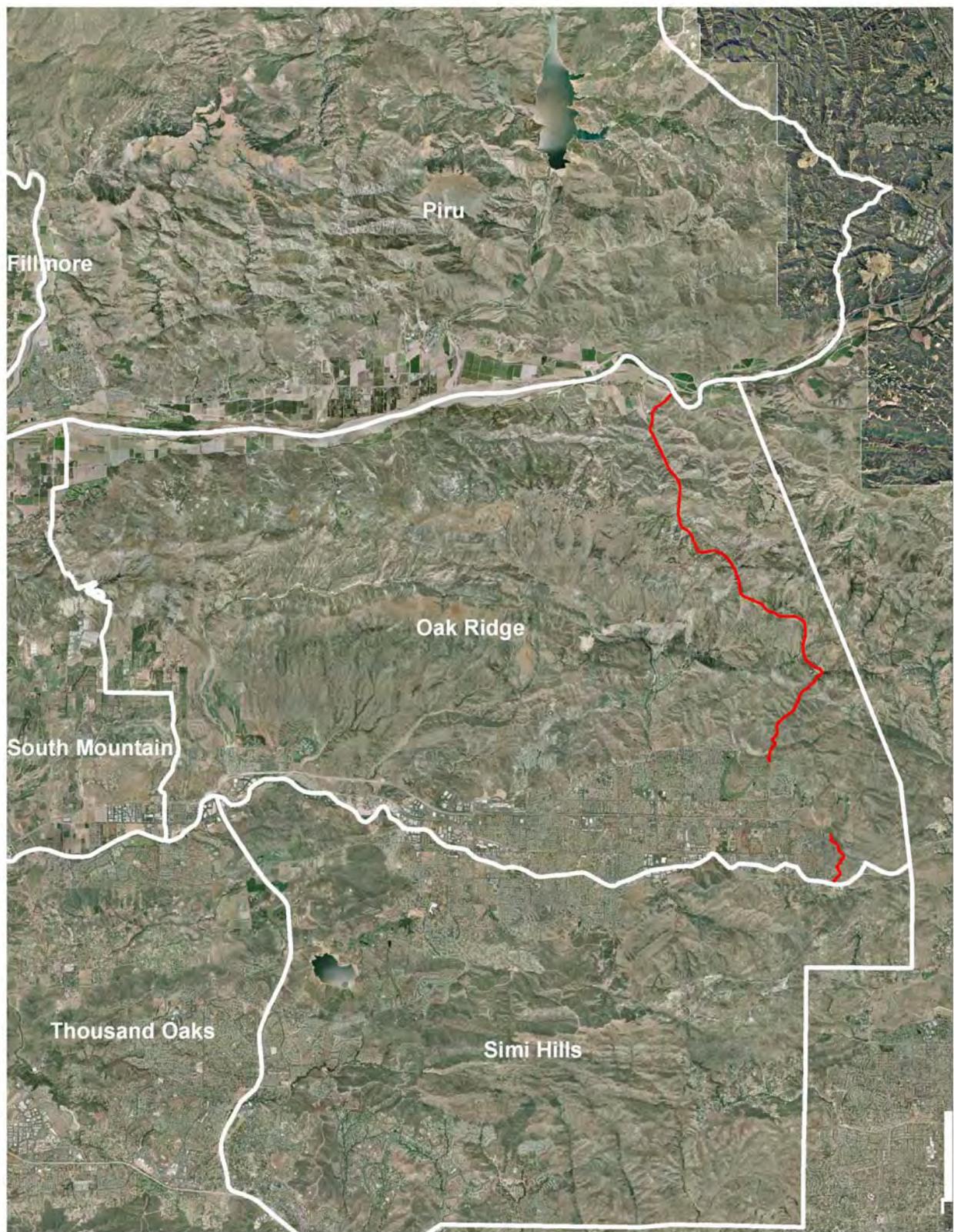
**GOODENOUGH ROAD - FILLMORE:**

Citrus and Avocado orchards are assets that fall with in the WUI area paralleling Goodenough Road. The Ventura County Fire Department recognizes the potential for high dollars loss when these assets are destroyed by fire. A defensible space will be created by a number of methods including but not limited to cut and stack pile burning of brush, mechanical treatment and were practical broadcast burning. The Ranch fire did not reach this area. After removal of the brush a maintenance program will be established.

**COMMUNITY EDUCATION PROGRAM:**

1. Creating defensible space in the WUI areas is only part of the equation. The homeowner must do their part to provide a home that will be better able to withstand the effects of a wildfire. Providing a community education program for the Cities of Piru and Fillmore (In conjunction with the Fillmore Fire Department and the U.S. Forest Service) will provide homeowners with the knowledge to recognize potential problem areas.

2. Community clean-up program. Example of services offered would be waste containers for green waste. Assisting homeowners with removal of combustible material from roofs and gutters cleaning and trimming trees that limit fire department access.





## Five-Year Vegetation Management Plan Oak Ridge Fuel Bed

### FUEL BED DESCRIPTION

The Oak Ridge fuel bed is bordered on the north by the Santa Clara River, on the south by the Simi fuel bed, on the east by the Los Angeles/Ventura County line and on the west by Highway 23.

The highest elevation of the fuel bed is 2,992 feet. The ground cover of the bed consists of medium brush on the North Slope and light, flashy fuels on the south slope.

### PREDOMINANT RISK EXPOSURE

The interface area along the northern boundary of the City of Simi Valley increases in size as rapid development occurs. As this residential area grows, so does the risk from wildfire.

Oil production facilities are located in the area of the Big Mountain Oil Field, Shiells Canyon, Calumet Canyon, Torrey Canyon and the north end of Grimes Canyon. The arrangement of these facilities and the brush clearances around them normally will reduce the risk posed in a wildfire.

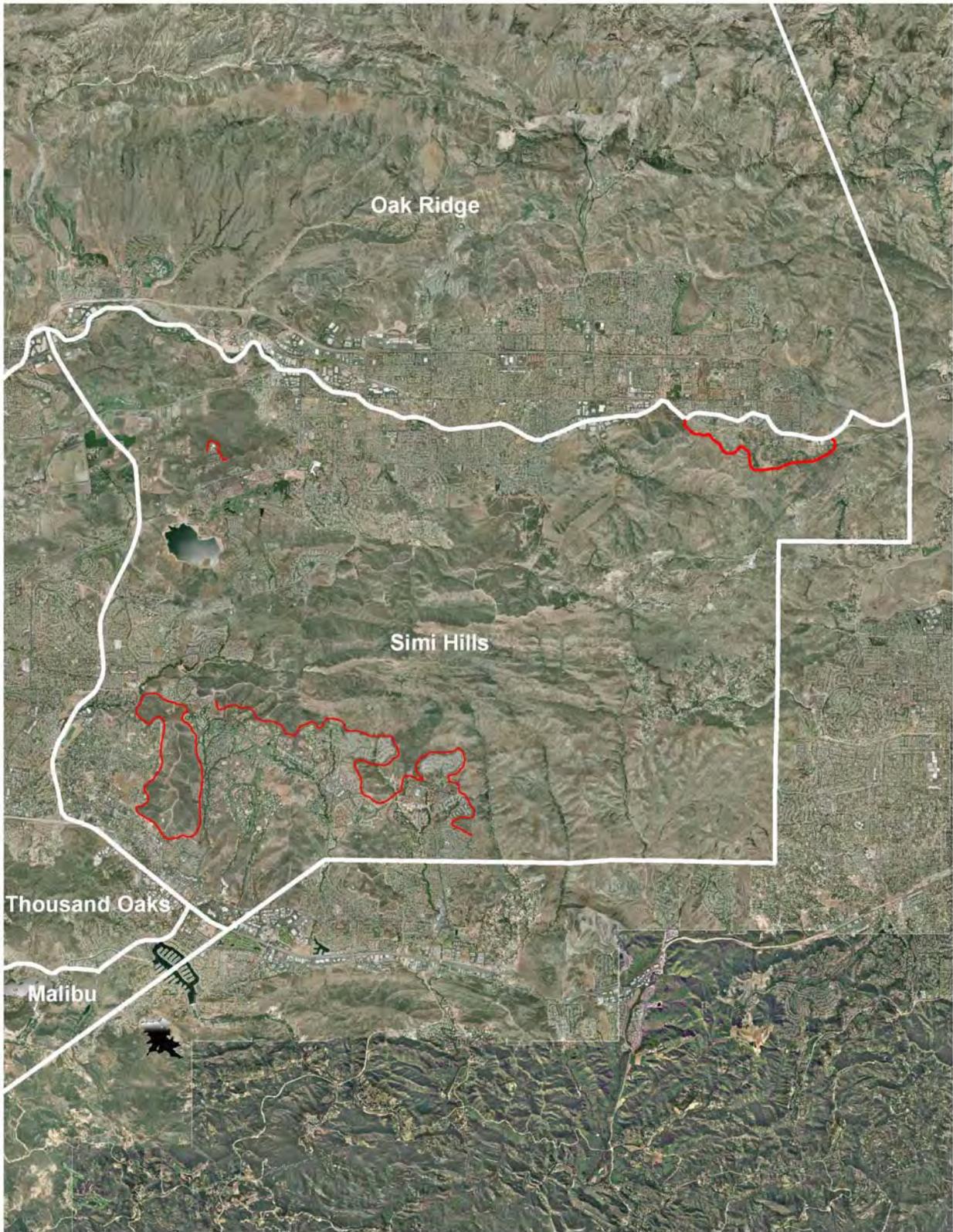
### HISTORICAL FIRE DATA (1950-2007)

Number of 300+ Acre Fires	Average Size	Time of Occurrence	Fire Spread Characteristics
18	9626 acres	June - November	14 of 18 large fires were wind driven. 4 of 18 were fuels and topography driven

### FUEL BREAK LOCATION AND METHOD

**Las Lajas Fuel Break.** Establish a fuel break from Evening Sky to HWY 126.

**Corriginville.** Create and improve defensible space fuel break for Santa Susana knolls.





## Five-Year Vegetation Management Plan Simi Fuel Bed

### FUEL BED DESCRIPTION

The Simi Fuel Bed is bordered on the north by Simi Valley, on the south by Highway 101, on the east by the San Fernando Valley and on the west by Highway 23 and Olsen Road.

The highest elevation of the fuel bed is Simi Peak at 2400 feet. The ground cover of the bed consists of medium brush in the steep canyons and light flashy fuels make up much of the fuel bed on the north and the south slopes.

### PREDOMINANT RISK EXPOSURE

The east end of Thousand Oaks, the communities of North Ranch and the Community of Oak Park have many assets that are exposed to the hazardous fuels along the interface area. The south side of the City of Simi Valley, while exposed to the fuels along the north side of this fuel bed, does not have as great a risk due to the historical patterns of east wind driven fires.

### HISTORICAL FIRE DATA (1950-2007)

Number of 300+ Acre Fires	Average Size	Time of Occurrence	Fire Spread Characteristics
16	12089 Acres 24,175 Topanga 107,560 Simi	July-November  48 Structures lost	13 of 16 large fires were wind driven. 3 of 16 were fuels and topography driven

### FUEL BREAK LOCATION AND METHOD

**Oak Park Wildland Urban Interface (WUI) Project.** This project area surrounds the northeastern portion of the Community of Oak Park. The goal of this project is to increase the defensible space along the perimeter of the community. This project is currently under review for federal funding through the National Park Service and its viability may depend on said funding. The project will be accomplished through hand cutting and broadcast chipping or stack and pile burning.

**Kevington Project.** The project is located in the Skeleton Canyon area. This is a prior project that was funded through FEMA and will be treated for re-growth. The project will be accomplished through hand cutting, stack and pile burning. Once sufficient re-growth occurs, this project will have a high priority due to its proximity to the interface area. The project is planned for 2009/10.



**Corriginville.** Create and improve defensible space fuel break for Santa Susana knolls

**Reagan Library.** Maintain the existing fuel break that surrounds the library, through the use of hand cutting, broadcast chipping and brush mowing.

